

City of Surrey
PLANNING & DEVELOPMENT REPORT

File: 7908-0093-00

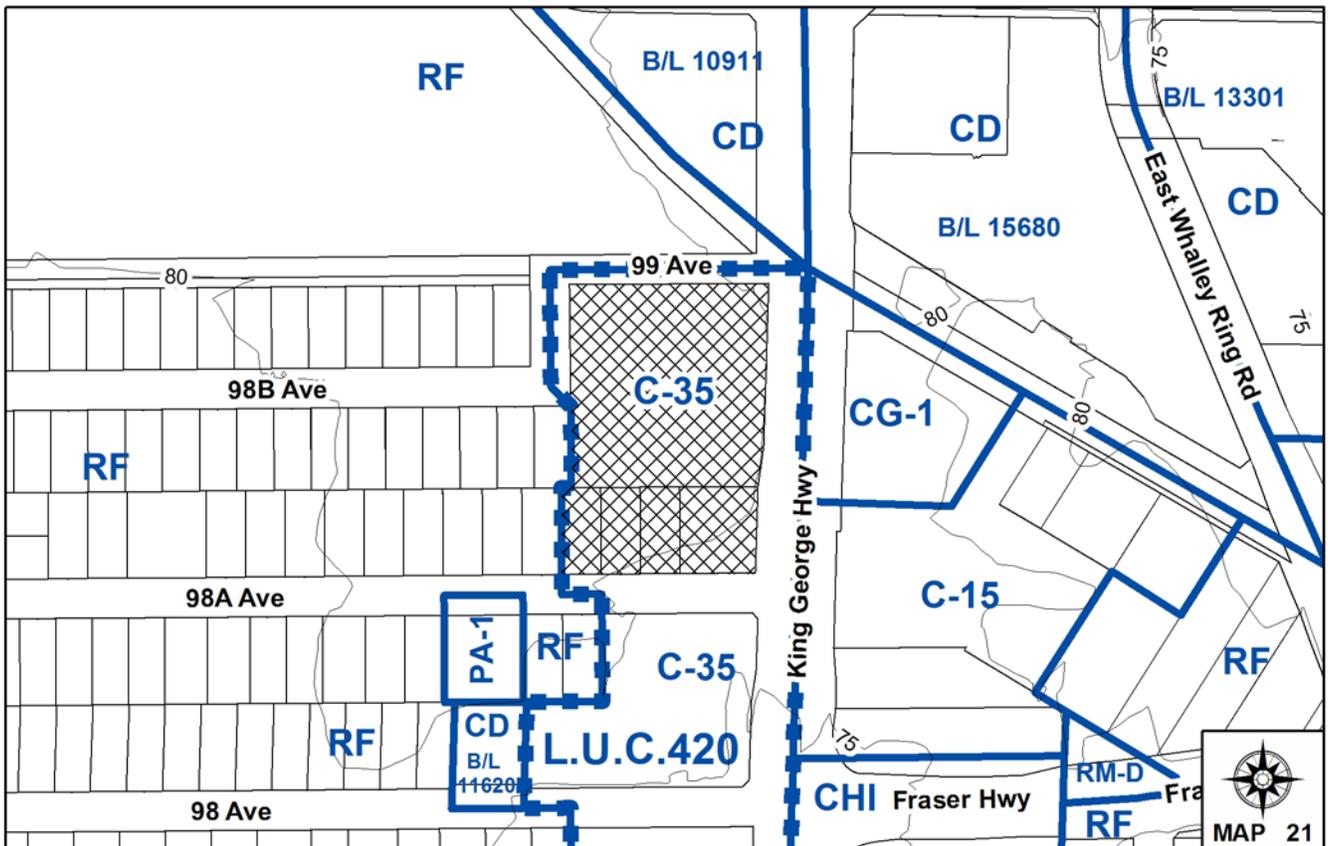
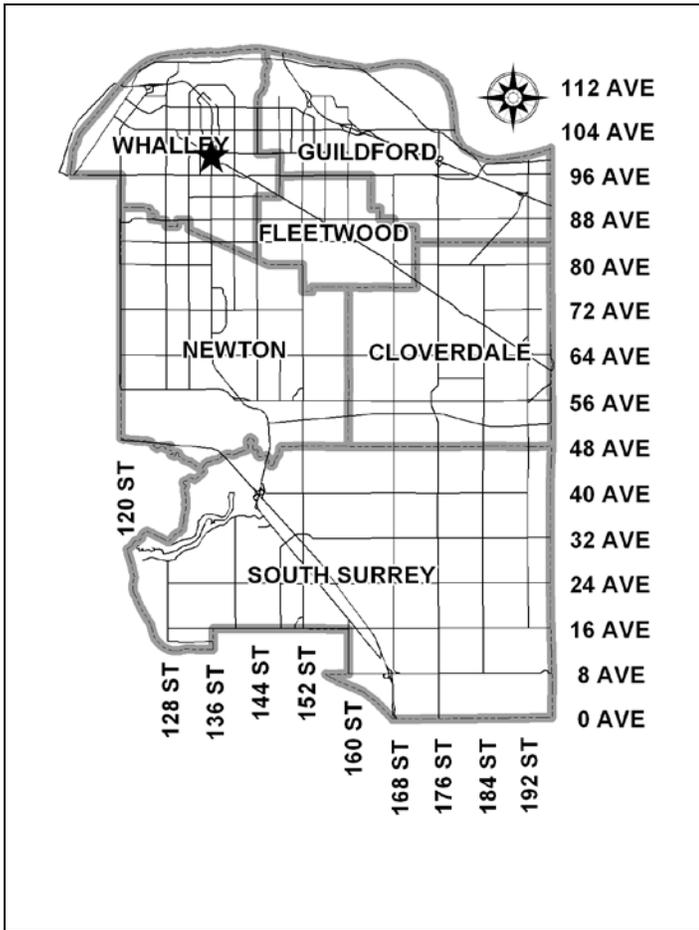
Planning Report Date: September 29, 2008

