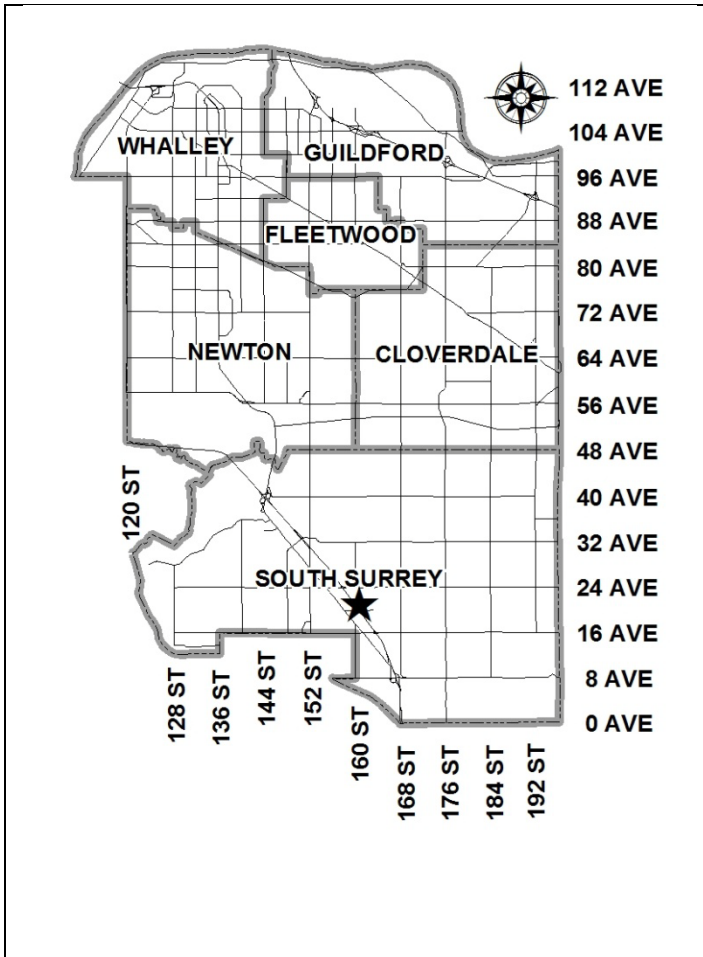


City of Surrey
PLANNING & DEVELOPMENT REPORT

File: 7912-0140-00

Planning Report Date: September 10, 2012



PROPOSAL:

- **OC** amendment from Suburban to Commercial
- **LAP** amendment from Business Park/ Light industrial to Commercial
- **Rezoning** from RA to CD (based on C8)
- **Development Permit**

in order to permit the development of a mixed retail and office commercial centre.

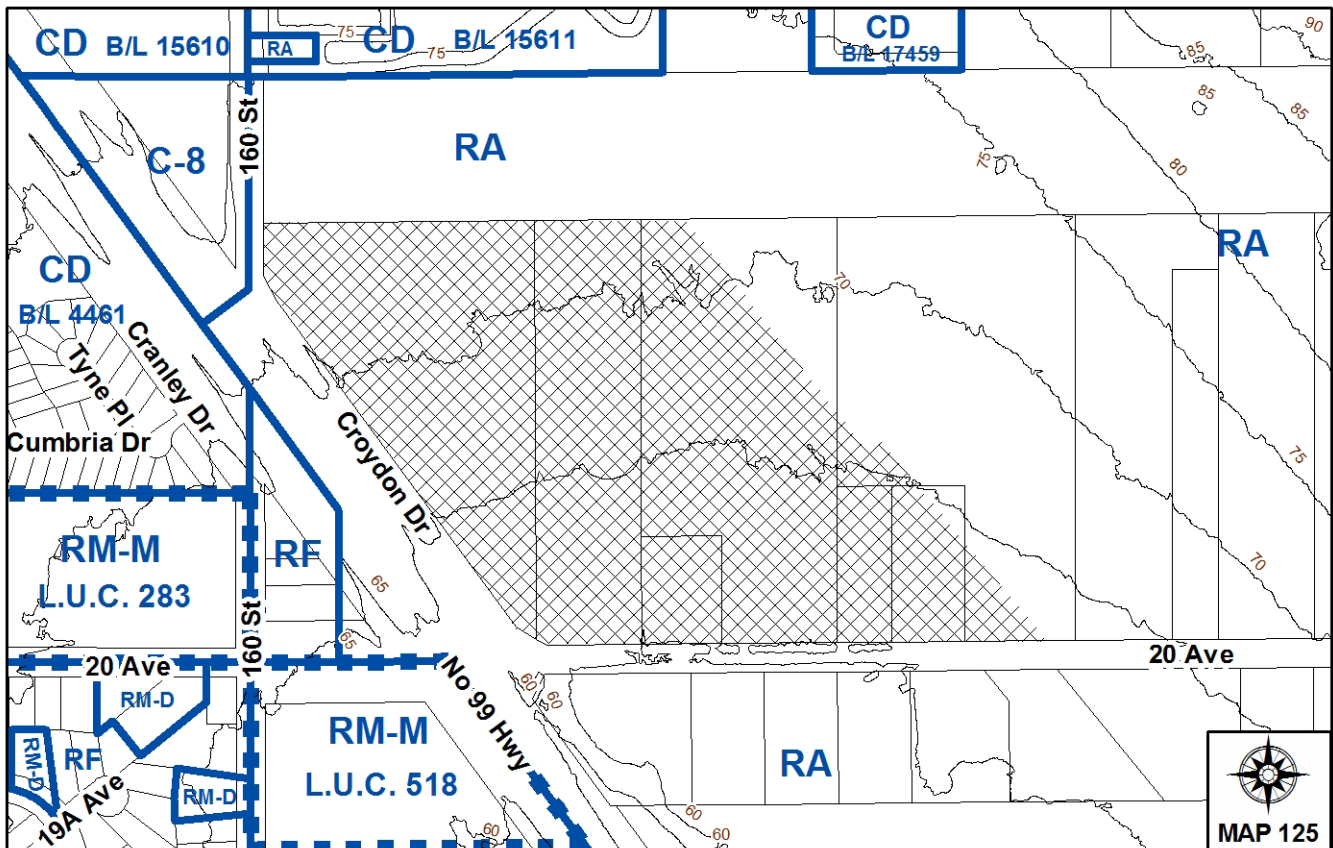
LOCATION: 16200 Block of 20 Avenue

OWNER: Brookdale Holdings Ltd.
 (Incorporation No. 219492)
 Surinder Singh Rai, Amandeep Rai,
 et al

ZONING: RA

OC DESIGNATION: Suburban

LAP DESIGNATION: Business Park/Light Industrial



RECOMMENDATION SUMMARY

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

DEVIATION FROM PLANS, POLICIES OR REGULATIONS

- Proposed OCP Amendment from Suburban to Commercial.
- Proposed amendment to the Highway 99 Corridor Local Area Plan (LAP), 2004, as amended, from Business Park/ Light Industrial to Commercial.

RATIONALE OF RECOMMENDATION

- The proposed amendments to the OCP and the LAP have been requested in order to:
 - develop employment lands to compliment residential development in Grandview.
 - demand for commercial floor space in Grandview is high.
 - elevated land values and servicing constraints in the area require higher-value development be economically feasible.
 - significant office space contributes to bringing higher value jobs to Grandview .

RECOMMENDATION

The Planning & Development Department recommends that:

1. a By-law be introduced to amend the OCP by redesignating the subject site from "Suburban" to "Commercial" 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 879 of the Local Government Act.
3. a By-law be introduced to rezone the subject site from "One-Acre Residential Zone (RA)" (By-law No. 12000) to "Comprehensive Development Zone (CD)" (By-law No. 12000) and a date be set for Public Hearing.
4. Council authorize staff to draft Development Permit No. 7912-0140-00 generally in accordance with the attached drawings (Appendix II).
5. Council instruct staff to resolve the following issues prior to final adoption:
 - (a) ensure that all engineering requirements and issues including restrictive covenants, dedications, and rights-of-way where necessary, are addressed to the satisfaction of the General Manager, Engineering;
 - (b) submission of a subdivision layout to the satisfaction of the Approving Officer;
 - (c) approval from the Ministry of Transportation & Infrastructure;
 - (d) input from Senior Government Environmental Agencies (DFO);
 - (e) final approval from BC Hydro;
 - (f) submission of a finalized tree survey and a statement regarding tree preservation to the satisfaction of the City Landscape Architect;
 - (g) submission of a conceptual landscaping plan to the specifications and satisfaction of the Planning and Development Department;
 - (h) resolution of all urban design issues to the satisfaction of the Planning and Development Department;
 - (i) demolition of existing buildings and structures to the satisfaction of the Planning and Development Department;
 - (j) registration of a cross access easement from Croydon Drive to the property to the north;
 - (k) 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;

- (l) registration of a Section 219 Restrictive Covenant for "no build" on the portion of the site within the Sunnyside Heights NCP, until future rezoning and development under the provisions of the Sunnyside Heights NCP; and
- (m) Registration of a statutory right-of-way for public passage where proposed park trails enter private property.
6. Council pass a resolution to amend the Highway 99 Corridor Local Area Plan to redesignate the land from Business park/ Light Industrial to Commercial when the project is considered for final adoption.

REFERRALS

Engineering:	The Engineering Department has no objection to the project subject to the completion of Engineering servicing requirements as outlined in Appendix III.
Parks, Recreation & Culture:	Parks has no concerns with the proposal subject to conveyance to the City of the proposed riparian areas and park and trail facilities being provided to City standards. Any trail connections through private property must be secured by right-of-way.
Department of Fisheries and Oceans (DFO):	DFO has no concerns with the proposal subject to the applicant entering a P-15 agreement with the City to secure the construction and maintenance of riparian enhancement areas, and conveyance of the riparian enhancement areas to the City to ensure long term stewardship of these resources.
Ministry of Transportation & Infrastructure (MOTI):	MOTI was contacted about the proposal but has not had a chance to reply. Given the adjacency of Highway 99 and the potential impacts of the proposed creek realignment, staff will work closely with the Ministry as the project proceeds to ensure their interests are accommodated. MOTI approval the development plan will be required prior to final reading.
Surrey Fire Department:	The Fire Department has no concerns with the proposal subject to the following: <ul style="list-style-type: none"> • Compliance with Bylaw No. 15740, Public Safety E-Comm Radio Building Amplification System • The internal roads must be in compliance with the BC building Code which specifies a centreline turning radius of 12 metres. • Roadway with underground parking underneath must be able to support the weight of a 70,000 lb. fire truck.

BC Hydro: BC Hydro is generally supportive of the application subject to the detail plans being compliant with BC Hydro's *Conditions for Compatible Uses of BC Hydro Rights of Way*. Detailed plans will be reviewed to confirm the vertical and horizontal distance from transmission lines to the proposed structures within and adjacent to the transmission corridor, prior to final adoption.

SITE CHARACTERISTICS

Existing Land Use: The subject site is currently zoned RA and is semi-rural in nature with a mix of small farms and large lot residential homes. The site contains a series of A, B and C Class watercourses. A BC Hydro transmission corridor crosses the eastern edge of the site. The lands to the east of the BC Hydro transmission corridor are in the Sunnyside Heights NCP and are not the subject of this rezoning.

Adjacent Area:

Direction	Existing Use	OCP / LAP Designation	Existing Zone
North:	Farm	Suburban/ Business Park - Light Industrial	RA
East:	Suburban residential properties and small farms.	Suburban / Multiple Residential (Sunnyside Heights NCP)	RA
South (Across 20 Avenue):	Suburban Residential properties.	Suburban/ Business Park - Light Industrial	RA
West (Across Croydon):	Highway No. 99.	N/A	N/A

JUSTIFICATION FOR PLAN AMENDMENT

- The proposal allows for the continued development of employment lands to complement the rapid residential development in Grandview.
- Despite multiple developments in the vicinity delivering significant amounts of commercial floor space in Grandview, demand for these spaces remains high.
- The adjacent high-value retail and multiple residential designated properties have resulted in significantly elevated land values in the Grandview Heights area. These values make industrial development in this area economically challenging. In addition, servicing constraints in the area result in additional financial burdens that require higher-value development to efficiently carry.
- The development includes a significant amount of office space that contributes to bringing higher value jobs to Grandview versus strictly retail uses.

DEVELOPMENT CONSIDERATIONS

- On February 23, 2004, Council approved the Highway 99 Corridor Local Area Plan which includes the proposed land use plan and policies, environmental management plan, urban design guidelines and the engineering servicing and financial strategies that guide development and provide amenities in the Highway 99 Corridor plan area (Corporate Report No. L004).
- Since that time the majority of the commercially designated lands to the north of the subject site have been developed, or are in the process of being developed, including lands developed by SmartCentre's, Loblaw's, and Morgan Crossing.
- To date none of the Highway 99 Corridor LAP Business Park / Light Industrial designated lands between 24 Avenue and 16 Avenue have been developed for industrial uses.

CURRENT PROPOSAL

- The current proposal is to consolidate the subject properties and rezone the areas to the west of the BC Hydro corridor.
- The realignment of Croydon Drive and the dedication of a portion of 21 Avenue will create three development lots, Lots 1, 2 and 3.
- Lot 1 will be approximately 52,400 m² (15 acres) and is proposed to be developed with two or three large format retailers in one building at the centre of the site with a number of smaller retail CRU's in a second building in the northwest corner of the property, adjacent to the realigned Croydon Drive. The site is anchored by CRU 1, which is 12,629 m² (136,000 ft²) in size. The applicant has indicated that a number of tenants are possible for this space so the exact size and mix of users for this building is yet to be determined. Council will be given the opportunity to review any changes to the building as a result of the final tenant mix, when subsequent specific Development Permits are sought. CRU 1 sits above a single level of underground parking. In total Lot 1 is proposed to have 315 stalls of underground parking and 440 stalls of surface parking.
- Lot 2 will be approximately 17,400 m² (5.3 acres) in area and is proposed to be developed with a single mixed use building consisting of 5970 m² (64,260 ft²) of retail at grade with 9962 m² (104,000 ft²) of office space over four upper floors. This building will also sit on a single level of underground parking, which will accommodate 361 stalls, with a further 94 stalls at grade.
- Lot 3 will be approximately 11,600 m² (2.9 acres) in area and is proposed to be developed with two restaurants, one of which is to include a drive through, measuring 1376 m² (14,800 ft²). This lot will provide 120 at grade parking stalls within the BC Hydro right-of-way
- Overall the project is proposed to accommodate 25,953 m² (279,000 ft²) of retail and restaurant uses and 9662 m² (104,000 ft²) of office space on 81,433 m² (20.1 acres) of developable area, with a total of 1330 parking stalls (654 at grade, 676 underground).

PROPOSED CD BY-LAW

- The proposed CD By-law (Appendix X) is similar to the C-8 Zone except that height, FAR and setbacks have been adjusted to accommodate the proposed development on each of the three blocks (Blocks A, B and C).
- The permitted uses in the CD Zone match those in the C-8 zone except that Block C permits the inclusion of drive through restaurants. Drive through restaurants are not permitted in Blocks A and B.
- An FAR of 0.80 is permitted in the C-8 Zone. The applicant is proposing actual FAR's of up to 0.5 in Block A, 1.0 in Block B, and 0.3 in Block C.
- Permitted C-8 site coverage is 50%: the applicant is proposing site coverage of 35% for Block A ; 40% for Block B; and 30% for Block C. These reductions are included in the proposed CD Bylaw.
- The maximum height allowed in the C-8 zone is 12.0 metres (40 ft.). The proposed allowable height of Block A and C is conforms to this standard. The height of Block B is proposed to be significantly increased to 27.5 m (90 ft.) in order to accommodate the 5 storey office building and parking structure on sloped site. This extra height will be somewhat mitigated in the future by the planned 20 Avenue overpass which will raise the height of 20 Avenue in front of the site.
- In addition to the building height, an exemption has been made in the CD By-law to allow up decorative parapets to exceed the require building height. This exemption is to permit the glass box architectural elements on CRU's 1 , 4 and 7.
- The proposed minimum setback for all buildings and structures in the C-8 Zone is 7.5 m (25 ft.). The setbacks have been amended in the CD Zone to accommodate the proposed form of development. The amended setbacks are as follows:

	North Setback	South Setback	East Setback	West Setback
Block A:	4.5 metres [15 ft.]	3.7 metres [12 ft.]	7.5 metres [25 ft.]	2.4 metres [8 ft.]
Block B:	4.3 metres [14 ft.]	9.0 metres [30 ft.]	6.0 metres [20 ft.]	2.4 metres [8 ft.]
Block C:	7.5 metres [25 ft.]	7.5 metres [25 ft.]	7.5 metres [25ft.]	7.5 metres [25 ft.]

