

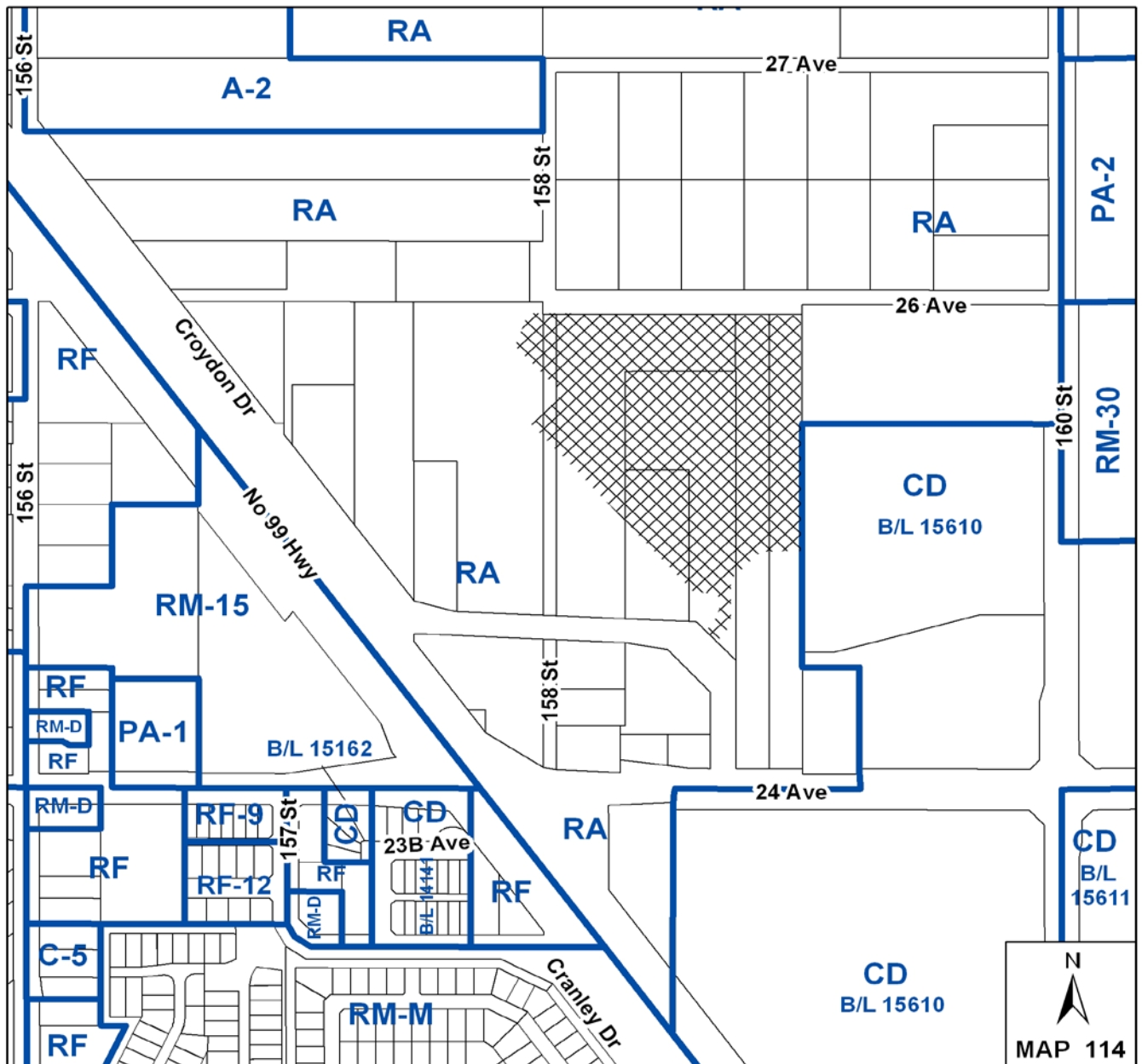
Proposal: Development Permit to permit the development of phase 1 of the Morgan Crossing mixed-use lifestyle village centre.