PROPOSAL:

- Partial discharge **Land Use Contract** No. 420
- **Rezoning** from C-35 to CD (based on RMC-150)
- **Development Permit**

in order to permit the development of three high-rise residential apartment buildings, ground residential townhouses and lower level commercial space along King George Highway.

LOCATION: 98A Avenue & King George Highway
OWNER: Dae-A-Real Estate Development Co. Ltd.
ZONING: LUC No. 420, (Underlying Zoning C-35)
OCP DESIGNATION: City Centre



RECOMMENDATION SUMMARY

- By-law Introduction and set date for Public Hearing for:
 - Partial Land Use Contract Discharge; and
 - Rezoning.
- Approval to draft Development Permit.

DEVIATION FROM PLANS, POLICIES OR REGULATIONS

- None.

RATIONALE OF RECOMMENDATION

- Complies with OCP Designation.
- The proposed density and building form are appropriate for this part of Surrey City Centre.
- The proposed development conforms to the goal of achieving high-rise, high density development around the three SkyTrain stations in Surrey City Centre.
- Proposed setbacks achieve a more urban, pedestrian streetscape in compliance with the Urban Design Vision for Surrey City Centre.

RECOMMENDATION

The Planning & Development Department recommends that:

1. Council endorse the extension of 98B Avenue from 135A Street to East Whalley Ring Road and the designation of 98B Avenue as a major collector road from West Whalley Ring Road to East Whalley Ring Road.
2. a By-law be introduced to partially discharge Land Use Contract No. 420 and a date for Public Hearing be set.
3. a By-law be introduced to rezone the subject site from "Downtown Commercial Zone (C-35)" to "Comprehensive Development Zone (CD)" (By-law No. 12000) and a date be set for Public Hearing.
4. Council authorize staff to draft Development Permit No. 7908-0093-00 in accordance with the attached drawings (Appendix II).
5. Council instruct staff to resolve the following issues prior to final adoption:
 - (a) ensure that all engineering requirements and issues including restrictive covenants, and rights-of-way where necessary, are addressed to the satisfaction of the General Manager, Engineering;
 - (b) submission of a subdivision layout to the satisfaction of the Approving Officer;
 - (c) resolution of all urban design and landscaping issues to the satisfaction of the Planning and Development Department; and
 - (d) registration of a Section 219 "no-build" Restrictive Covenant on Block A and Block B prohibiting the issuance of a building permit until community amenities or money-in-lieu of amenities is provided.

REFERRALS

Engineering: The Engineering Department has no objection to the project subject to the completion of Engineering servicing requirements as outlined in Appendix III.

School District: **Projected number of students from this development:**

31 Elementary students at A.H.P. Matthews Elementary School
13 Secondary students at Queen Elizabeth Secondary School

(Appendix IV)

Parks, Recreation & Culture:

Parks, Recreation & Culture recognize and appreciate the response to concerns about the pressure this project will place on existing parks, recreation and culture facilities in the area and find the contribution acceptable.

The cash contribution will be put in a reserve fund for the future playground at Holland Park.

SITE CHARACTERISTICS

Existing Land Use: Vacant

Adjacent Area:

Direction	Existing Use	OCP Designation	Existing Zone
North (Across Unopened 99 Avenue):	Holland Park and SkyTrain guideway.	City Centre	RF
East (Across King George Highway):	Hotel and surface parking lots. King George SkyTrain Station.	City Centre	C-15 C-G1
South (Across 98A Avenue):	30-year old mid-rise apartment building. Single family dwellings.	City Centre/ Multiple Residential	LUC No. 420 (Underlying Zone C-35) RF
