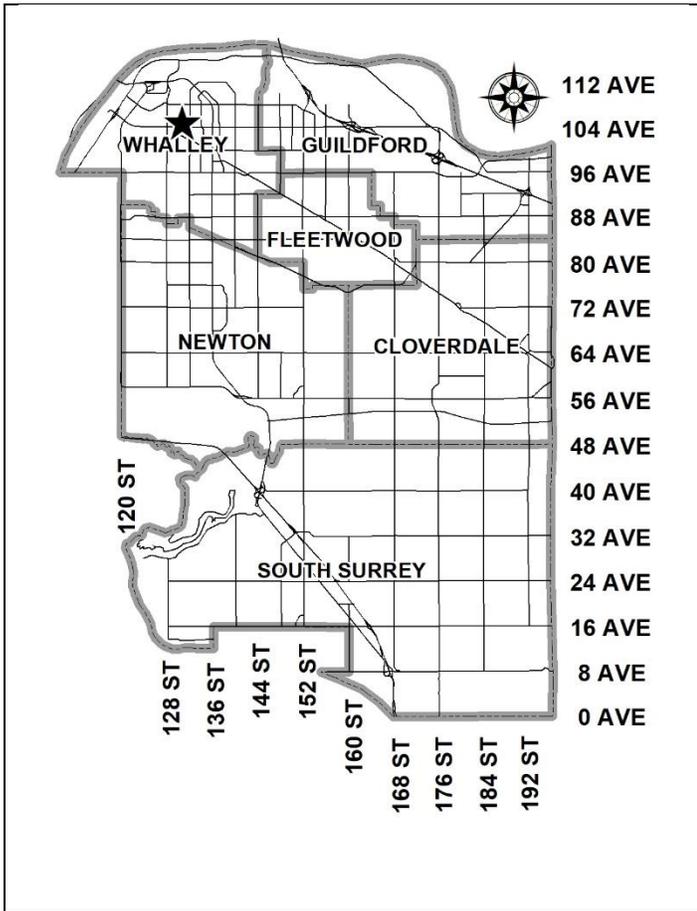


City of Surrey  
**PLANNING & DEVELOPMENT REPORT**

Application No.: 7920-0304-00

Planning Report Date: July 25, 2022



**PROPOSAL:**

- **OCP Amendment** of Figure 16: Central Business District Densities from "3.5 FAR" to "5.5 FAR"
- **CCP Amendment** from "Mid to High Rise 3.5 FAR" to "High Rise 5.5 FAR" and to shift the alignment of the new north-south road
- **Rezoning** from RM-45 to CD
- **General Development Permit**

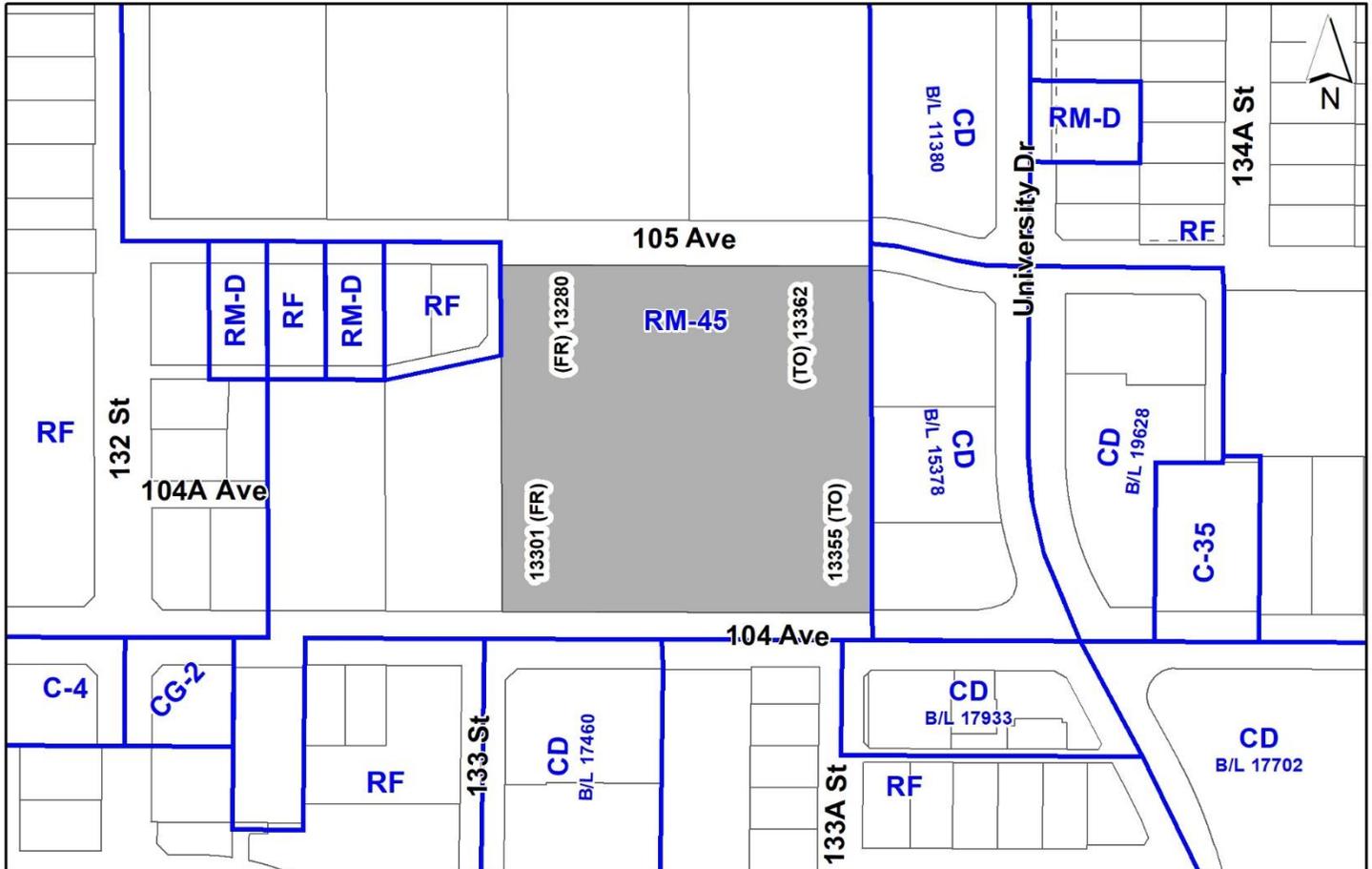
to permit the development of five, high-rise residential buildings and one, mid-rise rental apartment building as part of a multi-phased development consisting of approximately 2,200 dwelling units in City Centre.

**LOCATION:** 13301 to 13355 – 104 Avenue  
 13280 to 13362 – 105 Avenue

**ZONING:** RM-45

**OCP DESIGNATION:** Central Business District

**CCP DESIGNATION:** Mid to High Rise 3.5 FAR



## RECOMMENDATION SUMMARY

- By-law Introduction and set date for Public Hearing for:
  - OCP Amendment; and
  - Rezoning.
- Approval to draft General Development Permit for Form and Character.

## DEVIATION FROM PLANS, POLICIES OR REGULATIONS

- Seeking an amendment to the Official Community Plan (OCP) and City Centre Plan to permit a higher density.
- The proposal partially complies with Policy O-61 Rental Housing Redevelopment: Rental Replacement and Tenant Relocation Assistance. Existing rental housing units are proposed to be replaced at a higher than 1:1 replacement ratio, however, of the 185 proposed rental replacements units, only those offered to existing eligible tenants with the right of first refusal are proposed to be provided at rents in line with the affordable rental rates for low to moderate income households (defined as 10% below current Canadian Market and Housing Corporations (CMHC) average rents) as specified in the Policy.

## RATIONALE OF RECOMMENDATION

- The proposal complies with the General Urban designation in the Metro Vancouver Regional Growth Strategy (RGS).
- Although the proposed density on the subject site is higher than that prescribed in the OCP and City Centre Plan, the proposed mix of rental housing, residential market housing and a childcare centre aligns with the goals and objectives for the West Village District of the City Centre Plan. These housing options will also support and complement the Central Downtown District, which includes the growing Kwantlen Polytechnic University and Simon Fraser University campuses.
- The proposed density and building form are appropriate for this part of City Centre and complies with the Development Permit (Form and Character) requirements in the OCP and design guidelines for City Centre Plan.
- The proposed buildings are expected to achieve an attractive architectural built form utilizing high quality, natural materials, and contemporary lines. The street interface has been designed to a high-quality to achieve a positive urban experience between the proposed buildings and the public realm. Since the proposal is only for a General Development Permit at this time, the applicant will still be required to submit a Detailed Development Permit for Form and Character in the future. At that time, staff will work with the applicant to further enhance the design of the project.
- The site is within walking distance of bus transit along 104 Avenue and is about 600 metres (10-minute walk) from Surrey Central SkyTrain station. The proposed development conforms to the goal of achieving high-rise, high density development near public transit options.

- The applicant has provided a Tenant Assistance and Relocation Plan (see Appendix IX), as required under City Policy No. O-61, outlining the relocation strategy for the existing rental tenants on the subject site. The applicant's assistance and proposed relocation efforts for the existing residents meets the requirements of Surrey's City Policy No. O-61.
- In accordance with the rental replacement requirements of Surrey's City Policy No. O-61, the applicant is proposing to replace all 156 existing rental units with 185 new rental units with a total of 330 bedrooms in the proposed 12-storey mid-rise building (Rental 1) on the subject site (southwest corner), as part of Phase 1 of the development, which exceeds the required 1:1 replacement ratio.
- All existing eligible tenants with the right of first refusal are proposed to be offered rents in line with the affordable rental rates for low to moderate income households (defined as 10% below current Canadian Market and Housing Corporations (CMHC) average rents) as specified in the Policy. However, the remainder of the rental units would be offered at market rents.
- The applicant proposes to enter into a Housing Agreement to allocate the 185 dwelling units located in the Rental 1 building as market rental. The proposed Housing Agreement will restrict the dwelling units to rental for a period of 20 years. The Housing Agreement will be forwarded for Council consideration at a future Council meeting and is a requirement of Final Adoption.
- 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.

## RECOMMENDATION

The Planning & Development Department recommends that:

1. A Bylaw be introduced to amend OCP Figure 16: Central Business District Densities to increase the density from 3.5 FAR to 5.5 FAR 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 Bylaw be introduced to rezone the subject site from "Multiple Residential 45 Zone (RM-45)" to "Comprehensive Development Zone (CD)" and a date be set for Public Hearing.
4. Council authorize staff to draft Development Permit No. 7920-0304-00 in accordance with the attached drawings (Appendix I).
5. Council instruct staff to resolve the following issues prior to final adoption:
  - (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) submission of a subdivision plan to the satisfaction of the Approving Officer;
  - (c) resolution of all urban design issues to the satisfaction of the Planning and Development Department;
  - (d) submission of a finalized landscaping plan and landscaping cost estimate to the specifications and satisfaction of the Planning and Development Department;
  - (e) submission of a finalized tree survey and a statement regarding tree preservation to the satisfaction of the City Landscape Architect;
  - (f) the applicant satisfy the deficiency in tree replacement on the site, to the satisfaction of the Planning and Development Department;
  - (g) the applicant enter into a Housing Agreement with the City to secure 185 dwelling units in the proposed 12-storey building, as part of Phase 1, as rental housing for a minimum period of twenty (20) years;
  - (h) 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;
  - (i) demolition of existing buildings and structures to the satisfaction of the Planning and Development Department;

- (j) registration of a right-of-way for public rights-of-passage for the area between the building face and the street edges;
  - (k) submission of an acoustical report for the units adjacent to 104 Avenue and registration of a Section 219 Restrictive Covenant to ensure implementation of noise mitigation measures;
  - (l) registration of a Section 219 Restrictive Covenant for “no build” on proposed Lots 2 to 5 until Detailed Development Permit approvals have been granted by the City and the related works and services are installed and roads are constructed;
  - (m) 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 with respect to the City’s Affordable Housing Strategy and Tier 1 Capital Project CACs, to the satisfaction of the General Manager, Planning & Development Services;
  - (n) completion of a Highway Licensing Agreement (HLA) to allow some existing buildings and structures to temporarily encroach into the road dedication of the new north/south road; and
  - (o) Submission of the necessary legal documents to facilitate the proposed relocation plan of the existing tenants, including the interim retention of the existing buildings.
6. Council pass a resolution to amend the City Centre Plan to redesignate the land from "Mid to High Rise 3.5 FAR" to "High Rise 5.5 FAR" and to shift the alignment of the new north-south road, as shown in Appendix V, when the project is considered for final adoption.

#### SITE CONTEXT & BACKGROUND

Direction	Existing Use	City Centre Plan Designation	Existing Zone
Subject Site	3-storey rental apartment buildings	Mid to High Rise 3.5 FAR	RM-45
North (Across 105 Avenue):	3-storey rental apartment buildings, including a portion under Application No. 7920-0033-00 for a high rise and a low-rise apartment (pre-Council)	Mid to High Rise 3.5 FAR	RM-45

Direction	Existing Use	City Centre Plan Designation	Existing Zone
East:	Two 4-storey apartment buildings and a 24-storey residential high-rise	Mid to High Rise 3.5 FAR	CD Bylaw No. 15378
South (Across 104 Avenue):	Two high-rise residential buildings approved by Council on July 26, 2012 under Development Application No. 7911-0075-00, and single family lots (one occupied by a sales centre) that are under Development Application No. 7919-0234-00 for a high-rise building as part of Phase 6 of the West Village Master Plan. The Rezoning was granted Third Reading by Council on December 20, 2021.	High Rise 5.5 FAR	CD Bylaw No. 17460 and RF
West (Across future 133 Street):	Proposed 6-storey apartment building, in which the Rezoning was granted Third Reading on November 22, 2021, under Development Application No. 7920-0290-00, and two proposed high-rise buildings under Development Application No. 7918-0393-00, which was granted Third Reading on September 14, 2020.	Low to Mid Rise up to 2.5 FAR	RF and RM-45

### Context & Background

- The subject site involves one large property, approximately 2.6 hectares in size, and is located along 104 Avenue just northwest of City Hall.
- The site is designated 'Central Business District' in the Official Community Plan (OCP) and 'Mid to High Rise 3.5 FAR' in the City Centre Plan.
- Currently, 3-storey rental apartment buildings with surface parking are situated on the subject site.

## DEVELOPMENT PROPOSAL

### Planning Considerations

- The applicant proposes the following, in order permit a multi-phased, high-rise development on the subject site:
  - OCP Amendment to Figure 16: Central Business District Densities to increase the density from 3.5 FAR to 5.5 FAR;
  - City Centre Plan Amendment to increase the allowable density from "Mid to High Rise 3.5 FAR" to "High Rise 5.5 FAR" and to slightly shift the alignment of the new north/south road through the center of the site;
  - Rezoning from RM-45 to a CD Zone based on the RM-135 Zone and C-8 for the entire site;
  - General Development Permit (Form and Character DP) for the entire site; and
  - A subdivision from one lot into five lots.
- The proposed gross density is 6.70 FAR (8.40 net FAR) over the entire site. The proposed development will consist of the following units:
  - 185 rental units in the proposed 12-storey rental building (Rental 1); and
  - 2,017 market residential units in five high-rise buildings ranging in height from 36 to 52 storeys and will be developed over time in five phases.
- The following table includes the project statistics for the proposed development:

	Proposed
<b>Lot Area</b>	
Gross Site Area:	25,795 sq.m.
Road Dedication:	5,308 sq.m.
Net Site Area:	20,487 sq.m.
<b>Number of Lots:</b>	5
<b>Building Heights:</b>	Tower 1: 136 m. (44 storeys) Rental 1: 36 m. (12 storeys) Tower 2: 112 m. (36 storeys) Tower 3: 148 m. (48 storeys) Tower 4: 160 m. (52 storeys) Tower 5: 121 m. (39 storeys)
<b>Floor Area Ratio (FAR):</b>	6.70 gross FAR (8.40 net FAR)
<b>Floor Area</b>	
Residential:	171,294 sq.m.
Commercial:	398 sq.m.
Childcare:	<u>216 sq.m.</u>
Total:	171,908 sq.m.
<b>Residential Units:</b>	
Studio:	353
1-Bedroom:	899
2-Bedroom:	841
3-Bedroom:	<u>109</u>
Total:	2,202

**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 advised that there will be approximately 241 school-age children generated by this development, of which the School District has provided the following expected student enrollment:
- 76 Elementary students at K.B Woodward Elementary School  
100 Secondary students at Kwantlen Park Secondary School
- (Appendix III)
- Note that the number of school-age children is greater than the expected enrollment due to students attending private schools, home school or different school districts.
- The applicant has advised that the dwelling units in this entire project are expected to be constructed phase by phase and may take a decade to be ready for occupancy.
- Parks, Recreation & Culture:** Parks notes that the ultimate proposal includes the subdivision of one existing lot into five lots, which may trigger the requirement to provide 5% of the land as parkland or to pay cash-in-lieu, as per the Local Government Act Section 510.
- The closest active park is Whalley Athletic Park and is 250 metres away, and the closest natural area is 11D - Greenbelt and is 1.1 kilometres away. Future parkland is proposed within 200 metres of the subject site as part of the Surrey City Centre Plan.
- Surrey Fire Department:** No significant concerns, but future Detailed Development Permits must be submitted for review.
- BC Hydro:** A referral was made to BC Hydro, however, to date, a response has not been received. Staff will follow up with BC Hydro prior to the zoning By-law proceeding to Final Adoption.
- Fortis BC:** A referral was made to Fortis BC, however, to date, a response has not been received. Staff will follow up with Fortis BC prior to the zoning By-law proceeding to Final Adoption.

Advisory Design Panel: The proposal was considered at the ADP meeting on March 31, 2022 and was 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**

- The proposed development is located adjacent to existing transit service on 104 Avenue, serviced by Routes #323/#324/#393 (Newton Exchange / Surrey Central Station) and #373 (Guildford / Surrey Central Station), as well as being less than 200 m from University Drive stops serviced by Routes #321 (White Rock / Newton / Surrey Central Station), #335 (Newton / Surrey Central Station), and #371 (Surrey Central / Scott Road Station).
- Surrey Central SkyTrain Station and surrounding transit hub are approximately 500 metres southeast from the subject site (approximately 8-minute walk), which is serviced by rapid transit and standard bus routes that connect to every adjacent municipality and community within Surrey.

### **Traffic Impacts**

- Given the scale and uses of the proposed development, a Transportation Impact Analysis (TIA) was required to evaluate traffic impacts to the surrounding network and identify any required improvements to mitigate impacts.
- Based on industry standard rates, the proposed uses for all 5 phases generate approximately 543 and 501 vehicle trips respectively during the AM and PM peak hours.
- Due to the significant traffic volume generated by the subject site and to promote walkability with closer spaced controlled intersections, the applicant will be contributing towards the design and construction of a new traffic signal at the intersection of 104 Avenue & 133 Street, along with multiple other developments in vicinity of the intersection.

### **Road Network & Infrastructure**

- 104 Avenue borders the southern property line and is an east-west Arterial Road, where the applicant will dedicate 2.808 m to achieve the ultimate 30.0 m road allowance and construct the north side with a cycle track, boulevard with street trees/streetlighting and new sidewalk at the property line.
- 105 Avenue borders the northern property line and is an east-west Collector Road, where the applicant will dedicate 1.942 m to achieve the ultimate 24.0 m road allowance and construct the south side with a cycle track, boulevard with street trees/streetlighting and new sidewalk at the property line.

- 133 Street borders the western property line and is a north-south Local Road, where the applicant will provide varying dedication (meeting the road alignment established under Development Application No. 7918-0393-00) to achieve the ultimate 20.0 m road allowance and construct the east side with a parking pocket, boulevard with street trees/streetlighting and new sidewalk at the property line.
- A new north-south Local Road (to be named) will bisect the subject site, where the applicant will dedicate the full 20.0 m road allowance and construct both sides of the road with parking pockets, boulevards with street trees/streetlighting and sidewalks at the property lines.

#### Access

- Access to Phase 1 and Phase 2 will be from 133 Street, while access to Phase 3 and Phase 4 will be from the new north-south Local Road. Access to Phase 5 will be from a shared laneway with the neighbouring property to the east, with a driveway letdown to 105 Avenue.

#### Parking

- The proposed development including all 5 phases will provide a total of 2,268 parking spaces, within separate enclosed underground parking garages for each phase.
- The proposed parking for each phase either meets or exceeds the minimum requirement as per the Zoning Bylaw (total 2,268 spaces provided), therefore no Transportation Demand Management (TDM) measures or Cash-in-Lieu of parking is being proposed.
- On-street parking will be formalized along 133 Street, the new north-south Local Road and 105 Avenue where the subject site frontage will be completed with parking pockets.
- The applicant will be required to provide 1.2 bicycle parking spaces per unit, resulting in 2,682 residential bike parking spaces, plus at least 6 visitor parking spaces near each building's entrance.

#### **Sustainability Considerations**

- The applicant has met all of the typical sustainable development criteria, as indicated in the Sustainable Development Checklist. This project will be required to meet a minimum of Step 3 of the BC Energy Step Code.
- The building will be connected to the City's District Energy system.
- In addition, the applicant has highlighted the following additional sustainable features:
  - Efficient insulated envelopes;
  - Low glazing-to-wall areas;
  - Innovative, integrated stormwater management system that directs stormwater runoff into planted rain gardens that filter and clean water before it is discharged into the public stormwater system;
  - Alternative transportation options are available including cycling (bicycle storage provided on-site), as well nearby bus and SkyTrain service; and
  - On-site electric vehicle charging stations.

## **POLICY & BY-LAW CONSIDERATIONS**

### **Regional Growth Strategy**

- The proposed development is compliant with the Urban Centres (Surrey Metro Centre) Land Use Designation of Metro Vancouver's Regional Growth Strategy (RGS).

### **Official Community Plan**

#### Land Use Designation

- The subject site is designated Central Business District in the OCP, with maximum permitted density of 3.5 FAR as noted in Figure 16 of the OCP.
- The proposed development does not comply with the OCP. Therefore, the applicant has proposed an OCP Amendment to amend Figure 16 for the site from 3.5 FAR to 5.5 FAR.

#### Amendment Rationale

- The proposed density and building form are appropriate for this part of Surrey City Centre, and forms part of an emerging high-density mixed-use hub that will be complementary to the City of Surrey Civic Centre to the south.
- The increased density includes a child-care facility as well as 185 market rental housing, both of which are in demand in City Centre.
- The site is located near multiple public transit options, including bus service along 104 Avenue, 132 Street and University Drive, and SkyTrain to the southeast. The Surrey Central SkyTrain Station is located about a 10-minute walk from the subject site.
- The proposed development will be subject to the Tier 2 Capital Plan Project CACs for proposed density greater than the OCP designation, as described in the Community Amenity Contribution section of this report.

#### 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.

### Themes/Policies

- The proposed development is consistent with the following OCP Themes and Policies:
  - Growth Management
    - Accommodating Higher Density: Direct residential development into Surrey's City Centre at densities sufficient to encourage commercial development and transit services expansion.
  - Centres, Corridors and Neighbourhoods:
    - Dynamic City Centre: Concentrate the highest density of residential and mixed-use development within Surrey's City Centre in areas near existing and planned rapid transit stations.
    - Dynamic City Centre: Create an interconnected, short-block, finer-grained network of public streets and green lanes in Surrey's City Centre to support direct, pleasing, and safe pedestrian and cycle movements and to distribute traffic efficiently.
    - Healthy Neighbourhood: Plan and design urban neighbourhoods with sufficient densities to support a higher-quality transit system that is accessible to most residents.
    - Urban Design: Ensure a new development responds to the existing architectural character and scale of its surroundings, creating compatibility between adjacent sites and within neighbourhoods.
    - Housing types: Support a balanced demographic community in City Centre by maintaining a diversity of housing types and unit sizes.
  - Ecosystems
    - Energy, Emissions and Climate Resiliency: Design a community that is energy-efficient, reduces carbon emissions and adapts to a changing environment through a design that meets typical sustainable development criteria.

### **Secondary Plans**

#### Land Use Designation

- The subject site is designated Mid to High Rise 3.5 FAR in the City Centre Plan (CCP).
- The proposed development does not comply with the CCP. Therefore, the applicant has proposed a City Centre Plan Amendment to redesignate the entire site to High Rise 5.5 FAR.

#### Amendment Rationale

- Although the proposed density on the subject site is higher than that prescribed in the City Centre Plan, the proposed, phased high-rise development will support and complement the Central Downtown District of the City Centre.
- The site is within walking distance of Surrey Central SkyTrain station. The proposed development conforms to the goal of achieving higher density development near public transit, particularly SkyTrain Stations.
- The applicant is proposing to provide a child-care facility and rental units, which are in demand in City Centre.
- The proposed development will be subject to the Tier 2 Capital Plan Project CACs for proposed density greater than the Secondary Plan designation, as described in the Community Amenity Contribution section of this report.

### Themes/Objectives

- The proposed development is consistent with the following guiding principles of the City Centre Plan:
  - Build Density and Mixed-Use, by providing a mix of commercial, office and residential space;
  - Encourage Housing Diversity, with a variety of unit types and sizes;
  - Create Vibrant Urban Space, with high quality architectural aesthetics and amenities such as plazas and street furniture to encourage people to interact with the public realm; and Promote Identity and Sense of Place, with a blend of open landscaped spaces and enclosed residential spaces.