- The proposed Block A, B and C of the CD Zone is compared to the C-8 Zone in the summary table below:

	C-8	Block A	Block B	Block C
Density (FAR)	0.80 FAR	0.50 FAR	1.0 FAR	0.3 FAR
Lot Coverage	50%	35%	40%	30%
Setbacks	All Setbacks 7.5 m (25 ft)	North: 4.5 m [15 ft.] South: 3.7 m [12 ft.] East: 7.5 m [25 ft.] West: 2.4 m [8 ft.]	North: 4.3 m [14 ft.] South: 9.0 m [30 ft.] East: 6.0 m [20 ft.] West: 2.4 m [8 ft.]	North: 7.5 m [25 ft.] South: 7.5 m [25 ft.] East: 7.5 m [25 ft.] West: 7.5 m [25 ft.]
Principal Building Height	12 metres (40ft)	12 metres (40 ft)	27.5 metres (90 ft)	12 metres (40 ft)
Use	Exclude Drive through	Exclude Drive through	Exclude Drive through	Include Drive through

PRE-NOTIFICATION

- Pre-notification letters were sent on July 24, 2012 to households within 100 metres (328 feet) of the subject site. A total of 435 notification letters were mailed out to residents and property owners.
- As result of these notices staff received one phone call from a resident that was seeking clarification on the development process, and one letter from the Little Campbell Watershed Society (LCWS).
- The key concerns raised by the LCWS (Appendix VIII.) are as follows:

- o Wildlife Habitat

The development area is identified in the city's EMS Study as containing two Ecosystem Sites and an Ecosystem Corridor. LCWS indicates that these resources should be maintained.

Response:

The Ecosystem Sites are predominantly cottonwood and alder stands the ecological Significance ranking of these sites is 44 out of 100. These sites were not compatible with development and are proposed to be removed.

The Ecosystem Corridor is located under the BC Hydro right-of-way and has an ecological significance ranking of 64 out of 100. This corridor is intended to be retained and enhanced by the provision of a 40 metre wide naturalized riparian corridor.

- Water Quality and Groundwater Recharge.
The increase in paved areas and vehicle traffic will increase run off, reduce ground water recharge and increase the potential for hydrocarbons and other pollutants to enter the aquatic environment. LCWS indicates that best management practices should be used including the use of permeable paving systems

Response:

The applicant has recognized that the development will have impacts on the hydrology of the area and has taken steps to mitigate these impacts. These steps include the construction of a detention ponds and pools in the 40 metre wide riparian corridor, and the construction of bio-infiltration swales throughout the parking lot, which employ specific plants and grasses to trap pollutants and allow for detention and groundwater recharge on site. The applicant is not proposing permeable pavements at this time due concerns about cost and the long term effectiveness of these surfaces.

- Riparian Protection and Enhancement
The water courses are a part of the Fergus Creek watershed. In the last decade concerted efforts by the City, environmental groups including LCWS and private citizens have repaired this watershed to the point salmon spawning has returned. This development should not harm this functioning aquatic system.

Response:

As a condition of development the applicant is construction a 40 m wide riparian corridor under the BC Hydro right-of-way. In addition they are required to reconstruct the Class "A" Fergus Creek tributary in a naturalized, 22.5 metre wide corridor on City property. Currently this watercourse runs between the existing Croydon Drive and Highway 99 with minimal riparian vegetation. Furthermore, the applicant is required to construct three projects in the Fergus Creek park that will improve function and ecological values of the watershed. These requirements are described in more detail in the "Environmental Requirements" of this report.

- A public information meeting was held on August 8, 2012 by the applicant in order to obtain input from the area residents with respect to the proposed application. In all, 18 people signed in to the meeting and three questionnaires were submitted. A summary of the proceedings and the submitted questionnaires was provided by the Applicant and is included as Appendix IX.
- A number of concerns were expressed by residents with regard to traffic and infrastructure in the area; in particular traffic congestion on King George Boulevard and 24 Avenue was raised. There was also concern and questions about the impact and timing of the future 20 Avenue overpass. Residents were divided with some desiring to see the additional road capacity and convenience the overpass would bring, and some wanting to maintain the existing character of 20 Avenue.

Response:

With respect to traffic congestion, Transportation staff are aware of the concerns expressed and are constantly looking at ways to improve the safety and reliability of our transportation system, while recognizing that in rapidly developing areas there are occasionally gaps which are best left to be filled through the orderly development of surrounding properties. In this case the applicant is constructing a significant portion of the re-aligned Croydon Drive, which will ultimately form a significant north-south connection for the area and will relieve some of the traffic on King George Boulevard once complete.

The 20 Avenue overpass is also identified as a necessary element in addressing the traffic concerns in the Grandview/Semiahmoo area. However, this overpass is not identified on the current "2012 - 2021 Ten Year Servicing Plan"

- There was also a group of residents that were concerned with the Business Park / Light Industrial land use designation in general and felt the LAP should be amended to re-designate all of the Business Park / Light Industrial lands between 24 Avenue and 16 Avenue to Commercial.

Response:

Staff would consider any LAP amendment application on its merits, though feel wholesale re-designation of this area is not appropriate at this time.

PUBLIC CONSULTATION PROCESS FOR OCP AMENDMENT

Pursuant to Section 879 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.

ENVIRONMENTAL REQUIREMENTS

- The subject development proposal was presented to the Environmental Review Committee (ERC) on August 15, 2012. There are multiple watercourses throughout the site, the majority of which are Class B and C drainage channels that are adjacent to fields and roads.
- There is one Class A watercourse that will be impacted by the proposed development. This watercourse is a tributary to Fergus Creek and is located to the west of the existing Croydon Drive at the eastern most edge of the Highway 99 right-of-way. As per the Highway 99 LAP the applicant will be relocating and reconstructing this watercourse within the existing Croydon Drive alignment. Croydon Drive will then be relocated further east and a Riparian corridor will be established. In accordance with the DFO's approval of the relocation of the stream, the riparian corridor will be a minimum 22.5 metres wide and will be planted with trees and native vegetation. The Ministry of Transportation and Infrastructure (MOTI) has been advised of the arrangement and final approvals, including registration of any appropriate agreements and covenants, will be secured prior to final adoption of the rezoning by-law.
- The Class B and C watercourses will be removed or realigned into a new 40 metre wide drainage and riparian corridor that will run along the eastern edge of the BC Hydro corridor adjacent to the Sunnyside Heights NCP. This corridor will perform both a detention and a habitat function. BC Hydro has been advised of this arrangement and has no concerns subject to detailed plans conforming to its *Conditions for Compatible Uses of BC Hydro Rights of Way*. Once detailed plans are prepared they must be reviewed and approved by BC Hydro prior to final adoption of the rezoning bylaw.
- In addition to the onsite riparian works the applicant is required to construct three projects previously identified for Fergus Creek park:
 - Channel and riparian restoration resulting in 40 metres of channel restoration and 4,400 m2 of riparian habitat.

- Driveway removal, channel restoration, riparian planting resulting in 40 metres of channel restoration and 3,000 m² of riparian habitat
- Connection with artesian well, channel restoration, riparian planting resulting in 40 metres of channel restoration and 3,500 m² of riparian habitat
- Detailed landscape plans and landscaping cost estimates must be provided by the applicant and a P-15 Agreement will be entered into to secure the construction and maintenance of all of the proposed enhancement works, prior to final adoption of the rezoning bylaw. In addition all of the identified riparian areas must be conveyed to the city to ensure proper stewardship of these environmental resources in the future.

DESIGN PROPOSAL AND REVIEW

- The applicants are seeking a generalized Development Permit for the entire site to establish the overall site plan, form and character, architectural vocabulary, pedestrian connection, parking lot design, landscaping and buffering requirements for this commercial development at 20 Avenue and Croydon Drive. It is important to note that subsequent Development Permits will be required for each individual building and each Development Permit will be required to be submitted for approval by Council. The subsequent Development Permits will stipulate detailed building architecture, design and landscaping.
- An existing BC Hydro right-of-way traverses the development site and fortuitously has had the effect of pushing the buildings on Lot 1 and Lot 3 closer to Corydon Drive and 20 Avenue.
- The applicant has provided significant amounts of underground parking so that the surface parking provision throughout the entire shopping centre is less than 3 parking spaces per 100 square metres of gross commercial area, as stipulated in the Highway 99 Corridor Design Guidelines. The reduction in the surface parking on the lot allows the opportunity to increase the density of development on the site and facilitates the inclusion of the office uses on Lot 2.
- The proposed development is designed to have a modern expression with extensive use of brick and glass representing a common theme for all buildings throughout the site.
- A prominent element that the design presents is the use of a glass columnar feature at the main entrances to the primary buildings and users throughout the site. These elements serve a dual purpose of facilitating way finding and also contribute to the building performance and ventilation. The tops of the columns will have openings to allow the glazed tower to act as a solar chimney and draw hot air out of the buildings to facilitate cooling.
- Another prominent feature of the architecture is the use of a high "glass boxes" at three key corners of the development. There is one proposed at the southwest corner of CRU 1 to mark the entrance to the underground parking, one is proposed at the southwest corner of CRU4 to mark the main entrance to Lot 1 and one is proposed at the northeast corner of CRU 7 to define the corner of the building and reflect the glazing on the southern, office portion of the building. These features will include signage to reflect the commercial centre's overall identity but will not be used to advertise individual tenants of the development.

- The buildings are primarily single storey in height but there are two story elements added at the south end of CRU₄ and the north end of CRU₇.
- The office building is proposed to be 5 storeys in height but the grading through the site and the design of the underground parking means that the building will have a six story expression to 20 Avenue. At the corner of 20 avenue and Croydon drive this height has been accommodated by having an entrance lobby at the parkade level, which is flanked by CRUs with access to the street and a small corner plaza. Further west along 20 Avenue it is anticipated that the grades will be raised once the identified 20 Avenue overpass is constructed in several years time.

Tree Retention, Landscaping

- The applicant retained Mike Fadum and Associates Ltd. to conduct a site inspection and prepare an arborist report for the site. The arborist report identified 439 trees on site, of which 22 are to be retained and 417 are to be removed (Appendix IV). The majority of the trees to be removed (371) are alder and cottonwood, species that are generally incompatible with development. A finalized tree management plan must be submitted prior to final adoption.
- The chart below provides a summary of the tree retention and removal on the subject site:

Tree Species	Total No. of Protected Trees	Total Proposed for Retention	Total Proposed for Removal
Apple	1	0	1
Alder/Cottonwood	371	0	371
Douglas Fir	1	0	1
Spruce	6	0	6
Cedar	35	22	13
Falsecypress	7	0	7
Birch	1	0	1
Spruce	2	0	2
Cherry	4	0	4
Hawthorne	1	0	1
Maple	7	0	7
Pear	1	0	1
Pine	1	0	1
Plum	1	0	1
Walnut	1	0	1
Willow	1	0	1
TOTAL	439	22	417

- Extensive landscaping will be incorporated into the design of this proposed development. Specifically, landscaping efforts will be focused towards the following areas: Croydon Drive streetscape, buffering with adjacent land uses, parking areas and pedestrian areas including paths, plazas and patios.
- Along Highway 99, the development of the riparian area will result in the planting of significant native species including trees. As such, this riparian area will also serve as a landscape buffer from the highway.
- Parking areas will include extensive landscaping features including the provision of bio- infiltration swales that help to treat runoff and allow greater ground water infiltration.

- The detailed landscaping plans will be further reviewed with each the specific development permit for individual buildings and Council will be given the opportunity for further input.

Access & Pedestrian Circulation

- Vehicle access to Lot 1 is to be provided from two full movement intersections on Croydon Drive and one location on 21 Avenue. In addition, an access easement will be required over Lot 1 to ensure future reciprocal access with the property to the north. Access to Lot 2 will come from Croydon Drive with one right in access and another full movement intersection. Access to Lot 3 will come from 21 Avenue exclusively.
- Pedestrian and cyclist movement will be facilitated by the construction of a 4.0 metre wide multi-use pathway along the east side of Croydon Drive and north side of 20 Avenue, which links to the larger citywide greenway system. Walkways through the site are designed to be fully accessible and covered walkways extend from the main buildings to Croydon Drive on Lot 1 and Lot 2.
- In addition, pedestrian connectivity is facilitated by the provision of walking trails through the 40 metre riparian corridor within the BC Hydro right-of-way, which will provide linkages to the future residential areas in Sunnyside Heights.

SUSTAINABLE DEVELOPMENT CHECKLIST

The applicant prepared and submitted a sustainable development checklist for the subject site on August 22, 2012. The table below summarizes the applicable development features of the proposal based on the seven (7) criteria listed in the Surrey Sustainable Development Checklist.

Sustainability Criteria	Sustainable Development Features Summary
1. Site Context & Location (A1-A2)	<ul style="list-style-type: none"> • N/A
2. Density & Diversity (B1-B7)	<ul style="list-style-type: none"> • N/A
3. Ecology & Stewardship (C1-C4)	<ul style="list-style-type: none"> • The proposal incorporates Low Impact Development Standards (LIDS) to address runoff concerns
	<ul style="list-style-type: none"> • A number of water courses on site are to be enhanced and relocated within dedicated riparian areas
	<ul style="list-style-type: none"> • An Ecosystem Corridor is identified on site, which has been addressed through the provision of a green buffer along the Hydro corridor.
4. Sustainable Transport & Mobility (D1-D2)	<ul style="list-style-type: none"> • The applicant has proposed to provide electric vehicle charging stations and designated car co-op parking stalls
	<ul style="list-style-type: none"> • The project is on a major north-south greenway so a number of bicycle facilities have been identified including bicycle parking, secure storage, and change rooms for staff.
	<ul style="list-style-type: none"> • Pedestrian connections are provided throughout the site and into neighboring areas. Covered walkways are provided from main entrances to the public street.

Sustainability Criteria	Sustainable Development Features Summary
5. Accessibility & Safety (E1-E3)	<ul style="list-style-type: none"> Project is designed with CPTED principles in mind
6. Green Certification (F1)	<ul style="list-style-type: none"> The applicant is working towards LEED Silver standard but will not be pursuing accreditation due to cost.
7. Education & Awareness (G1-G4)	<ul style="list-style-type: none"> N/A

ADVISORY DESIGN PANEL

- ADP Meeting Dates: July 9, 2012 and August 23, 2012 (Appendix V)
- All ADP recommendations will need to be addressed by the applicant prior to final approval of the generalized Development Permit.

INFORMATION ATTACHED TO THIS REPORT

The following information is attached to this Report:

Appendix I.	Lot Owners, Action Summary and Project Data Sheets
Appendix II.	Proposed Subdivision Layout, Site Plan, Building Elevations, Landscape Plans and Perspective
Appendix III.	Engineering Summary
Appendix IV.	Summary of Tree Survey and Tree Preservation
Appendix V.	ADP Comments
Appendix VI.	LAP Plan
Appendix VII.	OCP Re-designation Map
Appendix VIII.	August 3, 2012 Letter from Little Campbell Watershed Society
Appendix IX.	Public Information Meeting Responses
Appendix X.	Proposed CD By-law

INFORMATION AVAILABLE ON FILE

- Environmental Report Prepared by Triton Environmental Dated August 8, 2012
- Complete Set of Architectural and Landscape Plans prepared by Toews and Warner Architecture and Al Tanser, respectively, dated August 31 2012 and August 15, 2012

original signed by Nicholas Lai

Jean Lamontagne
General Manager
Planning and Development

MN/kms

- (g) Civic Address: 16113 - 20 Avenue
Owner: Paul McMillan
John G Todd
PID: 009-492-119
Parcel "A" (Explanatory Plan 16079) Lot 2 Except: Part on Highway Plan 25810; Section 13
Township 1 New Westminster District Plan 11264

- (h) Civic Address: 16219 - 20 Avenue
Owner: Joanne C Keate
Tom S Tvette
PID: 009-270-299
Lot "A" Section 13 Township 1 New Westminster District Plan 22548

3. Summary of Actions for City Clerk's Office

- (a) Introduce a By-law to amend the Official Community Plan to redesignate the property.
- (b) Introduce a By-law to rezone a portion of the property.
- (e) Application is under the jurisdiction of MOTI.
MOTI File No. (To Follow)

DEVELOPMENT DATA SHEET

Proposed Zoning: CD- Based on C-8

Required Development Data	Minimum Required / Maximum Allowed	Proposed
LOT AREA* (in square metres)		
Gross Total		115,573 m ² (28.5 acres)
Road Widening area		18,017 m ² (4.5 acres)
Undevelopable area		16,123 m ² (4.0 acres)
Net Total		81,433 m ² (20.1 acres)
LOT COVERAGE (in % of net lot area)	See multiple building Data Sheet	
Buildings & Structures		
Paved & Hard Surfaced Areas		
Total Site Coverage		
SETBACKS (in metres)		
Front		
Rear		
BUILDING HEIGHT (in metres/storeys)	See multiple building Data Sheet	
Principal		
Accessory		
NUMBER OF RESIDENTIAL UNITS		
Total		n/a
FLOOR AREA: Residential		n/a
FLOOR AREA: Commercial		
Retail		25,953 m ² (279,000 ft ²)
Office		9662 m ² (104,000 ft ²)
Total		35,615 m ² (383,000 ft ²)
FLOOR AREA: Industrial		
FLOOR AREA: Institutional		
TOTAL BUILDING FLOOR AREA		35,615 m ² (383,000 ft ²)