West:	Single family dwellings south of 98B Avenue and parkland across 135A Street.	Multiple Residential	RF

DEVELOPMENT CONSIDERATIONS

Background and Zoning

- The applicant has applied to permit three, high-rise residential towers and a number of ground-oriented townhouses, with some lower-level commercial space along King George Highway, on the 5 lots at the northwest corner of 98A Avenue and King George Highway in Surrey City Centre. The applicant has named the project Holland Pointe.
- The subject development site is currently designated City Centre under the Official Community Plan (OCP).

- The subject lots are currently regulated under Land Use Contract (LUC) No. 420 that was adopted in 1977. Under Land Use Contract No. 420, the subject site was to be developed for high-density multiple residential, hotel and office uses along with limited retail space.
- The applicant has applied to discharge LUC No. 420, which covers a number of properties along the west side of King George Highway between 98 and 99 Avenues, from the 5 subject lots.
- Once LUC No. 420 is discharged, the underlying zoning of Downtown Commercial Zone (C-35) comes into effect.
- As a result, the applicant is requesting that the subject site be rezoned from C-35 to a Comprehensive Zone (CD) that will accommodate the subject proposal.

Extension of 98B Avenue

- The extension of 98B Avenue through the site from 135A Street to King George Highway is one of the major elements influencing the design and layout of the subject lands. 98B Avenue currently terminates in a cul-de-sac bulb at 135A Street along the western edge of the subject site.
- The extension of 98B Avenue through the subject site is just one component of a larger strategy to extend 98B Avenue from West Whalley Ring Road to East Whalley Ring Road along the 98B Avenue alignment. 98B Avenue will extend from West Whalley Ring Road (134 Street) to King George Highway along its current alignment, will cross King George Highway south of the King George SkyTrain Station, swing south to parallel the SkyTrain guideway and will then cross under the guideway to connect with East Whalley Ring Road at the existing signalized intersection that currently provides access to the King George SkyTrain Station "kiss-and-ride" area (Appendix V).
- The 98B Avenue connection is necessary as the full-movement, signalized intersection at 98B Avenue and King George Highway will provide improved routing options and capacity for all modes of transportation in the area and will provide greater opportunity for vehicle and pedestrian access to the high-density developments anticipated for areas east and west of King George Highway, south of 98B Avenue.
- The 98B Avenue connection will also help achieve a finer-grain road network, which is a core goal of both the existing Surrey City Centre Plan and the new City Centre Plan currently under review, by breaking up the "super-blocks" that currently define the area along King George Highway, north of Fraser Highway. A finer-grained road network creates more pedestrian-oriented urban-sized blocks that will allow for increased vehicle and pedestrian movements and connectivity.
- Currently, the closest pedestrian crossing facilities to the subject site along King George Highway are located at 98 Avenue and 100 Avenue. This section of King George Highway is already characterized by significant pedestrian crossing activity (especially jay-walking) and, with the expected land development, densification and major transit improvements in the area, this demand will increase greatly requiring appropriate pedestrian crossing facilities. The new 98B Avenue intersection addresses the need for such a crossing.

