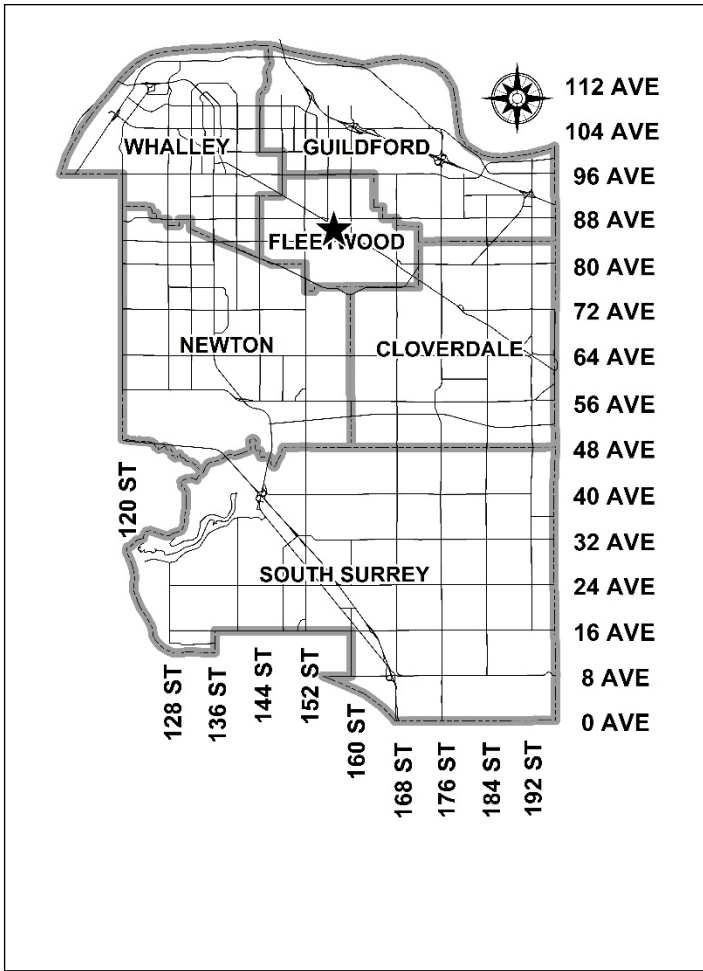


City of Surrey
PLANNING & DEVELOPMENT REPORT

Application No.: 7919-0109-00
 7919-0109-01

Planning Report Date: July 27, 2020



PROPOSAL:

- **OCP Amendment** of a portion from Urban to Multiple Residential
- **TCP Amendment** from Manufactured Homes and Buffer Within Private Land to Medium Density Townhouses, Apartment 2.0 FAR 6 Storey Maximum, Parks & Linear Corridors and Road
- **Rezoning** from RM-M to RF, RM-30 and CD (based on RM-70)
- **Detailed Development Permit**
- **General Development Permit**
- **Development Variance Permit**

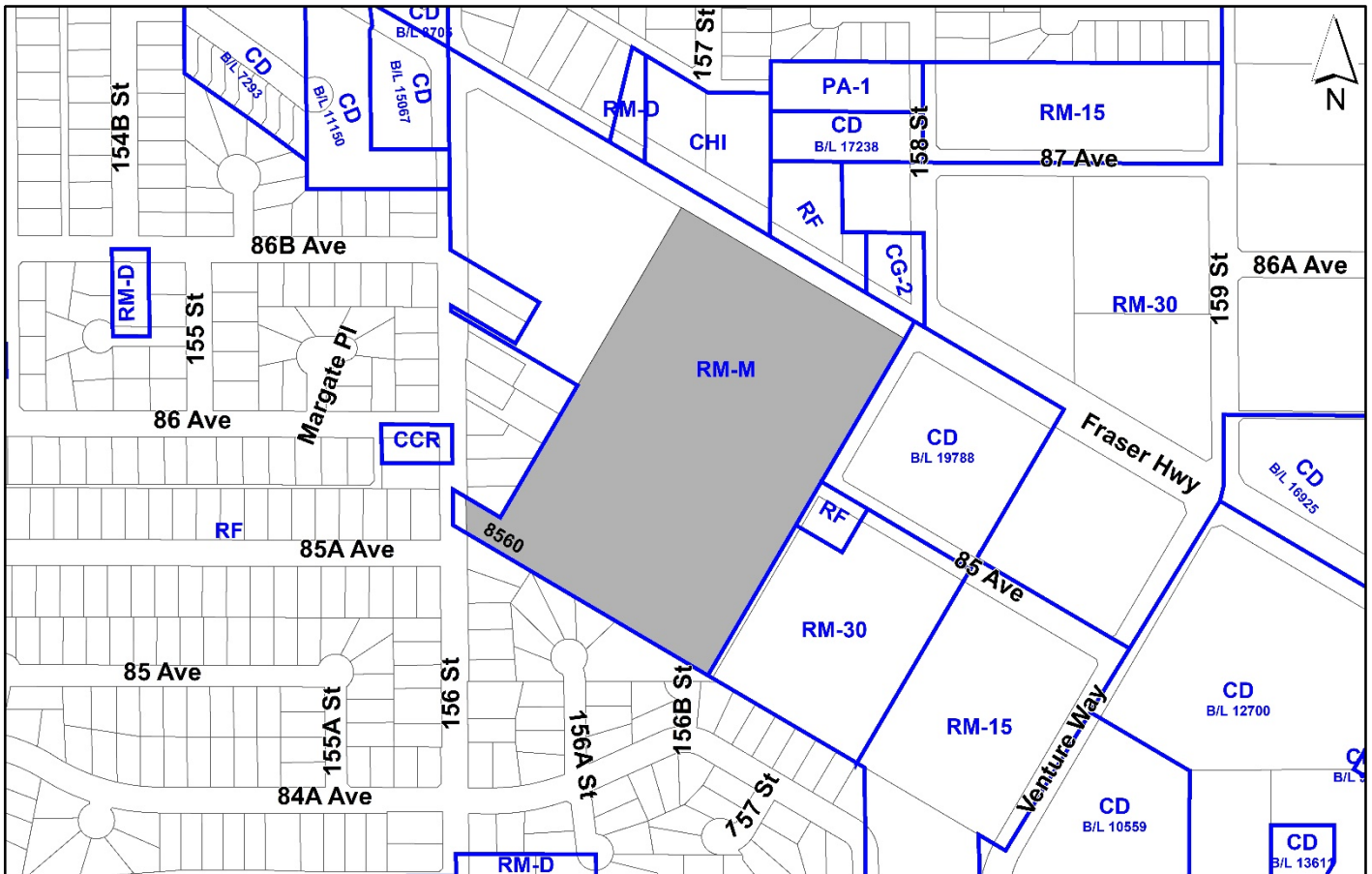
to permit a phased, multiple unit residential development consisting of seven, 6-storey apartment buildings and 162 ground-oriented townhouses, and parkland, in Fleetwood.

LOCATION: 8560 – 156 Street

ZONING: RM-M

OCP DESIGNATION: Urban

TCP DESIGNATION: Manufactured Homes and Buffer Within Private Land



RECOMMENDATION SUMMARY

- By-law Introduction and set date for Public Hearing for:
 - OCP Amendment of a portion;
 - Rezoning; and
 - Housing Agreement.
- Approval to draft a General Development Permit for Form and Character for the entire site.
- Approval to draft a Detailed Development Permit for Form and Character for Lot 1.
- Approval for Development Variance Permit to proceed to Public Notification.

DEVIATION FROM PLANS, POLICIES OR REGULATIONS

- Proposed amendment to the Official Community Plan (OCP) from "Urban" to "Multiple Residential" for a portion of the site.
- Proposed amendment to the Fleetwood Town Centre Plan (Stage 1) from "Manufactured Homes" and "Buffer Within Private Land" to "Medium Density Townhouses", "Apartment 2.0 FAR 6 Storey Maximum", "Parks & Linear Corridors" and "Road".
- Proposed variance to reduce the minimum front yard (north) as well as side yard (east and west) building setbacks of the RM-30 Zone for the proposed townhouses.
- Proposed variance to reduce the minimum lot depth and area requirement of the RF Zone for Lot 7.
- The applicant is requesting a variance to the definition of "Bond" in the *Surrey Subdivision and Development By-law, 1986, No. 8830, as amended*, to include the use of a Surety Bond for Servicing Agreement No. 7819-0109-00 and to proceed to Public Notification.

RATIONALE OF RECOMMENDATION

- The proposed townhouse development on the southerly portion of the site complies with the "Urban" designation in the Official Community Plan (OCP).
- The proposed amendment to the OCP from "Urban" to "Multiple Residential" for the northern portion of the subject site, is required to achieve the proposed 6-storey apartment buildings, which are considered to have merit within the Fleetwood Town Centre, fronting Fraser Highway.
- To accommodate the proposed development, an amendment to the Fleetwood Town Centre Plan (Stage 1) is required. The amendments that are proposed are consistent with those previously approved on the neighbouring properties to the east under Development Application Nos. 7917-0402-00 and 7918-0206-00.

- The proposed setback variances will provide for an attractive urban interface, adjacent the future park, as well as allow for front yards along the multi-use pathway with appropriate yard space and landscaping treatments.
- The proposed variance to reduce the minimum lot depth and area requirement of the RF Zone for Lot 7 is reasonable given the applicant is conveying this lot to the City for future consolidation with the adjacent westerly properties.
- The pilot program to use Surety Bonds supports the goals of the City's Sustainability Charter to increase housing options and affordability by allowing improved utilization of developers' capital funds for reinvestment.
- The higher-density multiple residential development on the subject site is consistent with OCP principles that encourage higher-density development adjacent to Frequent Transit Networks (FTNs) and future rapid transit (SkyTrain), will encourage walkability and allow for greater housing choice.
- The proposed density and building form are considered appropriate for this part of Fleetwood Town Centre and are generally consistent with recently approved higher density development in the local area.
- The proposed development achieves an attractive architectural built form that utilizes high-quality, natural materials and contemporary lines. The street interfaces have been designed to a high-quality to achieve a positive urban experience between the proposed buildings and the public realm.
- The applicant has provided an Affordable Housing Program/Relocation Strategy for existing manufactured home park residents, as required under City Policy No. O-34A, that exceeds the requirements of the Province's *Manufactured Home Park Tenancy Act* (2002) and City Policy No. O-34A.
- The applicant proposes to enter into a Housing Agreement to allocate 80 dwelling units on the subject site, as rental, within the proposed apartment buildings to be constructed as part of future phases of development.
- As a community benefit to support the increased density, the applicant has volunteered to dedicate a 2,797.91 square metre park lot (Lot 8) and 4.0 metre wide north-south multi-use pathway to the City as well as provide a stand-alone child care facility and 80 market rental units (secured through a Housing Agreement), as part of future phases of development.

RECOMMENDATION

The Planning & Development Department recommends that:

1. A By-law be introduced to amend the OCP Figure 3: General Land Use Designations for a portion of the subject site, shown as Block 4 on the Survey Plan attached as Appendix I, from "Urban" to "Multiple Residential" and a date for Public Hearing be set.
2. Council determine the opportunities for consultation with persons, organizations and authorities that are considered to be affected by the proposed amendment to the Official Community Plan, as described in the Report, to be appropriate to meet the requirement of Section 475 of the Local Government Act.
3. A By-law be introduced to rezone the portion of the subject site shown as Block 1 on the attached Survey Plan (Appendix I) from "Manufactured Home Residential Zone (RM-M)" to "Multiple Residential 30 Zone (RM-30)", and the portions of the subject site shown as Block 2 and Block 3 on the attached Survey Plan (Appendix I) from "Manufactured Home Residential Zone (RM-M)" to "Single Family Residential Zone (RF)", and a date be set for Public Hearing.
4. A By-law be introduced to rezone the portion of the subject site shown as Block 4 on the attached Survey Plan (Appendix I) from "Manufactured Home Residential Zone (RM-M)" to "Comprehensive Development Zone (CD)", and a date be set for Public Hearing.
5. A By-law be introduced authorizing Council to enter into a Housing Agreement for 80 proposed rental units on the site.
6. Council authorize staff to draft General Development Permit No. 7919-0109-00 for Form and Character, for the entire site, generally in accordance with the attached drawings (Appendix I).
7. Council authorize staff to draft Detailed Development Permit No. 7919-0109-01 for Form and Character, for the townhouse development on proposed Lot 1 (phase 1), generally in accordance with the attached drawings (Appendix I).
8. Council approve Development Variance Permit No. 7919-0109-00 (Appendix VII) varying the following, to proceed to Public Notification:
 - (a) to reduce the minimum front yard (north) setback of the RM-30 Zone from 4.5 metres to 4.0 metres for the roof overhangs on Building 1, 4 and 5 as well as 3.0 metres to the principal building face and 2.5 metres to the roof overhangs for Building 19 on proposed Lot 1;
 - (b) to reduce the minimum side yard (east) setback of the RM-30 Zone from 6.0 metres to 3.0 metres to the principal building face and 2.5 metres to the roof overhangs for Building 5, 6, 7 and 8 on proposed Lot 1;