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

Development Data Sheet cont'd

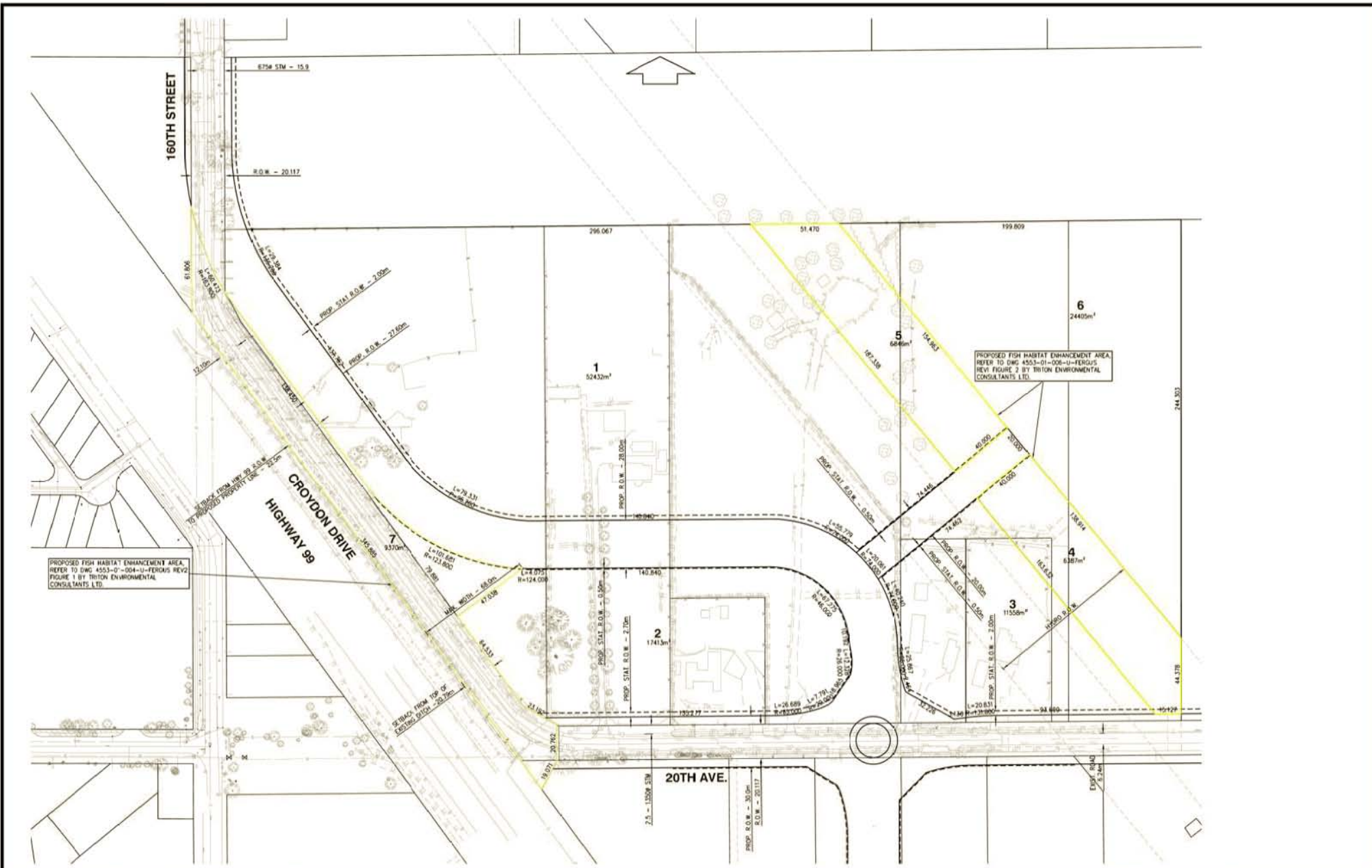
Required Development Data	Minimum Required / Maximum Allowed	Proposed
DENSITY		
# of units/ha /# units/acre (gross)		n/a
# of units/ha /# units/acre (net)		
FAR (gross)		0.31
FAR (net)		0.44
AMENITY SPACE (area in square metres)		
Indoor		n/a
Outdoor		
PARKING (number of stalls)		
Commercial		1330
Industrial		
Residential Bachelor + 1 Bedroom		
2-Bed		
3-Bed		
Residential Visitors		
Institutional		
Total Number of Parking Spaces		
Number of disabled stalls		37
Number of small cars		0
Tandem Parking Spaces: Number / % of Total Number of Units		0
Size of Tandem Parking Spaces width/length		n/a

Heritage Site	NO	Tree Survey/Assessment Provided	YES
---------------	----	---------------------------------	-----

MULTIPLE BUILDINGS DATA SHEET

Proposed Zoning: CD based on C-8

Required Development Data	Block A	Block B	Block C
SETBACK (in metres)			
North	4.5 m [15 ft.]	4.3 m [14 ft.]	7.5 m [25 ft.]
South	3.7 m [12 ft.]	9.0 m [30 ft.]	7.5 m [25 ft.]
East	7.5 m [25 ft.]	6.0 m [20 ft.]	7.5 m [25 ft.]
West	2.4 m [8 ft.]	2.4 m [8 ft.]	7.5 m [25 ft.]
HEIGHT:			
Building Height (in metres/storeys)	12 metres (40 ft) 1-2 Storeys	27.5 metres (90 ft) 5-6 Storeys	12 metres (40 ft) 1-2 Storeys
LOT COVERAGE:			
Buildings and structures	35%	40%	30%
Density:			
FAR	0.50 FAR	1.0 FAR	0.3 FAR
TOTAL FLOOR AREA	18,607 m ² (200,000 ft ²)	15,631 m ² (168,261 ft ²)	1,376 m ² (14,809 ft ²)



PROPOSED FISH HABITAT ENHANCEMENT AREA REFER TO DWG 4553-01-004-U-FERGUS REV2 FIGURE 1 BY TRITON ENVIRONMENTAL CONSULTANTS LTD.

PROPOSED FISH HABITAT ENHANCEMENT AREA REFER TO DWG 4553-01-006-U-FERGUS REV FIGURE 2 BY TRITON ENVIRONMENTAL CONSULTANTS LTD.

No.	DATE	REVISION	BY
2	08/31/12	RESUBMITTED FOR DP REVIEW	MF
1	08/28/12	ISSUED FOR DP SUBMISSION REVIEW	MF

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Burnaby, BC V5G 4H7
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F: 604-420-4743
www.binnie.com

CLIENT **MORGAN PLACE DEVELOPMENTS LTD.**
13688 - 20TH AVENUE, SURREY, BC, V4A 1Z7

DRAWING DESCRIPTION
**COMMERCIAL DEVELOPMENT
160TH STREET, CROYDTON DRIVE AND 20TH AVENUE
LOT LAYOUT PLAN**

SURVEYED BY RFB
DRAWN BY CS
DESIGNED BY CS
CHECKED BY TC

SCALES
0 1:1000 20M

DATE 2012-08-21
DRAWING No. **11-266-LL1**

SHEET 1 OF 1 REV. 2

DRAWN BY ALL PRINTS BEARING PERIOD NO.

THE CITY OF SURREY

FILE MORGAN CREEK DEVELOPMENT
SCALE 1:1000
SURREY PROJECT No. 7912C-0140-00
CHECKED BY P.J.
SURREY DRAWING No.



TOEWS + WARNER
architecture
2550 Sandy Crescent
North Vancouver, British Columbia
V7N 1K3
Tel: 604 299 4222
Fax: 604 299 2940

ARCHITECT
Jordan Kufner
architect

DATE: 08/07/08
BY: Jordan Kufner
SCALE: 1/8" = 1'-0"

PROJECT NO:
1210

ISSUED FOR:

DATE: 08/07/08
BY: Jordan Kufner
SCALE: 1/8" = 1'-0"

ISSUED FOR:

DATE: 08/07/08
BY: Jordan Kufner
SCALE: 1/8" = 1'-0"

Morgan Place Development

Croydon Drive, Surrey, British Columbia

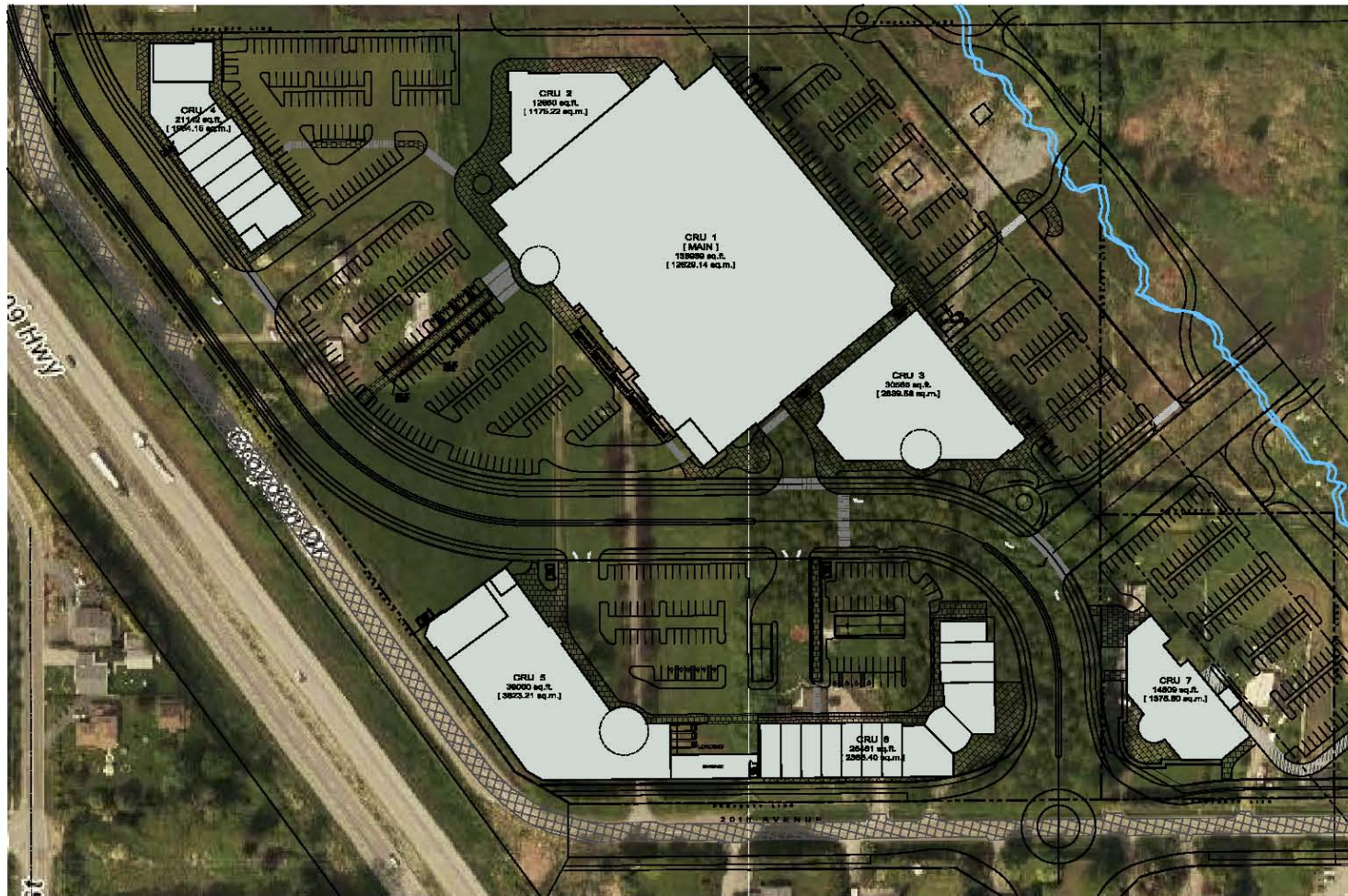
ARCHITECTURAL

Toews + Warner Architects
2550 Sandy Crescent,
North Vancouver, British Columbia
V7N 1K3
Tel: 604 299 4222
Fax: 604 299 2940

ARCHITECTURAL CONSULTANT

Jordan Kufner Architect
180 - 2260 Boundary Road,
Surrey, British Columbia
V3M 2G3
Tel: 604 299 3222
Fax: 604 299 2928

