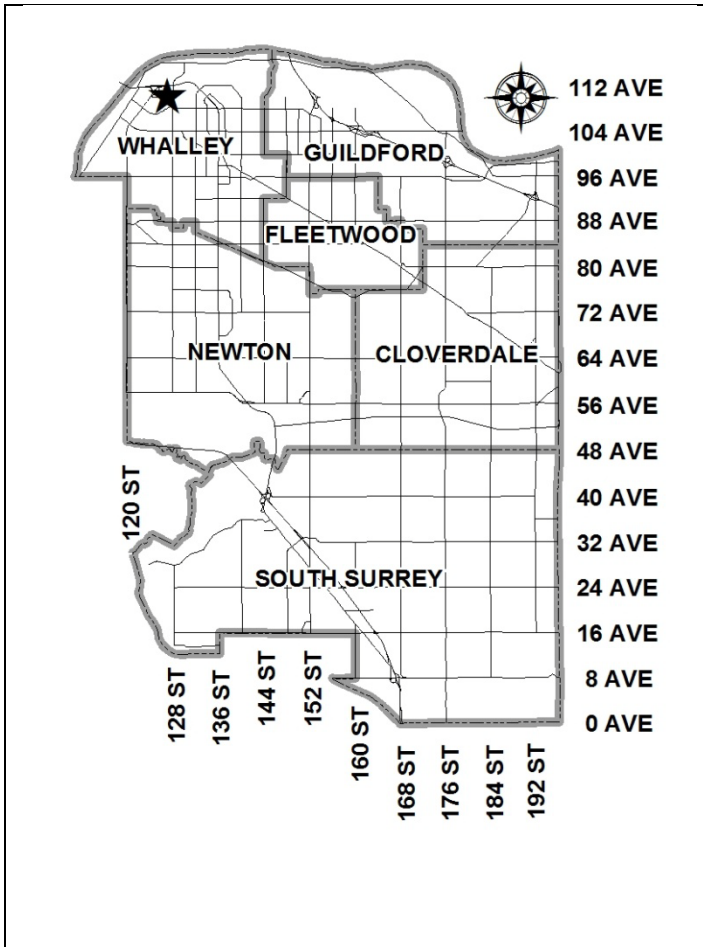


City of Surrey
PLANNING & DEVELOPMENT REPORT

File: 7912-0185-00

Planning Report Date: September 10, 2012



PROPOSAL:

- **OCP Amendment** from Industrial to Commercial
- **NCP Amendment** from Highway Commercial to Transit-Oriented Urban Village
- **Rezoning** from CD (By-law No. 11076) to CD (based on C-15)
- **General Development Permit**

to permit a 2-phased, mixed-use, transit-oriented development in South Westminster.

LOCATION:

Portion of 12701 – 110 Avenue

OWNER:

Home Depot Holdings Inc., Inc.
 No. 45874A

ZONING:

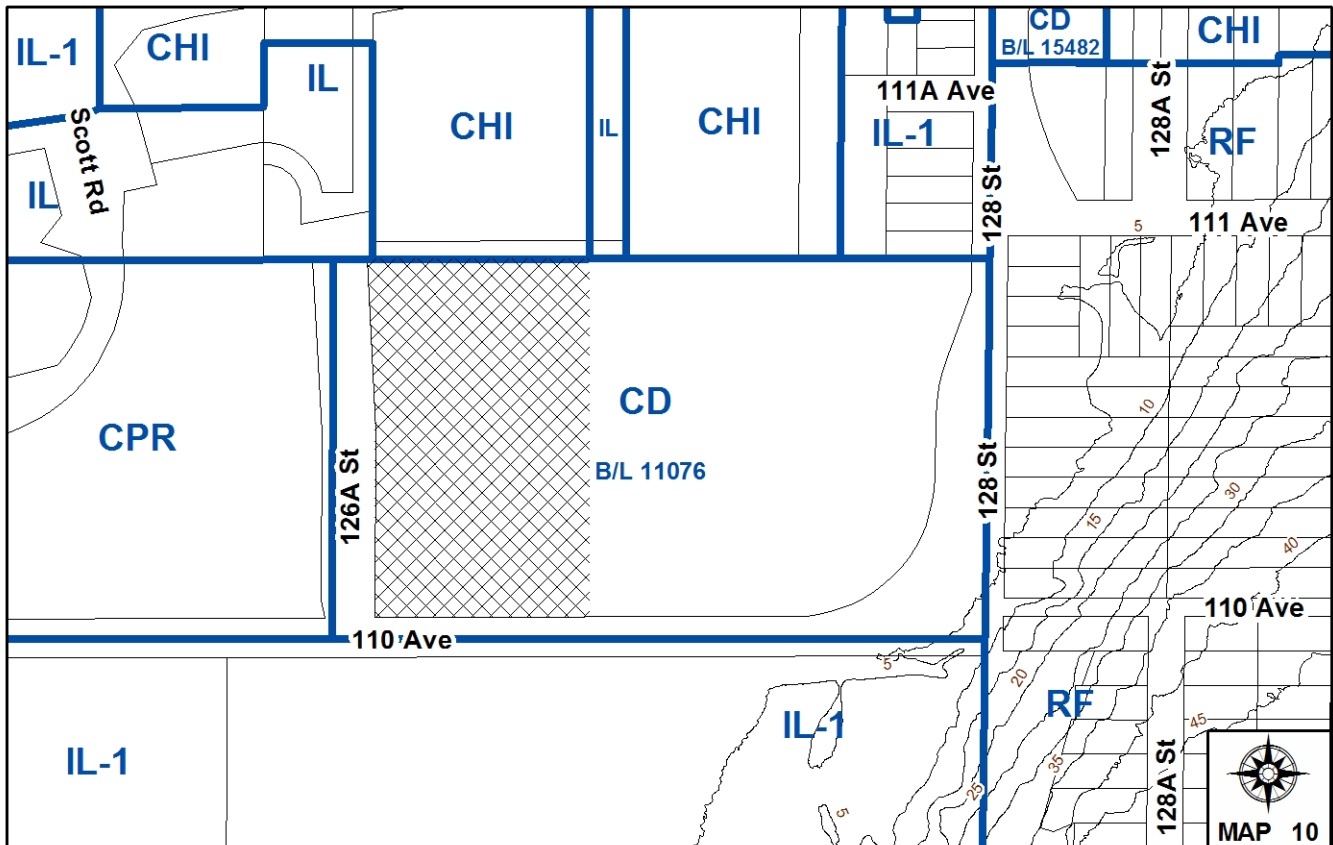
CD By-law No. 11076

OCP DESIGNATION:

Industrial

NCP DESIGNATION:

Highway Commercial



MAP 10

RECOMMENDATION SUMMARY

- That Council support, in principle, the applicant's proposed mixed-use, transit-oriented development in South Westminster, with a net floor area ratio (FAR) of 1.5, and refer the application back to staff to proceed with the standard processing of a complete application.

DEVIATION FROM PLANS, POLICIES OR REGULATIONS

- None.

RATIONALE OF RECOMMENDATION

- One of the goals outlined in South Westminster Neighbourhood Concept Plan (NCP), adopted by Council in 2005, was to create a Transit-Oriented Urban Village within walking distance (500 to 800 metres or 1/3 to 1/2 mile) of the Scott Road SkyTrain Station.
- Although the subject site is currently designated Highway Commercial under the South Westminster NCP, the site is within 500 metres (1/3 mile) of the Scott Road SkyTrain Station and, therefore, meets the locational criteria for a transit-oriented development.
- The proposed development is a mixed-used project that incorporates community uses, ground-floor commercial units and a variety of ground-oriented and non-ground-oriented residential units that create an urban, walkable community in accordance with the design requirements for a transit-oriented development.

RECOMMENDATION

That Council support, in principle, the applicant's proposed mixed-use, transit-oriented development in South Westminster, with a net floor area ratio (FAR) of 1.5, and refer the application back to staff to proceed with the standard processing of a complete application which will include the following:

- Submission of detailed design package including complete building elevations, floor plans, elevations, colours/materials scheme and landscaping plan in accordance with the Urban Design Guidelines (Appendix IV);
- Detailed Engineering assessment to determine specific development requirements; and
- Referrals to all applicable internal and external departments and agencies.

REFERRALS

As this Planning Report is a Stage 1 report only, the application was not referred to the various internal and external referral agencies, other than the Engineering Department.

Engineering: The Engineering Department has prepared a preliminary summary of engineering issues to be addressed, as outlined in Appendix III.

SITE CHARACTERISTICS

Existing Land Use: The eastern part of the subject lot contains a Home Depot and associated surface parking. The western portion of the subject lot, on which the proposed development is located, is vacant and devoid of vegetation.

Adjacent Area:

Direction	Existing Use	NCP Designation	Existing Zone
North (Beyond City-owned lot for future 111 Avenue):	SkyTrain guideway above vacant land under a TUP application for truck parking, auto sale and repair businesses	Residential / Business Park	CHI and IL

Direction	Existing Use	NCP Designation	Existing Zone
Eastern Portion of subject lot: Further East (Across 128 Street):	Home Depot City-owned vacant land for the 128 Street realignment	Highway Commercial Urban in the OCP	CD (By-law No. 11076) RF
South (Across 110 Avenue):	City owned vacant land (Trouton Pit)	Mixed use Commercial Residential	IL-1
West (Across 126A Street): Further West (Across Scott Road):	Scott Road Park and Ride Scott Road SkyTrain Station	Transit-Oriented Urban Village SkyTrain	CPR CPR

DEVELOPMENT CONSIDERATIONS

Background

- The subject property at 12701 – 110 Avenue is designated Industrial in the Official Community Plan (OCP), and was rezoned to Comprehensive Development Zone By-law No. 11076 on March 1, 1993 (Application No. 5688-0301) to permit the construction of a home improvement warehouse store (which later become Home Depot) on the eastern portion of the site.
- The proposed development is on the undeveloped western portion of the Home Depot site.
- The subject site is located on the east side of 126A Street, across from the Scott Road Park and Ride, and is located approximately 250 metres (820 ft.) east of the Scott Road SkyTrain Station.
- As the subject site is located in South Westminster, it is governed by the provisions of the South Westminster Neighborhood Concept Plan (NCP) that was approved by Council on December 8, 2003 (Corporate Report No. C014).
- The subject site is currently designated Highway Commercial under the provisions of the South Westminster NCP which reflected the use of the site when the NCP was adopted in 2003.
- However, the South Westminster NCP also identifies the goal of creating a Transit-Oriented Urban Village District within a walking radius of approximately 500 metres (1/3 mile) to 800 metres (1/2 mile) of the Scott Road SkyTrain Station.
- The subject site is located within approximately 500 metres (1/3 mile) of the Scott Road SkyTrain Station and the subject application constitutes the first proposal that incorporates land uses and densities that are consistent with the creation of this transit-oriented village.

- Although the proposed mixed-use residential/commercial development is in keeping with the vision of the South Westminster NCP, amendments to both the OCP and the NCP are required.

