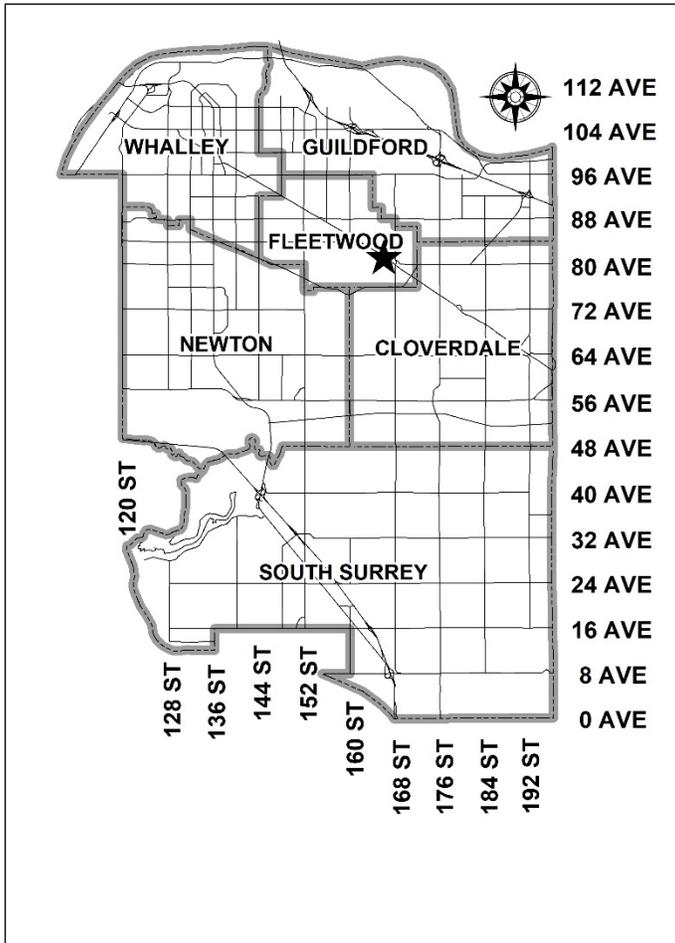


City of Surrey
PLANNING & DEVELOPMENT REPORT

Application No.: 7919-0338-00
 7919-0338-01

Planning Report Date: September 14, 2020



PROPOSAL:

- **OCP Amendment** from Urban to Multiple Residential
- **NCP Amendment** of a portion from Medium Density Townhouses and Buffer Within Private Land to Apartment 2.0 FAR 6 Storey Maximum
- **Rezoning** from RM-30 to CD (based on RM-70 and C-5)
- **General Development Permit**
- **Detailed Development Permit** for Phase 2

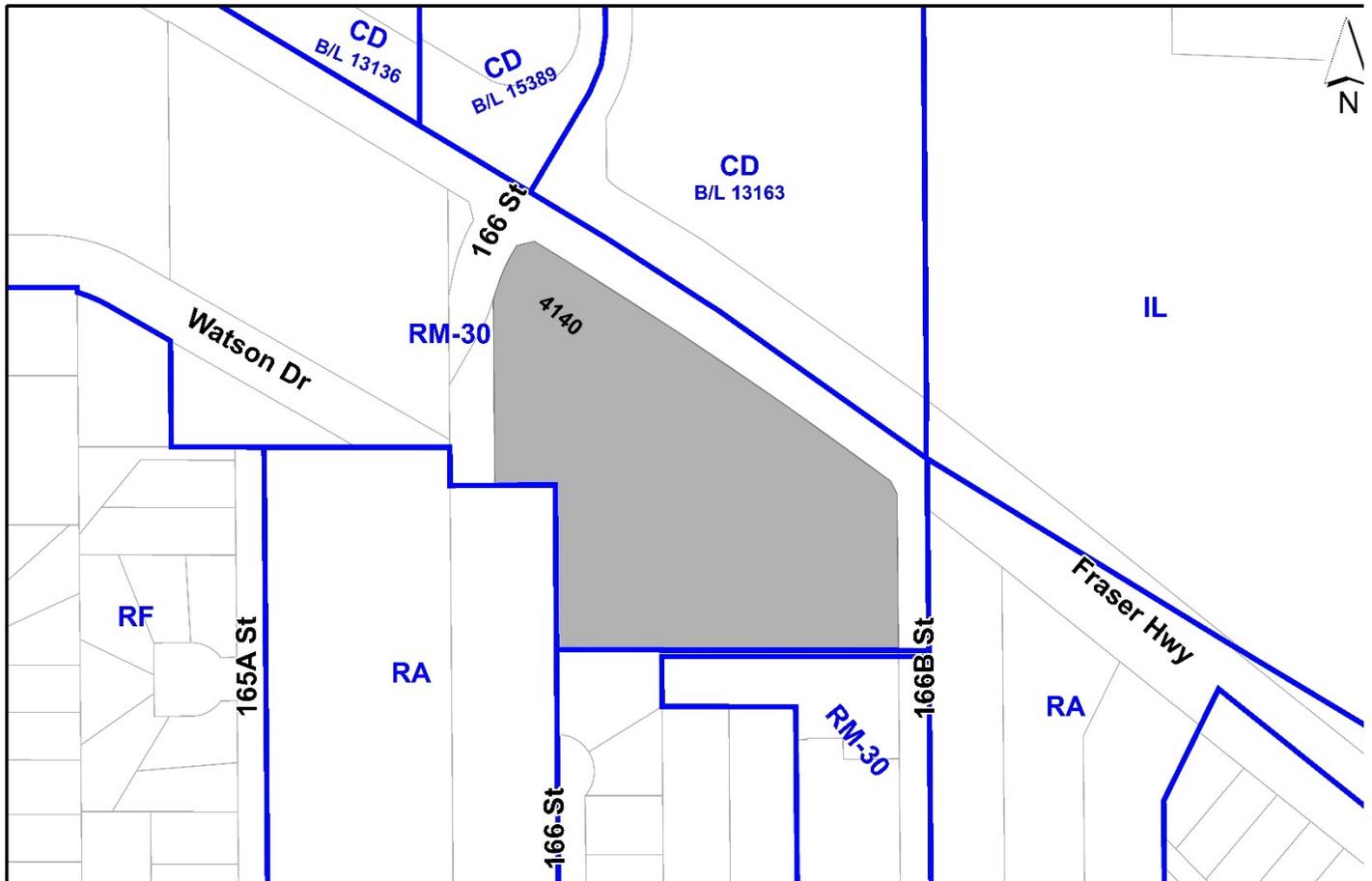
to permit a phased, multiple unit residential development consisting of three 6-storey apartment buildings and 31 ground-oriented townhouses in Fleetwood.

LOCATION: 8140 – 166 Street

ZONING: RM-30

OCP DESIGNATION: Urban

NCP DESIGNATION: Medium Density Townhouses and Buffer Within Private Land



RECOMMENDATION SUMMARY

- By-law Introduction and set date for Public Hearing for:
 - OCP Amendment; and
 - Rezoning.
- Approval to draft a General Development Permit for Form and Character for the entire site.
- Approval to draft a Detailed Development Permit for Form and Character for Phase 2.

DEVIATION FROM PLANS, POLICIES OR REGULATIONS

- Proposed amendment to the Official Community Plan (OCP) from "Urban" to "Multiple Residential".
- Proposed amendment to the Fleetwood Town Centre Plan (Stage 1), for a portion of the site, from "Medium Density Townhouses" and "Buffer Within Private Land" to "Apartment 2.0 FAR 6 Storey Maximum".

RATIONALE OF RECOMMENDATION

- The proposed amendment to the OCP from "Urban" to "Multiple Residential" is required to permit the proposed 6-storey apartment buildings fronting Fraser Highway.
- The proposed higher-density, 6-storey multiple residential apartment development on the subject site has merit as it is consistent with OCP principles that encourage higher-density development adjacent to Frequent Transit Networks (FTNs) and future rapid transit (SkyTrain), and will encourage walkability and allow for greater housing choice.
- The proposed density and building form are considered appropriate for this part of Fleetwood Town Centre, especially given the subject site's proximity to a future SkyTrain station located at the intersection of 166 Street and Fraser Highway.
- The proposed development achieves an attractive architectural built form that utilizes high-quality, natural materials and contemporary lines. The street interfaces have been designed to a high-quality to achieve a positive urban experience between the proposed buildings and the public realm.

- The applicant will provide a density bonus amenity contribution consistent with the Tier 2 Capital Projects Community Amenity Contributions (CACs), in support of the requested increased density.
- The subject proposal is considered to have merit in proceeding to Council for consideration in advance of the updated Fleetwood Plan since the proposal is a revision to a previously approved 95-unit townhouse project, that was under construction with 31 units already completed. The revision is proposed to be more responsive to the planned Skytrain extension along Fraser Highway, by introducing increased density in a built form that is compatible with existing newly constructed townhouses on the site and in the immediate vicinity.

RECOMMENDATION

The Planning & Development Department recommends that:

1. A By-law be introduced to amend the OCP Figure 3: General Land Use Designations from "Urban" to "Multiple Residential" and a date for Public Hearing be set.
2. Council determine the opportunities for consultation with persons, organizations and authorities that are considered to be affected by the proposed amendment to the Official Community Plan, as described in the Report, to be appropriate to meet the requirement of Section 475 of the Local Government Act.
3. A By-law be introduced to rezone the subject site from "Multiple Residential 30 Zone (RM-30)" to "Comprehensive Development Zone (CD)" and a date be set for Public Hearing.
4. Council authorize staff to draft General Development Permit No. 7919-0338-00 for Form and Character, for the entire site, generally in accordance with the attached drawings (Appendix I).
5. Council authorize staff to draft Detailed Development Permit No. 7919-0338-01 for Form and Character, for the proposed 6-storey apartment building in Phase 2, generally in accordance with the attached drawings (Appendix I).
6. Council instruct staff to resolve the following issues prior to final approval:
 - (a) ensure that all engineering requirements and issues including restrictive covenants, dedications, and rights-of-way where necessary, are addressed to the satisfaction of the General Manager, Engineering;
 - (b) input and approval from B.C. Hydro;
 - (c) final approval from TransLink;
 - (d) resolution of all urban design issues to the satisfaction of the Planning and Development Department;
 - (e) provision of a cash-in-lieu contribution to satisfy the indoor amenity space requirement of the RM-70 Zone;
 - (f) submission of a finalized tree survey and a statement regarding tree preservation to the satisfaction of the City Landscape Architect;
 - (g) submission of a finalized landscaping plan and landscaping cost estimate to the specifications and satisfaction of the Planning and Development Department;
 - (h) the applicant satisfy the deficiency in tree replacement on the site, to the satisfaction of the Planning and Development Department;

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- (i) submission of a Traffic Impact Assessment (TIA) to confirm possible intersection improvements at Fraser Highway and 166 Street to the specifications and satisfaction of the General Manager, Engineering;
 - (j) the applicant provide a density bonus amenity contribution consistent with the Tier 2 Capital Projects CACs in support of the requested increased density, to the satisfaction of the General Manager, Planning and Development Department;
 - (k) submission of an acoustical report for the units adjacent to Fraser Highway and registration of a Section 219 Restrictive Covenant to ensure implementation of noise mitigation measures;
 - (l) discharge the 3.0 metre wide statutory right-of-way for public rights-of-passage located along the north lot line fronting Fraser Highway (CA 6505732/36/40/48/52/56) previously registered on title under Development Application No. 7916-0212-00;
 - (m) discharge the Section 219 Restrictive Covenants for Public Art and Noise Mitigation (CA6991070 and CA6991067) previously registered on title under Development Application No. 7916-0212-00;
 - (n) registration of a Section 219 Restrictive Covenant for "No Build" over future phases 3 and 4 until the applicant has obtained a Detailed Development Permit for each of the proposed apartment buildings;
 - (o) registration of a Section 219 Restrictive Covenant to adequately address the City's needs with respect to public art, to the satisfaction of the General Manager Parks, Recreation and Culture; and
 - (p) registration of a Section 219 Restrictive Covenant to adequately address the City's needs with respect to the City's Affordable Housing Strategy, to the satisfaction of the General Manager, Planning & Development.
7. Council pass a resolution to amend the Fleetwood Town Centre Plan (Stage 1) to re-designate a portion of the subject site from "Medium Density Townhouses" and "Buffer Within Private Land" to "Apartment 2.0 FAR 6 Storey Maximum", as illustrated in Appendix VI, when the project is considered for final adoption.

SITE CONTEXT & BACKGROUND

Direction	Existing Use	NCP Designation	Existing Zone
Subject Site	Multiple residential development consisting of 31 existing townhouses (Phase 1) with approval to construct an additional 64 townhouse units, on the subject site, previously granted under Development Application No. 7916-0212-00.	Medium Density Townhouses and Buffer Within Private Land	RM-30
North (Across Fraser Highway):	Drive-through restaurant (Tim Horton's), neighbourhood pub and multi-tenant commercial building (Jysk and Rona).	Commercial 1.5 FAR, Institutional/ Commercial and Multiuse Corridor/Landscape Buffer	CD (By-law Nos. 15389 & 13163)
East (Across 166B Street):	Acreage residential.	Medium Density Townhouses and Buffer Within Private Land	RA
South:	Single family residential and ground-oriented townhouses.	Medium Density Townhouses and Single Family Urban	RF & RM-30
West (Across 166 Street):	Acreage residential and ground-oriented townhouses (Castle Pines).	Medium Density Townhouses and Buffer Within Private Land	RA & RM-30

Context & Background

- The subject property is located at 8140 – 166 Street, it is approximately 1.6 hectares in total area and presently occupied by 31 townhouse units (Phase 1) constructed as part of a larger, multi-phased multi-family residential development originally proposed on the subject site.
- The property is designated "Urban" in the Official Community Plan (OCP), "Medium Density Townhouses" and "Buffer Within Private Land" in the Fleetwood Town Centre Plan (Stage 1) and currently zoned "Multiple Residential 30 Zone (RM-30)".
- Under the original proposal, the applicant had received approval from Council to construct a total of 95 ground-oriented townhouse units. The Rezoning By-law and Development Permit were approved by Council in July 2018 under Development Application No. 7916-0212-00.

- At that time, the applicant conveyed the lot at 8134 – 166 Street to the City. The lot is intended to function as road and provide access to the subject site while the City attempts to negotiate the realignment of 166 Street, per the Fleetwood Town Centre Plan Update, with the adjacent townhouse development at 16588 Fraser Highway (Castle Pines). The current road alignment, illustrated in the plan, encumbers a portion of the Castle Pines townhouse site. While the City is still undertaking negotiations with the Castle Pines Strata Council to realign 166 Street, the City-owned lot at 8134 – 166 Street will continue, in the interim, to provide vehicular access to the subject site.

DEVELOPMENT PROPOSAL

Planning Considerations

- As part of Development Application No. 7919-0338-00, the applicant proposes the following:
 - An amendment to the Official Community Plan (OCP) from "Urban" to "Multiple Residential".
 - An amendment to the Fleetwood Town Centre Plan (Stage 1) to redesignate a portion of the subject site from "Medium Density Townhouses" and "Buffer Within Private Land" to "Apartment 2.0 FAR 6 Storey Maximum".
 - To rezone the subject site from "Multiple Residential 30 Zone (RM-30)" to "Comprehensive Development Zone (CD)" (based on the "Multiple Residential 70 Zone [RM-70]" and "Neighbourhood Commercial Zone [C-5]").
 - A General Development Permit for a multi-phased development which includes 31 existing townhouses, constructed in Phase 1, and three 6-storey apartment buildings with underground parking and a potential for ground-floor commercial uses as part of future phases of development (Phase 2, 3 and 4).
 - A Detailed Development Permit for one 6-storey apartment building, complete with underground parking, located at the northwest corner of the subject site (Phase 2).
- Specific details on the development proposal are provided in the table below:

	Proposed
Lot Area	
Gross Site Area:	16025.5 sq. m.
Road Dedication:	N/A
Undevelopable Area:	N/A
Net Site Area:	16025.5 sq. m.
Number of Lots:	1
Building Height:	19.87 m.
Unit Density:	N/A
Floor Area Ratio (FAR):	1.83 (Net)
Floor Area	
Residential:	29,385 sq. m.
Commercial:	To be determined

	Proposed
Total:	29,385 sq. m.
Residential Units:	
Phase 1	
3-bedroom:	31 dwelling units
Phases 2, 3 & 4	
Studio:	22 dwelling units
1-Bedroom:	256 dwelling units
2-Bedroom:	38 dwelling units
3-Bedroom:	23 dwelling units
Total:	370 dwelling units

Referrals

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

School District: The School District has provided the following projections for the number of students from this development:

- 17 Elementary students at William Watson Elementary School
- 7 Secondary students at Fleetwood Park Secondary School

(Appendix III)

The applicant has advised that the dwelling units proposed in Phase 2 (Building 1) are expected to be constructed and ready for occupancy by October 2021.

Parks, Recreation & Culture: No concerns.

Surrey Fire Department: No concerns.

TransLink: No concerns.

Fleetwood Business Improvement Association: The Fleetwood Business Improvement Association (BIA) generally supports the proposed development but expressed some concerns regarding the potential for disruption to local businesses with (re-) development along the Fraser Highway Corridor as well as the lack of ground-floor commercial space on the subject site.

Fleetwood Community Association: The Fleetwood Community Association generally supports the proposed development but expressed concerns about the local need for ground-floor commercial space, stand-alone childcare facilities, 2- and 3-bedroom units for families and below market housing options.

Advisory Design Panel: The proposal was considered at the ADP meeting on June 25, 2020 and was conditionally supported. The applicant has resolved most of the outstanding items from the ADP review, as outlined in the Development Permit section of this report. Any additional revisions will be completed prior to Council's consideration of Final Adoption of the rezoning by-law, to the satisfaction of the Planning and Development Department.

Transportation Considerations

- No additional road dedication is required from the subject site given that all dedication was provided under the previously approved townhouse development (Development Application No. 7916-0212-00).
- The revised multi-phased development proposal will continue to gain driveway access from 166 Street through a shared driveway with the existing 31 townhouse units that were previously constructed as part of Phase 1. The driveway access has been reconfigured to include a round-about in order to address grade changes, improve efficiencies as well as better disperse traffic.
- As previously discussed, the applicant was unsuccessful in attempts to negotiate with the adjacent strata council for Castle Pines at 16588 Fraser Highway to realign 166 Street, per the Fleetwood Town Centre Plan Update. While the City is still undertaking negotiations with the Castle Pines Strata Council to realign 166 Street, the City-owned lot at 8134 – 166 Street will continue, in the interim, to provide vehicular access to the subject site.
- The applicant is required to provide a Traffic Impact Assessment (TIA) for review by City staff to confirm possible intersection improvements at Fraser Highway and 166 Street, prior to Final Adoption of the Rezoning By-law.
- The subject property is located along an existing Frequent Transit Corridor (FTN) and directly adjacent to an existing bus stop on Fraser Highway. In addition, the property is located within roughly 50 metres of a future rapid transit (SkyTrain) station located at the intersection of 166 Street and Fraser Highway.
- As such, the proposed density and building form are considered appropriate given that the subject site supports the goal of achieving higher density development along transit corridors.

Sustainability Considerations

- The applicant has met all of the typical sustainable development criteria, as indicated in the Sustainable Development Checklist.

POLICY & BY-LAW CONSIDERATIONS

Regional Growth Strategy

- The subject property is designated "General Urban" in the Regional Growth Strategy (RGS).
- The proposed development complies with the General Urban RGS designation.

Official Community Plan

Land Use Designation

- The subject site is designated "Urban" in the Official Community Plan (OCP).
- In accordance with the OCP, the Urban designation will support a maximum unit density of 72 units per hectare (30 units per acre) in approved Secondary Plan areas. While the "Urban" designation is appropriate to accommodate the existing townhouse development (Phase 1) on the subject site, an OCP Amendment from "Urban" to "Multiple Residential" will be required in order to permit the proposed 6-storey apartment buildings to be constructed as part of the future phases of development.

Amendment Rationale

- The subject site is located along an existing Frequent Transit Network (FTN) and is located roughly 50 metres from a potential future rapid transit (Surrey Langley SkyTrain) station at the intersection of 166 Street and Fraser Highway.
- A higher density multiple residential development on the subject site is supportable given the site is in close proximity to an existing FTN and future rapid transit, will encourage walkability, allow for greater housing choice and is consistent with OCP principles that encourage higher-density development adjacent to FTNs.

Public Consultation for proposed OCP Amendment

- Pursuant to Section 475 of the Local Government Act, it was determined that it was not necessary to consult with any persons, organizations or authorities with respect to the proposed OCP Amendment, other than those contacted as part of the pre-notification process which included consulting with the Fleetwood Community Association as well as the Fleetwood Business Improvement Association (BIA).
- The proposed development will be subject to the Tier 2 Capital Plan Project CACs for the proposed increase in density and OCP Amendment from "Urban" to "Multiple Residential" (discussed below under "Capital Projects Community Amenity Contributions [CACs]").

Themes/Policies

- The proposal will support various policies, outlined in the OCP, including the following:
 - The proposal supports transit-oriented development, focusing growth and increased density along frequent transit corridors which supports transit service expansion and rapid transit infrastructure investment;
 - The proposal supports directing higher-density residential land-uses to locations within walking distance of neighbourhood centres, along main roads, near transit routes and adjacent to major parks or civic amenities; and
 - The dwelling units front onto Fraser Highway with urban design features (e.g. outdoor balconies, ground-floor patio space, internal sidewalks, etc.) that promote a welcoming public streetscape and urban public realm.

Secondary Plans

Land Use Designation

- The subject property is designated "Medium Density Townhouses" and "Buffer Within Private Land" in the existing Stage 1 Fleetwood Town Centre Plan (TCP).
- In order to accommodate the development proposal, an amendment to the existing Fleetwood Town Centre Plan (Stage 1) is required as follows:
 - to re-designate portions of the subject site from "Medium Density Townhouses" and "Buffer Within Private Land" to "Apartment 2.0 FAR 6 Storey Maximum", as shown in Appendix VI.
- On April 1, 2019, Council endorsed Corporate Report No. R059; 2019 which authorized staff to initiate preliminary planning and background studies to support land use planning along the Surrey-Langley SkyTrain (SLS) Corridor, including updating the Fleetwood Town Centre Plan.
- On February 10, 2020, Council endorsed Corporate Report No. R023; 2020 which provided Council with an update on the Fleetwood Plan process and timeline, and sought Council endorsement of the updated Plan Area boundary, proposed Communications and Engagement Plan, and the Interim Surrey-Langley SkyTrain Development Contribution Expectation policy.
- The Fleetwood Plan covers the initial phase of the SLS Project outside of the Surrey City Centre. The Plan Area includes the existing Stage 1 Fleetwood Town Centre Plan, previously endorsed by Council in July 2016. The new Fleetwood Plan will replace the existing Stage 1 Fleetwood Town Centre Plan. It will also ensure orderly development and the appropriate land uses and densities to support rapid transit investment.
- The Fleetwood Plan process is proceeding as scheduled with a Stage 1 Plan anticipated for Council consideration in the Spring of 2021. The Stage 2 Fleetwood Plan is targeted to be completed by the Spring of 2022.

- Corporate Report R023; 2020 includes guidance for consideration of rezoning applications received during the Fleetwood Plan preparation process, and notes that generally, rezoning applications are not be brought forward for Council consideration until the adoption of the updated Land Use Plan. However, some exceptions are identified including for in-stream applications and formal inquiries. The subject application is considered to fall into this category, as a previously approved development that is proposed to be amended to incorporate more transit supportive densities.

Amendment Rationale

- The proposed density and building form are considered appropriate for this part of Fleetwood Town Centre given the subject property is located along an existing Frequent Transit Network (FTN) and located within close proximity to future rapid transit with a station currently proposed at the intersection of 166 Street and Fraser Highway.
- The proposed development will be subject to the Tier 2 Capital Plan Project CACs for the proposed density greater than the Fleetwood Town Centre Plan designation, as described in the Community Amenity Contribution section of this report.
- In accordance with Density Bonus Policy No. O-54, the applicant has submitted a Market Reports and Financial Analysis to determine the value of the land lift. The report is being reviewed by City staff. The calculations and resulting contribution to satisfy the proposed Secondary Plan Amendment will be calculated prior to Final Adoption.

Themes/Objectives

- The development proposal complies with guidelines and strategies outlined in the Fleetwood Town Centre Plan (Stage 1) and Fleetwood Town Centre Plan Update as follows:
 - The proposal allows for higher density which attracts new residents and helps to support investment in future rapid transit and local servicing commercial businesses;
 - The proposal improves overall connectivity within the surrounding neighbourhood through a network of inter-connected roads, lanes, pedestrian walkways, and public sidewalks;
 - The proposal includes a broader diversity in housing forms which attract a variety of household types and sizes;
 - The proposed buildings create a sense of street enclosure with continuous building forms, on the northern portion of the site, that include locating buildings near the property line, up to a maximum of 6-storeys, with underground parking; and
 - The proposal provides an appropriate transition to adjacent land-uses and existing lower-density residential areas.

Surrey Langley SkyTrain Project – Supportive Policies Agreement

- The proposal will support various policies outlined in the Supportive Policies Agreement, per Corporate Report No. R016; 2020, (the "Surrey Langley SkyTrain Project – Supportive Policies Agreement") including the following:
 - Destinations: the proposed development is located within roughly 50 metres of a future SkyTrain Station and, therefore, situated within a high demand destination area along the Surrey Langley SkyTrain Transit Corridor.
 - Distance: the proposed layout facilitates the continued development of a pedestrian and bicycle-friendly street network that supports transit use.
 - Design: the proposed development includes urban design elements that will ensure the public realm is accessible to people of all ages and abilities.
 - Density: the proposed layout includes a broad range of housing types located within walking distance of a future SkyTrain station and at densities appropriate to support investments in public transit.
 - Diversity: the proposed layout includes a diverse range of housing options that provide greater choice for different family sizes, residential tenures and/or household incomes.
 - Demand Management: the development proposal includes transportation demand management measures (e.g. reduced parking rates) which promote walking, cycling and transit use along the Surrey Langley SkyTrain Corridor.

Capital Projects Community Amenity Contributions (CACs)

- On December 16, 2019, Council approved the City's Community Amenity Contribution and Density Bonus Program Update (Corporate Report No. R224; 2019). The intent of that report was to introduce a new City-wide Community Amenity Contribution (CAC) and updated Density Bonus Policy to offset the impacts of growth from development and to provide additional funding for community capital projects identified in the City's Annual Five-Year Capital Financial Plan.

- Tier 1 – Contributions
 - The proposed development will be subject to the Tier 1 Capital Plan Project CACs. The Capital Project contribution rates are phased in over 2 years with rates increasing from \$1,000 to \$1,500 to \$2,000 from January 1, 2020 to January 1, 2022, as outlined in Section B.4 of Schedule G of the Zoning By-law. The proposed development will satisfy the Tier 1 Capital Plan Project CAC requirement by providing the applicable Tier 1 contribution, on a per unit basis, at the rate applicable at the time of Final Adoption of the Rezoning By-law. The Tier 1 CAC contribution will be paid prior to Building Permit issuance for each respective phase, beginning with Phase 2.
 - The number of dwelling units that can be achieved on the remainder of the subject site (i.e. Phases 3 and 4) will not be confirmed until the applicant has submitted a separate Detailed DP application(s) for each subsequent phase of development. The applicant will be required to provide a financial contribution that meets the Tier 1 CAC requirement, per Corporate Report No. R224;2019, prior to the issuance of any Building Permit for the proposed apartment buildings in Phase 3 and 4.
 - The applicant is required to register a Restrictive Covenant on title, as a condition of rezoning, that will ensure the applicant addresses the Tier 1 CAC requirement prior to issuance of a Building Permit for each future phase of development.
- Tier 2 – Contributions
 - The proposed development will be subject to the Tier 2 Capital Plan Project CACs for the proposed density which is greater than the current OCP and Secondary Plan land-use designations.
 - In accordance with Density Bonus Policy No. O-54, the applicant has submitted a Market Report and Financial Analysis to determine the value of the land lift. The report is currently being reviewed by City staff to determine if the proposed land-lift contribution will satisfy the proposed amendment to the OCP and Secondary Plan.
 - The land-lift calculations and provision of the resulting contribution to satisfy the Tier 2 CAC requirement will be confirmed prior to Final Adoption of the Rezoning By-law.