Morgan Place Development
Croydon Drive, Surrey, British Columbia



1 CONTEXT PLAN
SCALE: 1" = 80'-0"



Streetscape View
corner of Croydon Drive and
20th Avenue to Highway 99



Streetscape View
Existing site along Croydon Drive



Streetscape View
Existing site along 20th Avenue



Streetscape View
Existing site along 20th Avenue
and BC Hydro power lines



Streetscape View
along existing Croydon Drive
northbound



Streetscape View
along existing Croydon Drive
southbound



Streetscape View
Existing ditch adjacent to
Highway 99



Streetscape View
to Highway 99

2 STREETScape VIEW
SCALE: N.T.S.

TOEWS + WARNER
architecture

Jordan Kutev
architect

NO.	DATE	REVISION

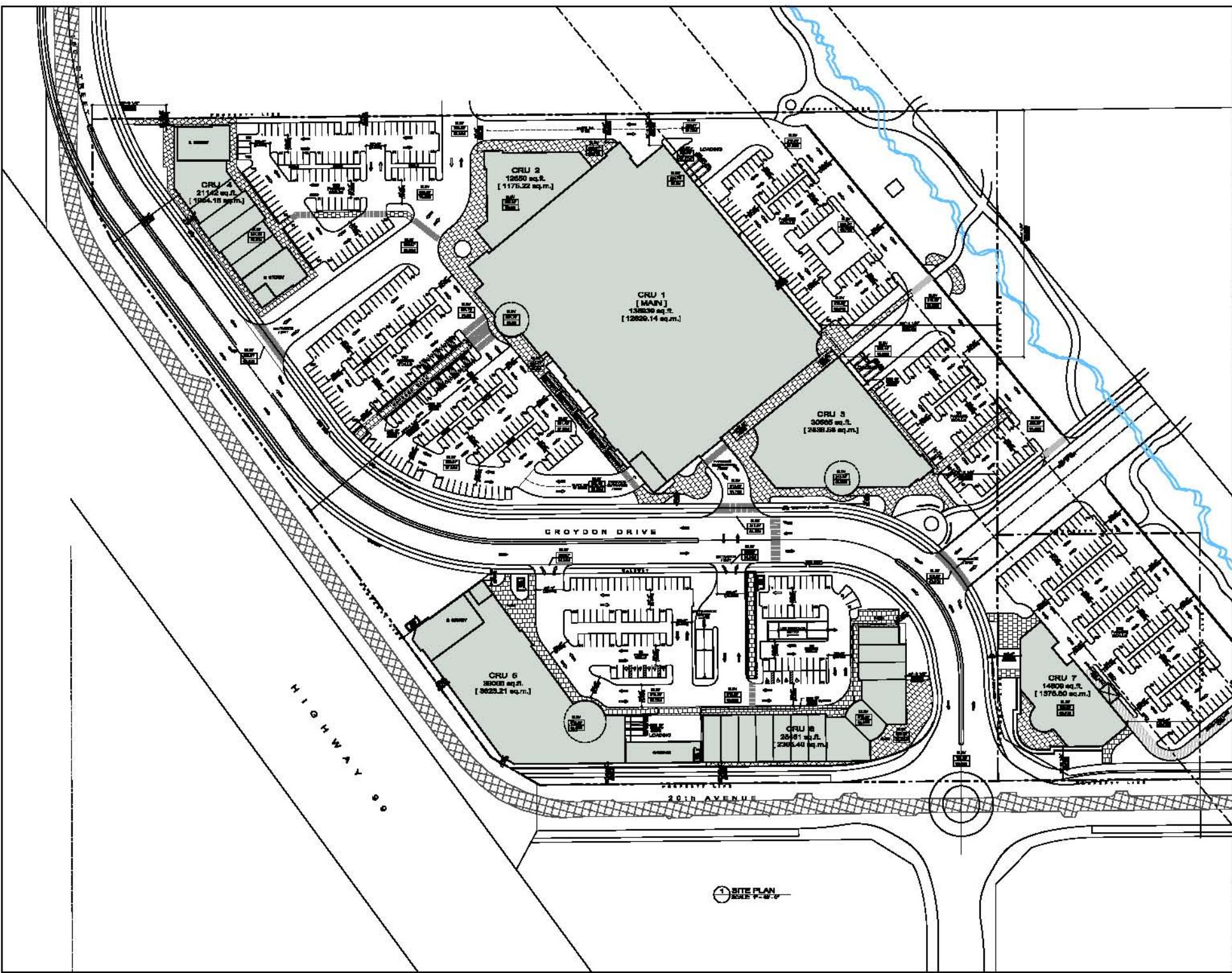
MORGAN PLACE

Morgan Place
Development
Croydon Drive
Surrey, British Columbia

CONTEXT PLAN

A101

SCALE: 1" = 80'-0" PROJECT NO: 1510
DRAWN BY: JAK PROJECT NO: 1510
CHECKED BY: JK DATE: MAY 2012



TOWNS + WARNER
architecture

Jordan Kuter
 architect

MORGAN PLACE

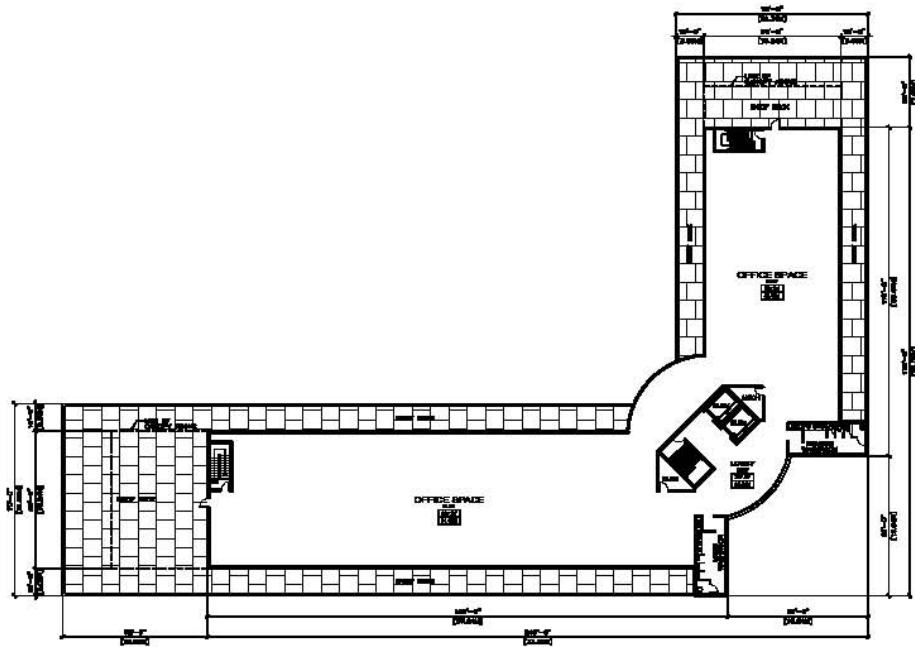
Morgan Place
 Development

Croydon Oaks
 Survey, Ellis Columbia

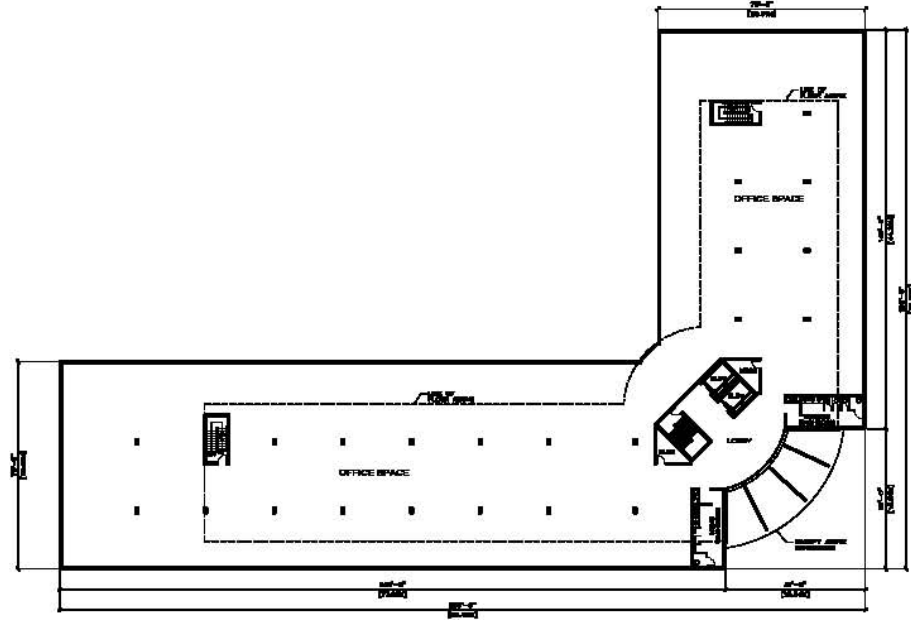
SITE PLAN

A151

SCALE: 1/8" = 1'-0"
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 CHECKED BY: JKW
 PROJECT NO.: 2306
 DATE: 05/12/2015

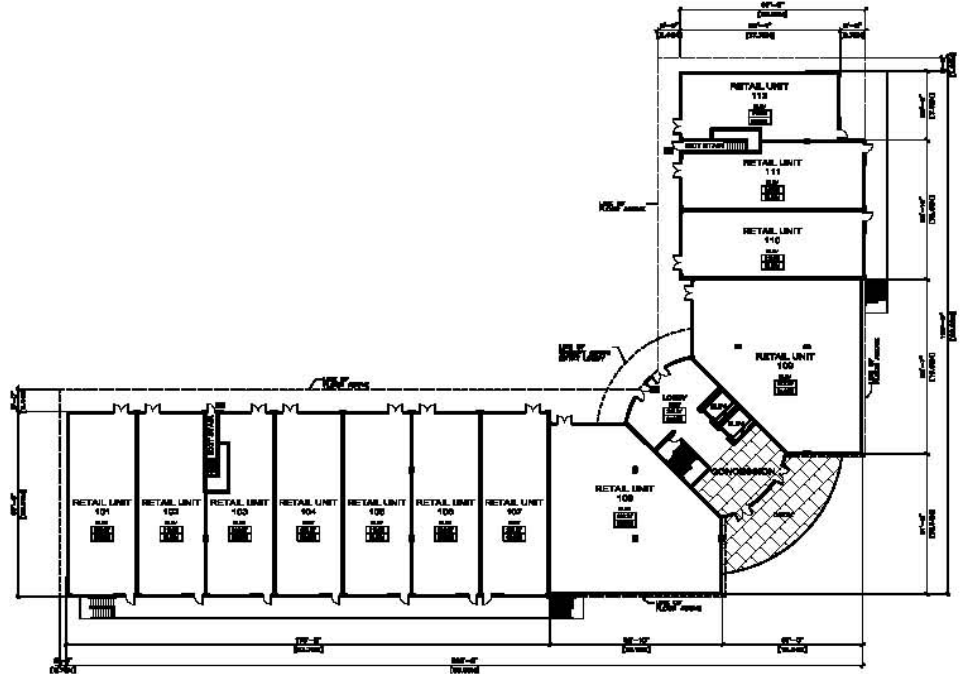


3 FIFTH FLOOR PLAN
RETAIL UNITS / OFFICE BUILDING - CRU 8
SCALE: 1/8" = 1'-0" V.P. 11-19




2 TYPICAL SECOND TO FOURTH FLOOR PLAN
RETAIL UNITS / OFFICE BUILDING - CRU 8
SCALE: 1/8" = 1'-0" V.P. 11-19

CRU - 8	
UNIT No.	AREA
101	181.00 sq.m. [1733 sq.ft.]
102	188.82 sq.m. [1808 sq.ft.]
103	186.73 sq.m. [1800 sq.ft.]
104	188.82 sq.m. [1808 sq.ft.]
105	188.82 sq.m. [1808 sq.ft.]
106	188.82 sq.m. [1808 sq.ft.]
107	188.82 sq.m. [1808 sq.ft.]
108	314.78 sq.m. [3088 sq.ft.]
109	248.88 sq.m. [2433 sq.ft.]
110	188.82 sq.m. [1808 sq.ft.]
111	146.33 sq.m. [1578 sq.ft.]
112	188.48 sq.m. [1807 sq.ft.]
Corridor	83.38 sq.m. [893 sq.ft.]
Common areas (Main Level Lobby Back Office)	164.12 sq.m. [1800 sq.ft.]
Total	2883.84 sq.m. [28442 sq.ft.]




1 GROUND FLOOR PLAN
RETAIL UNITS / OFFICE BUILDING - CRU 8
SCALE: 1/8" = 1'-0" V.P. 11-19



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architecture

Jordan Kuter
architect



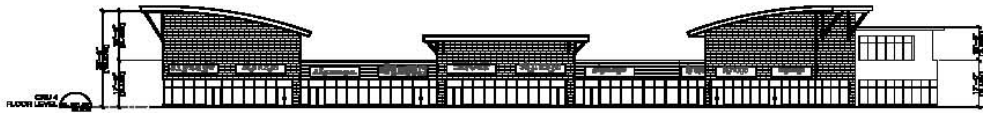
Morgan Place
Development

Clayton Oden
Survey, British Columbia

RETAIL UNITS /
OFFICE BUILDING
FLOOR PLANS

A212

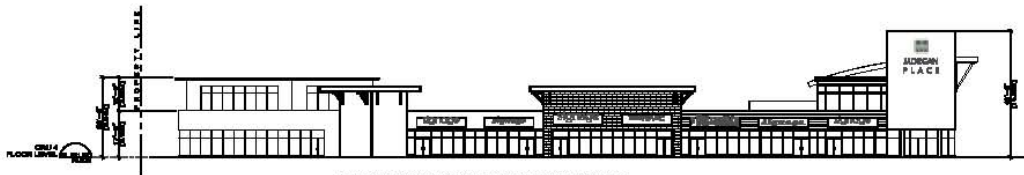
SCALE: 1/8" = 1'-0"	PROJECT NO: 2398
DATE: 11-19-19	DATE: 11-19-19
DRAWN BY: J.K.	CHECKED BY: J.K.
DATE: 11-19-19	DATE: 11-19-19



1 FRONT ELEVATION
RETAIL UNITS - CRU 4
SCALE: 1/8" = 1'-0"



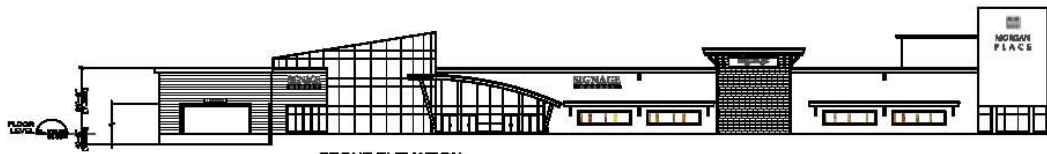
2 NORTH ELEVATION
RETAIL UNITS - CRU 4
SCALE: 1/8" = 1'-0"



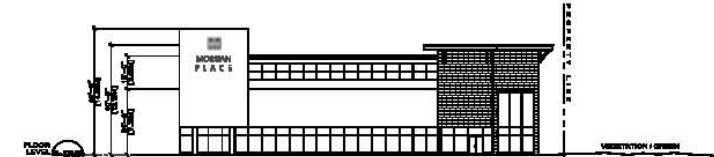
3 ELEVATION ALONG CROYDON DRIVE
RETAIL UNITS - CRU 4
SCALE: 1/8" = 1'-0"



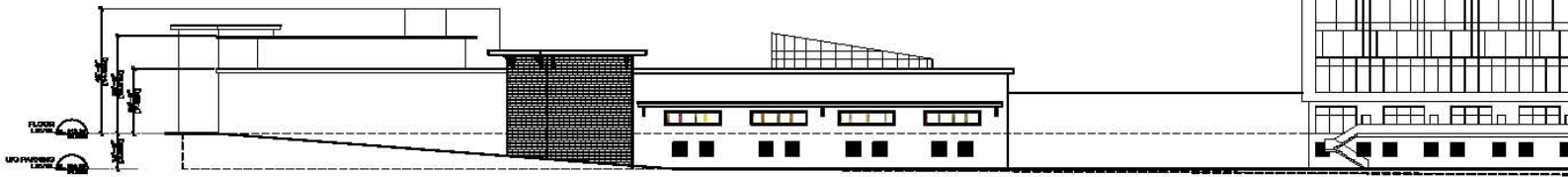
4 SOUTH ELEVATION
RETAIL UNITS - CRU 4
SCALE: 1/8" = 1'-0"



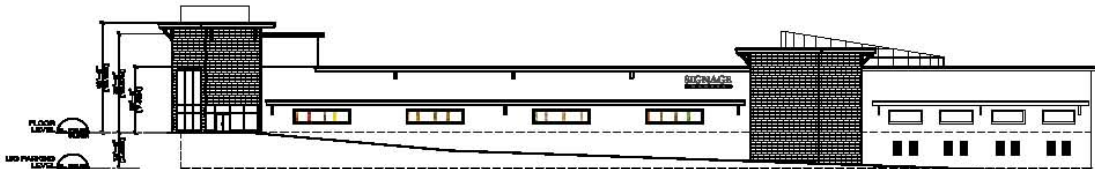
5 FRONT ELEVATION
COMMERCIAL UNIT - CRU 5
SCALE: 1/8" = 1'-0"



6 NORTHWEST ELEVATION
COMMERCIAL UNIT - CRU 5
SCALE: 1/8" = 1'-0"



7 NORTH ELEVATION
COMMERCIAL UNIT - CRU 5 / CRU 6 - OFFICE BUILDING
SCALE: 1/8" = 1'-0"



8 NORTHWEST ELEVATION
COMMERCIAL UNIT - CRU 6
SCALE: 1/8" = 1'-0"

TOWNS + WARNER
architecture
 1000 BROADWAY, SUITE 1000
 DENVER, CO 80202
 TEL: 303.733.1111
 FAX: 303.733.1112
 WWW.TOWNSWARNER.COM

Jordan Kutry
 architect

PROJECT NO: _____
 SHEET NO: _____
 DATE: _____

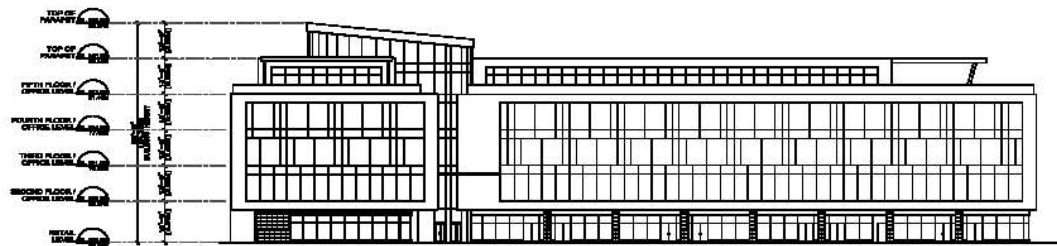
MORGAN PLACE

Morgan Place
 Development
 Clayton Orta
 Sunny, Brian Colwell

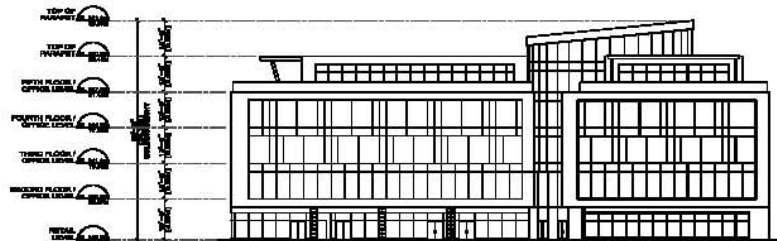
PROPOSED
 BUILDING ELEVATIONS

A402

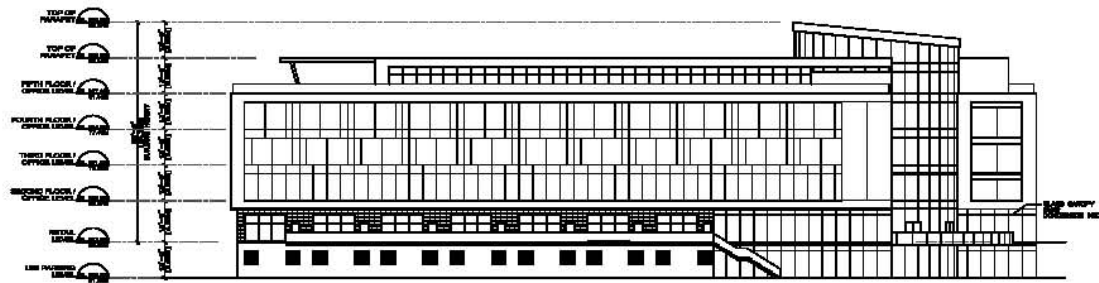
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 CHECKED BY: JKT DATE: 05/10/12



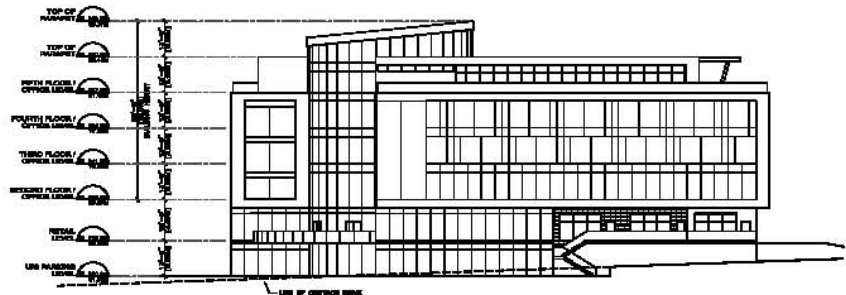
4 NORTH ELEVATION
RETAIL UNITS / OFFICE BUILDING - CRU B
SCALE 1/8"=1'-0"



5 WEST ELEVATION
RETAIL UNITS / OFFICE BUILDING - CRU B
SCALE 1/8"=1'-0"



6 SOUTH ELEVATION
RETAIL UNITS / OFFICE BUILDING - CRU B
SCALE 1/8"=1'-0"



7 EAST ELEVATION
RETAIL UNITS / OFFICE BUILDING - CRU B
SCALE 1/8"=1'-0"

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architecture

Jordan Kuter
architect

MORGAN PLACE

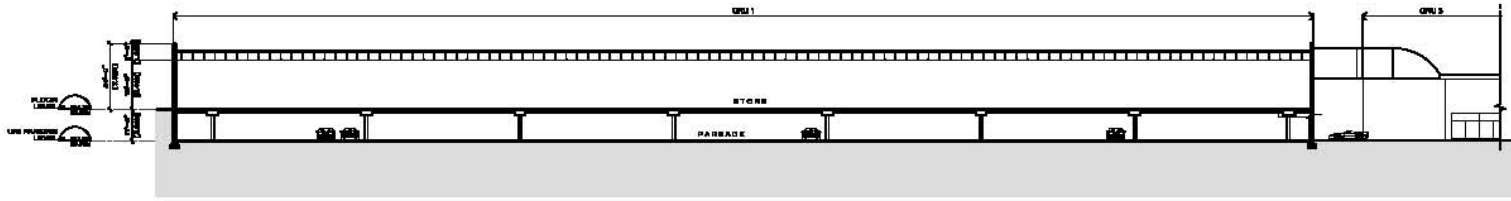
Morgan Place
Development

Crutcher Oden
Benny, Ellis Columbia

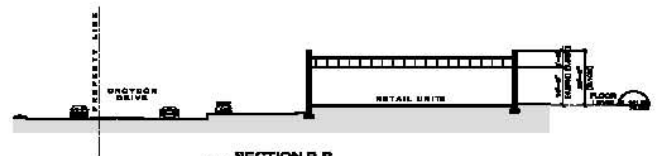
PROPOSED
BUILDING ELEVATIONS

A403

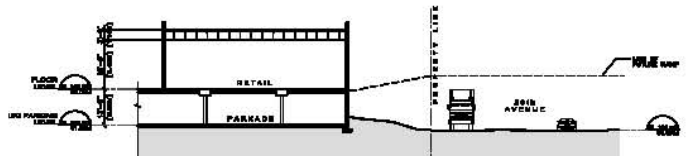
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DRAWN BY: JKW DATE: 07/12
CHECKED BY: JKW DATE: 07/12