- The future extension of the 98B Avenue connection to the east of King George Highway not only improves vehicle and pedestrian routing options but also increases the penetration of bus routes into this future highly populated area, particularly south of the King George SkyTrain Station between King George Highway and East Whalley Ring Road.
- TransLink is planning the construction of a rapid bus route in Surrey from Guildford, along 104 Avenue and King George Highway, to South Surrey. The bus rapid transit, which could eventually transform into a Light-Rail Transit corridor, is currently in the planning stages with the goal of being operational in 2013.
- It is anticipated that a rapid bus stop will be constructed within the median of King George Highway very close to the proposed 98B Avenue intersection with King George Highway so that passengers can move between the rapid bus network and the SkyTrain network at King George Station as seamlessly as possible.
- As a result, the 98B Avenue connection will also provide direct access to the rapid bus/SkyTrain station for residents to the east and west of King George Highway, whose numbers are expected to increase dramatically in the next few years.
- The City of Surrey, in conjunction with TransLink, is establishing the alignment for an extension of the multi-use BC/Surrey Parkway bikeway, which currently terminates at City Parkway and Gateway Drive, through the City Centre, to the existing bikeway networks east of City Centre.
- The new 98B Avenue/King George Highway signalized intersection creates a point at which users of this bikeway will safely and easily cross King George Highway, facilitating cyclist's connectivity to the SkyTrain Station and buses. East of King George Highway, the bikeway continues along the south side of the King George SkyTrain Station to the signalized intersection at 98B Avenue and East Whalley Ring Road, where it will connect to the Quibble Creek Greenway that runs north-south within the BC Hydro transmission corridor.
- As a result of all these important transportation improvements, it is anticipated that the 98B Avenue/King George Highway intersection will become a critical intersection in Surrey, as it is at the confluence of these various modes of transportation, as well as being at the centre of the high-density development currently underway in the area.
- Council is being asked, therefore, as part of this application, to endorse 98B Avenue as a major collector road between West Whalley Ring Road and East Whalley Ring Road.

Phasing

- As part of the conditions of development of the subject lands, the City is requiring that the applicant extend 98B Avenue through the subject site from 135A Street to King George Highway.
- As a result, the applicant is proposing to subdivide the subject lots into three new lots; two lots south of the new 98B Avenue road allowance and one new lot to the north of 98B Avenue.
- The applicant proposes to develop the project over time in three phases as shown in Appendix VI.

- As a result, in conjunction with the rezoning application, the applicant has submitted a Development Permit application for an overall Development Permit that will set general building siting, access points, building massing and urban design guidelines to which each phase of development must conform.
- Separate Development Permit applications will have to be submitted by the applicant for each phase of the project.