### **CD By-law**

- The applicant proposes to rezone the subject site from "Multiple Residential 45 Residential Zone (RM-45)" to "Comprehensive Development Zone (CD)".
- The applicant is proposing a "Comprehensive Development Zone (CD)" to accommodate a proposed mixed-use, phased development consisting of five high-rise buildings and one mid-rise rental apartment building on the subject site. The proposed CD By-law for the proposed development site identifies the uses, densities and setbacks proposed. The CD By-law will have provisions based on the "Multiple Residential 135 Zone (RM-135)" and the "Community Commercial Zone (C-8)".
- A comparison of the density, lot coverage, setbacks, building height and permitted uses in the RM-135 Zone and C-8 Zone and the proposed CD By-law is illustrated in the following table:

Zoning	RM-135 Zone (Part 25) and C-8 Zone (Part 36)	Proposed CD Zone
<b>Floor Area Ratio:</b>	2.5	<b>Overall net site density: 8.40</b> <b>Block A:</b> 7.6 <b>Block B:</b> 9.1 <b>Block C:</b> 8.3 <b>Block D:</b> 8.5 <b>Block E:</b> 9.1
<b>Lot Coverage:</b>	33%	<b>Block A:</b> 46% <b>Block B:</b> 44% <b>Block C:</b> 38% <b>Block D:</b> 34% <b>Block E:</b> 47%
<b>Yards and Setbacks</b>	50% of the height of the building	<b>Block A:</b> North: 0.0 metres South: 6.9 metres East: 4.5 metres West: 4.5 metres  <b>Block B:</b> North: 4.5 metres South: 4.5 metres East: 6.1 metres West: 4.5 metres  <b>Block C:</b> North: 5.9 metres South: 10.3 metres East: 7.5 metres West: 6.6 metres  <b>Block D:</b> North: 0.0 metres South: 10.8 metres East: 31.2 metres West: 4.5 metres  <b>Block E:</b> North: 4.5 metres South: 0.0 metres East: 10.0 metres West: 4.5 metres
<b>Principal Building Height:</b>	N/A	<b>Block A:</b> 136 metres <b>Block B:</b> 112 metres <b>Block C:</b> 148 metres <b>Block D:</b> 160 metres <b>Block E:</b> 121 metres

<b>Permitted Uses:</b>	<p>The RM-135 Zone permits multiple unit residential buildings and ground-oriented multiple unit residential buildings.</p> <p>The C-8 Zone permits commercial uses including:</p> <ul style="list-style-type: none"> <li>• Retail stores</li> <li>• Personal service uses</li> <li>• General service uses</li> <li>• Beverage container return centres</li> <li>• Eating establishments</li> <li>• Neighbourhood pubs</li> <li>• Liquor store</li> <li>• Office uses</li> <li>• Parking facilities</li> <li>• Automotive service uses</li> <li>• Indoor recreational facilities</li> <li>• Entertainment uses</li> <li>• Assembly halls</li> <li>• Community services</li> <li>• Child care centres</li> <li>• Cultural uses</li> <li>• Accessory Uses: <ul style="list-style-type: none"> <li>○ Caretaker unit</li> </ul> </li> </ul>	<p>All blocks will comply with the residential component of the RM-135 Zone.</p> <p>Commercial uses will include the following:</p> <p><b>Block C:</b></p> <ul style="list-style-type: none"> <li>• Retail stores</li> <li>• Personal service uses</li> <li>• General service uses</li> <li>• Eating establishments</li> <li>• Neighbourhood pubs</li> <li>• Liquor store</li> <li>• Office uses</li> <li>• Indoor recreational facilities</li> <li>• Community services</li> <li>• Child care centres</li> <li>• Cultural uses</li> </ul> <p><b>Block D:</b></p> <ul style="list-style-type: none"> <li>• Child care centre</li> </ul>																					
<b>Amenity Space</b>																							
Indoor Amenity:	4,426 square metres required	The proposed 4,507 square metres meets the Zoning By-law requirement.																					
Outdoor Amenity:	6,603 square metres required	The proposed 8,230 square metres meets the Zoning By-law requirement.																					
<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 33%; text-align: center;">Parking (Part 5)</th> <th style="width: 33%; text-align: center;">Required</th> <th style="width: 33%; text-align: center;">Proposed</th> </tr> </thead> <tbody> <tr> <td colspan="3"><b>Number of Stalls</b></td> </tr> <tr> <td>Commercial:</td> <td style="text-align: center;">11</td> <td style="text-align: center;">11</td> </tr> <tr> <td>Child Care Centre:</td> <td style="text-align: center;">6</td> <td style="text-align: center;">6</td> </tr> <tr> <td>Residential:</td> <td style="text-align: center;">1,935</td> <td style="text-align: center;">2,048</td> </tr> <tr> <td>Residential Visitor:</td> <td style="text-align: center;">220</td> <td style="text-align: center;">220</td> </tr> <tr> <td>Total:</td> <td style="text-align: center;">2,172</td> <td style="text-align: center;">2,285</td> </tr> </tbody> </table>			Parking (Part 5)	Required	Proposed	<b>Number of Stalls</b>			Commercial:	11	11	Child Care Centre:	6	6	Residential:	1,935	2,048	Residential Visitor:	220	220	Total:	2,172	2,285
Parking (Part 5)	Required	Proposed																					
<b>Number of Stalls</b>																							
Commercial:	11	11																					
Child Care Centre:	6	6																					
Residential:	1,935	2,048																					
Residential Visitor:	220	220																					
Total:	2,172	2,285																					
<b>Bicycle Spaces</b>																							
Residential Secure Parking:	2,641	2,646																					
Residential Visitor:	36	36																					

- The proposed CD Bylaw will incorporate similar uses as the RM-135 Zone, along with selected commercial uses from the C-8 Zone for Phase 3 (Block C).

- The proposed density and building height are supportable at this location in the West Village District of City Centre. The proposed building heights, that range from 12-storeys to 52-storeys, and overall massing of the project are generally consistent with City Centre Plan goals.

### **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.
- The proposed development will be subject to the Tier 1 Capital Plan Project CACs, with the exception of the proposed market rental units, which are exempt from Capital Plan Project CACs when secured through a Housing Agreement for a minimum of 20 years. The contribution will be payable at the rate applicable at the time of Final Subdivision Approval. The current rate is \$2,000.
- The proposed development will be subject to the Tier 2 Capital Plan Project CACs for proposed density greater than the City Centre Plan designation.
- The applicant will be required to provide the per unit flat rate for the number of units above the approved Secondary Plan in order to satisfy the proposed Secondary Plan Amendment, with the exception of the proposed market rental units. The contribution will be payable at the rate applicable at the time of Rezoning Final Adoption. The current rate is \$40 per square foot for apartments.

### **Affordable Housing Strategy**

- On April 9, 2018, Council approved the City's Affordable Housing Strategy (Corporate Report No. R066; 2018) requiring that all new rezoning applications for residential development contribute \$1,000 per new 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.
- The applicant will be required to register a Section 219 Restrictive Covenant to address the City's needs with respect to the City's Affordable Housing Strategy.
- The proposed 185 rental units are exempt from the provision of this policy. The applicant will be required to register a Section 219 Restrictive Covenant, making the fees payable if there is a future change in tenure from the proposed market rental units, to address the City's needs with respect to the City's Affordable Housing Strategy.

## Public Art Policy

- The applicant will be required to provide public art or register a Restrictive Covenant agreeing to provide cash-in-lieu, at a rate of 0.5% of construction value, to adequately address the City's needs with respect to public art, in accordance with the City's Public Art Policy requirements, with the exception of the proposed market rental units. The applicant will be required to resolve this requirement prior to consideration of Final Adoption.

## City Policy O-61 (Rental Housing Redevelopment: Rental Replacement and Tenant Relocation Assistance)

- On April 9, 2018, Council approved Corporate Report No. Ro66; 2018 which outlined City Policy O-61 - Rental Housing Redevelopment: Rental Replacement and Tenant Relocation Assistance Policy as part of Surrey's Affordable Housing Strategy: A Focus on Rental Housing.
- The Surrey Affordable Housing Strategy includes specific strategies to prevent the loss of purpose-built rental housing and strengthen protection for tenants. The Rental Housing Redevelopment Policy (City Policy O-61) sets out requirements for redevelopment of purpose-built rental housing and provision of assistance to tenants when redevelopment occurs.
- There are currently 156 rental units in the existing 3-storey apartment buildings. The development of Phase 1 (12-storey, 185-unit rental building) will occur in two steps. The first step will be a demo and site prep phase, where 99 of the existing units will be removed. During the construction of Phase 1, the remaining 58 existing units will be removed.
- The following illustrates the rental replacement requirements and the applicant's response (Staff's comments in italics):
  - Redevelopment of a purpose-built rental site requires replacement of the existing rental units within the new development.
    - There are 156 rental units in the existing 3-storey apartment buildings on the subject site. The applicant proposes to replace these existing 156 rental units with 185 purpose-built rental units in Phase 1.

*(The applicant is proposing 185 market rental units, exceeding the 156 rental units required to replace the number of existing rental units.)*

- Replacement of purpose-built rental units shall include, at a minimum, the same number of total bedrooms as in the original development.
  - A total of 330 bedrooms will be provided in 185 rental units.

*(The applicant is proposing 330 bedrooms exceeding the requirement to replace the existing 307 bedrooms.)*

- Replacement units are required to be ‘affordable rental’ for low to moderate income households, rented at a maximum of 10% below current Canadian Market and Housing Corporation (CMHC) average rents for the applicable unit size in the City of Surrey. Current average rental rates for Surrey are provided in CMHC’s Rental Market Report: Vancouver CMA, which is released annually in the fall.
  - The applicant is proposing to replace the existing 156 rental units with 185 rental units, however, only those units offered to existing eligible tenants with the right of first refusal are proposed to be provided at rents in line with the affordable rental rates for low to moderate income households (defined as 10% below current Canadian Market and Housing Corporations (CMHC) average rents) as specified in the Policy. The remainder of the rental units would be offered at market rents. In addition, the units occupied under the right of first refusal would subsequently be offered at market rents at such as time as the existing eligible tenants vacate.

*(The applicant acknowledges that the proposed affordable housing rental rates do not comply with Policy O-61 but has indicated that due to the cost of concrete construction, the rental building is anticipated to be operating at a deficit in the near term. In the longer term, with the turnover of the units occupied by tenants who exercised their right of first refusal, it is anticipated the rental building would gradually transition to more positive economic returns.)*

- Affordable rental replacement rental units shall be secured as rental with a Housing Agreement. In addition to tenure, the Housing Agreement shall specifically target households (low to moderate income households, with reference to BC Housing’s Housing Income Limits), rental rates, and administration and management of the units, and the requirement of annual reporting to the City on the operations of the affordable rental replacement units.
  - All 185 proposed rental units will be secured with a Housing Agreement for a period of 20 years. The applicant will submit the Housing Agreement, which will be forwarded to Council for consideration in the near future and prior to final adoption of the subject Rezoning application.
- The affordable rental replacement units must be managed by a non-profit organization, or a nonprofit / social enterprise property management firm as approved by the City.
  - The applicant proposes to own and manage the rental building and to contract a third-party non-profit or social enterprise manager to verify that the rental tenancy agreements comply with the below market requirements for eligible tenants exercising their right of first refusal.
- Replacement rental units shall be located on the same development site as the original units. In special cases, replacement units off-site may be considered, at a location in the same neighbourhood.

- All proposed replacement units are to be located on the same development site as the original units at 13301 to 13355 – 104 Avenue and 13280 to 13362 – 105 Avenue.
- A proposal acceptable to the City shall be provided by the Proponent with the development application. The proposal shall outline how the Proponent's application meets the rental replacement requirements of the Policy.
  - The applicant submitted an updated proposal on June 1, 2022. (See Appendix IX - Tenant Assistance and Relocation Plan).
- In accordance with Policy O-61, the applicant has been proactive and has taken the following actions:
  - Existing eligible tenants will be given the opportunity to rent a unit (Right of First Refusal) in the 12-storey rental building (Phase 1), when completed;
  - Appointed a Tenant Relocation Coordinator to facilitate communications with the tenants throughout the development proposal process;
  - Drafted a Tenant Assistance and Relocation Plan (Appendix IX) that outlines potential financial compensation, relocation assistance, and right of first refusal; and
  - Drafted and initiated a Communications Plan illustrating the development approval process and when and how residents are notified of the process and opportunities for input.
- The proposal is deemed to generally comply with the rental replacement requirements of City Policy O-61, and therefore staff are supportive of the proposal proceeding to a Public Hearing.

## PUBLIC ENGAGEMENT

- Pre-notification letters were sent on May 14, 2021, and the Development Proposal Signs were installed on May 25, 2021. Staff received seven (7) responses (*staff comments in italics*):
  - Three respondents expressed concerns about the proposed density and built form. They indicated that the proposed heights are too tall for this part of City Centre and that they will have impacts on privacy and view cones.

*(Although the proposed density on the subject site is higher than that prescribed in the OCP and City Centre Plan, the proposed mix of rental housing, residential market housing and a childcare centre aligns with the goals and objectives for the West Village District of the City Centre Plan. These housing options will also support and complement the Central Downtown District, which includes the growing Kwantlen Polytechnic University and Simon Fraser University campuses).*

- One respondent expressed concern that there was not enough commercial space being provided, particularly office space, to support the existing and future residents.

*(The subject site is designated 'Residential' and the City can encourage commercial or office space on the subject site, but cannot require it. The applicant is proposing some non-residential uses (commercial and child care space). The City Centre Plan focuses and requires office space on sites closer to the core (i.e. further southeast of the subject site)).*

- One respondent expressed concern that the applicant is not provided enough rental units to meet the needs of the community.

*(The applicant is proposing 185 market rental units, exceeding the 156 rental units required to replace the number of existing rental units.)*

- One respondent expressed concerns regarding the impacts to school capacities.

*(Construction of a 200-capacity addition at KB Woodward Elementary is underway and targeted to open in the Fall of 2022. As of September 2021, Kwantlen Park Secondary utilizes 11 portables on site. In March 2020, the School District started a feasibility report to building a 300-capacity addition, targeted to open in 2025.)*

- Three respondents sought more information but did not have any concerns.

### **Public Information Meeting**

- The applicant held an online Public Information Meeting (PIM) on October 7, 2021, to inform and engage neighbouring residents with respect to the proposed development. One City staff member attended the online meeting as an observer.
- In total, there were three attendees at the PIM. They posed general questions about the proposed development and the interface with the adjacent D'Cor strata development. In particular, the attendees had the following questions:
  - One attendee asked for more information about how the proposal fits within the existing context of the area.

*(The applicant provided further information about the Surrey City Centre Plan and the focus on higher density neighbourhoods in close proximity to transit, such as the Surrey Central SkyTrain station.)*

- One attendee asked about the potential impacts from construction.

*(The applicant explained there was sufficient space to manage the construction on-site and that the developers would create a construction management plan to the satisfaction of the City.)*

- A question was posed about the capacity of local infrastructure.

*(The applicant explained that the City would require a servicing agreement for related infrastructure to be upgraded and paid for by the developer. In addition, the developer would be required to pay the related Development Cost Charges (DCCs) and Community Amenity Contributions (CACs) to help fund local services and amenities, such as schools, parks, and community centres.)*

- A question was raised by one attendee about the impact that 2,200 new units would have on traffic.

*(The applicant explained that a Transportation Engineering Consultant, Bunt Engineering, had undertaken a Transportation Impact Analysis (TIA) to study the capacity of local roads. As the proposed development is highly transit-oriented and will provide for two new north-south roads, improved permeability and connectivity within the road network will be achieved. The proposed development is not anticipated to negatively impact the level of service of the local roads.)*

- Subsequently to the PIM, the applicant met with the strata representative from D'Cor, which led to the negotiation of an additional setback for proposed Tower 5, as well as additional landscaping on the proposed shared lane with D'Cor, which satisfied the strata representative.

## DEVELOPMENT PERMITS

### Form and Character Development Permit Requirement

- The proposed development is subject to a General Development Permit for Form and Character and is also subject to the urban design guidelines in the City Centre Plan.
- The proposed development generally complies with the Form and Character Development Permit guidelines in the OCP and the design guidelines in the City Centre Plan.
- The applicant proposes five towers with residential podiums, a purpose-built mid-rise rental building, child care, and a convenience retail node on 104 Avenue.
- The project height is oriented so that the tallest towers are on the south edge of the site at 104 Avenue, and the shortest towers on the north edge of the site at 105 Avenue. These edge towers are set to the corners of the site and act to frame the tower in the centre.
- The development creates new connectivity for pedestrians, cyclists, and vehicles through the dedication of a new public street that runs north-south.
- Bisected by the new road, the site's scale will be reduced by pedestrian pathways and a variety of open spaces, creating a comfortable and accessible public realm.
- Street interfaces include apartments at grade with a 2-storey expression and lobby structures that create active edges.

- Changes in grade, texture and materials are used to gently delineate private, semi-private and public spaces inside the development.
- The applicant has worked with staff to develop a design that incorporates City Centre urban design guidelines and principles through tower height and massing refinement, public realm, and street interface. However, subsequent Detailed Development Permit applications are required for each of the five (5) phases to address further comments with respect to the Form and Character.
- The proposed development received 'support' from the Advisory Design Panel (ADP) at the March 31, 2022, ADP meeting, and the applicant has addressed most of the ADP comments (Appendix VIII).
- The applicant has agreed to address any outstanding post-ADP and staff comments to the satisfaction of the City Architect, prior to final adoption.

### Outstanding Items

- The applicant is required to resolve all outstanding urban design and landscaping issues and Advisory Design Panel comments, as follows:
  - Further developing a clearer intent for the podium heights, general form, and expression.
  - Further clarity of the indoor and outdoor daycare in relation to the overall concept.
  - Further landscape design development, phasing coordination, and development of the legibility of the overall public realm concept, including public art, special landscape features, publicly accessible open spaces, and private/semi-private spaces.

### Indoor Amenity

- Based upon the City's Zoning By-law requirement, the applicant is required to provide 4,426 square metres of indoor amenity space to serve the residents of the proposed development (2,202 dwelling units). The applicant is currently providing 4,507 square metres of indoor amenity space, which exceeds the minimum requirement.
- Each building is expected to accommodate its own indoor amenity space. The exact size and details of the amenity spaces will be confirmed as part of the future Detailed Development Permits.

### Outdoor Amenity

- Based upon the City's Zoning By-law requirement, the applicant is required to provide 6,603 square metres of outdoor amenity space to serve the residents of the proposed development. The applicant is currently providing 8,230 square metres of outdoor amenity space, which well exceeds the minimum requirement.
- Each building will have its own outdoor amenity space. The exact size and details of the amenity spaces will be confirmed as part of the future Detailed Development Permits.

### Landscaping

- The landscape design is centered around the interaction between public and private spaces embracing the idea that permeable landscape encourages activity and living in an informal and organic manner that is safe and well used.
- Further details on the landscaping will be provided at the Detailed Development Permit stage.

### TREES

- Tim Vanderberg, 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
<b>Alder and Cottonwood Trees</b>			
Alder/Cottonwood	0	0	0
<b>Deciduous Trees (excluding Alder and Cottonwood Trees)</b>			
Cherry	1	1	0
Crab Apple	1	1	0
Dogwood, Pacific	1	1	0
Hawthorn	1	1	0
Holly	1	1	0
Horse-chestnut	1	1	0
Hornbeam, European	4	4	0
Linden, Little Leaf	8	8	0
Locust, Honey	9	9	0
London Plane	1	1	0
Mountain Ash	1	1	0
Maple, Big Leaf	4	4	0
Maple, Norway	1	1	0
Maple, Silver	15	15	0
<b>Coniferous Trees</b>			
Cedar, Deodar	10	10	0
Douglas-Fir	4	1	3
Falsecypress, Sawara	5	5	0
Hemlock, Western	6	6	0
Juniper	1	1	0
Pine, Scots	3	3	0
Redcedar, Western	12	12	0
Redcedar, Zebra	2	2	0
<b>Total (excluding Alder and Cottonwood Trees)</b>	<b>92</b>	<b>89</b>	<b>3</b>

<b>Total Replacement Trees Proposed</b> (excluding Boulevard Street Trees)	<b>378</b>
<b>Total Retained and Replacement Trees</b>	<b>381</b>
<b>Contribution to the Green City Program</b>	<b>N/A</b>

- The Arborist Assessment states that there are a total of 92 mature trees on the site. There are no Alder and Cottonwood trees on the site. It was determined that three (3) trees can be retained as part of this development proposal. The proposed tree retention was assessed taking into consideration the location of services, underground parking, building footprints and road dedication.
- There are also 24 off-site trees that are proposed for removal. These off-site trees are located on the properties to the west (13272 – 105 Avenue and 13265 – 104 Avenue). Both of these abutting properties are also under developments applications (File Nos. 7918-0393-00 and 7920-0290-00, both of which are currently at Third Reading for the proposed Rezoning). Road dedication (133 Street) as per the City Centre Plan is required as part of those neighbouring development applications, and thus the trees proposed for removal for the subject site are the same as those trees that are proposed for removal for File Nos. 7918-0393-00 and 7920-0290-00. Whichever development application proceeds first, will be responsible for the tree removal and replacement/compensation.
- For those trees that cannot be retained on the subject site, the applicant will be required to plant trees on a 2 to 1 replacement ratio. This will require a total of 178 replacement trees on the site. The applicant is proposing approximately 378 replacement trees on site (exact numbers to be determined through detailed Development Permit process), exceeding City requirements.
- In summary, approximately 381 trees are proposed to be retained or replaced on the site with no contribution requirement to the Green City Program anticipated.

## CITY ENERGY

- The subject site is located within Service Area A, as defined in the "City Centre District Energy System By-law" (see Appendix X for location). The District Energy System consists of three primary components:
  - community energy centres, City-operated facilities that generate thermal energy for distribution through a piped hot water network;
  - distribution piping that links the community energy centres with buildings connected to the system; and
  - City-owned energy transfer stations (ETS) located within the building connected to the system. The ETS transfers heat energy from the distribution system to the building's mechanical system and is used to meter the amount of energy used.

- All new developments within Service Area A with a build-out density equal to or greater than a floor area ratio (FAR) of 1.0 will be required to provide hydronic thermal energy systems in support of the City's District Energy (DE) system including domestic hot water, make-up air units and in-suite hydronic space heating. The City is committed to having the DE system operational within the timeframe of this project. Therefore, the subject application will be required to connect to the City's DE system prior to occupancy.
- In order to avoid conflicts between the District Energy System and other utilities, the location of the ETS and related service connections are confirmed by Engineering and the applicant at the servicing agreement stage. The Engineering Department also requires the applicant to register a statutory right-of-way and Section 219 Restrictive Covenant over the subject site for the following purposes:
  - City access to, and maintenance and operation of, the ETS within the building and any infrastructure between the building and the property line; and
  - to prevent conflicts with other utilities.
- Prior to the issuance of a building permit, the Engineering Department will confirm that the applicant has met the requirements of the "City Centre District Energy System By-law".

#### INFORMATION ATTACHED TO THIS REPORT

The following information is attached to this Report:

Appendix I.	Survey Plan, Proposed Subdivision Layout, Site Plan, Building Elevations, Landscape Plans and Perspective
Appendix II.	Engineering Summary
Appendix III.	School District Comments
Appendix IV.	Summary of Tree Survey and Tree Preservation
Appendix V.	City Centre Amendment Map
Appendix VI.	OCP Redesignation Map
Appendix VII.	Aerial Photos
Appendix VIII.	ADP Comments and Responses
Appendix IX.	Tenant Assistance and Relocation Plan
Appendix X.	District Energy Service Area Map

*approved by Ron Gill*

Jeff Arason  
Acting General Manager  
Planning and Development

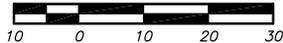
CB/cm

SURVEY PLAN TO ACCOMPANY CITY OF SURREY REZONING BYLAW No. OVER LOT 168, SECTION 22, BLOCK 5 NORTH, RANGE 2 WEST, NWD, PLAN 34238

FOR THE PURPOSE OF REZONING B.C.G.S. 92G.016



SCALE 1:750



ALL DISTANCES ARE IN METRES.