Affordable Housing Strategy

- On April 9, 2018, Council approved the City's Affordable Housing Strategy (Corporate Report No. Ro66; 2018) requiring that all new rezoning applications for residential development contribute \$1,000 per unit to support the development of new affordable housing. The funds collected through the Affordable Housing Contribution will be used to purchase land for new affordable rental housing projects.
- As part of the proposed rezoning application to permit the proposed 6-storey apartment building at the northwest corner of the subject site, the applicant will provide a financial contribution that meets the City's Affordable Housing Strategy that will be collected at Building Permit stage.

- The number of dwelling units that can be achieved on the remainder of the subject site (i.e. Phase 3 and 4) will not be confirmed until separate Detailed DP applications have been submitted for each subsequent phase of development. As such, the applicant will be required to provide a financial contribution toward the City's Affordable Housing Reserve Fund prior to the issuance of a Building Permit for each apartment building proposed to be constructed in the future phases of development on the subject site.
- The applicant is required to register a Restrictive Covenant on title, as a condition of rezoning, that will ensure the applicant satisfactorily addresses the City's needs with respect to the City's Affordable Housing Strategy.

Public Art Policy

- In accordance with the City's Public Art Policy, Corporate Report No. R261;2010, the applicant is required to provide public art or register a Restrictive Covenant on title agreeing to provide cash-in-lieu, at a rate of 0.5% of the construction value, to adequately address the City's needs with respect to public art. The City's Public Art Policy is applicable to the proposed apartment units on the subject site and the applicant is required to resolve this requirement prior to Final Adoption.

Proposed CD By-law

- The applicant proposes to rezone the subject site from "Multiple Residential 30 Zone (RM-30)" to "Comprehensive Development Zone (CD)" (based on the "Multiple Residential 70 Zone [RM-70]" and "Neighbourhood Commercial Zone [C-5]") in order to accommodate the 6-storey apartment buildings proposed in Phases 2, 3 and 4, the potential ground-floor commercial uses in subsequent phases, as well as the 31 existing townhouse units previously constructed on the subject site as part of Phase 1.
- A comparison of the density, lot coverage, setbacks, building height, permitted land-uses and on-site parking in the RM-70 Zone, C-5 Zone and the proposed CD By-law are illustrated in the following table:

Zoning	RM-70 Zone (Part 24)	C-5 Zone (Part 35)	Proposed CD Zone
Unit Density:	N/A	N/A	N/A
Floor Area Ratio: <i>(All Phases)</i>	1.50	0.50	1.85 (Net)
Lot Coverage:	33%	50%	35%
Yards and Setbacks:			
Front (North):	7.5 metres	7.5 metres	6.5 metres
Side flanking (East):	7.5 metres	7.5 metres	4.5 metres
Side flanking (West):	7.5 metres	7.5 metres	4.5 metres
Rear (South):	7.5 metres	7.5 metres	7.5 metres
Height of Buildings:			
Principal buildings:	50 metres	9 metres	20 metres
Amenity buildings:	N/A	N/A	12 metres
Accessory buildings and Structures:	4.5 metres	4 metres	4.5 metres
Permitted Uses:	<ul style="list-style-type: none"> • Multiple unit residential buildings and ground-oriented multiple unit residential buildings • Child care centres 	<ul style="list-style-type: none"> • Retail stores • Personal service uses • General service uses • Eating establishments • Neighbourhood pub • Office uses • Indoor recreational facilities • Community services • Childcare centres • One dwelling unit 	<ul style="list-style-type: none"> • Multiple unit residential buildings and ground-oriented multiple unit residential buildings • Retail stores • Personal service uses • General service uses • Eating establishments less than 150 sq. m. in gross floor area • Office uses • Indoor recreational facilities • Community services • Child care centres

Amenity Space				
		Parking (Part 5)	Required	Proposed
Indoor Amenity:	<ul style="list-style-type: none"> 3.0 m² per dwelling unit plus 1.0 m² per lock-off suite and 4.0 m² per micro unit Indoor amenity space devoted to a child care centre shall be a maximum of 1.5 m² per dwelling unit 		N/A	<ul style="list-style-type: none"> 3.0 m² per dwelling unit plus 1.0 m² per lock-off suite and 4.0 m² per micro unit
Outdoor Amenity:	3.0 m ² per dwelling unit plus 1.0 m ² per lock-off suite and 4.0 m ² per micro unit			3.0 m ² per dwelling unit plus 1.0 m ² per lock-off suite and 4.0 m ² per micro unit
		Parking (Part 5)	Required	Proposed
Number of Stalls				
Commercial:			Per Part 5, Off-Street Parking and Loading/Unloading of Zoning By-law No. 12000	Per Part 5, Off-Street Parking and Loading/Unloading of Zoning By-law No. 12000
Residential Ground-Oriented (Phase 1)				
Resident:			62 parking spaces	62 parking spaces
Visitor:			6 parking spaces	6 parking spaces
Residential Non-Ground-Oriented (Phase 2, 3 & 4)				
Resident:			1.3 parking spaces per dwelling unit for one-bedroom or less and 1.5 parking spaces per dwelling unit for 2 or more bedrooms	0.9 parking space per dwelling unit for residents
Visitor:			0.2 parking space per dwelling unit for visitors	0.1 parking space per dwelling unit for visitors

Total (All Phases):	N/A	To be determined in future as part of a Detailed DP application(s)
Tandem (%):	50%	39%
Bicycle Spaces (Phase 2)		
Residential Secure Parking:	112 spaces	124 spaces
Residential Visitor:	6 spaces	6 spaces

- The proposed CD By-law is based upon the "Multiple Residential 70 Zone (RM-70)" and "Neighbourhood Commercial Zone (C-5)" with modifications to the permitted land-uses, density, lot coverage, minimum building setbacks and off-street parking requirements.
- The permitted land-uses included in the proposed CD By-law are intended to accommodate the 31 existing ground-oriented townhouses constructed in Phase 1 as well as the apartment buildings proposed as part of Phases 2, 3 and 4. In addition, the CD By-law includes a variety of less parking intensive commercial land-uses which provide for greater flexibility in the future should the applicant choose to include ground-floor commercial uses along Fraser Highway as part of future phases of development (i.e. Phase 3 and 4).
- If calculated based on net site area, the floor area ratio (FAR) is 1.83 which complies with the maximum permitted 2.0 FAR for "Multiple Residential" designated properties in the OCP, in select areas, and the proposed land-use designation in the Fleetwood Town Centre Plan (i.e. "Apartment 2.0 FAR 6 Storey Maximum"). As a result, the FAR for the net site area has been increased from 1.5 under the RM-70 Zone to a maximum of 1.85 (net) in the CD By-law.
- The maximum lot coverage has been increased from 33% in the RM-70 Zone to a maximum of 35% in the CD By-law to accommodate the proposed built form. The proposed lot coverages are typical for a 6-storey apartment building on a smaller site.
- The proposal to reduce the minimum building setback requirement along the street frontages for the proposed apartment buildings in Phase 2, 3, and 4 is supported given it will allow for a more urban, pedestrian-oriented streetscape. In contrast, the 31 townhouse units constructed in Phase 1 are permitted a reduced side flanking yard and south yard setback of 4.5 metres and 3.0 metres, respectively, per the DVP that was granted by Council under Development Application No. 7916-0212-00.
- The applicant proposes to vary the minimum on-site parking required under the Zoning By-law for the proposed apartment buildings (i.e. Phase 2, 3 and 4) to allow for a parking rate of 0.9 space per dwelling unit for residents and 0.1 space per dwelling unit for visitors. Staff are supportive of a reduced parking rate given the subject site is located along an existing FTN and within close proximity to a future SkyTrain station at the intersection of 166 Street and Fraser Highway.
- All parking provided for commercial uses on-site, if proposed, will be provided in accordance with the minimum parking requirement specified in Part 5, Off-Street Parking and Loading/Unloading of Zoning By-law No. 12000.

- The RM-70 Zone requires that no parking facilities be constructed within 2.0 metres of the front lot line or a lot line along a flanking street. The proposed underground parkade will be located 0.0 metre from all street frontages. As a result, the CD By-law will include provisions that will allow for the underground parking facility to extend to within 0. metre of the lot line along all street frontages.

PUBLIC ENGAGEMENT

- Pre-notification letters were sent on May 21, 2020 and the Development Proposal Signs were installed on June 22, 2020. To date, staff have received 3 responses from residents in the local area with regard to the proposed development on the subject site (*staff comments in italics*):
 - One future owner who purchased one of the 31 townhouse units constructed in Phase 1 expressed concerns that the purchase was based upon the approved DP and a site plan that showed a total of 95 townhouse units on the subject site. The proposed changes to allow for two 6-storey apartment buildings on the remainder of the site will negatively impact the privacy, rooftop views, overall value and resale potential of those individuals who purchased a townhouse in Phase 1.

(The applicant has endeavoured to provide additional open space adjacent to the existing townhouses constructed in Phase 1 and step-down the apartment building at the south-east corner of the subject site to 4-stories to maintain view corridors. Furthermore, the applicant will be providing extended closing dates and amended disclosure statements to those individuals who purchased one of the 31 townhouse units constructed as part of Phase 1.)
 - One resident expressed concern about the unsightly amenity building, previously approved under Development Application No. 7916-0212-00, that was constructed at the northwest corner of the subject site.

(The applicant is proposing to demolish the existing indoor amenity building in order to accommodate a revised driveway layout that includes a round-about. As such, a new 3-storey amenity building is proposed further east of its current location which will be less visible from 166 Street.)
 - Two residents expressed concern the proposed 6-storey apartment buildings would negatively impact the character of the surrounding neighbourhood and result in less privacy, increased noise, obstructed view corridors and reduced sunlight, especially for those existing townhouse developments directly adjacent to the subject site.

(The applicant proposes a building setback along 166 Street, 166B Street and directly adjacent the southern boundary of the subject site that will maintain both an urban, pedestrian-oriented streetscape while reducing the impacts of the proposed 6-storey apartment buildings on adjacent townhouse developments. The proposal includes a 7.5 metre rear yard setback and 4-storey interface on the south lot line for Building 3 (Phase 4), relocating the existing indoor amenity building away from 166 Street and providing additional open space directly adjacent to the existing 31 townhouse units that were constructed in Phase 1. Although the building setback is 4.5 metres for the proposed 6-storey apartment building at the northwest corner of the subject site, the adjacent townhouse development at 16588 Fraser Highway is separated from the site by a local road (166 Street) which should help reduce privacy concerns.)
 - One resident expressed concern the proposed 6-storey apartment buildings would place additional pressure on existing schools and school capacity within the area.

(The applicant will continue to work with the School District to project the number of students that will be generated in each future phase and generally align the phasing of their development with the timing of School District projects.)

- One resident expressed concern about the local need for additional commercial space (e.g. grocery stores) to serve the surrounding community and support the increase in residential densities.

(The proposed CD By-law will permit a broad range of lower parking intensive commercial land-uses which could be incorporated into future phases of development as ground-floor retail [i.e. Phases 3 and 4].)

- One resident expressed concerns about the increased traffic that will be generated by the proposed 6-storey apartment buildings.

(The applicant has introduced a modified driveway configuration and round-about off 166 Street in order to help disperse on-site traffic. Furthermore, 166 Street is currently signalized which will allow for a full-movement intersection directly adjacent the site. With the dedication of the City-owned lot at 8134 – 166 Street, a vehicular connection will be provided in future that ultimately connects the subject site with Watson Drive and Fraser Highway via 164 Street.

In addition, the applicant proposes to connect the underground parkades constructed as part of Phase 2, 3 and 4 which will provide another outlet to/from Fraser Highway via the second driveway entrance that is currently proposed along 166B Street as part of Phase 4, Building 3.

The proposed apartment buildings and associated density will support the proposed Surrey Langley SkyTrain expansion, which is anticipated to further shift transportation demand from single-occupancy vehicles to rapid transit.)

- In addition, the development proposal was reviewed by the Fleetwood Community Association and Fleetwood Business Improvement Association which provided the following comments on the proposed 6-storey apartment buildings (*staff comments in italics*):

Fleetwood Business Improvement Association (BIA)

- The Fleetwood Business Improvement Association generally supports the proposed development but provided the following comments:
 - Increased residential densities are required within the Fleetwood Plan area and along the Fraser Highway Corridor, particularly within walking distance of Sky-Train stations, to support local business.
 - SkyTrain will result in additional vehicles and individuals (including students) looking for work close to home or school. While SkyTrain commuters will ride and/or park within Fleetwood, these commuters rarely stop and show outside SkyTrain station hubs unless there is a distinct shopping destination (e.g. mall) which does not help to support local business.
 - Proposed (re-)development along the Fraser Highway Corridor may negatively impact businesses, similar to the Cambie Corridor experience, as a result of the disruptions caused by construction, increased congestion and traffic flow issues, limited parking, traffic delays as well as the potential rerouting of traffic toward single lane arterial roads and/or side streets.
 - With increases in density, there will need to be investments in improvements to local road networks, the construction of sidewalks to encourage walkability and efforts to address school capacity issues.
 - Concerted efforts will need to be made to protect local businesses, increase economic development, promote job creation and ensure that proposals for (re-)development will help to create a community where residents can live, work, play, learn and shop.
 - For the proposed development, no at-grade commercial is currently proposed on the subject site. As the subject site is located within 800 metres of a future SkyTrain station, at-grade commercial should be included as part of all future phases of development.

(City staff are currently undertaking a land-use planning process for the "Fleetwood Plan" area which includes a review of land-uses and densities, the local road network as well as improvements in infrastructure [e.g. pedestrian connectivity and alternate modes of transport] which support investments in future rapid transit [i.e. SkyTrain].

In the meantime, the applicant will continue to work with the School District in order to project the number of students generated in each future phase of development and generally align the phasing of development on-site with the timing of School District projects. In addition, the CD By-law will allow a broad range of less parking intensive commercial land-uses [e.g. retail, personal service, general, service, office uses, etc.] that would therefore be permitted as part of future phases of development.)

Fleetwood Community Association

- The Fleetwood Community Association requested the following:
 - The applicant undertake a Public Information Meeting (PIM).
 - The applicant provide a Traffic Impact Assessment (TIA).
 - The applicant provide a new disclosure statement to those individuals who previously purchased a townhouse unit, constructed as part of Phase 1.

(The applicant has confirmed that a Public Information Meeting will not be held for the proposed development. At present, staff have only received three responses from public notification with regard to the development proposal on the subject site. The proposal is considered to have merit given the proposed land-use and densities will help to support investments in rapid transit infrastructure [i.e. SkyTrain]. As such, the applicant is seeking to expedite the review process and has elected to proceed to Council without holding a Public Information Meeting.

The applicant is required, as a condition of Final Adoption, to submit a Traffic Impact Assessment [TIA] for review by City staff to confirm possible intersection improvements at Fraser Highway and 166 Street.

(As noted above, the applicant will provide amended disclosure statements to each individual who purchased a townhouse unit that was constructed in Phase 1 of the development.)

- The Fleetwood Community association further requested the applicant incorporate the following design features and public amenities into the proposed development located on the subject site:
 - Provide detailed design drawings for review/comment.
 - Additional information on the amenity building(s) design and layout.
 - A stand-alone childcare facility as part of future phases of development.
 - Provide below market rental housing options in future phases of development.
 - A 5% deposit option for first-time homebuyers.
 - Information on school capacity issues for future phases of the development.
 - Ground-floor commercial space as part of future phases of development.
 - A larger number of 2- and 3-bedroom units for families in future phases.
 - Consider revising the form and character of the proposed development to reflect a west coast "village" architectural style with wood finishes and neutral tones to better reflect existing as well as future development along the Fraser Highway Corridor.

(The applicant has followed-up with the Fleetwood Community Association and provided the detailed design drawings as well as additional information as to the design and layout of the indoor amenity building(s). The form and

character of the proposed development is intended to reflect a modern and contemporary look with coloured accent materials which provide visual interest and break-up the building massing. The modern design was reviewed and supported by the Advisory Design Panel and will provide an attractive addition to the Fraser Highway Corridor and Fleetwood Plan area.

At present, staff have received comments from the School District with respect to the number of school aged children anticipated to be generated by the proposed 6-storey apartment building at the northwest corner of the subject site [i.e. Building 1]. With each future phase of development, a separate referral will be forwarded to the School District to request comments on school capacity issues. At this time, the number of potential students generated by all phases of development is unknown given that the number of dwelling units will not be confirmed until a development application(s) is submitted for each future phase of development. However, the applicant is working closely with the School District to ensure the timing of future phases will align with School District projects.

The applicant has indicated that future phases of development on the subject site may include a stand-alone childcare facility, below market or market rental units, a larger number of 2- and 3-bedroom apartments as well as potential ground-floor commercial. As such, the CD By-law has been drafted to include a broad range of less parking-intensive commercial land-uses and child care centres. City staff will continue to work with the applicant to address the concerns expressed by the community association in future phases of development.)

DEVELOPMENT PERMITS

Form and Character Development Permit Requirement

- The proposed development is subject to a Development Permit for Form and Character and is also subject to the urban design guidelines in the Fleetwood Town Centre Plan (Stage 1).
- The proposal generally complies with the Form and Character Development Permit guidelines in the OCP and the applicant has worked with staff to ensure an appropriate interface between land-uses as well as further refine the overall building massing in order to ensure an attractive streetscape and reflect an urban public realm.

Proposed Apartment Buildings (Phase 2, 3 and 4)

- As part of the Detailed Development Permit (DP), the applicant is proposing to construct one 6-storey apartment building consisting of 93 dwelling units with underground parking as part of Phase 2, at the northwestern corner of the subject site.
- The applicant further requests a General DP for two 6-storey apartment buildings consisting of 246 dwelling units and potential ground-floor commercial uses with underground parking, as part of future phases of development (i.e. Phase 3 and 4).
- The purpose of the General DP is to set out the general guidelines that will help to ensure a high-quality development is achieved including site access, parking requirements, building form and floor area.

- The applicant will be required to submit separate Detailed DP applications for the proposed apartment buildings in Phase 3 and 4, based upon the General DP, when the applicant is ready to develop the remainder of the subject site.

Building Design

- The applicant proposes to construct all three 6-storey apartment buildings directly adjacent to the street frontages (i.e. Fraser Highway, 166 Street and 166B Street) in order to encourage a more pedestrian-friendly streetscape and urban public realm.
- The proposed apartment building at the northwest corner of the subject site will incorporate a wood texture pre-finished metal panel frame at the lower 4-stories, providing variation as well as visual interest. The ground-floor units are oriented toward the street with front door access and usable semi-private outdoor space.
- The apartment buildings proposed in future phases of development (i.e. Phase 3 and 4) will incorporate a similar vertical expression with vivid coloured pre-finished metal panel frames, at the lower 4-stories, along the Fraser Highway façade in order to tie the buildings together.
- The building orientation ensures that units will provide greater observation of public realms with active rooms facing toward the street, outdoor amenity space and pedestrian walkways to reduce CPTED concerns.
- The proposed buildings reflect an urban and contemporary building form with a flat roof.
- The apartment building proposed in Phase 4 (i.e. Building 3), located at the southeast corner of the subject site, is proposed to be stepped back to 4-stories in order to reduce the building massing while providing greater privacy for the 3-storey townhouse units directly adjacent to the southern boundary of the subject site.
- The unit mix is proposed to consist of 22 studio, 256 one-bedroom, 38 two-bedroom and 23 three-bedroom apartments for a total of 339 dwelling units in Phases 2, 3 and 4. Of these units, the applicant is proposing to provide 6 one-bedroom plus den and 6 three-bedroom units as adaptable units.
- The dwelling units will range in size from 34 square metres for a studio unit to 75 square metres for the largest three-bedroom unit.

Indoor Amenity Space

- Each apartment building will provide a minimum of 74 square metres of indoor amenity space.
- As part of the Detailed DP, the proposed 6-storey apartment building in Phase 2 (Building 1) will have 90 square metres of indoor amenity space consisting of a lounge area, dining room and kitchen facility on the ground-floor as well as second-floor conference room space.
- In addition, the applicant is proposing to provide a common indoor amenity building, as part of a future phase of development (i.e. Phase 3) which will be shared by residents in Building 1, 2 and 3.

- The proposed indoor amenity space is intended to be centrally located and provide for greater pedestrian connectivity between the indoor and outdoor amenity spaces across the subject site. The final design and programming of the indoor amenity spaces will be determined, in future, as part of the review process once the applicant has submitted a Detailed DP application(s).
- Overall, the applicant proposes to provide all of the required indoor amenity space for the proposed apartment buildings in Phase 2, 3 and 4. Furthermore, the applicant has agreed to provide a monetary contribution, in accordance with City Policy, prior to the issuance of a Detailed DP for the proposed apartment buildings in Phase 2, 3 and 4 in order to address any shortfall in required indoor amenity space that might result from the detailed design process.

Outdoor Amenity Space

- As part of the Detailed DP for Phase 2 (Building 1), the applicant is providing 465 square metres of outdoor amenity space, in the form of rooftop amenity space, which consists of a combination of private rooftop patio space for several sixth floor units as well as shared amenity space for the use of all residents.
- The common rooftop amenity space will include several lounge areas, yoga/tai chi space, tool sheds, community garden plots, barbeque areas, picnic tables as well as a children's playhouse.
- For the General DP, the applicant is proposing to provide additional outdoor amenity space with each phase of development (i.e. Phase 3 and 4). The outdoor amenity space is centrally located and directly adjacent to Buildings 2 and 3. Given that the apartment buildings will be interconnected, the outdoor amenity space provided as part of future phases of development is anticipated to be shared by all residents.
- The outdoor amenity space proposed as part of the future phases of development include two "great lawn" areas, a bike/pet wash station, a bike repair station, lounge area, bistro tables and barbeque area as well as an outdoor cinema.
- The final design and programming of the outdoor amenity space will be determined, in future, as part of the review process once the applicant has submitted a Detailed DP application(s) for the apartment buildings in Phase 3 and 4.
- As the outdoor amenity space proposed is approximately 1,702 square metres, based upon the current layout, the applicant will exceed the minimum outdoor amenity space requirement as identified in the CD By-law.

Proposed Landscaping and Pedestrian Connectivity

- Each individual ground-oriented unit will have a small front yard enclosed by a 1 metre high wood picket fence with layered planting that consists of a by-law sized trees, shrubs and low-level groundcover. In addition, each unit will have direct access to an internal private sidewalk provided through a separate entryway that, along the street frontages, will be clearly defined by a small gate.
- The non-street fronting ground-floor units will have direct access to internal pedestrian walkways that connect the various apartment buildings as well as provide linkages to the indoor/outdoor amenity space and Fraser Highway.

- Each apartment unit that faces onto the street frontages or outdoor amenity space will provide an "eyes-on-the-street" function with active rooms facing the public realm.
- The proposed apartment building in Phase 4 (i.e. Building 3) remains sensitive to adjacent land-uses, especially along the southern boundary of the subject site where the building is stepped back to 4-stories with additional landscaping provided on-site which ensures that greater privacy is afforded to the ground-oriented townhouses at 8033 – 166B Street.
- Exterior lighting is designed to reduce light-pollution as well as provide adequate lighting to ensure community safety, in keeping with CPTED principles.
- The applicant further proposes to provide a corner plaza with low-level planting and bench seating where the street frontages intersect Fraser Highway (i.e. 166 Street and 166B Street).
- The applicant is required to discharge the statutory right-of-way for public rights-of-passage (CA6505732/36/40/48/ 52/56) located along the north lot line fronting Fraser Highway. The statutory right-of-way (SROW) was previously registered on title as a condition of rezoning under Development Application No. 7916-0212-00 and was intended to allow for a future 3.0 metre wide multi-use pathway. The Engineering Department has confirmed that a sidewalk and separated cycle tracks can be accommodated within the modified road cross-section for Fraser Highway. As a result, the on-site SROW is no longer required.

On-Site Parking and Bicycle Storage

- All parking spaces provided for the proposed apartment buildings will be located within an underground parkade. During the interim, one driveway access will be provided for the site from 166 Street. This driveway access will be shared by the 31 existing townhouse units built in Phase 1 as well as the proposed 6-storey apartment building at the northwest corner of the subject site. The driveway entrance has been reconfigured to include a round-about in order to address grade changes, improve efficiencies as well as better disperse traffic.
- As part of Phase 4, a second driveway access point is proposed along the eastern boundary of the subject site, off 166B Street, that will provide driveway access to the underground parkade beneath Building 3. A knock-out wall will be provided in the underground parkade with each phase of development in order to eventually connect all three underground parkades built as part of Phase 2, 3 and 4 with the driveway entrances off 166 Street and 166B Street.
- The proposed apartment buildings will include a total of 387 parking spaces for phases 2, 3 and 4. The applicant will provide a total of 4 accessible parking spaces. All parking spaces will be located within a three-level secure and enclosed underground parkade.
- The number of parking spaces provided on-site will comply with the new minimum parking rate proposed for non-ground oriented multi-family residential dwelling units located along the Fraser Highway Corridor (minimum parking requirement of 0.9 space per dwelling unit and 0.1 space per dwelling unit for visitors).
- The visitor spaces are located within a secured portion of the underground parking garage.

- The development will provide a total of 124 secure bicycle parking spaces located within the underground parkade. This exceeds the 112 bicycle parking stalls required in the Zoning By-law.

Proposed Signage

- At this time, no signage is proposed for the apartment buildings. If required in future, all proposed signage will be considered as part of a Detailed DP application(s) and will need to comply with all aspects of the Sign By-law.

Advisory Design Panel

ADP date: June 25, 2020

The applicant has agreed to resolve the remaining outstanding items from the ADP review, to the satisfaction of the Planning and Development Department before Final Adoption (Appendix VII).

Outstanding Items

- City staff will continue to work with the applicant to resolve the following ADP and staff-identified design-related issues prior to Final Adoption:
 - As part of future phases of development, City staff will continue to work with the applicant to adjust the indoor amenity building location proposed in Phase 3 or provide the required indoor amenity space within the apartment building (Building 2) in order to provide a larger outdoor amenity space with more natural light.
 - As part of the General Development Permit, the applicant is requested to explore a larger building separation between proposed Building 1 (Phase 2) and Building 2 (Phase 3) in order to allow for additional on-site landscaping.
 - The applicant is required to confirm that all parking spaces will meet the minimum dimensions (width and depth) as well as provide the minimum number of accessible parking spaces specified in Part 5, Off-Street Parking and Loading/Unloading of the Zoning By-law.

TREES

- Jeff Ross, ISA Certified Arborist of Mike Fadum and Associates Ltd. prepared an Arborist Assessment for the subject property. The table below provides a summary of the tree retention and removal by tree species:

Table 1: Summary of Tree Preservation by Tree Species:

Tree Species	Existing	Remove	Retain
Deciduous Trees			
Airy Peter’s Ash	1	0	1
Patmore Ask	4	0	4
Ruby Horse Chestnut	1	0	1

Tree Species	Existing	Remove	Retain
Bigleaf Maple	1	1	0
Norway Maple	6	1	5
Red Oak	4	0	4
Coniferous Trees			
Western Red Cedar	2	1	1
Douglas-Fir	3	2	1
Falsecypress	1	0	1
Total	23	5	18
Total Replacement Trees Proposed (excluding Boulevard Street Trees)		137	
Total Retained and Replacement Trees		147	
Contribution to the Green City Program		N/A	

- The Arborist Assessment states that there is a total of 23 mature trees on the site. It was determined that 18 trees can be retained as part of this development proposal. The proposed tree retention was assessed taking into consideration the location of services, building footprints, road dedication and proposed lot grading.
- For those trees that cannot be retained, the applicant will be required to plant trees on a 2 to 1 replacement ratio. This will require a total of 10 replacement trees on the site. The applicant is proposing a total of 137 replacement trees, thereby exceeding City requirements.
- In addition to replacement trees, trees will be planted within the boulevard along the street frontages. This will be determined by the Engineering Department during the servicing design review process.
- The new trees on the site will consist of a variety of trees including Green Cutleaf Japanese Maple, Autumn Blaze Maple, Forest Pansy Redbud, Slender Silhouette Sweetgum, Serbian Spruce and Green Vase Zelkova.
- In summary, a total of 147 trees are proposed to be retained or replaced on the subject which exceeds City requirements.