Current Proposal

- The subject site, in South Westminster, is bound by 110 Avenue to the south, 126A Street to the west, the western edge of the Home Depot parking lot to the east and by the future alignment of 111 Avenue and the SkyTrain guideway to the north.
- The applicant is proposing to subdivide the western portion of the subject lot from the existing Home Depot outlet on the eastern portion of lot, to further subdivide the western portion of the site into two new lots and to rezone these two new lots from CD (By-law No. 11076) to a new CD Zone, in order to permit the development of a mixed-use project that will be constructed in phases.
- The proposed mixed-use development consists of the following:
 - 3,600 m² (38,750 ft²) church / community facility;
 - 4,200 m² (45,200 ft²) of retail and office uses; and
 - 15,880 m² (170,900 ft²) of low rise apartment and townhouse units containing approximately 252 units.
- The proposed northern lot will contain a mixed-use building that will consist of two distinct sections.
- The northern portion of the building will consist of a church and flex space for community services, and will also incorporate ground floor commercial uses along the western and eastern sides of the building.
- The southern portion of the building will consist of a four-storey, residential building that will include ground-floor retail units around the base of the building, with three floors of apartment units above.
- Both the northern and southern portions of the building will wrap around three sides of a central, multi-level, above-ground parking structure that will be accessed from 126A Street.
- The proposed southern lot will contain two, four-storey, mixed-use buildings that will incorporate ground-level commercial units along the west, north and east sides of the building, with three floors of apartment units above. A row of two-storey, ground-oriented, townhouse units will be incorporated into the southern façade of the building along 110 Avenue.
- The proposed northern lot, which encompasses the church/ daycare/ multi-use building, and the residential/commercial building will be developed as Phase 1, while the mixed-use commercial/residential buildings on the proposed southern lot will be developed as Phase 2.

OCP Redesignation

- The subject site is currently designated Industrial under the OCP, which does not permit the range of commercial and residential uses proposed by the applicant for the subject site.
- As a result, the subject site will have to be redesignated from Industrial to Commercial.
- The gross area of the site the applicant is proposing to subdivide from the Home Depot lot is 15,808 square metres (170,161 sq. ft. or 3.9 acres).
- However, additional road widening in the amount of 2,184 square metres (25311 sq. ft.) is required along the 126A Street frontage. As well, the applicant will be required to dedicate a new east-west road (1,342 square metres/14,440 sq. ft.) between the proposed northern and southern lots.
- As a result of the required road dedication, the net area of the two proposed lots totals 12,115 square metres (130,410 sq. ft. or 3.0 acres).
- In terms of density, the proposed gross floor area ratio (FAR) of the entire project is approximately 1.35. However, if the area noted in the east/west road between the two sites was excluded from the density calculation, the net FAR of the project would be 1.5.

JUSTIFICATION OF PLAN AMENDMENT

- As noted, one of the goals outlined in the South Westminster NCP was to create a Transit-Oriented Urban Village within walking distance (500 to 800 metres or 1/3 to 1/2 mile) of the Scott Road SkyTrain Station.
- The subject site meets the locational criteria for a transit-oriented development and proposes a mix of uses for an urban, walkable community in accordance with the design requirements for a transit-oriented development.
- Although the NCP identifies the subject site as suitable for highway commercial uses, given its proximity to the Scott Road SkyTrain Station, higher density, mixed-use developments are supportable.
- To achieve the proposed floor area ratio (FAR) of 1.5, a redesignation in the OCP to Commercial is required.

PRE-NOTIFICATION

Pre-notification letters were mailed on July 3, 2012. To date, staff have received two telephone calls requesting further information on the development

CONCLUSION

- One of the goals outlined in South Westminster Neighbourhood Concept Plan (NCP), adopted by Council in 2005, was to create a Transit-Oriented Urban Village within walking distance (500 to 800 metres or 1/3 to 1/2 mile) of the Scott Road SkyTrain Station.
- Although the subject site is currently designated Highway Commercial under the South Westminster NCP, the site is within 500 metres (1/3 mile) of the Scott Road SkyTrain Station and, therefore, meets the locational criteria for a transit-oriented development.
- The proposed development is a mixed-used project that incorporates community uses, ground-floor commercial units and a variety of ground-oriented and non-ground-oriented residential units that create an urban, walkable community in accordance with the design requirements for a transit-oriented development.
- It is recommended that Council support, in principle, the applicant's proposed mixed-use, transit-oriented development in South Westminster, with a floor area ratio (FAR) of 1.5, and refer the application back to staff to proceed with the standard processing of a complete application. A second Planning Report would be forwarded to Council once a complete application has been received and reviewed.

INFORMATION ATTACHED TO THIS REPORT

The following information is attached to this Report:

Appendix I.	Lot Owners and Action Summary
Appendix II.	Proposed, Site Plan, Building Sections and Perspective
Appendix III.	Preliminary Engineering Comments
Appendix IV.	Urban Design Comments
Appendix V.	Map of Transit-Oriented Urban Village District in South Westminster NCP
Appendix VI.	Proposed Road Network Options for the New Pattullo Bridge

INFORMATION AVAILABLE ON FILE

- Set of preliminary architectural plans prepared by Endall Elliot Associates, dated June 2012
- CD By-law No. 11076

original signed by Judith Robertson

Jean Lamontagne
General Manager
Planning and Development

LAP/kms

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 **endall elliot**
associates
architecture urban design



LionRock
DEVELOPMENTS
BUILDING HOMES + EMPOWERING PEOPLE + STRENGTHENING COMMUNITY

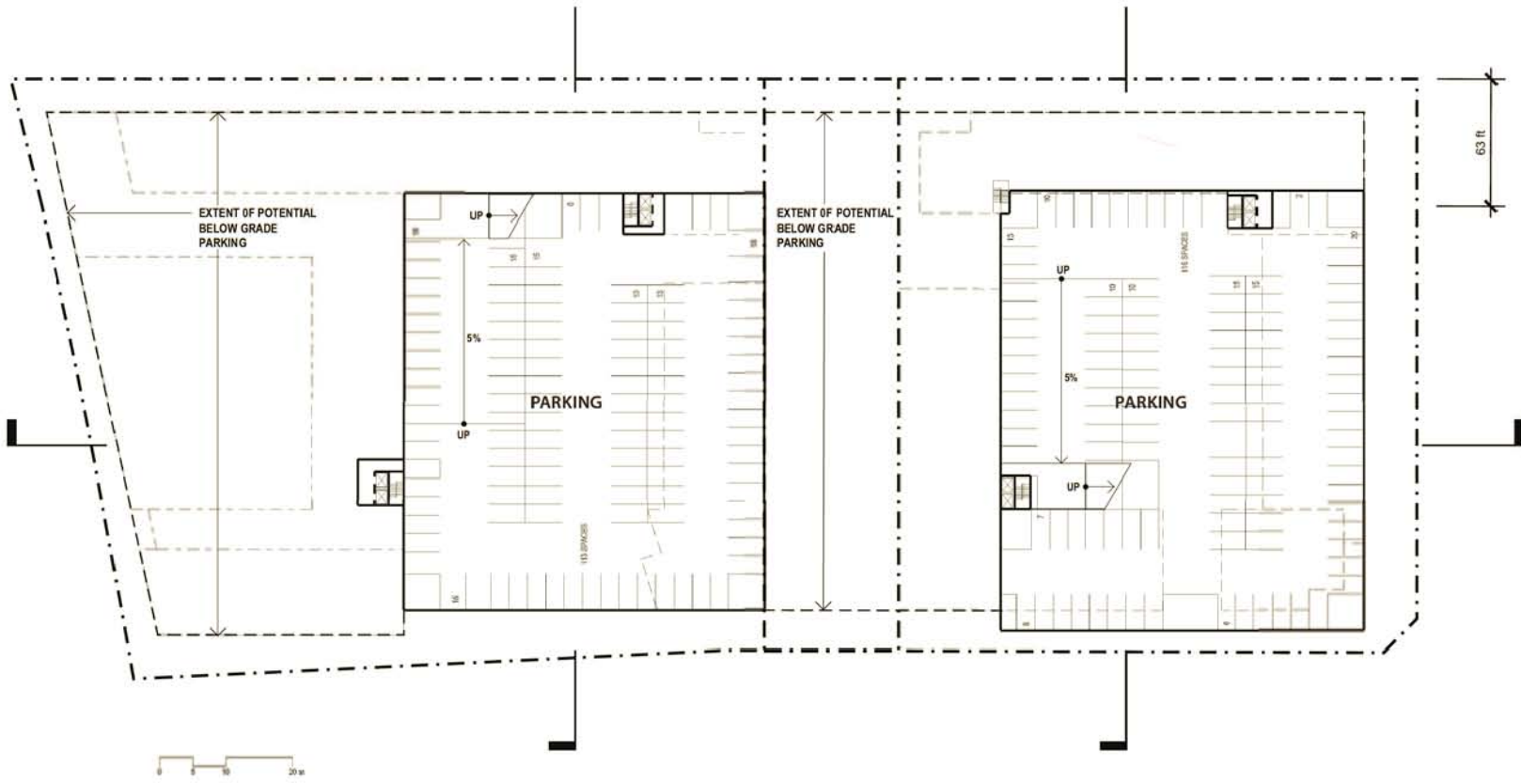
THE RIVER 
Mixed Use Development - 12701 - 110 Avenue Surrey B.C.
Rezoning Application **June 2012**