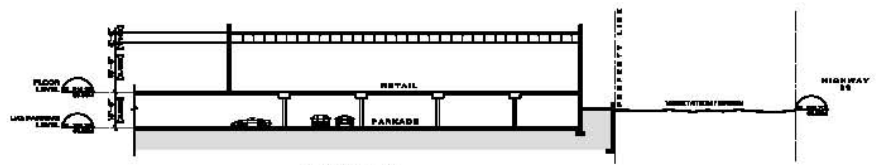
SECTION A-A
DEPARTMENT STORE - CRU 1
SCALE: 1/8" = 1'-0"



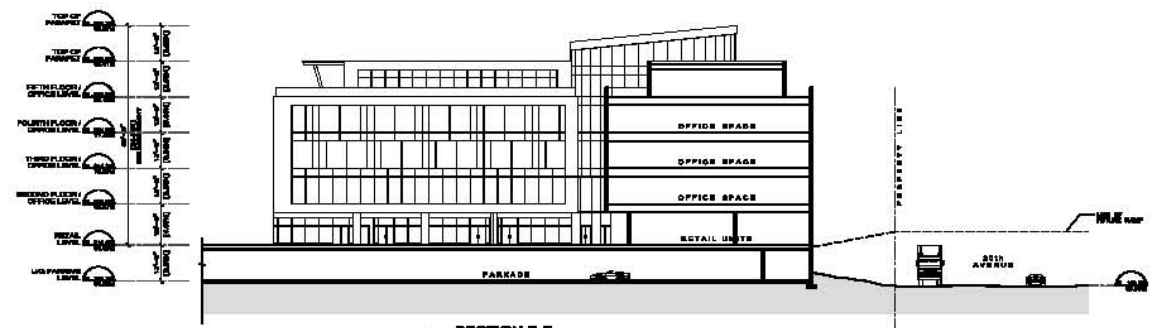
SECTION B-B
RETAIL UNITS - CRU 4
SCALE: 1/8" = 1'-0"



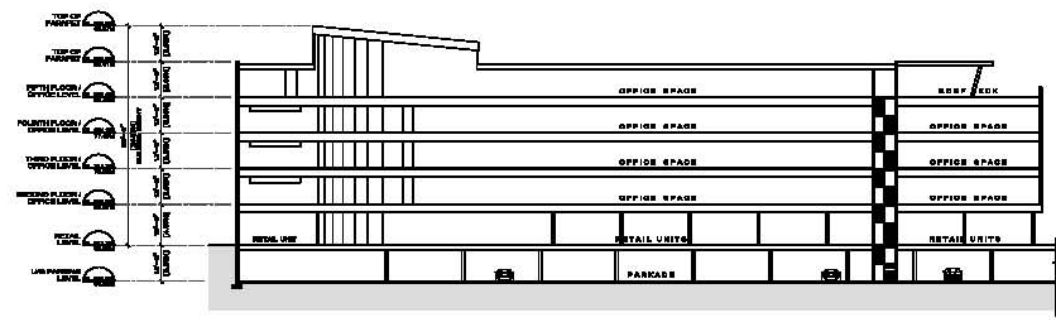
SECTION C-C
COMMERCIAL UNIT - CRU 5
SCALE: 1/8" = 1'-0"



SECTION D-D
COMMERCIAL UNIT - CRU 5
SCALE: 1/8" = 1'-0"



SECTION E-E
RETAIL UNITS / OFFICE BUILDING - CRU 6
SCALE: 1/8" = 1'-0"



SECTION F-F
RETAIL UNITS / OFFICE BUILDING - CRU 6
SCALE: 1/8" = 1'-0"

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architecture

Jordan Kutler
architect

MORGAN PLACE

Morgan Place
Development
Cyrilus Oden
Benny, Kirk Columbia

BLDG SECTION

A451

SCALE: 1/8" = 1'-0"
DRAWN BY: JKW
CHECKED BY: JKW

PROJECT NO.: 1210
DATE: 07/12/10
SHEET NO.: 10/10



MORGAN PLACE
Croydon Drive Surrey, B.C.

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architecture

Jka
architecture planning interior design



MORGAN PLACE
Croydon Drive Surrey, B.C.

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Jka
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Croydon Drive Surrey, B.C.

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architecture

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MORGAN PLACE
Croydon Drive Surrey, B.C.

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architecture

Jka
architecture planning interior design

APPENDIX III

To be provided on table - Engineering Comments

MIKE FADUM AND ASSOCIATES LTD.
VEGETATION CONSULTANTS

SURREY TREE PRESERVATION SUMMARY

Surrey Project No: 12-0140-00

Project Location: 2112 Croydon Drive and 16113 / 97 / 203 / 211 / 219 / - 20 Avenue,
Surrey, BC

Arborist: Peter Mennel ISA (PN-5611A)

Detailed Assessment of the existing trees or an Arborist's Report is submitted on file.
The following is a summary of the tree assessment report for quick reference.

1. General Tree Assessment

Ground cover transitions from turf grasses across the west and east sections and a closed canopy stand of pioneer broadleaf species across the center. The closed canopy stand has repopulated the area after past clearing and consists of young age class red alder and black cottonwood.

The trees west and east of the alder / cottonwood stand include a mixture of native and non native broadleaf and coniferous species planted for their ornamental value around the existing and former houses.

2. Summary of Proposed Tree Removal and Replacement

The summary will be available before final adoption.

Number of Protected Trees identified	(A) 502
Number of Protected Trees declared hazardous due to natural causes	(B) 0
Number of Protected Trees to be removed	(C) 433
Number of Protected Trees to be retained (A-C)	(D) 69
Number of Replacement Trees required (374 alder/cottonwood X 1 and 59 others X 2)	(E) 492
Number of Replacement Trees proposed	(F) TBD
Number of Replacement Trees in deficit (E-F)	(G) TBD
Total number of Prot. and Rep. Trees on site (D+F)	(H) TBD
Number of lots proposed in the project	(I) NA
Average number of Trees per Lot	(H/I) NA

3. Tree Survey and Preservation/Replacement Plan

Tree Survey and Removal Plan is attached. The replacement plan to be provided by others.

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

Date: August 24, 2012



Present:

Chair – L Mickelson

Panel Members:T. Ankenman
N. Baldwin
R. Ciccozzi
T. Wolf
D. Lee
B. Heaslip
K. Newbert
Cpl. M. Searle**Guests:**Sig Toews, Toews & Warner Architecture
Al Tanser, LandSpace Design
Jordan Kutev, Jordan Kutev Architects Inc.
Thomas Ivanore, Morgan Place Development Ltd.**Staff Present:**M. Rondeau, Acting City
Architect - Planning &
Development
H. Bello, Senior Planner -
Planning & Development
H. Kamitakahara, Associate
Planner**A. RECEIPT OF MINUTES**

It was

Moved by T. Wolf
Seconded by L. Mickelson
That the minutes of the Advisory Design

Panel meeting of August 9, 2012, be received.

Carried**B. ANNOUNCEMENT**

Nicholas Lai, Manager, Area Planning & Development – South, provided an update regarding the City Architect, Tom Ainscough. Tom Ainscough will be away on medical leave until at least the end of this year. In the meantime, Mary Beth Rondeau has been appointed Acting City Architect. Hernan Bello will maintain his role as Urban Designer, and Dan Chow will also assume an active role in providing Urban Design commentary, and will cover for Hernan Bello while he is away on vacation.

C. RESUBMISSIONS**1. 4:00 PM**

File No.:

7912-0140-00

Resubmit after workshop July 19, 2012

Description:

Morgan Place Commercial Development

Address:

16113/73 and 16203/11/19/73 20 Avenue
Croydon Drive

Developer:

Thomas Ivanore, Morgan Place Developments Ltd.

Architect:

Sig Toews, Toews and Warner Architecture

Landscape Architect:

Al Tanser, LandSpace Design

Planner:

Mike Newall

Urban Design Planner:

Hernan Bello

The **Urban Design Planner** presented an overview of the proposed project and highlighted the following:

- The site is located in the Highway 99 Corridor area. The Highway 99 Corridor plan envisioned a business park and commercial development. The plan precedes the Grandview Heights NCPs. Grandview Corners, at 24 Avenue and 160 Street, is a commercial development.
- The alignment (relocation) of Croydon Drive was shown with a multi-use path.
- The Sunnyside Heights area is developing and will densify, and an overpass over Highway 99 is planned at 20 Avenue.
- Another important component is the watercourses on the site. There is a red-coded ditch adjacent Hwy 99 next to the existing Croydon Drive.

The **Project Architect** presented an overview of the site plan, building plans, elevations, cross sections, and streetscapes and highlighted the following:

- The changes from the last meeting are as follows:
 - One of the discussions was regarding the Hydro ROW area and the parking lot. A connection has been added from that parking lot. Lots of glass has been added at the parking level, with an interconnected glazed entry. More emphasis has been placed on the entry, and a small portion of the building has been carved out of the building to create a covered plaza. The glass in the parkade animates the lower level and makes it more pedestrian friendly.
 - The riparian area on the east side will be dedicated to the City.
 - The riparian area adjacent to Highway 99 will be a natural area, and the manicuring or cutting of trees is not permitted. So one issue that has come up is that it won't be possible to see the property from the highway. So Planning staff have asked why it is necessary to have signage close to the highway if it can't be seen from the highway. It has been agreed that the top two layers of the glass towers will be removed and that the signage will be reduced on the towers.
 - One of the glass towers will also be moved to the corner, as requested.
 - Very little change has been made to the floor plans.
 - The CRU/office portion of the development has underground parking.
 - The building at the southeast corner of the site, adjacent to the Hydro ROW, is a restaurant building. A restaurant makes sense there because you can only have a small building at this location and restaurants require a large amount of parking, which can be accommodated within the Hydro ROW area.
 - The back (east elevation) of the large anchor building has been worked on because one of the issues was how to dress up the back of the building. Target is no longer the tenant for the building.
 - A handicapped ramp with steps and a green area to create rest areas has been added to the pedestrian walkway in order to address the concern regarding the 3 metre drop from the entry.
 - There is a dedicated pathway for wheelchairs in the parkade.

- Two bus stops have been added, with a link to covered passageways to the buildings.
- An overpass is shown transparent on the plan in order to demonstrate how the buildings may relate to the overpass in the future. Much of the building will be covered in the future when the overpass is constructed.

The Landscape Architect reviewed the landscape plans and highlighted the following:

- There is a pathway system all through the site with covered walkways which provides pedestrian connectivity.
- Along the main road, there are double rows of trees.
- Bioswales are used, similar to the Wal-Mart site at 24th and 160th.
- There are patio spaces throughout the site, which will provide spaces for people to gather.
- The buildings will shape the patios and walkways.
- There are restrictions on the height of plantings in the ROW area. The landscaping will be similar to the Wal-Mart site under the Hydro ROW. We've tried to mix it up under the Hydro ROW.

In response to questions the following information was provided by the project architect:

- There are no bioswales shown at the back of the large-format building.
- The covered bracket areas on the building are signage boxes.
- Both parkades are single-level.
- The interface at the future overpass is partially retaining walls.
- The overpass is on the 2014 budget, and could be built as early as 2018.
- This will be a general development permit and the development will all be built as one; it won't be phased.

ADVISORY DESIGN PANEL STATEMENT OF REVIEW
Morgan Place Development
16113/73 and 16203/11/19/73 20 Avenue at Croydon Drive
File No. 7912-0140-00

It was Moved by D. Lee
Seconded by R. Ciccozzi
That the Advisory Design Panel (ADP)
recommends that the applicant address the following recommendations and
revise and resubmit to the Planning staff.

Carried

STATEMENT OF REVIEW COMMENTS**Site Design**

- The site plan works well for a suburban type development. It is a shame that the suggestion from the workshop to create a more street oriented commercial was not pursued. Croydon still feels like a sub-freeway rather than a village type street.
- Flipping the office building and CRU 5 away from 20 Avenue and the future overpass onto Croydon and relocating CRU 4 across Croydon would create a more village street.
- Create a loading court similar to CRU 5 behind CRU 1 to screen from surrounding residential.
- Pay attention to pedestrian safety at the parkade entry/exit location at CRU 1, and how the cross-walk is handled.
- The ramp transition across the front of CRU 1 is elegant.
- Like the introduction of plaza nodes as connecting devices along the street corridor – use landscaping to create “outdoor rooms” or gathering spaces that maintain a pedestrian scale environment along the sidewalk.
- Strong continuous canopied linkages create great linkages between the buildings to transit but the pedestrian and transit experience on the streets are not developed to the fullest.
- Consider improving the pedestrian/bike path along Croydon. Need more open spaces and spaces of interest to sit down, etc.
- There should be a better connection between the bike/pedestrian path and the Hydro ROW path.
- Recommend bump-outs for crosswalks or raised crosswalks.
- Consider introducing a boulevard protection area in the middle of Croydon Drive.
- There should be continuous weather protection to encourage pedestrian movement as much as possible between the buildings.
- Switching the restaurant seating to face the greener side of the site is a missed opportunity.
- If the restaurant is over-parked, consider removing some of the parking in the parking lot behind the restaurant and creating a parkette type link to the creek. There is an opportunity to create a great space.

Form and Character

- The architecture is at a preliminary stage, and is going in the right direction. There are some good modern elements.
- Like the glass signage towers and they may not need to be scaled down as much. The people that are going to be drawn in to the site are not necessarily all coming from the highway, but from the internal streets as well. Move some of the signage to the main entry.
- Be careful with the use of too many different architectural elements. Try cutting back the different styles to provide more clarity and strength such as focussing on the modern glass elements.
- The canopy over the pedestrian link needs more resolution – it seems forced or wedged between buildings as proposed.

- Attention should be paid to CRU 4, where the back of the building faces the public realm. Concern about whether or not they can be successful retail stores. There won't be much pedestrian traffic here.
- Consider massing of buildings 5 and 6. The office building is well proportioned and designed, but it is connected to the low building with a different architectural expression.
- The exterior elevation on the wall of the large-format retail store facing the Hydro ROW needs improvement. The loading between CRUs 5 and 6 is a much more successful way to do it.
- Don't like the brown "pods" on the facades. They are out of character.

Landscaping

- Nice moves from a landscaping perspective.
- Like the layering of landscaping to create a well defined street scale (i.e. double rows of trees and boulevard planting).
- Consider the wetland aesthetic as a unique foreground "foil" that can encircle plazas and outdoor seating rooms and creates a nice contrast to the big box hardware. This may include large water features such as retention ponds in addition to parking bioswales. Opportunities for interesting crossings, boardwalks, etc. that provide entry points off the street could really play into the ecological streetscape aesthetic.
- Increase the number of bioswales, particularly in the Hydro ROW area.

CPTED

- Incorporate emergency vehicle wayfinding.
- Concern regarding the parkades.
- The back side of the building becomes a dead space after hours, so it is recommended that the spaces are defined as non-public. For example, gates could be installed. Otherwise, it would be up to site security to assist.
- The breezeway between CRU 1 and 3 must be animated by entry/glazing on both sides to be safe.
- Lighting will be important, but use of glass and pedestrian connectivity is an improvement.

Accessibility

- Overall, the concerns raised previously have been addressed very well. For example, the ramp, parking and sidewalks.
- Like the ramp for wheelchair access. The ramp will also be good for a lot of other users including mothers with strollers.

Sustainability

- Suggest commitment to certify LEED silver or gold.
- Rainwater harvesting is a good idea.
- 50% glazing target for office is reasonable. Need to be aware of wall insulation increasing to satisfy the energy code.
- Try for bioswales in the parking lot at the back.
- Not seeing the horizontal shading on office as indicated in response. It would be interesting to see how it's going to be done.
- Permeability of parking would help break up the ocean of asphalt around the buildings.

- Generally have addressed concerns outlined previously.

The Developer made the following comments on the Statement of Review:

- There will be a traffic light at the crosswalk across Croydon Drive. The lighted intersection will help people walk across the street and increase pedestrian safety.
- There are bioswales proposed within the BC Hydro ROW area.
- There is no residential development to the north – it would occur on the east side in low-rise apartment form.

D. OTHER COMPETENT BUSINESS

E. NEXT MEETING

The next Advisory Design Panel is scheduled for Thursday, September 13, 2012.

F. ADJOURNMENT

The Advisory Design Panel meeting adjourned at 5:10 pm.