INFORMATION ATTACHED TO THIS REPORT

The following information is attached to this Report:

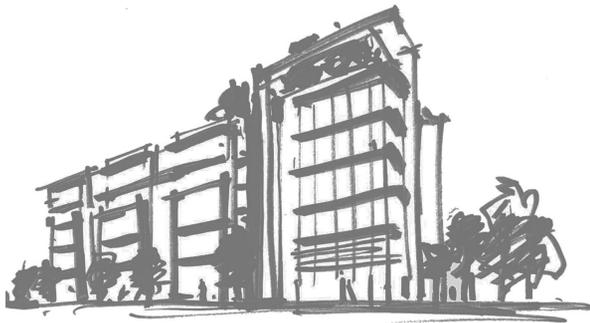
- Appendix I. Site Plan, Building Elevation Drawings and Landscape Plans
- Appendix II. Engineering Summary
- Appendix III. School District Comments
- Appendix IV. Summary of Tree Survey and Tree Preservation
- Appendix V. OCP Re-designation Map
- Appendix VI. NCP Re-designation Map
- Appendix VII. ADP Comments and Response
- Appendix VIII. Aerial Photo

approved by Ron Gill

Jean Lamontagne
General Manager
Planning and Development

MRJ/cm

Appendix I



NOVA
RESIDENTIAL DEVELOPMENT
8140 - 166 STREET. SURREY, BC

DP 7919-0338

2020-08-24
ISSUED FOR PLA REPORT

DRAWINGS LIST

01	DRAWING LIST
02	CONTEXT PHOTO
03	SITE PHOTOS
04	STREET ELEVATION (MASTER PLAN) BLDG 1 ENLARGED STREET ELEVATION
MASTER PLAN	
05	MASTER PLAN RENDERING [CONCEPTUAL] FRASER HWY NORTH EAST VIEW FRASER HWY NORTH VIEW FRASER HWY EAST CORNER VIEW
BUILDING 1	
06	BLDG 1 RENDERING BLDG 1 NORTHWEST CORNER VIEW BLDG 1 NORTHWEST PLAZA VIEW BLDG 1 SOUTHEAST CORNER VIEW BLDG 1 EAST CORNER VIEW
07	SHADOW STUDY

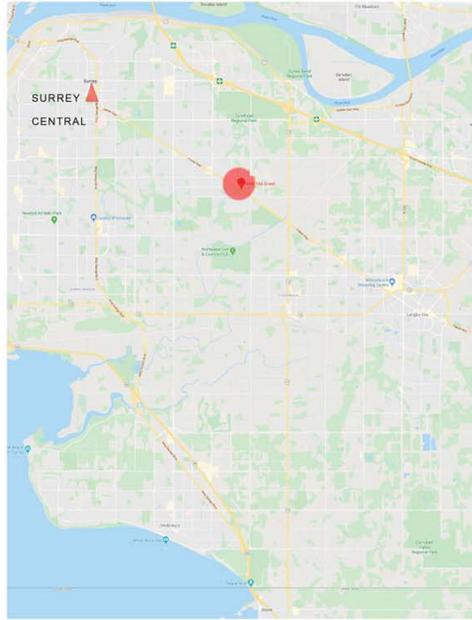
ARCHITECTUAL DRAWINGS

MASTER PLAN		
A 100	BASE DWG	AS SHOWN
A 101	INTERIM MASTER SITE PLAN	AS SHOWN
A 102	MASTER SITE PLAN	AS SHOWN
A 103	PROJECT INFOMATION	
A 104A	PROJECT INFO BREAKDOWN	AS SHOWN
A 104B	PROJECT INFO BREAKDOWN	AS SHOWN
A 105	AMENITY PLANS	AS SHOWN
BUILDING 1		
PLAN		
A 110	SITE PLAN	1:150
A 111	PROJECT INFORMATION	
A 112	PARKING LVL 3	1:100
A 113	PARKING LVL 2	1:100
A 114	PARKING LVL 1	1:100
A 115	GROUND LEVEL PLAN	1:100
A 116	LEVEL 2	1:100
A 117	LEVEL 3-4	1:100
A 118	LEVEL 5	1:100
A 119	LEVEL 6	1:100
A 120	ROOF AMENITY PLAN	1:100
A 121	ROOF PLAN	1:100
ELEVATION		
A 201	NORTH ELEVATION	1:100
A 202	SOUTH ELEVATION	1:100
A 203	EAST ELEVATION	1:100
A 204	WEST ELEVATION	1:100
SECTION		
A 301	NORTH SOUTH SECTION A	1:100
A 302	EAST WEST SECTION B	1:100
ENLARGED UNITS PLAN		
A 401	ENLARGED UNIT TYPE	1:50
A 402	ENLARGED UNIT TYPE	1:50
A 403	ENLARGED UNIT TYPE	1:50
A 404	ENLARGED UNIT TYPE	1:50
MISC. DWGS		
A 501	ENLARGED SECTION	AS SHOWN

LANDSCAPE DRAWINGS

L1	LANDSCAPE LAYOUT PLAN	AS SHOWN
L2	BUILDING 1 CONCEPT PLANS	AS SHOWN
L3	BUILDING 1 CONCEPT PLANS	AS SHOWN
L4	NORTHWEST CORNER PLAZA PLAN	AS SHOWN
L5	OUT DOOR AMENITY PLAN	AS SHOWN
L6	ROOFTOP PLANTING DETAILS	AS SHOWN
L7	LANDSCAPE SECTIONS	AS SHOWN
L8	LANDSCAPE DETAIL	AS SHOWN
L9	LANDSCAPE SITE FURNISHINGS	AS SHOWN
L10	FENCE & LANDSCAPE LIGHTING PLAN	AS SHOWN





LEGENDS

- 1. RONA SURREY
- 2. JYSK SURREY
- 3. TIM HORTONS
- 4. FORTISBC CORPORATE OFFICE
- 5. COMFORT INN & SUITES
- 6. RESIDENTIAL
- 7. COAST MERIDIAN ELEMENTARY
- 8. SURREY SPORT & LEISURE COMPLEX
- 9. SURREY PENTECOSTAL ASSEMBLY



1



2



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4



5



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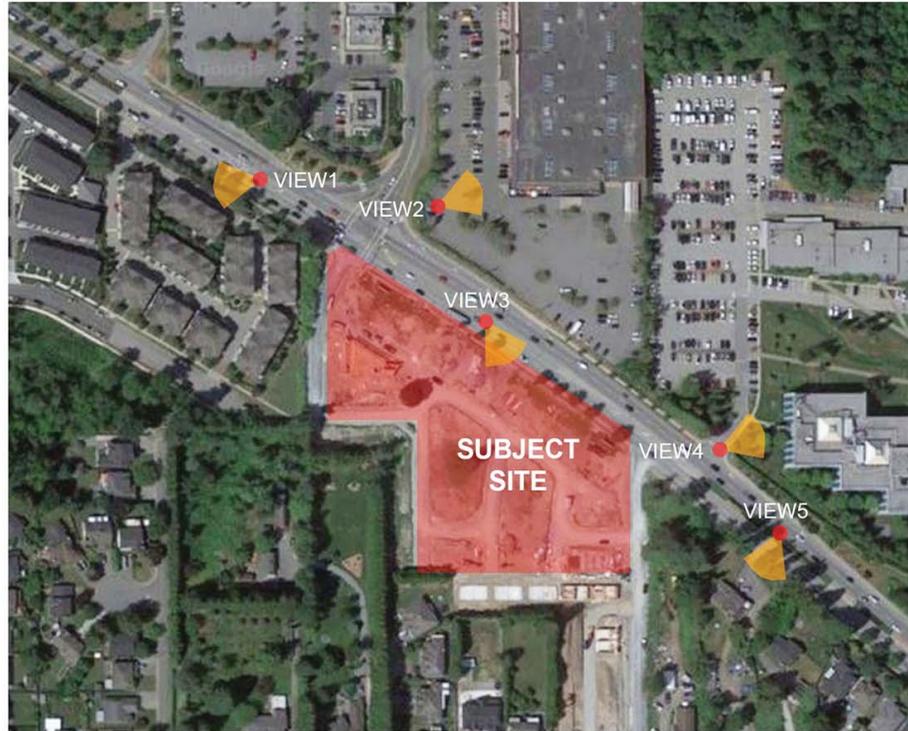
7



8



9





166 STREET ELEVATION
SCALE: NTS



FRASER HIGHWAY ELEVATION
SCALE: NTS



BUILDING 1 ENLARGED STREET ELEVATION

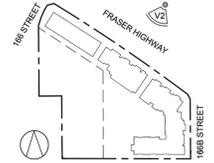


166 STREET ELEVATION
SCALE: NTS



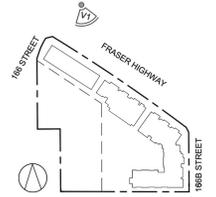
FRASER HIGHWAY ELEVATION
SCALE: NTS





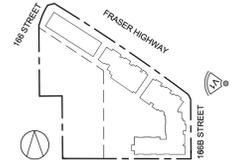
FRASER HIGHWAY PERSPECTIVE RENDERING





NORTH EAST CORNER PERSPECTIVE RENDERING





SOUTH EAST CORNER RENDERING



FUTURE DEVELOPMENT (PHASE 3)

PROPOSED DEVELOPMENT (PHASE 2)

RENDERING

PHASE 2 BUILDING 1

NORTH WEST CORNER VIEW



RENDERING

PHASE 2 BUILDING 1

NORTH WEST PLAZA VIEW (BLDG1 PHASE 2)



RENDERING

PHASE 2 BUILDING 1

SOUTH EAST CORNER VIEW



RENDERING

PHASE 2 BUILDING 1

BUILDING 1 EAST CORNER PERSPECTIVE VIEW



PHASE 1 - TOWNHOUSES + AMENITY BLDG (UNDER CONSTRUCTION)

PROPOSED BUILDING AREA (SM)	4,584
PHASE AREA	5,708
FAR	0.86

TOWNHOUSES	# UNITS	TYPE	AREA (SF)	(SM)	Remarks
B03	6	TYPE A	9697.64	900.94	
B04	6	TANDEM	8960.10	823.13	
B05	6	TANDEM	8860.10	823.13	
B06	5	TYPE A	13479.11	1252.25	
B07	5	TYPE A	8442.45	785.31	
TOTAL	31		49,139	4,584	

AMENITY BLDG	Required	Proposed	Remarks		
	(SF)	(SM)			
INDOOR TOTAL	1001	93	8342	775	3 SQ.M PER SUITE
SURPLUS AREA			348	311	
AMENITY AREA			230	230	
SERVICE			2476	230	
OUTDOOR TOTAL	1001	93	2571	237	3 SQ.M PER SUITE
LEVEL 1			388	36	
LEVEL 3			183	17	
ROOF			1581	184	

BLDG. HEIGHT	STOREY	ELEVATION	Remarks
AMENITY BLDG	3	11.9	MEASURED TO ROOF PARAPET

OFF STREET PARKING	Min. Req'd / Max Allowed	Proposed	Remarks
PARKING	62	62	
RESIDENCE: 31 X 2	6	6	1 HVA
VISITORS: 31 X 0.2			

PHASE 2 - BUILDING 01 (CURRENT PROPOSED)

PROPOSED BUILDING AREA (SM)	5,320
PHASE AREA	2,004
FAR	0.66

AREA BREAK DOWN	AREA (SF)	SERVICE AREA	SALEABLE AREA	EFFICIENCY	HL (FL to FL)
GROUND LEVEL	10061	2676	7,385	73%	9'4" varies
LVL.2	10061	2118	7,883	78%	9'4"
LVL.3	10061	1425	8,696	86%	9'4"
LVL.4	10061	1425	8,696	86%	9'4"
LVL.5	10061	1425	8,696	86%	9'4"
LVL.6	10061	1425	8,696	86%	9'4"
SUBTOTAL	60,366	10,554	49,812	83%	
TOTAL AREA	57,363				EXCL. AMENITY

AMENITY	Required	Proposed	Remarks		
	(SF)	(SM)			
INDOOR TOTAL	3003	279	5005	279	3 SQ.M PER SUITE
GROUND LVL			517	48	
2ND LVL			0	0	
3RD LVL			452	42	LOCATED @ AMENITY BLDG #1
OFF BLDG AMENITY					
OUTDOOR TOTAL	3003	279	3005	465	3 SQ.M PER SUITE
ROOF TOP PATIO			3005	465	

BLDG. COVERAGE	BLDG FOOTPRINT	PHASE AREA	Remarks
	46.76%	937	2003.8

SETBACKS (M)	REQUIRED	PROPOSED	Remarks
NORTH	7.5	7.5	TO PROPERTY LINE
EAST	7.5	3	TO PHASING LINE
SOUTH	7.5	4.8	TO PHASING LINE
WEST	7.5	7.5	TO PROPERTY LINE

BLDG. HEIGHT	STOREY	ELEVATION	Remarks
PHASE 2 - BLDG 1	6	19.87	MEASURED TO ROOF PARAPET

SUITE TYPE BREAKDOWN	TOTAL	STUDIO	1 BD / 1BD+DEN	2 BD / 2BD+DEN	3BD / 3BD + DEN
BLDG 1 (6 STOREY)	14	2	11	0	1
LVL.01	15	3	10	1	1
LVL.03	10	3	11	1	1
LVL.04	16	3	11	1	1
LVL.05	16	3	11	1	1
LVL.06	16	3	11	1	1
TOTAL	93	17	65	5	6
PERCENTAGE	100%	18.2%	70%	5.4%	6.5%

PARKING COUNT BREAKDOWN	Min. Req'd / Max Allowed	Proposed	Surplus	Remarks
Residential				
SUITE (0.9)	84			
VISITOR (0.1)	9.3			
P1		40		
P2		45		
P3		8	41	
TOTAL # OF PARKING SPACE	93	93	41	
DISABLED STALLS (0.02)		4		INCLUDED IN TOTAL PK SPACE
SMALL CAR STALLS	1.9	2		INCLUDED IN TOTAL PK SPACE
ELEC. CAR STALL (EV)		5		INCLUDED IN TOTAL PK SPACE

BIKE STORAGE	Min. Req'd / Max Allowed	Proposed	Remarks
TOTAL # OF BIKE STORAGE SPACE			
RESIDENCE	1.2/UNIT	112	124
VISITOR	6 PS PER BLDG	6	124
TOTAL		118	124

PHASE 3 - BUILDING 02 (FUTURE DEVELOPMENT)

PROPOSED BUILDING AREA (SM)	6,104
PHASE AREA	1,504
FAR	1.74

AREA BREAK DOWN	AREA (SF)	SERVICE AREA	AREA (SM)	HL (FL to FL)
BLDG 2 (6 STOREY)				
GROUND LEVEL	10950	1090	9,860	85%
LVL.2	10950	1288	9,662	88%
LVL.3	10950	1288	9,662	88%
LVL.4	10950	1288	9,662	88%
LVL.5	10950	1288	9,662	88%
LVL.6	10950	1288	9,662	88%
TOTAL	65,700	6,090	57,610	88%

AMENITY	Required	Proposed	Remarks		
	(SF)	(SM)			
INDOOR TOTAL	2454	222	2476	230	3 SQ.M PER SUITE
GROUND LVL			2476	230	
OUTDOOR TOTAL	2454	222	6458	600	3 SQ.M PER SUITE
GROUND LEVEL GROUND COURT YARD			600	600	SURPLUS AMENITY
ROOF TOP GARDEN			0	0	ROOF

BLDG. COVERAGE	BLDG FOOTPRINT	PHASE AREA	Remarks
	29.02%	1,017	3504

SETBACKS (M)	REQUIRED	PROPOSED	Remarks
NORTH	7.5	6.5	TO PROPERTY LINE
EAST	7.5	3	TO PHASING LINE
SOUTH	7.5	4.3	TO PHASING LINE
WEST	7.5	3	TO PHASING LINE

BLDG. HEIGHT	STOREY	ELEVATION	Remarks
	6	18.96	MEASURED TO ROOF PARAPET

SUITE TYPE BREAKDOWN	TOTAL	STUDIO	1 BD / 1BD+DEN	2 BD / 2BD+DEN	3BD / 3BD + DEN
BLDG 2 (6 STOREY)	9	0	8	0	1
LVL.01	13	0	11	0	2
LVL.03	13	0	11	0	2
LVL.04	13	0	11	0	2
LVL.05	13	0	11	0	2
LVL.06	13	0	11	0	2
TOTAL	74	0	63	0	11
PERCENTAGE	100%	0%	85%	0%	#DIV/0!

PARKING COUNT BREAKDOWN	Min. Req'd / Max Allowed	Proposed	Surplus	Remarks
Residential				
SUITE (0.9)	67			
VISITOR (0.1)	7			
P1		35		
P2		41		
P3			92	
TOTAL # OF PARKING SPACE	74	76	92	
DISABLED STALLS (0.02)		1.5	6	INCLUDED IN TOTAL PK SPACE
SMALL CAR STALLS				INCLUDED IN TOTAL PK SPACE
ELEC. CAR STALL (EV)		6		INCLUDED IN TOTAL PK SPACE

BIKE STORAGE	Min. Req'd / Max Allowed	Proposed	Remarks
TOTAL # OF BIKE STORAGE SPACE			
RESIDENCE	1.2/UNIT	89	
VISITOR	6 PS PER BLDG	6	surplus
TOTAL		95	100

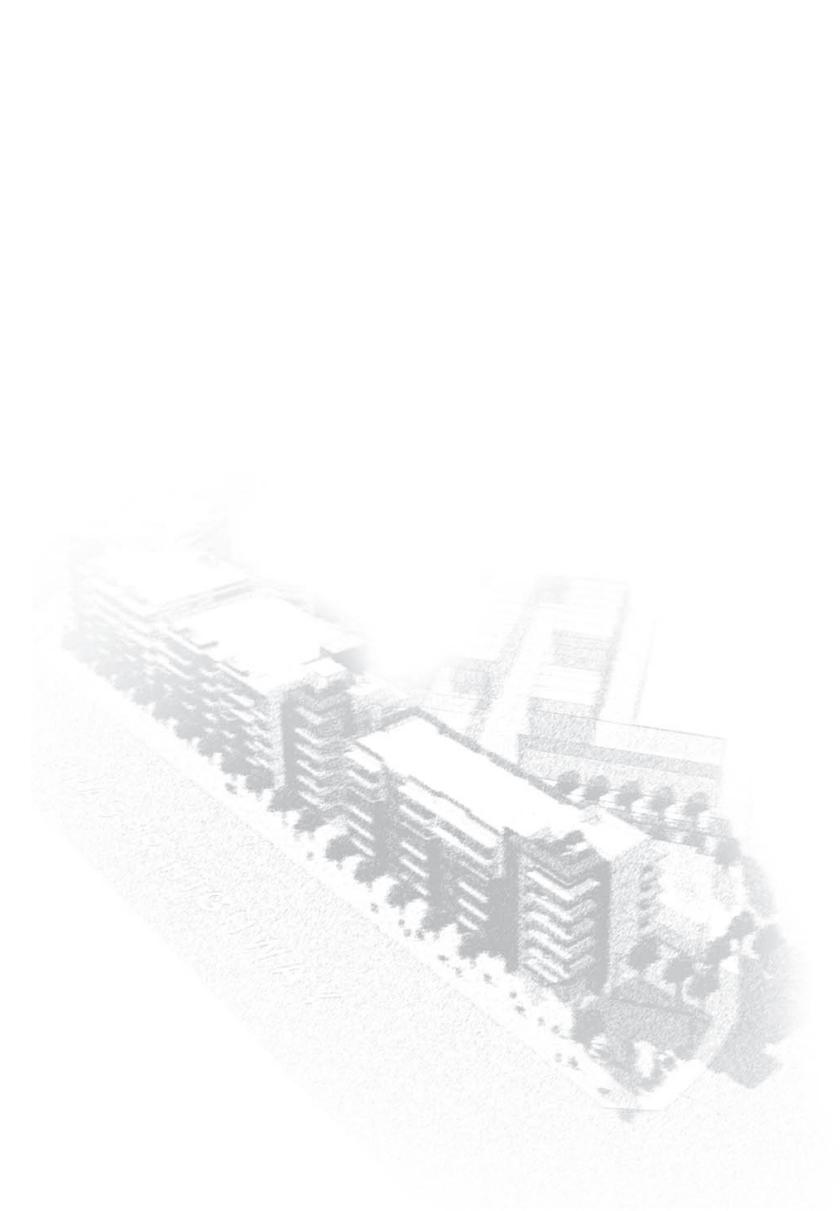
PHASE 3 + 4 AMENITY BLDG#2 (FUTURE DEVELOPMENT)

AMENITY BLDG # 2	Required	Proposed	Remarks
	(SF)	(SM)	
INDOOR TOTAL		1453	135
GROUND LEVEL		1453	135

BLDG. HEIGHT	STOREY	ELEVATION	Remarks
	1	4.5	

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Project File:	RESIDENTIAL DEVELOPMENT
Sheet Title:	0140 - 188 ST SURREY, BC
Scale:	Checked: AUG 2020
Drawn:	ML
GA	ML
CAJ File:	Sheet No:
Project No:	WG1910
	A 104a





BUILDING 1
ARCHITECTURAL DRAWINGS

PHASE 2 - BUILDING 01 (CURRENT PROPOSED)

PROPOSED BUILDING AREA (SM)	5,329
PHASE AREA	2,004
FAR	2.66

AREA BREAK DOWN

BLDG 1 [6 STOREY]	AREA [SF]	SERVICE AREA	SALEABLE AREA	EFFICIENCY	Ht. (FL to FL)
GROUND LEVEL	10061	2676	7,385	73%	9'4" / varies
LVL 2	10061	2178	7,883	78%	9'4"
LVL 3	10061	1425	8,636	86%	9'4"
LVL 4	10061	1425	8,636	86%	9'4"
LVL 5	10061	1425	8,636	86%	9'4"
LVL 6	10061	1425	8,636	86%	9'4"
SUBTOTAL	60,366	10,554	49,812	83%	
TOTAL AREA	57,363				EXCL. AMENITY

t

AMENITY	Required		Provided		Remarks
	[SF]	[SM]	[SF]	[SM]	
INDOOR TOTAL	3003	279	3003	279	3 SQ. M PER SUITE
GROUND LVL			517	48	
2ND LVL			0	0	
3RD LVL			452	42	
OFF BLDG AMENITY				189	LOCATED @ AMENITY BLDG #1
OUTDOOR TOTAL	3003	279	5005	465	3 SQ. M PER SUITE
ROOF TOP PATIO			5005	465	

BLDG. COVERAGE		BLDG FOOTPRINT	PHASE AREA	Remarks
	46.76%	937	2003.8	

SETBACKS (M)	REQUIRED	PROPOSED	Remarks
NORTH	7.5	7.5	TO PROPERTY LINE
EAST	7.5	3	TO PHASING LINE
SOUTH	7.5	4.8	TO PHASING LINE
WEST	7.5	7.5	TO PROPERTY LINE

BLDG. HEIGHT	STOREY	ELEVATION	Remarks
PHASE 2 - BLDG 1	6	19.87	MEASURED TO ROOF PARAPET

SUITE TYPE BREAKDOWN

BLDG 1 [6 STOREY]	TOTAL	STUDIO	1 BD / 1BD+DEN	2 BD / 2BD+DEN	3BD / 3BD + DEN
LVL 01	14	2	11	0	1
LVL 02	15	3	10	1	1
LVL 03	16	3	11	1	1
LVL 04	16	3	11	1	1
LVL 05	16	3	11	1	1
LVL 06	16	3	11	1	1
TOTAL	93	17	65	5	6
PERCENTAGE	100%	18.3%	70%	5.4%	6.5%

15.3 58.5 4.5 5.4

PARKING COUNT BREAKDOWN

PARKING	Min. Req'd / Max Allowed	Proposed	Surplus	Remarks
Residential				
SUITE (0.9)	84			
VISITOR (0.1)	9.3			
P1		40		
P2		45		
P3		8	41	
TOTAL # OF PARKING SPACE	93	93	41	
DISABLED STALLS (0.02)	1.9	4		INCLUDED IN TOTAL PK SPACE
SMALL CAR STALLS		2		INCLUDED IN TOTAL PK SPACE
ELEC. CAR STALL (EV)		5		INCLUDED IN TOTAL PK SPACE

BIKE STORAGE

TOTAL # OF BIKE STORAGE SPACE	Min. Req'd / Max Allowed	Proposed	Remarks
RESIDENCE	1.2/UNIT	112	
VISITOR	6 PS PER BLDG	6	
TOTAL		118	124

Issues			
No.	Date	Appr.	Description

Revision			
No.	Date	Appr.	Description

Client

Prime Consultant

W G | ARCHITECTURE INC.

Scale

Consultants

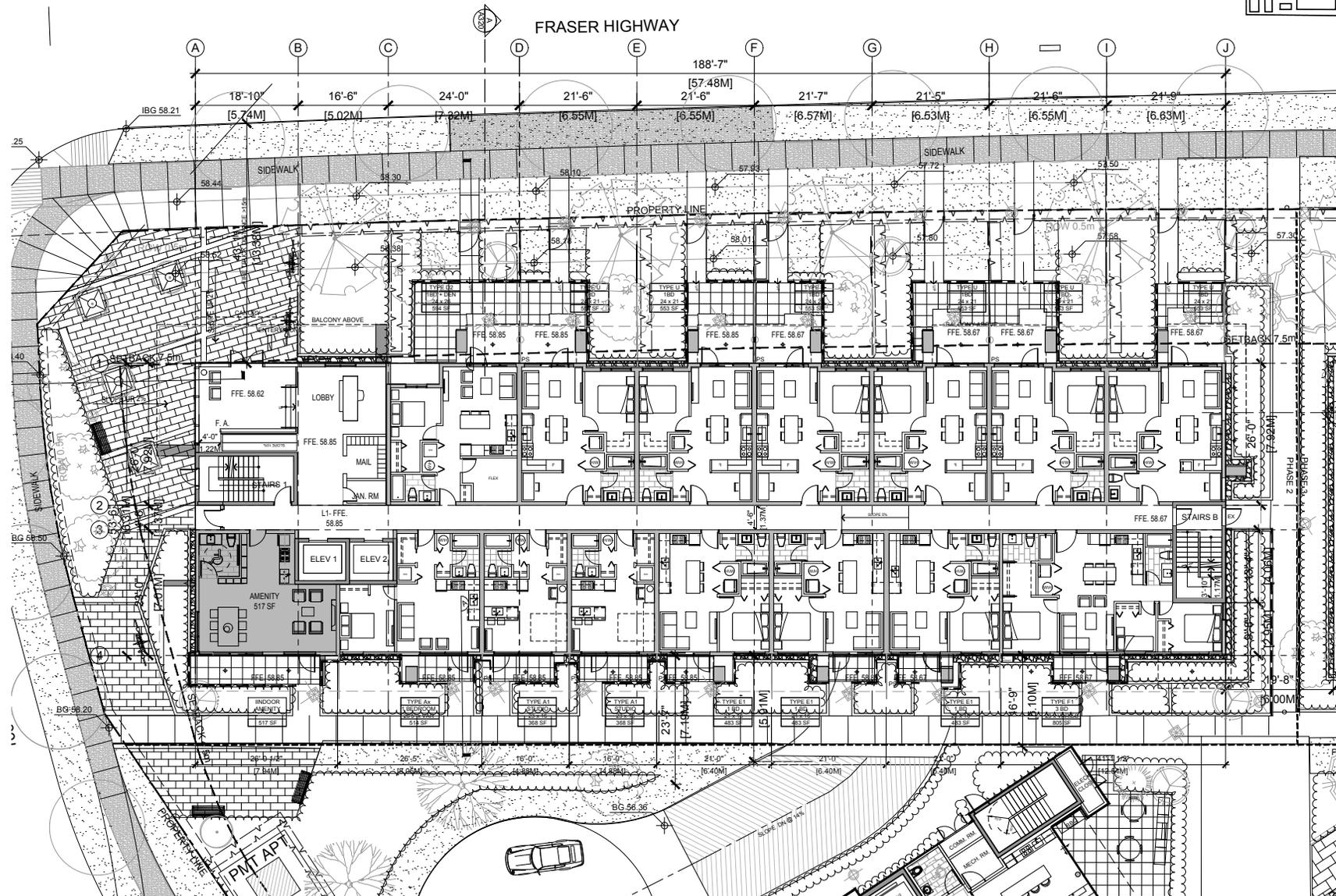


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Project Title
RESIDENTIAL DEVELOPMENT
 8140 - 188 ST
 SURREY, BC

Sheet Title
BLDG 01
STATISTICS
BREAKDOWN

Scale	Date
GA	SEPT 2020
Drawn	Checked
GA	ML
Cost File	Sheet No.
Project No.	A 111
WG1910	