176  
PLAN  
39842

BOOK OF REFERENCE		
ZONE	LEGAL DESCRIPTION	AREA
BLOCK A	PART OF LOT 168, SECTION 22, BLOCK 5 NORTH, RANGE 2 WEST, NWD, PLAN 34238	5735.0 m <sup>2</sup>
BLOCK B	PART OF LOT 168, SECTION 22, BLOCK 5 NORTH, RANGE 2 WEST, NWD, PLAN 34238	3030.0 m <sup>2</sup>
BLOCK C	PART OF LOT 168, SECTION 22, BLOCK 5 NORTH, RANGE 2 WEST, NWD, PLAN 34238	4412.6 m <sup>2</sup>
BLOCK D	PART OF LOT 168, SECTION 22, BLOCK 5 NORTH, RANGE 2 WEST, NWD, PLAN 34238	4332.5 m <sup>2</sup>
BLOCK E	PART OF LOT 168, SECTION 22, BLOCK 5 NORTH, RANGE 2 WEST, NWD, PLAN 34238	2976.7 m <sup>2</sup>

176  
PLAN  
39842

CERTIFIED CORRECT

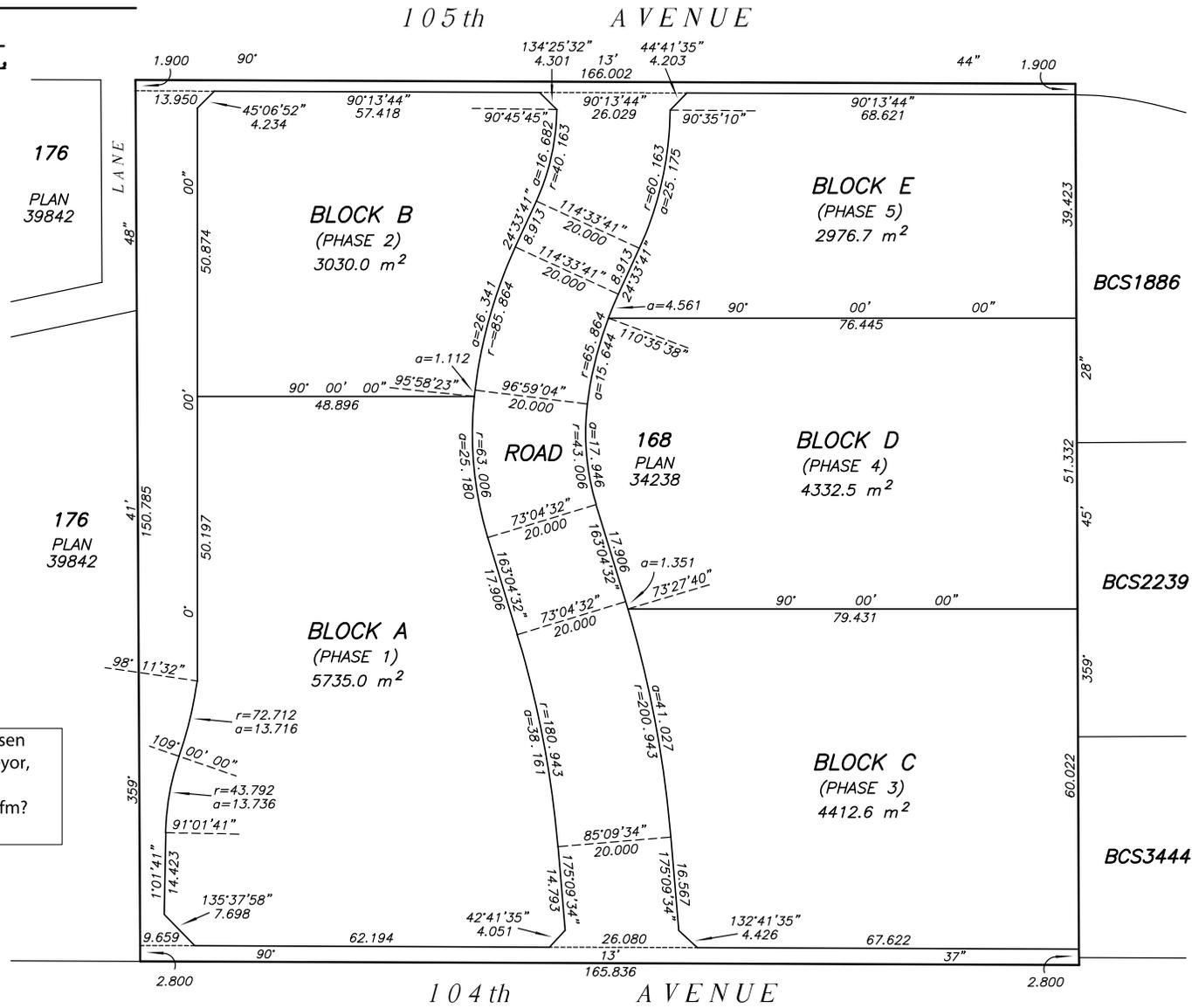
THIS 19th DAY OF JULY, 2022

**Robert Adriaensen**  
LIL6HM  
c=CA, cn=Robert Adriaensen  
LIL6HM, o=BC Land Surveyor,  
ou=Verify ID at  
www.juricert.com/LKUP.cfm?  
id=LIL6HM

ROBERT ADRIAENSEN, BCLS #972

BENNETT LAND SURVEYING LTD.  
B.C. & CANADA LAND SURVEYORS  
#203-15310 103A AVENUE,  
SURREY, B.C. V3R 7A2  
PHONE : 604-582-0717

DRAWING # 31059-3 Revision #4  
FILE # 31059-R4  
DATE : JULY 19, 2022



BCS1886

BCS2239

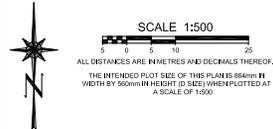
BCS3444

**PROPOSED SUBDIVISION PLAN OF LOT 168,  
SECTION 22, BLOCK 5 NORTH, RANGE 2 WEST,  
NEW WESTMINSTER DISTRICT, PLAN 34238**

PURSUANT TO SECTION 67 OF THE LAND TITLE ACT.

CITY OF SURREY  
BCGS 92G.026

PLAN EPP \_\_\_\_\_



THIS PLAN SHOWS HORIZONTAL GROUND LEVEL DISTANCES, UNLESS OTHERWISE SPECIFIED, TO COMPUTE GRID DISTANCES. MULTIPLY GROUND LEVEL DISTANCES BY THE AVERAGE CORRECTION FACTOR OF 0.9999915. THE AVERAGE CORRECTION FACTOR HAS BEEN DETERMINED BASED ON GEODETIC CONTROL MONUMENTS 92H0889 AND 92H0891.

NOTE:  
THIS PLAN SHOWS ONE OR MORE WITNESS POSTS WHICH ARE NOT SET ON THE TRUE CORNERS.

THE UTM COORDINATES AND ESTIMATED ABSOLUTE ACCURACY ACHIEVED ARE DERIVED FROM THE MASCOT PUBLISHED COORDINATES AND STANDARD DEVIATIONS FOR GEODETIC CONTROL MONUMENTS 92H0889 AND 92H0891.

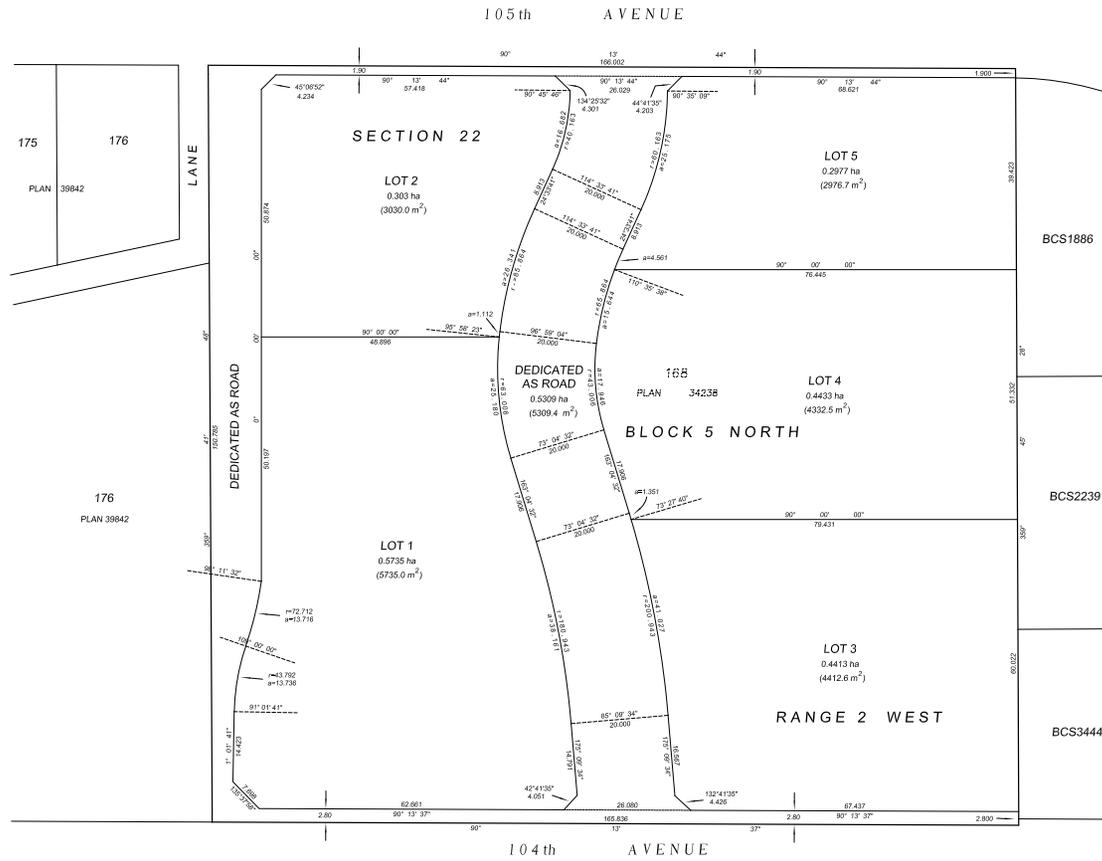
DATUM: NAD83 (CGRS) 4.0.0.BC.1.AVRD, UTM ZONE 10.			
MONUMENT	NORTHING	EASTING	ABSOLUTE ACCURACY
92H0889	5448782.006	511281.299	0.01L
92H0891	5448786.384	510466.602	0.01L

NOTE: FOR MAPPING PURPOSES ONLY.

**LEGEND**

THIS PLAN LIES WITHIN INTEGRATED SURVEY AREA NUMBER 1, CITY OF SURREY, NAD83 (CGRS) 4.0.0.BC.1.AVRD.  
GRID BEARINGS ARE DERIVED FROM OBSERVATIONS BETWEEN GEODETIC CONTROL MONUMENTS 92H0889 AND 92H0891 AND ARE REFERRED TO CENTRAL MERIDIAN OF UTM ZONE 10.

- - DENOTES STANDARD IRON POST FOUND
- - DENOTES STANDARD IRON POST PLACED
- - DENOTES LEAD PLUG FOUND
- - DENOTES LEAD PLUG PLACED
- ⊙ - DENOTES GEODETIC CONTROL MONUMENT



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DRAWING # 31059-6 Rev 01  
DATE: JULY 20, 2022

THIS PLAN LIES WITHIN THE JURISDICTION OF APPROVING OFFICES FOR THE CITY OF SURREY.

THIS PLAN LIES WITHIN THE METRO VANCOUVER REGIONAL DISTRICT.

THIS FIELD SURVEY REPRESENTED BY THIS PLAN WAS COMPLETED THIS \_\_\_\_ DAY OF \_\_\_\_\_ 2022

ROBERT ADRAENSEN, BOLS 972

## Bristol

### 2.0 Design Rationale

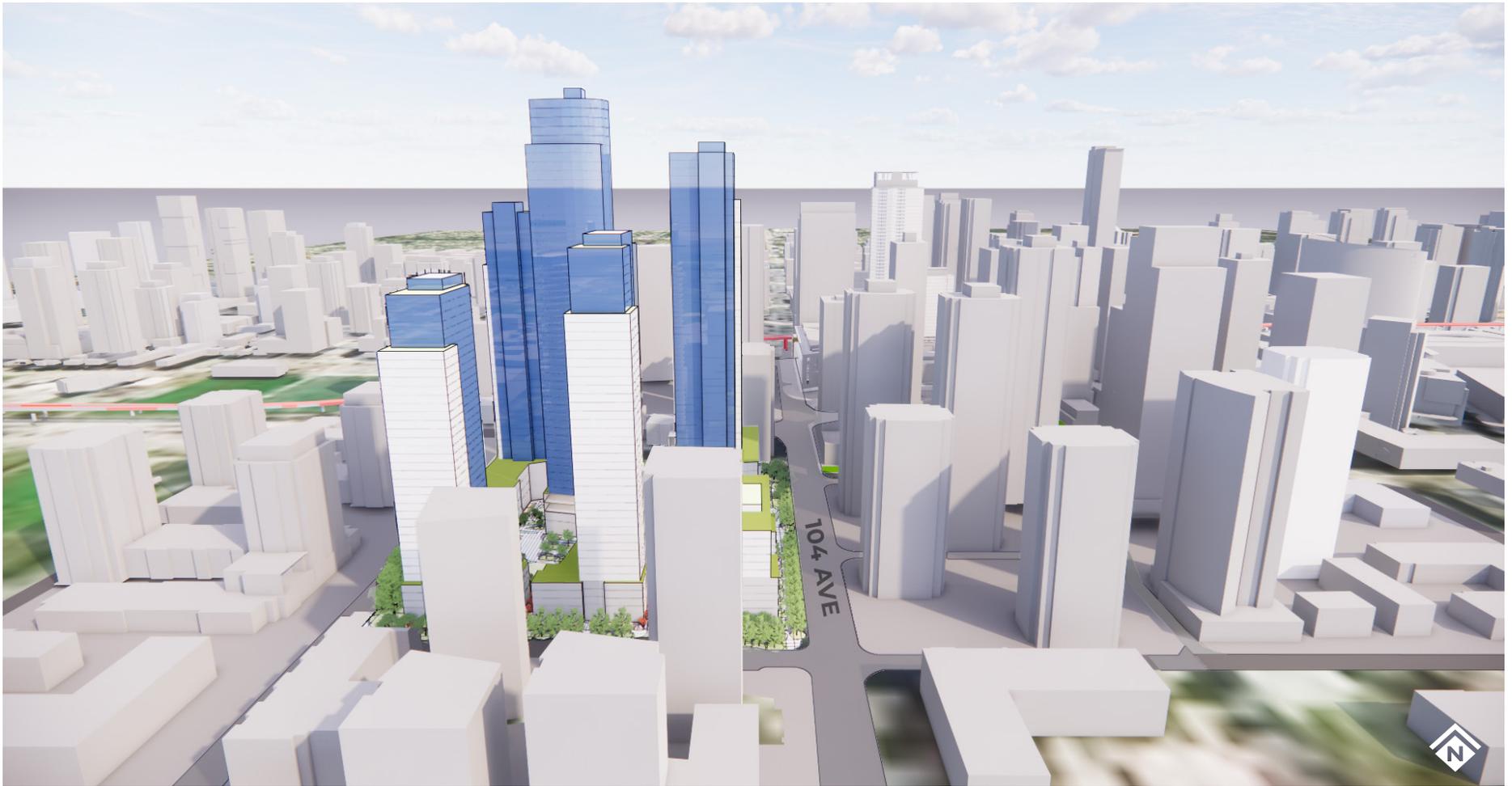
#### Looking South East



## Bristol

2.0 Design Rationale

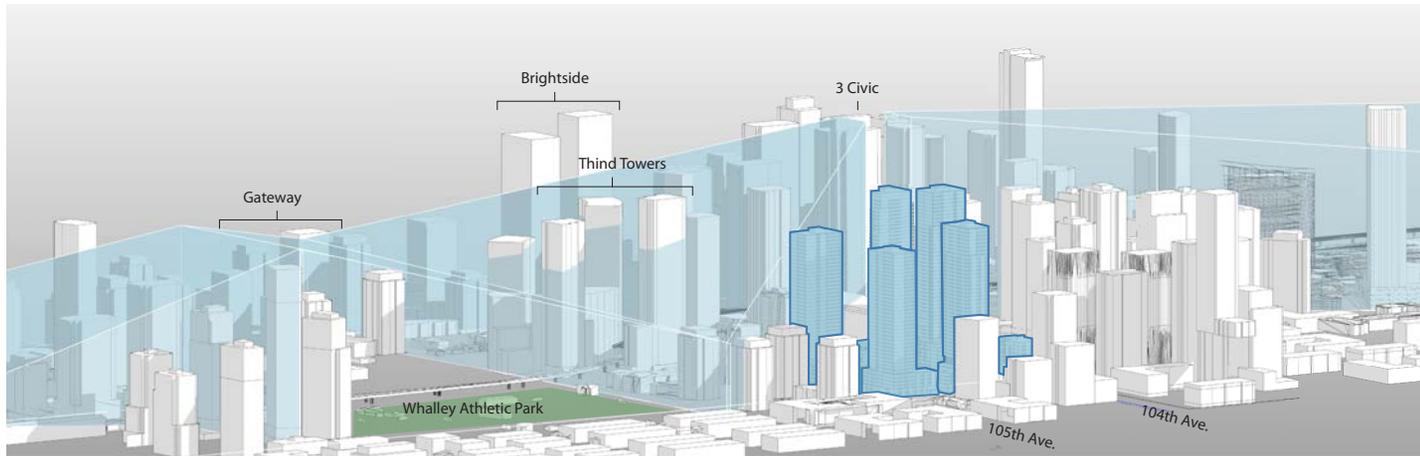
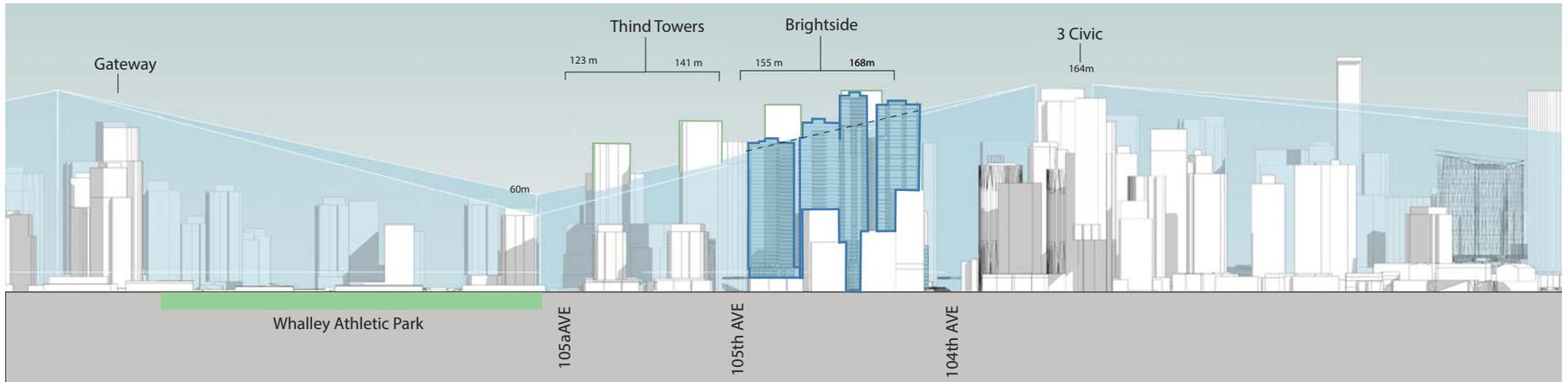
### Looking East



# Bristol

## 2.0 Design Rationale

### 2.6.3 Height Transition in Central Surrey



#### Legend

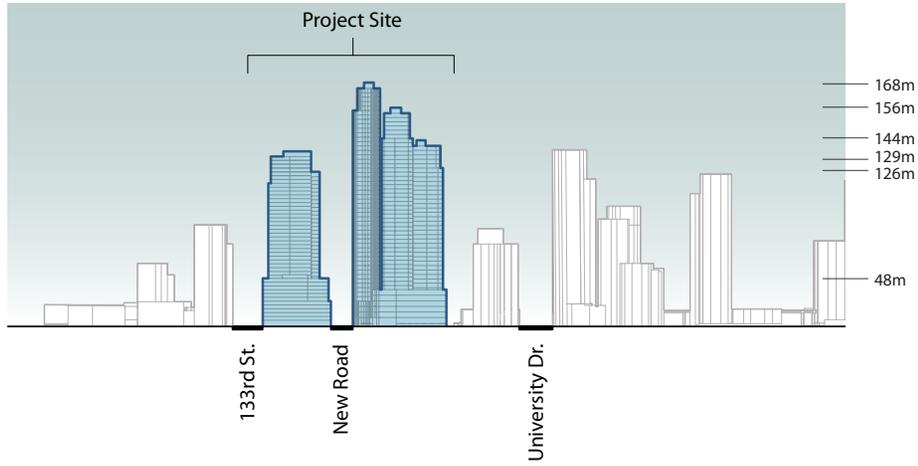
- Proposed Development
- Bristol Development

# Bristol

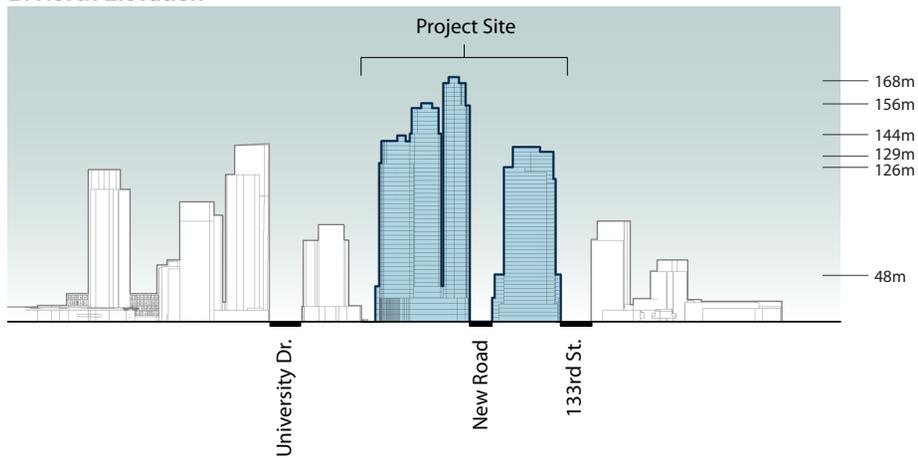
## 2.0 Design Rationale

### 2.6.4 Street Elevations

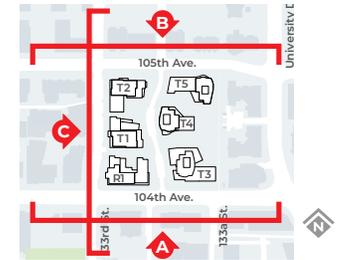
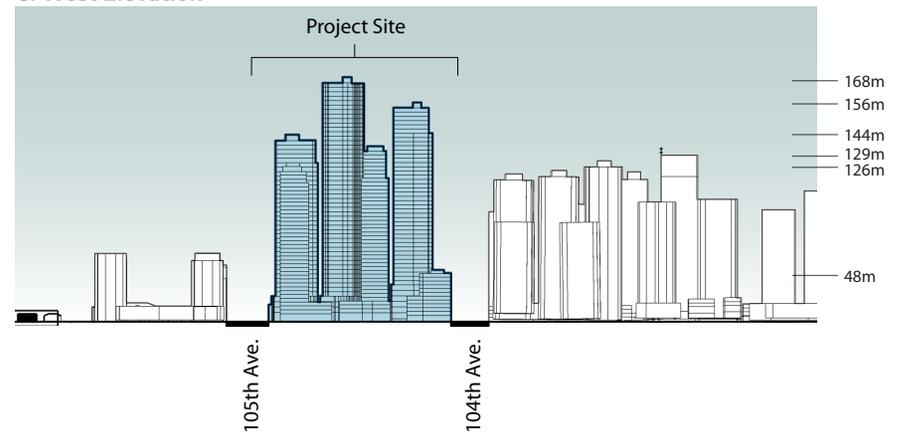
#### A. South Elevation



#### B. North Elevation



#### C. West Elevation



#### Legend

■ Bristol Development

# Bristol

## 3.0 Form of Development

### 3.1 Site Plan

#### 3.1.1 Site Plan

The site consists of mixed tower-podium and mid-rise forms, configured to create a network of large, medium and small open spaces across the site. Shadowing impacts on these spaces and adjacent sites have been mitigated through strategic tower placement.

The intention is for the site to encourage continuous activity, particularly along the new road, 133rd St. and 105th Ave. To do so, residential entries, stoops, and patios line these roads providing eyes-on-the-street. The location of retail space and outdoor seating at the corner of the new road and 104th Ave. reinforces this road's urban character complemented by a comfortable pedestrian realm.