Jane Sullivan, City Clerk

Leroy Mickelson, Chairperson,
Advisory Design Panel

Present:

Chair - L. Mickelson
Panel Members:
N. Baldwin
D. Lee
S. Lyon
J. Makepeace
Cpl. M. Searle
B. Shigetomi
G. Wylie

Guests:

Nirmal Takkar, Phoenix Star Enterprises Ltd.
Mary Chan-Yip, PMG Landscape Architects
Maciej Dembek, Barnett Dembek Architects Inc.
Meredith Mitchell, M2 Landscape
Hardev Bains
Al Tanzer, LandSpace Design Inc.
Jordan Kutev, Jordan Kutev Architecture
Planning Interior Design
Sig Toews, Toews and Warner Architecture

Staff Present:

H. Bello, Senior Planner - Planning & Development
M. Rondeau, Planning & Development
H. Dmytriw, Legislative Services

A. NEW SUBMISSION**1. 4:00 PM**

File No.:	7912-0091-00 New
Description:	4 storey Apartment
Address:	13904/16 - 102 Avenue 10165/54 - 139 Street City Centre, Surrey
Developer:	Nirmal Takkar, Phoenix Star Enterprises Ltd.
Architect:	Maciej Dembek, Barnett Dembek Architects Inc.
Landscape Architect:	Mary Chan Yip, PMG Landscape Architects
Planner:	Shawn Low
Urban Design Planner:	Mary Beth Rondeau

The **Urban Design Planner** presented an overview of the proposed project and highlighted the following:

- The east/west driveway along the south edge of the site will have public access across it. The intent is to connect through the adjacent existing 3 storey apartments to the east at some point in the future to provide access to the future park on the Hydro right of way.
- The future park on the Hydro right of way provides important public open space as part of the Green Network and a demonstration park is being developed at the 102nd Ave portion with a connection to meet the east/west driveway.
- The proposed building is almost a block long but the treatment of the ends tends to break down the scale.
- Staff are seeking advice on the 2 storey townhouse expression as integrated into the 4 storey form.
- The use, form and density generally meets the intent of the policy in the City Centre area.

Accessibility

- Handicapped parking is okay.
- Suggest numbers of parking stalls for the disabled be included in the Table of Contents.
- Use power door for restaurant.
- Washrooms to be accessible. Recommend an additional unisex washroom in addition to normal washrooms.

Sustainability

- Use high efficiency heat/cool equipment.
- This area has very poor drainage so ground permeability is almost non-existent.
- City should consider eliminating drive throughs. It is an archaic use and completely non-sustainable.
- Applicant has not made an effort to address sustainability in any meaningful way.
- Sun screening for upper floor office windows.

Ended at 5:45 pm

A. NEW SUBMISSION

3.	<u>5:45 PM</u>	
	File No.:	7912-0140-00
		New
	Description:	Morgan Place Development
	Address:	16113/73 and 16203/11/19/73 20 Avenue Croydon Drive
	Developer:	Thomas Ivanore, Seabright Holdings
	Architect:	Sig Toews, Toews and Warner Architecture
	Landscape Architect:	Al Tanzer, LandSpace Design Inc.
	Planner:	Mike Newall
	Urban Design Planner:	Hernan Bello

The **Urban Design Planner** advised the panel that the review for this project will be a workshop. The procedure for the workshop will be similar to the usual presentation except there will be no resolution or motion. The workshop process provides input in the early stages of the development to provide direction and comments at a stage when changes are more easily addressed. The applicant will return to present the detailed DP at a later date.

The size of project has several implications on design and an impact of the amount of land allowed. The Architect has done a lot of architectural design.

Key condition was to provide an underground parkade to meet parking ratio.

- Croydon Drive on the original NCP was intended to run parallel to Highway 99, but when the development took place, an overpass was required. A ramp will not be built in the next 10 years so needs to look good now but also recognize for when the ramp will come in.

- Due to riparian area protection and the creek being red coded, Croydon Drive will likely be realigned further east. The extent of this realignment is still unknown.
- A public road is required to provide access to the adjacent residential area (21 Avenue linkage to Sunnyside NCP and to Croydon Drive).
- Sufficient queuing distance at each site access is required.

The Project Architect provided on table a full set of drawings that were not part of the original package. He provided an overview of the site plan, building plans, elevations, cross sections, and streetscapes and highlighted the following:

- Property to north is not available. Croydon Drive will turn into a roundabout on the south at 20 Avenue. An overpass from 20 Avenue is proposed over Highway 99.
- Buildings to have underground parkade.
- All buildings are single floor except for the office building. Common element on two buildings is round towers.
- Materials used are based on previous recommendations. Materials pallet was shown.
- Main entry at corner was opened; back of retail opened with glass and exit doors to animate facades to streets, and main entry to store.
- Glass covered pyramids with entry to vehicle access and for exiting from parking.
- Glass towers were used as beacons at corners of building.

The Landscape Architect reviewed the landscape plans and highlighted the following:

- As plan is evolving no detailed landscaping is available at this point. Trying to establish circulation pattern, public spaces, café – a lively environment. Will have different tenants requiring difference functions and various spaces.
Plan is to highlight the green space, circulation patterns to take people throughout the site. To feature materials such as stamped concrete, lighting all around pedestrian spaces; bioswales throughout parking lot don't interface with pedestrian movement and being at the lower elevation (to catch water) will discourage people from crossing. Will protect, be pronounced and ornamental, and highlighted throughout the parking lot area.
- A multi use trail, 12 feet wide, intensified with shade trees will give scale to it and be inviting for walking through.
- Plantings will be a variety of evergreens, flowering shrubs and CPTED shrubs with good view lines and lots of greenery, trellis units and corner treatments for site identification--transition between public and private. Under the hydro lines will use appropriate small pot trees, similar to those at Walmart.
- Future riparian area to be developed separately.

In response to questions the following information was provided by the project architect:

- Currently there are two accesses to the underground parkade planned at Target. Discussed separating the accesses and moving one entrance to the east side. Target wants 100% of parking at the front doors; no parking in back to due visibility.
- Croydon parking is oriented in front. Hydro right of way is at east corner.
- West side south has a retaining wall, internal courtyard and walkway.
- Use same circles for visibility language for each building to indicate front door where elevators and escalators are.
- City road parameter has already been established. Pathway is wider, multi use, on east side. On west side sidewalk is of conventional width with potential for parking all along.

ADVISORY DESIGN PANEL STATEMENT OF REVIEW

Morgan Place Development

16113/73 and 16203/11/19/73 20 Avenue, Croydon Drive

File No. 7912-0140-00

It was

Moved by S. Lyon

Seconded by G. Wylie

That the Advisory Design Panel recommends

that the discussion be accepted as a workshop.

Carried

STATEMENT OF REVIEW COMMENTS

Context

- Concept is good.
- Entrance – west from Croydon Drive to CRU 4/5 too wide for entrance only.
- Also consider adding a small island at the wide crossings to make it safer for pedestrians.
- Building should connect more with municipal streets; if CRU's can't be two-sided introduce connections through buildings.

Vehicle Circulation

- Croydon Drive is a conundrum: *can it, or part of it, really feel like an urban street?*
Major re-planning work needs to be made and suggest more street oriented detail at the north-west and flipping the south building to front onto Croydon Drive. Alternatively, Croydon Drive is a driveway and the northwest mass might be larger, a destination retail.
- There are more dead end parking areas than desirable in a commercial centre.
- The parking access to underground parking below Target is not conducive.
- Improve distribution of access points to Target underground parkade; move one access to the north.

- Consider moving anchor (Target) to improve utilization of parking on Hydro right of way. Possibly move it north-west and establish a high street by moving Croydon Drive to the east.
- The north-west 2,000 sq. meter building CRU #3 doesn't resolve parcel to the north beyond the site.
- Look at raising the Target store so that the parking flows into the parking on the east and making it useful.
- South-west area is well resolved.
- Suggest another access point at Target.

Form and Character

- Consider the city street as the high street such as Morgan Crossing, etc. whereby street parking is encouraged and CRU orientation engages the street at corners, breezeways and some building fenestration whereby parking is on the rear side of the CRU's.
- Understand challenges of the desire of the CRU's to orient to surface parking but finding ways to create corners, mews, breezeways that link parking to the street through the CRU's can improve visibility and "wraparound" retail frontages and with restaurant patios window boxes that engage the street.
- This is a significant project that deserves a rigorous approach to "place making". Consider the "big idea" or "storm" that can inform the character, materiality and cohesion of the project. Natural context cultural meaning, historical context can help determine the "storm".
- There appear to be a few inconsistencies between the elevation views and the 3D images.
- Require higher level of detail on elevations.
- Items for consideration:
 - Wall of CRU #4 on axis of Croydon Drive
 - Wall on 20 Avenue re: breaks/animation/garbage/loading
 - Integration of roof with structure and frontage
 - Angle cut on circular roof and material on top
 - Wall detailing on all 'outside' building walls
 - Detail and end of office building, e.g. is it a frame?
 - Integration of signage on buildings including tower signage and strip signage.
- Consider high level of permeability into big tenancy from back (hydro right of way) parking lot.
 - Frontage of the big store should be strong and consistent in its detail – not chopped up as if it were small tenancies.
- Consider making the "tubes" (glass round towers) some sort of sustainable feature, e.g. green houses or solar collectors.
- Architectural character of the office building is well developed; the other buildings not so much.
- The round glass towers defining circulation nodes and (at the idea level) the signage towers are convincing; the other varied towers, canopies, curves seem without rhyme or reason.
- Consider contrasting the size and scale of the big box with finer scale perimeter development (like Ikea but better, or an airport typology).

- Suggest expanding the commercial building to the northwest to allow street parking on other side to create a village street and treat the diagonal building as a street front. Have a low-rise in front and tuck Target store up against it. Have all of Target facing the other side of the Hydro right of way. Develop that street as a village.
- Prefer previous version (the one included with the package to ADP) with orientation of southeast building as it provided more entry to Croydon Drive. New version feels odd.
- Like office building. Suggest roof element be extended to provide sunscreen and ends wouldn't look capped on. Will need sun screening on east corner and wrap it around to south element.
- Diagonal building at top and Building 4 and 5 is a bit Spartan as is. Take a village street retail approach. Wrap around the base of building and tie that building with the rest to warm base up a bit.
- Curved roof at top of office buildings appears 'stuck on', not integrated in design.
- Top floor lacks definition. Consider roof overhang.
- Streetscape/elevations of buildings 3 and 4 need to be developed with articulation, fenestration, materials, etc.
- Building 5 – streetscape is too stark/austere.
- Building 6 – prefer original buildings orientation as it frames street entry.
- Double canopy at inside corner – opportunity to delete one?
- Suggest incorporating warm material base at office plan base too.
- Create a village street with a low-rise in front of Target.
- Move CRU 3 up so it brackets the whole area. Entrance could face Croydon Drive, have parking and access.

Landscaping

- Really like the idea of the wetland aesthetic in an urban context. Find ways to create some contrasting drama between the wetland texture with sharp interfaces with restaurant patios, plaza space and street.
- Massive potential to celebrate sustainable initiatives especially given the expanse of roof and surface parking and the need to manage surface runoff with wetlands, rain gardens and permeable paving.

CPTED

- The RCMP have worked with the design panel from the start. This has been successful and have seen a lot of high degree of treatment where the 'future' was to be but was lost once the project realized the economic realism. Hold the city to the highest standard possible with regards to streetscape. Do infill between entrances and thematic.
- RCMP will be looking at assigning officers with a Sherriff for the area.
- The OCP has allowed pedestrians to use walkways and all that creates a vibrant streetscape.
- Roundabouts have helped reduce crashes. Area will benefit in the long term. This area will change the whole layout for South Surrey.
- The whole precinct is gaining more importance for the RCMP and so we encourage all architects to use all their design features as this is extremely valuable.

- Back parking lots and rows should have visibility and multiple connections through.

Accessibility

- Will be looking at accessibility re: Target, etc.: Parking, washrooms, pathways.
- Underground parking is confusing in one area.
- Power doors at entrances.
- All washrooms to be wheelchair accessible.
- Recommend unisex washroom where available (Target, restaurants, etc.).

Sustainability

- Challenge is to provide a high standard of accessibility.
- Put on a thin green roof – prolongs the roof membrane, a unique roof that less cost for heating and cooling and gives a sense of place to look at.
- Really consider the elements of a thin extensive green roof in reducing heating and cooling requirements and prolonging the lifespan of the roofing membrane while providing significantly improved views from the commercial office space.
- Excessive amount of glass. Large heating and cooling loads due to glass. In particular south and south-west backs of building on this site have huge solar loads that could be reduced considerably with exterior horizontal shading above each floor of glass.
- Recommend horizontal shading above each floor glazing, particularly on the south and south-west side.
- The top of the cylindrical features on each building would make natural ventilation shafts for free cooling. Large openings at the top of each cylinder would have a natural stack effect if open able sections were provided at the top of each.
- Consider green roof/living roof for Target and possibly all roofs.
- Target can build a **LEED Gold** (retail) with their prototypical store and at no extra cost to landlord.
- Dealing with heat gain for office building south/west faces. Look at brise-soleil sun louvers system details, overhangs, etc.
- Brise-soleil only shown on south plan.

The Developer made the following comments on the Statement of Review:

- All comments are valuable comments.

C. ADOPTION OF MINUTES

It was

Moved by S. Lyon

Seconded by D. Lee

That the minutes of the Advisory Design

Panel meeting of June 28, 2012, be received.

Carried

D. OTHER COMPETENT BUSINESS

E. NEXT MEETING

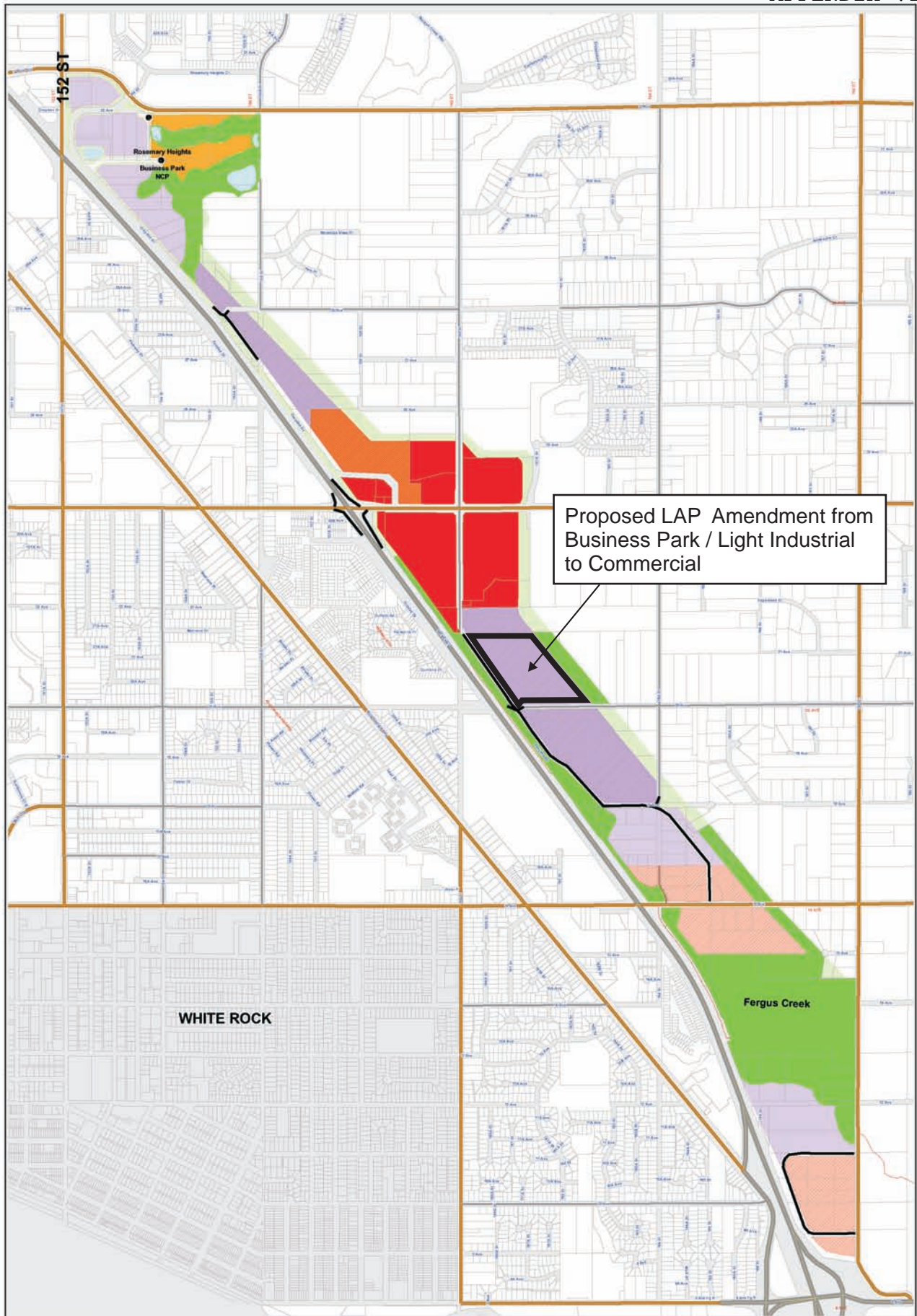
The next Advisory Design Panel is scheduled for Thursday, August 9, 2012.

F. ADJOURNMENT

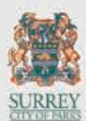
The Advisory Design Panel meeting adjourned at 7:36 pm.