Revisions			
No.	Date	By	Description

No.	Date	By	Description

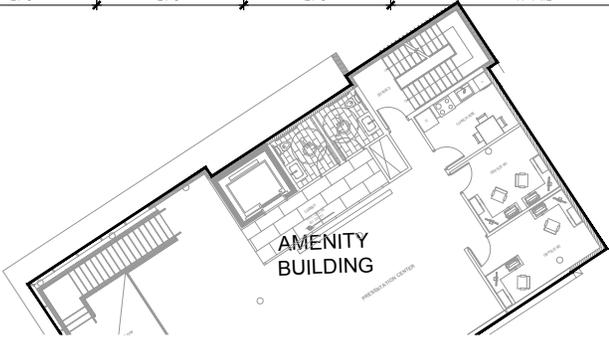
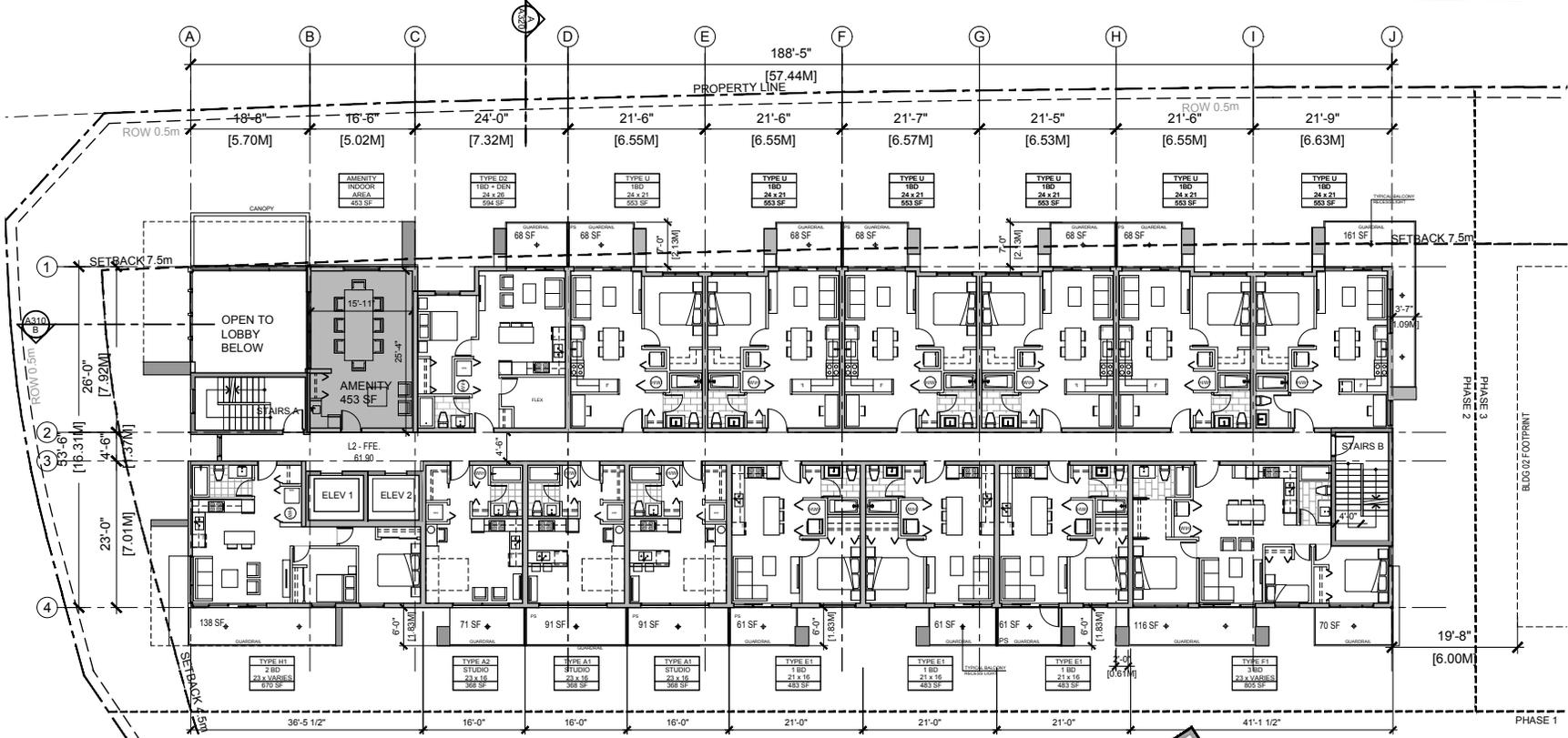
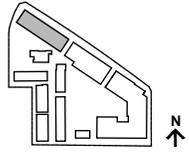
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 Project Title: **RESIDENTIAL DEVELOPMENT**
9140 - 188 ST SURREY, BC

Sheet Title: **GROUND LEVEL BLDG 01**

Scale: 1:100	Date: SEPT 2020
Drawn: GA	Checked: ML
Coord File:	Sheet No:
Project No: WG1910	A 115



Issues			
No.	Date	Agent	Description

Revisions			
No.	Date	Agent	Description

Client: _____

Prime Consultant: **W G | ARCHITECTURE INC.**

Suit: _____

Consultants: _____

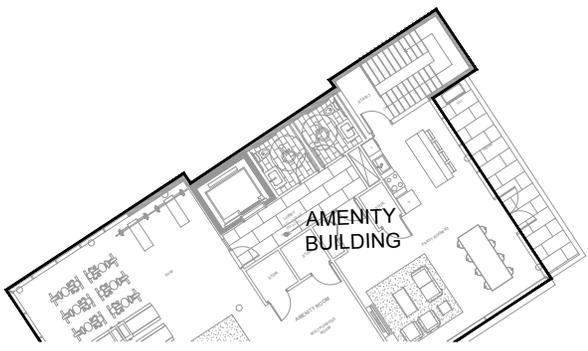
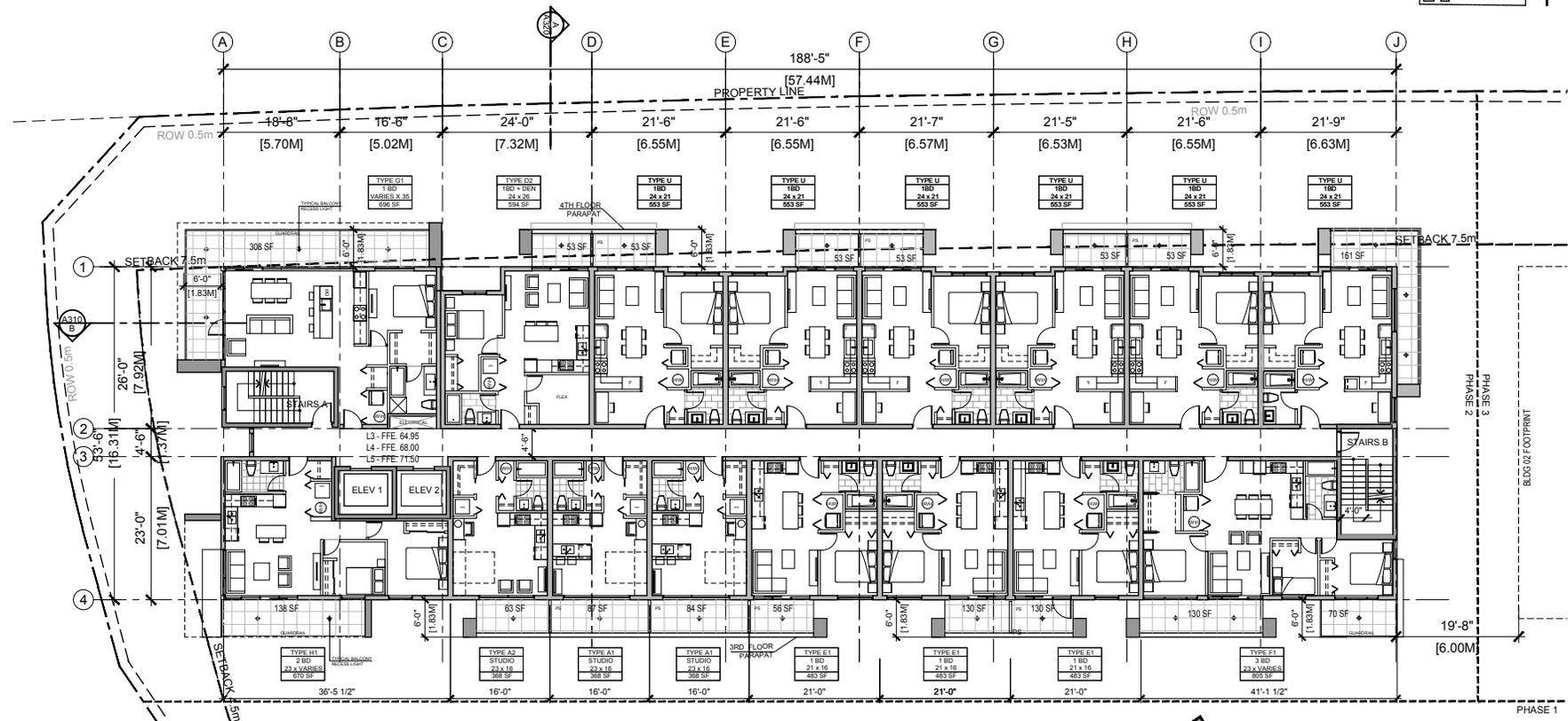
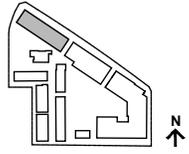


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Project Title:
RESIDENTIAL DEVELOPMENT
8140 - 188 ST
SURREY, BC

Sheet Title:
LEVEL 2
BLDG 02

Scale: 1 : 100	Date: SEPT 2020
Drawn: GA	Checked: ML
Cost File	Sheet No.:
Project No. WG1910	A 116



Revisions			
No.	Date	Appr.	Description

Project Information			
No.	Date	Appr.	Description

Client: _____

Prime Consultant: **W G | ARCHITECTURE INC.**

Scale: _____

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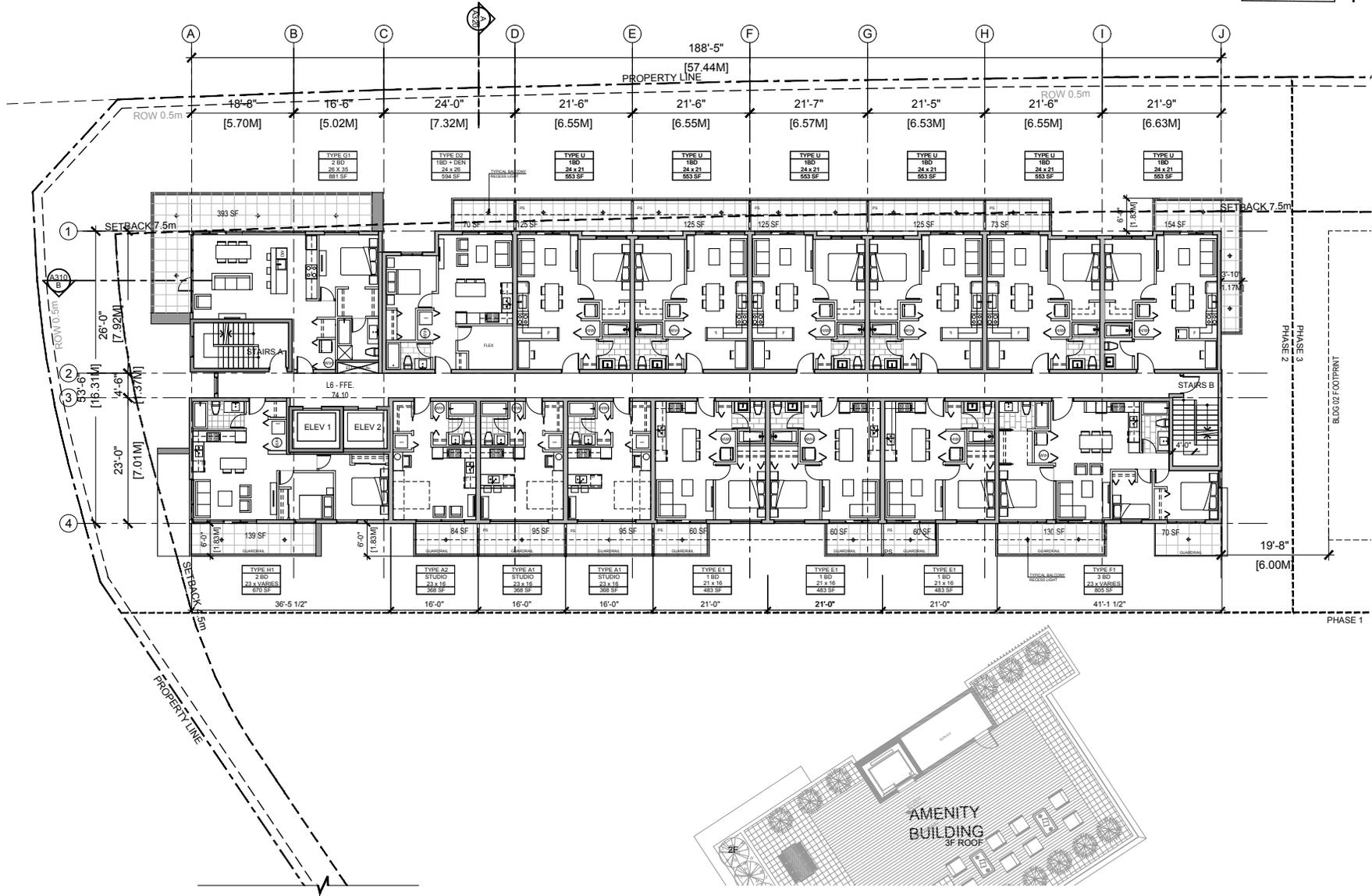
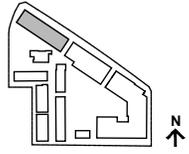
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Project Title: **RESIDENTIAL DEVELOPMENT**
8140 - 188 ST
SURREY, BC

Sheet Title: **LEVEL 3-4**
BLDG 01

Scale: 1 : 100	Date: SEPT 2020
Drawn: GA	Checked: ML
Cost File: _____	Sheet No: _____
Project No: WG1910	A 117



Issues			
No.	Date	Agent	Description

Revisions			
No.	Date	Agent	Description

Client: _____
 Prime Consultant: _____

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 Date: _____

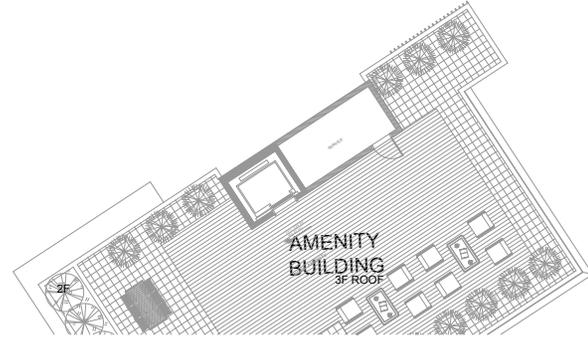
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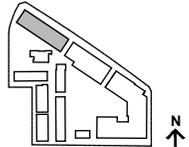
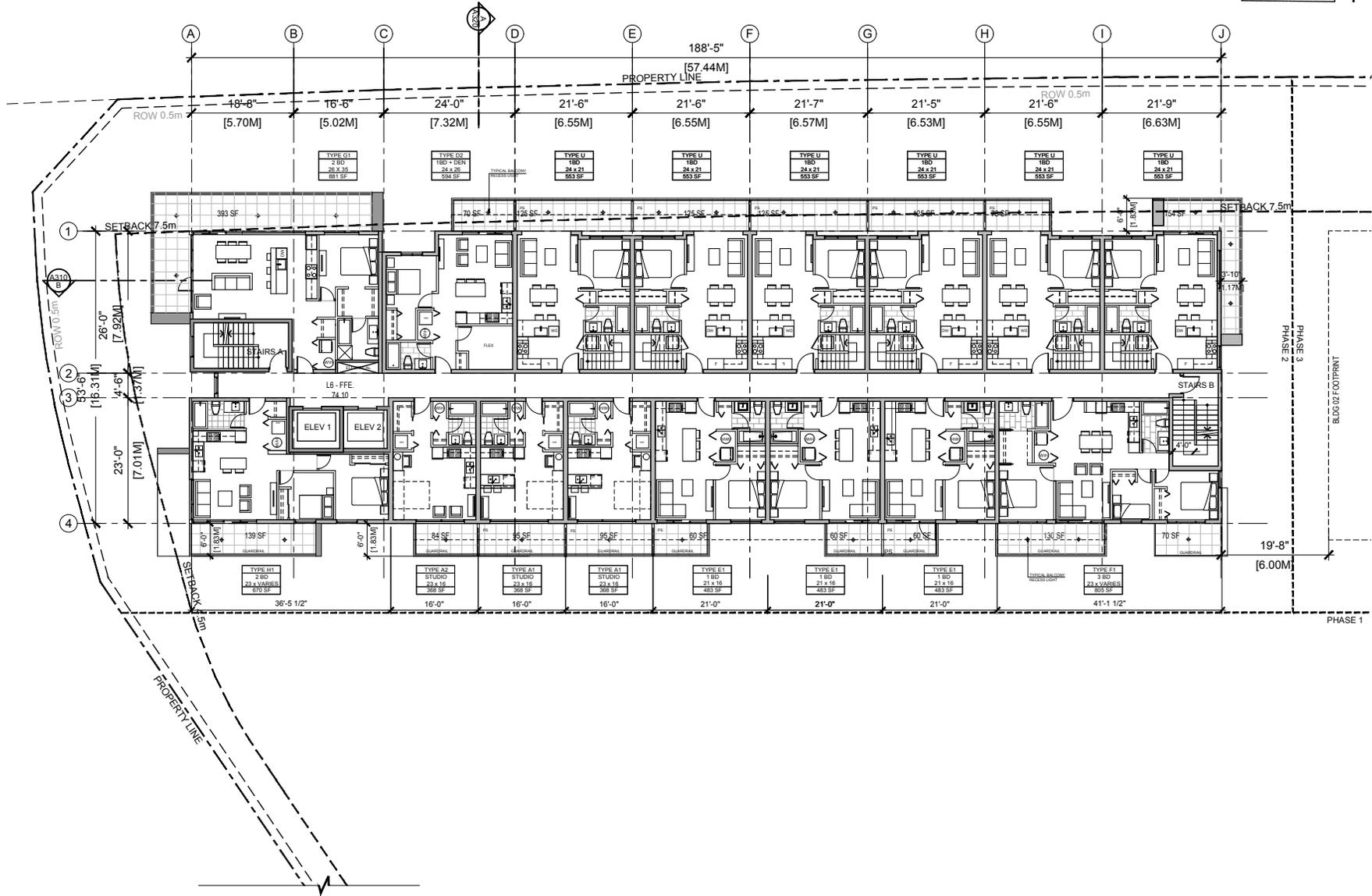
RESIDENTIAL DEVELOPMENT
 8140 - 188 ST
 SURREY, BC

Sheet Title:
**LEVEL 5
 BLDG 01**

Scale: 1 : 100
 Drawn: GA
 Check: ML
 Date: SEPT 2020

Project No.: WG1910
 Sheet No.: **A 118**





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No.	Date	Agent	Description

Revisions			
No.	Date	Agent	Description

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 Prime Consultant: _____

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Scale: _____
 Notes: _____

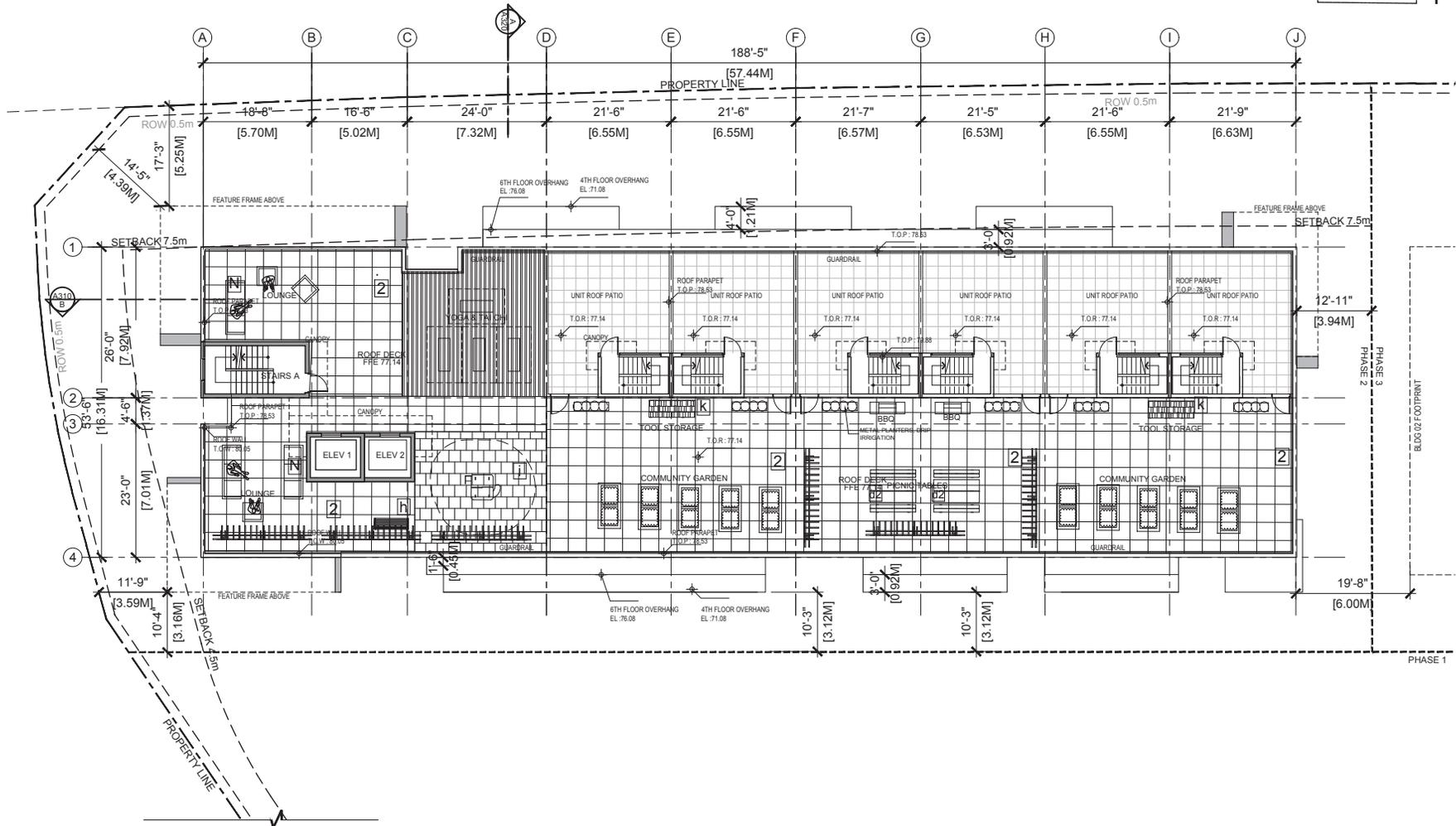
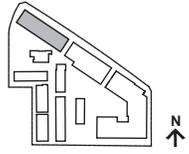
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Project Title:
RESIDENTIAL DEVELOPMENT
 8140 - 188 ST
 SURREY, BC

Sheet Title:
LEVEL 6
BLDG 01

Scale: 1 : 100	Date: SEPT 2020
Drawn: GA	Checked: ML
Cast File:	Sheet No.:
Project No. WG1910	A 119



Issue			
No.	Date	Appr.	Description

Revision			
No.	Date	Appr.	Description

Client: _____

Prime Consultant: **W G | ARCHITECTURE INC.**

Scale: _____

Consultants: _____



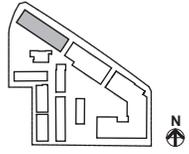
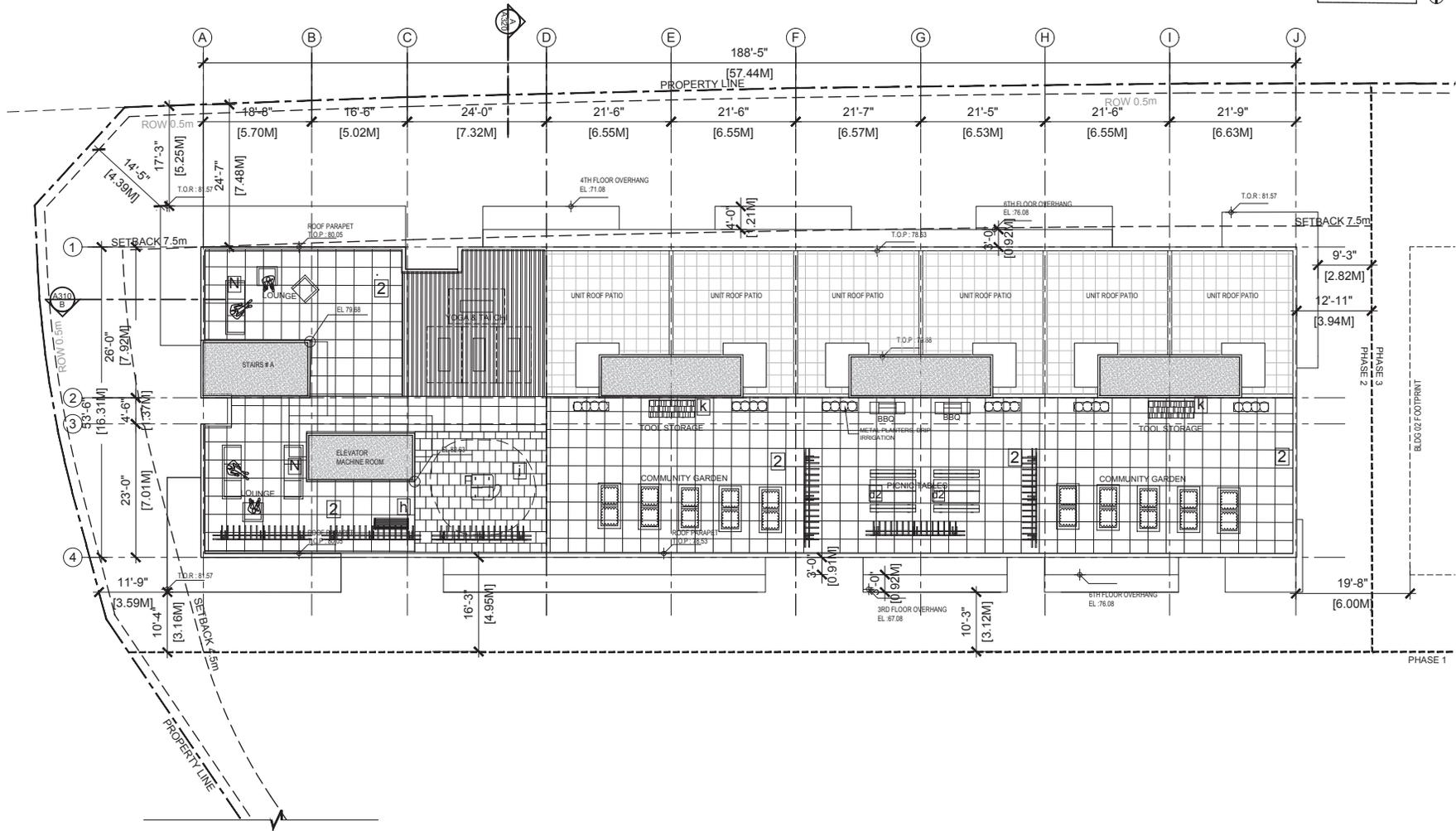
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Project Title:
RESIDENTIAL DEVELOPMENT
 8140 - 188 ST
 SURREY, BC

Sheet Title:
ROOF AMENITY
BLDG 01

Scale: 1 : 100	Date: AUG 2020
Drawn: GA	Checked: ML
Coord File: 	Sheet No.:
Project No. WG1910	A 120



Issues			
No.	Date	Appr.	Description

Revisions			
No.	Date	Appr.	Description

Client: _____

Prime Consultant: _____

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Scale: _____

PHASE 1
PHASE 2
PHASE 3

Consultants: _____

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Project Title:
RESIDENTIAL DEVELOPMENT
8140 - 188 ST
SURREY, BC

Sheet Title:
**ROOF
BLDG 01**

Scale: 1 : 100	Date: AUG 2020
Drawn: GA	Checked: ML
Cast File:	Sheet No.:
Project No. WG1910	A 121

EXTERIOR FINISHES LEGEND

SEE ELEVATION DWG FOR MATERIAL COLOUR

METAL PANEL

- [MP] PANEL W/ PRE-FINISHED METAL CHANNEL (METAL CHANNEL COLOUR TO MATCH W/ PANEL COLOUR) SEE ELEVATION DWG FOR COLOUR
- PEARL WHITE
- LIGHT GREY
- WARM BEIGE
- MID-TONE BEIGE
- DARK BROWNISH GREY

COMPOSITE PANEL

- [CP] [METAL CHANNEL COLOUR TO MATCH W/ PANEL COLOUR] SEE ELEVATION DWG FOR COLOUR
- LIGHT GREY
- MID-TONE BEIGE

FEATURE FRAME PANEL

- [FF] PRE-FINISHED METAL PANEL (1/2" REVEAL)
- DARK GREY
- BRONZE
- WOOD TEXTURE PANEL

CANOPY

- [CP1] PRE-FINISHED METAL PANEL (1/2" REVEAL) MID GREY WITH MATT FINISH
- [CP2] PAINTED STEEL FRAME WITH C-CHANNEL PROFILE (DARK GREY) & GLAZING

WINDOW + DOOR

- [W1] DOUBLE GLAZIED (LOW-E) THERMALLY BROKEN WINDOW (CLEAR GLAZING) VINYL/METAL WINDOW FRAME PAINTED DARK GREY SLIDING/ SWING DOOR FRAME TO MATCH WITH WINDOW FRAME COLOUR
- [W2] GROUND LEVEL LOBBY CURTAIN WALL SYSTEM LOW-E GLAZING (LIGHT GREY TINTED) WITH DARK GREY FRAME, MATT FINISHED.
- [SG1] SPANDREL GLASS WINDOW FRAME COLOUR TO MATCH WITH W1 MID TONE GREY
- [D1] GROUND LEVEL TOWNHOUSE/SUITE ENTRY DOOR PAINTED DARK WALNUT
- [DG] PARKING ENTRY OVERHEAD GATE PRE-FINISHED METAL - DARK GREY

CONCRETE WALL (PARKING ENTRY)

- [C1] PAINTED CONCRETE WALL WITH WARM MID-TONE GREY 1/2" REVEAL

SOFFIT

- [SFT1] CEDAR WOOD STAINED FINISH SOFFIT W/ DARK GREY ALUM. VENT STRIP (CLEAR GLAZING)
- [SFT2] LIGHT GREY SOFFIT BOARD W/ ALUM VENT STRIP, COLOUR TO MATCH WITH SOFFIT BOARD

FASCIA + FLASHING

- [MF] PRE-FINISHED METAL FASCIA
- 1: PEARL WHITE
- 2: MID TONE GREY
- PRE-FINISHED METAL FLASHING (COLOUR TO MATCH WITH WALL PANEL)

MISC. ITEMS

- [GR1] GUARD RAIL - PRE-FINISHED METAL SILVER GREY SIDE MOUNTED WITH MP FASCIA/ COVER PLATE
- [GR2] PATIO ENTRY GATE. SEE LS DWG
- [PS] PRIVACY SCREEN TRANSLUCENT GLAZING WITH METAL FRAME (SILVER GREY)



Issues			
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Revision			
No.	Date	Appr.	Description

Client

Prime Consultant

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Sale

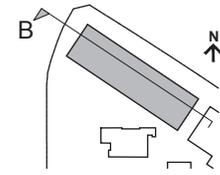
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Project Title
RESIDENTIAL DEVELOPMENT
8140 - 166 ST
SURREY, BC

Sheet Title
WEST ELEVATION BLDG 01

Scale 1 : 125	Date JUNE 2020
Drawn GA	Checked ML
Grid File	Sheet No.
Project No. WG1910	A 204



Revision			
No.	Date	Appr.	Description

No.	Date	Appr.	Description

Client

Prime Consultant

W G | ARCHITECTURE INC.