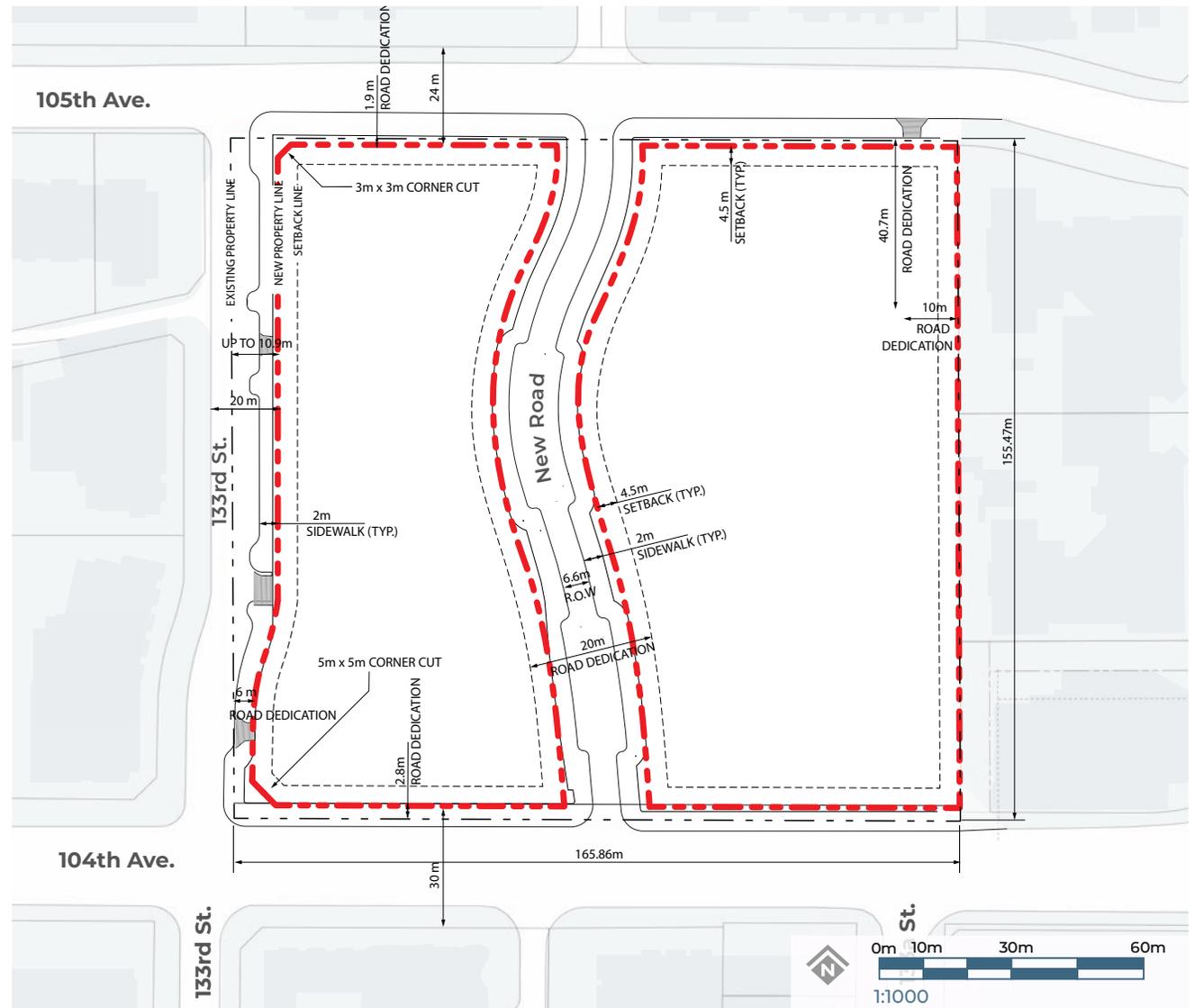
#### Legend

- Project site
- New Site Property Line
- Site Setbacks Line

# Bristol

## 3.0 Form of Development

### 3.1.2 Base Plan





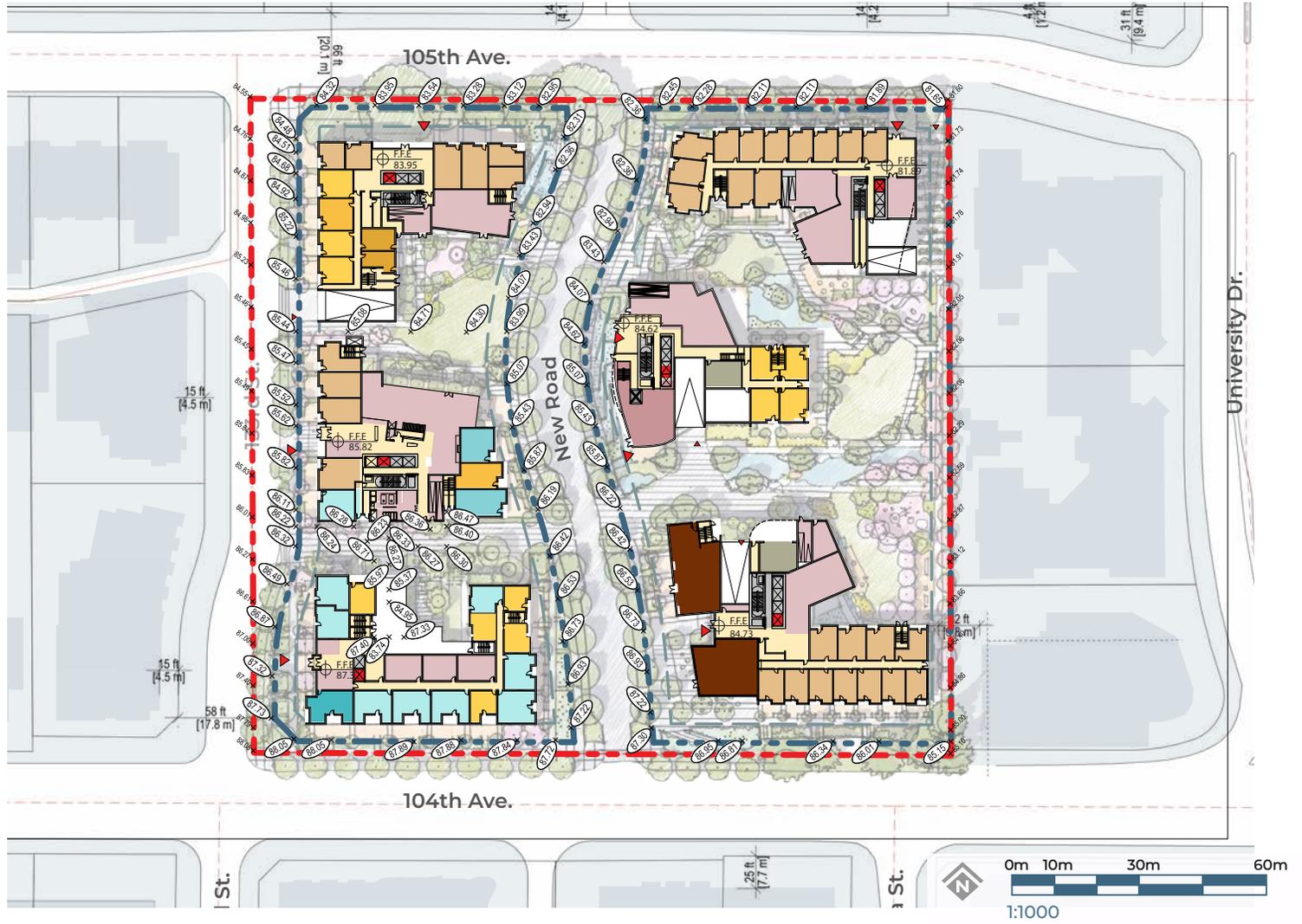
# Bristol

## 3.0 Form of Development

### 3.2.2 Level 1 Plan

#### Legend

- Project site
- New Site Property Line
- Site Setbacks Line
- Phasing
- 3-bdr
- 3-bdr
- 2-bdr/2-br flex
- 1-bdr
- Studio
- Lobby / residential corridor
- Amenity
- Childcare
- Plaza
- Outdoor amenity
- CRU
- ▶ Entry
- Fire Fighter Elevator



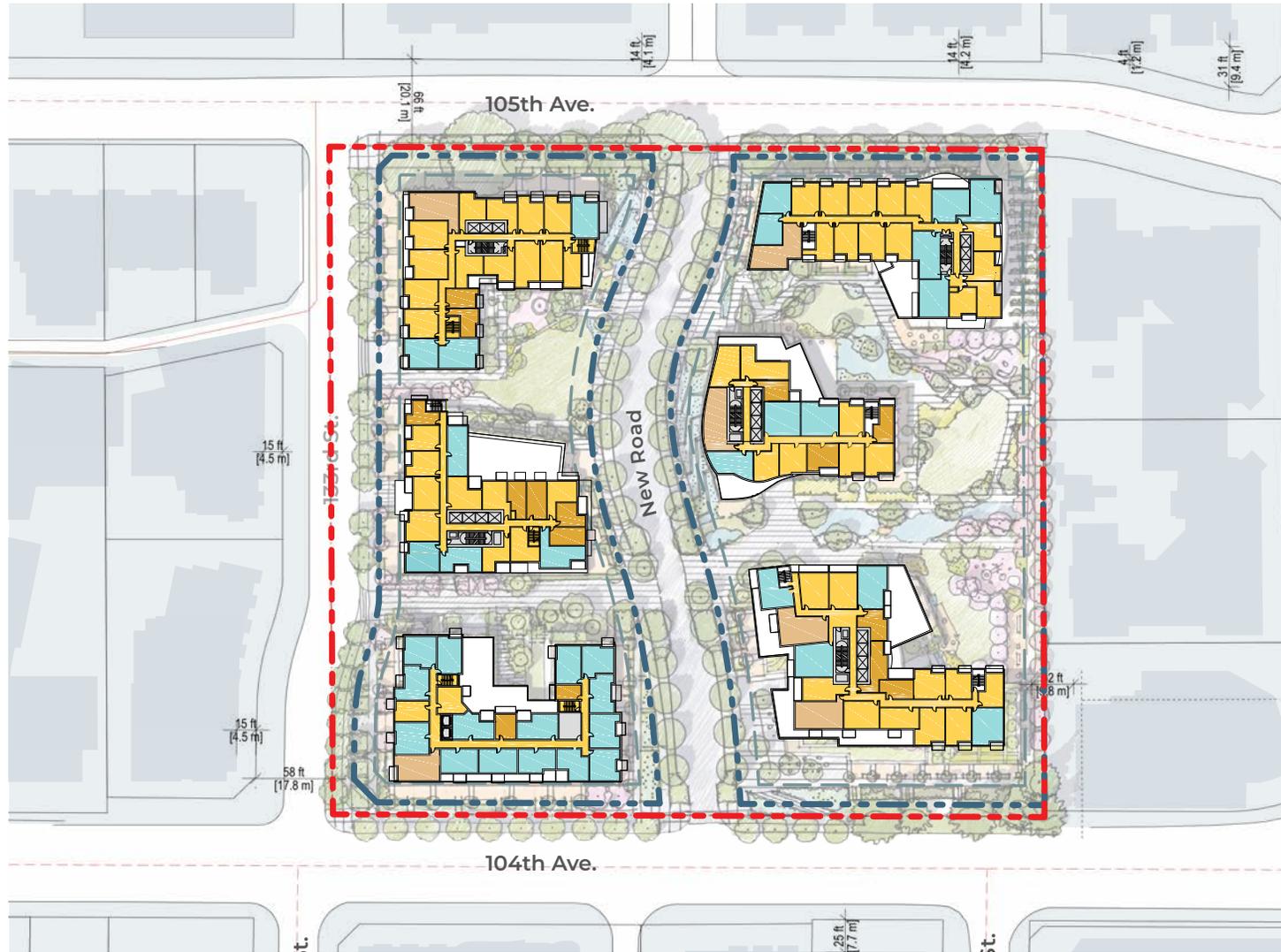
# Bristol

## 3.0 Form of Development

### 3.2.3 Podium Plan

#### Legend

- Project site
- New Site Property Line
- Site Setbacks Line
- Phasing
- 3-bdr
- 3-bdr
- 2-bdr/2-br flex
- 1-bdr
- Studio
- Lobby / residential corridor
- Amenity
- Childcare
- Plaza
- Outdoor amenity



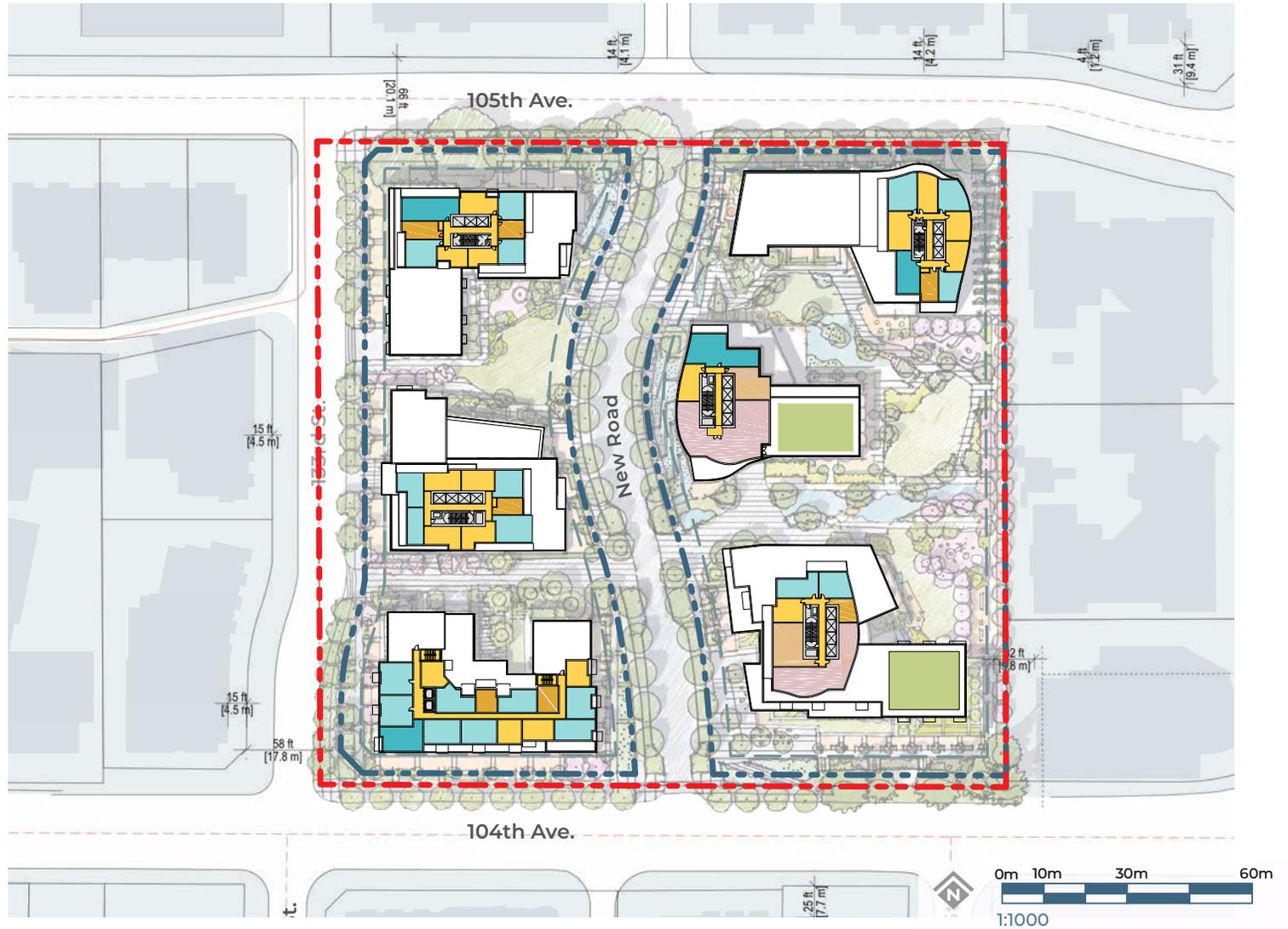
**Bristol**

3.0 Form of Development

**3.2.4 Level 9 Plan**

**Legend**

- Project site
- New Site Property Line
- Site Setbacks Line
- Phasing
- 3-bdr
- 3-bdr
- 2-bdr/2-br flex
- 1-bdr
- Studio
- Lobby / residential corridor
- Amenity
- Childcare
- Plaza
- Outdoor amenity



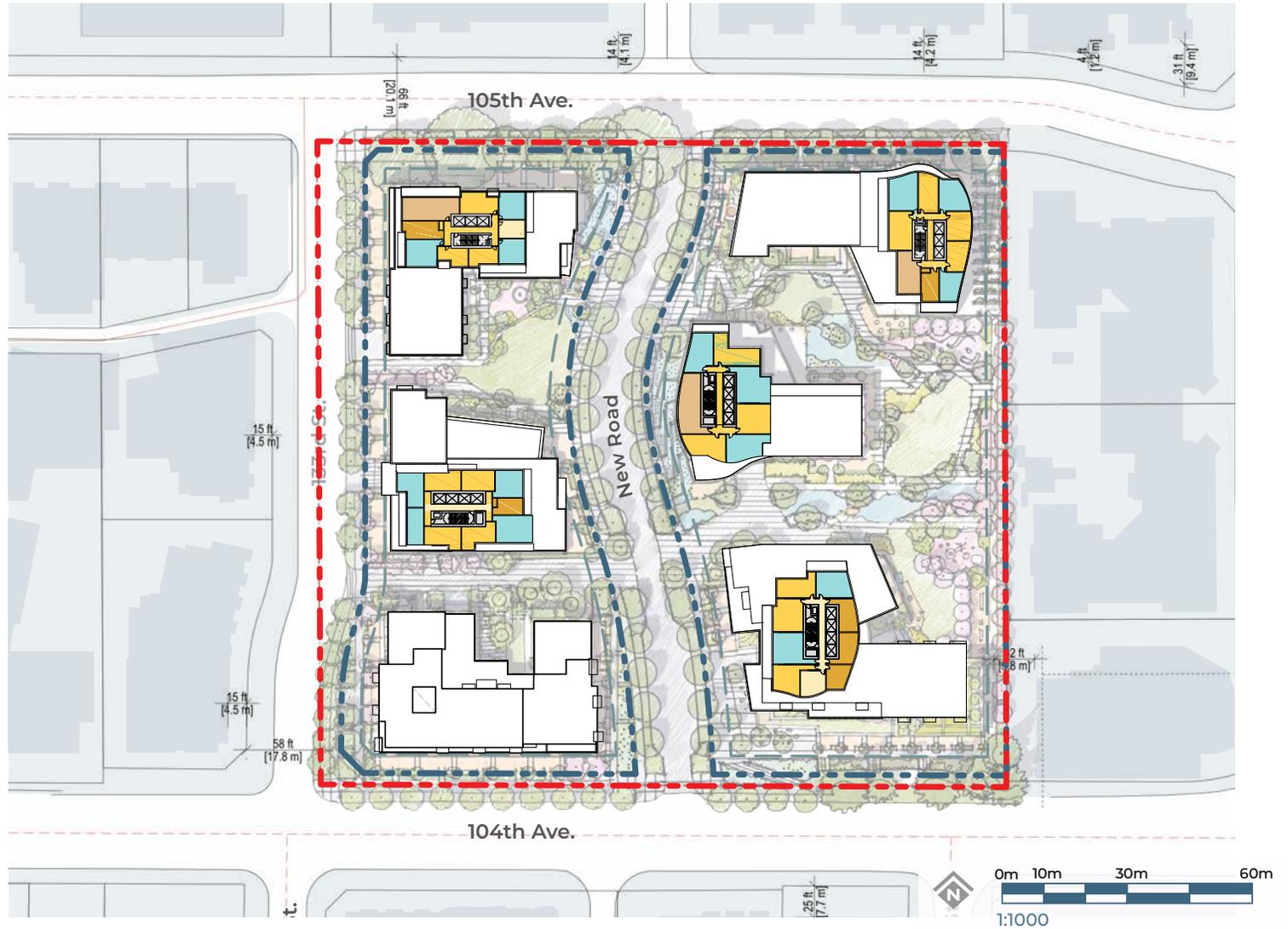
# Bristol

## 3.0 Form of Development

### 3.2.5 Typical Tower Plan

#### Legend

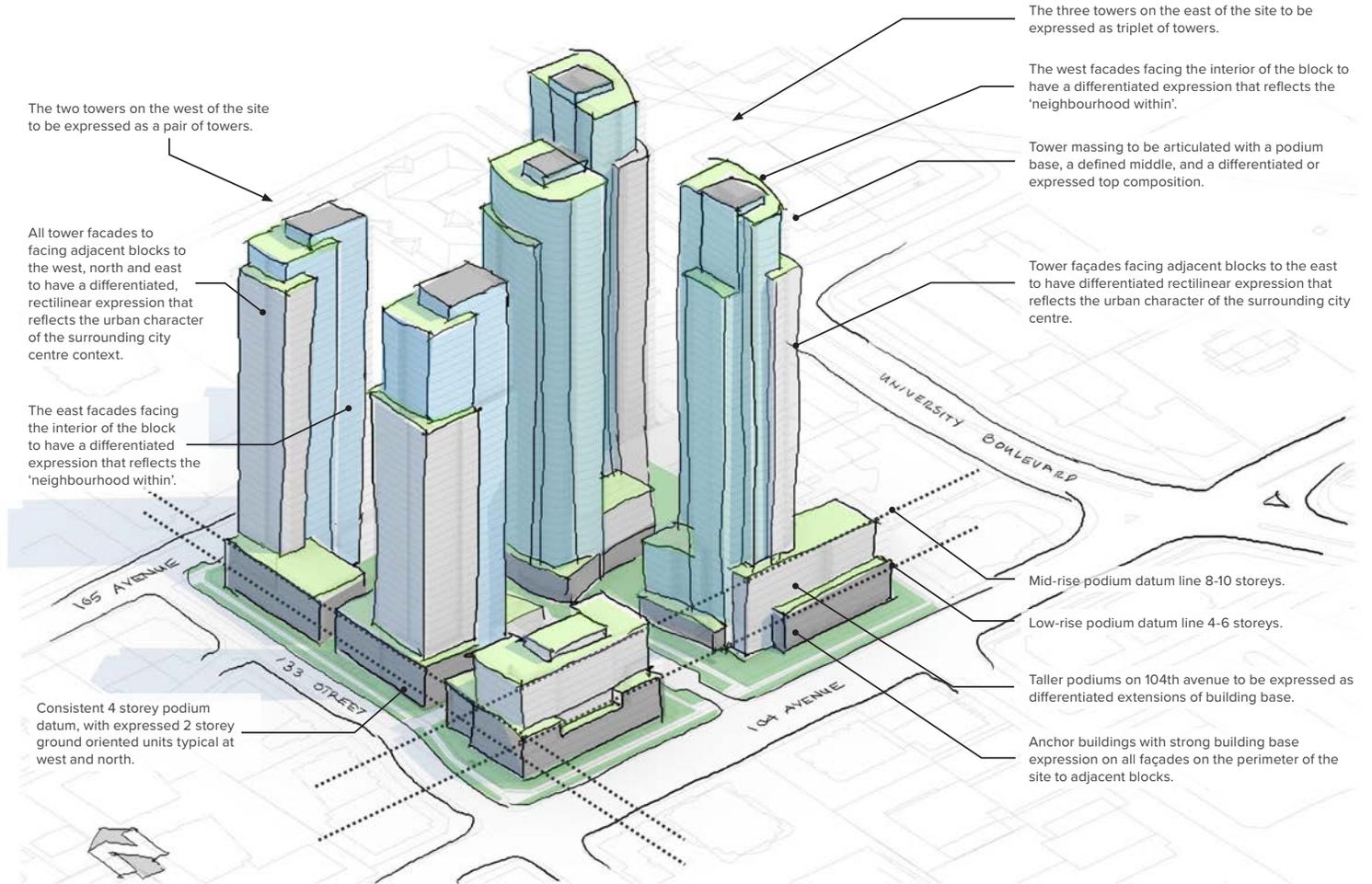
- Project site
- New Site Property Line
- Site Setbacks Line
- Phasing
- 3-bdr
- 3-bdr
- 2-bdr/2-br flex
- 1-bdr
- Studio
- Lobby / residential corridor
- Amenity
- Childcare
- Plaza
- Outdoor amenity



# Bristol

## 3.0 Form of Development

### 3.4 Perspective Views

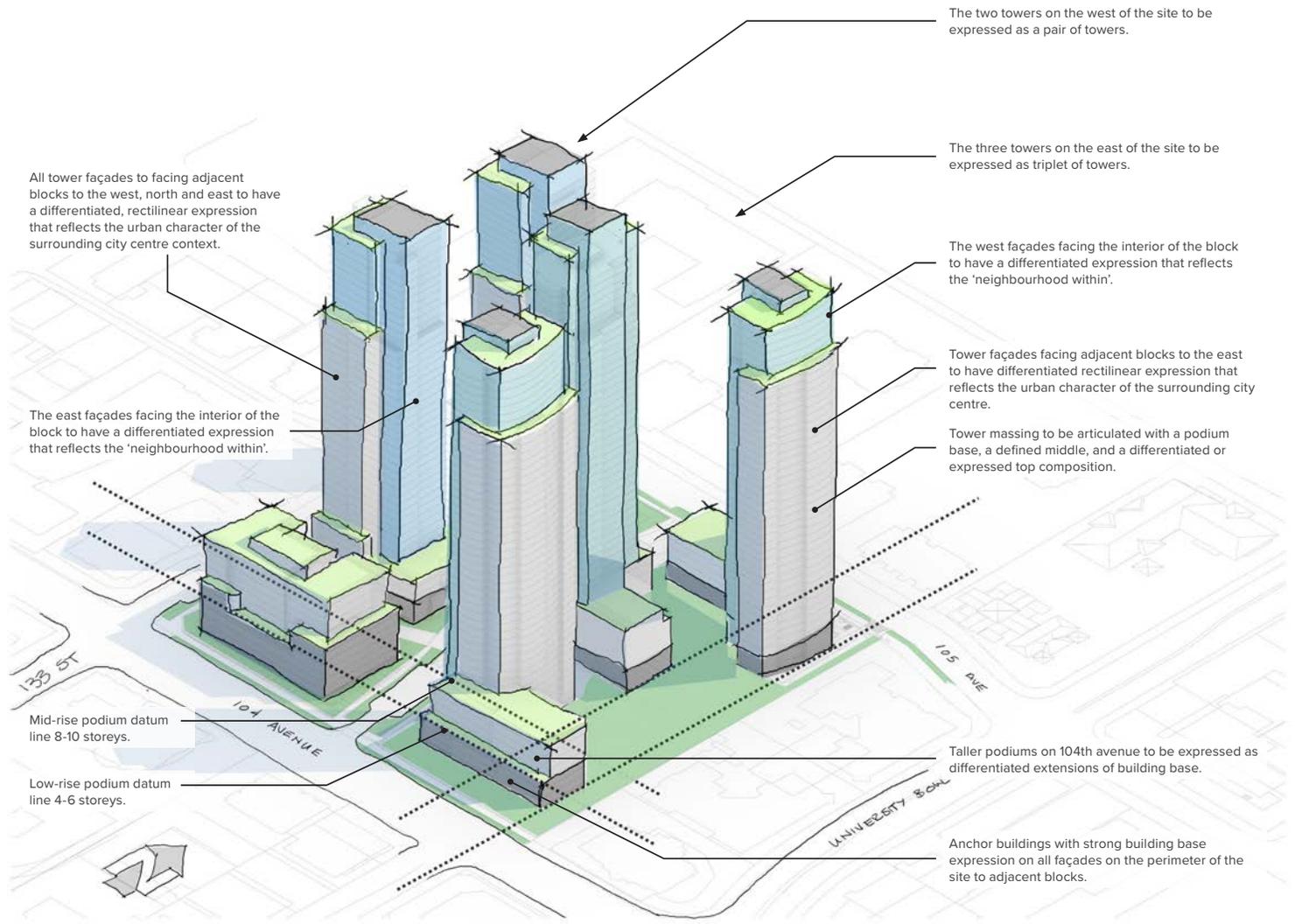
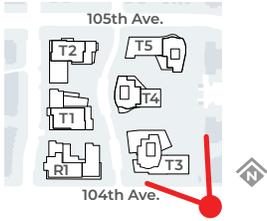