- (c) to reduce the minimum side yard (west) setback of the RM-30 Zone from 6.0 metres to 4.5 metres to the principal building face and 4.0 metres to the roof overhangs for Building 18 and 19 as well as 3.0 metres to the principal building face and 2.5 metres to the roof overhangs for Building 17 on proposed Lot 1;
 - (d) to reduce the minimum required lot depth from 28 metres to 14 metres and lot size from 560 square metres to 503 square metres, under the RF Zone, for Lot 7; and
 - (e) to vary the definition of "Bond" in the *Surrey Subdivision and Development By-law, 1986, No. 8830, as amended*, to include the use of a Surety Bond for Servicing Agreement No. 7819-0109-00.
9. 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) final approval from TransLink;
 - (d) resolution of all urban design issues to the satisfaction of the Planning and Development Department;
 - (e) submission of a finalized landscaping plan and landscaping cost estimate to the specifications and satisfaction of the Planning and Development Department;
 - (f) submission of a finalized tree survey and a statement regarding tree preservation to the satisfaction of the City Landscape Architect;
 - (g) the applicant satisfy the deficiency in tree replacement on the site, to the satisfaction of the Planning and Development Department;
 - (h) the applicant adequately compensate and/or relocate existing manufactured home park residents on the subject site, in accordance with City Policy O-34A, as well as in accordance with the *Manufactured Home Park Tenancy Act*;
 - (i) once the site is no longer occupied, removal of any existing buildings and structures to the satisfaction of the Planning and Development Department;
 - (j) provision of a density bonus amenity contribution consistent with the City's Capital Projects Community Amenity Contribution and Density Bonus Program;
 - (k) conveyance of proposed Lot 8 as well as the 4.0 metre wide north-south multi-use pathway located along the eastern boundary of Lot 1 to the City, without compensation, as a proposed community benefit;
 - (l) conveyance of proposed Lot 7 to the City, without compensation, for the purposes of future consolidation with the adjacent northerly properties on the east side of 156 Street;

- (m) the applicant provide a financial security, in an amount acceptable to the City, to ensure the proposed childcare facility on Lot 4 is constructed as part of the future phases of development;
- (n) the applicant enter into a Housing Agreement with the City to restrict a total of 80 dwelling units on the subject site to rental housing for a period of twenty (20) years;
- (o) registration of an 8.0 metre wide statutory right-of-way for public rights-of-passage for the north-south public mews that connects Fraser Highway and 85 Avenue;
- (p) registration of a 1.5 metre wide access easement over Lot 1 and Lot 2 for the internal sidewalk network that connects 85 Avenue and the 4.0 metre wide multi-use pathway located along the eastern boundary of Lot 1;
- (q) registration of access easements for driveway access, shared parking as well as shared amenity facilities for the proposed apartment buildings on Lots 2, 3, 4, 5 and 6;
- (r) registration of a Section 219 Restrictive Covenant to specifically identify the allowable tandem parking arrangement and to prohibit the conversion of the tandem parking spaces into livable space on proposed Lot 1;
- (s) submission of an acoustical report for the units adjacent to Fraser Highway and registration of a Section 219 Restrictive Covenant to ensure implementation of noise mitigation measures;
- (t) registration of a Section 219 Restrictive Covenant for "No Build" on Lots 2, 3, 4, 5 and 6 until the applicant has obtained a Detailed Development Permit for each of the proposed apartment buildings;
- (u) registration of a Section 219 Restrictive Covenant to secure the proposed child care facility as part of future phases of development;
- (v) 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;
- (w) registration of a Section 219 Restrictive Covenant to adequately address the City's needs with respect to the City's Affordable Housing Strategy, to the satisfaction of the General Manager, Planning & Development Services; and
- (x) registration of a Section 219 Restrictive Covenant requiring the applicant to pay all applicable contributions for Public Art, Affordable Housing and/or Capital Projects Community Amenity Contributions should the project be converted from rental housing to market units at any point in the future, after expiry of the housing agreement.

10. Council pass a resolution to amend the Fleetwood Town Centre (Stage 1) as follows:
- (a) to re-designate a portion of the subject site from "Manufactured Homes" and "Buffer Within Private Land" to "Medium Density Townhouses", "Parks & Linear Corridors" and "Road"; and
 - (b) to re-designate a portion of the subject site from "Manufactured Homes" and "Buffer Within Private Land" to "Apartment 2.0 FAR 6 Storey Maximum" and "Road"

as illustrated in Appendix V when the project is considered for final adoption

SITE CONTEXT & BACKGROUND

Direction	Existing Use	OCP/TCP Designation	Existing Zone
Subject Site	Manufactured homes	Urban/Manufactured Homes and Buffer Within Private Land	RM-M
North (Across Fraser Highway):	Automotive dealership, vacant parcel, multi-user telecommunications antennae and Esso gas station	Urban/Medium Density Townhouses, Buffer Within Private Land as well as Multiuse Corridor and Landscape Buffer	RF, CHI and CG-2
East (Across 158 Street):	Ground-oriented townhouses and apartment buildings approved under Development Application Nos. 7917-0402-00 and 7918-0206-00	Urban and Multiple Residential/Apartment 2.0 FAR 6 Storey Maximum, Medium Density Townhouses as well as Parks & Linear Corridors	RF, RM-30 and CD (Bylaw No. 19788)
South:	Single family residential	Urban/Single Family Urban	RF
West	Manufactured homes and single family residential across 156 Street	Urban/Manufactured Homes, Buffer Within Private Land and Low Density Townhouses	RM-M and RF

Context & Background

- The subject site is located at 8560 – 156 Street, it is approximately 6 hectares in total area and presently occupied by 114 manufactured homes, collectively known as "West Villa Estates".
- The property is designated "Urban" in the Official Community Plan (OCP), "Manufactured Homes" and "Buffer Within Private Land" in the Fleetwood Town Centre Plan (Stage 1) and currently zoned "Manufactured Home Residential Zone (RM-M)".

- The subject property was previously regulated under Land Use Contract (LUC) No. 187. The LUC was terminated by Council in May 2016 under Development Application No. 7916-0081-00, at which time the underlying RM-M Zone came into effect.

DEVELOPMENT PROPOSAL

Planning Considerations

- As part of Development Application No. 7919-0109-00, the applicant proposes the following:
 - An amendment to the Official Community Plan (OCP), for the northern portion of the subject site, from "Urban" to "Multiple Residential".
 - An amendment to the Fleetwood Town Centre Plan (Stage 1) as follows:
 - to re-designate the southern portion of the subject site from "Manufactured Homes" and "Buffer Within Private Land" to "Medium Density Townhouses", "Parks & Linear Corridors" as well as "Road"; and
 - to re-designate the northern portion of the subject site from "Manufactured Homes" and "Buffer Within Private Land" to "Apartment 2.0 FAR 6 Storey Maximum" and "Road".
 - To rezone a portion of the subject site, as shown in Block 2 and Block 3 on the attached Survey Plan (Appendix I), from "Manufactured Home Residential Zone (RM-M)" to "Single Family Residential Zone (RF)".
 - To rezone a portion of the subject site, as shown in Block 1 on the attached Survey Plan (Appendix I), from "Manufactured Home Residential Zone (RM-M)" to "Multiple Residential 30 Zone (RM-30)".
 - To rezone a portion of the subject site, as shown in Block 4 of the attached Survey Plan (Appendix I), from "Manufactured Home Residential Zone (RM-M)" to "Comprehensive Development Zone (CD)" (based on the "Multiple Residential 70 Zone [RM-70]").
 - A General Development Permit for a multi-phased development which includes a townhouse development on Lot 1, to be developed in the first phase, as well as seven 6-storey apartment buildings with underground parking on Lots 2, 3, 4, 5 and 6 as part of future phases of development.
 - A Detailed Development Permit for 162 ground-oriented townhouse units on Lot 1 to be developed in the first phase.
 - A Development Variance Permit to reduce and/or vary the following requirements:
 - to reduce the minimum front yard (north) setback of the RM-30 Zone from 4.5 metres to 4.0 metres for the roof overhangs on Building 1, 4 and 5 as well as 3.0 metres to the principal building face and 2.5 metres to the roof overhangs for Building 19 on proposed Lot 1;

- to reduce the minimum side yard (east) setback of the RM-30 Zone from 6.0 metres to 3.0 metres to the principal building face and 2.5 metres to the roof overhangs for Building 5, 6, 7 and 8 on proposed Lot 1;
 - to reduce the minimum side yard (west) setback of the RM-30 Zone from 6.0 metres to 4.5 metres to the principal building face and 4.0 metres to the roof overhangs for Building 18 and 19 as well as 3.0 metres to the principal building face and 2.5 metres to the roof overhangs for Building 17 on proposed Lot 1;
 - to reduce the minimum required lot depth from 28 metres to 14 metres and lot size from 560 square metres to 503 square metres, under the RF Zone, for Lot 7; and
 - to vary the definition of "Bond" in the *Surrey Subdivision and Development By-law, 1986, No. 8830, as amended*, to include the use of a Surety Bond for Servicing Agreement No. 7819-0109-00 and to proceed to Public Notification.
- To permit subdivision into 8 lots that include the following:
 - one lot to accommodate the proposed townhouses, zoned RM-30 (Lot 1);
 - five separate lots to accommodate the future apartment buildings, zoned CD (Lots 2, 3, 4, 5 and 6);
 - one lot for future consolidation with the adjacent northerly properties, on the east side of 156 Street, zoned RF (Lot 7); and
 - one park lot, zoned RF (Lot 8).
- The applicant will convey to the City, without compensation, proposed Lot 7, Lot 8 as well as the 4.0 metre wide north-south multi-use pathway located along the eastern boundary of the townhouse development (i.e. Lot 1).
 - In addition, the applicant will enter into a Housing Agreement with the City to restrict a total of 80 dwelling units on the subject site, proposed as part of a future phase of development, as rental housing for a period of twenty (20) years.
 - In conjunction with the proposal to redevelop the subject site, the applicant has provided an Affordable Housing Program/Relocation Strategy for the existing residents, in accordance with City Policy No. O-34A. The applicant must also comply with any and all Provincially mandated requirements under the *Manufactured Home Park Tenancy Act*.

- Specific details on the development proposal are provided in the table below:

	Proposed
Lot Area	
Gross Site Area:	60,194.80 sq. m.
Road Dedication:	7,019.31 sq. m.
Park Lot/Multi-use Pathway Area:	3,445.25 sq. m.
Proposed Remnant Lot 7:	503.06 sq. m.
Net Site Area:	49,227.19 sq. m.
Number of Lots:	8
Building Height:	26 metres
Unit Density:	
Townhouses:	69 u.p.ha.
Apartments:	315 u.p.ha.
Floor Area Ratio (FAR):	
Townhouses:	0.94
Apartments:	2.04 (Gross) 2.52 (Net)
Floor Area	
Townhouses:	22,135 sq. m.
Apartments:	64,625.6 sq. m.
Total:	86,752.5 sq. m.
Residential Units:	
1-Bedroom Apartments:	406 units
2-Bedroom Apartments:	323 units
3-Bedroom Apartments:	84 units
3-Bedroom Townhouses:	162 units
Total:	975 units

Referrals

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

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

41 Elementary students at Walnut Road Elementary School
26 Secondary students at Fleetwood Park Secondary School

(Appendix III)

The applicant has advised that the dwelling units in this project are expected to be constructed and ready for occupancy by Fall, 2024.

Parks, Recreation & Culture:	No concerns.
TransLink:	No concerns.
Surrey Fire Department:	No concerns.
Fleetwood Business Improvement Association:	No concerns with the proposed development except for requesting the applicant provide ground-floor commercial space along Fraser Highway.
Fleetwood Community Association:	No concerns with the proposed development except for requesting the applicant provide ground-floor commercial space along Fraser Highway.
Advisory Design Panel:	The proposal was considered at the ADP meeting on May 28, 2020 and was conditionally supported. The applicant has resolved most of the outstanding items from the ADP review, as outlined in the Development Permit section of this report. Any additional revisions will be completed prior to Council's consideration of Final Adoption of the rezoning by-law, to the satisfaction of the Planning and Development Department.

Transportation Considerations

- As part of the current development proposal (Development Application No. 7919-0109-00), the applicant is required to dedicate 3.0 metres along Fraser Highway to accommodate an ultimate road allowance of 42.0 metres.
- The applicant is required to dedicate a 20 metre wide east-west road, on the subject site, for the extension of 85 Avenue. At the western boundary of the subject site, it is anticipated that future 85 Avenue will curve south, towards 156 Street, and align with 86 Avenue. To achieve this, the applicant will dedicate varying widths, along the western boundary of Lot 2, for the southwesterly alignment of this new road. The remaining dedication necessary to complete this new road, to an ultimate road allowance of 20.0 metres, will be provided in future when the adjacent northerly properties on the east side of 156 Street redevelop.
- The applicant will dedicate 8.5 metres to complete the existing north-south road (158 Street) located along the eastern boundary of the subject property to the ultimate 20 metre wide road standard. This north-south road will connect 85 Avenue and Fraser Highway thereby allowing for a finer-grained road network which helps to reduce congestion and disperse traffic.