5.0 Architectural Drawings

Context Site Plan

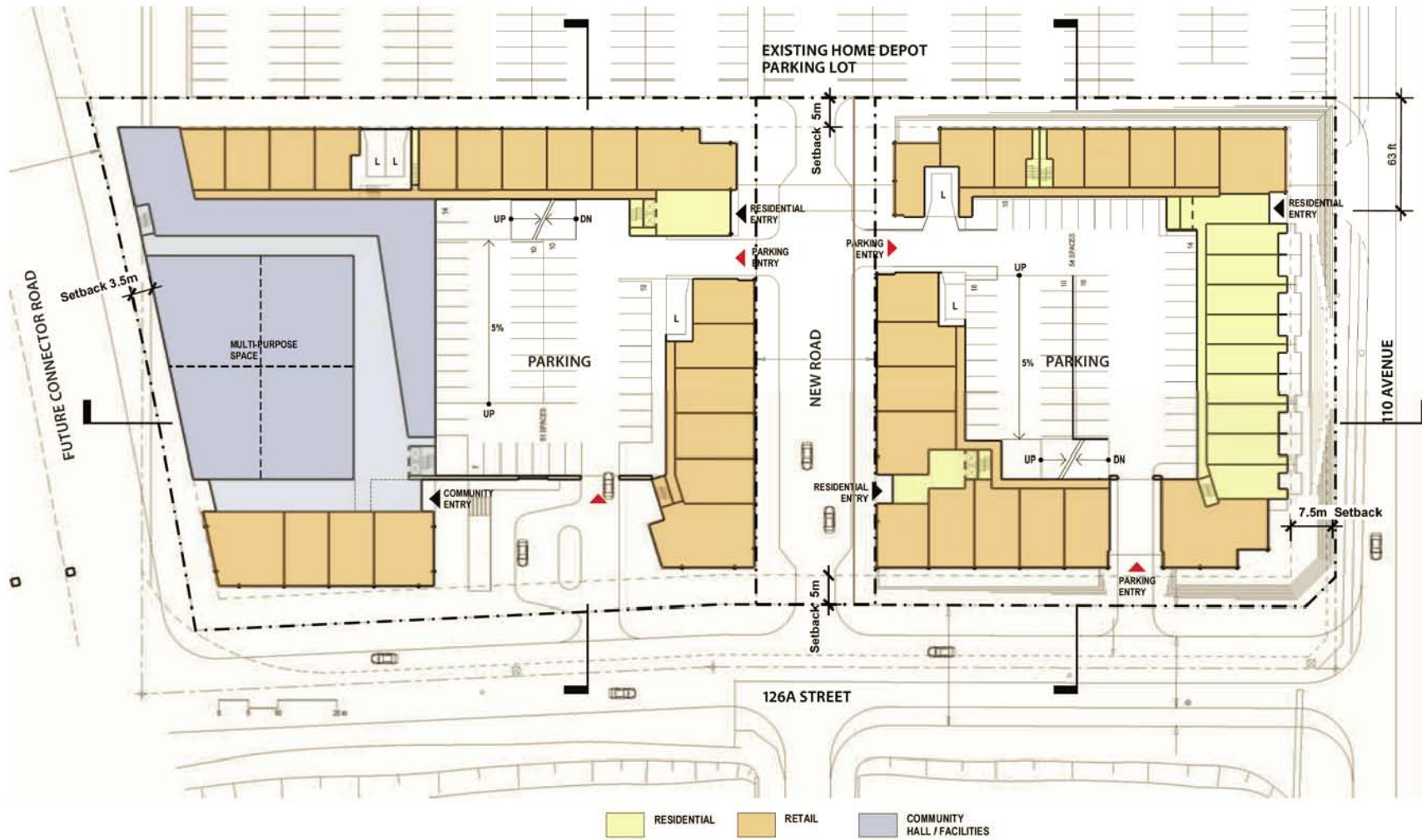


Level P1 Plan

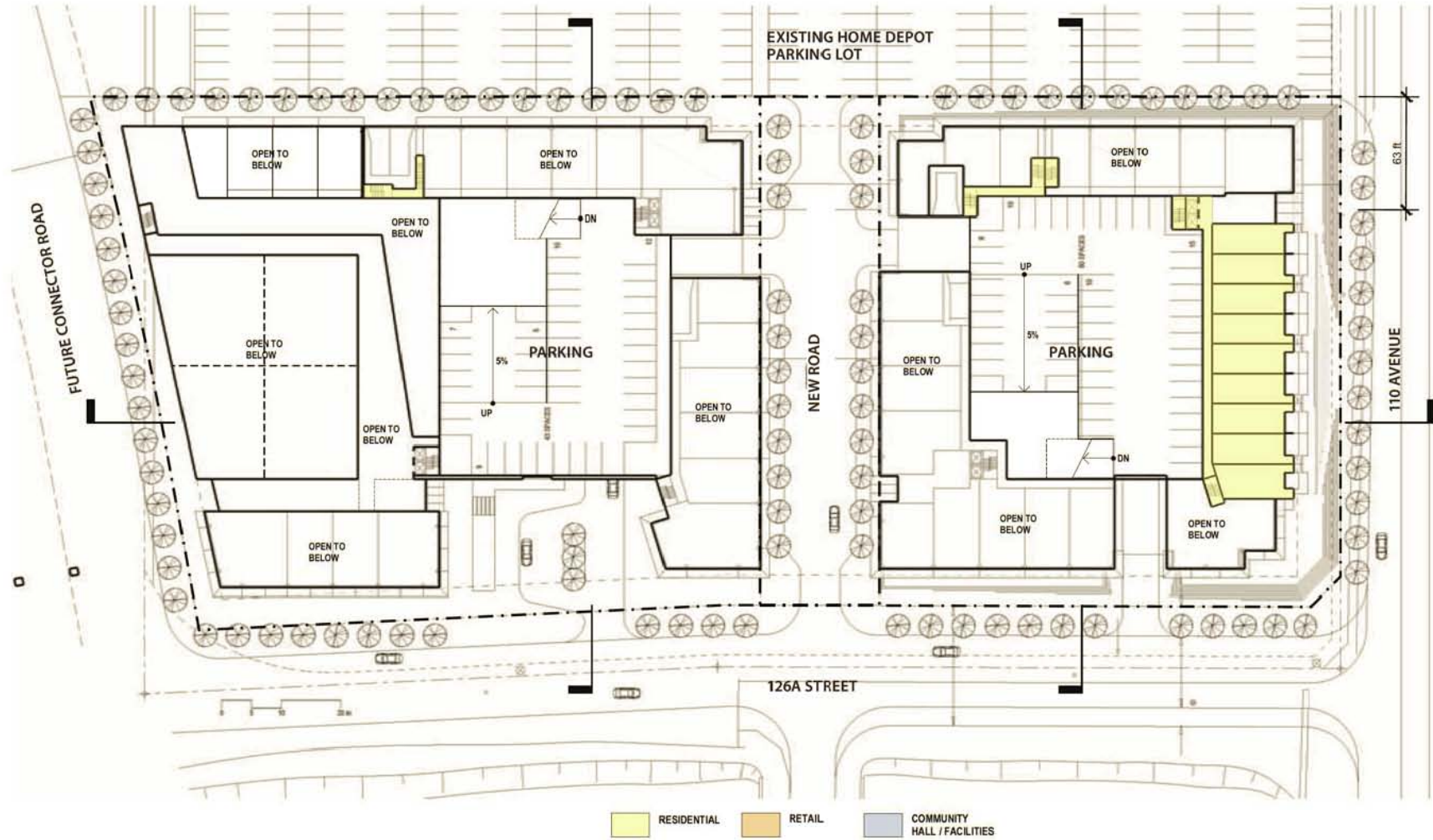


- RESIDENTIAL
- RETAIL
- COMMUNITY HALL / FACILITIES

Level 01 Plan

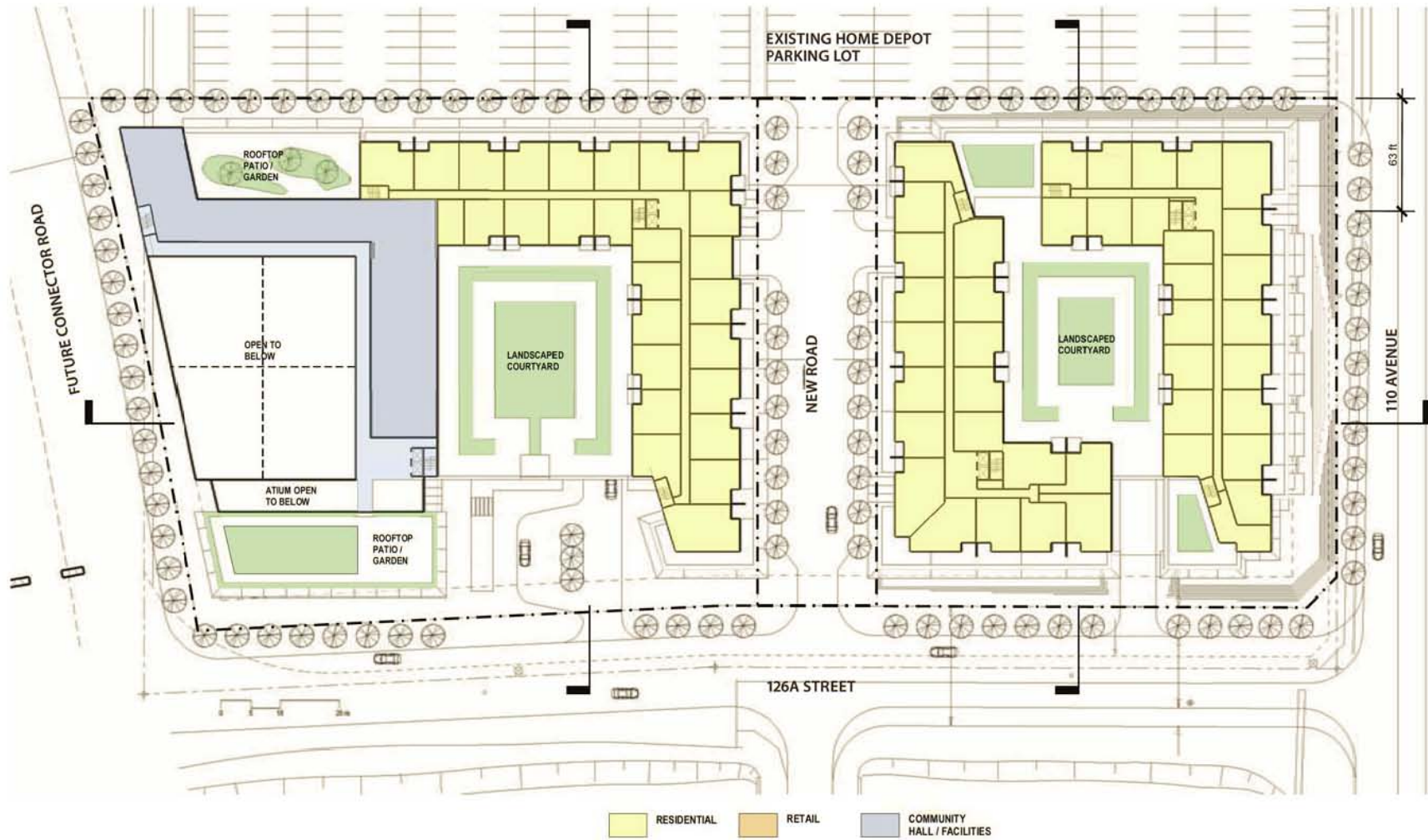


Level 02 Plan

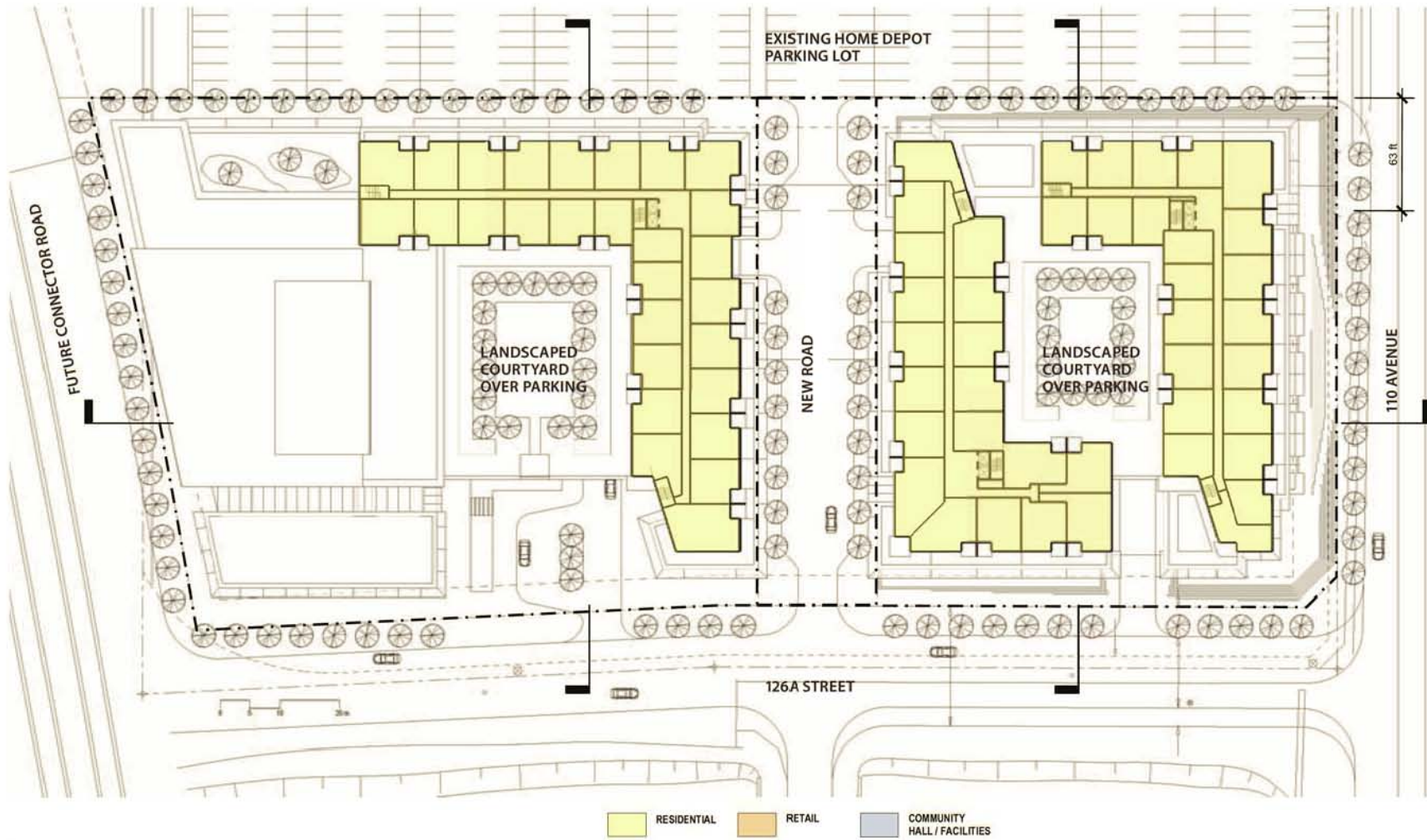


- RESIDENTIAL
- RETAIL
- COMMUNITY HALL / FACILITIES