Recommendation: Approval to Proceed

Location: 24 Avenue & Croydon Dr **Zoning:** RA

OCP Designation: Suburban

LAP Designation: Comm. Ind. & RM (30-45 upa high density) **Owner:** Morgan Crossing Properties et al



PROJECT TIMELINE

Completed Application Submission Date: February 14, 2007
Application Revision & Re-submission Date: May 24, 2007
Planning Report Date: June 25, 2007

PROPOSAL

The applicant is proposing:

- a Development Permit

in order to permit the development of the first phase of a mixed-use complex comprising retail and residential uses within the proposed Morgan Crossing lifestyle village centre.

RECOMMENDATION

The Planning & Development Department recommends that:

1. Council authorize staff to draft Development Permit No. 7906-0137-01 in accordance with the attached drawings (Appendix III).
2. Council instruct staff to resolve the following issues prior to approval:
 - (a) resolution of the Advisory Design Panel recommendations to the satisfaction of the Planning and Development Department;
 - (b) submission of a landscaping cost estimate to the specifications and satisfaction of the City Landscape Architect;
 - (c) final adoption of OCP Amendment By-law No. 16073 and Rezoning By-law No. 16074 pertaining to Application No. 7906-0137-00; and
 - (d) final approval of generalized Development Permit No. 7906-0137-00 by Council.

REFERRALS

Engineering: No concerns (Appendix IV).

B.C. Hydro: No objection in principle subject to conditions as stipulated in their letter dated May 18, 2007 (Appendix V).

Fire Department: No concerns.

SITE CHARACTERISTICS

- **Existing Land Use** Suburban residential homes zoned RA.
- **Significant Site Attributes** The site comprises properties with a BC Hydro right-of-way traversing diagonally through the site. The northeast portion of the site is covered with native second growth forest stand.
- **East:** Proposed Home Depot and future commercial uses as part of Grandview Corners shopping centre, zoned CD (By-law No. 15610), designated Commercial in the OCP. Existing RA zoned property presently at Third Reading for apartment uses (Application No. 7906-0153-00).
- **South:** Across 24 Avenue, proposed Wal-Mart store and future commercial uses as part of Grandview Corners, zoned CD (By-law No. 15610), designated Commercial in the OCP.
- **West:** Highway No. 99.
- **North:** Existing suburban residential uses, zoned RA, designated Suburban. Across 26 Avenue, proposed rowhouse units and detached strata units presently at Third Reading (Application No. 7906-0097-00).

PLAN AND POLICY COMPLIANCE

OCP Designation: Needs amendment to Commercial. OCP Amendment By-law No. 16073 received Third Reading on October 30, 2006 and final adoption is scheduled for June 25, 2007 for Council consideration.

NCP Designation: Needs amendment to Mixed Commercial/Residential Uses in the Morgan Heights NCP. NCP Amendment is in the process of being completed as part of the rezoning application on the site, which is nearing completion.

DEVELOPMENT CONSIDERATIONS

Morgan Crossing OCP Amendment and Rezoning Applications

- At the Regular Council – Land Use meeting on July 24, 2006, Council considered Application No. 7906-0137-00, which involves an OCP amendment, NCP amendment, Rezoning and Development Permit to permit the development of the Morgan Crossing Lifestyle Centre, a mixed-use lifestyle village consisting of retail, office and residential uses at 24 Avenue and Croydon Drive within the Highway 99 Corridor Land Use Plan and Grandview Heights Neighbourhood Concept Plan (NCP) #1 (Morgan Heights).
- OCP Amendment By-law No. 16073 to redesignate the properties from Suburban to Commercial, and Rezoning By-law No. 16074 to rezone the properties from One-Acre Residential Zone (RA) to Comprehensive Development Zone (CD) were introduced, and given

First and Second Reading by Council. A Public Hearing for the two by-laws was held on October 30, 2006. Third Reading of the by-laws was granted on October 30, 2006.