- In addition, the applicant will dedicate 6.0 metres along the western boundary of Lot 5 and Lot 6 for a north-south "green lane". The remaining road dedication required to achieve the ultimate modified 14 metre wide cross-section will be provided when the adjacent property at 8670 – 156 Street re-develops. The green lane will provide an alternate outlet for vehicle traffic until such time as 85 Avenue is extended to 156 Street. The green lane is intended to help disperse traffic and provide a separate point of entry to/from the proposed apartment buildings on Lots 5 and 6 which is particularly important given that the only full-movement intersections are currently located at Fraser Highway and 156 Street or Fraser Highway and 159 Street/Venture Way.
- The proposed townhouse development (Lot 1) and apartment building located on the south side of 85 Avenue (Lot 2) will obtain access from a shared driveway located along 85 Avenue. The proposed apartment building on Lot 2 will have an underground parkade accessed from the shared driveway with the townhouse component on Lot 1. An access easement for shared driveway access will be registered on title in order to secure this driveway access arrangement.
- The apartment buildings proposed on Lot 3 and Lot 4 will similarly share driveway access from 158 Street. In contrast, the apartment buildings on Lot 5 and Lot 6 will share driveway access from the "green lane". As each pair of lots also shares an underground parkade, the applicant is required to register on title an access easement for shared driveway access and reciprocal parking easement in order to secure this driveway and parking arrangement.
- The applicant submitted a Traffic Impact Assessment, prepared by Jacqueline Lee of Creative Transportation Solutions Ltd. and dated May 12, 2020, which indicates the following:
 - The overall increase in traffic volume generated by the proposed development will be further dispersed when the adjacent westerly properties redevelop in future and staff are able to achieve the ultimate road connection by extending 85 Avenue to 156 Street.
 - A full-movement signalized intersection may be required at 86 Avenue and 156 Street.
 - The future SkyTrain extension is expected to decrease overall traffic volumes along Fraser Highway as residents switch from private vehicles to public transit. This will alleviate traffic volume and congestion at the existing full-movement intersections within close proximity to the subject property (i.e. 156 Street and Fraser Highway as well as Venture Way/159 Street and Fraser Highway).
 - A full-movement signalized intersection may be warranted at 158 Street and Fraser Highway in order to disperse vehicle traffic generated by residents of the apartment buildings proposed on the northern portion of the subject site.
- After discussing further with City staff, the applicant has volunteered to provide the signalized intersection at 158 Street and Fraser Highway in order to, in the interim, improve the safety of pedestrians at this particular crossing. This signalized intersection will be constructed as part of Phase 1 (i.e. the townhouse development).
- The subject property is located along an existing Frequent Transit Network (FTN) and within approximately 62 metres of an existing bus stop. In addition, the property is located within 545 metres of a future rapid transit (SkyTrain) station located at the intersection of 160 Street and Fraser Highway.

- As such, the proposed density and building form are considered appropriate given that the subject site supports the goal of achieving higher density development along transit corridors.

Parkland and Pedestrian Connectivity

- The applicant will register on title a statutory right-of-way for public rights-of-passage over the 8.0 metre wide north-south pedestrian walkway (i.e. Victorian Mews), proposed through the centre of the northern portion of the subject site, in order to provide a publicly accessible pedestrian connection from Fraser Highway to 85 Avenue and the proposed park (Lot 8).
- The applicant has volunteered to convey to the City, without compensation, a 2,797.91 square metre park lot (Lot 8) as a community benefit in support of the increased density achieved on the subject site. When combined with the park lot at 15814 – 85 Avenue which was conveyed to the City under Development Application No. 7917-0402-00, the total park site will be roughly 3,842 square metres in area.
- As part of the adjacent easterly townhouse development, completed by the applicant under Development Application No. 7917-0402-00, the applicant dedicated a portion of the north-south multi-use pathway (4 metres total) to the City. It was intended that the subject site at 8560 – 156 Street would provide the remaining 4 metres of dedication (for an ultimate width of 8 metres) when the subject property redevelops in future. At the time, staff envisioned the multi-use pathway would eventually extend and connect to the cul-de-sac at 156B Street.
- The applicant proposes to convey to the City, without compensation, the remaining 4 metre wide north-south multi-use pathway located along the eastern boundary of proposed Lot 1 (i.e. the townhouse component). The additional dedication will allow for an ultimate 8 metre wide north-south pedestrian linkage to/from Fraser Highway, improving overall connectivity within the surrounding neighbourhood.
- At present, a formal outlet at the southern end of the north-south 8.0 metre wide multi-use pathway to 156B Street cannot be achieved given that there is no statutory right-of-way for public rights-of-passage over the privately owned cul-de-sac located at the northern end of 156B Street.
- In the absence of securing a formal outlet to 156B Street for the north-south multi-use pathway, the applicant proposes to register an access easement over the 1.5 metre internal pedestrian sidewalk, on Lot 1 and Lot 2, that will connect 85 Avenue to the multi-use pathway. The access easement will be for the exclusive benefit and enjoyment of future residents of the proposed development and will not be accessible to other members of the public.
- City staff will continue to work with the applicant to provide an outlet for the ultimate 8.0 metre wide north-south multi-use pathway along the south lot line.

Sustainability Considerations

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

- In addition, the applicant has highlighted the following additional sustainable features:
 - The proposed development includes conveyance of a park lot (Lot 8) to the City;
 - The subject site is located within close proximity to an existing Frequent Transit Network (FTN) and within walking distance of a future SkyTrain station located at the intersection of 160 Street and Fraser Highway;
 - The proposed replacement trees provided on-site will exceed City requirements;
 - The applicant is proposing to provide community garden plots; and
 - The applicant proposes to include a "Green Roof" feature on the apartment buildings, to be constructed as part of future phases of development, on Lots 3 and 6.

School Capacity Considerations

- The School District has advised that, as part of the 2019/2020 Capital Plan submission to the Ministry of Education, the School District is requesting a 300 capacity addition for William Watson Elementary School to relieve short-term pressure in the Fleetwood area as well as a 300 capacity addition to Fleetwood Secondary School which is targeted to open in 2024. The School District also requested funding to purchase a new elementary school site to alleviate long-term demand. In the interim, the Ministry of Education approved the required capital funding for a new 100 capacity addition to Coyote Creek Elementary School that is targeted to open in the fall of 2020.
- The applicant has worked with the School District to project the number of students that will be generated in each phase and has indicated an intent to generally align the phasing of their development with the timing of School District projects.
- The construction of the proposed townhouses in Phase 1 are targeted for completion between 2023 and 2024 while the proposed apartment buildings, in future phases of the development, are anticipated to be constructed and ready for occupancy between 2025 and 2032. This will generally align with the opening of a potential new elementary school within the Fleetwood area.

POLICY & BY-LAW CONSIDERATIONS

Regional Growth Strategy

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

Official Community Plan

Land Use Designation

- The subject site is designated "Urban" in the Official Community Plan (OCP).

- In accordance with the OCP, the Urban designation will support a maximum unit density of 72 units per hectare (30 units per acre) in approved Secondary Plan areas. As a result, the existing Urban designation is appropriate to accommodate the proposed townhouse development on the southern portion of the subject site (i.e. Lot 1).
- However, an OCP Amendment from "Urban" to "Multiple Residential" is required for Lots 2, 3, 4, 5 and 6 to achieve the proposed 6-storey apartment buildings to be constructed as part of future phases of development.

Amendment Rationale

- The subject site is located along an existing Frequent Transit Network (FTN) and is located roughly 545 metres from a potential future rapid transit (Surrey Langley SkyTrain) station at the intersection of 160 Street and Fraser Highway.
- As such, a higher density multiple residential development on the subject site is supportable given the site is in close proximity to an existing FTN and future rapid transit, will encourage walkability, allow for greater housing choice and is consistent with OCP principles that encourage higher-density development adjacent to FTNs.

Public Consultation for proposed OCP Amendment

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

Themes/Policies

- The proposal will support various policies, outlined in the OCP, including the following:
 - The proposal supports transit-oriented development, focusing growth and increased density along frequent transit corridors which supports transit service expansion and rapid transit infrastructure investment;
 - The proposal supports directing higher-density residential land-uses to locations within walking distance of neighbourhood centres, along main roads, near transit routes and adjacent to major parks or civic amenities;
 - The proposal supports the development of purpose-built market rental with a variety of unit types to support a diversity of household sizes and composition located within walking distance of future rapid transit and Fleetwood Town Centre; and

- The dwelling units front onto Fraser Highway and/or 85 Avenue with urban design features (e.g. outdoor balconies, ground-floor patio space, internal sidewalks, etc.) that promote a safe, welcoming public streetscape and urban public realm.

Secondary Plans

Land Use Designation

- The subject property is designated "Manufactured Homes" and "Buffer Within Private Land" in the Stage 1 Fleetwood Town Centre Plan (TCP).
- In order to accommodate the development proposal, an amendment to the Fleetwood Town Centre Plan (Stage 1) is required as follows:
 - to re-designate a portion of the subject site from "Manufactured Homes" and "Buffer Within Private Land" to "Medium Density Townhouses", "Parks & Linear Corridors" as well as "Road"; and
 - to re-designate a portion of the subject site from "Manufactured Homes" and "Buffer Within Private Land" to "Apartment 2.0 FAR 6 Storey Maximum" and "Road".

Amendment Rationale

- The proposed density and building form are considered appropriate for this part of Fleetwood Town Centre given the subject property is located along an existing Frequent Transit Network (FTN) and located within close proximity to future rapid transit with a station currently proposed at the intersection of 160 Street and Fraser Highway.
- The proposed townhouse and apartment component are consistent with the land-use designation and overall densities recently approved on the adjacent easterly properties under Development Application No. 7918-0206-00.
- In support of the proposed amendments to the Official Community Plan and Fleetwood Town Centre Plan (Stage 1), the applicant will provide several additional "in-kind" contributions that include a 193 square metre stand-alone child care facility as well as 80 market rental dwelling units in the apartment building on proposed Lot 4.
- The applicant proposes to construct each of these community amenities as part of a future phase of development. As such, to ensure these amenities are provided the applicant has volunteered to provide a financial security to the City for the proposed child care facility and enter into a Housing Agreement for a period of twenty (20) years for the 80 market rental units.

Themes/Objectives

- The development proposal complies with guidelines and strategies outlined in the Fleetwood Town Centre Plan (Stage 1) and Fleetwood Town Centre Plan Update as follows:
 - The proposal allows for higher density which attracts new residents and helps to support investment in future rapid transit and local servicing commercial businesses;

- The proposal improves overall connectivity within the surrounding neighbourhood through a network of inter-connected roads, lanes, multi-use pathways, pedestrian walkways, and public sidewalks;
- The development proposal includes the provision of new park space for area residents;
- The proposal includes a broader diversity in housing forms which attract a variety of household types and sizes;
- The proposed buildings create a sense of street enclosure with continuous building forms, on the northern portion of the site, that include locating buildings near the property line, up to a maximum of 6-storeys, with underground parking; and
- The proposal provides an appropriate transition to adjacent land-uses and existing lower-density residential areas.

Surrey Langley SkyTrain Project – Supportive Policies Agreement

- The proposal will support various policies outlined in the Supportive Policies Agreement, per Corporate Report No. Ro16; 2020, (the "Surrey Langley SkyTrain Project – Supportive Policies Agreement") including the following:
 - Destinations: the proposed development is located within roughly 545 metres of a future SkyTrain Station and, therefore, situated within a high demand destination area along the Surrey Langley SkyTrain Transit Corridor.
 - Distance: the proposed layout facilitates the continued development of a pedestrian and bicycle-friendly street network that supports transit use.
 - Design: the proposed development includes urban design elements that will ensure the public realm is accessible to people of all ages and abilities.
 - Density: the proposed layout includes a broad range of housing types located within walking distance of a future SkyTrain station and at densities appropriate to support investments in public transit.
 - Diversity: the proposed layout includes a diverse range of housing options that provide greater choice for different family sizes, residential tenures and/or household incomes.
 - Demand Management: the development proposal includes transportation demand management measures (e.g. reduced parking rates) which promote walking, cycling and transit use along the Surrey Langley SkyTrain Corridor.

Other Relevant Policies and By-laws

Manufactured Home Park Tenancy Act

- In order to redevelop the subject site (West Villa Estates), the applicant must comply with Provincial regulations, including the Province's *Manufactured Home Park Tenancy Act*. A summary of the requirements under the Act are provided below (*staff responses in italics*).