Density

- The 5 subject lots cover a total site area of 1.44 hectares (3.56 acres).
- After the 2,659-square metre (28,600 sq. ft.) dedication of the 27-metre (89 ft.) wide 98B Avenue road allowance through the subject site, the site area is reduced to 11,762 square metres (2.9 acres).
- After the removal of 205 square metres (2,200 sq. ft.) of additional road widening along King George Highway, the net site area is reduced to 11,557 square metres (2.85 acres).
- The applicant is proposing to construct a 31,723-square metre (341,500 sq. ft.) building (30 storeys in height) in Phase 1, a 27,940-square metre (300,750 sq. ft.) building (30 storeys in height) in Phase 2 and a 34,961-square metre (376,300 sq. ft.) building (41 storeys in height) in Phase 3.
- The proposed buildings result in a Floor Area Ratio (FAR) of 6.56 over the entire gross site area, and an FAR of 8.19 over the net site area, after required road dedications have been taken.
- The proposed FAR for Phase 1 totals 7.6, based on net site area, while the proposed FAR for Phase 2 totals 7.6 and the proposed FAR for Phase 3 totals 9.6.
- The proposed development achieves the goal of the Surrey City Centre Plan of creating high-density nodes in the areas around the three City Centre SkyTrain Stations in order to establish the critical mass needed to create an urban, pedestrian-oriented downtown for Surrey.
- The proposed FAR of 6.56 is higher than the FAR of 5.0 being achieved on both the Infinity project at the corner of King George Highway and 100 Avenue, and on the SkyTowers project on 100 Avenue and East Whalley Ring Road, that lay to the east of the subject lands.
- However, the subject site is directly across King George Highway from the King George SkyTrain Station and, as a result, will be well-served by existing and future public transit that supports the high density proposed by the developer for this location.
- As well, the subject site is located immediately adjacent to Holland Park which is currently undergoing substantial redevelopment and which will provide extensive and high-quality outdoor recreation space for residents of the high-density residential developments being built in the surrounding area.

Density Bonus

- On October 15, 2007 City Council adopted Interim Bonus Density Policy No. O-54 that was to apply to all applications in City Centre and Guildford where the proposed density exceeded the maximum density allowed within the Official Community Plan (OCP) designation in which the proposal was located.
- The Interim Bonus Density Policy permits the increase of density on the site above the maximum density permitted in the Official Community Plan Designation for the site, subject to Council approval, provided that the developer provide community benefits (amenities or affordable or special needs housing) in the amount of 75% of the lift in land value that can be achieved between the maximum density allowed in the Designation and the density proposed by the developer.
- On February 25, 2008, City Council endorsed a number of amendments to the Interim Bonus Density Policy, some of which allow for a "phasing-in" of Bonus Density requirements (Corporate Report No. R027).
- To address the obligation to provide community amenities, the applicant is proposing to deposit, as part of Phase 1 of the project, \$100,000 into the City's Density Bonus Reserve Fund (By-law No. 16741).
- The applicant is also proposing to provide to the City, as part of Phase 2, a 325-square metre (3,500 sq. ft.) ground-floor commercial unit along the King George Highway frontage of the proposed building.
- The commercial unit will be transferred to the City as a strata lot. The space can be used by the City for whatever community use or any other use Council deems appropriate.
- The applicant estimates the value of this commercial unit to be approximately \$1,400,000.
- Although the community amenities being provided are determined at the rezoning stage of a land development application prior to the Planning Report being forwarded to Council, the actual payment of money-in-lieu of community amenities, is made prior to the issuance of the Building Permit for each proposed building in the development.
- Similarly, when community amenities are being provided as part of the construction of the proposed development, as is the case with the current proposal, final building occupancy will be withheld until the applicant has completed the construction of the required community amenity.
- As a result, a No-Build Restrictive Covenant will be required to be registered on Blocks A and B prohibiting the issuance of a Building Permit and prohibiting the issuance of a final occupancy permit on each Block respectively, until such time as the applicant provides the required payment of money-in-lieu of community amenities or the required community amenity as outlined above.