Jane Sullivan, City Clerk

Leroy Mickelson, Chairperson
Advisory Design Panel



Proposed LAP Amendment from Business Park / Light Industrial to Commercial

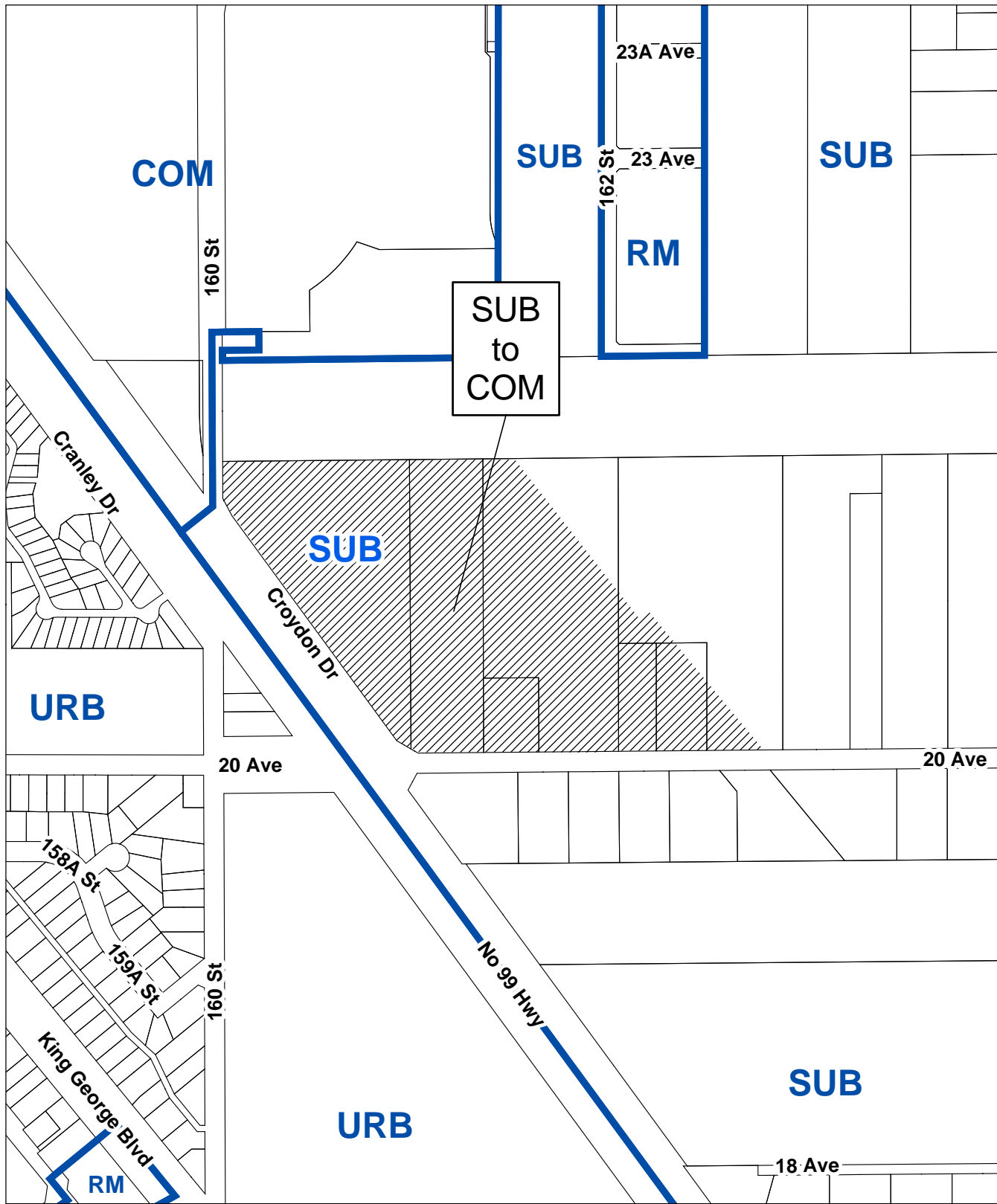


HIGHWAY # 99 CORRIDOR Stage 1
LAND USE CONCEPT PLAN
Approved By Council on December 8, 2010

City of Surrey Planning & Development Department

- MIXED COMMERCIAL RESIDENTIAL LAND USES
- COMMERCIAL
- COMMERCIAL/BUSINESS PARK
- BUSINESS PARK
- BUSINESS PARK LIGHT INDUSTRIAL
- BUFFERS
- HABITAT PRESERVATION AREA
- CREEKS (CLASS A FISH BEARING)
- HIGHWAYS
- ARTERIAL ROADS
- COLLECTOR ROADS
- PROPOSED ROADS





OCP Amendment

Proposed amendment from Suburban to Commercial





Little Campbell Watershed Society

"Understanding, restoring and enhancing the Little Campbell River and its watershed and fostering community" stewardship."

City of Surrey
Mike Newall

Planning & Development Department
14245 – 56th Avenue
Surrey, BC V3X 3A2
Tel 604-591-4615
August 3, 2012

Planning & Development Department
File Number 7912-01140-

Re: Preliminary Notice of Proposed Development at 16203, 16197, 16197, 162113, 16211, 16219 and 16273 - 20 Avenue; 2112 -160 Street.

Dear Mike,

In reference to the proposal for rezoning from "one –Acre Residential Zone (RA)" to "Comprehensive Development Zone (CD)", an Official Community Plan amendment from "Suburban" to "Commercial" and a Development Permit, to allow the construction of a mixed commercial centre including large format, small format and office uses we have some questions and concerns that have not been answered.

1. We believe there will be a host of negative impacts on the adjacent properties around this proposed development.
2. There is an indented large habitat preservation area going right through 16273 and 16219, so how will this habitat area be compensated for and what will be the consequences if the properties to the east of this development apply for rezoning in the future? Does this development, if approved, mean that the City of Surrey will no longer preserve and protect established identified habitat preservation areas once a developer has designs for property development?
3. There is an indented ecosystem corridor on this site for animals to move from one habitat to another and this development will impede if not stop their natural movement from one hub to another. What practical compensation solutions have the developers offered for approval of this application? Can compensation ever replace the natural habit that is in place in this area? What is Surrey's position on the elimination of this corridor?
4. There are two large ecosystem sites in the middle of this proposal that have been identified. Are these areas going to be dismissed as of no consequence since there is a development proposal?
5. Any large commercial centre will increase the traffic and parking lots, which are becoming ubiquitous in South Surrey, are generally made of pavement which is impervious so they inhibit the natural water cycle which is so important in the surrounding ecosystem. Rain water runoff on this type of parking lot will pick up pollutants used as a sealant specifically a polycyclic aromatic hydrocarbon which is a known carcinogen and can be toxic to fish and wildlife. In addition to the regular paving and building pollutants, automobiles are a major source of pollutants with the typical mix of hydro carbons, antifreeze, oil, grease, and rubber from tires, nitrous oxide from car exhaust and metals from brake linings. It has been well documented that parking lots can have a negative effect on the environment. Can we assume that best practices will be used and a porous pavement would be required in developments such as these and most of the excess runoff from the parking lots will then be diverted

- to containment sites for infiltration? How will the public be assured that the runoff will be contaminate free when it returns to the aquifer?
6. Surreys' Sustainability Charter points to protecting and remediating existing natural areas. How is the Charter referenced in this development?
 7. What thought has been given to the environmental contributions of innovative roofing that that could provide an environmental benefit by minimizing the impact on the microclimate and human and wildlife habitat, and storm water management and retention for landscaping? Is LEED certification considered in this development and if not why not?
 8. Surreys' Sustainability Charter talks about practical, effective and equitable approaches to protect fish habitat and wildlife habitat yet this development will pave over large sections of wildlife habitat and prevent animals from using an established corridor of travel. How was the Sustainability Charter applied to this development?
 9. The Fergus Creek catchment area is close to this development and ground water is a vital source of life for the small tributaries that feed the creek. After nearly a dozen years we are seeing salmon returning to Fergus creek because of the concerted effort of many local community groups including the City of Surrey, The Department of Fisheries, The Semiahmoo Fish & Game Club, Marlin Consulting and the Strata Council that owns the land along that part of the creek where improvements were made. We would be troubled to find that this development would have a negative effect on the Coho Salmon and Cutthroat Trout returning and living in the creek year round
 10. Our main concern is in protecting the integrity of the Little Campbell River and the multiple tributaries flowing into it. This development is some distance from the main stem of the LCR and as such, much of the water will be naturally filtered through the ground before entering the LCR and storm drains will contain most of the runoff in an appropriate manner.

A visual inspection of the site and visiting COSMOS to view the drainage and contour lines indicates that this development is unlikely to contribute significantly to pollution or to the sediment load of feeder streams to the LCR if Surrey's drainage and environmental standards are followed by the developers.

If approval is granted for this proposal there appears to be a strong likely hood for a substantial impact to the natural areas used by wildlife with considerable disruption to animals using the natural corridor passing through this site. It is unlikely that damage done by development and construction could ever be undone or compensated for considering the environmental sensitivity of these properties.

There is no apparent impact perceived on the LCR at this time with planning proposal for File Number 7912-0140-00. However, since we have incomplete information we reserve the right to provide further input as a result of any additional information received after a public information meeting.

Thank you,

Phillip Milligan
President
Little Campbell Watershed Society
1284-184 Street
Surrey, BC V3S 9R9
604-538-4677

MORGAN PLACE NEIGHBOURHOOD MEETING / August 8th, 2012

Three groups of individuals came out to the public event

WEST OF THE FREEWAY RESIDENTS

Numerous residents west and across the freeway from the site came to express their concern about traffic on 160th in front of their houses. This route has become a short cut to 24th.

Since King George Highway is plugged at the intersection of 24th and King George many cars rush down 160th to get into the Queue for the bridge over the freeway to Morgan Crossing.

Speed bumps are an excuse for the drivers to gun their vehicles between speed bumps to make up for lost time in slowing down for the speed bump. Their suggestion: make the speed bumps wider and more of them to discourage use of 160th as an "speeders" bypass.

Residents were not sure whether the bridge over the freeway at 20th would benefit them or increase the traffic down their street. They all agreed the bridge was needed.

None of them were upset with the design of the shopping centre, just that any development increases traffic, and with the roads plugged already, more development adds to the problem.

These residents spoke privately with Mike Newall (City Planner)

SOUTH OF OUR PROJECT RESIDENTS

The neighbours who own property along 20th on the south side came as a group to understand the timing of the project, and the future value of their locked in lots.

The corner lot along 20th/freeway loses land value due to the red creek environmental setback, and another chunk of land at 20th for the future bridge overpass. With the bridge built, they also have no access to their property, so will the developer to the south need to build them an access?

Another family owns the property where the round-about at 20th will be built, and their property has no merit except for a road. What is the value of their property?

Will the City of Surrey expropriate their land for road, or will the developer to the south need to compensate them adequately for their land?

So each of the owners on 20th are frustrated, because the large property to the south may have development, and they will view a parking lot on that side and a very heavily used 20th Avenue to the north. This is a double loss as far as they are concerned.

OTHER RESIDENTS FROM THE AREA AT LARGE

Various individuals came to understand the scope of the project.

The Japanese Tree Nursery owner and his wife whose property is located north of our site on 24th, came to view the drawings. They are adjacent to the Superstore site, on which no construction has started, though the project is approved.

Everyone we spoke to appreciated the concept and design. They saw it as a natural extension of Morgan Crossing Commercial Area. A few loved the idea of a path through the hydro easement with nature as a backdrop, not Croydon.

CITY OF SURREY

BY-LAW NO. _____

A by-law to amend Surrey Zoning By-law, 1993, No. 12000, as amended

.....

THE CITY COUNCIL of the City of Surrey, in open meeting assembled, ENACTS AS FOLLOWS:

- 1. Surrey Zoning By-law, 1993, No. 12000, as amended, is hereby further amended, pursuant to the provisions of Section 903 of the Local Government Act, R.S.B.C. 1996 c. 323, as amended by changing the classification of the following parcels of land, presently shown upon the maps designated as the Zoning Maps and marked as Schedule "A" of Surrey Zoning By-law, 1993, No. 12000, as amended as follows:

FROM: ONE-ACRE RESIDENTIAL ZONE (RA)

TO: COMPREHENSIVE DEVELOPMENT ZONE (CD)

Parcel Identifier: 004-607-015

Lot 2 Section 13 Township 1 New Westminster District Plan 72380

16197 - 20 Avenue

Parcel Identifier: 009-492-011

Lot 2 Except: Firstly: Parcel "A" (Explanatory Plan 16079) and Secondly: Part on Highway Plan 25810; Section 13 Township 1 New Westminster District Plan 11264

2112 - 160 Street

Parcel Identifier: 002-477-301

Lot 13 Section 13 Township 1 New Westminster District Plan 61696

16211 - 20 Avenue

Parcel Identifier: 009-492-119

Parcel "A" (Explanatory Plan 16079) Lot 2 Except: Part on Highway Plan 25810; Section 13 Township 1 New Westminster District Plan 11264

16113 - 20 Avenue

Portion of Parcel Identifier: 004-607-007

Lot 1 Section 13 Township 1 New Westminster District Plan 72380

Portion of 16203 - 20 Avenue

As shown on the Survey Plan attached hereto and forming part of this By-law as Schedule A, certified correct by Gu Gordon Yu B.C.L.S. on the 6 th day of September, 2012, containing 30,060 square metres, called Block A.

Portion of Parcel Identifier: 009-270-299
Lot "A" Section 13 Township 1 New Westminster District Plan 22548

Portion of 16219 - 20 Avenue

As shown on the Survey Plan attached hereto and forming part of this By-law as Schedule A, certified correct by Gu Gordon Yu B.C.L.S. on the 6 th day of september, 2012, containing 5,040 square metres, called Block B.

Portion of Parcel Identifier: 000-598-810
Lot 14 Section 13 Township 1 New Westminster District Plan 61686

Portion of 16273 - 20 Avenue

As shown on the Survey Plan attached hereto and forming part of this By-law as Schedule A, certified correct by Gu Gordon Yu B.C.L.S. on the 6 th day of September, 2012, containing 4,980 square metres, called Block C.

(hereinafter referred to as the "*Lands*")

2. The following regulations shall apply to the *Lands*:

A. Intent

This Comprehensive Development Zone is intended to accommodate and regulate the development of large format commercial *buildings* along with small-scale commercial *buildings* in a comprehensive design.

The *Lands* are divided into Blocks A, B and C as shown on the Survey Plan attached hereto and forming part of this By-law as Schedule B, certified correct by Gu Gordon Yu, B.C.L.S. on the 6th day of September, 2012.

B. Permitted Uses

The *Lands* and *structures* shall be used for the following uses only, or for a combination of such uses:

1. *Retail stores* excluding *adult entertainment stores*, *secondhand stores* and *pawnshops*.
2. *Personal service uses* excluding *body rub parlours*.
3. *General service uses* excluding *funeral parlours* and *drive- through banks*.
4. *Beverage container return centres* provided that:

- (a) the use is confined to an enclosed *building* or part of an enclosed *building*; and
 - (b) the use does not exceed a *gross floor area* of 279 square metres (3003 sq.ft.).
5. *Eating establishments* excluding *drive-through restaurants*, except that *drive-through restaurants* may be permitted on Block C as shown on Schedule B attached hereto and forming part of this Bylaw.
 6. *Neighbourhood pubs*.
 7. *Liquor store*, permitted only in conjunction with a "liquor-primary" licensed establishment, with a valid license issued under the regulations to the Liquor Control and Licensing Act, R.S.B.C. 1996, chapter 267, s. 84, as amended.
 8. *Office uses* excluding *social escort services* and *methadone clinics*.
 9. *Parking facilities*.
 10. *Automotive service uses* of vehicles less than 5,000 kilograms [11,023 lbs] *G.V.W.*, provided that such use is associated with a use permitted under Section B.1 of this Zone.
 11. *Indoor recreational facilities*.
 12. *Entertainment uses* excluding *arcades* and *adult entertainment stores*.
 14. *Community services*.
 15. *Child care centres*.
 16. One *dwelling unit* per *lot* provided that the *dwelling unit* is:
 - (a) Contained within the principal *building*; and
 - (b) Occupied by the owner or the owner's employee, for the protection of the businesses permitted on the *lot*.

C. Lot Area

Not applicable to this Zone.

D. Density

1. The *floor area ratio* shall not exceed the following:
 - (a) Block A: 0.5;
 - (b) Block B: 1.0; and

- (c) Block C: 0.3.

E. Lot Coverage

- 1. The *lot coverage* shall not exceed the following:
 - (a) Block A: 35%;
 - (b) Block B: 40%; and
 - (c) Block C: 30%.

F. Yards and Setbacks

Buildings and structures shall be sited in accordance with the following minimum *setbacks*:

- 1. Block A:

Use	Setback	North <i>Yard</i>	South <i>Yard</i>	East <i>Yard</i>	West <i>Yard</i>
<i>Principal Buildings and Accessory Buildings and Structures</i>		4.5 metres [15 ft.]	3.7 metres [12 ft.]	7.5 metres [25 ft.]	2.4 metres [8 ft.]

Measurements to be determined as per Part 1 Definitions of Surrey Zoning By-law, 1993, No. 12000, as amended.

- 2. Block B:

Use	Setback	North <i>Yard</i>	South <i>Yard</i>	East <i>Yard</i>	West <i>Yard</i>
<i>Principal Buildings and Accessory Buildings and Structures</i>		4.3 metres [14 ft.]	9.0 metres [30 ft.]	6.0 metres [20 ft.]	2.4 metres [8 ft.]