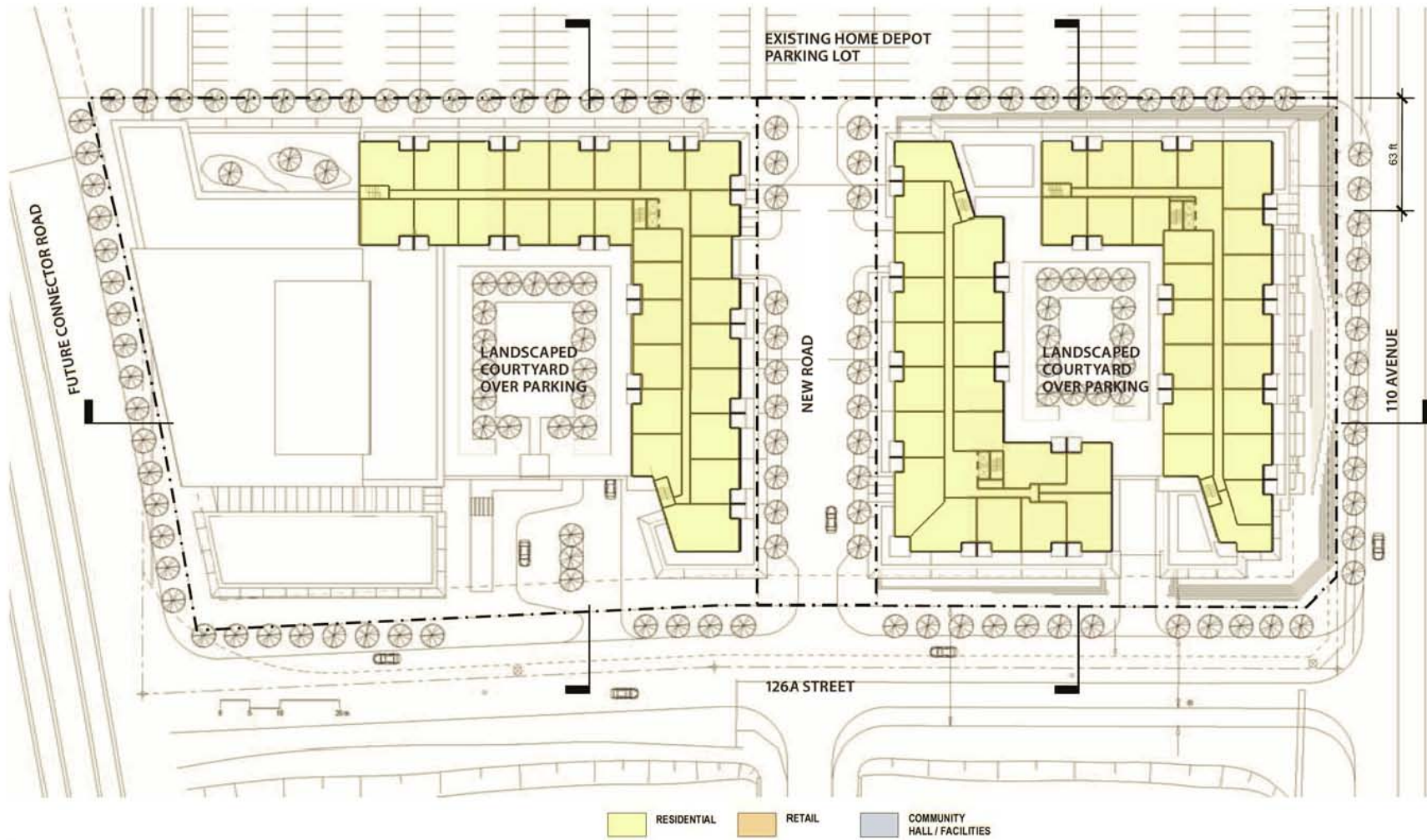
Level 03 Plan



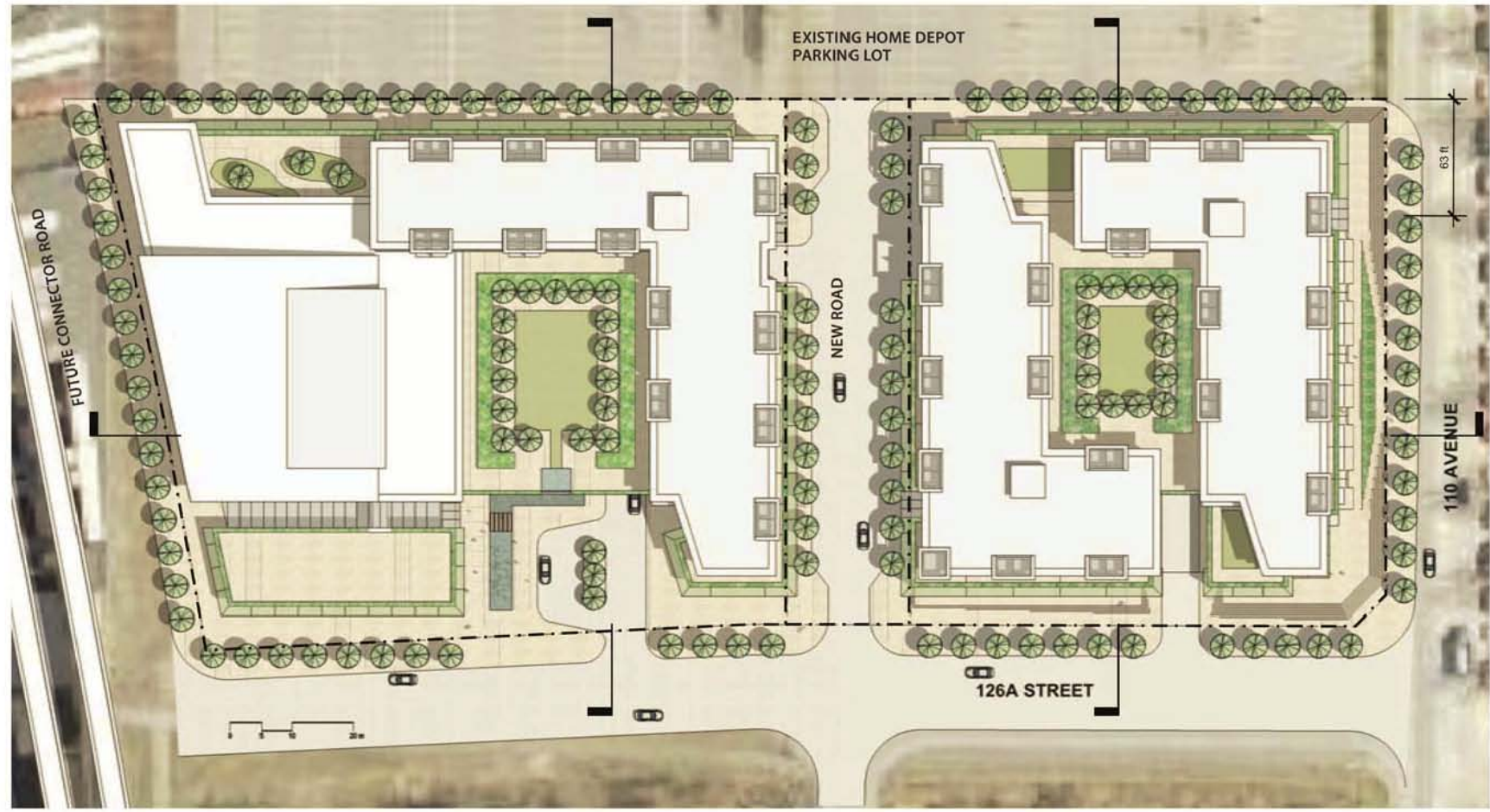
Level 05 Plan



Level 05 Plan

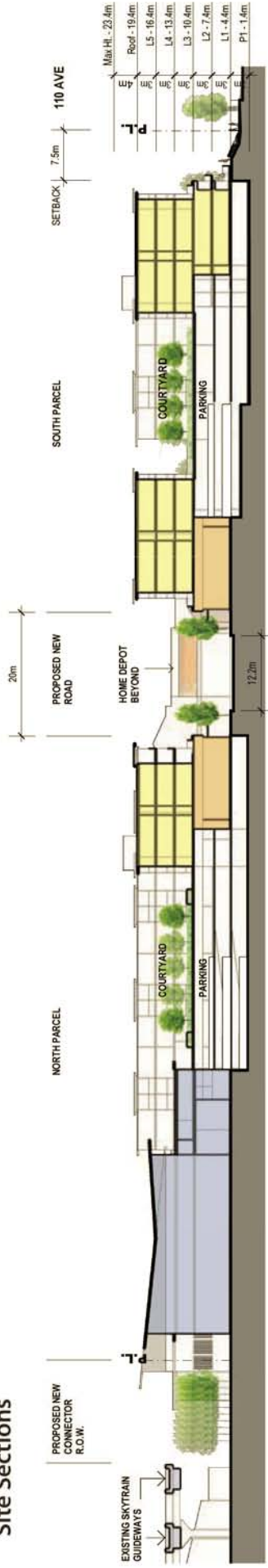


Roof Plan

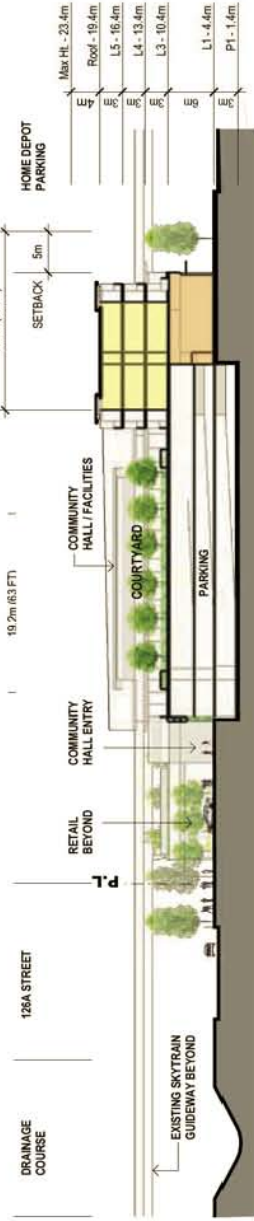


 RESIDENTIAL	 RETAIL	 COMMUNITY HALL / FACILITIES
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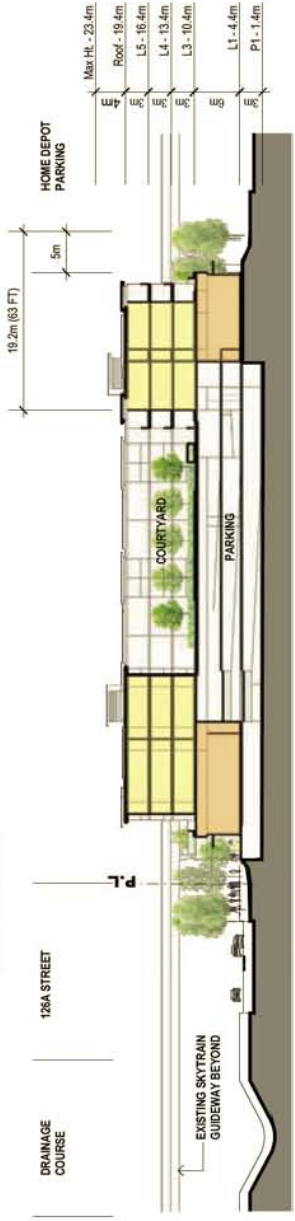
Site Sections