Soil

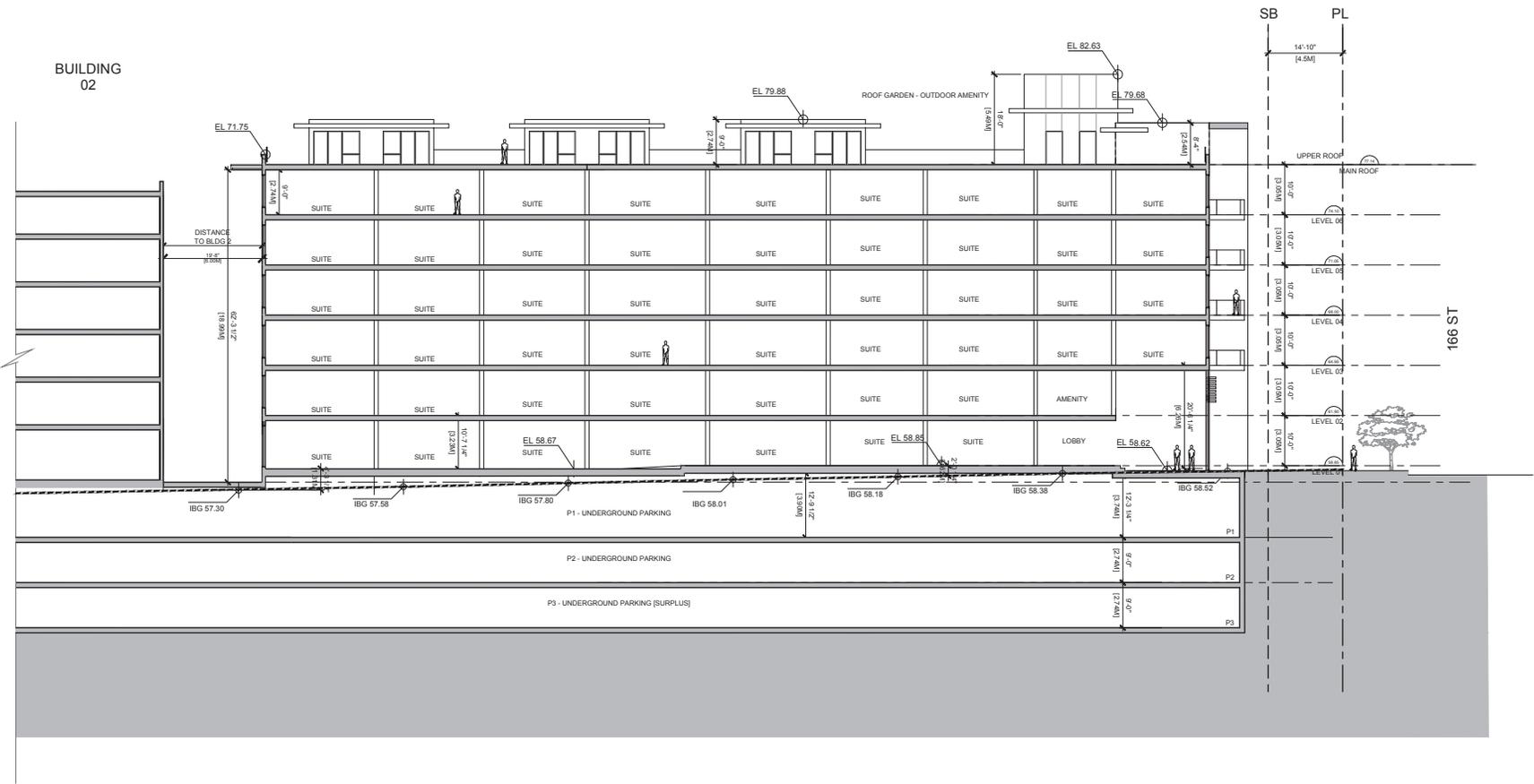
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Project Title:
 RESIDENTIAL DEVELOPMENT
 8140 - 166 ST
 SURREY, BC

Sheet Title:
 SECTION B
 BLDG 01

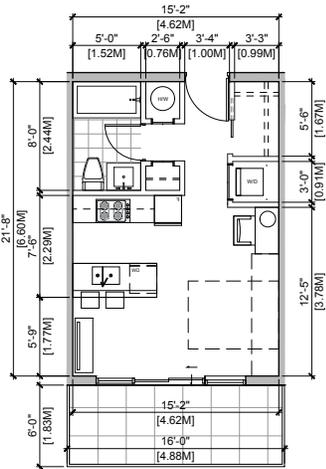
Scale: 1 : 125	Date: JUNE 2020
Drawn: GA	Checked: ML
Cost File	Sheet No.
Project No. WG1910	A 302

BUILDING 02



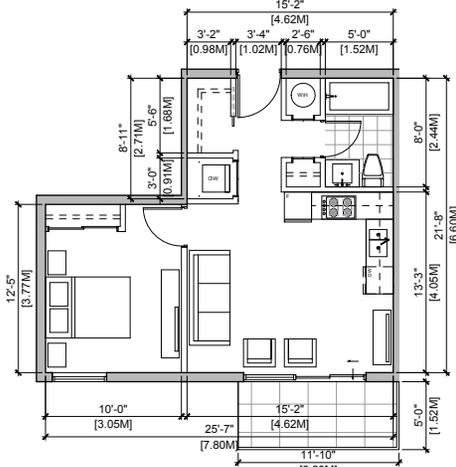
NOTES FOR ADAPTABLE UNITS

- ALL SUITES LABELED AS "ADAPTABLE" OR "ADAPT" ARE TO HAVE THE FOLLOWING PROVISIONS INSTALLED OR COMPLIED WITH AS PER BIDDING 2019 CODE BOOK REPORT FOR FURTHER EXPLANATION AND CODE REFERENCES:
- ENTRY DOOR TO HAVE A MINIMUM CLEAR WIDTH OF BOOM (2'-3 1/2").
 - AT LEAST ONE BEDROOM AND ONE BATHROOM IN EACH ADAPTABLE SUITE MUST BE CONSIDERED ADAPTABLE. THESE ROOMS MUST HAVE DOORS WITH A MINIMUM CLEAR WIDTH OF BOOM (2'-7 1/2").
 - ADAPTABLE DOORS MUST HAVE AN UNOBSTRUCTED CLEAR AREA OF 1000MM (4'-11") LONG X DOOR WIDTH + 600MM (2'-0") ON THE PULL SIDE, AND 1220MM (4'-0") LONG X DOOR WIDTH + 200MM (1'-0") ON THE PUSH SIDE. IF THESE CLEARANCES ARE NOT MET, A POWER DOOR OPERATOR MUST BE FULLY INSTALLED THROUGH IN NOT ADAPTABLE WITHIN THE UNIT.
 - BATHROOMS CONSIDERED TO BE ADAPTABLE MUST HAVE THE FOLLOWING CLEARANCES:
 - ROOM (3'-7 1/2") BETWEEN THE FRONT OF TOILET AND THE FACING WALL
 - ROOM (1'-8") FROM CENTERLINE OF TOILET TO THE FRONT FACE OF BATHUB OR SHOWER
 - 1200MM (4'-11") DEPTH IN FRONT OF LAVATORY X TOILET (2'-0") WIDE
 - WALL ASSEMBLIES ADJACENT TO TOILET, BATHUB AND SHOWER WILL INCLUDE SOLID BLOCKING TO FACILITATE FUTURE INSTALLATION OF GRAB BARS.
 - KITCHENS WILL BE DESIGNED SO THE RANGE AND SINK ARE EITHER ADJACENT TO EACH OTHER OR HAVE CONTINUOUS COUNTER BETWEEN THEM.
 - ELECTRICAL OUTLETS (INCLUDING PHONE, DATA, USB AND POWER) INTENDED FOR OCCUPANT USE TO BE INSTALLED AT LEAST 480MM (1'-6") ABOVE FINISHED FLOOR AND NOT MORE THAN 1200MM (4'-0") ABOVE FINISHED FLOOR.
 - SWITCHES AND CONTROLS INTENDED FOR OCCUPANT USE (INCLUDING LIGHT SWITCHES, THERMOSTATS, FAN CONTROLS AND DOOR HARDWARE / PUSH BUTTONS) SHALL BE INSTALLED BETWEEN ROOM (3'-0") AND 1200MM (4'-0") ABOVE FINISHED FLOOR.
 - SPECIAL ROUGH-IN OUTLET BOXES WITH BLANK PLATES SHALL BE INSTALLED TO ALLOW FOR FUTURE INSTALLATION OF REMOVED. LOCATION MUST BE SUCH THAT INSTALLED STRONG LIGHT LENS WOULD BE NOT LESS THAN 7'-0" ABOVE FINISHED FLOOR AND NOT MORE THAN 8'-0" ABOVE FINISHED FLOOR. BOXES ARE TO BE TIED IN TO THE ALA.



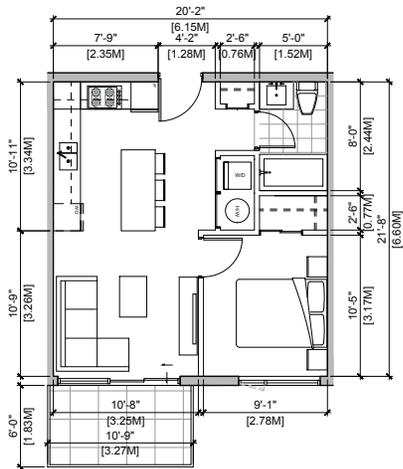
**TYPE A1
STUDIO**

368 SF [34.19M²]
BALCONY - 96 SF [8.92M²]



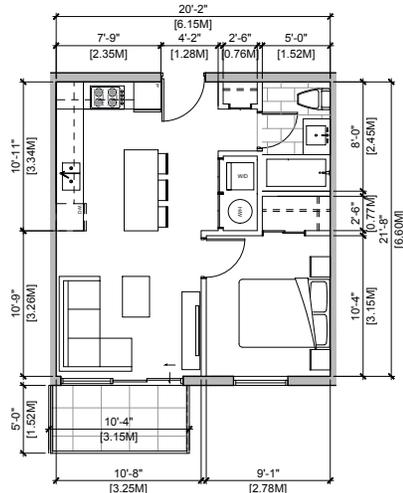
**TYPE Ax
STUDIO**

514 SF [47.75M²]
BALCONY - 59 SF [5.48M²]



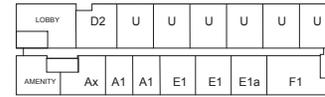
**TYPE E1
1 BD**

483 SF [44.87M²]
BALCONY - 64SF [5.95M²]

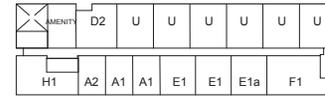


**TYPE E1a
1 BD**

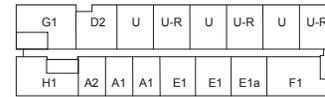
483 SF [44.87M²]
BALCONY - 51SF [4.79M²]



KEY PLAN - GROUND LEVEL



KEY PLAN - LEVEL 2



KEY PLAN - LEVEL 3-4-5

Revisions			
No.	Date	Appr.	Description

Revisions			
No.	Date	Appr.	Description

Prime Consultant
W G | ARCHITECTURE INC.

Scale
Date

Consultants


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Project Title
**RESIDENTIAL DEVELOPMENT
8140 - 166 ST
SURREY, BC**

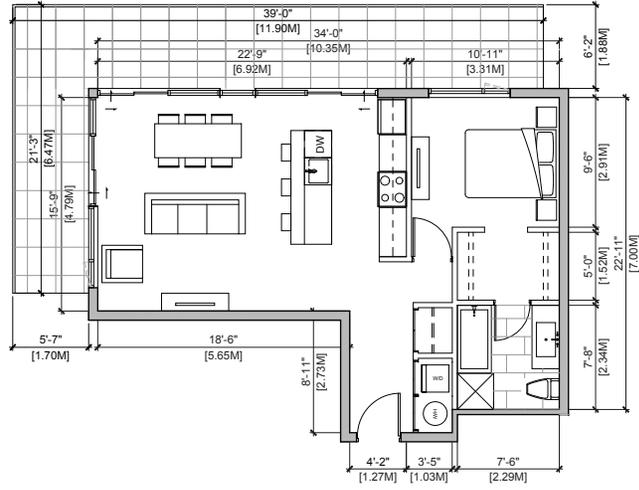
Sheet Title
**UNIT TYPES
A1 - Ax
E1 - E1a**

Scale 1 : 50	Date JUNE 2020
Drawn GAL MK	Checked ML
Cost File	Sheet No.
Project No. WG1010	A 401

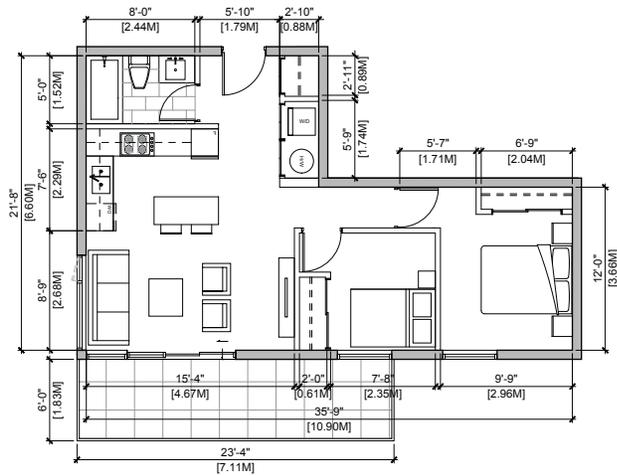
NOTES FOR ADAPTABLE UNITS

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- ENTRY DOOR TO HAVE A MINIMUM CLEAR WIDTH OF ROOM (2'-5 7/8")
- AT LEAST ONE BEDROOM AND ONE BATHROOM IN EACH ADAPTABLE SUITE MUST BE CONSIDERED ADAPTABLE. THESE ROOMS MUST HAVE DOORS WITH A MINIMUM CLEAR WIDTH OF ROOM (2'-7 1/8")
- ADAPTABLE DOORS MUST HAVE AN UNOBSTRUCTED CLEAR AREA OF 1000MM (4'-11") LONG X DOOR WIDTH + 600MM (2'-0") ON THE PULL SIDE, AND 1200MM (4'-0") LONG X DOOR WIDTH + 200MM (1'-0") ON THE PUSH SIDE. IF THESE CLEARANCES ARE NOT MET, A POWER DOOR OPERATOR MUST BE FULLY INSTALLED THROUGH IN NOT ADAPTABLE WITHIN THE UNIT
- BATHROOMS CONSIDERED TO BE ADAPTABLE MUST HAVE THE FOLLOWING CLEARANCES:
 ROOM (3'-7 1/8") BETWEEN THE FRONT OF TOILET AND THE FACINO WALL
 120MM (4'-7 1/8") DEPTH IN FRONT OF LAVATORY X TOILET (2'-0") WIDE
 120MM (4'-7 1/8") DEPTH IN FRONT OF LAVATORY X SHOWER (2'-0") WIDE
 WALL ASSEMBLIES ADJACENT TO TOILET, BATHRUB AND SHOWER WILL INCLUDE SOLID BLOCKING TO FACILITATE FUTURE INSTALLATION OF GRAB BARS
- KITCHENS WILL BE DESIGNED SO THE RANGE AND SINK ARE EITHER ADJACENT TO EACH OTHER OR HAVE CONTINUOUS COUNTER BETWEEN THEM
- ELECTRICAL OUTLETS (INCLUDING PHONE, DATA, USB AND POWER) INTENDED FOR OCCUPANT USE TO BE INSTALLED AT LEAST 400MM (1'-4") ABOVE FINISHED FLOOR AND NOT MORE THAN 1200MM (4'-0") ABOVE FINISHED FLOOR
- SWITCHES AND CONTROLS INTENDED FOR OCCUPANT USE (INCLUDING LIGHT SWITCHES, THERMOSTATS, FAN CONTROLS AND DOOR HARDWARE / PUSH BUTTONS) SHALL BE INSTALLED BETWEEN ROOMS (3'-0") AND 1200MM (4'-0") ABOVE FINISHED FLOOR
- SPECIAL ROUGH-IN OUTLET BOXES WITH BLANK PLATES SHALL BE INSTALLED TO ALLOW FOR FUTURE INSTALLATION OF SHROBE LIGHTS FOR THE USUALLY UNMARKED. LOCATION MUST BE SUCH THAT INSTALLED SHROBE LIGHT LENS WOULD BE NOT LESS THAN 7'-0" ABOVE FINISHED FLOOR AND NOT MORE THAN 8'-0" ABOVE FINISHED FLOOR. BOXES ARE TO BE TIED IN TO THE ALA



**TYPE G1
2 BD**
716 SF [66.52M2]
BALCONY - 325 SF [30.19M2]



**TYPE H1
2 BD**
670 SF [62.24M]
BALCONY - 140 SF [13M2]



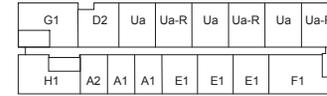
KEY PLAN - GROUND LEVEL



KEY PLAN - LEVEL 2



KEY PLAN - LEVEL 3-4-5



KEY PLAN - LEVEL 6

Revisions			
No.	Date	Appr.	Description

Revisions			
No.	Date	Appr.	Description

Prime Consultant
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Client

Consultants



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Project Title
**RESIDENTIAL DEVELOPMENT
8140 - 166 ST
SURREY, BC**

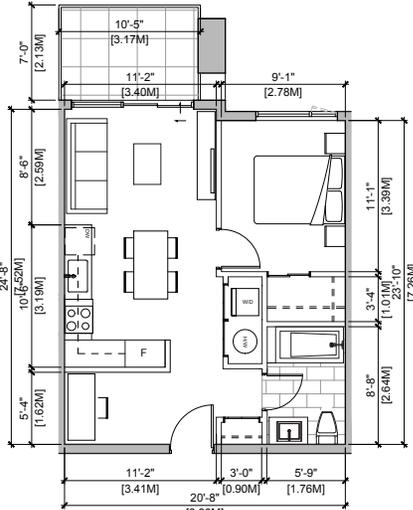
Sheet Title
**UNIT TYPES
G1 - H1**

Scale	Date
1 : 50	JUNE 2020
Drawn GAL MK	Checked ML
Cost File	Sheet No.
Project No. WG1810	A 402

NOTES FOR ADAPTABLE UNITS

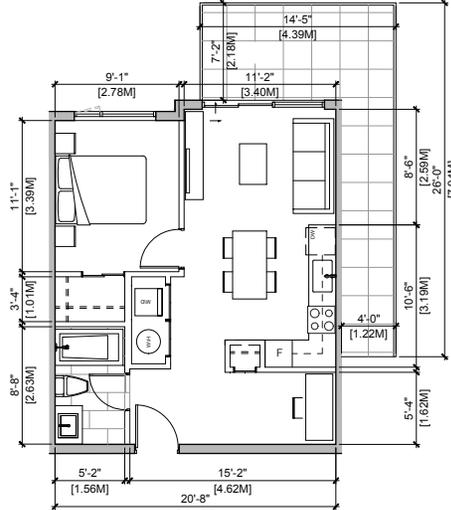
ALL SUITES LABELED AS "ADAPTABLE" OR "ADAPT" ARE TO HAVE THE FOLLOWING PROVISIONS INSTALLED OR COMPLIED WITH AS PER BDRS 2018 CODE BOOK REPORT FOR FURTHER EXPLANATION AND CODE REFERENCES:

- ENTRY DOOR TO HAVE A MINIMUM CLEAR WIDTH OF 800MM (2'-7 1/8") AT LEAST. EACH ADAPTABLE SUITE MUST BE CONSIDERED ADAPTABLE. THESE ROOMS MUST HAVE DOORS WITH A MINIMUM CLEAR WIDTH OF 800MM (2'-7 1/8").
- ADAPTABLE DOORS MUST HAVE AN UNOBSTRUCTED CLEAR AREA OF 1000MM (4'-11") LONG X DOOR WIDTH + 600MM (2'-0") ON THE PULL SIDE, AND 1200MM (4'-0") LONG X DOOR WIDTH + 200MM (1'-0") ON THE PUSH SIDE. IF THESE CLEARANCES ARE NOT MET, A POWER DOOR OPERATOR MUST BE FULLY INSTALLED. ROUGH IN NOT ACCEPTABLE WITHIN THE UNIT.
- BATHROOMS CONSIDERED TO BE ADAPTABLE MUST HAVE THE FOLLOWING CLEARANCES:
 ROOM (3'-7 1/8") BETWEEN THE FRONT OF TOILET AND THE FACING WALL.
 1200MM (4'-11") DEPTH IN FRONT OF LAVATORY X BENCH (2'-0") WIDE.
 BATHTUB AND SHOWER WILL INCLUDE SOLID BLOCKING TO FACILITATE FUTURE INSTALLATION OF GRAB BARS.
 KITCHENS WILL BE DESIGNED SO THE RANGE AND SINK ARE EITHER ADJACENT TO EACH OTHER OR HAVE CONTINUOUS COUNTER BETWEEN THEM.
- ELECTRICAL OUTLETS (INCLUDING PHONE, DATA, USB AND POWER) INTENDED FOR OCCUPANT USE TO BE INSTALLED AT LEAST 400MM (1'-4") ABOVE FINISHED FLOOR AND NOT MORE THAN 1200MM (4'-0") ABOVE FINISHED FLOOR.
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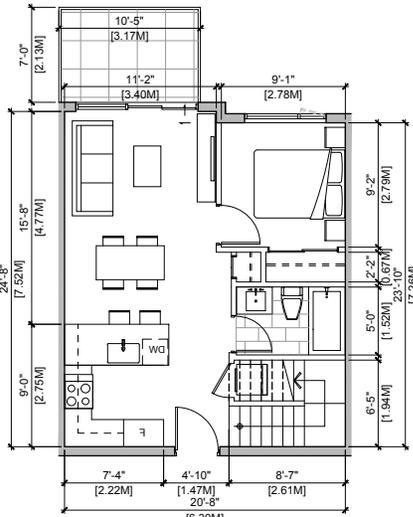
TYPE U
1BD

553 SF [51.37 M²]
BALCONY - 73 SF [6.78M²]



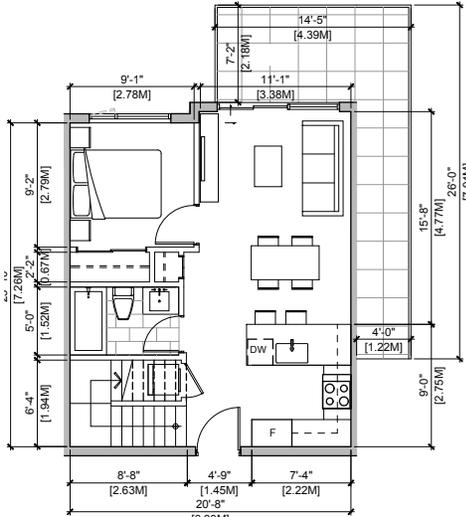
TYPE U-R (mirrored)
1BD

553 SF [51.37 M²]
BALCONY - 178 SF [16.54M²]



TYPE Ua
1BD

553 SF [51.37 M²]
BALCONY - 73 SF [6.78M²]

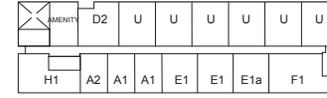


TYPE Ua-R (mirrored)
1BD

553 SF [51.37 M²]
BALCONY - 178 SF [16.54M²]



KEY PLAN - GROUND LEVEL



KEY PLAN - LEVEL 2



KEY PLAN - LEVEL 3-4-5



KEY PLAN - LEVEL 6

Issue No.	Date	Appr.	Description

No.	Date	Appr.	Description

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Project Title
**RESIDENTIAL DEVELOPMENT
8140 - 166 ST
SURREY, BC**

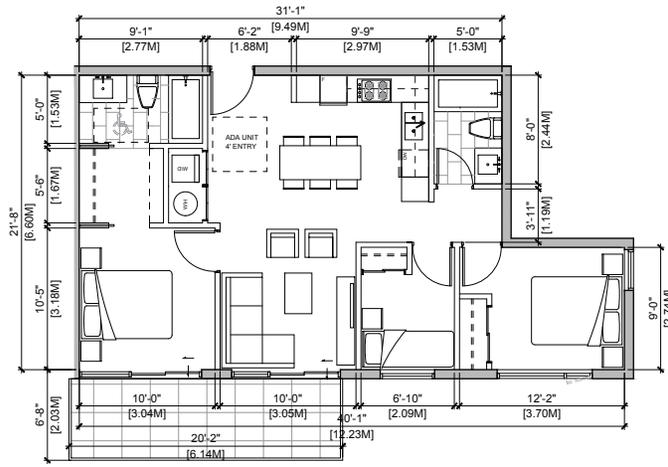
Sheet Title
**UNIT TYPES
U - UR - Ua
Ua-R**

Scale 1 : 50	Date JUNE 2020
Drawn GAL MK	Checked ML
Coord File	Sheet No.
Project No. WG1910	A 403

NOTES FOR ADAPTABLE UNITS

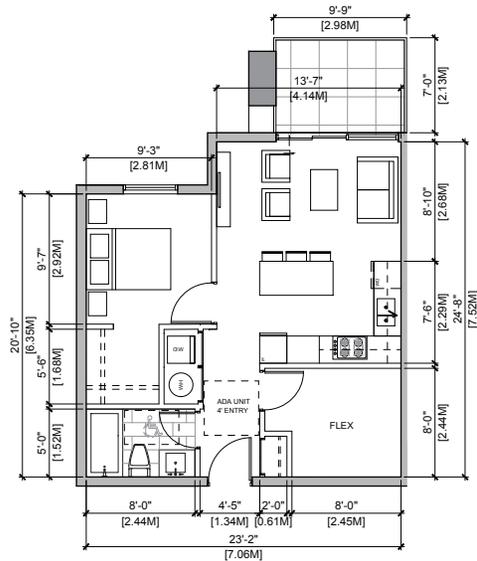
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- ENTRY DOOR TO HAVE A MINIMUM CLEAR WIDTH OF ROOM (2'-3 1/2")
- AT LEAST ONE BEDROOM AND ONE BATHROOM IN EACH ADAPTABLE SUITE MUST BE CONSIDERED ADAPTABLE. THESE ROOMS MUST HAVE DOORS WITH A MINIMUM CLEAR WIDTH OF ROOM (2'-7 1/2")
- ADAPTABLE DOORS MUST HAVE AN UNOBSTRUCTED CLEAR AREA OF 1000MM (4'-11") LONG X DOOR WIDTH + 600MM (2'-0") ON THE PULL SIDE, AND 1200MM (4'-0") LONG X DOOR WIDTH + 300MM (1'-0") ON THE PUSH SIDE. IF THESE CLEARANCES ARE NOT MET, A POWER DOOR OPERATOR MUST BE FULLY INSTALLED THROUGH IN NOT ADAPTABLE WITHIN THE UNIT
- BATHROOMS CONSIDERED TO BE ADAPTABLE MUST HAVE THE FOLLOWING CLEARANCES:
 ROOM (3'-7 1/2") BETWEEN THE FRONT OF TOILET AND THE FACING WALL
 120MM (4'-7 1/2") DEPTH IN FRONT OF LAVATORY X BENCH (2'-0") WIDE
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- ELECTRICAL OUTLETS (INCLUDING PHONE, DATA, USB AND POWER) INTENDED FOR OCCUPANT USE TO BE INSTALLED AT LEAST 480MM (1'-6 3/4") ABOVE FINISHED FLOOR AND NOT MORE THAN 1200MM (4'-0") ABOVE FINISHED FLOOR
- SWITCHES AND CONTROLS INTENDED FOR OCCUPANT USE (INCLUDING LIGHT SWITCHES, THERMOSTATS, FAN CONTROLS AND DOOR HARDWARE / PUSH BUTTONS) SHALL BE INSTALLED BETWEEN ROOMS (3'-0") AND 1200MM (4'-0") ABOVE FINISHED FLOOR
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TYPE F1 [ADAPTABLE - 6 UNITS]
3 BD

817 SF [75.90M²]
BALCONY - 120 SF [11.15M²]



TYPE D2 [ADAPTABLE - 6 UNITS]
1BD + DEN

594 SF [55.2 M²]
BALCONY - 68SF [6.36 M²]



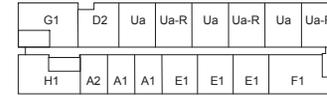
KEY PLAN - GROUND LEVEL



KEY PLAN - LEVEL 2



KEY PLAN - LEVEL 3-4-5



KEY PLAN - LEVEL 6

Notes			
No.	Date	Appr.	Description

Revision			
No.	Date	Appr.	Description

Prime Consultant
W G | ARCHITECTURE INC.