- The *Manufactured Home Park Tenancy Act* (2002) provides regulations and protection for Manufactured Home Parks. The Act recognizes the unique tenure situation afforded to the residents of Manufactured Home Parks whereby tenants own their manufactured or mobile home but not the land beneath each unit. As such, tenants essentially rent or lease their pad space from the owner/landlord yet must pay municipal taxes based on the assessed value of their mobile unit, which is a depreciating asset, without the benefit of land value increases to off-set this depreciation. In addition, owners are required to maintain and upgrade their units at their own cost, as landlords have no responsibility for the upkeep of the units. Accordingly, manufactured home owners typically rent, or lease based on a fixed or month-to-month lease and do not have security of tenure but still incur some of the costs and responsibilities that go with home ownership. Manufactured home parks, therefore, often serve as a form of affordable housing for seniors, other residents on fixed incomes and/or families.
- Section 42 of the Act establishes rules and provisions necessary for the conversion and/or re-development of a manufactured home park. These rules include requirements for a landlord to have all necessary permits and approvals (including rezoning), prior to providing notice to manufactured home owners (i.e. tenants) to end a tenancy agreement. Once notice is given, the tenancy ends no earlier than 12 months after the date of notice is received.

(The applicant has indicated that they notified all residents of the subject site regarding the proposed apartment development, at the time that Development Application No. 7919-0109-00 was submitted. The applicant has also met with each resident, as part of the development process, to review the Affordable Housing Program. As a result, the applicant entered into binding agreements to purchase all of the manufactured homes, except one, on the subject property.

The applicant also indicated that they are not relying on the current rezoning application to terminate any tenancy agreements, with the exception of one manufactured home, since an agreement is already in place with all but one manufactured home owner. The applicant will take possession of the manufactured homes for which there is a binding agreement in 2021 and will thereafter remove the manufactured homes from the property, regardless of whether the proposed rezoning is granted by Council. In addition, the applicant has provided the residents with flexible move-out dates ranging from early 2019 to late 2021.)

- It should be noted, however, that a tenant may end the tenancy early, if they so choose.
- In addition, under Section 44 of the Act, the landlord must pay the tenant (at a minimum), on or before the effective date of notice, an amount that cannot exceed the monetary limit set for claims under the Small Claims Act. In accordance with the Act, one option provided to tenants by the applicant (Option A, discussed below) includes an additional \$20,000 as compensation, for each manufactured home. The tenant can further request an order for compensation, over and above the amount offered by the applicant, through an application for dispute resolution if the manufactured home is not capable of being relocated before the tenant is required to vacate the manufactured home site and the most recent assessed value of the manufactured home is greater than the amount of compensation prescribed under the *Manufactured Home Park Tenancy Act*.

(As part of the applicant's Affordable Housing Program, each manufactured home owner was given the option to receive compensation in accordance with the Act. All but one resident has chosen to either sell their manufactured home to the applicant or move into an apartment unit on the adjacent easterly property at the same rental rates as the tenant currently pays (\$700 per month.)

City Policy No. O-34A (Manufactured Home Park Redevelopment)

- On July 27, 2015, Council approved Corporate Report No. R167; 2015 which outlined an updated "Manufactured Home Park Redevelopment and Strata Conversion Policy: City Policy No. O-34A". The proposed amendments to the policy included the following:
 - Advance Notification – Tenants will need to be notified of the proposal at the initiation of the process;
 - Communications Plan – The proponent will be required to submit a plan acceptable to the City specifying how and when tenants would be informed of progress in the development application process and on the development of an Affordable Housing Program; and
 - Affordable Housing Program – Prior to the rezoning application being considered by Council, the proponent would be asked to prepare an Affordable Housing Program supported by background housing preferences. This may be prepared in conjunction with a Housing Agreement acceptable to the City, if necessary, to be registered on title. The Affordable Housing Program must provide for reasonable relocation options for the current residents such as:
 - Relocation Option:
 - Provide information on relocation options, such as alternative manufactured home park locations and costs, market, and non-market housing units in the area; and
 - Reimburse reasonable costs to relocate the manufactured home and existing improvements to an affordable site in the Lower Mainland.
 - Compensatory Payments: Reasonable payments in addition to those payments mandated in the Manufactured Home Park Tenancy Act to be used towards the acquisition of alternative affordable housing. This option may include disposal costs and moving expenses and should be based on the assessed value of the manufactured home; and
 - On-site Affordable Housing Option: Where a significant number of new housing units are being constructed, the provision of affordable rental or market housing on the development site.
- In accordance with Policy No. O-34A, the applicant has taken the following actions:
 - Notified the property residents of the proposal to redevelop the property at the time the development application was submitted to the City;

- Met with each resident individually to review Policy No. O-34A and the proposed Affordable Housing Program;
- Collected demographic profiles, affordable housing preferences and home assessments for each manufactured home on-site; and
- Communicated the timing of information meetings and the public process in accordance with City requirements.
- The applicant has indicated that they have adhered to and exceeded the requirements in City Policy No. O-34A. This includes providing an Affordable Housing Program/Relocation Strategy for the existing residents.

Affordable Housing Program/Relocation Strategy

- The current land-use on the subject site is an existing manufactured home park that contains approximately 114 occupied manufactured homes. As per City Policy No. O-34A, the applicant will be responsible for relocating the existing residents in an appropriate manner acceptable to the residents and Council as well as complying with Provincial regulations outlined within the *Manufactured Home Park Tenancy Act*.
- The applicant formulated an Affordable Housing Program, as required under City Policy No. O-34A, in order to offer an appropriate relocation strategy for existing manufactured home residents on the subject site. The applicant's program includes the following options:
 - Option A: Sell the manufactured home

The tenant may choose to sell the manufactured home to the applicant with additional compensation equivalent to \$20,000 or the current assessed value of the manufactured home, whichever is greater. Under this option, the applicant would also pay for moving expenses or relocate the manufactured home at the applicant's expense. The tenant will also be provided with right of first refusal to purchase a new home on the subject site.
 - Option B: Sell the manufactured home for additional compensation

The tenant may choose to sell the manufactured home for \$160,000 or the current assessed value of the manufactured home plus \$60,000, whichever is greater.
 - Option C: Guaranteed income assistance for life

The tenant may choose to receive monthly payments of up to \$1,500 per month for the rest of their life to assist with future housing choices.
 - Option D: Relocate to an apartment unit provided on the adjacent site

The tenant may choose to relocate to one of the new apartment units in one of the 6-storey apartment buildings which the applicant proposes to construct on the adjacent easterly property (Development Application No. 7918-0206-00) at the same rental rates as the tenant currently pays (i.e. \$700/month).

- Additional services provided

As every resident's needs are different, a full-time property manager was hired in order to discuss and assist residents with identify relocation options and services as well as help to coordinate moving logistics. The applicant also secured alternative manufactured home pads for tenants who choose to relocate their manufactured home. In addition, flexible move-out dates will continue to be offered that will allow the tenants to remain on the subject site until June 2021 or later.

Additional Information on Tenant Relocation

- The applicant states that they have entered into a legal and binding agreement with all but one of the 114 owners/residents to purchase their manufactured home (per Option B) or to relocate the tenant to a brand-new apartment unit being proposed on the adjacent easterly property (Option D). The applicant anticipates that current residents will have vacated the subject site by late 2021.
- By choosing Option B or D, 113 of the manufactured home owners have agreed to the following:
 - The purchase (by the applicant) of the manufactured home;
 - Assistance in securing future housing options on an individual need's basis;
 - Coordination of moving logistics upon request; and
 - Flexible move-out dates ranging from 2019 through 2021.
- In order to support each resident, a full-time staff member is available to discuss and assist with the following relocation services:
 - Provide comprehensive information on relocation options;
 - Assist in securing a variety of affordable housing options;
 - Assist in answering any questions;
 - Provide opportunities to purchase a new home at a discounted price; and
 - Provide flexible move-out dates to ensure suitable housing accommodates are secured.

Capital Projects Community Amenity Contributions (CACs)

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

- Tier 1 – Contributions
 - The proposed development will be subject to the Tier 1 Capital Plan Project CACs. The Capital Project contribution rates are phased in over 2 years with rates increasing from \$1,000 to \$1,500 to \$2,000 from January 1, 2020 to January 1, 2022, as outlined in Section B.4 of Schedule G of the Zoning By-law. The proposed development will satisfy the Tier 1 Capital Plan Project CAC requirement by providing the applicable Tier 1 contribution, on a per unit basis, at the rate applicable at the time of Final Adoption of the Rezoning By-law. The Tier 1 CAC contribution will be paid prior to Building Permit issuance.
 - As part of the Detailed DP for the proposed townhouse development on Lot 1, the applicant will provide a financial contribution that meets the Tier 1 CAC requirement that will be collected at Building Permit stage.
 - The number of dwelling units that can be achieved on the remainder of the site (i.e. Lots 2, 3, 4, 5 and 6) will not be confirmed until a separate Detailed DP Application is submitted for each subsequent phase of development. As such, the applicant will be required to provide a financial contribution that meets the Tier 1 CAC requirement, per Corporate Report No. R224; 2019, prior to the issuance of any Building Permit for the proposed apartments on Lots 2, 3, 4, 5 and 6.
 - The applicant is required to register a Restrictive Covenant on title, as a condition of rezoning, that will ensure the applicant addresses the Tier 1 CAC requirement prior to issuance of a Building Permit for each future phase of development.
- Tier 2 – Contributions
 - The proposed development will be subject to the Tier 2 Capital Plan Project CACs for the proposed density which is greater than the current OCP and Secondary Plan land-use designations.
 - In support of the proposed amendments to the Official Community Plan (OCP) and Fleetwood Town Centre Plan (Stage 1), the applicant is proposing to dedicate to the City, without compensation, a 2,797.91 square metre park lot (Lot 8) and 4 metre wide multi-use pathway along the eastern boundary of proposed Lot 1. These "in-kind" contributions are provided as a density bonus community benefit for the current as well as future phases of development on the subject site.
 - The applicant also proposes to provide a stand-alone child care facility and 80 market rental units on Lot 4. The child care facility will be secured through a financial security, in an amount acceptable to the City, to ensure it is constructed as part of a future phase of development. The market rental units will be secured through a Housing Agreement, registered on title, that will restrict a total of 80 dwelling units located in the apartment building on Lot 4 to rental housing for a period of twenty (20) years.
 - The value of the proposed in-kind contributions, noted above, exceed the CAC Tier 2 amenity contribution requirement for this development application.

Affordable Housing Strategy

- On April 9, 2018, Council approved the City's Affordable Housing Strategy (Corporate Report No. Ro66; 2018) requiring that all new rezoning applications for residential development contribute \$1,000 per unit to support the development of new affordable housing. The funds collected through the Affordable Housing Contribution will be used to purchase land for new affordable rental housing projects.
- As part of the Detailed DP for the proposed townhouse development on Lot 1, the applicant will provide a financial contribution that meets the City's Affordable Housing Strategy that will be collected at Building Permit stage.
- The number of dwelling units that can be achieved on the remainder of the subject site (i.e. Lots 2, 3, 4, 5 and 6) will not be confirmed until separate Detailed DP applications have been submitted for each subsequent phase of development. As such, the applicant will be required to provide a financial contribution toward the City's Affordable Housing Reserve Fund, as per Corporate Report No. Ro66; 2018, prior to the issuance of a Building Permit for the apartment building proposed to be constructed in each future phase of development on the subject site.
- The applicant is required to register a Restrictive Covenant on title, as a condition of rezoning, that will ensure the applicant satisfactorily addresses the City's needs with respect to the City's Affordable Housing Strategy.

Public Art Policy

- In accordance with the City's Public Art Policy, Corporate Report No. R-261; 2010, the applicant is required to provide public art or register a Restrictive Covenant on title agreeing to provide cash-in-lieu, at a rate of 0.5% of the construction value, to adequately address the City's needs with respect to public art. The City's Public Art Policy is applicable to the market apartment and townhouse units proposed on the subject site and the applicant is required to resolve this requirement prior to consideration of Final Adoption.
- In accordance with the City's Public Art Policy, the applicant will not be required to provide a monetary contribution towards public art for the 80 market rental units. A Restrictive Covenant is required to be registered on title that states, if the occupancy of the unit change, the public art contribution may be collected if applicable.

Housing Agreement

- Section 483 of the Local Government Act authorizes local governments to enter into Housing Agreements, for terms and conditions agreed to by the owner and the local government, that pertain to the occupancy of the housing units.
- The applicant is proposing to enter into a Housing Agreement with the City of Surrey that will allocate a total of 80 dwelling units, located within the apartment building proposed on Lot 4, as market rental units for a period of twenty (20) years.

- The applicant will be required to enter into a Housing Agreement with the City, as a condition of Final Adoption, for the subject development application.

Proposed Rezoning

- The applicant proposes to rezone the subject site from "Manufactured Home Residential Zone (RM-M)" to "Single Family Residential Zone (RF)", "Multiple Residential 30 Zone (RM-30)" and "Comprehensive Development Zone (CD)" (based upon the "Multiple Residential 70 Zone [RM-70]").
- The proposed rezoning of Lot 7 and Lot 8 to "Single Family Residential Zone (RF)" will comply with all aspects of the RF Zone with the exception of lot depth and lot size for proposed Lot 7. As such, the applicant proposes a variance in order to reduce the minimum lot depth and area, under the RF Zone, for Lot 7 (see "Other Variances Proposed" section below).