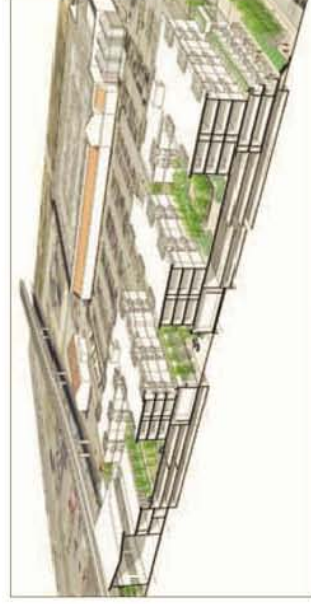
North-South Site Section



West-East Site Section of North Parcel



West-East Site Section of South Parcel



SECTION PERSPECTIVE LOOKING NORTHEAST

Form of Development Images



VIEW TO THE RIVER COMMUNITY FACILITY ENTRY PLAZA

Form of Development Images



VIEW LOOKING NORTHWEST



VIEW LOOKING SOUTHEAST



VIEW LOOKING EAST FROM SCOTT ROAD STATION PARK & RIDE



VIEW LOOKING NORTHEAST AT CORNER OF 126A STREET & 110 AVENUE

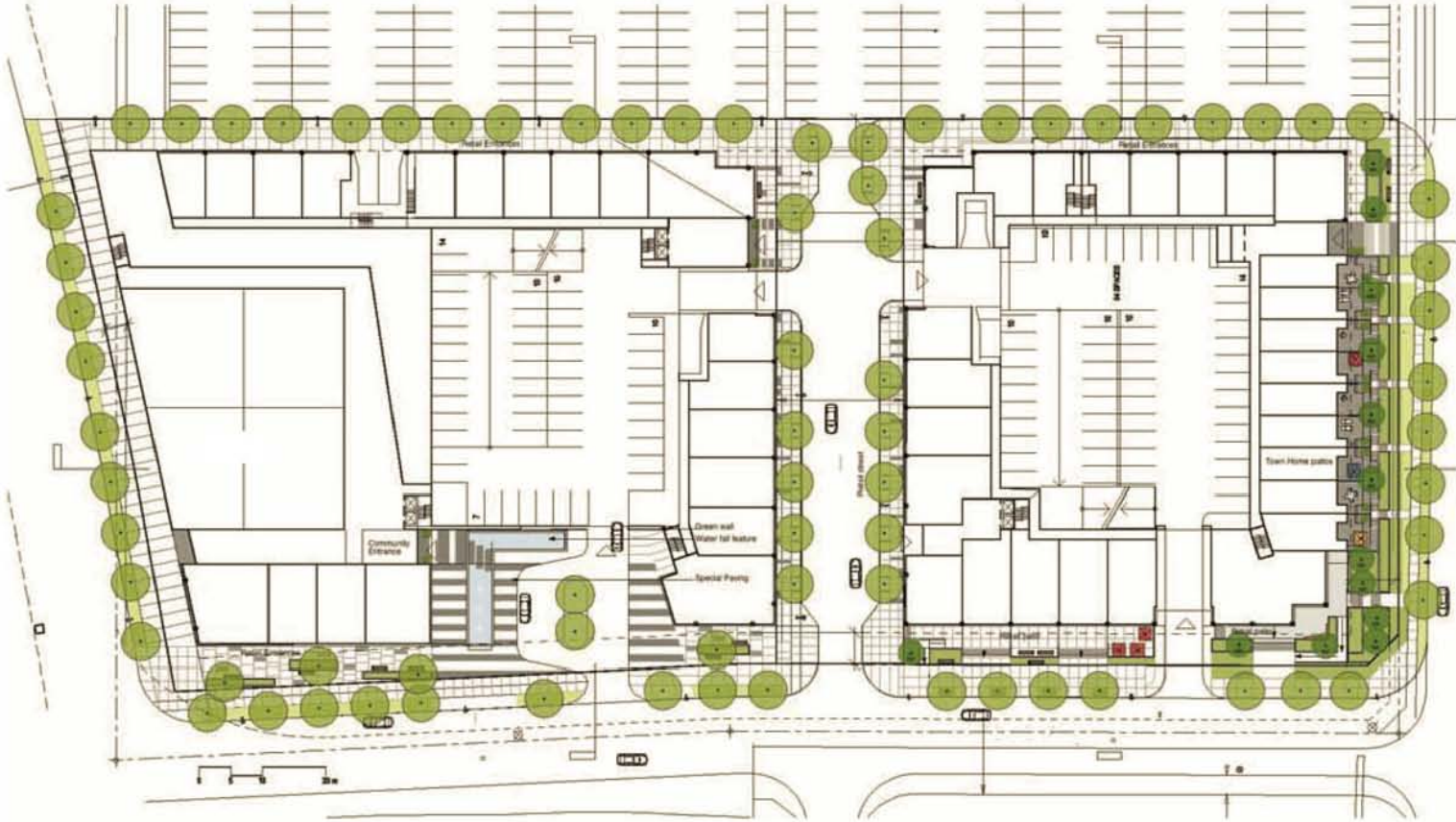
Form of Development Images



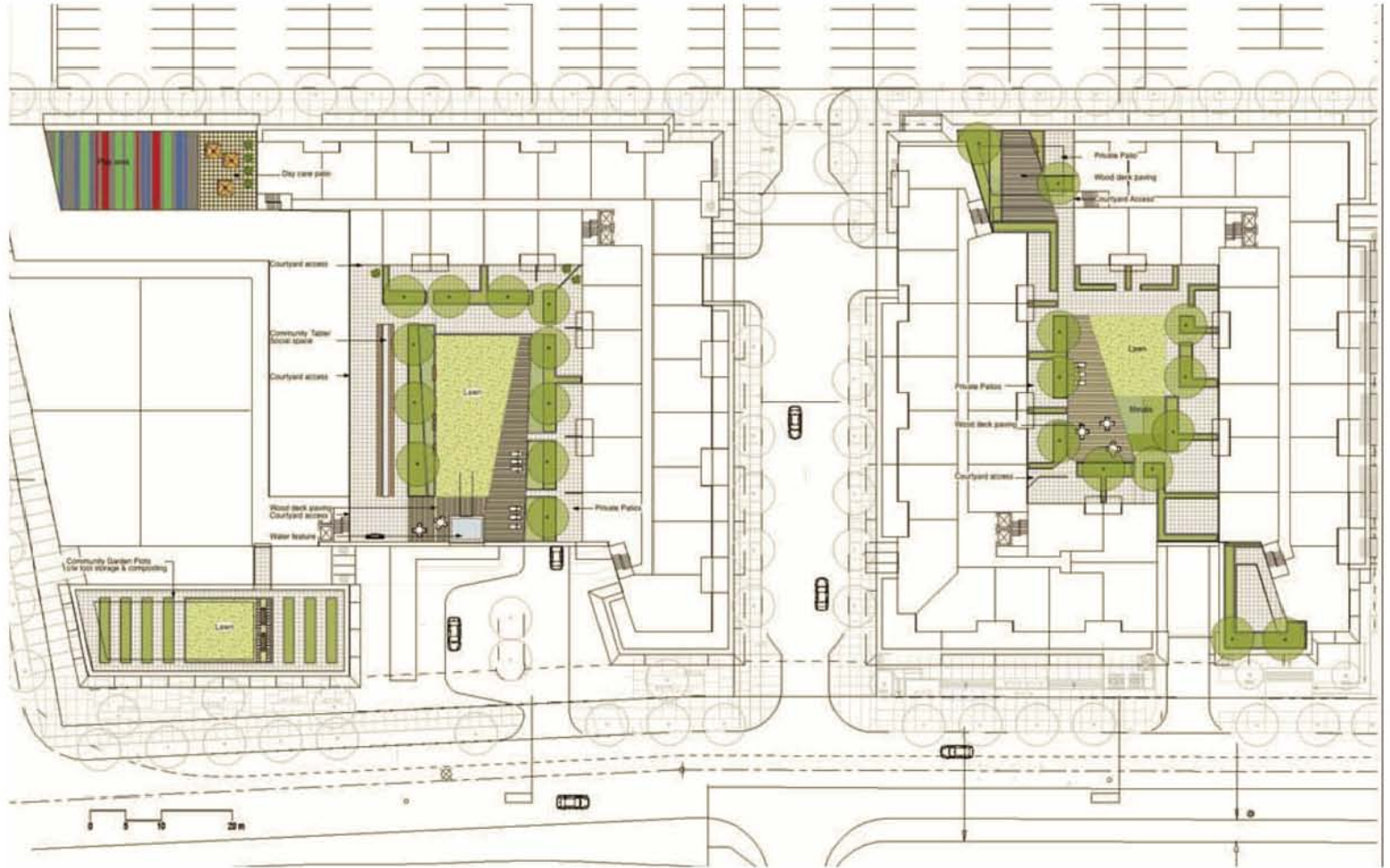
OVERVIEW FROM SOUTHWEST

5.0 Landscape Concept Plans

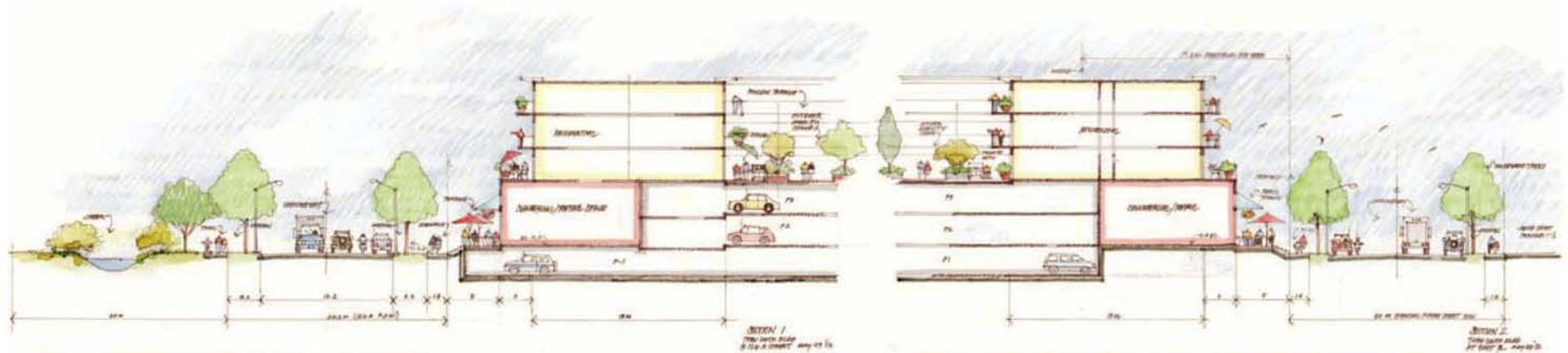
Landscape Site Plan



Landscape Roof Plan

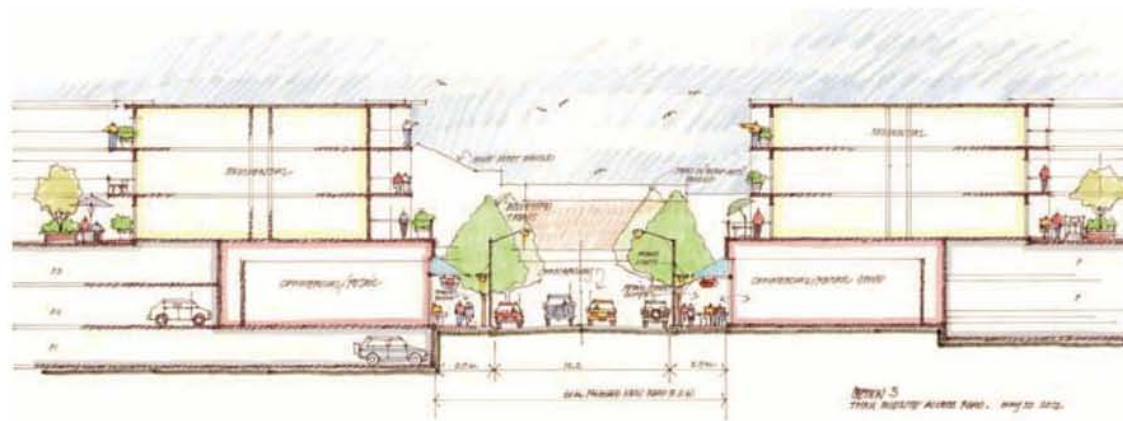


Landscape Section Details

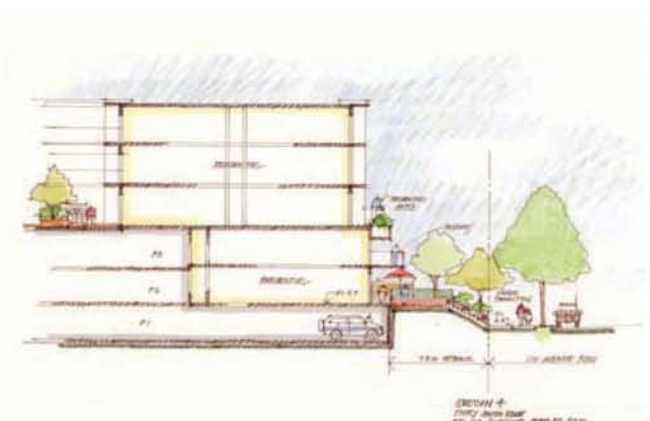


SECTION 1: WEST SIDE OF SOUTH BUILDING @ 126A STREET

SECTION 2: EAST SIDE OF SOUTH BUILDING @ HOME DEPOT PARKING LOT

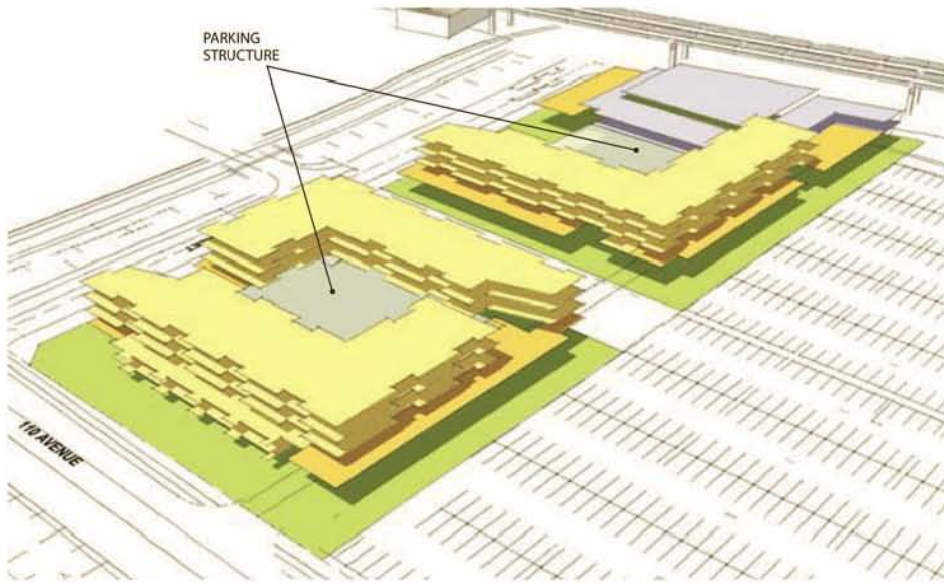


SECTION 3: MID-SITE ACCESS ROAD BETWEEN NORTH & SOUTH BUILDINGS

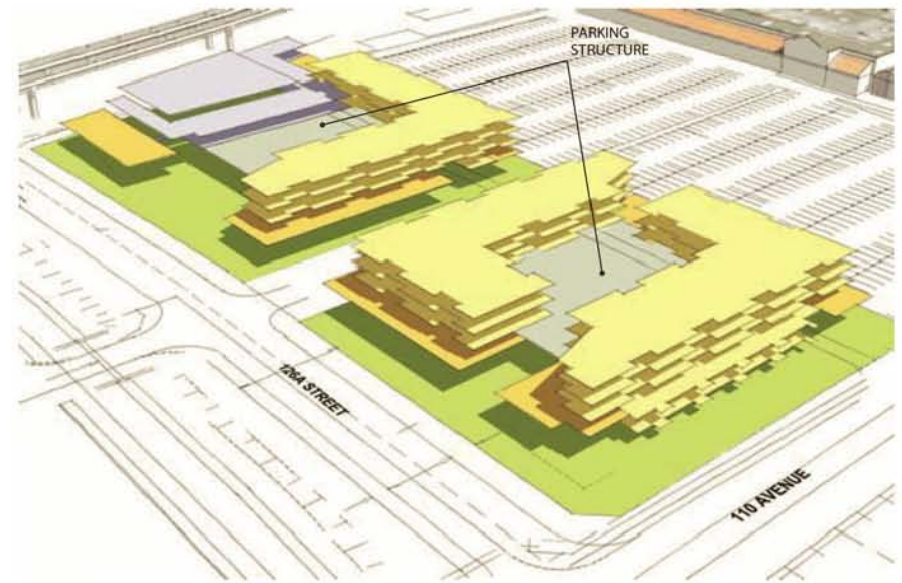


SECTION 4: SOUTH SIDE OF SOUTH BUILDING @ 110 AVENUE

Area Diagrams



AREA PLATES VIEWED FROM SOUTHEAST



AREA PLATES VIEWED FROM SOUTHWEST

<p> RESIDENTIAL 170,933 SF 15,880 m²</p>	<p> RETAIL 45,158 SF 4,195 m²</p>	<p> COMMUNITY HALL / FACILITIES 39,101 SF 3,633 m²</p>
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Preliminary Project Statistics

Table 1

	LOT AREA	LOT COVERAGE	TOTAL F.A.R.	RESIDENTIAL AREA	RETAIL/COM. AREA	COMMUNITY AREA	TOTAL BUILDING AREA		RESIDENTIAL PARKING (per Table 3)	RETAIL/COM. PARKING	COMMUNITY PARKING	TOTAL PARKING
NORTH PARCEL	98,000 SF	76%	1.271	61,484 SF	23,953 SF	39,101 SF	124,538 SF		139 (Required)	67 (Required)	112 (Required)	317 (Required)**
	9,104 m2			5,712 m2	2,225 m2	3,633 m2	11,570 m2		104 Proposed(75%)	50 Proposed(75%)	84 Proposed(75%)	238 Proposed(75%)
MID-SITE ROAD ACCESS	18,598 SF	0%	0.000	0 SF	0 SF	0 SF	0 SF		0	0	0	0
	1,728 m2			0 m2	0 m2	0 m2	0 m2		0	0	0	0
SOUTH PARCEL	72,004 SF	73%	1.815	109,449 SF	21,206 SF	0 SF	130,654 SF		249 (Required)	59 (Required)	0	308 (Required)
	6,689 m2			10,168 m2	1,970 m2	0 m2	12,138 m2		186 Proposed(75%)	44 Proposed(75%)	0	231 Proposed(75%)