Scale

Consultants



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Project Title
RESIDENTIAL DEVELOPMENT
 8140 - 166 ST
 SURREY, BC

Sheet Title
UNIT TYPES
F1 - D2 ADAPTABLE

Scale 1 : 50	Date JUNE 2020
Drawn G.A. MK	Checked ML
Cost File	Sheet No.
Project No. WG1810	A 404



LANDSCAPE DWGS

TREE SCHEDULE			PMG PROJECT NUMBER: 19-196	
KEY	QTY	BOTANICAL NAME	COMMON NAME	PLANTED SIZE / REMARKS
27	1	ACER PALMATUM DISSECTUM 'SERVY'	GREEN CUTLEAF JAPANESE MAPLE	6CM CAL, 2.5M HT, B&B
10	1	ACER X FREEMANI 'AUTUMN BLAZE'	AUTUMN BLAZE MAPLE	6CM CAL, 2.0M STD, B&B
2	1	CERCIS HYDROPHYLLUM JAPONICUM 'RED FOX'	RED FOX KATSURBA TREE	7CM CAL, 1.8M STD, B&B
31	1	CERCIS CANADENSIS 'FOREST PANSY'	FOREST PANSY REDBUD	5CM CAL, B&B
6	1	CHAMAECYPARIS ORTUSA 'GRACILIS'	SLENDER HINDU CYPRESS	3M HT, B&B
17	1	CORNUS KOUSA 'SATORU'	KOUSA DOGWOOD	5CM CAL, B&B
1	1	LIQUIDAMBAR STYRACIFLUA 'SLENDER SILHOUETTE'	SLENDER SILHOUETTE SWEETGUM	6CM CAL, 2M STD, B&B
13	1	PRICKLE AONANIA 'BRIND'	SERRAN SPRUCE BRIND	3M HT, B&B
11	1	PYRUS CALLERYANA 'CHANTICLEER'	CHANTICLEER PEAR	7CM CAL, 2M STD, B&B
14	1	ZELKOVA SERIRATA 'GREEN WAVE'	GREEN WAVE ZELKOVA	6CM CAL, 1.5M STD, B&B

NOTES: * PLANT SPECIES IN THIS LIST ARE SPECIFIED ACCORDING TO THE BC LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARD, LATEST EDITION. CONTAINER SIZES SPECIFIED AS PER CANA STANDARD. BOTH PLANT SIZE AND CONTAINER SIZE ARE THE MINIMUM ACCEPTABLE SIZES. * REFER TO SPECIFICATIONS FOR DEFINED CONTAINER MEASUREMENTS AND OTHER PLANT MATERIAL REQUIREMENTS. * SEARCH AND REVIEW NAME PLANT MATERIAL AVAILABLE FOR OPTIMAL REVIEW BY LANDSCAPE ARCHITECT AT SOURCE OF SUPPLY. AREA OF SEARCH TO INCLUDE LOWER MAINLAND AND FRASER VALLEY. * SUBSTITUTIONS OBTAIN WRITTEN APPROVAL FROM THE LANDSCAPE ARCHITECT PRIOR TO MAKING ANY SUBSTITUTIONS TO THE SPECIFIED MATERIAL. UNAPPROVED SUBSTITUTIONS WILL BE REJECTED. ALLOW A MINIMUM OF FIVE DAYS PRIOR TO DELIVERY FOR REQUEST TO SUBSTITUTE. SUBSTITUTIONS ARE SUBJECT TO BC LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARD. DEFINITION OF CONDITIONS OF AVAILABILITY: * ALL LANDSCAPE MATERIAL AND WORKMANSHIP MUST MEET OR EXCEED BC LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARD LATEST EDITION. * ALL PLANT MATERIAL MUST BE PROVIDED FROM CERTIFIED DISEASE-FREE NURSERY. * B&B DOES NOT PERMIT IN GROWING MEDIUM UNLESS AUTHORIZED BY LANDSCAPE ARCHITECT.

137 REPLACEMENT-SIZED TREES PROPOSED
136 REPLACEMENT-SIZED TREES REQUIRED

Fencing Legend

- 6' HEIGHT PERIMETER FENCE
- 42" HEIGHT WOOD PICKET FENCE
- 42" HEIGHT GUARDRAIL - REFER TO ARCHITECTURAL DWGS
- 6' HEIGHT PATIO SCREEN

HARDSCAPE KEY:

- CONCRETE UNIT PAVERS, BELGARD V55 IN RANDOM THREE-COLOUR PATTERN.
- CONCRETE UNIT PAVERS WITH BASALT STONE BANDING, BELGARD V55 IN RANDOM THREE-COLOUR PATTERN.
- HYDRAPRESSED SLABS, EXPROCRETE GALIANO SLAB 2' X 2' COLOUR: TOFINO GREY
- BELGARD ARIA SLAB, RANDOM PATTERN, COLOUR: TOFINO GREY
- TREX COMPOSITE DECKING - HAVANA GOLD COLOUR
- CAST-IN-PLACE RUBBERIZED PLAY SURFACING - APRON IN DARK BLUE, FIELD OF DARK GREEN.
- RUBBER PLAY TILES - RUNNING BOND PATTERN, LIGHT BLUE COLOUR
- EXPROCRETE V55 - LIGHT AND DARK GREY MIX
- EXPROCRETE ECO-DUBLIN PERMEABLE PAVERS



NO.	DATE	REVISION DESCRIPTION	BY
01	20-AUG-18	ISSUED FOR AIP COMMENTS	CA
02	01-SEP-18	ISSUED FOR AIP COMMENTS	CA
03	01-SEP-18	ISSUED FOR AIP COMMENTS	CA
04	01-SEP-18	ISSUED FOR AIP COMMENTS	CA
05	01-SEP-18	ISSUED FOR AIP COMMENTS	CA
06	01-SEP-18	ISSUED FOR AIP COMMENTS	CA
07	01-SEP-18	ISSUED FOR AIP COMMENTS	CA
08	01-SEP-18	ISSUED FOR AIP COMMENTS	CA
09	01-SEP-18	ISSUED FOR AIP COMMENTS	CA
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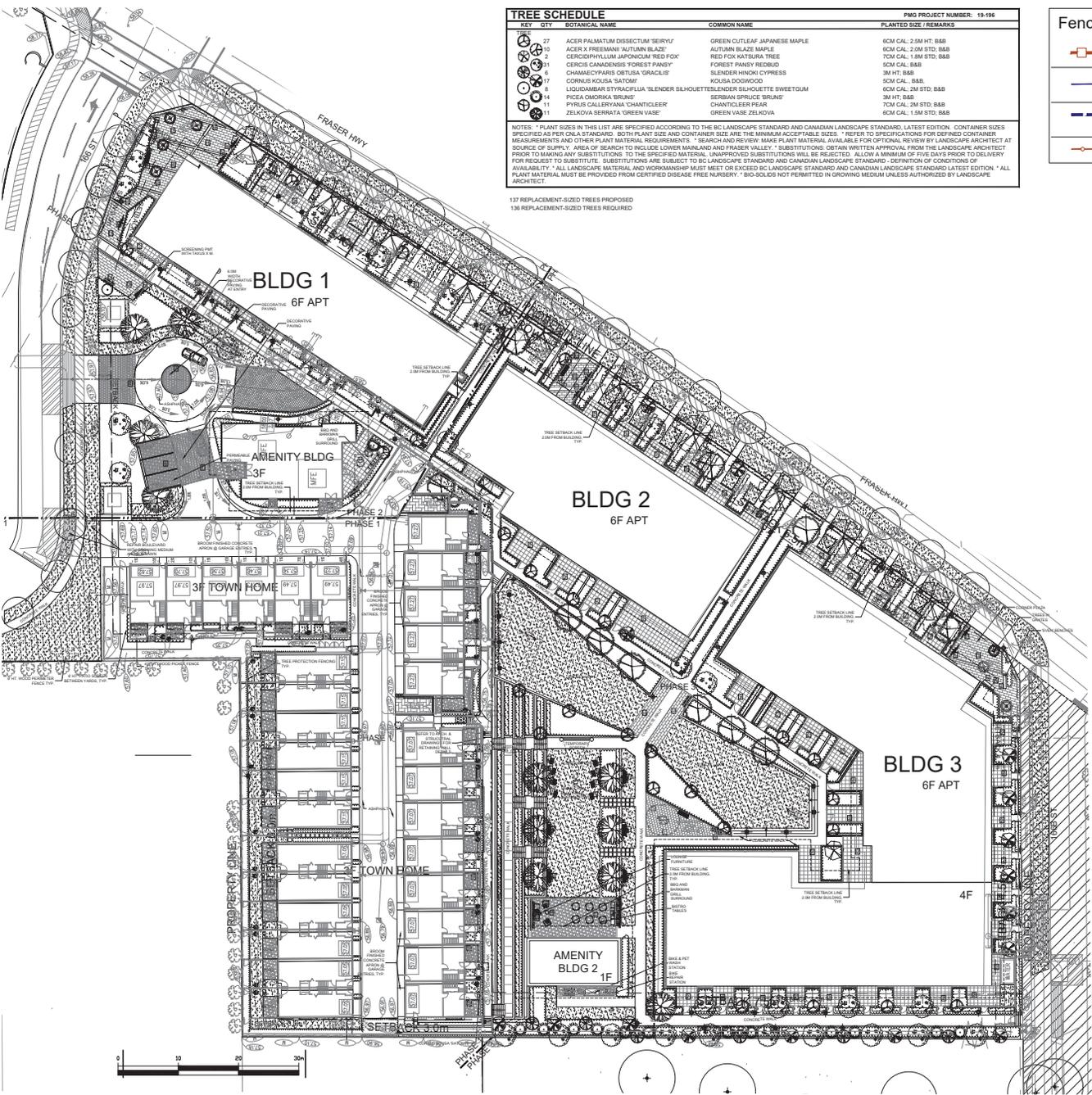
CLIENT:

PROJECT:
NOVA
16604/26/38/50/64 FRASER HWY
8140 166TH STREET
SURREY, BC

DRAWING TITLE:
LANDSCAPE LAYOUT PLAN

DATE: 16.JAN.20 DRAWING NUMBER:
SCALE: 1:250
DRAWN: 00
DESIGN: 00
CHKD: PCM

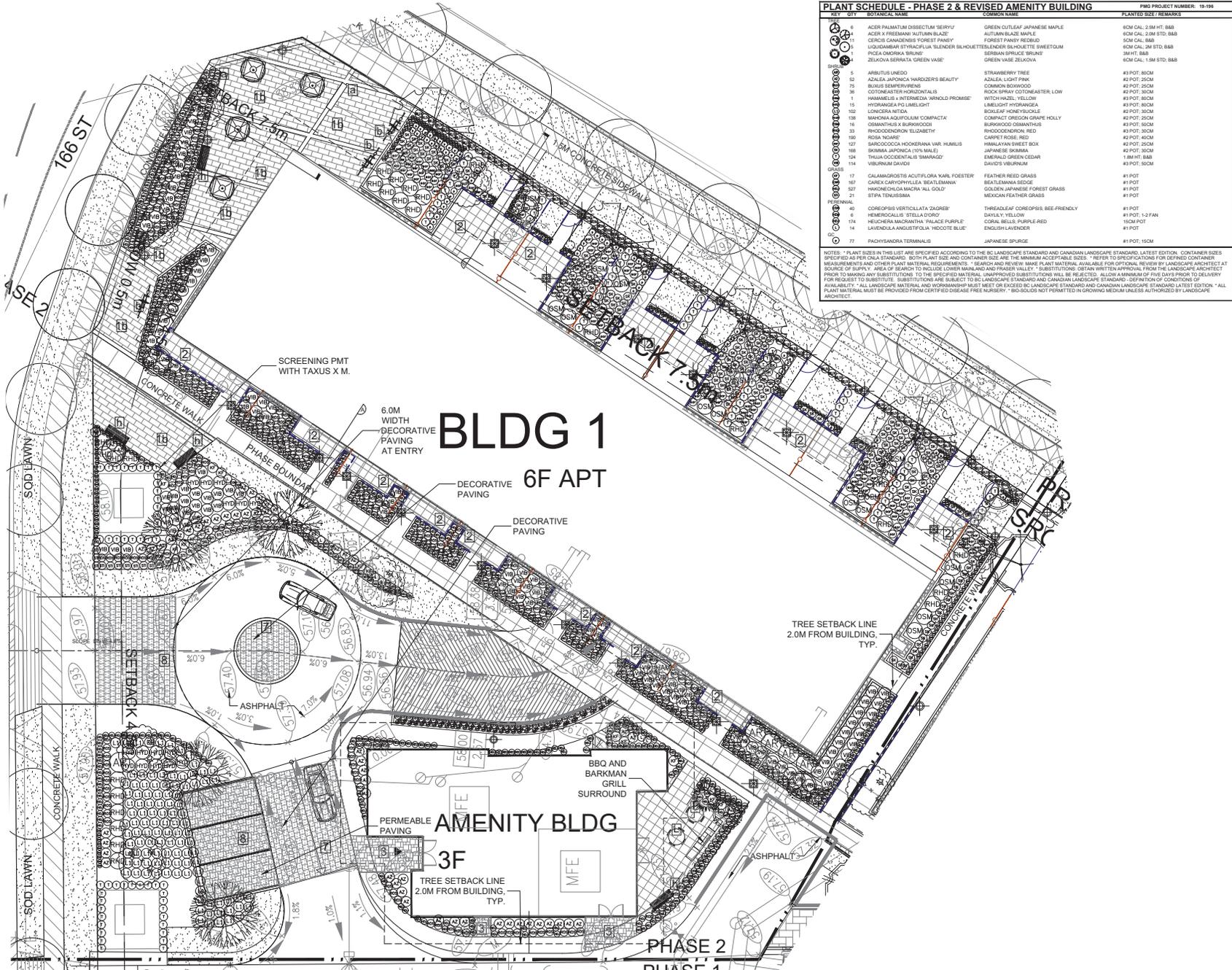
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OF 10



PLANT SCHEDULE - PHASE 2 & REVISED AMENITY BUILDING PMS PROJECT NUMBER: 15-196

NO.	PLANT SPECIES	PLANT SIZE / HEIGHT
1	ACER PALMATUM DISSECTUM 'NIPPON'	60M CAL: 20M HT: B&B
2	ACER K FRIEMANII 'AUTUMN BLAZE'	60M CAL: 20M STD: B&B
3	CORNUS CANADENSIS 'FOREST PANSY'	50M CAL: B&B
4	LOQUAMMAM SYRIACA 'LALANDEI' BILHOUEITTELENGER B&B/STETS B&B/ETIUM	60M CAL: 20M STD: B&B
5	PICEA OMOIKAWA 'BRUNF'	30M HT: B&B
6	ZELKOVA SERIATA 'GREEN VASE'	60M CAL: 15M STD: B&B
7	STRANBERRY TREE	#1 POT: 50CM
8	AZALEA JAPONICA 'HARDYBERRY BEAUTY'	#2 POT: 25CM
9	BULUS SEMPERVIRENS	COMMON BOWWOOD
10	COTONEASTER VORONTSILAS	ROCK SPRAY COTONEASTER LOW
11	HAMAMELEA INTERMEDIA 'ARNOLD PROMISE'	WITCH HAZEL YELLOW
12	HORSCHLAGIA POLYLANEHLIGHT	LIMELIGHT YORONGANGA
13	LONCERA NITIDA	BOLEAF HONEYBUCKLE
14	MANONIA ACUTILUM 'COMFACIA'	COMPACT OREGON GRAPE HOLLY
15	OSMANTHUS X BURKWOODII	BURKWOOD OSMANTHUS
16	PHOSDODENDRON VILLOSBETH	PHOSDODENDRON RED
17	ROSA NOARE	CARPET ROSE, RED
18	SARCOCOCOA HOORHANA VAR. HUMULIS	HIMALAYAN SWEET BOX
19	SORBUS JAPONICA 'VIM LALEI'	JAPANESE SORBUS
20	TRILIUM OCCIDENTALIS 'SUNRAGD'	EMERALD GREEN CEDAR
21	YVESBURNAI DAVIDI	DAVID'S YVESBURNAI
22	CALAMAGROSTIS ACUTIFLORA VAR. FOESTER	FEATHER REED GRASS
23	CAREX CARVORVITTEA 'BEATLEMANIA'	BEATLEMANIA EDGE
24	HABRODOROLA MACRINA 'ALL GOLD'	GOLDEN JAPANESE FOREST GRASS
25	STIPA TENNESIANA	MEXICAN FEATHER GRASS
26	COREOPSIS VERTICILLATA 'ZADREB'	THREELEAF COREOPSIS BEE-FRIENDLY
27	HEMEROCALLIS STELLA D'ORO	DAKLY YELLOW
28	HEUCERA MICRANTHA 'PINK & PURPLE'	CORAL BELLS PURPLE RED
29	LAURENOLA ANDUSTIFOLIA 'HIDDOE BLUE'	ENGLISH LAVENDER
30	PACHYSANDRA TERMINALIS	JAPANESE SPURGE
31	60M CAL: 20M HT: B&B	
32	60M CAL: 20M STD: B&B	
33	30M HT: B&B	
34	60M CAL: 15M STD: B&B	
35	#1 POT: 50CM	
36	#2 POT: 25CM	
37	COMMON BOWWOOD	
38	ROCK SPRAY COTONEASTER LOW	
39	WITCH HAZEL YELLOW	
40	LIMELIGHT YORONGANGA	
41	BOLEAF HONEYBUCKLE	
42	COMPACT OREGON GRAPE HOLLY	
43	BURKWOOD OSMANTHUS	
44	PHOSDODENDRON RED	
45	CARPET ROSE, RED	
46	HIMALAYAN SWEET BOX	
47	JAPANESE SORBUS	
48	EMERALD GREEN CEDAR	
49	DAVID'S YVESBURNAI	
50	FEATHER REED GRASS	
51	BEATLEMANIA EDGE	
52	GOLDEN JAPANESE FOREST GRASS	
53	MEXICAN FEATHER GRASS	
54	THREELEAF COREOPSIS BEE-FRIENDLY	
55	DAKLY YELLOW	
56	CORAL BELLS PURPLE RED	
57	ENGLISH LAVENDER	
58	JAPANESE SPURGE	
59	#1 POT: 1.2-FAN	
60	150CM POT	
61	#1 POT: 15CM	

pmg
LANDSCAPE ARCHITECTS
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Burnaby, BC V5A 2E6
P: 604 294-0011 | F: 604 294-0022



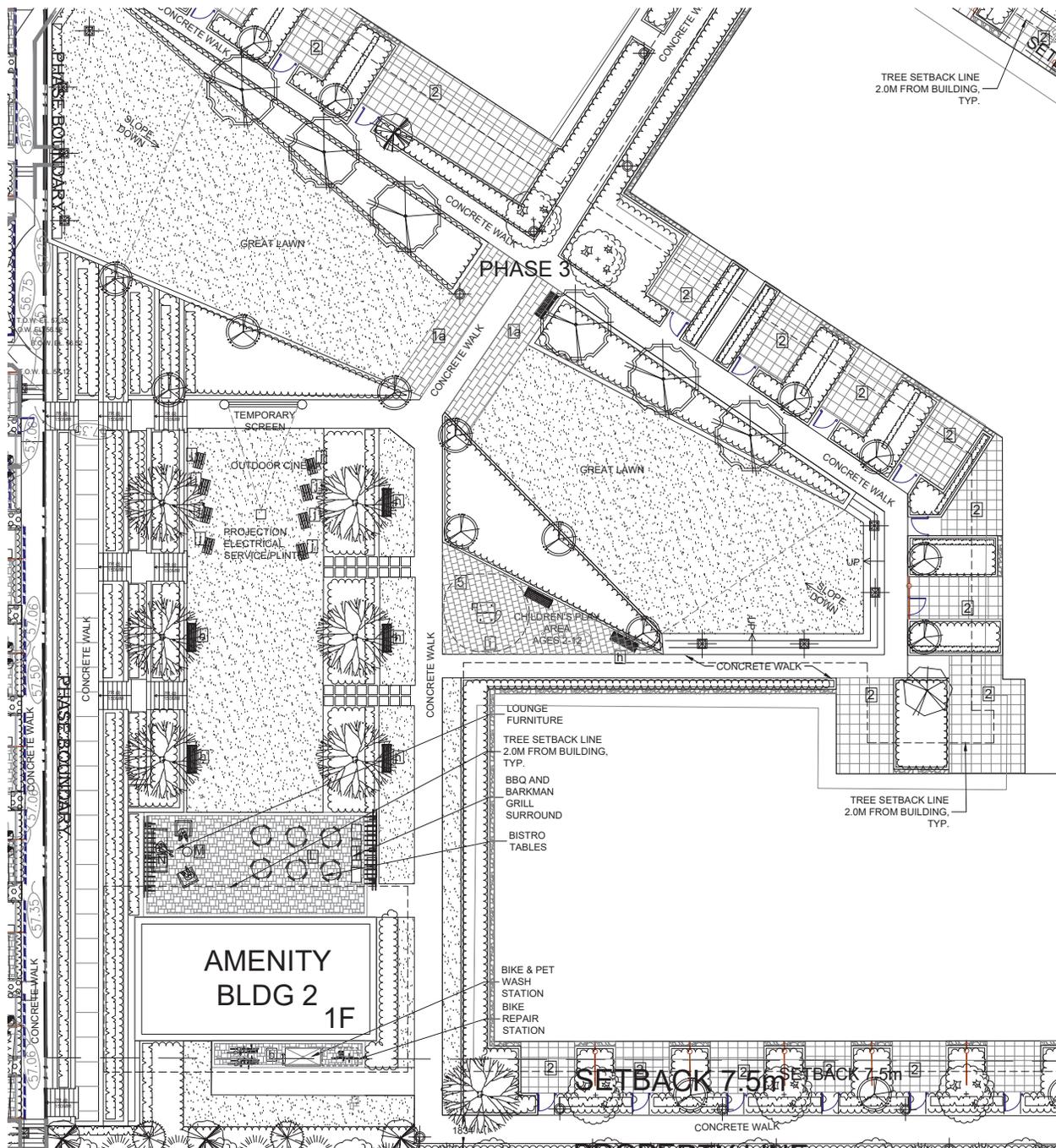
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PROJECT:
NOVA
16604/26/38/50/54 FRASER HWY
8140 166TH STREET
SURREY, BC

DRAWING TITLE:
**BUILDING 1
CONCEPT PLANS**

DATE: 16 JAN 20 DRAWING NUMBER:
SCALE: 1:100
DRAWN: 00
DESIGN: 00
CHKD: PCM OF 10

15106-20-2P PMS PROJECT NUMBER: 15-196 15-196



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LANDSCAPE ARCHITECTS
Suite C100 - 4185 Bill Cottle Drive
Burnaby, British Columbia, V5C 6G8
p: 604 294-0911 ; f: 604 294-0022

SCALE



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NO: DATE REVISION DESCRIPTION GRA

CLIENT:

PROJECT:
NOVA
16604/26/28/50/64 FRASER HWY
8140 166TH STREET
SURREY, BC

DRAWING TITLE:
**OUTDOOR AMENITY
CONCEPT PLANS**

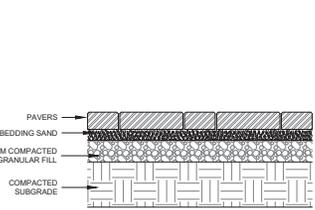
DATE: 16 JAN 20 DRAWING NUMBER:
SCALE: 1:100
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OF 10

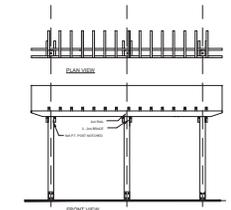
PMG PROJECT NUMBER: 19-196

SCALE



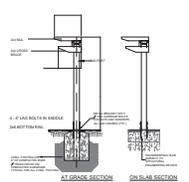
NOTE:
PAVERS TO BE INSTALLED TO MANUFACTURERS SPECIFICATIONS

4 PAVERS ON GRADE
SCALE: 1:10

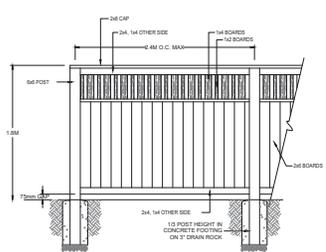
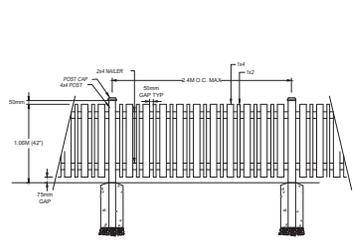


NOTE:
1. ALL STRUCTURE TREATED TO C.S.A. STANDARD AND BIRD COITS TREATED WITH PRESERVATIVE.
2. ALL HARDWARE TO BE HOT-DIPPED GALVANIZED.
3. APPLY TWO COATS OF STAIN TO MATCH BUILDING (TO BE APPROVED BY OWNER/LANDSCAPE ARCHITECT).
4. COAT ALL CUT SURFACES WITH SIMILAR PRESERVATIVE AS ABOVE.