RM-30 Zone

- For the proposed townhouse development on Lot 1, the applicant is proposing to rezone this portion of the subject site from "Manufactured Home Residential Zone (RM-M)" to "Multiple Residential 30 Zone (RM-30)".
- The table below provides an analysis of the proposed townhouse component in relation to the requirements of the Zoning By-law, including the "Multiple Residential 30 Zone (RM-30)" and parking requirements.

RM-30 Zone (Part 22)	Permitted and/or Required	Proposed
Unit Density:	75 u.p.ha.	69 u.p.ha.
Floor Area Ratio:	1.0 (Net)	0.94 (Net)
Lot Coverage:	45%	43%
Yards and Setbacks		
North:	4.5 m.	3 m./4.5 m.
East:	6.0 m.	3 m.
South:	6.0 m.	7.5 m.
West:	6.0 m.	3 m./4.5 m.
Height of Buildings		
Principal buildings:	13 m.	10.2 m.
Indoor amenity space building:	11 m.	9.5 m.
Amenity Space		

RM-30 Zone (Part 22)	Permitted and/or Required	Proposed
Indoor Amenity:	486 sq. m.	The proposed 534.5 m ² of indoor amenity space meets the Zoning By-law requirement.
Outdoor Amenity:	486 sq. m.	The proposed 487 m ² of outdoor amenity space meets the Zoning By-law requirement.
Parking (Part 5)	Required	Proposed
Number of Stalls		
Residential:	324 spaces	324 spaces
Residential Visitor:	32 spaces	32 spaces
Total:	356 spaces	356 spaces
Tandem (%):	35%	40%

- The townhouse development proposed on Lot 1 will comply with all aspects of the RM-30 Zone except for the variances, discussed below, to reduce the minimum building setbacks along the north, east and west building facades.

Proposed Variances (Lot 1)

- The proposed setback variances along the northern boundary of the townhouse development will provide for an attractive urban interface adjacent the future park and/or reflect a side yard condition. In contrast, the reduced building setbacks proposed along the eastern boundary of the townhouse component (i.e. Lot 1) will allow for front yards along the 4.0 metre wide north-south multi-use pathway with appropriate yard space and landscaping treatments.
- Staff support the requested variances to proceed to Council to Public Notification.

Proposed CD By-law

- The applicant proposes to rezone the remainder of the subject site (i.e. Lots 2, 3, 4, 5, and 6) from "Manufactured Home Residential Zone (RM-M)" to "Comprehensive Development Zone (CD)" (based upon the "Multiple Residential 70 Zone [RM-70]") in order to accommodate the proposed 6-storey apartment buildings.
- The CD By-law is divided into five separate blocks. Each block is intended to accommodate a future multiple residential development, in the form of 6-storey apartment buildings, on Lot 2, 3, 4, 5 and 6. The permitted land-uses, density, setbacks, height and building form allowed in each block (i.e. Block A, B, C, D and E) will be regulated accordingly through the CD By-law.

- A comparison of the density, lot coverage, setbacks, building height, permitted land-uses and on-site parking in the RM-70 Zone and the proposed CD By-law are illustrated in the following table:

Zoning	RM-70 Zone (Part 24)	Proposed CD Zone
Unit Density:	N/A	N/A
Floor Area Ratio:	1.50	Block A – 2.69 Block B – 2.51 Block C – 2.42 Block D – 2.41 Block E – 2.51
Lot Coverage:	33%	Block A – 51% Block B and E – 53% Block C and D – 45%
Yards and Setbacks	7.5 metres from all lot lines	<u>Block A</u> North: 4.5 m. East: 5.5 m. South: 4.5 m. West: 4.5 m. <u>Block B</u> North: 5.5 m. East: 4.5 m. South: 4.5 m. West: 10 m. <u>Block C</u> North: 8.5 m. East: 4.5 m. South: 6.5 m. West: 8.5 m. <u>Block D</u> North: 8.5 m. East: 8.5 m. South: 6.5 m. West: 4.5 m. <u>Block E</u> North: 5.5 m. East: 10 m. South: 4.5 m. West: 4.5 m.
Principal Building Height:		
Principal buildings:	50 m.	26 m.
Accessory buildings:	4.5 m.	4.5 m.

Permitted Uses:	- Multiple unit residential buildings and ground-oriented multiple unit residential buildings - Child care centres	- Multiple unit residential buildings and ground-oriented multiple unit residential buildings - Child care centres
Amenity Space		
Indoor Amenity:	3.0 m ² per dwelling unit plus 1.0 m ² per lock-off suite and 4.0 m ² per micro unit	3.0 m ² per dwelling unit plus 1.0 m ² per lock-off suite and 4.0 m ² per micro unit
Outdoor Amenity:	3.0 m ² per dwelling unit plus 1.0 m ² per lock-off suite and 4.0 m ² per micro unit	3.0 m ² per dwelling unit plus 1.0 m ² per lock-off suite and 4.0 m ² per micro unit
Parking (Part 5)	Required	Proposed
Number of Stalls		
Child Care Centre (Lot 4):	0.70 parking space per employee plus 0.15 parking space per licensed child for drop-off or 2 parking spaces, whichever is greater	6 spaces (parking spaces required to be confirmed in future with more information on the number of employees and licensed children)
Residential:	1.3 parking spaces per dwelling unit for one-bedroom or less and 1.5 parking spaces per dwelling unit for 2 or more bedrooms	0.9 parking space per dwelling unit for residents
Residential Visitor:	0.2 parking space per dwelling unit for visitors	0.1 parking space per dwelling unit for visitors
Total:	N/A	To be determined in future as part of a Detailed DP application
Tandem (%):	N/A	N/A
Bicycle Spaces		
Residential Secure Parking:	976 spaces	1,013 spaces
Residential Visitor:	42 spaces	42 spaces

- The proposed CD By-law is based on the "Multiple Residential 70 Zone (RM-70)" with modifications to the permitted density, lot coverage, minimum building setbacks and off-street parking requirements.

- If calculated based on gross site area, the floor area ratio (FAR) is 2.04 which complies with the maximum permitted 2.0 FAR for "Multiple Residential" designated properties in the OCP, in select areas, and the proposed land-use designation in the Fleetwood Town Centre Plan (i.e. "Apartment 2.0 FAR 6 Storey Maximum"). As a result, the FAR for the net site area has been increased from 1.5 under the RM-70 Zone to a maximum of 2.69 (net), for Block A, in the CD By-law.
- The maximum lot coverage has been increased from 33% in the RM-70 Zone to a maximum of 53% for Block B and E in the CD By-law to accommodate the proposed built form. The proposed lot coverages are typical for a 6-storey apartment building on a smaller site.
- The proposal to reduce the minimum building setback requirement along the street frontages and internal shared driveway access for the proposed apartment building on Lot 2 (Block A) is supported given it will allow for a more urban, pedestrian-oriented streetscape. In addition, a reduced south yard setback can be supported given the ground-oriented townhouses on Lot 1 reflect either a side-yard condition or have front yards that exceed 6.5 metres which allow for greater building separation. The proposed apartment building also steps back to 4-storeys on the south lot line in order to provide a suitable building interface with the townhouse units on Lot 1.
- The reduced building setbacks proposed along the street frontages for the apartment buildings located north of 85 Avenue (i.e. Lot 3, 4, 5 and 6) will similarly encourage a more urban as well as pedestrian-oriented streetscape. In contrast, the reduced setbacks proposed along the shared lot line are considered appropriate given they are internal to the site, reflect a side yard or end-of-unit condition and each apartment building will maintain a 6 metre setback that allows for a large outdoor amenity space and east-west internal sidewalk which helps to reduce the overall visual impact.
- The applicant proposes to vary the minimum on-site parking required under the Zoning By-law to allow for a parking rate of 0.9 space per dwelling unit for residents and 0.1 space per dwelling unit for visitors. A reduced parking rate is supported by staff given the subject site is located along an existing FTN and within close proximity to a future SkyTrain station at the intersection of 160 Street and Fraser Highway.
- The RM-70 Zone requires that no parking facilities be constructed within 2.0 metres of the front lot line or a lot line along a flanking street. The proposed underground parkade will be located 0.5 metre from all street frontages. As a result, the CD By-law will include provisions that will allow for the underground parking facility to extend to within 0.5 metre of the lot line along all street frontages.

Other Variances Proposed

- The proposed variance to reduce the minimum lot depth and size requirement of the RF Zone for Lot 7 is considered reasonable given the applicant is conveying this lot to the City, without compensation, for future consolidation with the adjacent northerly properties on the east side of 156 Street when they redevelop.

- The pilot program to use Surety Bonds supports the goals of the City's Sustainability Charter to increase housing options and affordability by allowing improved utilization of developers' capital funds for reinvestment. A Surety Bond, which is a three-party agreement between the Developer, Surety Bond Insurer ("Surety") and the City, obligates the Surety to pay the City for the debt or default of the Developer. The Developer's working capital will then be freed up for greater liquidity that can then be leveraged for reinvestment into the City.
- Staff support the requested variances to proceed to Council for consideration.

PUBLIC ENGAGEMENT

- Pre-notification letters were sent on March 16, 2020, and the Development Proposal Signs were installed on June 9, 2020. To date, staff have received 30 responses from residents in the local area, all of which expressed concerns regarding the proposed development (*staff comments in italics*):
 - Fourteen residents expressed concern the proposed development will displace low-income families and seniors which will have negative impacts in terms of quality of life and/or may result in increased homelessness. These residents advocated in favour of retaining more of the existing manufactured home parks which offer a form of affordable housing for seniors, the disabled and low-income families.

(As noted above, the applicant has satisfied the requirements of the Manufactured Home Park Tenancy Act and City Policy O-34A by consulting with tenants of West Villa Estates and providing an Affordable Housing Program/Relocation Strategy for existing residents. In addition, the applicant has entered into legally binding agreements to purchase all but one of the manufactured homes on the subject site and hired a full-time representative to support each resident in identifying/coordinating relocation services.)

- Two residents expressed concern the proposed development and increased density will further overburden existing services, especially without additional investments in roads, hospitals, schools, and public transit.

(The proposed development will provide for a finer-grained road network by extending 85 Avenue, providing a north-south green lane and completion of 158 Street. In addition, the subject site is located within close proximity to future rapid transit (SkyTrain) as well as within walking distance of a proposed station at the intersection of Fraser Highway and 160 Street.

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

- One resident expressed concern about pedestrian and child safety along 156 Street given the proposed development is expected to generate higher traffic volumes and is located within close proximity to existing schools in the local area.

(In the interim, the proposed development will not increase traffic volumes as no vehicle access is provided connecting the development site to 156 Street. According to the Traffic Impact Assessment, a signalized intersection may be warranted in future to help address the increased traffic generated by redevelopment on the east side of 156 Street. Given that no connection is proposed for vehicles at this time, the need for a signalized intersection at 86 Avenue and 156 Street will be assessed in greater detail when the adjacent westerly properties, on the east side of 156 Street, redevelop in future.)

- One resident expressed concern about light pollution and the need for noise attenuation measures to protect existing single family dwellings in the surrounding neighbourhood.

(The applicant will provide full cut-off and non-glare lighting fixtures on the subject site. In addition, the 6-storey apartment buildings proposed along Fraser Highway will provide the existing single family residential dwellings with additional buffering from the noise that is generated by passing motorists as well as future SkyTrain.)

- One resident expressed concern about on-site tree retention and wildlife habitat.

(The applicant has identified several existing trees, located within the future park lot, that are suitable for long-term retention. In addition, the applicant is providing additional tree replacement on the subject site which will exceed the City's tree replacement requirements.)

- Three residents expressed concern about the uncertainty surrounding the actual moveout date and when residents would receive payment from the applicant for their manufactured home which has caused added stress in terms of finding and securing housing options.

(Under Section 42 of the Manufactured Home Park Tenancy Act, a landlord may end a tenancy agreement by giving notice once the landlord has all the necessary permits and approvals required by law. The landlord is required to pay the tenant compensation, on or before the effective date of the notice, the amount prescribed under the Act.

At present, the applicant anticipates obtaining all the necessary permits and approvals in order to give notice to the tenants by Spring, 2021.)

- Twenty residents expressed concerns the applicant did not provide current tenants with sufficient time to consider their options, seek legal advice and/or request a professional appraisal of their manufactured home, that may have resulted in a higher assessed value, before the tenant was required by the applicant to sign a mutually binding legal contract for the sale of their home. As such, these residents indicated they felt as though they had been pressured or coerced into signing the contract.

(After staff contacted the applicant to discuss these concerns, the applicant indicated that current tenants would be given an extension from May, 2019 to September, 2019 in order to consider their options and/or the tenant could select a different option from the applicant's Affordable Housing Program.

To date, these residents maintain the applicant did not communicate to current tenants that an extension would be granted until September 2019 thereby affording tenants more time to consider their options.)

- Fifteen residents expressed concerns the financial compensation offered by the applicant was not sufficient to purchase another home. In addition, these residents believe that the applicant undervalued their manufactured home by basing the financial compensation on the assessed, not appraised, value and/or did not take into account any improvements that were made to their homes.