#### Legend

- Base: Townhouse, Podium
- Middle / Outward Facing
- West Towers / Inward Facing
- East Towers / Inward Facing

# Bristol

## 3.0 Form of Development

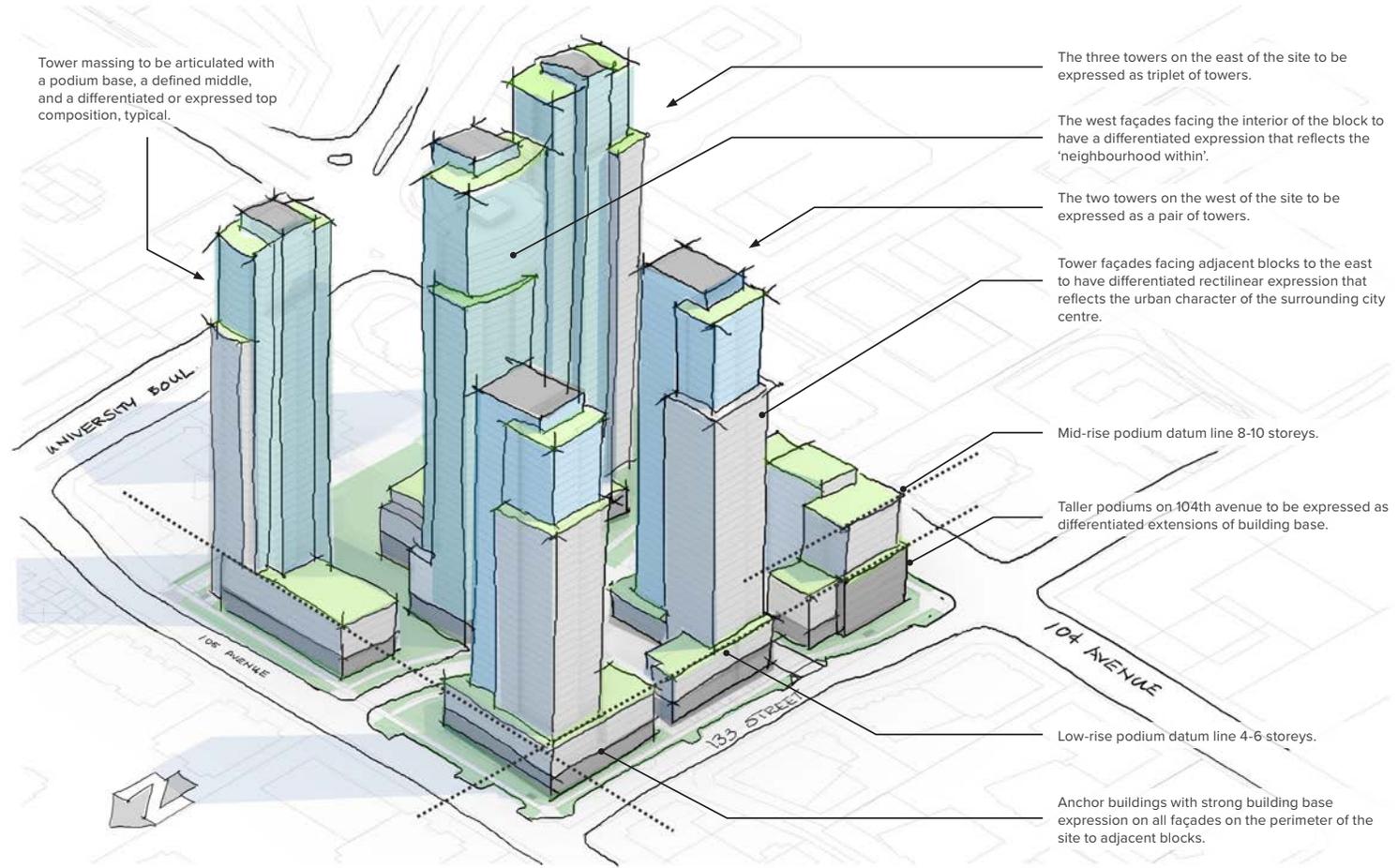


### Legend

- Base: Townhouse, Podium
- Middle / Outward Facing
- West Towers / Inward Facing
- East Towers / Inward Facing

# Bristol

## 3.0 Form of Development

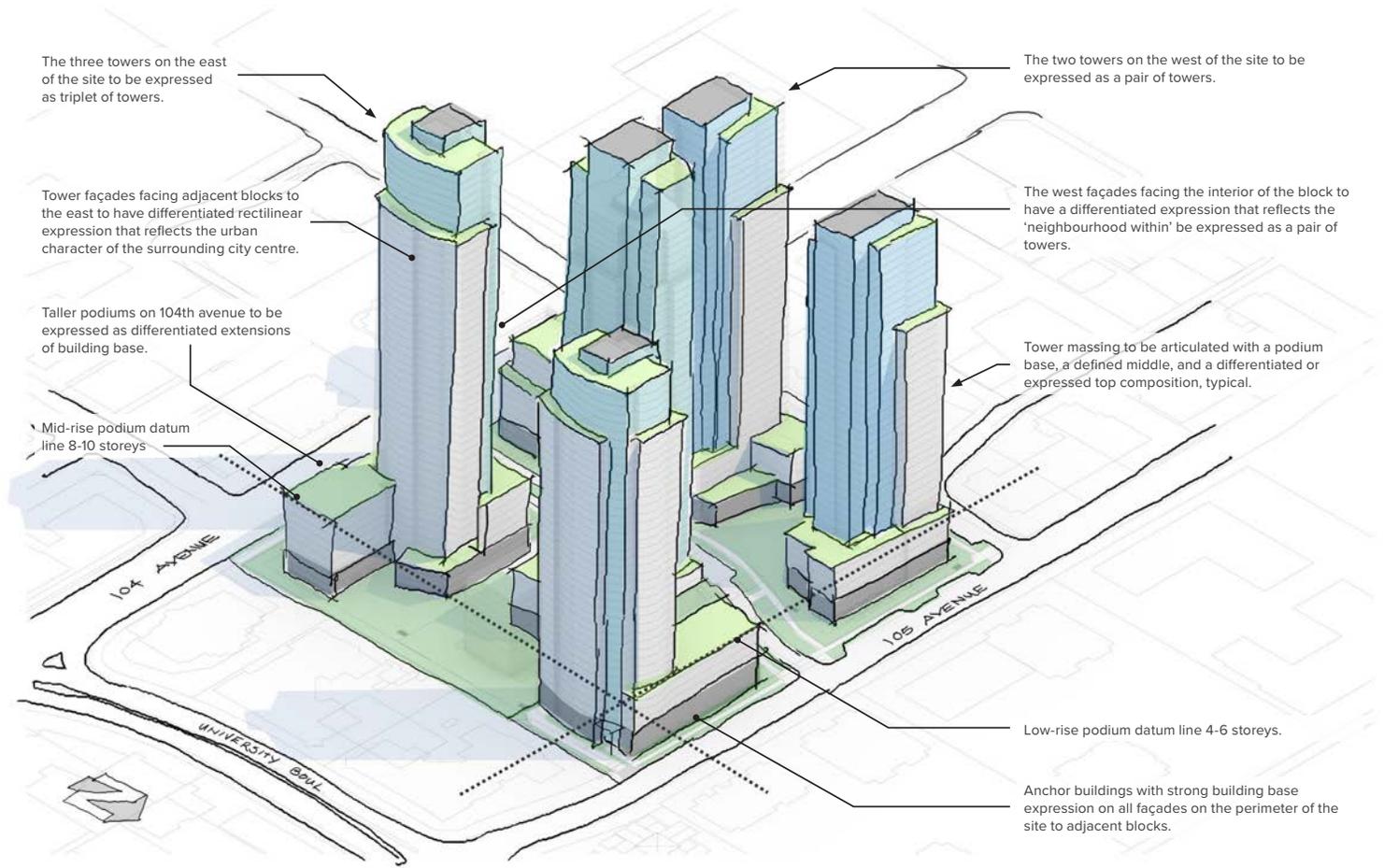
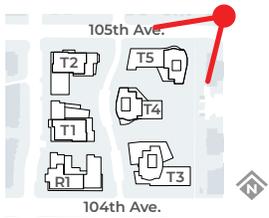


### Legend

- Base: Townhouse, Podium
- Middle / Outward Facing
- West Towers / Inward Facing
- East Towers / Inward Facing

# Bristol

## 3.0 Form of Development



### Legend

- Base: Townhouse, Podium
- Middle / Outward Facing
- West Towers / Inward Facing
- East Towers / Inward Facing

# Bristol

## 2.0 Design Rationale

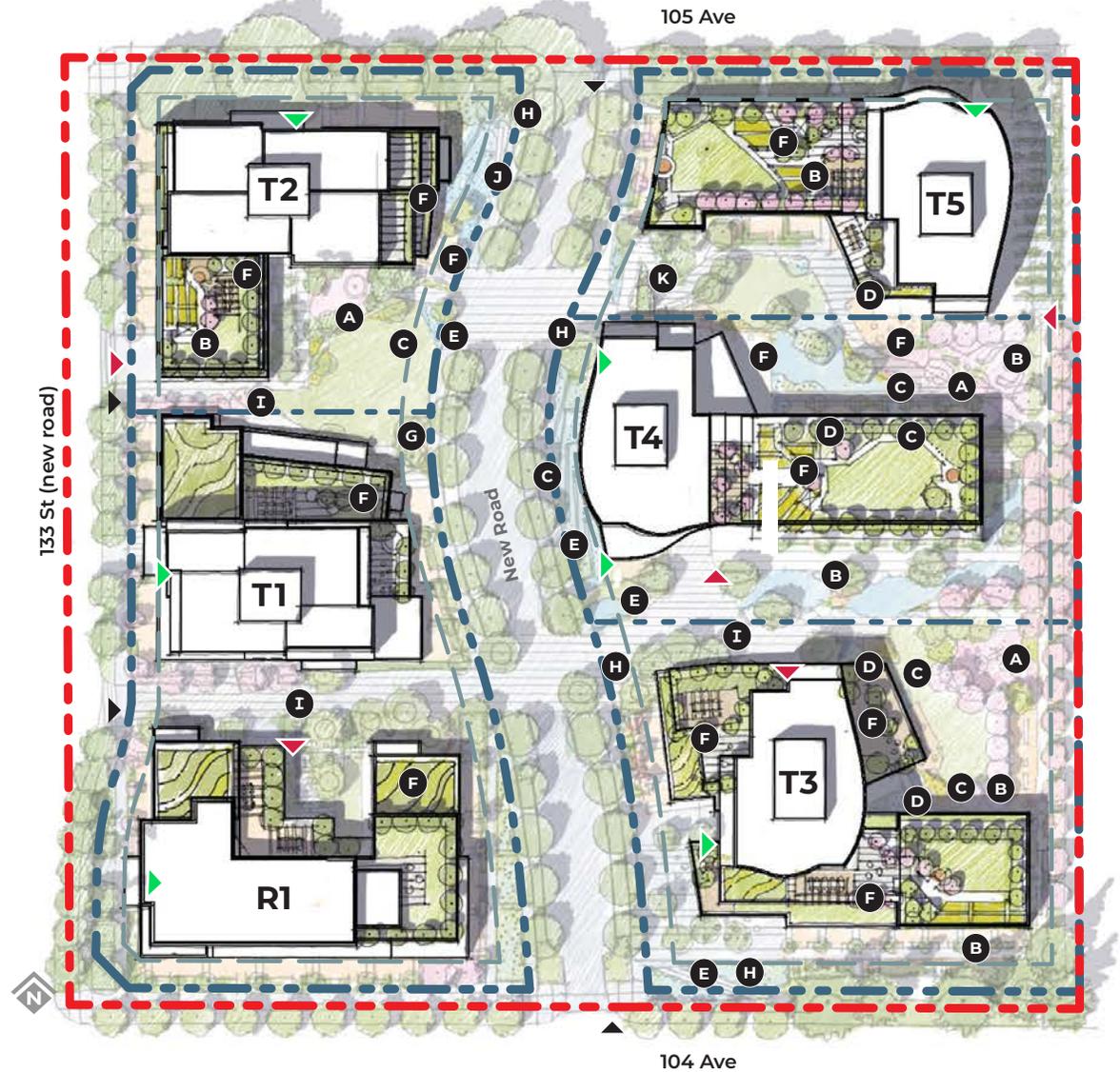
### 2.1 Overview

The Bristol Redevelopment sits just outside of the City Centre Downtown district and presents an opportunity to create a unique transit-oriented, residential-focused 'Neighbourhood Within'. The master plan creates a community where all residents are within a 5-minute walk of on-site amenities, including small scale local retail, a childcare facility, programmed green outdoor spaces, public art, and of course, the nearby Surrey Centre Skytrain Station.

More than a place to live, Bristol is a place to stroll and play, grab a coffee, and to have spontaneous social interactions. Urban in context, but local in character, Bristol transitions from the hard edge of downtown City Centre developments by creating a green and blue environment for its outdoor spaces, supported by an urban forest strategy and innovative storm water features. Even though it is in the urban realm, it maintains a soft, green surface.

#### LEGEND

- |                                      |                                   |
|--------------------------------------|-----------------------------------|
| <b>A</b> Children's play             | <b>J</b> Rainwater detention area |
| <b>B</b> Urban Agriculture           | <b>K</b> 8% Ramp                  |
| <b>C</b> Pollinator garden           | ▲ Site access                     |
| <b>D</b> Perched rain garden         | ▲ Building Main Entrance          |
| <b>E</b> Feature rain garden         | ▲ Building Parkade Entrance       |
| <b>F</b> Amenity patio or roof       | - - - Project Site                |
| <b>G</b> Adult fitness area          | - - - Site Setback Line           |
| <b>H</b> Public Nodes/Plazas         | - - - New Site Property Line      |
| <b>I</b> Pedestrian / vehicular mews |                                   |



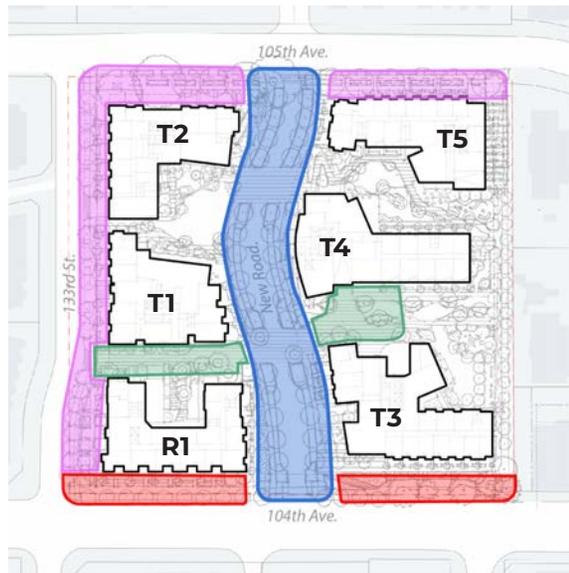
# Bristol

## 2.0 Design Rationale

### 2.2 Public-Private Interface

#### 2.2.6 Streetscape Character

Streets that define Bristol integrate with their context, and most of the buildings are double-fronting. The design establishes a clear hierarchy across the edges of the project where the streets are very public. Changes in grade, texture and material are used to gently delineate private, semi-private and public spaces inside the development. At the same time, these spaces borrow from each other to blur the transition visually. The result is a community that visually appears to be porous while maintaining clear boundaries between the public and private realms.



Urban transition



Residential



New Road Connection / Central Green



East-west mews

Indicative images

# Bristol

## 2.0 Design Rationale

### 2.2.7 Public, Semi-Public, and Private Gradient



Indicative images

Public, Semi-Public, and Private Gradient

#### LEGEND

- Public**  
Public dedicated land
- Semi-Public / Neighbourhood**  
Private strata property where the public has a right of way
- Neighbourhood Spaces**  
Neighbourhood community spaces—shared by buildings
- Semi-Private**  
Strata-only amenity areas—no public access unless a guest of a strata resident
- Private**  
Ground-level unit patios



## Bristol

### 2.0 Design Rationale

## 2.3 Site Circulation

A new north-south street dedication through the centre of the site is unique because it connects all phases of the master plan development. It accommodates all types of movement and organizes a series of outdoor rooms and amenities in a linear fashion, distributing the activity of residents and visitors throughout the project. This highly pedestrian-oriented space will be lined with green (landscape) and blue (storm water) features and it is a focal point for an urban reforestation program and public art.

### 2.3.1 Pedestrian Connection

Landmark Bristol provides a variety of pedestrian connections intended to improve the public realm, reduce block size and increase site porosity. Desire lines have been considered and accommodated by the universally accessible pathway system that snakes across the site. Both the new road connection and 104th Ave., which link to major destinations, provide comfortable and accessible pedestrian infrastructure.



#### Legend

- Project site
- Pedestrian route
- Skytrain
- Lobby
- Residential lobby entry

## Bristol

### 2.0 Design Rationale

## 2.4 Open Space Types

The project defines public and private realms by creating a hierarchy of connected outdoor spaces for the enjoyment for all. These spaces will be defined by scale, function, amount of enclosure within the site. Open spaces are also defined in their distance to/from the ground plane. Each building features generous semi-private open spaces set on podium roof tops which provide opportunities for amenity, rooftop landscaping and attractive overviews.



# Bristol

## 2.0 Design Rationale

### 2.4.1 The Neighborhood Within

Support development of a complete community with positive open space design and amenities such as a neighbourhood-serving child care and a commercial node for a café and convenience retail.



 Children's Play



 Shared Patio Space



 Public Nodes or Plazas



 Active Recreation



 Passive Recreation



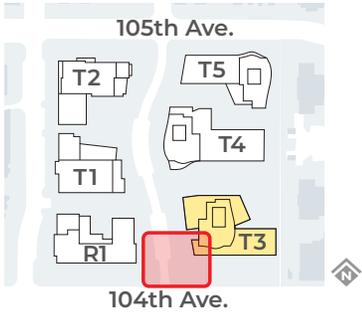
 Urban Agriculture

Indicative images

Bristol

2.0 Design Rationale

2.4.2 Plaza at 104th and new road



Shared East / West Vehicle and Pedestrian Mews

Private Patio C/W Landscape Barrier

Entry Plaza

Outdoor Seating Opportunity

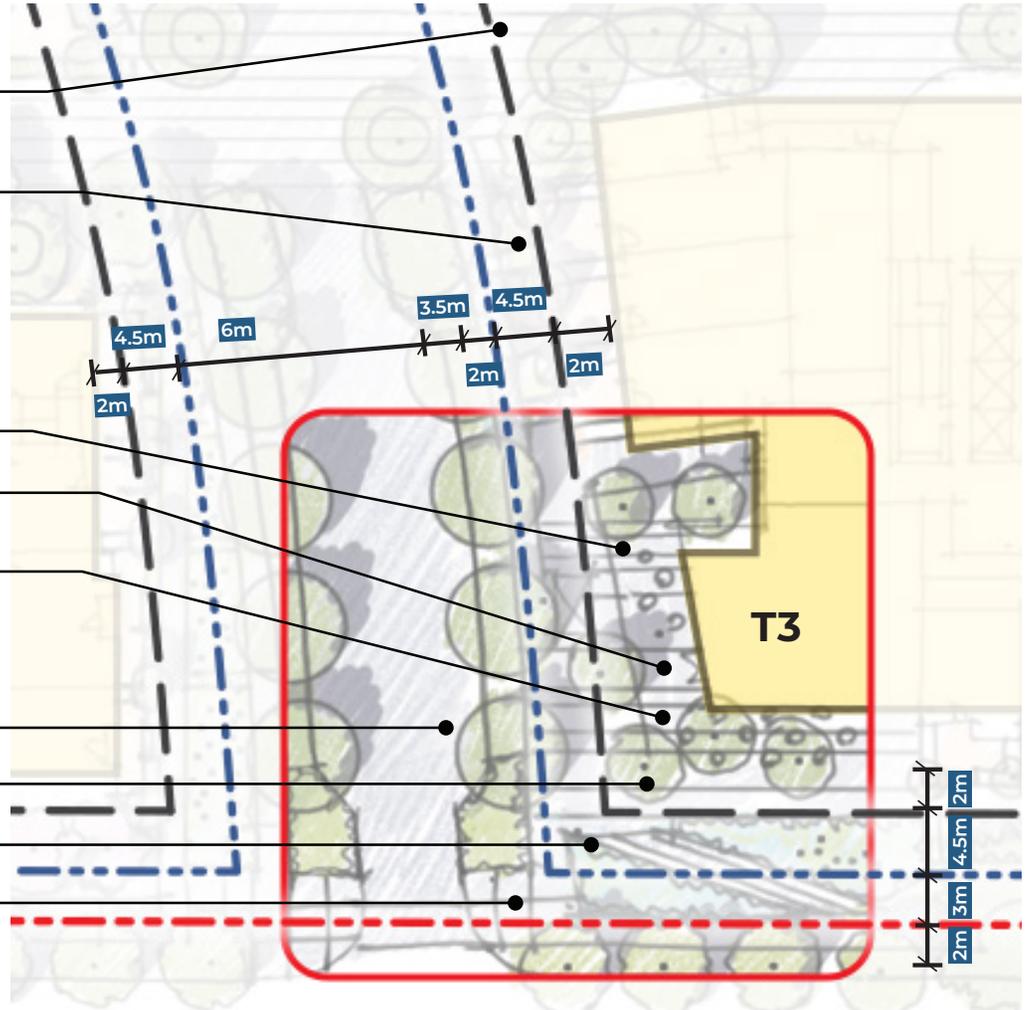
Amenity Spaces Share Boundary With Public Spaces

Boulevard

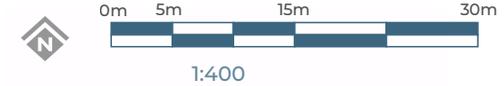
Potential Public Art Location

Wet Landscape Feature

Gateway To Site: Grand Entry



- Legend
- - - Existing Property Line
  - - - New Property Line
  - - - Setback



# Bristol

## 2.0 Design Rationale

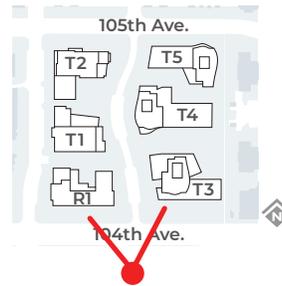


- Large Canopy Street Trees
- Raised Cross Walk
- Woonerf
- Elevated Private Patios
- Outdoor Seating For Cafe
- Landscaped Plaza With Blue And Green Features

Bird's eye view of new road at 104th Ave looking North.



Pedestrian level view of plaza at 104th and new road looking North.