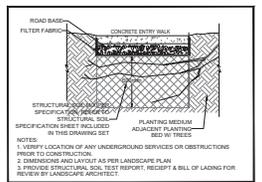
5 TRELLIS STRUCTURE
SCALE: 1:10



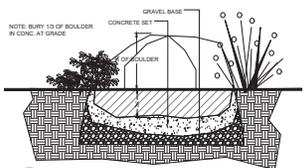
2 1.067M (42") HT. PICKET FENCE
SCALE: 1:5



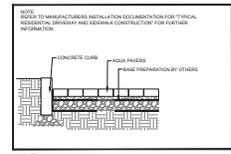
1 1.8M HEIGHT PERIMETER FENCE
SCALE: 1:5



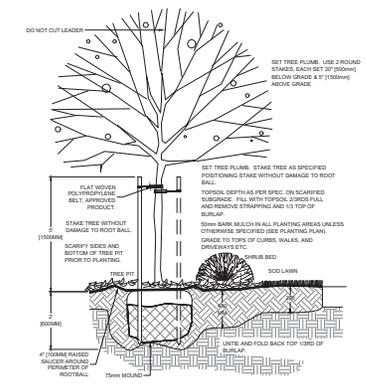
10 SECTION THROUGH STRUCTURAL SOIL
SCALE: 1:5



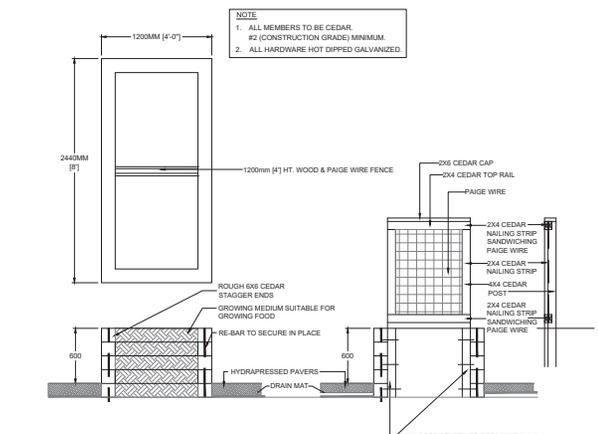
6 BOULDERS AND ROCK COLUMNS
SCALE: 1:2.5



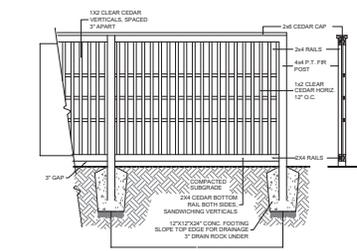
5 PERMEABLE PAVERS
SCALE: 1:5



11 PLANTING DETAILS
SCALE: 1:5



12 GARDEN PLOTS
SCALE: 1:20

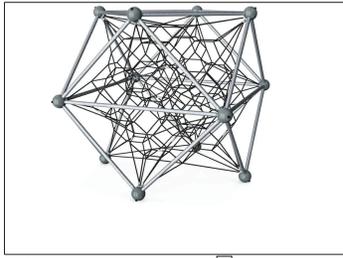


8 1.8M PATIO SCREEN
SCALE: 1:5

NOTE:
1. ALL MEMBERS TO BE CEDAR.
#2 (CONSTRUCTION GRADE) MINIMUM.
2. ALL HARDWARE HOT DIPPED GALVANIZED.

NOTE:
1. ALL WOOD MEMBERS TO BE PRESURE TREATED TO C.S.A. STANDARDS.
2. ALL HARDWARE TO BE HOT-DIPPED GALVANIZED.
3. APPLY TWO COATS OF STAIN TO MATCH BUILDING (TO BE APPROVED BY OWNER/LANDSCAPE ARCHITECT).
4. COAT ALL CUT SURFACES WITH SIMILAR PRESERVATIVE AS ABOVE.

NO.	DATE	REVISION DESCRIPTION	GR.
01	20-AUG-19	ISSUE FOR APP COMMENTS	CM
02	20-SEP-19	ISSUE FOR NEW WALK GRADING	CM
03	20-SEP-19	ISSUE FOR NEW WALK GRADING	CM
04	20-SEP-19	ISSUE FOR NEW WALK GRADING	CM
05	20-SEP-19	ISSUE FOR NEW WALK GRADING	CM
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100	20-SEP-19	ISSUE FOR NEW WALK GRADING	CM



D1 **KOMPAN CUBITE** **d1**
AGE 5+
MODEL # CCR58330



F **KOMPAN CROSS TRAINING PULL UP STATION** **f**
AGES 13+
PULL UP BARS FAZ103



G **KOMPAN CORE TWIST** **g**
AGES 13+
CORE TWIST FAZ105



D2 **MAGLIN TABLE** **d2**
MODEL # 210 CLUSTER SEATING IPE SLATS, BLACK POWDER COAT



H **WISHBONE INDUSTRIES MODENA WIDE BODY** **h**
MODEL WIS-61
ANGLED ARM RESTS FOR EASE OF STANDING/ SITTING



I **KOMPAN RED HOUSE** **i**
AGE 2-5
MODEL MP1000



J **ADIRONDACK CHAIR** **j**
WISHBONE INDUSTRIES
MODEL CK - 100% RECYCLED



K **GREEN POD** **k**
CEDARSHED INDUSTRIES
MODEL GP14



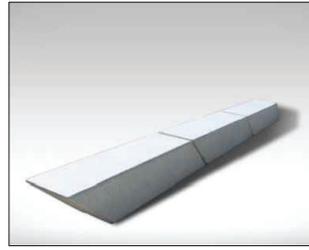
L **FORO TABLE** **l**
MAGLIN
MODEL FRT1700-RD-M1-SM-36



M **SOLUS FIRE BOWL** **m**
26" HEMI - ETHANOL
MODEL CK - 100% RECYCLED



N **RATANA LOUNGE** **n**
BRISBANE COLLECTION



A **SANDERSON CONCRETE 'SVEN' STRAIGHT BENCH** **a**



B **MAGLIN SCBR 1600** **b**
2 BIKE CAPACITY
MODEL #SCBR1600
BLACK POWDERCOAT



C **FIXIT BIKE REPAIR STATION** **c**



O **LITHONIA LIGHTING BOLLARD** **o**
USE ALUMINUM FINISH
MODEL KSA-6



P **WAC LIGHTING - STEP LIGHT** **p**
BLACK FINISH, WHITE LIGHT 3000K
MODEL LED100 BL-S5

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pmg
LANDSCAPE ARCHITECTS
Suite C100 - 4185 Bill Creek Drive
Burnaby, British Columbia, V5C 6G9
p: 604 294-0911 | f: 604 294-0022

SCALE:

01	01 AUG 19	UPDATE PER APP COMMENTS	1/24
02	01 JUN 21	ISSUE WITH CONCRETE BENCH TYPE	1/24
03	20 JUN 21	UPDATE PER NEW RAMP GRADING	1/24
04	01 JUL 21	UPDATE PER NEW SITE ELEVATIONS FOR ROAD	1/24
05	20 JUN 21	UPDATE PRELIM DESIGN BOUNDARY	1/24
06	01 JUL 21	UPDATE PER CITY COMMENTS	1/24
07	01 JUL 21	UPDATE PER CITY COMMENTS	1/24
08	01 JUL 21	UPDATE PER NEW SITE PLANS	1/24
09	01 JUL 21	UPDATE CONCRETE PER NEW SITE PLANS	1/24
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11	01 JUL 21	UPDATE PER NEW SITE ELEVATIONS FOR ROAD	1/24
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98	01 JUL 21	UPDATE PER NEW SITE PLANS	1/24
99	01 JUL 21	UPDATE PER NEW SITE PLANS	1/24
100	01 JUL 21	UPDATE PER NEW SITE PLANS	1/24

NO. DATE REVISION DESCRIPTION GRA.

CLIENT:

PROJECT:
NOVA
16604/26/38/50/64 FRASER HWY
8140 166TH STREET
SURREY, BC

DRAWING TITLE:
LANDSCAPE SITE FURNISHINGS

DATE: 16 JAN 20 DRAWING NUMBER:
SCALE: AS NOTED
DRAWN: DD
DESIGN: DD
CHKD: PCM

L9
OF 10

SCALE:



L LITHONIA LIGHTING BOLLARD
USE ALUMINUM FINISH
MODEL: LKB-8



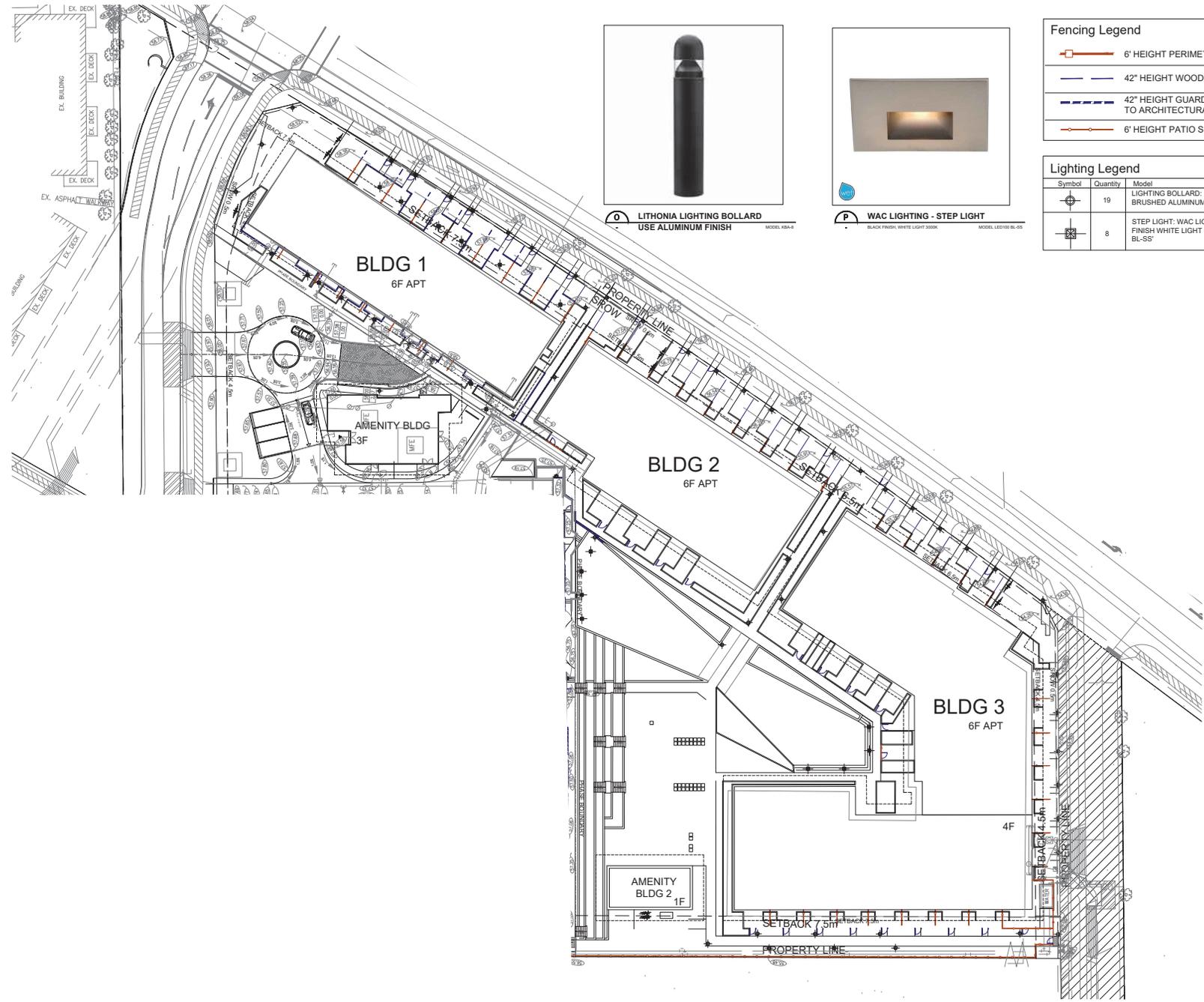
P WAC LIGHTING - STEP LIGHT
BLACK FINISH WHITE LIGHT 3000K
MODEL: LED100 BL-S2

Fencing Legend

	6' HEIGHT PERIMETER FENCE
	42" HEIGHT WOOD PICKET FENCE
	42" HEIGHT GUARDRAIL - REFER TO ARCHITECTURAL DWGS
	6' HEIGHT PATIO SCREEN

Lighting Legend

Symbol	Quantity	Model
	19	LIGHTING BOLLARD: LITHONIA KBA-8 IN BRUSHED ALUMINUM FINISH.
	8	STEP LIGHT: WAC LIGHTING BLACK FINISH WHITE LIGHT (3000K) LED100 BL-S2



- 01 AUG 19 UPDATE PER APP COMMENTS
- 02 AUG 19 UPDATE PER CITY COMMENTS
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- 31 DEC 19 UPDATE PER NEW WALK GRADING

NO. DATE REVISION DESCRIPTION GRA.

CLIENT:

PROJECT:
NOVA
16604/26/38/50/64 FRASER HWY
8140 166TH STREET
SURREY, BC

DRAWING TITLE:
**FENCE & LANDSCAPE
LIGHTING PLAN**

DATE: 16 JAN 20 DRAWING NUMBER:
SCALE: 1:250
DRAWN: DD **L10**
DESIGN: DD
CHKD: PCM OF 10

TO: **Manager, Area Planning & Development
- North Surrey Division
Planning and Development Department**

FROM: **Development Services Manager, Engineering Department**

DATE: **July 10, 2020** PROJECT FILE: **7819-0338-00**

RE: **Engineering Requirements
Location: 8140 166 Street**

OCP AMENDMENT AND TCP AMENDMENT

The following issues are to be addressed as a condition of the OCP Amendment and TCP Amendment:

- Complete and submit for City review a sanitary sewer capacity analysis downstream of the subject application due to the proposed Land use plan amendment which will result in increased population and subsequent sanitary demand. The applicant will be required to resolve any downstream pipe capacity constraints at the developer's expense.

REZONE

Complete all engineering works and services included as part of the Servicing Agreement for Surrey Project 7816-0212-00. In addition to the above requirement the following items are required to be addressed as a condition of the rezoning:

- Submit calculations confirming the sizing of the service connections proposed under Surrey Project 7816-0212-00 are sufficient for the proposed amended development.
- The applicant is advised that only one access is supported to the proposed development from 166 Street at the location previously accepted under Surrey Project 7816-0212-00.
- Revise the onsite stormwater management restrictive covenant and submit calculations demonstrating how the proposed development is meeting the Fleetwood-Greenway-North Creek ISMP requirements.

A Servicing Agreement for this application is not required as long as no downstream constraints are identified within the sanitary catchment plan to be submitted; however, a processing fee of \$1,674.75 (GST included) is required to administer the sanitary catchment plan review, service connection review, storm water review, and legal document updates. Should the review of the sanitary catchment plan identify constraints to be resolved the City will credit the amount of the initial processing fee towards the processing fee required for the Servicing Agreement which will be required to resolve the constraints.

DEVELOPMENT PERMIT

There are no engineering requirements beyond those mentioned above required prior to the issuance of the Development Permit.



Tommy Buchmann, P.Eng.
Development Services Manager

May 13, 2020

Planning

THE IMPACT ON SCHOOLS

APPLICATION #: 19 0338 00 (Phase 2 only)

SUMMARY

The proposed 95 lowrise units are estimated to have the following impact on the following schools:

Projected # of students for this development:

Elementary Students:	17
Secondary Students:	7

September 2019 Enrolment/School Capacity

William Watson Elementary	
Enrolment (K/1-7):	42 K + 347
Operating Capacity (K/1-7)	19 K + 303
Fleetwood Park Secondary	
Enrolment (8-12):	1526
Capacity (8-12):	1200

School Enrolment Projections and Planning Update:

The following tables illustrate the enrolment projections (with current/approved ministry capacity) for the elementary and secondary schools serving the proposed development.

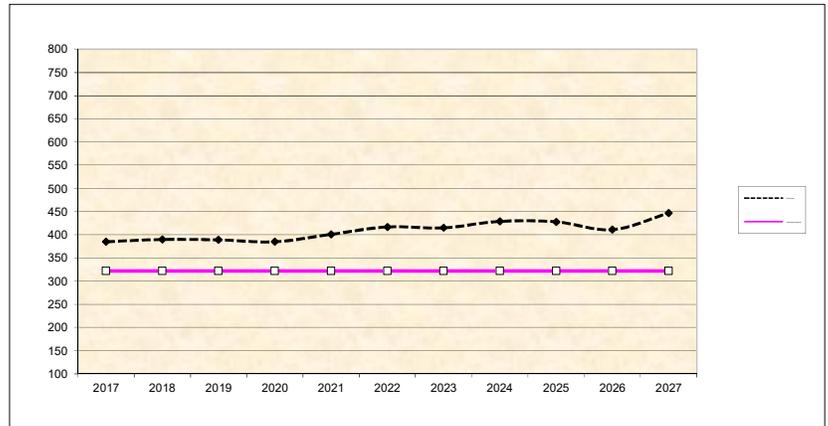
William Watson Elementary is currently over capacity. Rapid enrolment growth is expected into the foreseeable future with the continued construction of The Enclave. With the Eaglequest Golf Course approved housing development and the potential to increase housing density to serve the potential Skytrain extension along Fraser Highway, both will play a significant role in impacting enrolment in future years. As of September 2018, the school has 2 portables on site for enrolling space. It is anticipated more portables will be placed on the site in the coming years.

With 152nd Street to the west, Fraser Highway to the North and the ALR to the south, the Fleetwood area is contained within these barriers. Three elementary schools and one Secondary serve this community. The elementary schools consist of: William Watson, Walnut Road and Coyote Creek. As both 152nd and Fraser Highway are major arterial roads, catchments have been created to ensure families/children do not have to cross such major roadways for safety reasons. Therefore, all new enrolling spaces constructed to relieve pressure in the Fleetwood area must fall within the Fleetwood boundaries as described.

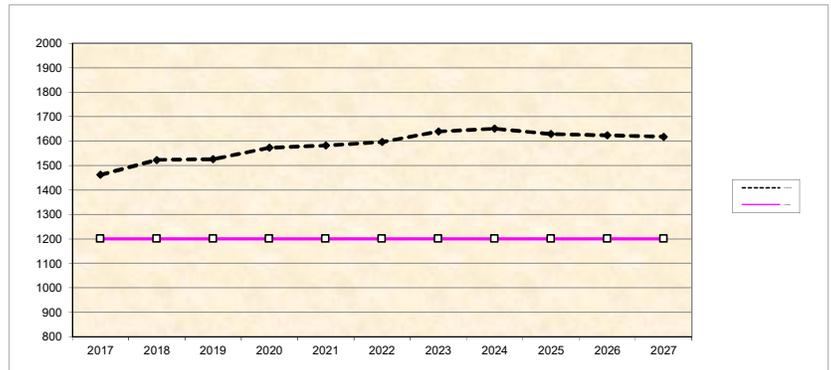
Currently, William Watson Elementary is operating at 120% and is projected to grow to 130% in 2025. As part of the Surrey School District's 2019/2020 Capital Plan submission to the Ministry of Education, the District is requesting a 100 capacity at Coyote Creek and a 300 capacity addition at William Watson to relieve the short term pressure in the Fleetwood Area. (The addition to William Watson has not been approved by the Ministry to move to design and construction) The District is considering the need to build another future elementary school in the area to accommodate longer term demand.

Fleetwood Secondary total enrollment, as of September 2018, is 1523 and is projected to grow to over 1600 over the next 10 years. As part of the district's 2019/2020 5 Year Capital Plan, the District is asking for a 300 capacity addition targeted to open in 2024. There has been no approval for this project at this time.

William Watson Elementary



Fleetwood Park Secondary



* Nominal Capacity is estimated by multiplying the number of enrolling spaces by 25 students. Maximum operating capacity is estimated by multiplying the number of enrolling spaces by 27 students.

Tree Preservation Summary

Surrey Project No: 16-0212-00

Address: 8140 166 Street (Old address - 16604 - 16664 Fraser HWY), Surrey, BC

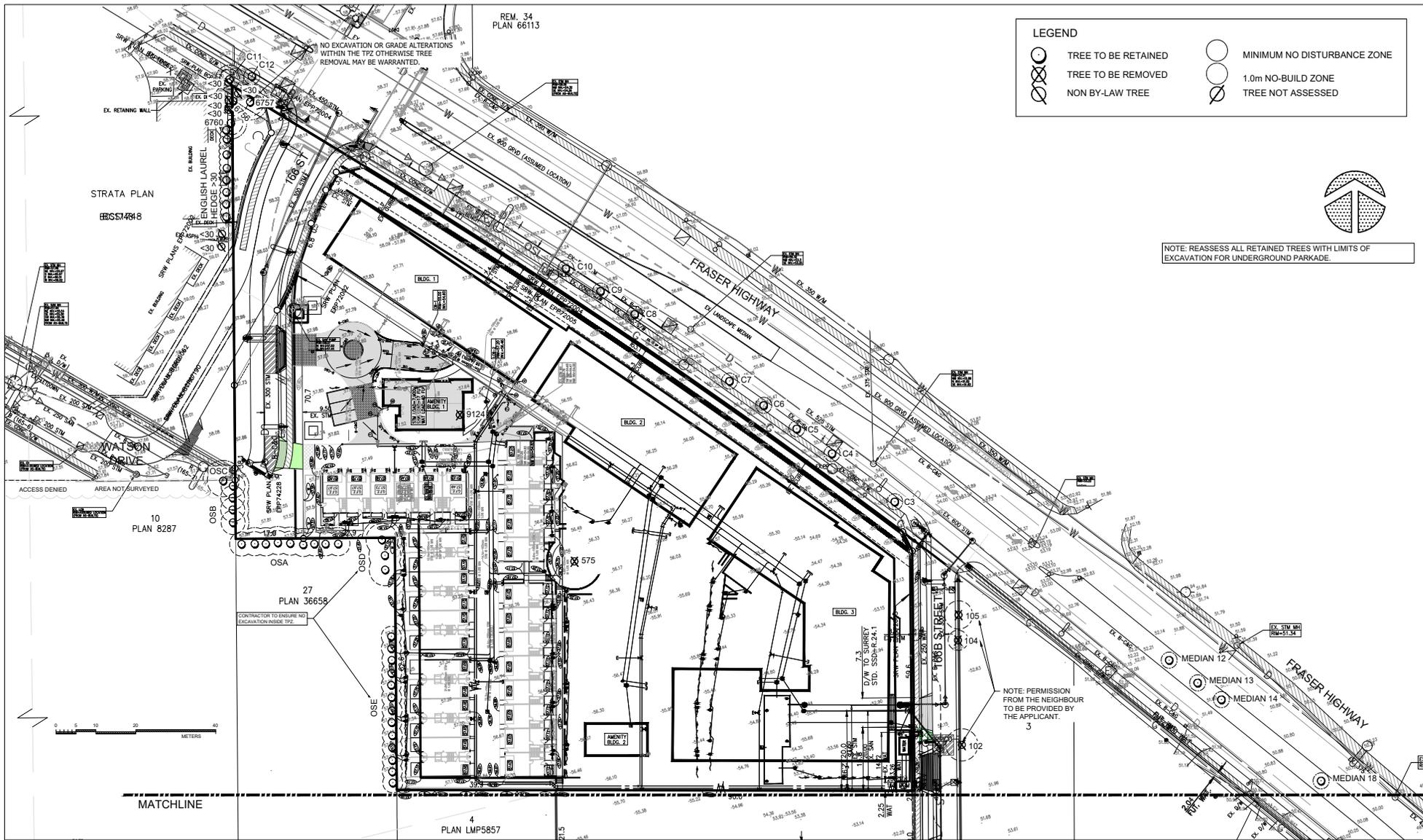
Registered Arborist: Jeff Ross

On-Site Trees	Number of Trees
Protected Trees Identified (on-site and shared trees, including trees within boulevards and proposed streets and lanes, but excluding trees in proposed open space or riparian areas)	23
Protected Trees to be Removed	5
Protected Trees to be Retained (excluding trees within proposed open space or riparian areas)	18
Total Replacement Trees Required: - Alder & Cottonwood Trees Requiring 1 to 1 Replacement Ratio 0 X one (1) = 0 - All other Trees Requiring 2 to 1 Replacement Ratio 5 X two (2) = 10	10
Replacement Trees Proposed	137
Replacement Trees in Deficit	0
Protected Trees to be Retained in Proposed [Open Space / Riparian Areas]	NA

Off-Site Trees	Number of Trees
Protected Off-Site Trees to be Removed	2
Total Replacement Trees Required: - Alder & Cottonwood Trees Requiring 1 to 1 Replacement Ratio 1 X one (1) = 1 - All other Trees Requiring 2 to 1 Replacement Ratio 2 X two (2) = 4	5
Replacement Trees Proposed	NA
Replacement Trees in Deficit	NA

Summary report and plan prepared and submitted by: Mike Fadum and Associates Ltd.	
Signature of Arborist: 	Date: September 1, 2020





LEGEND

- TREE TO BE RETAINED
- TREE TO BE REMOVED
- NON BY-LAW TREE
- MINIMUM NO DISTURBANCE ZONE
- 1.0m NO-BUILD ZONE
- TREE NOT ASSESSED



NOTE: REASSESS ALL RETAINED TREES WITH LIMITS OF EXCAVATION FOR UNDERGROUND PARKADE.



NO.	DATE	BY	REVISION	NO.	DATE	BY	REVISION	NO.	DATE	BY	REVISION	NO.	DATE	BY	REVISION
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MIKE FADUM AND ASSOCIATES LTD.
VEGETATION CONSULTANTS

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PROJECT TITLE
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SURREY, B.C.

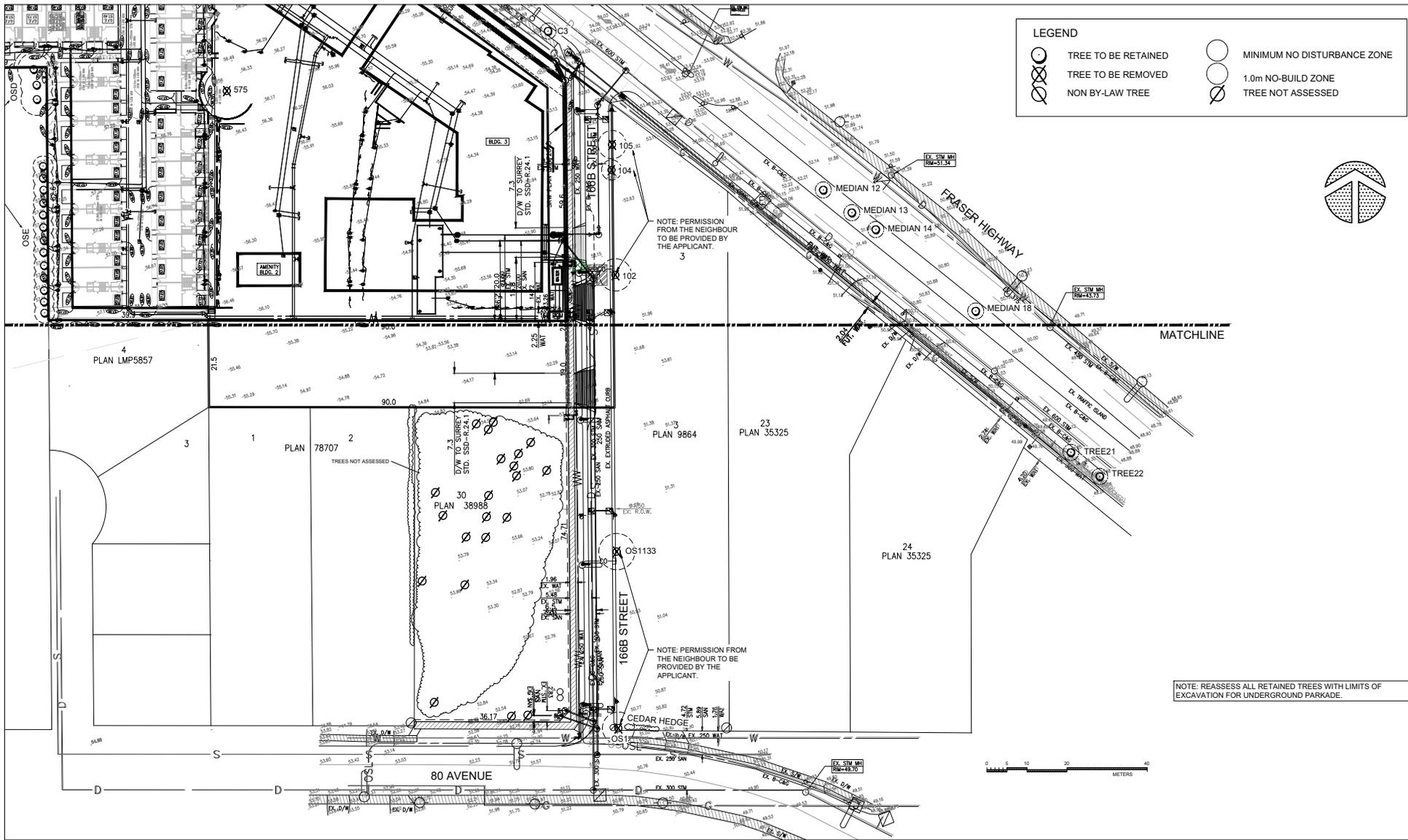
SHEET TITLE
T1 - TREE REMOVAL AND PRESERVATION PLAN-NORTH

CLIENT

DRAWN MK
SCALE AS SHOWN
DATE OCTOBER 19, 2015

T-1

SHEET 1 OF 4



LEGEND

- TREE TO BE RETAINED
- TREE TO BE REMOVED
- NON BY-LAW TREE
- MINIMUM NO DISTURBANCE ZONE
- 1.0m NO-BUILD ZONE
- TREE NOT ASSESSED



NOTE: REASSESS ALL RETAINED TREES WITH LIMITS OF EXCAVATION FOR UNDERGROUND PARKADE.