OVERALL	188,602 SF	67%	1.353	170,933 SF	45,158 SF	39,101 SF	255,192 SF		388 (Required)	126 (Required)	112 (Required)	626 (Required)
	17,522 m2			15,880 m2	4,195 m2	3,633 m2	23,708 m2		291 Proposed(75%)	95 Proposed(75%)	84 Proposed(75%)	469 Proposed(75%)
TOTAL BUILDABLE							255,192 SF					626 (Required)
							23,708 m2					469 Proposed(75%)
SETBACKS (Overall Site)	North Side 3.5m	East Side 5m	South Side (126A St) 7.5m	West Side (110 Av.) 5m								

**NOTE: COMMUNITY PARKING COUNT IS BASED ON 12,000 SF (1,115 m2) OF ASSEMBLY SPACE.

Table 2

UNIT COUNT	450 SF Studio	550 SF 1 Bedroom	750 SF 2 Bedroom	TOTAL UNITS
ESTIMATE	10%	65%	25%	
Unit Mix - N. Parcel	11	62	17	90
Unit Mix - S. Parcel	21	110	31	162
Unit Mix - Overall	32	172	48	252

Table 3

Residential Parking	1 Bedroom & Studio Parking	2 Bedroom Parking	Visitor Parking	Total Req. Res. Parking	Total Proposed Res. Parking (75%)
N. Parcel	95	26	18	139	104
S. Parcel	170	47	32	249	187
Overall	265	73	50	388	291

Form of Development Images



VIEW LOOKING NORTHWEST



VIEW LOOKING SOUTHEAST



VIEW LOOKING EAST FROM SCOTT ROAD STATION PARK & RIDE



VIEW LOOKING NORTHEAST AT CORNER OF 126A STREET & 110 AVENUE

INTER-OFFICE MEMO

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

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

DATE: **September 5, 2012** PROJECT FILE: **7812-0185-00**

RE: **Engineering Requirements (Commercial/Industrial)
Location: 12701 110 Ave**

OCP AMENDMENT/NCP AMENDMENT/REZONE/DEVELOPMENT PERMIT

The following is a preliminary summary of engineering issues to be addressed through the various stages of this project. If Council chooses to endorse, in principle, the proposed plan, a complete detailed review of engineering requirements will be prepared.

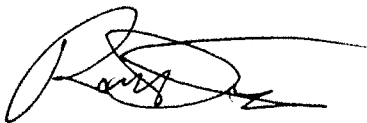
Property and Right-of-Way (ROW) Requirements

- Dedicate approximately 10 m on 126A Street to provide a 20 m local road standard while protecting of an existing watercourse on west side of road dedication. This connection supports the Road concept plan for the new Patullo Bridge;
- Dedicate approximately 3 m on 110 Avenue for a 30 m arterial road;
- Dedicate 20 m local road for east-west connection through site; and
- Provide statutory rights-of-way to support pedestrian and cycling connectivity through the site.