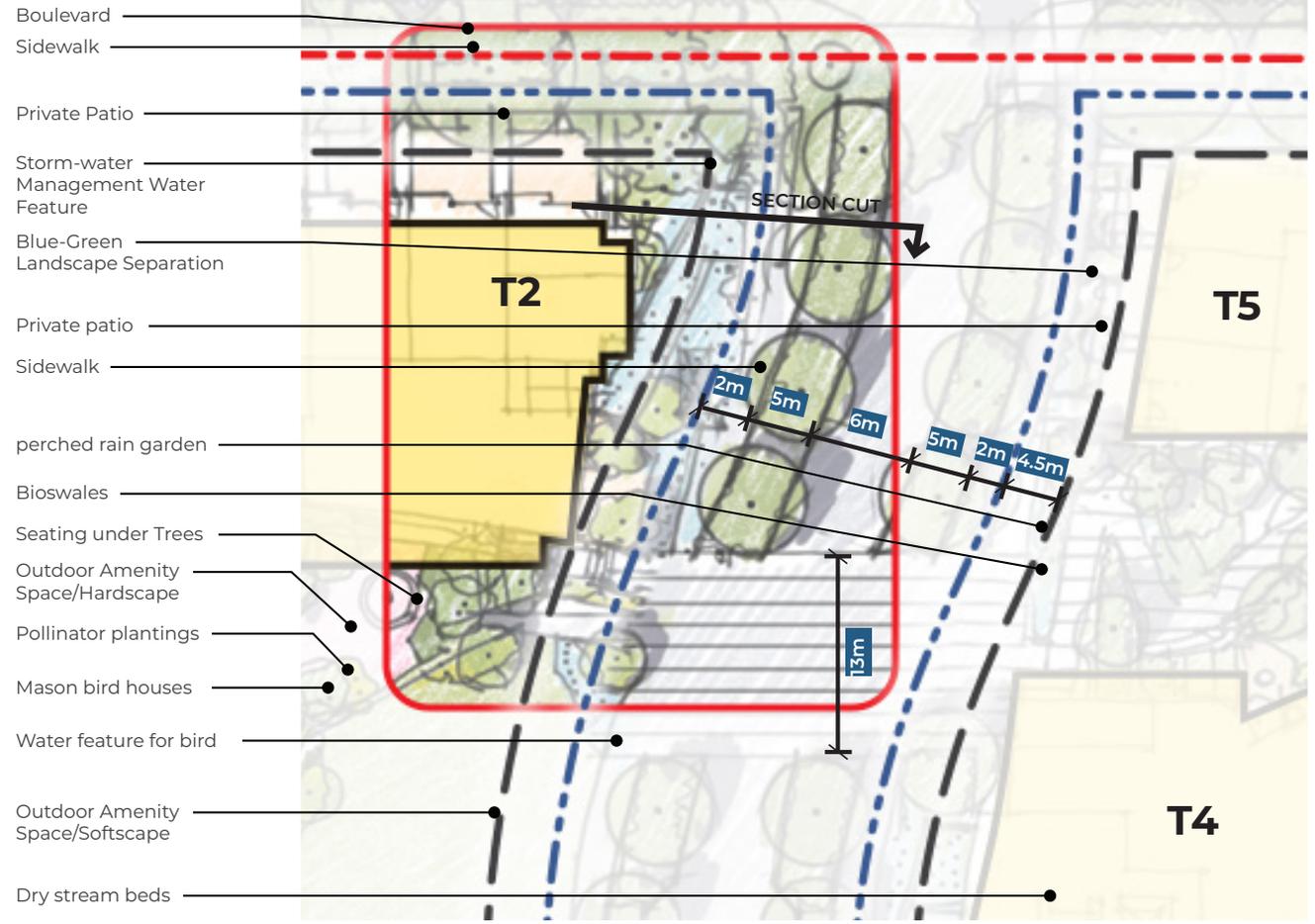
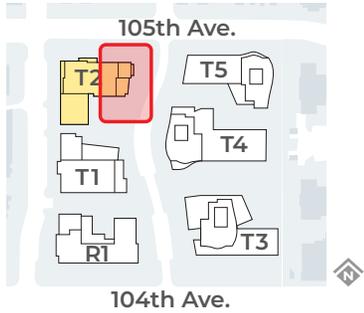


Indicative Images

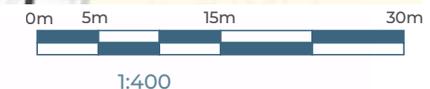
Bristol

2.0 Design Rationale

2.4.3 Water feature at 105th and new road



- Legend
- - - Existing Property Line
  - - - New Property Line
  - - - Setback



# Bristol

## 2.0 Design Rationale

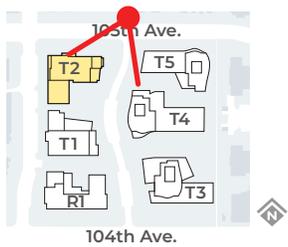


- Large Canopy Street Trees
- Tower1
- Outdoor Open Space
- Floating Deck Connected to Indoor Amenity
- Tower 5 Townhouses
- Storm Management Water Feature

View of Water Feature at 105th Ave. and new road connection



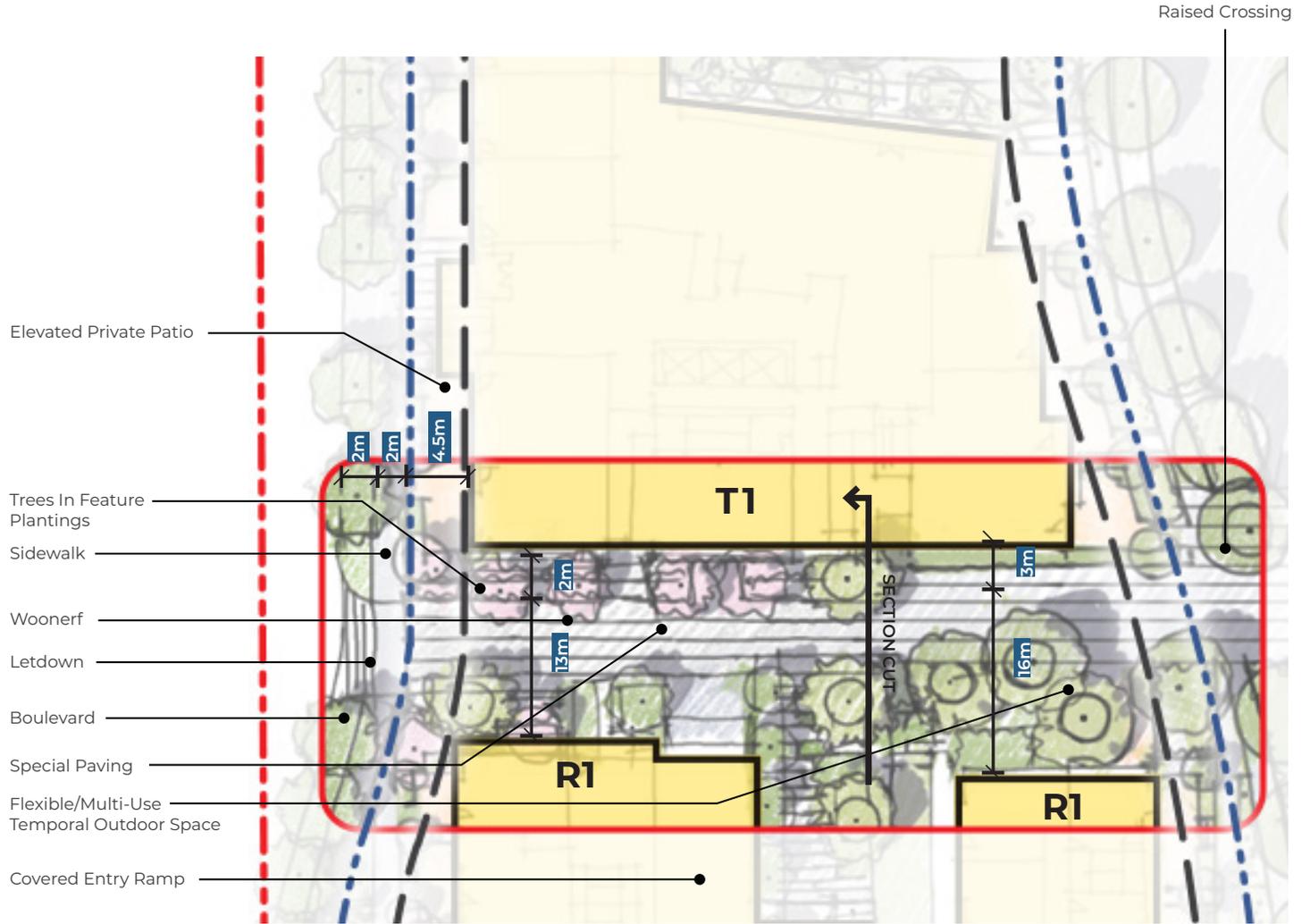
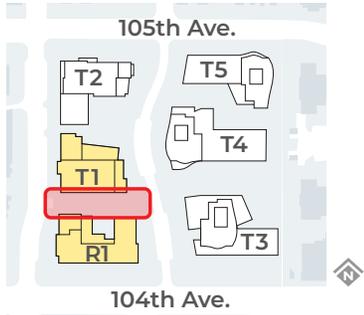
Precedent Images



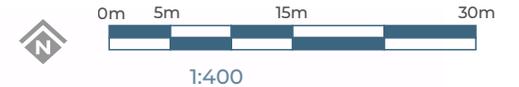
**Bristol**

2.0 Design Rationale

**2.4.4 West Mews Open Space**



- Legend**
- - - Existing Property Line
  - - - New Property Line
  - - - Setback



# Bristol

## 2.0 Design Rationale



Rental 1

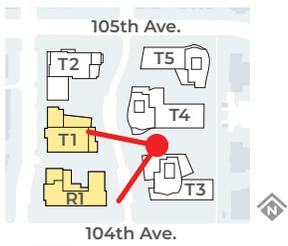
Tower 1

Pedestrian Pathway to Raised Crosswalk

Woonerf with "City Centre" standard paving



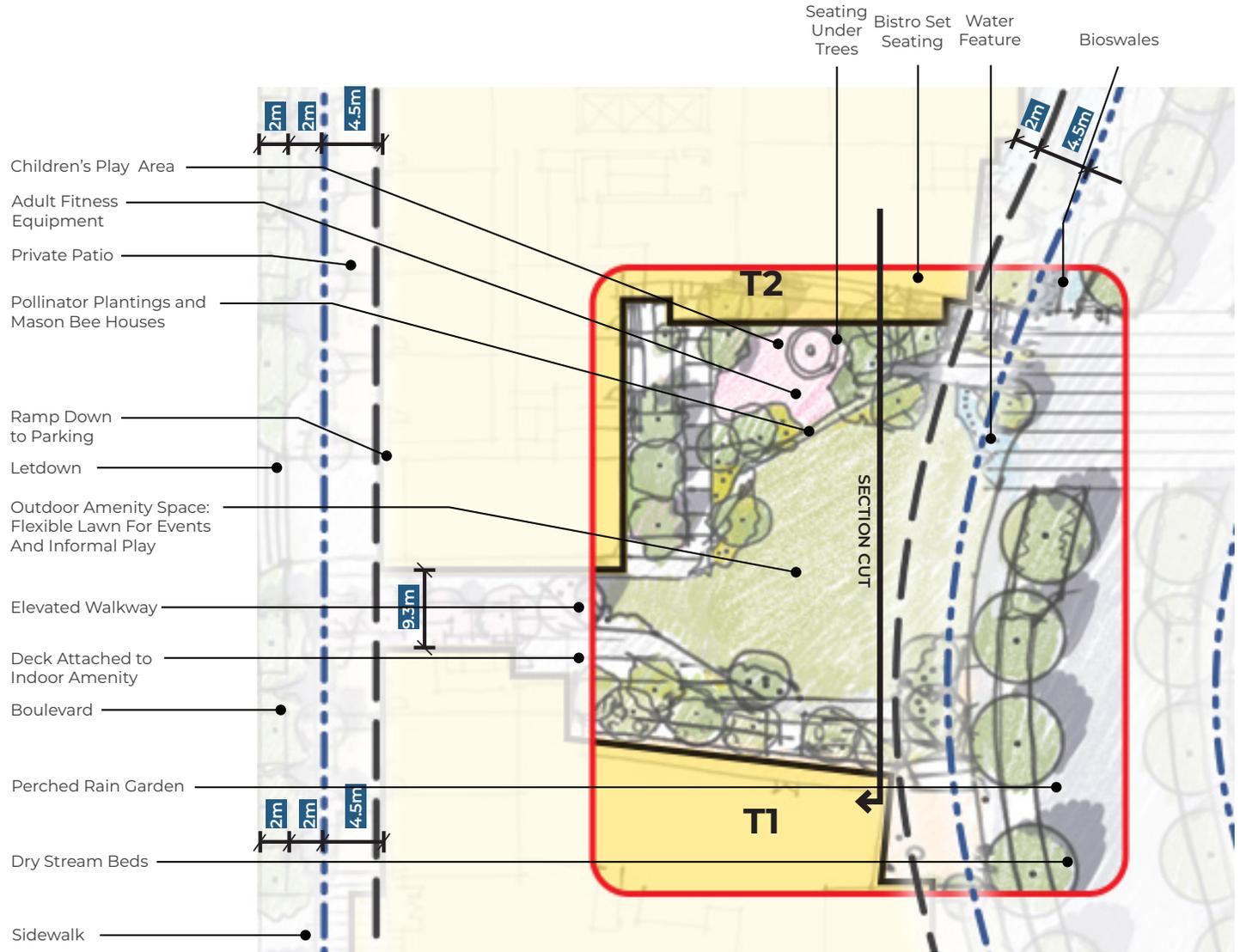
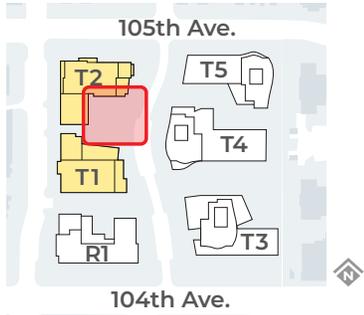
Precedent Images



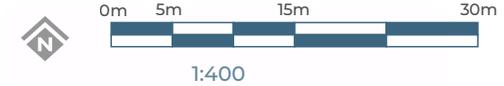
**Bristol**

2.0 Design Rationale

**2.4.5 Tower 1/2 Courtyard**



- Legend**
- - - Existing Property Line
  - - - New Property Line
  - - - Setback

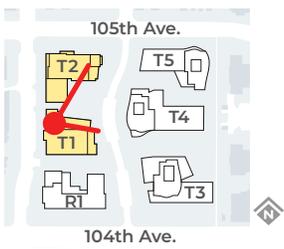


# Bristol

## 2.0 Design Rationale



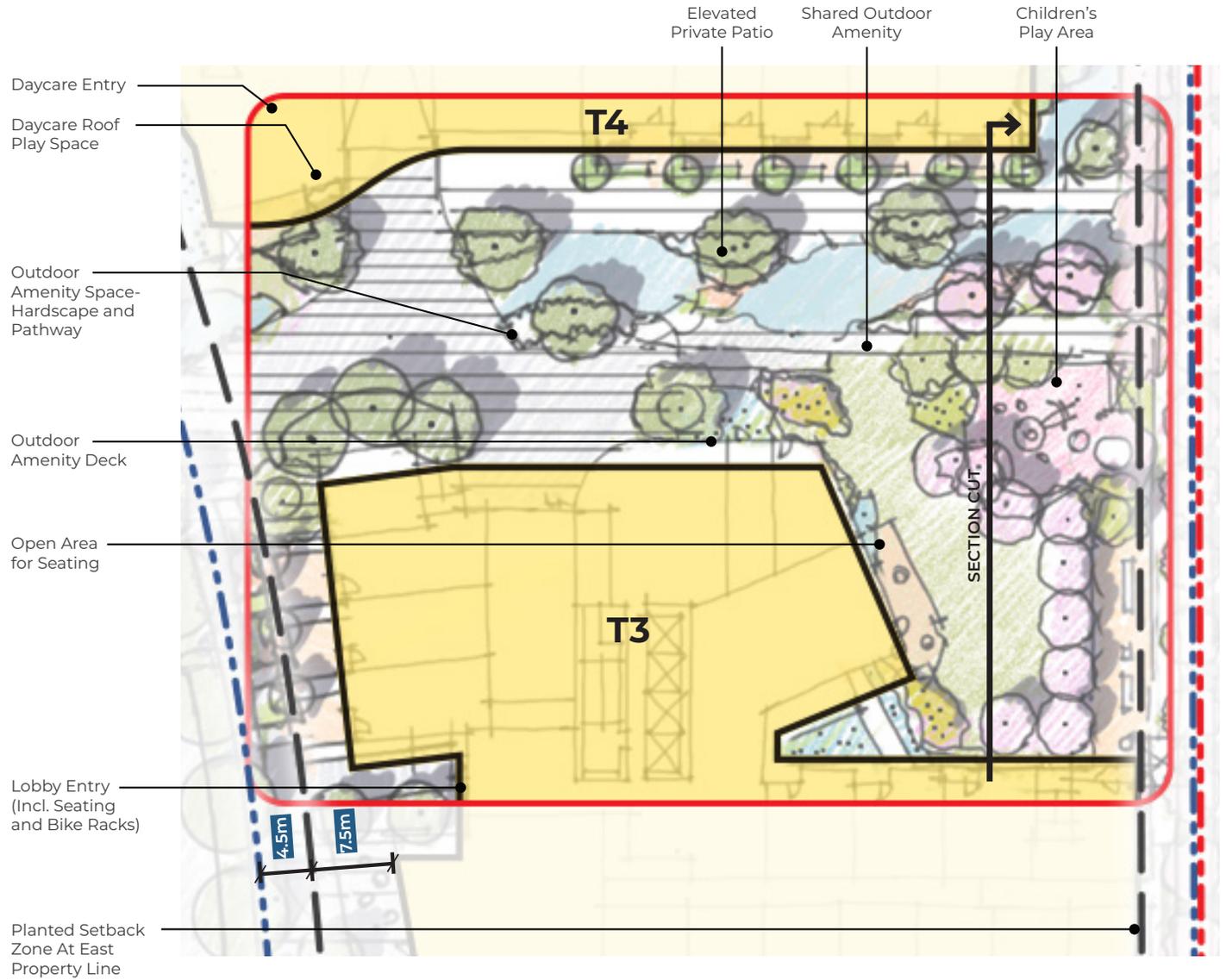
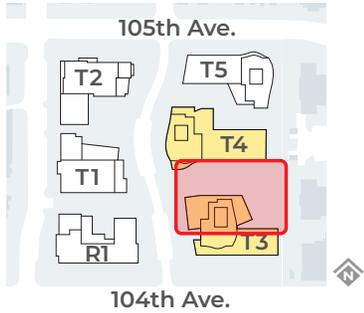
Precedent Images



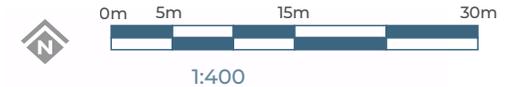
**Bristol**

2.0 Design Rationale

**2.4.6 Tower 3/4 Courtyard**



- Legend**
- · — · Existing Property Line
  - · — · New Property Line
  - — — — Setback



# Bristol

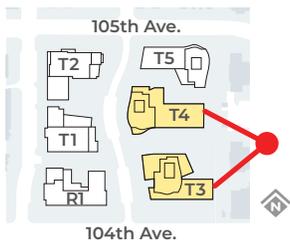
## 2.0 Design Rationale



Bird's Eye View of Open Space between Tower 3 and 4, looking West



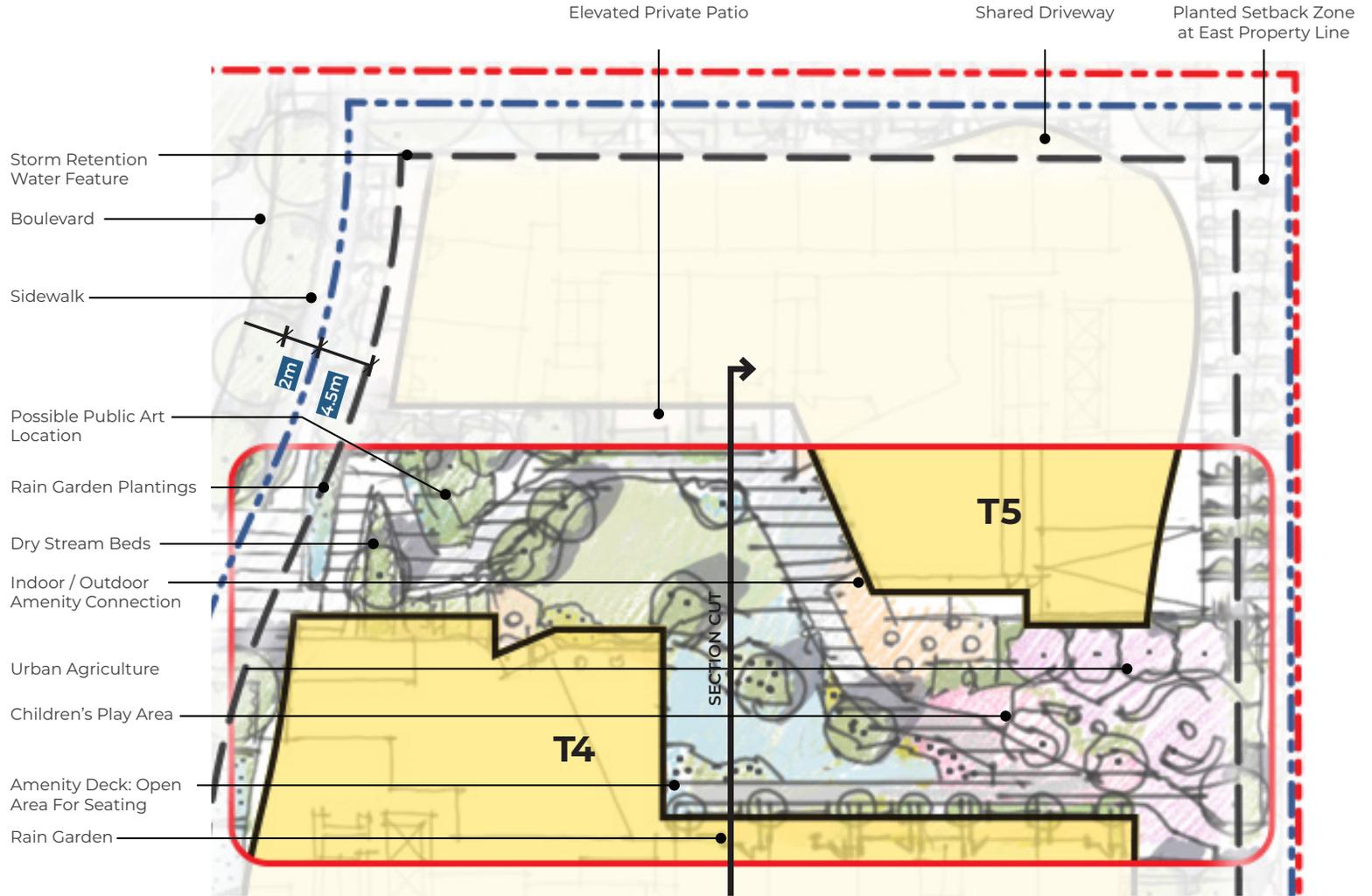
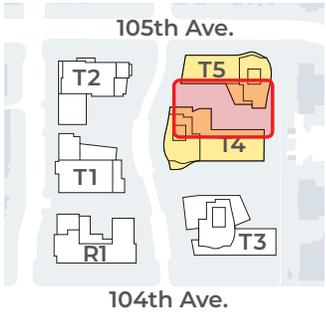
Precedent Images



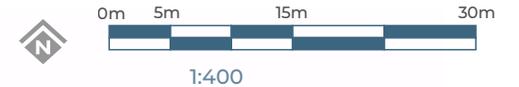
**Bristol**

2.0 Design Rationale

**2.4.7 Tower 4/5 Courtyard**



- Legend**
- - - - Existing Property Line
  - - - - New Property Line
  - - - - Setback



# Bristol

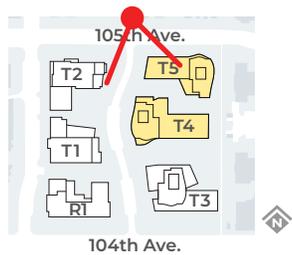
## 2.0 Design Rationale



Bird's eye diagram of 105th Ave. and the new road connection.



Indicative Images



# Bristol

## 2.0 Design Rationale

### 2.5 Blue - Green Strategy

The landscape strategy for Bristol focuses on “green” and “blue” systems. An Urban Reforestation strategy complements the overall landscape plan to deliver a naturalistic environment for residents. There will be more trees than currently exists on the site. The selection of tree species and the provision of deeper and more expansive soil opportunities than what is typical in city street design will generate taller trees and a more expansive tree canopy. Storm water infrastructure is also used as a key feature and amenity in the landscape design, connecting residents to the natural history of the site, mitigating and cleaning stormwater runoff, and creating opportunities for interesting landscape architecture and related public art.

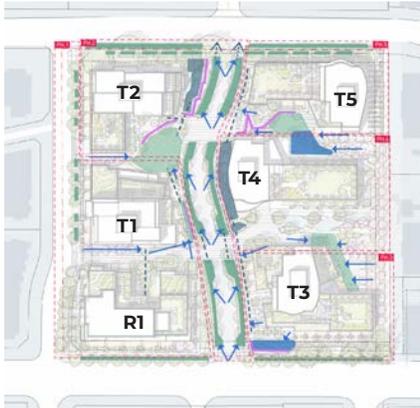
#### 2.5.1 Blue-Green Strategy

-  **PHASING LINES**
-  **INFILTRATION FEATURE**  
capture urban runoff and treat it through phytoremediation before being discharged into the storm system
-  **PERCHED RAIN GARDENS**  
Rainwater features on slab -collecting, treating and slowing rainwater to be used as an amenity rather than a waste.
-  **VISIBLE DRAINAGE ELEMENTS**  
Runnels, decorative river rocks, etc. - functional and aesthetic elements that contribute to the overall narrative of a blue-green project  
+ Potential integration with Public Art
-  **RAINWATER TREE TRENCH**  
Rainwater is directed to, and utilized by, trees before soaking into native soil
-  **ABSORBENT LANDSCAPES**  
Planted areas with extra organic content/soil volumes to absorb rainwater
-  **PIPED RAINWATER**
-  **SURFACE WATER FLOW**  
Directed to planting areas and water features wherever possible
-  **TREE RETENTION AREA**  
Areas of the site that have significant trees that will be retained.