(As part of the applicant's Affordable Housing Program, all the current tenants on the subject site were given the option of receiving an additional \$20,000 as compensation, in accordance with the Manufactured Home Park Tenancy Act. The applicant further provided the current tenants with a second option whereby each tenant could choose to receive, as compensation, \$160,000 or the current assessed value of their home plus an additional \$60,000, whichever is greater.

Under the Manufactured Home Park Tenancy Act and City Policy No. O-34A, any financial compensation is based on the assessed, not appraised, value of the manufactured home. As such, the applicant has provided each tenant with at least two options that meet or exceed the minimum requirements, under both provisional legislation and City policy, in order to redevelop the manufactured home park.)

- In addition, the development application was reviewed by the Fleetwood Community Association and Fleetwood Business Improvement Association (BIA) which provided the following comments (*staff comments in italics*):

Fleetwood Community Association

- The Fleetwood Community Association requested the applicant incorporate the following design features and/or public amenities into the proposed development on the subject site:
 - Ground-floor commercial space along Fraser Highway;
 - A stand-alone child care facility;
 - Rental housing units;
 - A large number of 2- and 3-bedroom units for families;
 - Adaptable housing;
 - Multi-generational indoor/outdoor amenity space;
 - A large public park;
 - Adequate parking for residents and non-residents;
 - Large pathways and bike paths separate from the road with green space for added safety; and
 - 5% deposit options for first time buyers.

(The applicant has incorporated each of the design features or public amenity, noted above, that were requested by the Fleetwood Community Association with the exception of ground-floor commercial space along Fraser Highway. While the applicant is proposing some non-residential space in the form of a stand-alone child care facility, the applicant believes that ground-floor commercial space would be better suited on the adjacent westerly property at 8670 – 156 Street, when it redevelops in future, given that its location at the intersection of 156 Street and Fraser Highway would make ground-floor commercial space more viable.)

Fleetwood Business Improvement Association (BIA)

- Although the Fleetwood BIA generally supports the proposed development, concerns were expressed over the lack of ground-floor commercial space being incorporated into current re-development applications, including the subject application, along the Fraser Highway Corridor. The Fleetwood BIA strongly believes that the intersection of 156 Street and Fraser Highway will become a fourth economic node within the Fleetwood area and, as such, will need to be planned in order to provide business and employment opportunities to sustain the job market as well as ensure residents can shop locally.

- At present, there are currently low rates of commercial vacancy and limited inventory of vacant commercial space within the Fleetwood area. Therefore, the Fleetwood BIA feels it is important to provide ground-floor commercial space along Fraser Highway to support business start-ups and relocations as well as provide residents to support small business, all of which is integral to promoting a vibrant economy and sustain economic growth in the Fleetwood area.

(As noted above, the applicant believes that ground-floor commercial space is better suited on the adjacent westerly property at 8670 – 156 Street, when it redevelops in future, given its location at the intersection of 156 Street and Fraser Highway would make the ground-floor commercial space more viable.)

Public Information Meeting

- The applicant held the public information meeting (PIM) on March 3, 2020 at the Comfort Inn & Suites at 8255 – 166 Street. Approximately 37 individuals attended the PIM and a total of 27 comment sheets were submitted. A staff representative from the Planning and Development Department was in attendance at the PIM.
- The following breakdown is provided for the comment sheets submitted:
 - Comment sheets submitted: 27
 - Non-support: 4
 - Support: 20
 - Mixed: 2
 - No comment: 1
- The majority of the comment sheets submitted at the PIM were from residents who lived in the surrounding single family neighbourhood or current tenants of West Villa Estates at 8560 - 156 Street (i.e. the subject site).
- A summary of the comments received from residents that attended the PIM is provided below:
 1. Comments received:
 - The proposed development provides a great opportunity for new and young families to purchase a home and remain long-term within the Fleetwood neighbourhood. As such, the development will provide a great addition to the surrounding community.
 - Several residents expressed concern about the lack of future housing options for tenants, particularly seniors on fixed incomes, who currently reside in one of the manufactured homes on the subject site.
 - Several residents within the surrounding single family neighbourhood expressed concern regarding the north-south multi-use pathway, located along the eastern boundary of the proposed townhouse development on the subject site (i.e. Lot 1) ultimately connecting with the existing cul-de-sac on 156B Street.

2. Applicant's response:

- The applicant is offering a broad range of housing options to existing residents of West Villa Estates, in support of their individual needs, including hiring a full-time property manager who is able to assist the tenants in identifying alternate housing options.
- The applicant has endeavoured to exceed the minimum requirements under provincial legislation and the City's Policy No. O-34A in terms of the amount of compensation that is provided to current tenants of the manufactured home park.
- In support of Crime Prevention Through Environmental Design (CPTED) principles, the applicant proposes to register, on title, access easements between the townhouse development (Lot 1) and future 6-storey apartment building (Lot 2) which will provide residents with alternate access to/from the multi-use pathway south of 85 Avenue. In addition, the townhouse buildings on the eastern portion of Lot 1 are oriented toward the multi-use pathway with individual entries and semi-private patio space that allows for "eyes-on-the-street", in keeping with CPTED principles.

3. Staff comments:

- The proposal supports transit-oriented development, focusing growth and increased density along frequent transit corridors which supports transit service expansion and investment in rapid transit infrastructure (SkyTrain), in keeping with OCP principles.
- The proposed land-use, density and building massing on the subject site are supported given the site's proximity to Fraser Highway and future rapid transit (SkyTrain) which encourages walkability as well as offers a diverse range of housing options that provide greater choice for different family sizes, residential tenures and/or household incomes.
- The applicant has provided an Affordable Housing Program/Relocation Strategy, per City Policy No. O-34A, for current residents of the manufactured home park that will exceed the requirements of the Province's *Manufactured Home Park Tenancy Act* and City Policy No. O-34A which regulate and protect manufactured home park residents.
- As part of the adjacent easterly townhouse development completed by the applicant under Development Application No. 7917-0402-00, the applicant dedicated a portion of the north-south multi-use pathway (4 metres in total) to the City. The subject site at 8560 – 156 Street was intended to provide the remaining 4 metres of dedication, for a total width of 8 metres, when the subject site redevelops in future. At the time, it was envisioned that the multi-use pathway would extend and connect to the cul-de-sac at 156B Street.
- The proposed access easements over Lot 1 and Lot 2 are for the exclusive use of residents of the proposed development. The 1.5 metre wide internal sidewalks will not be protected by a statutory right-of-way for public rights-of-passage and, as such, the public will not be legally allowed to enter the property or utilize these walkways. Therefore, no alternate public outlet will be provided for the multi-use pathway which effectively dead-ends at the south lot line.

- Staff will continue to work with the applicant to provide an outlet for the ultimate 8 metre wide north-south multi-use pathway along the south lot line with the broader objective of providing a permanent outlet, in future, that will connect to the cul-de-sac at 156B Street thereby allowing for public access and improving pedestrian connectivity throughout the surrounding neighbourhood.

DEVELOPMENT PERMITS

Form and Character Development Permit Requirement

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

Proposed Townhouses (Lot 1)

- As part of the Detailed Development Permit (DP), the applicant is proposing to construct a total of 162 ground-oriented townhouse units, in Phase 1, on the southern portion of the site (Lot 1).

Building Design

- All of the proposed townhouse units are ground-oriented and each contains three-bedrooms which offers a greater variety of housing choice for larger families within the Fleetwood area.
- Individual townhomes consist of a ground-floor bonus room and enclosed parking space(s) while the second-floor includes a large open floor plan with a living room and kitchen that opens onto an outdoor sundeck.
- The architectural expression features a broad range of materials to help break-up the massing combined with layered landscape material, low-level rail fences and gates as well as additional landscape material provided between each unit entry and the internal sidewalk.
- The building façades consist of a combination of hardie board, cedar shingle and vinyl siding with hardi-panel shutters, ornamental louvres, as well as privacy screens and window flower boxes. The roof materials will consist of duroid shingles.
- The building orientation ensures that units will provide greater observation of public realms with active rooms facing toward the street, park, outdoor amenity space as well as pedestrian walkways to reduce CPTED concerns.

On-site Parking

- The proposed townhouse development will provide a total of 356 parking spaces on-site which complies with the minimum parking requirement in the Zoning By-law. All residential parking spaces will be provided within a double-car garage or as tandem parking spaces.

Indoor Amenity Space

- The applicant is proposing to provide a 2-storey indoor amenity building along the north lot line, adjacent to the outdoor amenity space for the apartment building on Lot 2. The indoor amenity space can be accessed directly from the outdoor amenity space.
- The indoor amenity space is approximately 535 square metres in size and includes space for a games area, lounge seating, kitchen facility, music room, arts and crafts area, fitness space as well as yoga studio and co-working space. The applicant also proposes a walk-out patio space and seating area which overlooks the outdoor amenity space for the apartment building which is proposed on Lot 2.
- The proposed indoor amenity space meets the minimum requirements under the RM-30 Zone (486 square metres).

Outdoor Amenity Space, Proposed Landscaping and Pedestrian Connectivity

- The outdoor amenity space is approximately 487 square metres in size and, similar to the indoor amenity space, is located along the northern boundary of the subject site.
- The outdoor amenity space will consist of a picnic table, BBQ area, outdoor dining area, lounge seating, community garden plots and outdoor play structure. A number of by-law sized trees and low-lying shrubs are proposed to be planted for added shade and privacy.
- Each individual unit will have direct access to internal pedestrian walkways that connect the various townhouse buildings and provide linkages to the indoor/outdoor amenity space, park, public mews (north of 85 Avenue) as well as the ultimate 8 metre wide multi-use pathway on the east lot line.
- Exterior lighting is designed to reduce light-pollution as well as provide adequate lighting to ensure community safety, in keeping with CPTED principles.
- Each individual unit will have a small front yard enclosed by a 1 metre high cedar privacy fence with layered planting that consists of a by-law sized tree as well as shrubs and low-level groundcover with direct access to the adjacent internal sidewalk through a separate entryway clearly defined by a small gate.
- The proposed townhouse development remains sensitive to adjacent land-uses, especially along the western and southern boundary of the subject property by providing a generous landscaped building setback.

Proposed Apartment Buildings (Lot 2, 3, 4, 5 and 6)

- The applicant is requesting a General Development Permit (DP) for seven apartment buildings consisting of 813 dwelling units on five separate lots (i.e. Lot 2, 3, 4, 5 and 6) with underground parking.
- The proposed apartment buildings will be constructed, in future, as part of subsequent phases of development on the subject site.
- The purpose of the General Development Permit is to set out the general guidelines that will help to ensure a high-quality development is achieved including site access, parking requirements, building form and floor area.
- The applicant will be required to submit a separate Detailed DP application(s) for the proposed apartment buildings, based upon the General DP, when the applicant is ready to redevelop the remainder of the site.

Building Design

- The applicant is proposing to construct five 6-storey apartment buildings directly adjacent to the street frontages (i.e. Fraser Highway, 158 Street, 85 Avenue and the "green lane") in order to encourage a more pedestrian-friendly streetscape and urban public realm. The remaining two 6-storey apartment buildings are located internally, in a north-south orientation, and will be separated by an 8 metre wide public mews.
- The proposed apartment buildings located along the street frontages will incorporate a two-storey townhouse expression, providing variation and visual interest. The ground-floor units are oriented toward the street with front door access and usable semi-private outdoor space.
- The apartment buildings, located internally to the site, include ground-floor units with a front door and usable, semi-private outdoor space accessed via internal pathways that connect to the outdoor amenity space or north-south public mews.
- The exterior façade of the street fronting apartment buildings (Building 1) include design features that provide visual interest and include a two-storey townhouse element.
- The proposed buildings reflect an urban and contemporary building form with a flat roof.
- The uppermost floor of the proposed apartment building on Lot 2 is stepped back at the ends from the floors below in order to reduce the building massing and provide greater privacy for the 3-storey townhouse units proposed on the southern portion of the subject site (i.e. Lot 1).
- The unit mix is proposed to consist of 406 one-bedroom, 323 two-bedroom and 84 three-bedroom apartments for a total of 813 dwelling units.
- The dwelling units will range in size from 48 square metres for a one-bedroom unit to 117 square metres for the largest three-bedroom penthouse.

Indoor Amenity Space

- Each apartment building will provide a minimum of 74 square metres of indoor amenity space.
- In addition, the applicant is proposing to provide a common indoor amenity space in Building 1, located on Lot 3 and Lot 6. The larger indoor amenity area in Building 1 (Lot 3) will be shared between the residents on Lot 3 and Lot 4 while the corresponding indoor amenity space located in Building 1 on Lot 6 will be shared between the residents of Lot 5 and Lot 6. The applicant is required to register, as a condition of Final Adoption, an access easement on title to secure this shared indoor amenity space arrangement.
- The proposed shared indoor amenity space is centrally located on the main floor and provides for greater pedestrian connectivity between the indoor and outdoor amenity spaces located to the north and south of Building 1, on each lot.
- At present, the applicant is proposing to provide 1,037.2 square metres of shared indoor amenity space in Building 1 (i.e. on Lots 3 and 6) which includes a meeting room, games room, kitchen / dining area, gym, yoga space, fireside lounge, dog wash area and music rooms. The final design and programming of the shared indoor amenity space will be determined, in future, as part of the review process once the applicant has submitted a Detailed DP application(s).
- Overall, the applicant proposes to provide roughly forty-nine percent (49%) of the required indoor amenity space and, furthermore, has agreed to provide a monetary contribution in future, in accordance with City policy, to address any shortfall in required indoor amenity space before issuance of any future Detailed DP for the apartment buildings proposed on Lots 2, 3, 4, 5 or 6.