Proposed CD Zone

- As there is no existing zone within Surrey Zoning By-law No. 12000 that can accommodate the proposed density on the site, the subject site must be rezoned to a Comprehensive Development Zone (CD). Zoning to a CD Zone is also required to accommodate the provision of community amenities.
- The only zones that come close to accommodating high-density residential development are the RM-135 Zone and the RMC-150 Zone. However, due to the proposed density and site specific conditions of the subject project, the proposed CD By-law differs from the both these zones in terms of density, lot coverage, setbacks, off-street parking and lot dimensions.
- The proposed CD By-law increases the maximum density that can be achieved on Block A to 7.6 FAR, on Block B to 7.64 FAR and on Block C to 9.6 FAR subject to the provision of community amenities.
- Similarly, lot coverage has been increased from 33% to 70% on Block A, to 65% on Block B and to 65% on Block C to reflect the reduced, urban sized lot.
- Setbacks which, in the RM-135 and RMC-150 Zones are 50% of the height of the building, have been reduced on all sides of all three proposed blocks in order to create more urban, building forms and a more pedestrian-oriented streetscape.
- Resident parking has been reduced from the standard Zoning By-law requirement of 1.0 parking space per studio and one-bedroom unit and 1.2 parking spaces per two-bedroom unit to 1.0 parking space per unit, which is a rate that is consistent with other high-density residential developments in City Centre that are located in proximity to a SkyTrain station.
- Minimum lot size achieved through subdivision has been increased from 2,000 square metres (0.5 acre) in the RM-135 Zone to 3,600 square metres (0.9 acre) to reflect the actual size of the subject lots being created.

PRE-NOTIFICATION

Pre-notification letters were sent on August 8, 2008. Staff received three phone calls and one letter in response to the pre-notification letter.

- One caller requested additional information about the project while another caller is a landowner in the area and wanted to know how the project would affect his property.
- One caller, an owner of an apartment on the 35th floor of the Infinity tower, objected to the project as the proposed high-rise buildings would block the view from the owner's apartment. The owner indicated that she had moved from Vancouver to escape the "concrete jungle" where apartment towers blocked views.

(The proposed Phase 3 tower will be located approximately 120 metres (400 ft.) from the existing Infinity tower. However, it is inevitable that, in a high-density, high-rise urban area, someone's view somewhere will be obstructed to some degree by the construction

of a high-rise building, no matter how carefully buildings are placed or how well view corridors are established and protected.)

- A medical practitioner, representing a medical office located in the adjoining mid-rise mixed-use (apartment/commercial) building located immediately to the south of the proposed development, across 97A Avenue submitted a letter objecting to the development due to the number of parking spaces being proposed. The writer states that parking is already a problem in the area, questions the number of parking spaces being proposed and, expresses concern that the number of parking spaces being provided by the development will exacerbate the existing parking situation in the area.

(Projects in City Centre that are adjacent to SkyTrain stations, as is the case with the current proposal, have commonly provided one resident parking space per unit as car ownership in such developments tends to be less than in other less transit-oriented areas of the City.

The developer is proposing to provide visitor parking at the rate of 0.16 stalls per residential unit, in accordance with the parking requirements of Zoning By-law No. 12000.

The applicant is proposing to provide parking to service the commercial component of the project at the rate of 3 parking spaces per 100 square metres, which is more than the 2.2 parking spaces per 100 square metres required under Zoning By-law No. 12000.

Further, it should also be noted that there is, currently, vast surface pay-parking lots directly across King George Highway to the east, surrounding the existing hotel.)

- Notwithstanding responses to the pre-notification letter and Development Proposal signs, on May 8, 2008, prior to the distribution of the pre-notification letters, a petition signed by individuals representing 22 properties on 98B Avenue between 134 Street and 135A Street, was submitted to the City requesting that 98B Avenue not be extended through the subject site from 135A Street to King George Highway.

(A detailed explanation of the 98B Avenue extension through the subject site is found in a previous section of this report.)