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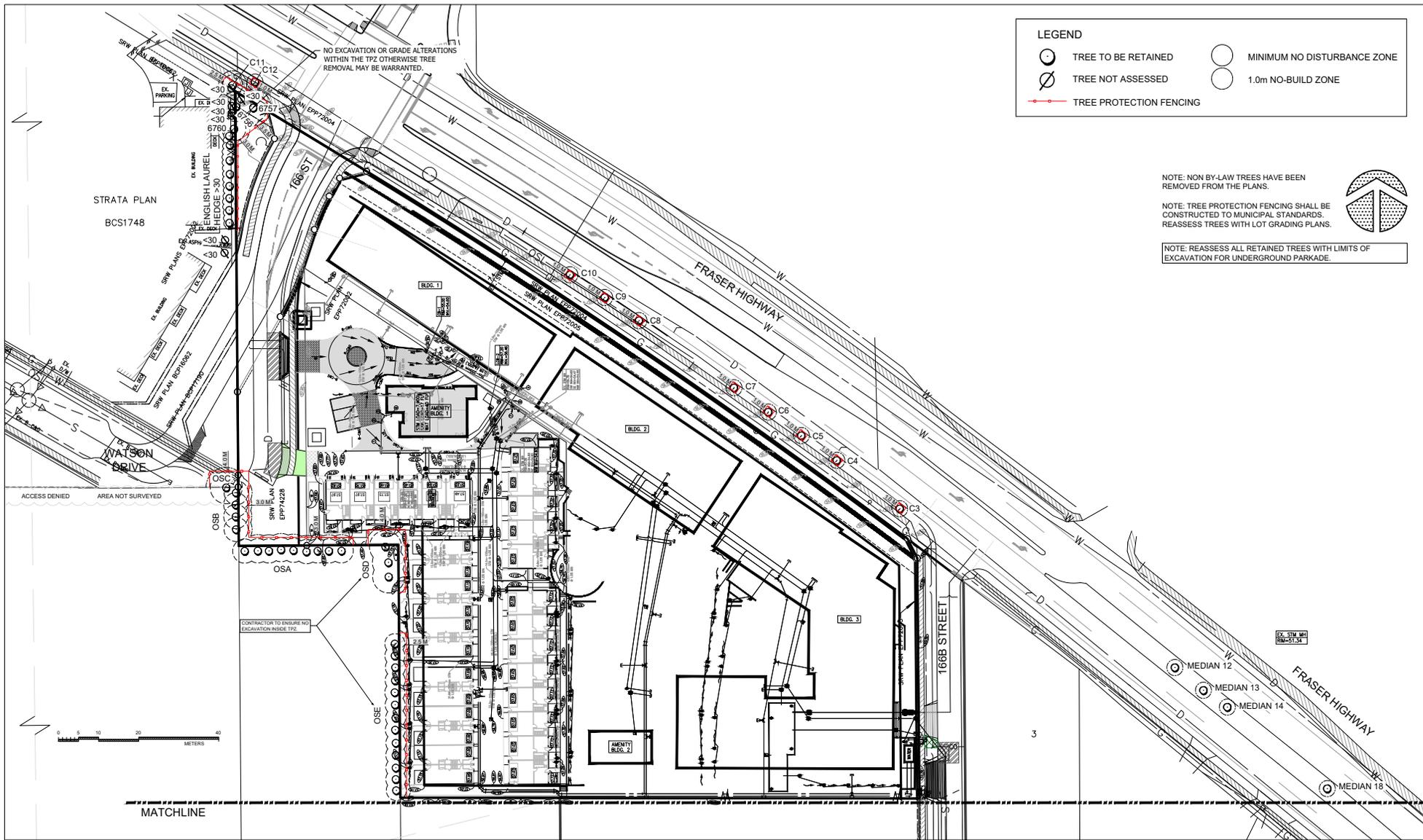
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PROJECT TITLE
8140 166 STREET
SURREY, B.C.

SHEET TITLE T1 - TREE REMOVAL AND PRESERVATION PLAN-SOUTH	DRAWN MK
	SCALE AS SHOWN
	DATE OCTOBER 19, 2015

T-1

SHEET 2 OF 4



LEGEND

- TREE TO BE RETAINED
- TREE NOT ASSESSED
- TREE PROTECTION FENCING
- MINIMUM NO DISTURBANCE ZONE
- 1.0m NO-BUILD ZONE

NOTE: NON BY-LAW TREES HAVE BEEN REMOVED FROM THE PLANS.

NOTE: TREE PROTECTION FENCING SHALL BE CONSTRUCTED TO MUNICIPAL STANDARDS. REASSESS TREES WITH LOT GRADING PLANS.

NOTE: REASSESS ALL RETAINED TREES WITH LIMITS OF EXCAVATION FOR UNDERGROUND PARKADE.



STRATA PLAN
BCS1748

ACCESS DENIED
AREA NOT SURVEYED



NO.	DATE	BY	REVISION	NO.	DATE	BY	REVISION	NO.	DATE	BY	REVISION	NO.	DATE	BY	REVISION
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PROJECT TITLE
8140 166 STREET
SURREY, B.C.

SHEET TITLE
T2 - TREE PROTECTION PLAN-NORTH

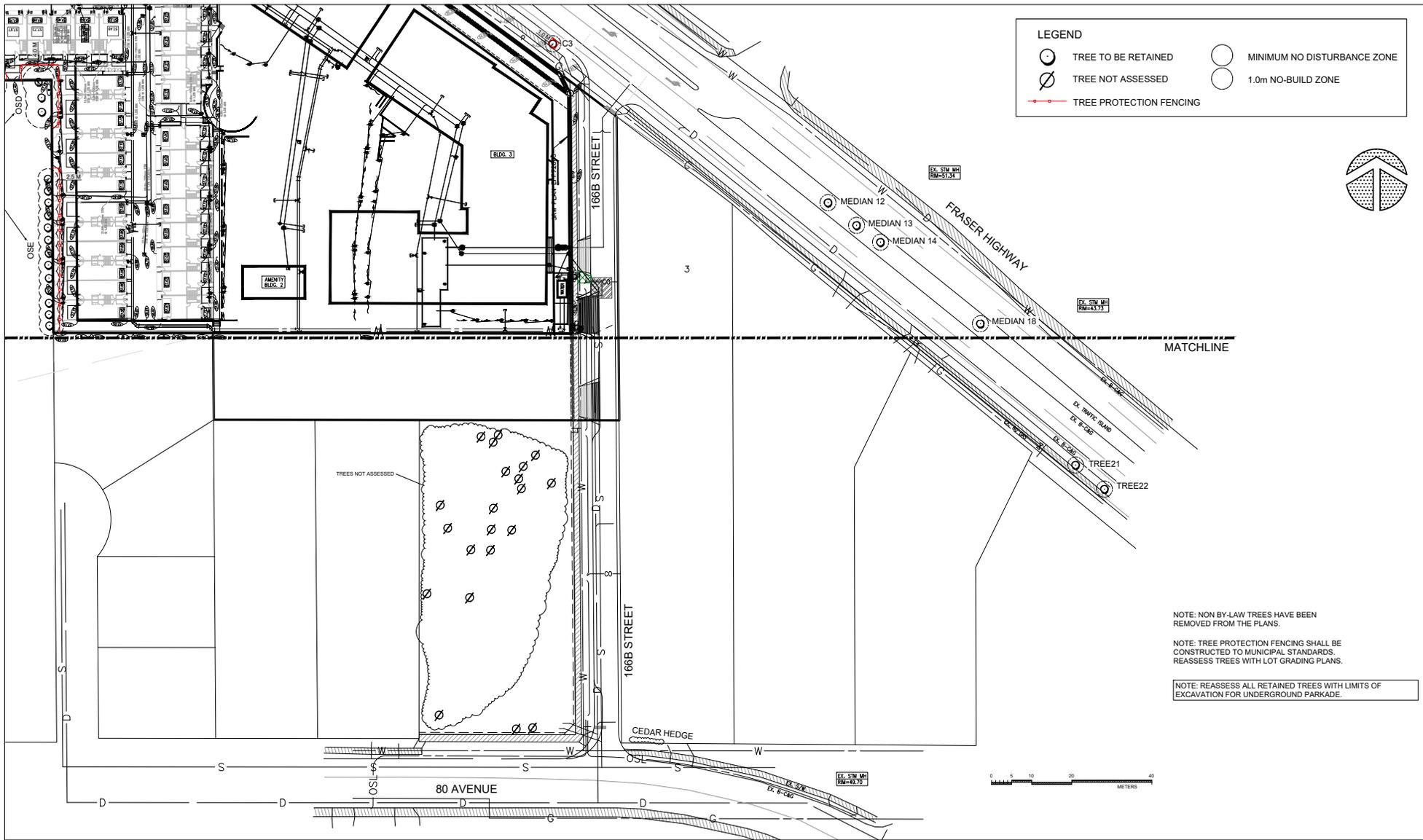
CLIENT

DRAWN MK

SCALE AS SHOWN

DATE OCTOBER 20, 2015

T-2
SHEET 3 OF 4



LEGEND

- TREE TO BE RETAINED
- TREE NOT ASSESSED
- TREE PROTECTION FENCING
- MINIMUM NO DISTURBANCE ZONE
- 1.0m NO-BUILD ZONE



NOTE: NON BY-LAW TREES HAVE BEEN REMOVED FROM THE PLANS.

NOTE: TREE PROTECTION FENCING SHALL BE CONSTRUCTED TO MUNICIPAL STANDARDS. REASSESS TREES WITH LOT GRADING PLANS.

NOTE: REASSESS ALL RETAINED TREES WITH LIMITS OF EXCAVATION FOR UNDERGROUND PARKADE.

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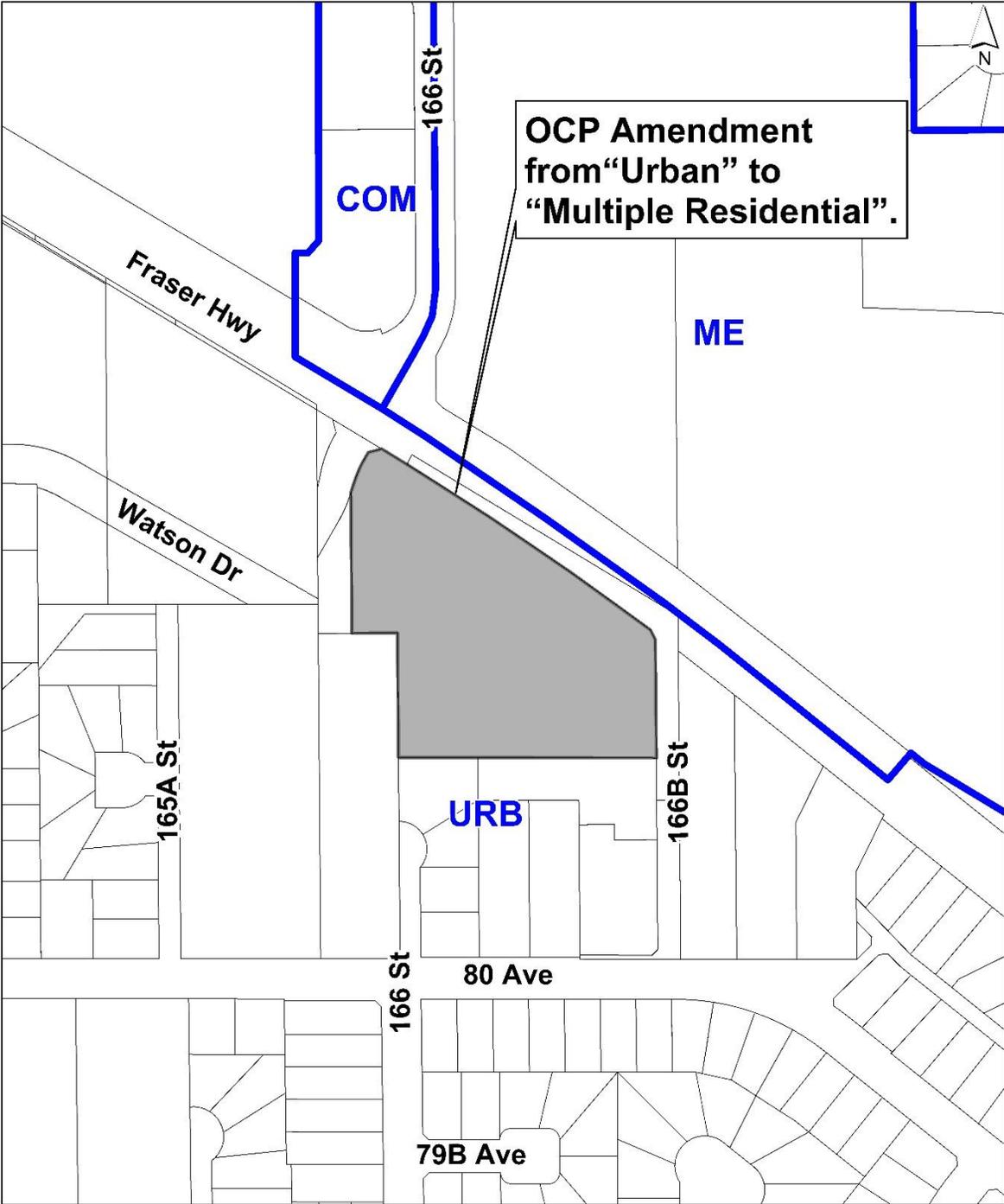
SHEET TITLE
T2 - TREE PROTECTION PLAN-SOUTH

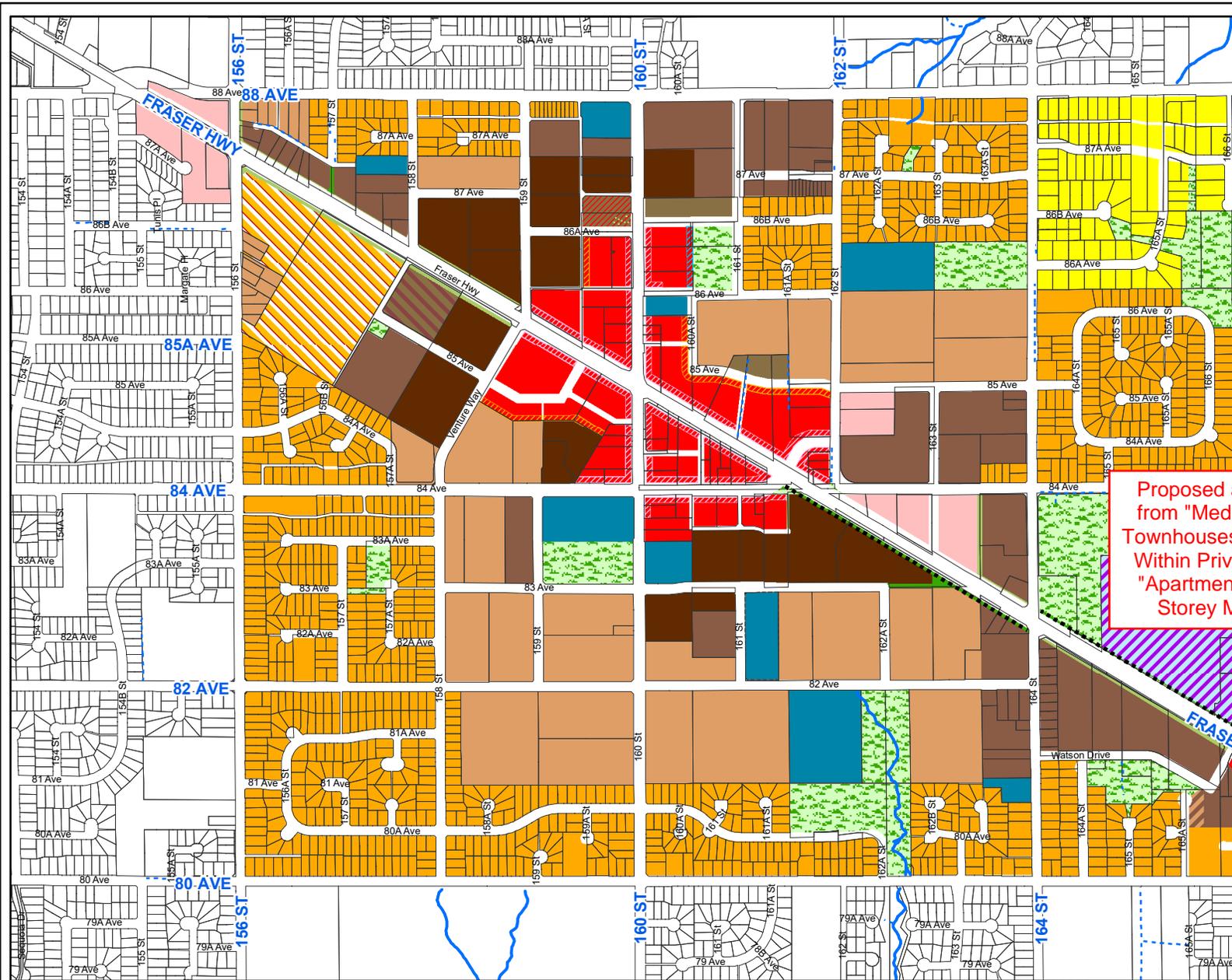
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T-2

SHEET 4 OF 4



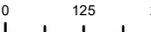


Legend

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| Mixed Use 2.5 FAR 6 Storey Maximum | Apartment 2.0 FAR 6 Storey Maximum | Low Density Townhouses In Duplex Form | Commercial 1.5 |
| Commercial Frontage Required | Apartment 1.5 FAR 4 Storey Maximum | Low Density Townhouses or Single Family | Industrial |
| 4 Storey Maximum | Apartment and Medium Density Townhouses | Single Family Urban | Institutional |
| Residential Frontage Required 4 Storey Maximum | Medium Density Townhouses | Single Family Suburban | Institutional/Con |
| Apartment or Mixed Use 1.5 FAR 4 Storey Maximum | Low Density Townhouses | Manufactured Homes | Tree Cluster - w |

FLEETWOOD TOWN CENTRE LAND USE PLAN STAGE 1

City of Surrey Planning & Development Department



Present:**Panel Members:**

R. Drew, Chair
A. Kenyon
B. Howard
G. Borowski
K. Shea
R. Dhall
S. Standfield
W. Chong

Guests:

Baljit Johal, Mortise Construction Ltd.
Brian Shigetomi, Atelier Pacific Architecture Inc.
Joe Hwang, WG Architecture Inc.
Lincoln Lin, New Star Development Limited
Matthew Cheng, Matthew Cheng Architects Inc.
Patricia Campbell, PMG Landscape Architects
Rebecca Krebs, PMG Landscape Architects
Won June Lee, Redmond Holdings Corp.

Staff Present:

A. McLean, City Architect
S. Maleknia, Urban Design Planner
C. Eagles, Administrative Assistant

B. NEW SUBMISSIONS**2. Time: 4:35 p.m.**

File No.: 7919-0338-00
Address: 8140 – 166 Street (Fleetwood)
New or Resubmit: New
Last Submission Date: N/A
Description: Proposed OCP Amendment from Urban to Multiple Residential, Fleetwood TCP Amendment from Medium Density Townhouses and Buffer Within Private Land to Apartment 2.0 FAR 6 Storey Maximum, rezoning from RM-30 to CD (based on RM-70), Detailed DP for one 6-storey apartment building with 95 dwelling units and General DP for two 6-storey apartment buildings with 292 dwelling units.
Developer: Baljit Johal, Mortise Construction Ltd.
Architect: Joe Hwang, WG Architecture Inc.
Landscape Architect: Patricia Campbell, PMG Landscape Architects
Planner: Misty Jorgensen
Urban Design Planner: Sam Maleknia

The Urban Design Planner advised that staff generally supports the development. However, The applicant will need to work with staff to address the following issues:

- Provide an appropriate setback along the south lot line for the future apartment building proposed as part of the General DP (i.e. Building 3 – Phase 4) which includes stepping back the building to a maximum of 4-storeys in order to provide a suitable interface with the ground-oriented townhouses located at 8033 – 166B Street and minimizing the shadow to the internal courtyard.

- Relocate the free-standing indoor amenity to individual buildings that proposed as part of the General DP, currently shown to the east of the existing townhouse development (Phase 1). This will help providing a more usable outdoor amenity space with better natural light conditions. The indoor amenity spaces should be provided within each of the 6-storey apartment buildings proposed as part of future phases of development.
- Also, the 166B street future parking ramp to be relocated under the building to achieve full pedestrian connection to the courtyard and more landscape opportunities.

The Project Architect presented an overview of the site and building plans, streetscapes and elevations.

The Landscape Architect presented an overview of the general concept for the Landscape plans.

ADVISORY DESIGN PANEL STATEMENT OF REVIEW

It was Moved by A. Kenyon
Seconded by R. Dhall
That the Advisory Design Panel (ADP)
is in CONDITIONAL SUPPORT of the
project and recommends that the applicant address the following issues to the
satisfaction of the Planning & Development Department and, at the discretion of
Planning staff, resubmit the project to the ADP for review.

Carried

See Architect responses in *Blue Italics*.

Key Points:

- Consider ways other than colour to distinguish the phases.

The colour will be revised either based on material texture (i.e. copper cladding) or other colours rather than the primitive colour. It will be implemented on Phase 3 and 4 buildings as part of the detail design.

- Consider privacy concerns between Phase 2 ground suites and Phase 1 amenity building.

As per the current revised plan, the new Amenity Building is relocated further away from the current location. Thus, the privacy concern is no longer an issue.

- Consider privacy concerns between the roof top amenity and private roof top patios.

This concern has been addressed in the revised landscape drawings.

- Consider larger/more unifying landscape moves (multipurpose spaces) in the courtyards.

The landscape drawings have deployed a more symmetrical motif and nested open spaces rather than an abundance of programs to unify the central courtyard space.

- Consider shifting the exit stair to permit light at the end of the corridor.

Exit stair will provide glass (fire rated glass) to provide light for the corridor.

- Consider relocating or reconfiguring the parkade access ramp.

Parking ramp access has been redesigned to improve the below grade parkade access, per the revised site plan.

- Consider incorporating more larger suites into the program.

More larger suites will be incorporated into Phase 3 and 4.

- Consider improving the pedestrian access to the Phase 1 amenity.

This concern has been addressed in the revised site plan.

- Consider developing a more direct connection between building 1 and courtyard.

This concern has been addressed in the revised site plan.

- Consider relocating the program of the second amenity building southward or into the buildings to open up the courtyard.

The second Amenity Building has been relocated to the south and closer to Building 3 in order to have a more open courtyard.

- Consider performing the energy modelling as early as possible.

Noted.

Site

- Consider widening walkways within courtyard amenity.

This concern has been addressed in the revised landscape drawings.

- Consider relationship between amenity areas and pedestrian realm.

The new site plan enhances the relationship between amenity area and pedestrian realm.

- Reconsider outdoor amenity spaces and relationship with indoor amenities

The new site plan enhances the relationship between indoor and outdoor amenities as described below:

- *The ground-level amenity patio area for building 1 is enlarged and screened from the street.*
- *The ground-level indoor amenity rooms for Building 3 and 4 are connected directly to the outdoor amenity area.*

- Consider relocating ramp entry south to have a single road access.

This concern has been addressed in the revised site plan which provides a single road access to the parkade for Building 1.

- Ensure continuity of concrete walk on the south is in place for the courtyard in Phase 3 and 4.

This concern has been addressed in the revised landscape drawings.

- Kids play area on the lane for phase 1 is not desirable.

A new outdoor amenity area is provided beside the new amenity facility.

Form and Character

- Consider 4 stories on south side of building 3.

This concern has been addressed in the revised site plan.

- Recommend further design development to the exterior of southwest amenity space.

This will be implemented in Phase 3 and 4 as part of the detailed DP.

- Recommend highlighting more of the canopy entry.

Canopy entry will employ recessed lights to enhance the entry.

- Consider retail at the corner of 166 Street and Fraser Highway for social connection and convenience.

After a detail study that had taken all factors into consideration, it concludes that having retail use as part of the current development is not feasible. The development plan was to provide potential retail and commercial uses as part of Phase 3 and 4.

- Free frame and the general northwest corner expression is strong.

The free frame expression will remain.

Landscape

- Consider consolidating community gardens (building one roof top) in to one space to minimize tool shed duplication and encourage interaction.

The landscape plans have consolidated the community garden beds into a single area and reduced the tool storage to a single shed.

- Consider drawing landscaping areas together.

The landscape drawings have deployed a symmetrical motif in the courtyard space to better create a sequence of larger open spaces, more conducive to unstructured play/sports. Sidewalks are a minimum 5 feet wide and most at 6 feet wide to provide for future social distancing requirements.

- Public and private roof top amenity is great. However further study the relationship between both.

The landscape drawings have proposed gates between the private rooftop terraces and at each gate entry a planter box. The drawings have called this out to draw attention to this already proposed solution.

- Consider providing connection between private unit rooftop patios and the community garden areas.

As noted above, direct communication between the private terraces and public space is possible through a gate. The landscape architect will also be exploring the possibility of modestly sized unit numbers adjacent to these gates.

CPTED

- No specific issues were identified.

Noted.

Sustainability

- Engage a mechanical engineer and modelling team as soon as possible.

Noted.

- Consider the effects of the large balconies and the thermal bridging effects in meeting the energy targets.

The energy targets can be met and achieved without employing thermal bridging method.

Accessibility

- Consider benches with armrests and backrests at corner plazas for universal access.

The landscape drawings have re-specified the benches to Wishbone Industries wide-body benches, which use principles to ease the “sitting-down” and “getting-up” movement by angling the armrests to allow better leverage. These armrests are also part of a single brace connected to the foundation, so have the stability to provide ample support.

- Recommend transfer space beside toilet in adaptable units.

ADA units meet the Code requirement.

- Recommend reducing slope of ramp in lobby of building 1 to 5% or less.

To apply a 5% ramp to accommodate the required 2-foot raised floor for suites will require a minimum 45 feet length of ramp (40 feet of ramp and a 5 foot landing). To apply a 1:12 slope meets the code requirement and transfers the area for more usable service space (i.e. mail box, etc.).

- Recommend locating accessible visitor parking in building 1 immediately adjacent to elevator lobby.

This concern has been addressed in the revised parking plan.

- Consider accessible picnic table with knee clearance at table ends for wheelchair users.

This concern has been addressed in the revised landscape drawings which include picnic tables and specify wheelchair accessible tablet-tops.

C. NEXT MEETING

The next Advisory Design Panel is scheduled for Thursday, July 9, 2020.

D. ADJOURNMENT

The Advisory Design Panel meeting adjourned at 7:40 p.m.

Jennifer Ficocelli, City Clerk

R. Drew, Chair