Works and Services

- Construct 126A Street and east-west road through site complete with sidewalk, boulevard and curb and gutter;
- Provide traffic impact study to define off-site transportation requirements;
- Construct Low Pressure Sewer System to service the site along 126A Street, and 110 Avenue and extend system to 125 Street and 109 Avenue;
- Complete off-site water system improvements if required as per detailed fire flow calculations;
- Provide stormwater quality management features and runoff mitigation measures and complete off site drainage works to support the development.

The site is situated within the Fraser River Flood Plain and is currently subject to flooding in extreme events. Recent Fraser River flood modeling has indicated 200 year flood levels at approximately 4.7 m.



Rémi Dubé, P.Eng.
Development Services Manager
RD

UD Guidelines**12701 110 Ave Mixed Use**

July 12 2012

1 CONTEXT AND NEIGHBOURHOOD CHARACTER

Within the surrounding context and neighbourhood character, the following elements shall be considered in the design:

- 1.1. Ensuring that the areas adjacent to assembled and consolidated land can be developed independently. A schematic layout of future development for adjacent sites may be necessary to illustrate a viable future development scenario.
- 1.2. Including cultural and historic references of the surrounding neighbourhood character.

2 SITE DESIGN

Within the site, the following elements shall be considered in the design:

- 2.1 Incorporating topography and any other natural features into the design.
 - 2.1.1 Avoiding excessive disruption of the natural topography of the site including subdivided parcels.
 - 2.1.2 New streets should be raised to meet the commercial floor levels so that steps are not necessary along commercial shopping streets
 - 2.1.3 Establishing the site grades at the early stages of design to ensure a gradual transition and so that extensive retaining walls are avoided.
 - 2.1.4 Where retaining walls cannot be avoided, minimizing the overall height and the height of each step, using durable, attractive materials such as sandblasted concrete with reveal pattern or masonry (brick or stone) and incorporating intensive soft landscaping.
 - 2.1.5 Avoiding the use of timber retaining walls, particularly where visible in the public realm.
 - 2.1.6 Providing a stormwater management strategy for the site at the early design stages.

2.2 Pedestrians and Active Circulation

Non-vehicular circulation on the site should be a priority with the following elements considered in the design:

- 2.2.1 Connecting to public sidewalks, pathways and trails including subdivided parcels.
- 2.2.2 Providing a street or lane alongside any publically accessible pathways.
- 2.2.3 Providing active uses interfacing a publically accessible pathway to provide surveillance.
- 2.2.4 Providing a physical linkage to transit stations and stops.
- 2.2.5 Providing bicycle parking facilities at grade close to main entrances with weather protection.

2.3 Vehicular Circulation

Vehicular circulation that encourages connectivity and safety with the following elements considered in the design:

- 2.3.1 Connecting to the public road and lane system to enhance connectivity for all travel modes including vehicles, cyclists and pedestrians.
- 2.3.2 Locating driveways for parking off minor streets or lanes rather than streets to retain a safe, walkable streetscape.
- 2.3.3 Providing a minimum 6 m specialty paved area at each driveway entrance where visible from the public realm using durable materials such as stamped concrete or pavers.

- 2.3.4 Locating surface loading spaces away from public views, screening and paved with specialty materials.
- 2.3.5 Providing a maximum 5% slope at ramps for 6m length for parking ramps crossing pedestrian walkways.
- 2.3.6 Setting back ramps from side property line 1.5 m from the side property line to allow for a landscaped buffer.

2.4 **Site Landscaping**

For site landscaping, the following elements shall be considered in the design:

- 2.4.1 Maximizing the amount of landscaped areas on site and minimizing the amount of impervious paved surfaces to increase the natural absorption of stormwater.
- 2.4.2 Incorporating energy efficiency and conservation in the design of landscaped areas and in the selection of plant material (e.g. use species that conserve water, and design landscaping to moderate the effect of wind, to provide shade in summer to reduce energy required for cooling and to allow sunlight and daylight to buildings).
- 2.4.3 Using deciduous trees along west and south building frontages to address passive solar gains.
- 2.4.4 Locating trees no closer than 2 m from face of building, building foundation or retaining wall. Using only small growing species within 3 m, medium growing species within 4 m and where large growing trees are proposed, locating no less than 4 m from the face of building, building foundation or retaining wall.
- 2.4.5 Using landscaping to screen blank walls.
- 2.4.6 Using landscaping and landscape materials to conform to the latest version of the BCSLA/BCLNA "BC Landscape Standard".
- 2.4.7 Provide sufficient landscaping along proposed residential developments adjacent to mixed-employment areas.

2.5 **Site Lighting**

For site lighting, the following elements shall be considered in the design:

- 2.5.1 Incorporating applicable neighbourhood character lighting onto the site lighting design.
- 2.5.2 Providing a hierarchy of different lighting types with a coordinated appearance such as lower scale pedestrian pathways, parking spaces, drive aisles, building and site entrances to larger scale parking lot lighting.
- 2.5.3 Balancing the need for energy efficiency and avoid over lighting.
- 2.5.4 Using down-lighting and avoid overspill to any adjacent residential areas.
- 2.5.5 Coordinating the location of lighting with other landscape elements such as trees.
- 2.5.6 Incorporating lighting poles fitted for hanging baskets with associated irrigation and banners.

2.6 **Site Services**

For service kiosks, gas meters, parking vents and garbage, the following elements shall be considered in the design:

- 2.6.1 Locating electrical kiosks and gas meters away from the visible public realm and screening.
- 2.6.2 Where garbage cannot be located underground, locating garbage enclosures away from the visible public realm.

- 2.6.3 Designing garbage enclosures to be coordinated with the overall design of the development using the same high quality durable materials and with secure gates and a roof.
- 2.6.4 Locating parking mechanical vents away from the visible public realm and flush with grade.

2.7 **Shared Outdoor Amenity Spaces**

For shared outdoor amenity spaces, the following elements shall be considered in the design:

- 2.7.1 Providing a variety of passive and active program spaces.
- 2.7.2 Providing sufficient outdoor space in scale with the size of the development and in consolidated, usable spaces.
- 2.7.3 Locating outdoor amenity adjacent to indoor amenity spaces for observation between each.
- 2.7.4 Providing secured and landscaped play areas for children located where children can be easily observed and allow for a variety of play experiences, including a paved area for surface play.
- 2.7.5 Providing a portion of sheltered, weather protected outdoor area.
- 2.7.6 Providing shade trees at seating areas for summer comfort.
- 2.7.7 Using roof top as additional landscaped outdoor spaces.
- 2.7.8 Providing garden plots with associated water source, composting and tool storage.

3 **PUBLIC REALM AND STREET INTERFACE**

Within the public realm and street interface, the following elements shall be considered in the design:

- 3.1 Enhancing beautification opportunities of prominent transportation routes, heritage streets, boundary streets and gateways to the city.
- 3.2 Incorporating landscape and site information of adjoining public property and coordinate the interface (show sidewalk, boulevards for reference only and to City design standards). Setting ultimate grade requirements of adjacent public property at the early stages of design.
- 3.3 Coordinating continuous front yard setbacks along the streets particularly where buildings abut one another with no side yard such as in town centres or prominent shopping streets.
- 3.4 Maintaining consistent grades between the sidewalk and non-residential entrances or any public area in front of the building without steps or retaining walls.
- 3.5 Setting back and lowering underground parking where visible in the public realm so as not project above grades including allowances for tree root, soil and paving depths.
- 3.6 **Non-Residential Interfaces**
 - 3.6.1 Providing a minimum building setback along the streets and maximizing active uses facing the streets.
 - 3.6.2 Providing in-ground planting along the street edges and avoiding retaining walls, planter walls and steps.
 - 3.6.3 Setting back any trees 0.5 m from any street property line to facilitate access to underground utilities.
- 3.7 **Residential Interfaces**
 - 3.7.1 Defining the street interface by incorporating low hedge landscaping and/or open fencing (e.g. picket, full lattice or metal fence) in yards along streets and other public areas set back a minimum of 0.5 m from the property line with additional setback articulation for added visual interest such as at entrances.

- 4.4.2 Where stairs located at the elevator lobby and end of corridors, designing visibly open and larger than minimum stairs to encourage walking. Elevator use would correspondingly be reduced and the number of units per elevator can be increased from that noted above.
- 4.4.3 Where exit stairs and lobbies have exterior wall, incorporating windows for daylighting.
- 4.4.4 Incorporating privacy screening between patios and balconies.
- 4.4.5 Incorporating measures to shield and mitigate noise generated from road traffic in buildings and developments that abut or are near arterial roads.
- 4.4.6 Locating mail boxes to be visible to residents i.e. located to be fully visible to the residential elevators rather enclosed areas.
- 4.4.7 In mixed use developments, designing buildings to ensure that each different use, is self-contained and has a separate entrance with a focus on security for residential use.

4.5 **Underground Parking**

For structured parking, the following elements shall be considered in the design:

- 4.5.1 Separating large parking facilities into smaller areas which can be secured.
- 4.5.2 Providing an overhead gate to parking with separate and secure visitor parking.
- 4.5.3 In mixed use developments, providing separate and secure residential parking from non- residential parking.
- 4.5.4 Separating and securing parking structures where interconnected between sites.
- 4.5.5 Painting parking interiors light colours to improve visibility and lighting efficiency.
- 4.5.6 Treating the sidewalls of underground parking ramps with sandblasting and reveal pattern.
- 4.5.7 Designing exit stairs and elevators with clear visibility such as glass enclosures.
- 4.5.8 Designing interior structure to be visibly open with columns and minimizing walls, hidden corners and alcoves.
- 4.5.9 Providing direct access to the street for retail parking and access to the elevator in the underground for residential visitor parking.
- 4.5.10 Providing accessible common areas for the storage and collection of refuse and recycling material.
- 4.5.11 Providing secure bicycle parking facilities, storage lockers and consider amenities such as change rooms with showers.

5. **PUBLIC OPEN SPACE**

Refer also to City of Surrey Placemaking and Public Space Guidelines.

- 5.1. Provide publically accessible open space(s) on the site.
- 5.2. Locate in a sunny location, visible to the street with a seamless connection within the guardianship of ground floor commercial or residential guardians.
- 5.3. Provide a variety of program and maximize seating opportunities.
- 5.4. Enhance the open space with night time lighting in character with the overall architectural design.
- 5.5. A plaza which is furnished with a variety of amenity features encourages general public usage and creates a sense of liveliness and excitement. Art work should provide a focal point for the plaza or become an integral component of the overall design of the plaza. Bike racks, drinking fountains and waste receptacles are practical, essential amenities.
- 5.6. Open spaces should also take advantage of distant views to the mountains, Mount Baker, Fraser River and other landmarks.

- 4.2.6.5 Expressing the individuality of each smaller retail frontage with unique features to break down the scale of long facades.
- 4.2.6.6 Providing a finer grain of detailing of ground level frontages to add interest and character.
- 4.2.6.7 Incorporating lighting on the building to enhance entrances, adjacent streets and public spaces for pedestrians.
- 4.2.6.8 Locating non-active uses away from the streets and open spaces to avoid blank walls facing the public realm.
- 4.2.6.9 Providing a setback on lanes to allow for a landscape buffer along the building and using facade variation, textured surfaces, architectural detailing or graphics and colours to reduce visual impact of any blank wall.
- 4.2.6.10 Enclosing loading and garbage areas within the buildings, oriented away from the street and public spaces, with an overhead gate to be closed during non-business hours.
- 4.2.6.11 Providing continuous, architecturally integrated weather protection over public interfaces including sidewalks, public open spaces, along building frontages and at building entrances.
- 4.2.6.12 Providing deeper weather protection adjacent to transit stops.
- 4.2.6.13 Designing parking access stairs to be visually open and expressed as an architectural element.