# Bristol

## 2.0 Design Rationale



### Indicative images

- PHASING LINES**
- INFILTRATION FEATURE**  
capture urban runoff and treat it through phytoremediation before being discharged into the storm system
- PERCHED RAIN GARDENS**  
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Planted areas with extra organic content/soil volumes to absorb rainwater
- PIPED RAINWATER**
- SURFACE WATER FLOW**  
Directed to planting areas and water features wherever possible



Rainwater + Public Art



Absorbent landscapes



Visible drainage elements

# Bristol

## 2.0 Design Rationale

### 2.5.2 The Urban Forest and Living Landscape



#### Tree Diversity Strategies

- Planting a single species on a street but not planting that species in connected streets.
- Focusing high diversity of species in open spaces where growing conditions are easier.
- Planting multiple species of similar form and appearance on a single street.
- Planting trees with diverse life-expectancies and planting over a long period of time to promote age diversity.

#### Connected Soil Volume (Street Trees)

Trees with generous and connected soil volumes are more likely to thrive in the urban environment. Larger volume will provide greater soil water storage for trees under a warmer, drier climate.

Connecting soil between trees reduces volume target from 0.6m<sup>3</sup> for every 1m<sup>2</sup> of crown projection to 0.4m<sup>3</sup>.

Where hardscape limits tree pit area, soil cells will be used to expand volume of soil while avoiding compaction.

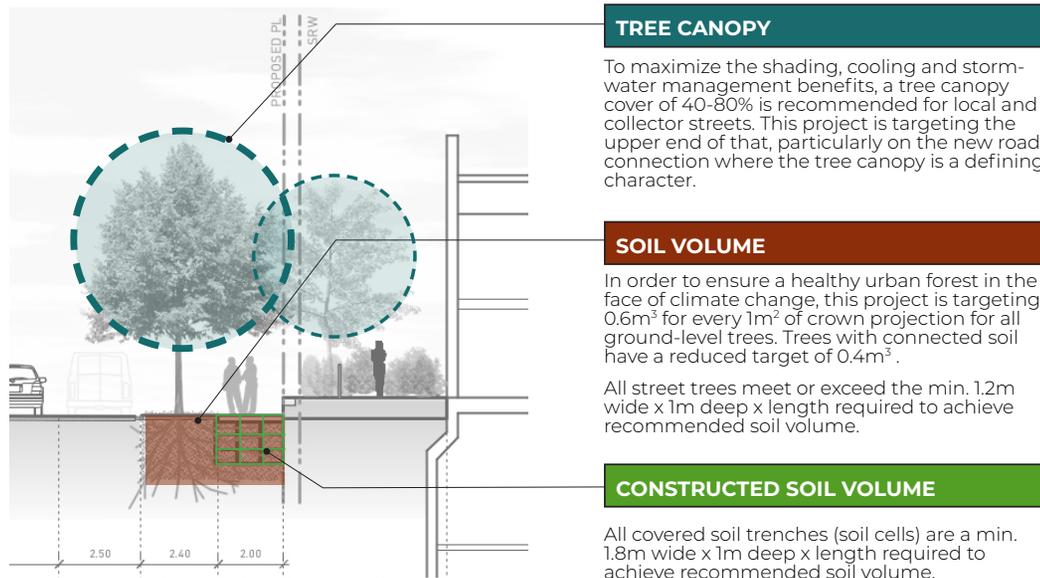
Tree Metrics	Existing	Proposed
Protected trees	92	10
Trees removed	82	
<b>New trees Required</b>	178	
<b>New Trees (on site)</b>		378
<b>New Trees (off site)</b>		96



# Bristol

## 2.0 Design Rationale

### CLIMATE-ADAPTIVE STREET TREES + LANDSCAPES



Section from the new road connection

#### TREE CANOPY

To maximize the shading, cooling and storm-water management benefits, a tree canopy cover of 40-80% is recommended for local and collector streets. This project is targeting the upper end of that, particularly on the new road connection where the tree canopy is a defining character.

#### SOIL VOLUME

In order to ensure a healthy urban forest in the face of climate change, this project is targeting 0.6m<sup>3</sup> for every 1m<sup>2</sup> of crown projection for all ground-level trees. Trees with connected soil have a reduced target of 0.4m<sup>3</sup>.

All street trees meet or exceed the min. 1.2m wide x 1m deep x length required to achieve recommended soil volume.

#### CONSTRUCTED SOIL VOLUME

All covered soil trenches (soil cells) are a min. 1.8m wide x 1m deep x length required to achieve recommended soil volume.

### URBAN REFORESTATION STRATEGY

#### STREET TREE SPECIES SELECTION AND TARGETS\*

Suitable location :	Tree pits, boulevards, min 2m wide
Shade density in leaf:	Moderate to High
Drought Tolerance:	Moderate to High
Tree Spacing:	6-9m (small) 10-14m (medium) 12-15m (large)

Permeable Area per Tree	~30m <sup>2</sup> (small) ~70m <sup>2</sup> (medium) ~150m <sup>2</sup> (large)
-------------------------	---

Potential species:	<i>Carpinus betulus</i> , <i>Liquidambar styraciflua</i> , <i>Fagus sylvatica</i> ,
--------------------	--

Recommendations based on Metro Vancouver's Design Guidebook: Maximizing Adaptation Benefits with Trees

#### PLANTED AREAS AND TOP SOIL

0.5m<sup>3</sup> of free draining topsoil for every square metre of impervious area

more trees to be planted than is currently on site

more varied species of trees than is currently on-site with focus on larger tree species

---

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

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

**DATE: June 28, 2022** PROJECT FILE: **7820-0304-00**

---

**RE: Engineering Requirements (Commercial/Multi-Family)  
Location: 13301 - 104 Avenue**

**OCP AMENDMENT/CCP AMENDMENT**

Complete sanitary and drainage catchment analysis to determine existing capacities. Resolve downstream constraints, as identified.

**REZONE/SUBDIVISION**

***Property and Right-of-Way Requirements***

- Dedicate 2.808m along 104 Avenue, 1.942m along 105 Avenue, varying width along 133 Street, and 20.0m for the new road.
- Dedicate required corner cuts.
- Provide 0.5m wide SRW along all site frontages.

***Works and Services***

- Construct road works along, 133 Street, 104 Avenue, 105 Avenue and the new road.
- Construct signal at the intersection of 133 Street and 104 Avenue.
- Implement the recommendations of the Traffic Impact Study and geotechnical report.
- Construct minimum 250mm water mains along 133 Street and the new road.
- Complete fire flow analysis to determine the ultimate water main size, extent and velocity.
- Construct sanitary mains along 133 street, 104 Avenue, 105 Avenue, and new road.
- Construct storm mains along 133 Street, 105 Avenue, and the new road.
- Provide water, storm and sanitary service connections to service the development, and abandon all existing connections.
- Register applicable legal documents as determined through detailed design.
- Legal agreements facilitate replacement of existing rental units.
- Pay amenity charge for undergrounding the existing third party utilities.
- Pay applicable latecomer charges.

A Servicing Agreement is required prior to Rezone/Subdivision.

**DEVELOPMENT PERMIT**

There are no engineering requirements relative to issuance of the Development Permit.



Jeff Pang, P.Eng.  
Development Services Manager  
HB4

NOTE: Detailed Land Development Engineering Review available on file



April 14, 2022

Planning

**School Enrolment Projections and Planning Update:**  
 KB Woodward Elementary is operating at 136% capacity. The 10 year enrolment projections indicate that the school will grow as City Centre continues to transform into the new business/commercial/residential center for Surrey. Construction of a 200-capacity addition has started and targeted to open Fall of 2022.

There is potential for significant redevelopment located along King George Boulevard with the current building form changing into high rise residential development and/or mixed use. The timing of these future high rise developments, with good market conditions, will impact the enrolment growth upwards. Along with this development, growth could be further compounded with the densification of 104th Ave between City Centre and Guildford Mall.

As of September 2021, Kwantlen Park Secondary is currently operating at 121% with 11 portables on site used for enrolling classes. In March 2020, the District started a feasibility report to build a 300-capacity addition, targeted to open 2025.

**THE IMPACT ON SCHOOLS**

APPLICATION #: 20 0304 00

**SUMMARY**

The proposed 2012 highrise units and 184 rental highrise units are estimated to have the following impact on the following schools:

**Projected # of students for this development:**

Elementary Students:	76
Secondary Students:	100

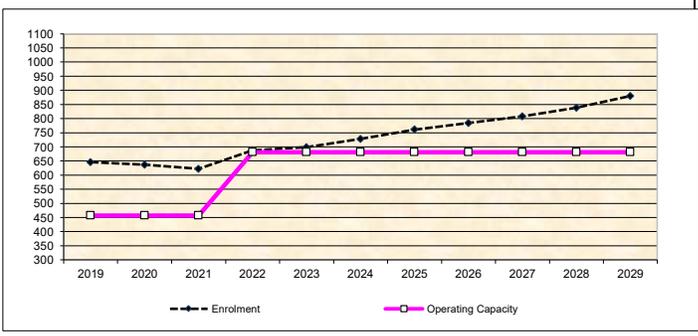
September 2021 Enrolment/School Capacity

<b>K.B. Woodward Elementary</b>	
Enrolment (K/1-7):	78 K + 544
Operating Capacity (K/1-7)	38 K + 419
Addition Operating Capacity (K/1-7) 2022	76 K + 605
<b>Kwantlen Park Secondary</b>	
Enrolment (8-12):	1462
Capacity (8-12):	1200

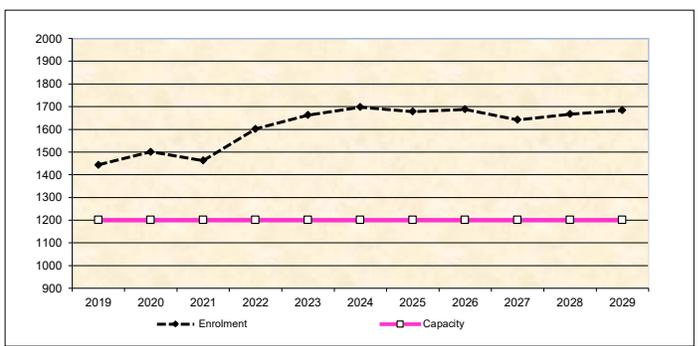
<b>Projected population of school-age children for this development:</b>	<b>241</b>
--	------------

**Population:** The projected population of children aged 0-19 impacted by the development.  
**Enrolment:** The number of students projected to attend the Surrey School District ONLY.

K.B. Woodward Elementary



Kwantlen 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.

MIKE FADUM AND ASSOCIATES LTD.  
VEGETATION CONSULTANTS

---

## Tree Preservation Summary

Surrey Project No: TBD

Address: 13301 - 13355 104 Avenue and 13280 - 13362 105 Avenue

Registered Arborist: Tim Vandenberg

On-Site Trees	Number of Trees
<b>Protected Trees Identified</b> (on-site and shared trees, including trees within boulevards and proposed streets and lanes, but excluding trees in proposed open space or riparian areas)	92
<b>Protected Trees to be Removed</b>	89
<b>Protected Trees to be Retained</b> (excluding trees within proposed open space or riparian areas)	3
<b>Total Replacement Trees Required:</b>  <ul style="list-style-type: none"> <li>- Alder &amp; Cottonwood Trees Requiring 1 to 1 Replacement Ratio 0 X one (1) = 0</li> <li>- All other Trees Requiring 2 to 1 Replacement Ratio 89 X two (2) = 178</li> </ul>	178
<b>Replacement Trees Proposed</b>	TBD
<b>Replacement Trees in Deficit</b>	TBD
<b>Protected Trees to be Retained in Proposed [Open Space / Riparian Areas]</b>	NA

Off-Site Trees	Number of Trees
<b>Protected Off-Site Trees to be Removed</b>	24
<b>Total Replacement Trees Required:</b>  <ul style="list-style-type: none"> <li>- Alder &amp; Cottonwood Trees Requiring 1 to 1 Replacement Ratio 0 X one (1) = 0</li> <li>- All other Trees Requiring 2 to 1 Replacement Ratio 24 X two (2) = 48</li> </ul>	48
<b>Replacement Trees Proposed</b>	NA
<b>Replacement Trees in Deficit</b>	NA

Summary report and plan prepared and submitted by: Mike Fadum and Associates Ltd.

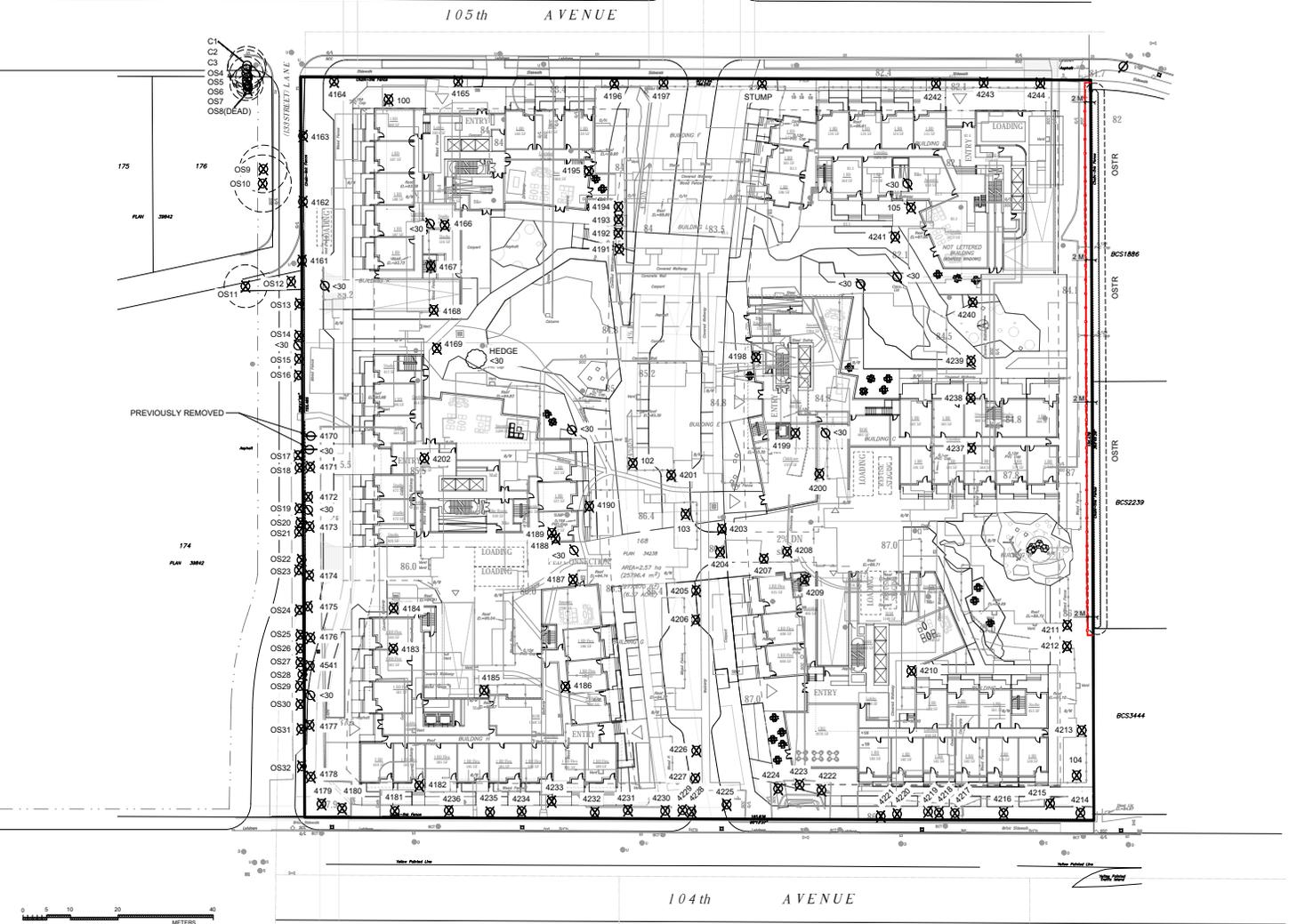
Signature of Arborist:

Date: February 11, 2021



Mike Fadum and Associates Ltd.  
#105, 8277-129 Street, Surrey, BC, V3W 0A6  
Phone 778-593-0300 Fax 778-593-0302





NOTE: REASSESS ALL TREES WITH FINAL DEVELOPMENT AND CONSTRUCTION PLANS

**LEGEND**

-  TREE TO BE RETAINED
-  TREE TO BE REMOVED
-  NON BY-LAW TREE
-  TREE PREVIOUSLY REMOVED
-  NOT ASSESSED - TREE >4m FROM PL
-  MINIMUM NO DISTURBANCE ZONE
-  TREE PROTECTION FENCING

STAMP	NO.	DATE	BY	REVISION
	1	FEB1021	MK	SITE PLAN

**MIKE FADUM AND ASSOCIATES LTD.**  
**VEGETATION CONSULTANTS**

#105, 8277 129 St.  
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 V3W 0A6  
 P: (778) 593-0300  
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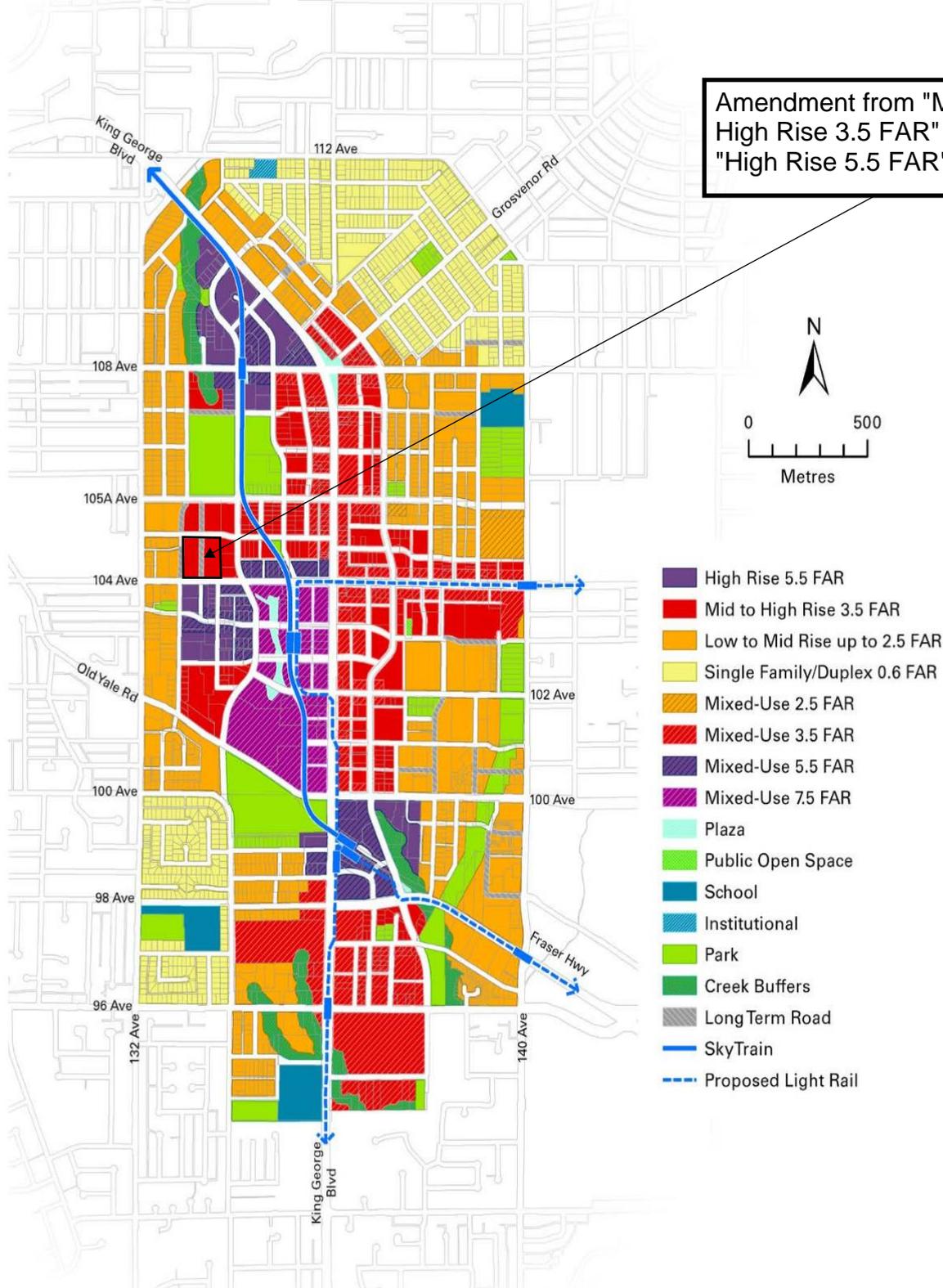
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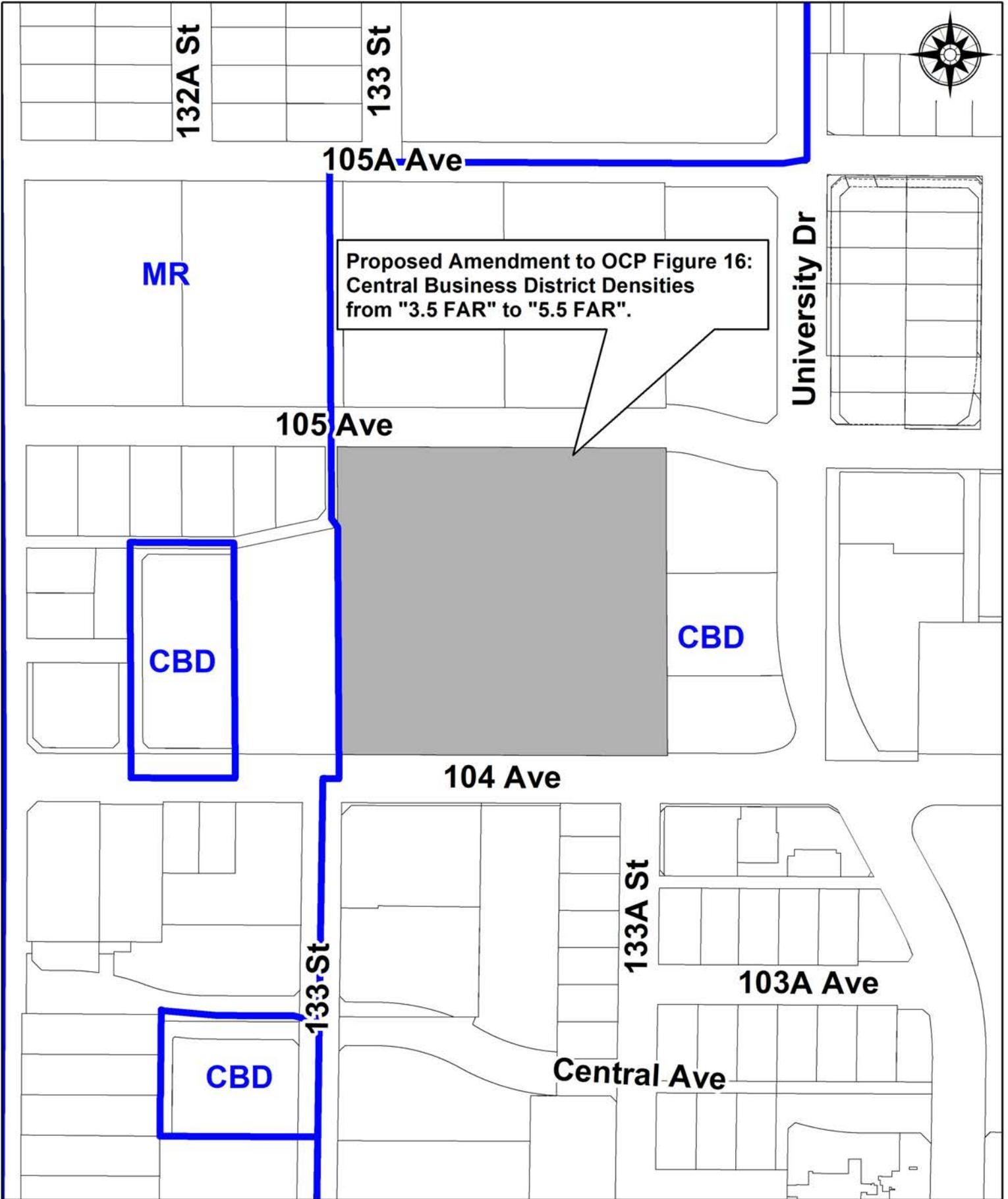
PROJECT TITLE  
 13301-13355 104th AVENUE  
 13280-13362 105th AVENUE  
 SURREY, B.C.