- Council also authorized staff to draft a generalized Development Permit No. 7906-0137-00 to establish the form and character of the development. The generalized Development Permit No. 7906-0136-00 will establish an overall development scheme with an overall site plan, access and circulation system, pedestrian connections, design guidelines dealing with the general form and character of buildings and landscaping details for Morgan Crossing Development. This generalized Development Permit will not permit construction to occur, but establish the guidelines for the evaluation of future Development Permits in the area. Subsequent detailed Development Permits are required for each individual building to be submitted for approval by Council prior to building construction.
- As part of the application, the applicant is proposing to close a portion of 158 Street road right-of-way between 24 Avenue and 26 Avenue and purchase the land from the City to facilitate the proposed lifestyle village in a comprehensive design. The "Surrey Close and Remove the Dedication of Highway of a Portion of 158 Street between 24 Avenue and 26 Avenue By-law, 2006, No. 16136" received final adoption on November 20, 2006.
- On March 23, 2007, a Preliminary Layout Approval (PLA) letter was issued to allow the consolidation of the properties and the closed portion of 158 Street road right-of-way between 24 Avenue and 26 Avenue into two lots: one lot north of Croydon Drive (Block A) and one lot south of Croydon Drive (Block B).
- The applicant is in the process of completing all the subject conditions prior to final adoption of the OCP amendment and rezoning by-laws, and approval of the Generalized Development Permit.

Phase I Detailed Development Permit

- In February 2007, the applicant submitted a detailed Development Permit Application No. 7906-0137-01 for all the buildings on the north side of Croydon Drive (Block A). However, given the DCC deadline for building permit applications, the applicant is bringing forward the first phase detailed Development Permit Application to include the multi-building complex (Building KLM) at the north-east corner of the site, north of the B.C. Hydro right-of-way.
- All other buildings will be brought forward under detailed Development Permits in future prior to building construction.

Project Description

- Phase 1 consists of a mixed-use complex comprising multiple attached buildings (Buildings KLM) at the northeast corner of the site fronting 26 Avenue and 158 Street. The complex is triangular with main retail facing on the Hydro right-of-way parking area. The retail use will be on the main floor with 3 storeys of residential above and one level of underground parking. A row of townhouses is located along the north and east façade. The three 3-storey residential buildings (K/L/M) are sited on a podium level above the retail uses. From a building code perspective, the applicant has advised that it will be considered as "one" building (address: 15850 – 26 Avenue) for building permit application purpose.

- The proposed retail floor area is approximately 11,732 sq.m. (126,290 sq.ft.) and the proposed residential floor area is approximately 18,328 sq.m. (197,288 sq.ft.), for an overall floor area of 30,060 sq.m. (323,578 sq.ft.).
- The proposed floor area ratio (FAR) based on the net site area for density calculation is approximately 0.47. The proposed lot coverage is about 13.1%. Therefore, both the proposed FAR and lot coverage comply with the maximum FAR of 1.12 and lot coverage of 60% permitted in the CD Zone (By-law No. 16074) for Block A.
- Building setbacks are proposed at 10 metres (33 ft.) from the north property line (26 Avenue) and 10 metres (33 ft.) from the east property line which comply with the minimum 10-metre (33 ft.) setback prescribed in the CD Zone (By-law No. 16074) regulations for Block A. The setbacks from the south and west property lines will exceed the minimum dimensions specified in the CD Zone.
- The height of the building is 17.8 metres (58.4 ft.). This complies with the maximum building height of 20 metres (66 ft.) permitted under the Zone.