Measurements to be determined as per Part 1 Definitions of Surrey Zoning By-law, 1993, No. 12000, as amended.

3. Block C:

Use	Setback	North <i>Yard</i>	South <i>Yard</i>	East <i>Yard</i>	West <i>Yard</i>
<i>Principal Buildings and Accessory Buildings and Structures</i>		7.5 metres [25 ft.]	7.5 metres [25 ft.]	7.5 metres [25 ft.]	7.5 metres [25 ft.]

Measurements to be determined as per Part 1 Definitions of Surrey Zoning By-law, 1993, No. 12000, as amended.

G. Height of Buildings

1. *Principal buildings:* Notwithstanding the definition of *building height*, decorative parapets shall not be included in the measurement of *building height*. The *building height* shall be as follows:

Block A	Block B	Block C
12 metres [40 ft]	27.5 metres [90 ft]	12 metres [40 ft]

2. *Accessory buildings and structures:* The *building height* shall not exceed 4.5 metres [15 ft.].

Measurements to be determined as per Part 1 Definitions of Surrey Zoning By-law, 1993, No. 12000, as amended.

H. Off-Street Parking

1. Refer to Part 5 Off-Street Parking and Loading/Unloading of Surrey Zoning By-law, 1993, No. 12000, as amended except as otherwise provided in this Section H.
2. Surface parking for the permitted uses listed under Section B of this By-law shall be limited to a maximum of 3.0 *parking spaces* for every 100 square metres of *gross floor area* excluding the *gross floor area* used or intended to be used for *parking facilities* on the *lot*. Any *parking spaces* over this limit may be provided below *buildings*, in *parking structures*, or on roof tops.
3. *Tandem parking* may be permitted for company fleet *vehicles*.
4. Overnight parking or storage of recreational *vehicles*, *campers*, boats or *house trailers* shall not be permitted.

I. Landscaping

1. All developed portions of the *lot* not covered by *buildings*, *structures* or paved areas shall be landscaped including the retention of mature trees. This *landscaping* shall be maintained.
2. Along the developed sides of the *lot* which abut a *highway*, a continuous *landscaping* strip of not less than 1.5 metres [5 ft.] in width shall be provided within the *lot*.
3. The boulevard areas of *highways* abutting a *lot* shall be seeded or sodded with grass on the side of the *highway* abutting the *lot*, except at *driveways*.
5. Garbage containers and *passive recycling containers* shall be screened to a height of at least 2.5 metres [8 ft.] by *buildings*, a *landscaping* screen, a solid decorative fence, or a combination thereof or shall be located within the *underground parking* or within a *building*.
6. Except in those portions where a *building* abuts the *lot line*, screen planting at least 1.5 metres [5 ft.] high in a strip at least 1.5 metres [5 ft.] wide and a solid decorative fence at least 1.5 metres [5 ft.] high shall be provided along all *lot lines* separating the developed portion of the *lot* from any *residential lot*.
7. Open display or storage shall be completely screened to a height of at least 2.5 metres [8 ft.] by *buildings* and/or solid decorative fence and/or substantial *landscaping* strips of not less than 1.5 metres [5 ft.] in width. No display or storage of material shall be piled up to a height of 2.5 metres [8 ft.] within 5 metres [16 ft.] of the said screens and in no case shall these materials be piled up to the height of more than 3.5 metres [11.5 ft.].

J. Special Regulations

1. Outdoor storage or display of any goods, materials or supplies is permitted provided that:
 - (a) Such area is ancillary to a *retail store* having a *gross floor area* of more than 4,645 square metres [50,000 sq.ft.];
 - (b) The total area shall not exceed a maximum of 8% of the *gross floor area* of the associated *retail store*;
 - (c) The outdoor storage and display area must be attached to and integrated with the *retail store building* and enclosed by a decorative metal fence of not less than 2.5 metres [8 ft.] in height that is architecturally consistent with the *retail store building*; and
 - (d) The outdoor storage or display area shall not be located within 30 metres [100 ft.] of any *highway*.

K. Subdivision

Lots created through subdivision in this Zone shall conform to the following minimum standards:

	<i>Lot Size</i>	<i>Lot Width</i>	<i>Lot Depth</i>
Block A:	50,000 sq. m. [12.4 acre]	80 metres [260 ft.]	150 metres [490 ft.]
Block B:	15,000 sq. m. [3.7 acre]	80 metres [260 ft.]	150 metres [490 ft.]
Block C:	10,000 sq. m. [2.5 acre]	70 metres [230 ft.]	70 metres [230 ft.]

Dimensions shall be measured in accordance with Section E.21 of Part 4 General Provisions of Surrey Zoning By-law, 1993, No. 12000 as amended.

L. Other Regulations

In addition to all statutes, by-laws, orders, regulations or agreements, the following are applicable, however, in the event that there is a conflict with the provisions in this Comprehensive Development Zone and other provisions in Surrey Zoning By-law, 1993, No. 12000, as amended, the provisions in this Comprehensive Development Zone shall take precedence:

1. Definitions are as set out in Part 1 Definitions, of Surrey Zoning By-law, 1993, No. 12000, as amended.
2. Prior to any use, the *Lands* must be serviced as set out in Part 2 Uses Limited, of Surrey Zoning By-law, 1993, No. 12000, as amended and in accordance with the servicing requirements for the C-8 Zone as set forth in the Surrey Subdivision and Development By-law, 1986, No. 8830, as amended.
3. General provisions are as set out in Part 4 General Provisions of Surrey Zoning By-law, 1993, No. 12000, as amended.
4. Additional off-street parking requirements are as set out in Part 5 Off-Street Parking and Loading/Unloading of Surrey Zoning By-law, 1993, No. 12000, as amended.
5. Sign regulations are as set out in Surrey Sign By-law, 1999, No. 13656, as amended.
6. Special *building setbacks* are as set out in Part 7 Special Building Setbacks, of Surrey Zoning By-law, 1993, No. 12000, as amended.
7. *Building* permits shall be subject to the Surrey Building By-law, 1987, No. 9011, as amended.

8. *Building* permits shall be subject to Surrey Development Cost Charge By-law, 2011, No. 17330, as may be amended or replaced from time to time, and the development cost charges shall be based on the C-8 Zone.
 9. Tree regulations are set out in Surrey Tree Protection By-law, 2006, No. 16100, as amended.
 10. Development permits may be required in accordance with the Surrey *Official Community Plan*, 1996, By-law No. 12900, as amended.
 11. Provincial licensing of *child care centres* is regulated by the Community Care and Assisted Living Act R.S.B.C. 2002. c. 75, as amended, and the Regulations pursuant thereto including without limitation B.C. Reg 319/89/213.
 12. Provincial licensing of *neighbourhood pubs* is regulated by the Liquor Control and Licensing Act, R.S.B.C. 1996, Chapter 267, as amended.
3. This By-law shall be cited for all purposes as "Surrey Zoning By-law, 1993, No. 12000, Amendment By-law, _____, No. _____."

READ A FIRST AND SECOND TIME on the _____ th day of _____, 20__ .

PUBLIC HEARING HELD thereon on the _____ th day of _____, 20__ .

READ A THIRD TIME ON THE _____ th day of _____, 20__ .

RECONSIDERED AND FINALLY ADOPTED, signed by the Mayor and Clerk, and sealed with the Corporate Seal on the _____ th day of _____, 20__ .

_____ MAYOR

_____ CLERK

**SURVEY PLAN TO ACCOMPANY CITY OF SURREY
BYLAW No: _____ OVER**

SCHEDULE _____

**LOT 1 PLAN 72380
LOT 14 PLAN 61696
LOT "A" PLAN 22548**

ALL OF SECTION 13 TOWNSHIP 1 NEW WESTMINSTER DISTRICT

BCGS 92G.007

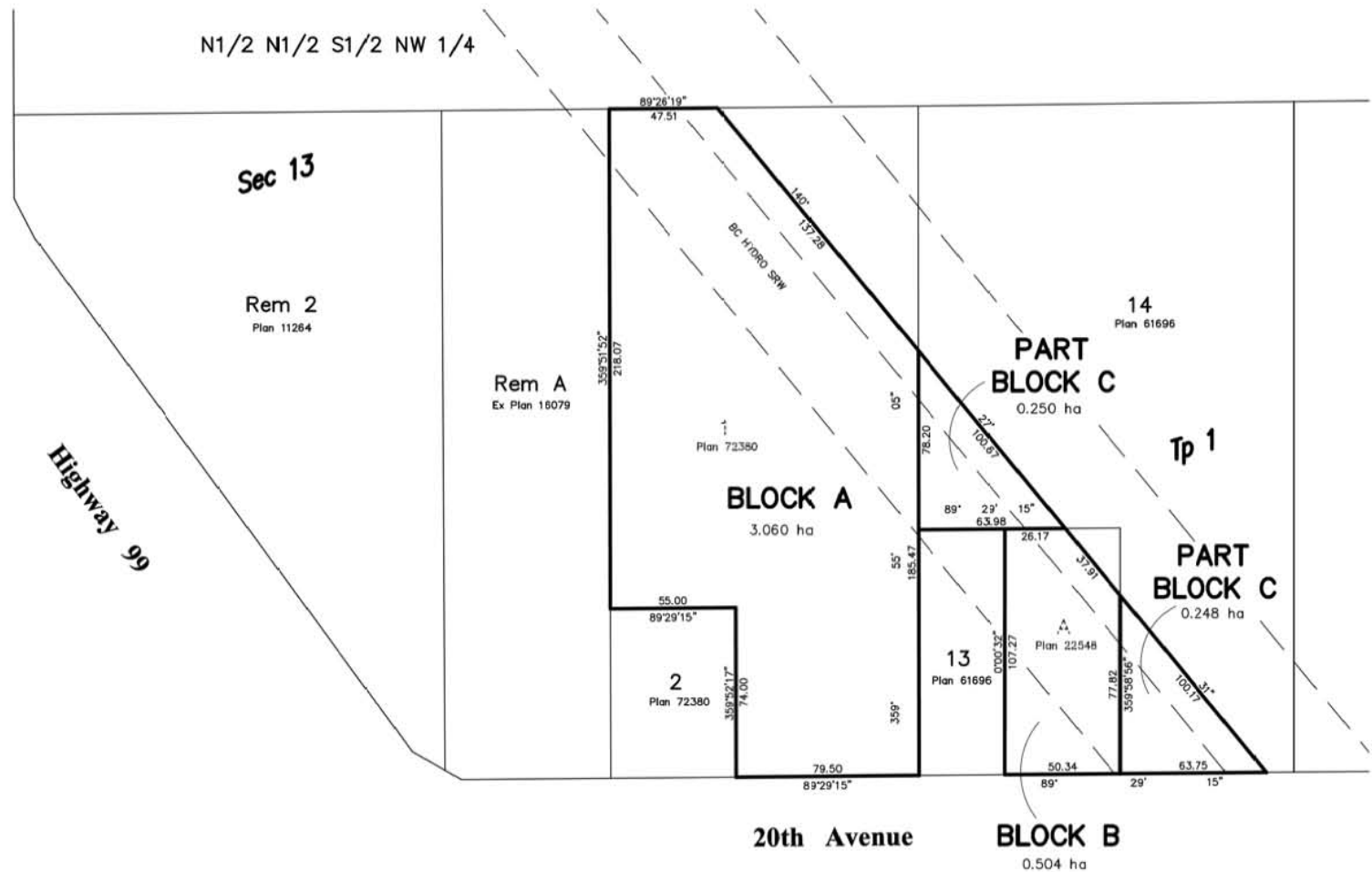
SCALE 1:1500



ALL DISTANCES ARE IN METRES

BOOK OF REFERENCE

BLOCK	TOTAL AREAS
BLOCK A	3.060 ha
BLOCK B	0.504 ha
BLOCK C	0.498 ha



**H.Y. AND ASSOCIATES
LAND SURVEYING LTD.**
200, 912B - 152nd Street
Surrey, B.C.
V3R 4E7
(ph): 583-1616
(fx): 583-1737
Job: 123639LS
File: 123639_BK1.DWG

CERTIFIED CORRECT ACCORDING TO SURVEY
DATED THIS 6th DAY OF SEPTEMBER, 2012.

Gordon

GU GORDON YU
B.C.L.S. 808

SURVEY PLAN TO ACCOMPANY CITY OF SURREY

SCHEDULE _____

BYLAW No: _____ OVER

**LOT 2 PLAN 11264, EXCEPT: FIRSTLY: PARCEL "A" (EXPLANATORY PLAN 16079) AND SECONDLY: PART ON HIGHWAY PLAN 25810
PARCEL "A" (EXPLANATORY PLAN 16079) LOT 2 PLAN 11264, EXCEPT: PART ON HIGHWAY PLAN 25810**

LOTS 1 AND 2 PLAN 72380

LOTS 13 AND 14 PLAN 61696

LOT "A" PLAN 22548

ALL OF SECTION 13 TOWNSHIP 1 NEW WESTMINSTER DISTRICT

BCGS 92G.007

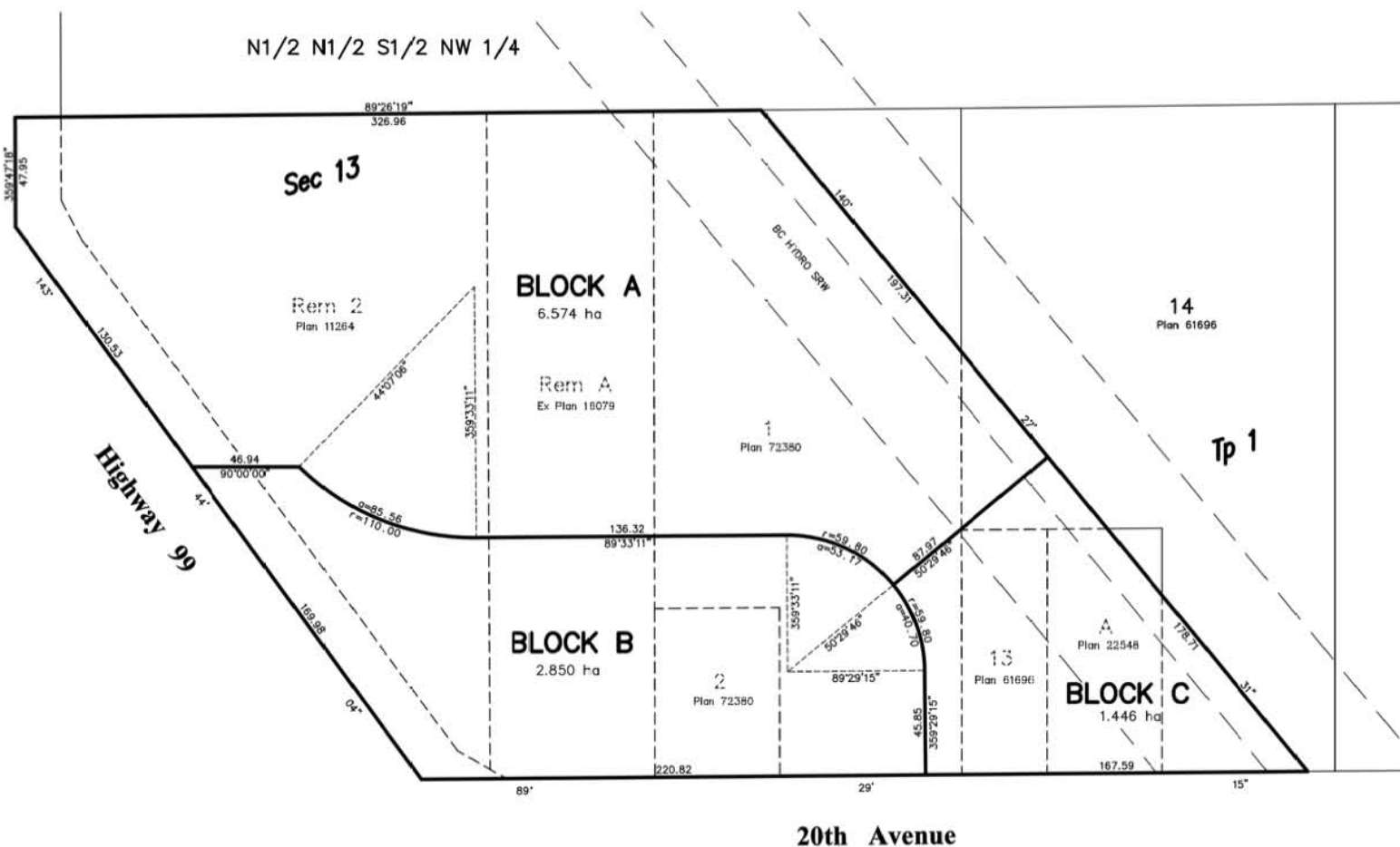
SCALE 1:1500



ALL DISTANCES ARE IN METRES

BOOK OF REFERENCE

BLOCK	AREAS
BLOCK A	6.574 ha
BLOCK B	2.850 ha
BLOCK C	1.446 ha



**H.Y. AND ASSOCIATES
LAND SURVEYING LTD.**

200, 912B - 152nd Street
Surrey, B.C.

V3R 4E7

(ph): 583-1616

(fx): 583-1737

Job: 123639LS

File: 123639_BK2.DWG

CERTIFIED CORRECT ACCORDING TO SURVEY
DATED THIS 6th DAY OF SEPTEMBER, 2012.

Gordon

GU GORDON YU
B.C.L.S. 808