Outdoor Amenity Space

- The applicant is proposing to provide outdoor amenity space on each of the proposed lots that is centrally located and directly adjacent to each apartment building. Given that the apartment buildings, located north of 85 Avenue, are interconnected, the outdoor amenity space on each lot is anticipated to be shared with the adjacent residents. As such, the applicant is required to register on title, as a condition of Final Adoption, access easements to secure this arrangement.
- The outdoor amenity space is proposed to include patio seating, tables and chairs, benches, a ping pong table, a larger outdoor checker board, community gardens, a putting green with low berms, play areas and children's climbing equipment.
- The final design and programming of the outdoor amenity space will be determined, in future, as part of the review process once the applicant has submitted a Detailed DP application(s) for the apartment buildings proposed on Lots 2, 3, 4, 5 and 6.
- As the outdoor amenity space proposed is approximately 2,916 square metres, based upon the current layout, the applicant will exceed the minimum outdoor amenity space requirement as identified in the CD By-law.

Proposed Landscaping and Pedestrian Connectivity

- Each ground-floor unit includes a semi-private outdoor patio space and front yard framed by a 1 metre high wood rail fence with layered planting that consists of a by-law sized tree as well as low-level shrubs and additional groundcover.
- In addition, each individual ground-floor unit will have direct access to internal pedestrian walkways that connect the various apartment buildings and provide linkages to the indoor / outdoor amenity space and ultimate 8 metre wide public mews that connects 85 Avenue to Fraser Highway.
- Each apartment unit that faces onto the street frontages, outdoor amenity space or north-south public mews that connects 85 Avenue and Fraser Highway will provide an "eyes-on-the-street" function with active rooms facing the public realm.
- The proposed apartment building on Lot 2 remains sensitive to adjacent land-uses, especially along the southern boundary of the subject property where the building is stepped back to 4-stories with significant landscaping provided on-site which ensures greater privacy is afforded to the ground-oriented townhouses proposed on Lot 1.
- In order to encourage pedestrian connectivity and ensure the proposal will function as one large comprehensive development, the applicant proposes to register an access easement on title that would allow the apartment residents to move freely between the internal pedestrian walkways and indoor/outdoor amenity spaces that connect the apartment buildings and townhouse development on Lot 1.
- The applicant is proposing to provide several corner plazas with low-level planting and bench seating where the street frontages intersect (i.e. Fraser Highway, 158 Street, 85 Avenue and the "green lane").
- In addition, the applicant is proposing an ultimate 8 metre wide public mews or "Victorian Garden" on the northern portion of the subject site that will connect 85 Avenue and Fraser Highway. The public mews will include pavers with bench seating, low-lying shrubs as well as additional groundcover and improve pedestrian connectivity to the future park (on Lot 8) and ultimate 8 metre wide multi-use pathway along the eastern boundary of Lot 1

On-site Parking and Bicycle Storage

- All parking spaces provided on-site will be located within an underground parkade accessed via 158 Street (Lot 3/Lot 4), the "Green Lane" (Lot 5/Lot 6) or the shared driveway access off 85 Avenue (Lot 2). The applicant is required to register an access easement in order to secure this shared driveway access and shared parking arrangement as a condition of Final Adoption.
- The proposed apartment buildings include a total of 820 parking spaces consisting of 733 resident parking stalls and 81 parking stalls for visitors. The applicant will provide a total of 18 accessible parking spaces. An additional 6 dedicated parking spaces are provided on Lot 4 to accommodate a future child care facility. All parking spaces will be located within a two-level enclosed underground parkade.

- The number of parking spaces provided on-site will comply with the new minimum parking rate proposed for non-ground oriented multi-family residential dwelling units located along the Fraser Highway Corridor (minimum parking requirement of 0.9 space per dwelling unit and 0.1 space per dwelling unit for visitors).
- The visitor spaces are located within a secured portion of the underground parking garage.
- The development will provide a total of 1,013 secure bicycle parking spaces located within the underground parkade. This exceeds the 976 bicycle parking spaces required in the Zoning By-law.

Proposed Child Care Centre (Lot 4)

- The applicant is proposing to provide a stand-alone child care facility on Lot 4. It is anticipated that the child care facility will require 3 employees and allow for up to 25 children. The child care facility will offer group child care services for children from 30 months to school age.
- The proposed child care facility will consist of an office, nap room, kitchen, children's seating area, play/activity area and individual cubbies. The child care facility will also have access to a dedicated outdoor stand-alone play space, located directly adjacent to the childcare facility.
- The actual number of employees and children on-site will be confirmed, in future, as part of the Detailed Development Permit (DP) for the 6-storey apartment building proposed on Lot 4 but will be contingent on the applicant providing the minimum amount of on-site parking required under the Zoning By-law.
- The applicant will provide 6 dedicated parking spaces exclusively for the use of the child care facility in the underground parkade located on Lot 4. Direct access will be provided from the underground parkade to the main lobby in order to ensure that parents can easily access the child care facility on the ground-level.
- In order to ensure the proposed child care facility is constructed as part of future phases of development on the subject site, the applicant is required to provide a financial security, in an amount acceptable to the City, as a condition of Final Adoption. A restrictive covenant will also be required to be registered on title, further securing this child care facility.

Proposed Signage

- For the proposed townhouse development on Lot 1, the applicant proposes a medium-sized engraved stone marker, located at the driveway entrance off 85 Avenue, which identifies the name and address of the townhouse development. No other signage is proposed on the site.
- At this time, no signage is proposed for the apartment buildings. If required in future, all proposed signage for the apartment component will be considered as part of the Detailed DP application(s) and must comply with all aspects of the Sign By-law.

Advisory Design Panel

ADP date: May 28, 2020

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

Outstanding Items

- City staff will continue to work with the applicant to resolve the following ADP and staff-identified design-related issues prior to Final Adoption:
 - The Surrey Fire Department has requested the applicant relocate the primary entrance to the apartment buildings from Fraser Highway to the adjacent side streets in order to comply with the B.C. Building Code.
 - For the townhouse component (i.e. Lot 1), ensure the walkway along the western boundary is setback a minimum of 1 metre to allow for landscape material and fencing, provide special pavers where pedestrian walkways connect to the driveway and extend these special pavers on the driveway to the western boundary of the park lot. In addition, relocate parking stall #30 to the east side of the north-south driveway and provide a tree where stall #30 is currently located, ensure the upper level of the indoor amenity building is fully accessible and ensure each townhouse units has an entry canopy.
 - For the proposed apartment buildings on Lot 3 and 6, ensure the exist stairs are resolved, the outdoor roof spaces on Level 4 are public and accessible as well as ensure the outdoor rooftop on Level 2 includes a green roof that has usable outdoor space.

TREES

- Corey Plester, ISA Certified Arborist from Mike Fadum and Associates Ltd., provided an Arborist Assessment for the subject site. The table below provides a summary of the tree retention and removal by tree species:

Table 1: Summary of Tree Preservation by Tree Species:

Tree Species	Existing	Remove	Retain
Alder and Cottonwood Trees			
Alder/Cottonwood	25	25	0
Deciduous Trees (excluding Alder and Cottonwood Trees)			
Black Locust	1	0	1
Bitter Cherry	2	2	0
Cherry	5	5	0
Katsura	1	1	0
Bigleaf Maple	2	2	0
Japanese Maple	3	3	0
Norway Maple	12	2	10

Tree Species	Existing	Remove	Retain
Pacific Sunset Maple	2	2	0
Red Maple	3	0	3
Shantung Maple	12	1	11
Vine Maple	1	1	0
Mountain Ash	1	1	0
English Oak	1	1	0
Pear	2	2	0
Plum	1	0	1
Sub-Total for Deciduous Trees	49	23	26
Coniferous Trees			
Deodar Cedar	2	2	0
Western Red Cedar	29	29	0
Western Red Cedar (Zebrina)	2	2	0
Douglas-Fir	64	58	6
Lawson Falsecypress	3	3	0
Sawara Falsecypress	1	1	0
Western Hemlock	1	1	0
Austrian Pine	1	1	0
Blue Spruce	1	1	0
Engelman Spruce	1	1	0
Norway Spruce	2	2	0
Spruce	1	1	0
Sub-total for Coniferous Trees	108	102	6
Total (excluding Alder and Cottonwood Trees)	157	125	32
Total Replacement Trees Proposed (excluding Boulevard Street Trees)			
		536	
Total Retained and Replacement Trees			
		568	
Contribution to the Green City Program			
		N/A	

- The Arborist Assessment states that there is a total of 157 mature trees on the site, excluding Alder and Cottonwood trees. 25 existing trees, approximately 14% of the total trees on the site, are Alder and Cottonwood trees. It was determined that 32 trees can be retained as part of this development proposal. The proposed tree retention was assessed taking into consideration the location of services, building footprints, road dedication and proposed lot grading.
- The trees within the park lot (i.e. Lot 8) will be retained, except where removal is required due to hazardous conditions. This will be determined at a later time, in consultation with the Parks, Recreation and Culture Department.
- For those trees that cannot be retained, the applicant will be required to plant trees on a 1 to 1 replacement ratio for Alder and Cottonwood trees, and a 2 to 1 replacement ratio for all other trees. This will require a total of 339 replacement trees on the site. The applicant is proposing 536 replacement trees, thereby exceeding City requirements.

- In addition to replacement trees, trees will be planted without the boulevard along the street frontages. This will be determined by the Engineering Department during the servicing design process.
- The new trees on the site will consist of a variety of trees including Paperbark Maple, Green Japanese Maple, Red Rocket Maple, Pyramidal European Hornbeam, Forest Pansy Redbud, Pink Flowering Dogwood, Chinese Kousa Dogwood, Princeton Sentry Maidenhair, Pink Star Magnolia, Norway Spruce, Daybreak Cherry, Pin Oak, Japanese Stewartia and Western Red Cedar.
- In summary, a total of 568 trees are proposed to be retained or replaced on the subject site which exceeds City requirements.

INFORMATION ATTACHED TO THIS REPORT

The following information is attached to this Report:

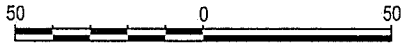
Appendix I.	Survey Plans, Subdivision Plan, Building Elevation Drawings and Landscape Plans
Appendix II.	Engineering Summary
Appendix III.	School District Comments
Appendix IV.	Summary of Tree Survey and Tree Preservation
Appendix V.	NCP Re-designation Map
Appendix VI.	OCP Re-designation Map
Appendix VII.	Development Variance Permit No. 7919-0109-00
Appendix VIII.	ADP Comments and Response
Appendix IX.	Applicant's Affordable Housing Program
Appendix X.	City Policy No. O34A (Manufactured Home Park Redevelopment)

approved by Ron Gill

Jean Lamontagne
General Manager
Planning and Development

MRJ/cm

SURVEY PLAN TO ACCOMPANY CITY OF SURREY REZONING BYLAW No. _____
 LOT 69 EXCEPT PART IN PLAN BCP988 SECTION 26 TOWNSHIP 2
 NEW WESTMINSTER DISTRICT PLAN 51592.