Parking

- Under Part 5 Off-Street Parking and Loading/Unloading of the Zoning By-law No. 12000, as the proposed retail uses exceed 4,500 sq.m., 294 parking spaces are required based on 2.5 parking spaces per 100 square metres (1,076 sq.ft.) gross floor area. As for the residential components, a total of 277 resident and 38 visitor parking are required. The total required parking spaces for this phase will be 609 parking spaces. The proposed development will provide a total of 639 parking spaces including 315 underground parking spaces for residents and 324 surface parking spaces for retail uses. Out of the total parking spaces, 6 disabled parking stalls are provided underground and 2 disabled parking spaces at grade level. The proposed parking provision exceeds the by-law requirements in terms of the number of required parking spaces.
- In addition, under CD Zone (By-law No. 16074), the maximum number of surface parking spaces shall not exceed a total of 3 parking spaces per 100 square metres (1,076 sq.ft.) of gross floor area. Based on this ratio, the maximum number of surface parking spaces that can be provided on the site is 352. The proposal will comply with the maximum number of surface parking spaces that can be provided on the site for this phase. The ratio of surface parking specified under the CD By-law will be addressed on each phase to ensure the amount of parking for each phase will not exceed the maximum number of surface parking spaces allowed under the CD By-law No. 16074.

Access and Site Circulation

- As per the Generalized Development Permit, there will be three main vehicular access points from Croydon Drive to this lot, one access point at 26 Avenue and 158 Street, and one access point from 26 Avenue to this proposed building (KLM) under the current Development Permit application. The site will contain an internal main street with mixed-use buildings on both side, and pedestrian links into and through the site.

- The main transportation and access elements, including signalizations and road improvements along Corydon Drive, 24 Avenue, 26 Avenue and 160 Street will be secured under the rezoning application of Morgan Crossing. The proposal conforms to the overall transportation pattern established for Morgan Crossing.
- Two main access points to Building KLM are proposed: on 26 Avenue at the northeast corner of the site and the southerly driveway access on Croydon Drive. Access at 26 Avenue leads directly to the underground parking and is intended for residents of Building KLM only.
- Truck access is proposed via Croydon Drive through the internal street to the loading areas located near Building K and Building L.
- There is a strong pedestrian walkway proposed in front of the Building KLM which links directly to the main street in the lifestyle village building. There is a keyhole in front of Building KLM which represents the primary entrance and offers pedestrian only access to the internal courtyard. The internal courtyard will have destination shops which do not require a main street presence. The Fire Department requires that the landscaping along this pedestrian access be divided so that an emergency truck can go down the middle of the keyhole in the event of emergency.
- A continuous pedestrian linkage is also proposed from the southerly access at Croydon Drive through the parking area under the Hydro right-of-way to the front of the retail uses and eventually to 26 Avenue and 158 Street. Another pedestrian pathway meanders along the east façade of the building on the periphery of the site.

DESIGN PROPOSAL AND REVIEW

Design Proposal

- In general, the proposed design is consistent with the generalized Development Permit and design guidelines for the site. The site is encumbered by a BC Hydro right-of-way in a north-west and south-east direction, under which no building is allowed. This proposed building at the north-east portion of the site is separated from the main village and activity areas by the Hydro right-of-way.
- Buildings K, L and M maintain the general character and concept of the other phases of the development. Due to proximity to the power lines, the applicant proposes to increase the setback of the residential component of Buildings K and L from the hydro lines by about 13.7 metres (45 ft.) as originally proposed in the Generalized Development Permit.
- Buildings K, L and M responds to residential uses to the north and east at 26 Avenue, with walk-up lofts along north and east facades at ground level. Landscaped boulevard/setback treatment along 26 Avenue at grade, including individual entrances to individual units for greater residential ambience.
- Central courtyard of the complex is on axial alignment with Main Street portion of the site to the southwest, with visual and pedestrian connection. Residential units at upper levels have private patios/gardens at the podium level with common outdoor amenity areas.