DESIGN PROPOSAL AND REVIEW

- As noted previously in this report, the project will be built over time in three phases.
- As a result, the applicant in addition to the Land Use Contract Discharge and Rezoning applications, has submitted a Development Application for an overall Development Permit that will establish phasing boundaries, the siting of buildings, the location of vehicle accesses, building massing and building heights and provide a framework that will guide the phased development on the site.
- Separate Development Permit applications will be submitted and reviewed by staff and Council for each phase of development.

- It is anticipated that the Planning Report with respect to the Development Permit for Phase 1 of the project will be forwarded to Council within the next few weeks.

Overall Concept

- The applicant is proposing to construct two high-rise residential buildings and associated townhouse units south of the new 98B Avenue extension and to construct one signature high-rise residential tower, also with some ground-oriented townhouse units.
- The two towers south of 98B Avenue, which constitute Phases 1 and 2 of the proposal are integrated in terms of access, parking and building form.
- The tower north of 98B Avenue, although part of the same project, is quite distinct from Phases 1 and 2 as it differs in terms of building form, height and orientation.

Phases 1 and 2

- Phase 1 will be located on the western half of the subject site, south of 98B Avenue, while Phase 2 will be located on the eastern half of the site, south of 98B Avenue, along King George Highway.
- A private, internal road will be constructed between the two phases, linking 98A Avenue and 98B Avenue, that will straddle the property line between the two phases and will provide vehicle access to both sites.
- The internal road will permit vehicle access to underground parking for both phases, will permit service vehicles, such as garbage trucks, to access both buildings and, will allow the opportunity to create approximately six short-term pick-up and drop-off surface parking spaces.
- The Phase 1 tower will be located at the southern end of the site, oriented toward 98A Avenue. The tower will be approximately 36 storeys in height and contain approximately 342 apartment units.
- The Phase 1 tower will sit on a base of 8 townhouse units, that will be oriented toward 98A Avenue and the internal road.
- A total of 10 townhouse units will be constructed at the north end of the Phase 1 site, oriented toward 98B Avenue and the internal road.
- As a result, approximately 360 residential units will be created in Phase 1.
- The outdoor amenity area for Phase 1 will be located between the apartment tower at the south end of the site and the townhouse units at the north end of the site.
- The Phase 2 residential tower will be located at the northeast corner of Block B, at the intersection of 98B Avenue and King George Highway.

- The Phase 2 tower will be 30 storeys in height and will contain approximately 300 apartment units
- Ground floor retail space will be provided as the base of the tower along King George Highway.
- A two-storey commercial building is proposed for the area south of the tower, along King George Highway, that will contain ground-floor retail space and second floor office space.
- A total of 657 square metres (7,000 sq. ft.) of ground-floor retail space and 596 square metres (6,500 sq. ft.) of second floor office space will be provided as part of Phase 2 of the project.
- Five townhouse units will be constructed at the southwest corner of Block B, facing the internal road, while an additional 4 townhouse units will be constructed at the northwest corner of the Block B facing the internal road.
- The outdoor amenity area for Phase 2 will be located between the apartment tower at the north end of the site and the townhouse units at the south end of the site.
- Five levels of underground parking, containing approximately 804 parking spaces, will be constructed under Phases 1 and 2.

Phase 3

- Phase 3 of the project will be located north of 98B Avenue, on Block C.
- Phase 3 will consist of a dramatic, 41-storey apartment building that will be sited parallel to the SkyTrain guideway that skirts the northern edge of the subject site and will be oriented toward Holland Park.
- Approximately 400 apartment units will be contained within the Phase 3 building.
- A three-storey podium will be constructed along the southern property line of Block C in order to provide weight to the base of the tower and to create more of a street presence along 98B Avenue and on King George Highway.
- The eastern leg of the podium will contain ground level retail space, totaling an area of 557 square metres (6,000 sq. ft). Two-levels of apartments will be provided over this ground floor retail area.
- The western leg of the podium will contain three-floors of apartment units.
- Outdoor amenity areas for the Phase 3 residents will be located at the northwest and northeast corners of Block C, adjacent to Holland Park.
- Under the current design proposal, a portion of the tower will be "removed" at the 27th floor to create a dramatic and unusual 2-storey outdoor amenity area the will look out over Holland Park. The balance of the tower on the two floors that has not been removed will contain indoor amenity spaces that will relate to the outdoor amenity space.