SHEET TITLE  
 T1 - TREE REMOVAL AND PRESERVATION PLAN  
 CLIENT

DRAWN MK  
 SCALE AS SHOWN  
 DATE SEPTEMBER 2, 2018

**T-1**  
 SHEET 1 OF 1







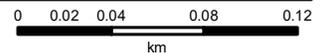
# City of Surrey Mapping Online System



Enter Map Description

Scale: 1:3,235

The data provided is compiled from various sources and is NOT warranted as to its accuracy or sufficiency by the City of Surrey. This information is provided for information and convenience purposes only. Lot sizes, legal descriptions and encumbrances must be confirmed at the Land Title Office. Use and distribution of this map is subject to all copyright and disclaimer notices at [cosmos.surrey.ca](http://cosmos.surrey.ca)





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March 10<sup>th</sup>, 2022

Christa Brown  
City of Surrey Planning and Development  
13450 - 104 Avenue  
Surrey, BC, Canada  
V3T 1V8

RE: Responses to ADP comments for BRISTOL ESTATES at 13301 104th Avenue,  
Surrey BC

Dear Christa,

To follow up on the Advisory Design Panel minutes you provided (5/18/22) we have gone through each in detail and provided responses in the following table. I have also attached an updated submission set for your review.

Regards,

Mesa Sherriff, AIA, LEED AP  
Associate

## DRG Responses for BRISTOL ESTATES at 13301 104<sup>th</sup> Avenue, Surrey BC

### **BRISTOL ESTATES RESUBMISSION NOTES – 31 JANUARY 2022**

REF	City Comments	Applicant Responses
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#### **KEY POINTS**

1	Consider measures to further enhance the invitation for neighbouring community to contribute to the activation of the public spaces.	As illustrated in on page 25, multiple clear public access points perforate the site. These are designed to invite the neighboring community to access on-site public amenities and to travel through the site via the interconnected network of pathways. Universally accessible walking surfaces are regularly punctuated by wayfinding and pedestrian infrastructure to provide an inviting public realm for all user groups.
2	Continue working with the city to accommodate pedestrian crossing at new road.	The pedestrian crossings of the new road link the site amenities, expand the pedestrian realm and invite residents and visitors to explore the community on foot. After discussions with engineering and staff it was agreed that the locations of the crossings are acceptable and will provide necessary connections between both sides of the site.
3	Continue to develop the project with the intent to maximize sun access to the podium roof and at grade courtyards.	In discussions with staff the tower 4 podium was identified as casting a significant shadow on the adjacent open space. To mitigate this, the design team responded with two key changes. We have reduced the footprint of Tower 4 podium to provide a more generous and contiguous open space along the East side of the site. The podium has also been reduced to 6 stories to limit the impact to the adjacent open space. In addition, priority will be given to further refinement of the podium designs and tower articulation in each buildings Detailed DP application so that maximum sun access is provided to all outdoor amenity areas.
4	Consider measures to enhance bicycle circulation.	As illustrated on pg. 38 bike infrastructure proliferates the site. This consists of a comprehensive network connecting local and regional sites to and through the site. In addition, each building has a dedicated entrance complete with ramp and sufficient space for the expected user amenities (storage, maintenance, etc.)

**SITE**

5	Consider further design development to ensure it does not feel like a gated community.	As illustrated in on page 25, multiple clear public access points perforate the site. These are designed to invite the neighboring community to access on-site public amenities and to travel through the site via the interconnected network of pathways. Universally accessible walking surfaces are regularly punctuated by wayfinding and pedestrian infrastructure to provide an inviting public realm for all user groups.
6	Consider planning more retail as the phasing goes through. Continue working with the city to accommodate this.	Additional street-level retail opportunities will be considered as each phase of the project is developed and pursued subject to feasibility. In discussion with staff it was agreed that establishing the amount and location of CRU space would be most appropriately done at each phase of development and would be consistent with the objectives laid out in the zoning
7	Consider adding some covered outdoor space (very useful in our climate).	Covered outdoor space will be an integral part of creating a public realm that is vibrant all year round. This will be explored in detail in the Detailed DP application for each phase of the project.
8	Pedestrian connectivity through the site is an important part of the plan and relies heavily on two mid block crossing of the curving road. I would encourage the applicant to work with planning and engineering to resolve the road design to confirm if that mid block pedestrian crossings would be allowed.	The pedestrian crossings of the new road link the site amenities, expand the pedestrian realm and invite residents and visitors to explore the community on foot. After discussions with engineering and staff it was agreed that the locations of the crossings are acceptable and will provide necessary connections between both sides of the site. Planning and Engineering were consulted to find an acceptable solution that will allow the mid block crossing locations to remain.
9	Consider further public art study for this project, and have fun with public art components as they will add more vibrancy to the public realm.	As highlighted on page 96 and illustrated throughout the project documents, public art is an important feature of this proposal and as each phase of the project is developed, engagement with the art community will help specific locations and work to be identified
10	Consider temporary parking for the small-scale retail at the main entry off 104 Ave.	As illustrated on page 41, vehicular parking and circulation will be designed to be the pedestrian realm to support all transportation modes. Integrating vehicle parking spaces adjacent to the public and on-site roads will be explored throughout the development of each phase to ensure user needs are met and convenient options are provided.

## FORM AND CHARACTER

11	Entry off 104 Ave gets strong daylight through the heart of the project. Encourage making the SW building an activity node. Allow for more retail.	Further consideration of non-residential uses at grade will undertaken during the development of each phase with particular attention paid to high traffic areas and units that are easily accessed from the public realm.
----	--	--

## LANDSCAPE

12	Overall, the site planning is understood to be defined by the location of the central road, requested by the city, and by tower separations for building on site and on adjacent sites. The placement of the towers is understood as they relate to the streetscapes. The landscape spaces, as well designed as they appear to be, appear to be in the spaces left over by the tower and podium placement. Most of the neighbourhood spaces identified on the plan are in very shady areas. Consider looking for opportunities to expand the landscape space, perhaps by flipping the road/shifting towers to create neighbourhood spaces that have greater access to sunlight.	Both the footprint of the Tower 4 podium and the height were reduced to provide more light and open space for the generous and contiguous open space along the East side of the site. Priority will be given to further refinement of the podium designs and tower articulation in each buildings Detailed DP application so maximum sun access is provided to all outdoor amenity areas. As each phase of the project is developed an emphasis will be placed on finding efficient ways to meet the infrastructural needs of the site while providing abundant space for the blue/green infrastructure described in detail on pages 56-59
13	The podium roof decks will be very important elements to allow residents to have more access to sunlight. Encourage design development to ensure that the podiums are large and oriented to receive as much sunlight as possible.	As illustrated on page 70 the podium roof decks have been identified as a key element to provide shared amenity within each phase of the development. They will be continually refined as the development of each phase progresses with a focus on access to light, weather protection, accessibility, and beauty.

**SUSTAINABILITY**

14	Ensure robust bike infrastructure including: <ul style="list-style-type: none"><li>- Bike maintenance space and equipment</li><li>- Electric bike charging</li><li>- Wayfinding</li></ul>	As illustrated on pg. 38 bike infrastructure proliferates the site. This consists of a comprehensive network connecting local and regional sites to and through the site. In addition, each building has a dedicated entrance complete with ramp and sufficient space for the expected user amenities (storage, maintenance, etc.)
15	Carefully consider how bicyclists interact with pedestrians and drivers both on the ground plane and within buildings	As illustrated on pg. 38 bike infrastructure proliferates the site. This consists of a comprehensive network connecting local and regional sites to and through the site. In addition, each building has a dedicated entrance complete with ramp and sufficient space for the expected user amenities (storage, maintenance, etc.)

June 1<sup>st</sup>, 2022

**City of Surrey**

Planning and Development Department  
Surrey City Hall, 2<sup>nd</sup> Floor  
13540-104<sup>th</sup> Avenue  
Surrey BC, V3T 1V8

**To: Mr. Donald Nip, Planning and Development**

**Re: 13301 104<sup>th</sup> Avenue, Surrey B.C. 'Bristol Estates' –  
REVISED Tenant Relocation Plan prepared by Bristol Estates 13301 GP Ltd.**

Bristol Estates 13301 GP Ltd. ("Bristol GP") has submitted a Rezoning Application with a comprehensive, phased redevelopment plan for 13301 104<sup>th</sup> Avenue (the Site) including a new secured-rental building in the first phase of development to replace all the aging units that currently exist on the property.

This REVISED Tenant Relocation Plan addresses City review feedback, and it provides additional program details and information on phasing which can allow 38% of households to remain in-situ while a new replacement rental building is constructed.

Bristol GP will take responsibility for **Tenant Relocation** and has provided a dedicated **Tenant Relocation Coordinator** to engage with Eligible Tenants, administer the relocation program and provide assistance for Eligible Tenants once a Development Permit Application is filed for the property.

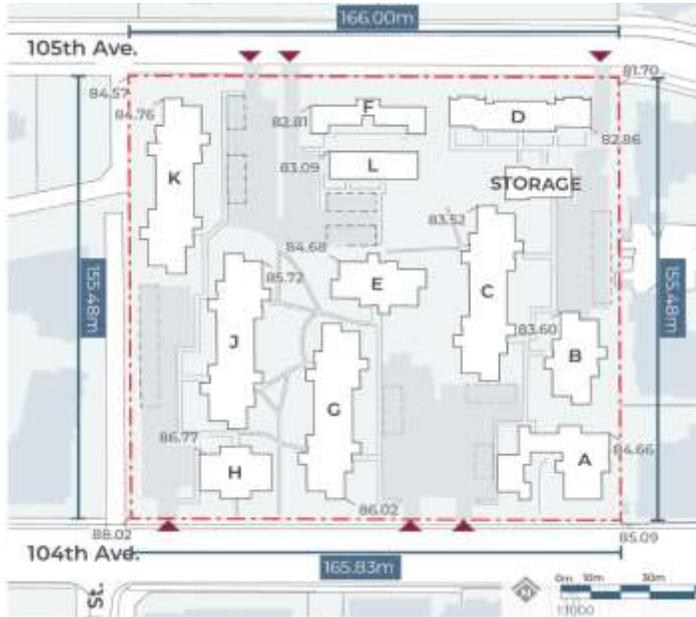
Details on the Relocation Plan are provided in the sections that follow:

1. Existing Rental Housing at 13301 104<sup>th</sup> Avenue, Surrey B.C
2. Secured Rental Replacement Homes in Phase 1
3. Developer's Commitment to Tenants
4. Phased Relocation Plans
5. Relocation Coordinator Details
6. Communication Plan
7. Reporting

**1 / Existing Rental Housing at 13301 104<sup>th</sup> Avenue, Surrey B.C**

Existing development on the Bristol Estates property comprises 156 rental units (2 studios, 17 one-beds; 123 two-beds, and 14 three-beds) with a combined total of 307 bedrooms. The units are distributed amongst eleven wood-frame low-rise buildings were built in the late 1960s which have reached the end of their service lives. Developed at low intensity and serviced with extensive surface parking, the development does not today make the best use of the transit-oriented site which is c. 500m from the Surrey Centre Skytrain station.

**13301 104<sup>th</sup> Ave – Existing Buildings**



Building	BACH	1 BED	2 BED	3 BED	TOTAL
A	1	5	7	0	13
B	0	0	8	0	8
C	0	0	20	0	20
D	0	0	0	8	8
E	0	0	12	0	12
F	0	0	4	2	6
G	0	0	24	0	24
H	0	12	0	0	12
J	0	0	24	0	24
K	0	0	24	0	24
L	1	0	0	4	5
<b>Total</b>	<b>2</b>	<b>17</b>	<b>123</b>	<b>14</b>	<b>156</b>



**Current Occupancy Summary**

Current rents at Bristol Estates (table below) reflect the age and poor condition of the buildings. The rental buildings experience high levels of turnover. At Jan 2022, 17 of the 156 units were vacant (11%). The average tenancy is 5.1 years, and the median length of tenancies is 3.7 years (50% of tenants have been there less than 3.7 years, and 50% have lived there more than 3.7 years).

	Studio	1-Beds	2-Beds	3-Beds	Totals
Units #	2	17	123	14	156
Units %	1%	11%	79%	9%	100%
Bedrooms	2	17	246	42	307
Avg Rent	\$557	\$908	\$1,099	\$1,395	\$1,108

A summary of current occupants is provided separate from this report to maintain tenant privacy.

**2 / 185 Secured Rental Replacement Homes in Phase 1**

**More units and beds:** The master plan proposes an twelve-storey purpose-built rental housing building in Phase 1 of the development now with a revised total of 185 units (330 Bedrooms), well exceeding the City’s rental replacement requirements.

**Replacement Rental Homes – Phase 1 of Proposed Development**

	Studio	One Bed	Two Bed	Three Bed	Total
Units	11	52	99	23	185
Beds	11	52	198	69	330

**Housing Agreement – 20 Years:** Bristol GP proposes to secure the rental tenure of the replacement units with a Housing Agreement covenant with the City of Surrey for a period of 20 years.

**Below Market Rents:** Starting rents for Eligible Tenants with Rights of First Refusal will be set at rates 10% below CMHC Average Rents for each unit type as measured by CMHC in their annual rental market report.

**Market Rents:** Concrete construction allows for more intense land use on the site, and a faster tenant relocation program but it comes at a significant cost premium relative to wood frame. Given the below-market opening rent structure, it is anticipated that the building will generate significant operating deficits in early years of operation. Bristol GP therefore proposes to rent at market rates: a) the rental units that remain available once the tenants with rights of first refusal have exercised their options, and b) the units that turn on vacancy. This transition will gradually bring the building into more positive economic returns that would be satisfactory for a patient investor looking for a stable long-term return commensurate with the costs and risks of operating the housing.

**Unit Allocation:** Bristol GP and its property management will offer replacement apartments for returning Eligible Tenants on a like-for-like basis, predicated on the type of unit leased in the old complex.

**Rental Ownership & Management:** Bristol GP proposes that it will own and manage the rental building and contract a third-party non-profit /social enterprise manager to verify that the rental tenancy

agreements comply with the below market requirements set out above, with annual reports to the City on the operations of the affordable rental replacement units.

### 3 / Developer's Commitments to Tenants

#### Information and Engagement

Bristol GP's Tenant Relocation Coordinator has kept tenants involved through **open house meetings** (when Public Health Orders make it possible), **quarterly newsletters**, and the **project website** to address the most common tenant concerns and interests. Copies of these newsletters are shared with City Planning Staff. Key developer commitments are updated in the Newsletters. The following will be shared in the Q2 2022 Newsletter:

## BC Residential Tenancy Act (RTA) and City of Surrey Policies

#### BC RTA

**Notice:** Requires a 4-month notice to end tenancy once permits are in place for redevelopment.

**Compensation:** Requires that the Landlord compensate the Tenant with ONE month of free rent.

#### CITY OF SURREY POLICIES

**Rental Replacement:** The City of Surrey requires replacement of existing rental units in the new development, rented at a maximum of 10% below CMHC average rents for Surrey.

**Compensation:** City policies require compensation of a total of three months free rent for **Eligible Tenants** (those with leases in place when a Development Application has been submitted for Phase 1 of the project).

**Relocation Plan & Coordinator:** The City of Surrey requires a tenant relocation plan and a relocation coordinator to assist **Eligible Tenants**.

**Relocation Assistance:** The City requires the developer to provide assistance to **Eligible Tenants** to find 3 options for comparable rental units in the City of Surrey.

# Bristol GP's Commitments to Tenants

**4 Month Notice:** Bristol GP will involve and inform tenants and provide at least 4 months notice to end tenancy once permits are in place for demolition or redevelopment of existing rental units.

Tenants eligible for Relocation Assistance (**Eligible Tenants**) are those with leases in good standing when the owner submits a detailed **Development Application** for Phase 1 of the project.

**Compensation:** Bristol GP will provide **Eligible Tenants** with three months of free rent a) if they move out after the Development Permit application has been filed or b) if they move out after the Developer's 4-Month Notice to End Tenancy has been issued.

**Plan & Relocation Coordinator:** Bristol GP is providing a dedicated Relocation Coordinator to help Eligible Tenants find alternate housing while the project is being built.

**Relocation Assistance:** Bristol GP's Relocation Coordinator will provide assistance to Eligible Tenants to help them find three options for comparable units in the City of Surrey after the Development Permit application for Phase 1 has been filed.

**Replacement:** Bristol GP will create new rental housing in Phase 1 of the development, rented to Eligible Tenants at a maximum of 10% below CMHC average rents in Surrey. Tenants will be offered a unit with the same number of bedrooms as they currently have.

**Right of First Refusal:** Bristol GP will give Eligible Tenants the right of first refusal to occupy one of the new rental units created. Eligible tenants may choose to accept a lease or not – the decision will be theirs at the time the units are completed.

## Eligibility for Compensation and Relocation Benefits: "Eligible Tenants"

Policy O-61 "sets out the requirements for redevelopment of purpose-built rental housing and provision of assistance to tenants **when redevelopment occurs**". The Policy requires the proponent to provide a proposal "with the development application" outlining how the Proponent's application meets the rental replacement requirements of the Policy.

While we are including the Tenant Relocation Plan with the Rezoning Application, a Development Permit Application has *not* yet been filed for the subject property. The demolition of the existing rental units and start of construction on the new rental building is therefore more than two years away (requiring submission of a detailed Phase 1 Development and City review and approval of the same, and subsequent submission and City review and approval of a Building Permit application).

**"Eligible Tenants":** Following the letter and intent of Policy O-61, Bristol GP proposes to define Tenant Eligibility for Assistance and Compensation to those tenants with leases in good standing at the time a detailed **Development Permit Application** is filed for the redevelopment of the property on which their respective unit is located (see Phased Relocation Plans below). New Tenants who fill vacancies in these buildings after the Development Permit Application has been filed will be required to sign waivers confirming they are only eligible for the standard compensation and notice required by the BC Residential Tenancy Act.

## Compensation

Once the Development Permit Application is filed, Eligible Tenants may start looking for new accommodations and move out prior to the issuance of permits and a formal Notice to End Tenancy. In this case, a Mutual Agreement to End Tenancy can be used. Eligible Tenants that take the option for a Mutual Agreement to End Tenancy will be provided with **Three Months Rent or equivalent at the Tenant's discretion** and assistance in finding another apartment in which to relocate.

We confirm that some eligible Tenants may wish to exercise their legal right to stay in the building until the formal Notice to End Tenancy is issued with four months' notice; they will be provided with relocation assistance and **Three Months Rent or equivalent at the Tenant's discretion** at that time. This compensation could be provided as a lump sum payment, or free rent or a combination of both, at the discretion of the tenant.

## Four-Month Notice to End Tenancy

Once the requisite City permits are in place to permit demolition or redevelopment, Bristol GP will give all remaining Tenants at least four months notice before they must vacate their old units. This will allow them sufficient time to find alternate accommodation and move their belongings.

## Relocation Assistance

Tenant relocation requires cooperation between the Relocation Coordinator and Eligible Tenants.

Eligible Tenants have the choice to decide if they want relocation assistance or not. Those who wish assistance will be provided with the following:

- Assistance in finding a minimum of 3 options of comparable units in the City of Surrey, with at least one option in the same neighbourhood where possible, unless otherwise agreed to by the tenant.
- The Relocation Coordinator will endeavour to find 3 options no more than 10% above the Canadian Mortgage and Housing Corporation (CMHC) average rent for the applicable unit size in the City of Surrey, unless agreed to by the tenant.
- In cases where the tenant's current rent is more than 10% above the CMHC average rent, Bristol GP will make efforts to help find accommodation at maximum of the tenant's current rent.
- The Relocation Coordinator will consider the tenant's needs and requirements including affordability, accessibility, household size, and need for pet friendly accommodations.
- Where appropriate, the Relocation Coordinator will also work with non-profit housing providers and health, or social service agencies to meet the needs of tenants with additional requirements.
- The Relocation Coordinator will seek written authorization from Tenants to collect and / or share any confidential tenant information.

### Right of First Refusal

All Eligible Tenants will receive a first right of refusal for a unit in the new rental building at no more than 10% below the CMHC average rent for the applicable unit size in the City of Surrey. These rents are significantly below the economic market rents needed to support new rental construction.

### Documentation of Relocation Assistance & Outcomes

The Tenant Relocation Coordinator will respect and maintain Tenants' privacy in the provision of assistance and in the documentation of relocation assistance provided and outcomes. Bristol GP will provide the City of Surrey with reports on the outcomes of tenant relocation, a summary of all compensation paid to Eligible Tenants, proof that Right of First Refusal has been sent to eligible tenants, as well as a final post-occupancy report on the new rental building.

## 4 / Phased Relocation Plan

Bristol GP is working to phase development of the project to keep as many tenants in-situ as possible through the process to develop a new rental building. Accordingly, the Bristol Estates Tenant Relocation Plan will now be organized in two phases:

**Phase 1** involves the relocation of Eligible Tenants on the west portion of the property, which could commence construction in about two years (c.2024). During this period, there is no need to vacate units or relocate tenants on the EAST side of the property (shaded area below). These East Side tenants will continue their existing leases until the earlier of a) completion of the new rental building (estimated c.2026) or b) the developer's submission of a Development Permit for the East Side of the site which would require demolition of East Side buildings. The completion of the new rental building, or the submission of a development application that would require demolition of the East Side property shown below would then become the trigger that defines "Eligible Tenants" for the East Side of the Bristol Estates property.

**Phase 2** of the Tenant Relocation plan is triggered by either the **completion of the new rental building;** **or** the **Developer's submission of a Development Permit Application** that requires the demolition of units on the East Side of the property shown below. When the new Phase 1 Rental Building is complete, Eligible Tenants on the East side of the property can exercise their option to lease a unit in the new rental building and move in (or they may seek relocation assistance to move elsewhere). This plan shortens the disruption to existing rental tenants and avoids the need to temporarily relocate some 60 households that currently live on the east side of the property (38% of all units). Eligible Tenants on the East Side of the property would still be eligible for financial compensation of three months rent when they move.

**Existing Rental & Relocation Phases**



<b>WEST Tenants Who Need To Relocate</b>					
Building	BACH	1 BED	2 BED	3 BED	TOTAL
E	0	0	12	0	12
G	0	0	24	0	24
H	0	12	0	0	12
J	0	0	24	0	24
K	0	0	24	0	24
<b>SubTotal</b>	<b>0</b>	<b>12</b>	<b>84</b>	<b>0</b>	<b>96</b>

<b>EAST Tenants Who Remain in Situ</b>					
Building	BACH	1 BED	2 BED	3 BED	TOTAL
A	1	5	7	0	13
B	0	0	8	0	8
C	0	0	20	0	20
D	0	0	0	8	8
F	0	0	4	2	6
L	1	0	0	4	5
<b>SubTotal</b>	<b>2</b>	<b>5</b>	<b>39</b>	<b>14</b>	<b>60</b>

**5 / Relocation Coordinator Details**

Communications and Implementation of the Plan is being managed by Bristol GP 's in-house Tenant Relocation Coordinator. Tenants have been provided with a number of ways to connect with the Tenant Relocation Coordinator including phone, email, and mail:

- Name: Mr. Johnny Tsang, Relocation Manager
- Email: [relocate@bristolestates.ca](mailto:relocate@bristolestates.ca)
- Phone: 604-716-7979
- Web: [www.bristolestates.ca](http://www.bristolestates.ca)
- Address: #288 -1917 West 4<sup>th</sup> Ave, Vancouver BC, V6J 1M7

**6 / Communications Plan (Initiated)**

Bristol GP has engaged with existing tenants to provide them with a clear understanding of the project and the planned relocation process. Given COVID-19 meeting restrictions, we distributed a Newsletter on Nov 30<sup>th</sup> 2020 to share news of the application and to outline our commitments to relocation, compensation and the replacement of rental housing. Since then, we have shared quarterly newsletters, maintained a website ([www.bristolestates.ca](http://www.bristolestates.ca)), and hosted an outdoor open house prior to the public information meeting to ensure tenants are updated and informed.

Stage of Development	Communication	Date	Status
Pre-Application	Newsletter with high level details on the pending rezoning application, City policies for Tenant Relocation, Developer Commitments, and Timelines.	30 Nov 2020	Complete
Rezoning Process	Quarterly Newsletters.	Quarterly	Ongoing
Rezoning Process	Tenant Open House.	Sep 2021	Completed
Development Permit Process	Quarterly Newsletters. Tenant Open Houses as needed.	TBD	TBD
Building Permit Process	Quarterly Newsletters.	TBD	TBD
Construction	Quarterly Newsletters.	TBD	TBD
Occupancy	Offers to Lease issued to Eligible Tenants with rights of first refusal (ROFR). After the deadline for ROFR acceptance, the remaining units will be offered to market renters.	TBD	TBD

## 7 / Reporting

The Tenant Relocation Coordinator will submit to City Staff regular status updates showing evidence that the Tenant Relocation and Communications Plan are being implemented. Status updates will provide information updating the City Planner on all aspects of implementation of the Tenant Relocation and Communications Plan, including:

- The progress of the relocation assistance including: Options provided, Location, New monthly rent, Move-out date, and Details of additional assistance for vulnerable tenants.
- Total compensation provided for each tenant in both phases of relocation.
- Tenant's decision for first right of refusal to rent in the new rental building; if so, the unit type and starting rent.
- Samples of communications with the tenants.
- A summary of the Tenant Relocation Report will be provided to the City of Surrey, along with supporting documents and correspondence if applicable.

The goal of this Tenant Relocation Plan is to ensure that tenants are informed about the process and Bristol Ltd's commitment to them. With good planning, we can mitigate the impact of relocation and proceed to replace the rental units and invite tenants back as soon as possible.

Yours truly,

**Johnny Tsang**

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