- By reorganizing some of the stepping in the interior courtyard, this area has become smaller but still a significant space for the complex. There will be a continuity of elements at entries for the complex. The retail has a parapet, which steps up and down and maintains the design concept and materials of buildings as per generalized Development Permit.
- The rooflines of the residential are also stepped to create additional interest. The buildings have been stepped back at corners to create openings.
- All roof top mechanical units including those units on the podium level will be screened.
- The exterior materials of the building include a rich combination of brick masonry, cultured stone, and hardiplank siding. Extensive use of store front windows is proposed on the retail component facing the hydro right-of-way. Similarly for the residential above, exterior materials include brick masonry, hardiplank siding (in horizontal, vertical and board patterns) is proposed. The complex carries through the overall theme of a varied façade using different materials to create interest, variety and a sense of pedestrian scale.

Signage

- For the commercial retail signage, the applicant is proposing individual channel, relief or reverse channel letters with through-wall construction and/or pin mounted dimensional letters with appropriate fonts. No exposed exterior raceways will be proposed. No box-type or illuminated plastic letters or exposed neon will occur.
- No freestanding sign is proposed as part of this Development Permit application.

Landscaping

- The guidelines for landscaping are consistent throughout the Morgan Crossing development. The parking lot design creates opportunities for landscaping with several strong pedestrian spines leading to the building.
- A multi-use pathway (Pioneer Greenway) through the Highway 99 Corridor Plan Area is proposed to connect the pathway (already partially constructed) in the Rosemary Heights Business Park to the north and 8 Avenue to the south. The multi-use pathway runs along the entire frontage of Croydon Drive for this development from the north limit of the site to 24 Avenue. Pedestrians and cyclists will then need to cross 24 Avenue at the signalized intersection and continues along the north side of 24 Avenue east to 160 Street.
- Special landscaping treatment has been proposed at the ground level to include a water feature, raised planters special paving patterns and benches at the keyhole area. The water feature incorporates upright basalt columns of varying heights to create interest. A strong linear pedestrian connection from the keyhole area is proposed consisting of concrete decorative tiles and pre-cast concrete pavers to link this space to the main street of the mixed-use lifestyle village.
- There will also be special circular concrete band and pre-cast concrete pavers with landscaping in the middle at the access entry from 26 Avenue.

- At the podium level, generous landscaping has been proposed including a combination of trees, shrubs and decorative paving on slab.
- Peripheral landscaping has been proposed including a combination of trees and shrubs with a meandering pathway along the east façade of the building. Landscaping is proposed in the front of the townhouse units facing 26 Avenue.
- Plantings proposed under the Hydro right-of-way is limited to a height of 3 metres (10 ft.) at maturity as per B.C. Hydro guidelines. Trellis structures are also proposed along the main pedestrian spine under the Hydro-right-of-way.

Sustainable Design Approach

- The following sustainable design features have been incorporated:
 - Storm water management is being pursued, specifically in the Hydro right-of-way area.
 - Underground parking is approximately 47% of the overall required parking for this phase of the development.
 - Bicycle storage is provided.
 - Roof areas are landscaped as shown in the development permit drawings.
 - Water efficiency - The design team is pursuing the option of on-site water storage for irrigation, reviewing the best location and system to be utilized.
 - Design of HVAC equipment for the retail component is being pursued through the documentation process. The residential suites are not air-conditioned.
 - Material and resources – detailed construction specifications will incorporate a requirement for construction waste management and for recycled content.
 - Indoor environmental quality – specification of interior finishes in residential areas will take into account air quality issues.

Crime Prevention Through Environmental Design (CPTED)

- The following Crime Prevention Through Environmental Design (CPTED) principles have been incorporated in the design of Morgan Crossing:
 - Territoriality and Defensible Space – Although a single complex, Buildings KLM retain the advantages of a mixed-use centre by bringing the maintenance and security aspects of the retail development for the benefits of residents, and the natural surveillance of on-site residents to the common and retail areas.
 - Residential lobby to Building M is on the north side facing 26 Avenue, a predominantly residential street. Residential lobbies to Building K and L area in the pedestrian pathway to the courtyard; this gives these residential entries a different hierarchy and sense of territoriality relative to the open retail area. At the same time, the residential entries are fully visible from the main parking and pedestrian access routes, avoiding recessed doorways.
 - Hierarchy of Space – as noted above, the hierarchy of space moves from the open Hydro right-of-way area toward the interior courtyard area, through a pedestrian walkway giving access to the residential lobbies.
 - Natural Surveillance – the residential units look out in all directions.
 - Access Control – all required residential parking is underground through security gates, while all retail parking is at grade.