- Access to the 5 levels of underground parking, containing 479 parking spaces, and to the main entry of the tower, will be from 98B Avenue.
- The Phase 3 tower is the least evolved of the three phases in terms of design and further refinement of the building base and ground plane, especially with respect to the interface with Holland Park and will be required to be addressed at the Development Permit stage for Phase 3.

ADVISORY DESIGN PANEL

- ADP Meetings: July 3, 2008 and July 31, 2008
- Most of the ADP suggestions have been satisfactorily addressed and are reflected on the attached plans. However, some issues remain outstanding and will need to be addressed prior to final approval. The principal issue that still need to be addressed are as follows:
 - The ground-plane at the base of the Phase 3 tower and the landscaping in Phase 3 needs to be refined and resolved.
- The applicant has agreed to address this issue prior to consideration of Final Adoption of the Rezoning By-law and issuance of the Development Permit.

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.	Proposed Site Plan, Building Elevations Landscape Plans and Perspective
Appendix III.	Engineering Summary
Appendix IV.	School District Comments
Appendix V.	98B Avenue Alignment
Appendix VI.	Phasing Plan
Appendix VII.	ADP Comments
Appendix VIII.	Proposed CD By-law

Jean Lamontagne
General Manager
Planning and Development

GAG/kms

v:\wp-docs\planning\plncom08\08191259.gag.doc
KMS 8/25/08 11:46 AM

3. Summary of Actions for City Clerk's Office

- (a) Introduce a By-law to partially discharge Land Use Contract No. 420.
- (b) Introduce a By-law to rezone the property.

DEVELOPMENT DATA SHEET

Proposed Zoning: CD

Required Development Data	Minimum Required /Maximum Allowed		
	Block A	Block B	Block C
LOT AREA* (in square metres)			
Gross Total			
Road Widening area			
Undevelopable area			
Net Total of Each Proposed Lot	4,181 m ²	3,706 m ²	3,667 m ²
LOT COVERAGE (in % of net lot area)			
Buildings & Structures	70%	65%	65%
Paved & Hard Surfaced Areas			
Total Site Coverage			
SETBACKS (in metres)			
Northern	3.0 m	3.0 m	zero
Southern	3.0 m	3.0 m	2.0 m
Western	1.5 m	5.0 m	1.5 m
Eastern	5.0 m	zero	6.5 m
BUILDING HEIGHT (in metres/storeys)			
Principal	110 m	105 m	138 m
Accessory	4.5 m	4.5 m	4.5 m
NUMBER OF RESIDENTIAL UNITS			
Bachelor			
One Bed			
Two Bedroom			
Three Bedroom +			
Total			
FLOOR AREA: Residential			
FLOOR AREA: Commercial			
Retail			
Office			
Total			
FLOOR AREA: Industrial			
FLOOR AREA: Institutional			
TOTAL BUILDING FLOOR AREA			

** 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		
	Block A	Block B	Block C
DENSITY			
# of units/ha /# units/acre (gross)			
# of units/ha /# units/acre (net)			
FAR (gross)			
FAR (net)	7.6 m	7.7 m	9.5 m
AMENITY SPACE (area in square metres)			
Indoor	3 m ² /unit	3 m ² /unit	3 m ² /unit
Outdoor	3 m ² /unit	3 m ² /unit	3 m ² /unit
PARKING (number of stalls)			
Commercial			
Industrial			
Residential	1 per unit	1 per unit	1 per unit
Residential Visitors	0.16/unit	0.16/unit	0.16/unit
Institutional			
Total Number of Parking Spaces			
Number of disabled stalls			
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	NO
---------------	----	---------------------------------	----