4.2.7 Residential Interfaces

- 4.2.7.1 Stepping the main floor levels with the adjacent (sidewalk) grade and set a minimum of 0.6 m and a maximum of 1.5 m above grade.
- 4.2.7.2 Where improved street interface is proposed with two storey townhouses incorporated into the base of the building:
 - 4.2.7.2.1 Expressing a strong sense of individual entry porch at the street level with weather protection over each entrance.
 - 4.2.7.2.2 Orienting front doors and porches to face the streets with steps aligned with the front door and straight from the street (not turned).

4.3 Architectural Treatments and Materials

The more detailed architectural elements shall be considered in the design:

- 4.3.1 Designing fully developed street-facing facades on corner sites.
- 4.3.2 Designing specialty roof treatments where visible from overlook such as from adjacent higher land, higher buildings or elevated transportation.
- 4.3.3 Consolidating roof mechanical units into areas and screening from views.
- 4.3.4 Addressing building passive solar such as screening south and west facades, utilize daylighting and solar gain.
- 4.3.5 Designing any visible side walls with visual interest by using such features as texture, colours, graphics, wall art and lighting.
- 4.3.6 Using durable and high quality materials which address weathering and maintenance issues.

4.4 Residential Livability

For residential livability, the following elements shall be considered in the design:

- 4.4.1 Providing an elevator for approximately every 70 units for convenience.

- 3.7.2 Where improved street interface is proposed with two storey townhouses incorporated into the base of the building:
 - 3.7.2.1 Stepping planters up to raised patios with a maximum of 0.6 m height of wall faced with high quality material facing such as masonry (stone or brick) or specialty concrete and low planting in front of the wall.
 - 3.7.2.2 Enhancing each townhouse entrance with a tree planted in-ground and specialty treatments such as gate markers.
 - 3.7.2.3 Enriching the interface with distinctive character elements such as art features and historical references.

4 BUILDING FORM, CHARACTER AND MATERIALS

For buildings, the following elements shall be considered in the design:

- 4.1.1 Compatibility of the building design with the surrounding physical environment or land use and the character, scale and form of other buildings on the same site and on neighbouring sites including such features as roof lines, height, building mass, form, architectural character and outdoor spaces.
- 4.1.2 Addressing prominent and axial sites by shaping buildings for their visual prominence and potential as reference points or landmarks.
- 4.1.3 Orienting and shaping buildings to reduce shadow impact on outdoor spaces.
- 4.1.4 Visually scaling down the length of the buildings to 50 m by stepping down the roof forms and articulating the façade.
- 4.1.5 Creating vertical articulation particularly for buildings higher than 4 storeys by stepping back portions of the upper storeys (lower storeys should maintain street enclosure).
- 4.1.6 Locating elevators internal to the building and incorporating the mechanical penthouse into the roof forms.

4.2 Building Ground Plane Interface

Specific to the interface of the building at the ground level, the following elements shall be considered in the design:

- 4.2.1 Stepping the ground floor levels to match adjacent sidewalk grades on sloping sites.
- 4.2.2 Maximizing the number of individual entrances from the street and public areas.
- 4.2.3 Creating a strong sense of main entrance to the building facing the main street and architecturally coordinated with the overall design.
- 4.2.4 Setting main building entrances at the sidewalk grade without the need for transitions such as steps or ramps. Steps and ramps can also be incorporated inside the main entrance lobby.
- 4.2.5 Locating exit stairs and elevators from underground parking to be fully integrated into buildings or set back from the public realm interfaces.
- 4.2.6 **Non-Residential Interfaces**
 - 4.2.6.1 Maximizing active uses such as shop fronts spaces along the public interfaces including streets and public pathways.
 - 4.2.6.2 Locating large retail units away from street edges.
 - 4.2.6.3 Where large retail buildings along streets cannot be avoided, infilling smaller retail units along these frontages.
 - 4.2.6.4 Maximizing the retail/commercial glass at the street frontage and avoid overhanging building arcades.

- 5.7. Selection of surface materials should result in easy access for the elderly and disabled, and also discourage incompatible plaza activities such as skateboarders. Placement of planters, non-moveable seating and handrails should further encourage easy wheelchair and pedestrian access, and seek to discourage the use of skateboards.

2. The Land Use Plan: Five Distinct Districts

The Land Use Plan provides for five distinct districts that are defined by existing major roads and railways as shown in Figure 2. These five districts are characterized by the different types of land uses they will support. The districts are identified as follows and are described in the following pages:

1. Fraser River Waterfront
2. Yale Street Commercial
3. Transit-Oriented Urban Village
4. Scott Road Commercial
5. Light Industrial/Business Park Area

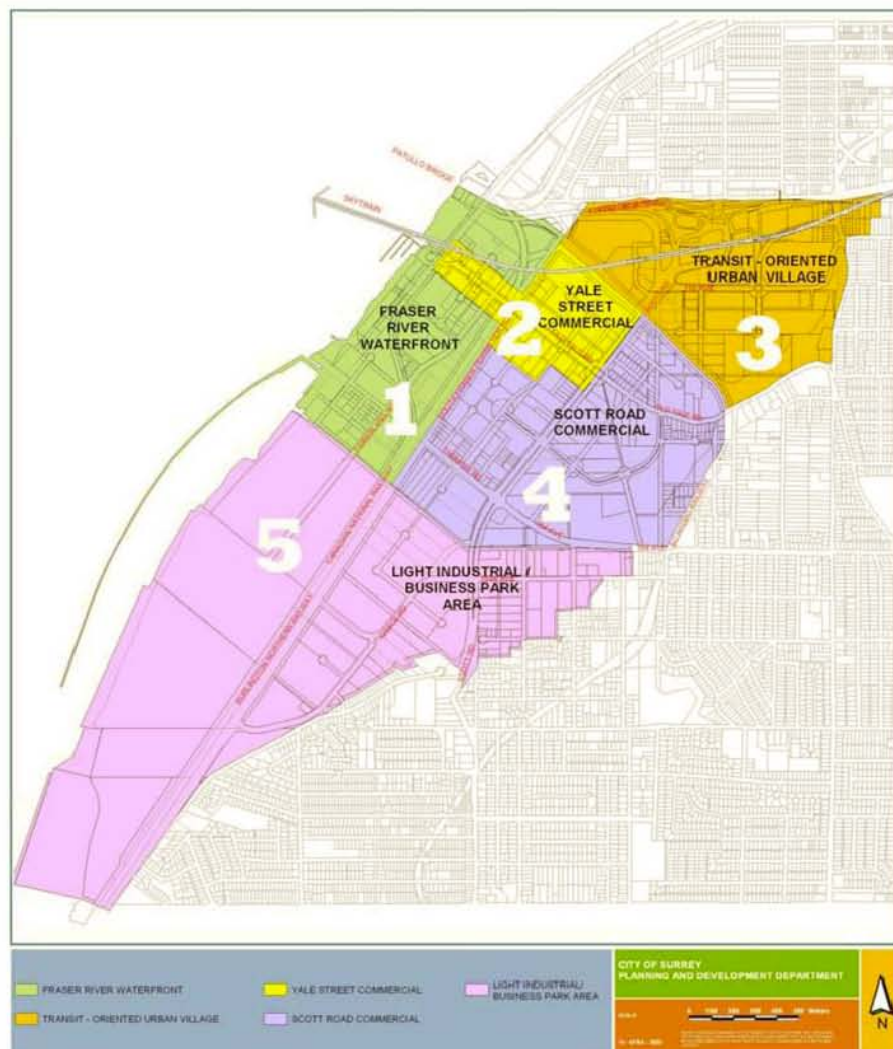
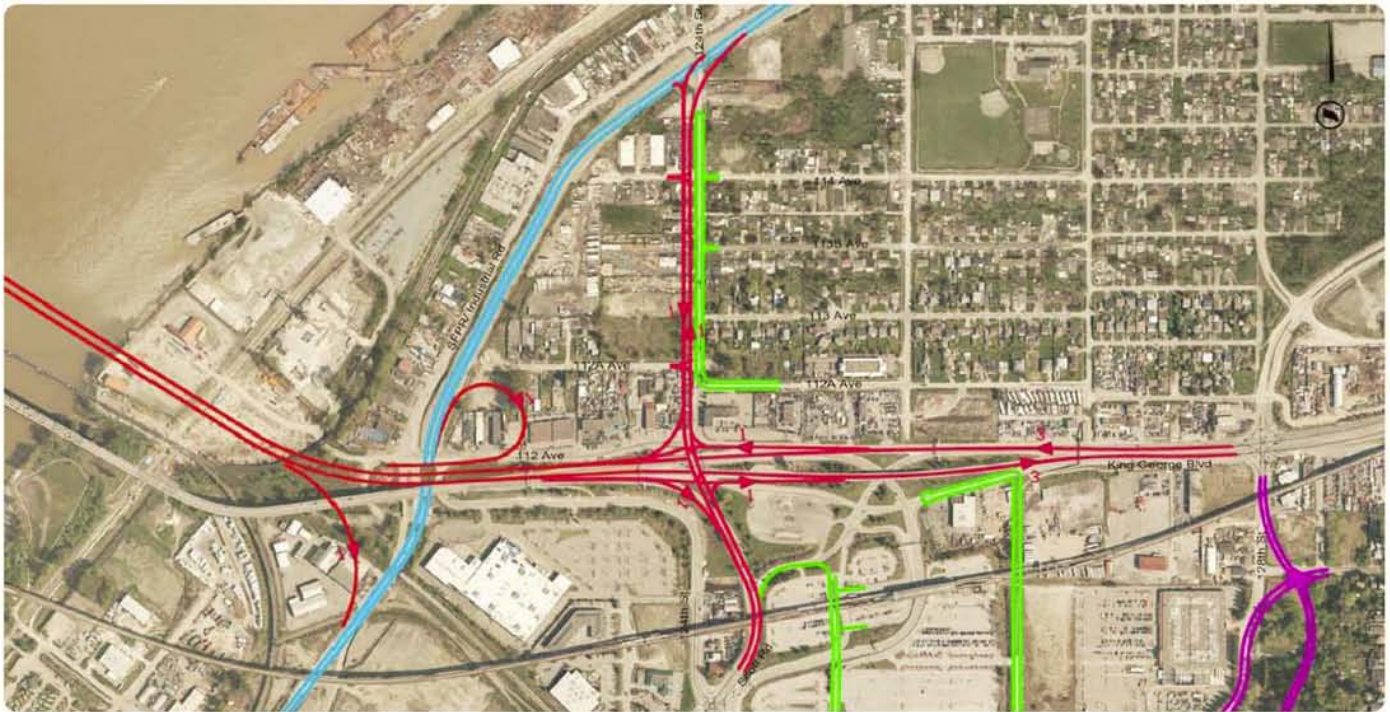


Figure 2

UPSTREAM OPTION S – B



DOWNSTREAM OPTION S – B



- Major Road Network
- Local Roads
- South Fraser Perimeter Road
- Other Works/Projects to be delivered by City of Surrey