Public Arts

- The applicant is willing to work with the local arts community and the City in the creation of the public art. The applicant has designated the area adjacent to Building KLM as one of the locations for placement of public art. While the actual details have yet to be provided, the applicant has Bird Construction prepared estimates for various public art components. A Letter of Credit in the amount of \$533,000 has been submitted by the applicant prior to final adoption of rezoning application to ensure the installation of public arts within the entire development.
- More detailed review of location and type of art is to be completed as part of Phase 2.

ADVISORY DESIGN PANEL

ADP Meeting Date: June 7, 2007 (See Appendix VI).

- Some of the June 7th ADP recommendations have been addressed as documented in Appendix VII. The project will be presented to the Advisory Design Panel on June 21, 2007 for further deliberations on the three-dimensional representation and landscaping revisions. The ADP minutes of June 21, 2007 are not available prior to finalizing this Planning Report.

INFORMATION ATTACHED TO THIS REPORT

The following information is attached to this Report:

Appendix I.	Lot Owners, Action Summary and Project Data Sheets
Appendix II.	Contour Map
Appendix III.	Proposed Subdivision Layout, Site Plan, Typical Floor Plans and Elevations, Landscape Plans and Perspective
Appendix IV.	Engineering Summary
Appendix V.	BC Hydro Comments
Appendix VI.	ADP Comments and Applicant's Response

INFORMATION AVAILABLE ON FILE

- Detailed Engineering Comments dated June 5, 2007.
- Revised Arborist Report dated April 16, 2007.
- Soil Contamination Review Questionnaire prepared by Art Phillips dated July 12, 2006.
- Site Profile dated July 14, 2006.

How Yin Leung
Acting General Manager
Planning and Development

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Information for City Clerk

Legal Description and Owners of all lots that form part of the application:

1. (a) Agent: Name: Dave Sheppard, Larco Investments Ltd.
 Address: Suite 300, 100 Park Royal
 West Vancouver, B.C.
 V7T 1A2
 Tel: 604-925-2700

2. Properties involved in the Application

- (a) Civic Addresses: 15779, 15827, 15831 and 15843 Croydon Drive, 15879 and 15891 - 24 Avenue, and Portion of 158 Street road right-of-way to be closed

- (b) Civic Address: 15779 Croydon Drive
 Owner: Morgan Crossing Properties Ltd.
 PID: 002-382-148
 The East Half of the East Half Legal Subdivision 2 Except: Firstly: Parcel "A" (Reference Plan 13622) Secondly: Part Subdivided by Plan 24836, Thirdly: Lot "T" and Highway shown on Plan 25810, Section 23 Township 1 New Westminster District

- (c) Civic Address: 15827 Croydon Drive
 Owner: Morgan Crossing Properties Ltd.
 PID: 000-534-994
 Parcel "B" (687194E) Lot 5 Section 23 Township 1 New Westminster District Plan 12551

- (d) Civic Address: 15831 Croydon Drive
 Owner: Morgan Crossing Properties Ltd.
 PID: 017-000-351
 Lot A Section 23 Township 1 New Westminster District Plan 87266

- (e) Civic Address: 15843 Croydon Drive
 Owner: Morgan Crossing Properties Ltd.
 PID: 017-000-360
 Lot B Section 23 Township 1 New Westminster District Plan 87266

- (f) Civic Address: 15879 - 24 Avenue
 Owner: Morgan Crossing Properties Ltd.
 PID: 009-570-781
 Lot 2 Except part dedicated road on Plan BCP20320 Section 23 Township 1 New Westminster District Plan 11734

(g) Civic Address: 15891 - 24 Avenue
Owner: Morgan Crossing Properties Ltd.
PID: 004-389-697
Lot 1 Except part dedicated road on Plan BCP20319 Section 23 Township 1
New Westminster District Plan 11734

(h) Civic Address: Portion of 158 Street Road Right-of-Way Dedicated on
Plan 12551 to be closed
Owner: City of Surrey

3. Summary of Actions for City Clerk's Office

DEVELOPMENT DATA SHEET

Proposed Zoning: CD (By-law No. 16074)

Required Development Data	Minimum Required / Maximum Allowed (CD By-law No. 16074)	Proposed
LOT AREA* (in square metres)		105,000 m ²
Gross Total		
Road Widening area		2,032.8 m ²
Undevelopable area		38,521 m ²
Net Total		64,446 m ²
LOT COVERAGE (in % of net lot area)	Block A	
Buildings & Structures	60%	13.1%
Paved & Hard Surfaced Areas		19.4%
Total Site Coverage	60%	32.5%
SETBACKS (in metres)	Block A	
Front (South) 24 Avenue	3.0 m	202.4 m
Rear (North) 26 Avenue	10.0 m	10 m
Side #1 (East)	10.0 m	10 m
Side #2 (West)	20.0 m	229.2 m ²
BUILDING HEIGHT (in metres/storeys)		
Principal	20 m	17.8 m
Accessory		
NUMBER OF RESIDENTIAL UNITS		
Bachelor		
One Bed		42
Two Bedroom		141
Three Bedroom +		6
Total		189
FLOOR AREA: Residential		18,328 m ²
FLOOR AREA: Commercial		
Retail		11,732 m ²
Office		0
Total		11,732 m ²
FLOOR AREA: Industrial		n/a
FLOOR AREA: Institutional		n/a
TOTAL BUILDING FLOOR AREA		30,060 m ²

** If the development site consists of more than one lot, lot dimensions pertain to the entire site.*

Development Data Sheet cont'd

Required Development Data	Minimum Required / Maximum Allowed (CD By-law No. 16074)	Proposed
DENSITY		
# of units/ha /# units/acre (gross)	16.3 upa	7.29 upa
# of units/ha /# units/acre (net)	24.5 up	11.89 upa
FAR (gross)	0.75	0.29
FAR (net)	1.12	0.47
AMENITY SPACE (area in square metres)		
Indoor	567 m ²	181.5 m ²
Outdoor	567 m ²	6,394 m ²
PARKING (number of stalls)		
Commercial		324
Industrial		
Residential Bachelor + 1 Bedroom		56
2-Bed		212
3-Bed		9
Residential Visitors		38
Institutional		
Total Number of Parking Spaces		639
Number of disabled stalls		6
Number of small cars		
Tandem Parking Spaces: Number / % of Total Number of Units		
Size of Tandem Parking Spaces width/length		

Heritage Site	NO	Tree Survey/Assessment Provided	YES
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* *Cash-in-lieu for shortfall of indoor amenity space will be provided prior to final adoption of rezoning.*

MULTIPLE BUILDINGS DATA SHEET

Proposed Zoning : CD (By-law No. 16074)

Required Development Data	Building K	Building L	Building M
SETBACK (in metres)			
Front (South)	293.9 m	226.8 m	271.4 m
Rear (North)	11.9 m	87.3 m	10.0 m
Side #1 (East)	94.3 m	22.5 m	10.0 m
Side #2 (West)	243.6 m	254.6 m	281.8 m
Building Height (in metres/storeys)	17.8 m	17.8 m	17.8 m
NUMBER OF RESIDENTIAL UNITS/	45	45	99
SIZE RANGE			
Bachelor	0	0	0
One Bedroom	21	21	0
Two Bedroom	24	24	93
Three Bedroom +	0	0	6
FLOOR AREA			
Residential:	4,075 m ²	4,075 m ²	10,177 m ²
Commercial	11,732 m ² (total)		
TOTAL FLOOR AREA:	30,060 m ²		

CONTOUR MAP FOR SUBJECT SITE