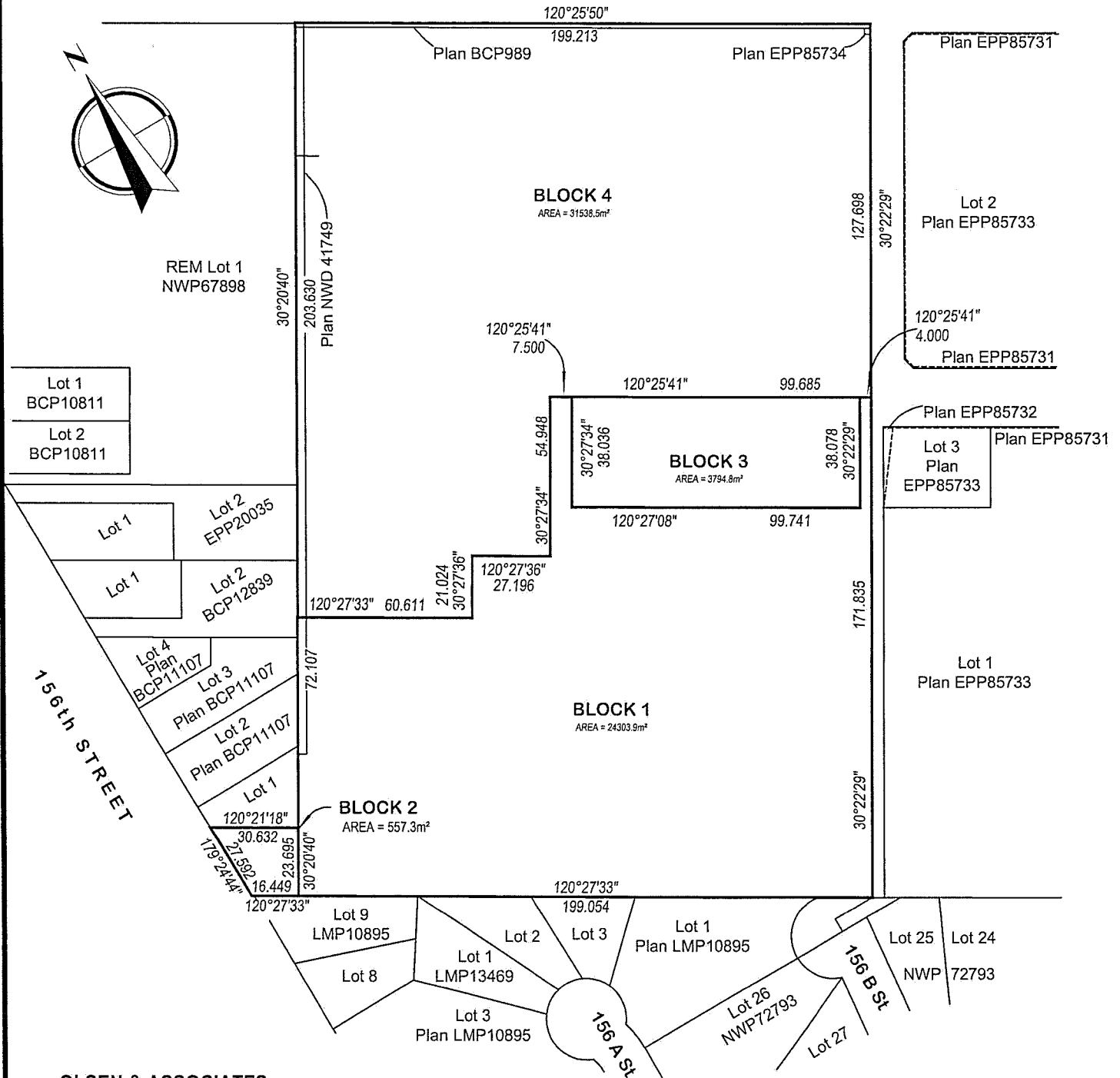


The intended plot size of this plan is 210mm in width
 280mm in height (A Size)
 when plotted at a scale of 1:2000

SURREY FILE No.
 19 - 0109 - 00

CIVIC ADDRESS:
 8560 156th STREET

FRASER HIGHWAY



OLSEN & ASSOCIATES

BRITISH COLUMBIA LAND SURVEYORS

204-15585 24th AVENUE, SURREY, B.C. V4A 2J4
 PHONE : 604-531-4067 Fax : 604-531-5811
 email: info@olsensurveying.ca
 File No 18082-BLK-REZONE

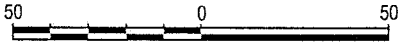
GRID BEARINGS ARE DERIVED FROM OBSERVATIONS
 BETWEEN OLD CONTROL MONUMENTS 5261 AND 5690
 ALL DIMENSIONS ARE DERIVED FROM A GROUND
 SURVEY ON APRIL 16th AND 20th 2020.

CERTIFIED CORRECT

BCLS

Dated this 20th day of July, 2020

SURVEY PLAN TO ACCOMPANY CITY OF SURREY REZONING BYLAW No. _____ OF:
 BLOCK 4 BYLAW No _____ SECTION 26 TOWNSHIP 2
 NEW WESTMINSTER DISTRICT



The intended plot size of this plan is 210mm in width
 280mm in height (A Size)
 when plotted at a scale of 1:2000

FRASER HIGHWAY

SURREY FILE No.
 19 - 0109 - 00

CIVIC ADDRESS:
 8560 156th STREET



REM Lot 1
 NWP67898

Lot 1
 BCP10811

Lot 2
 BCP10811

Lot 1

Lot 2
 EPP20035

Lot 1

Lot 2
 BCP12839

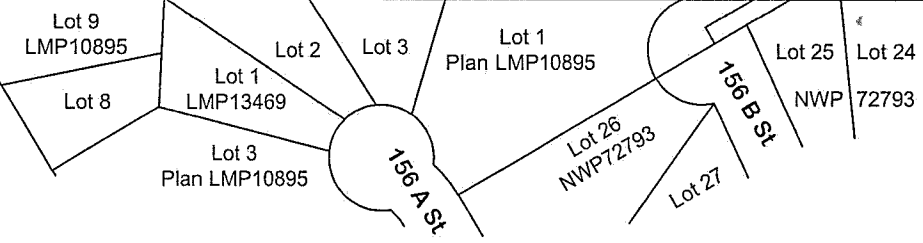
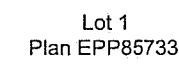
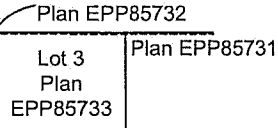
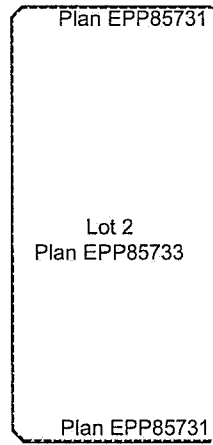
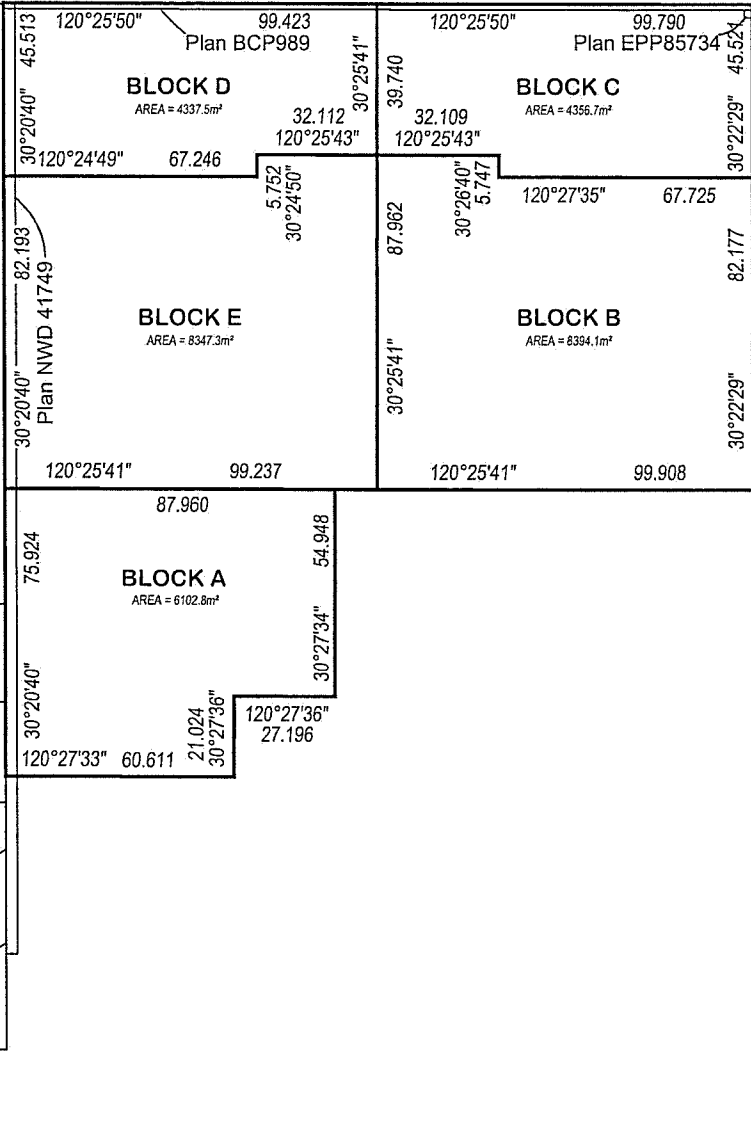
Lot 4
 Plan BCP11107

Lot 3
 Plan BCP11107

Lot 2
 Plan BCP11107

Lot 1

156th STREET



OLSEN & ASSOCIATES

BRITISH COLUMBIA LAND SURVEYORS

204-15585 24th AVENUE, SURREY, B.C. V4A 2J4

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File No 18082-BLK-REZONE

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 BETWEEN OLD CONTROL MONUMENTS 5261 AND 5690

ALL DIMENSIONS ARE DERIVED FROM A GROUND
 SURVEY ON APRIL 16th AND 20th 2020.

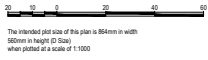
G. Howbott

CERTIFIED CORRECT

BCLS

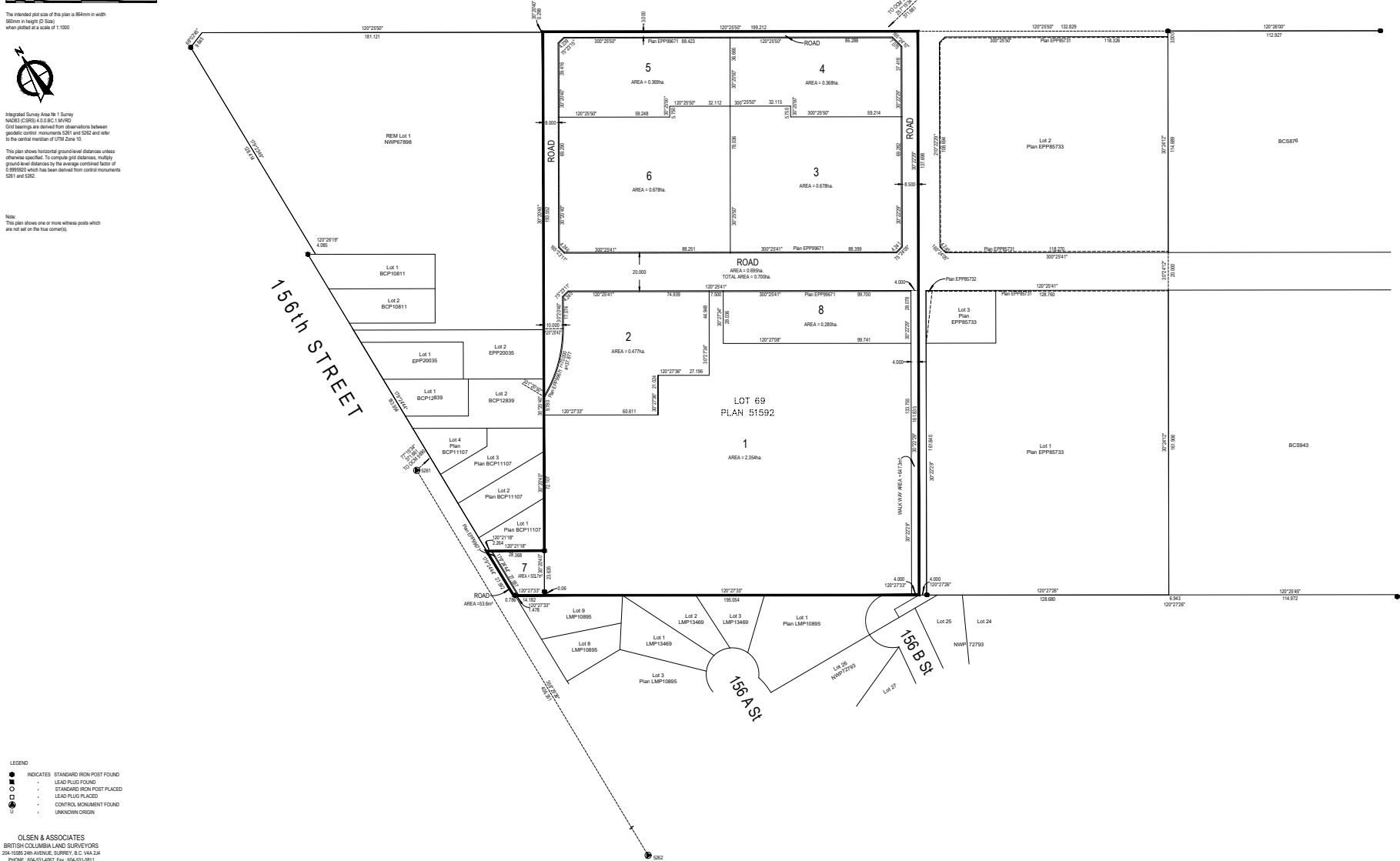
Dated this 20th day of JULY, 2020

PURSUANT TO SECTION 67 LAND TITLE ACT
 BCGS 92G 017



Integrated Survey Area No 1 Survey
 NAD83 (CSRS) 4.2 (3.1) 14/10/03
 Circle bearings are derived from observations between
 geodetic control monuments 5261 and 5262 and refer
 to the central meridian of UTM Zone 18
 This plan shows horizontal ground-level distances unless
 otherwise specified. To compute grid distances, multiply
 ground-level distances by the average correction factor of
 0.999922 which has been derived from control monuments
 5261 and 5262.

Note:
 This plan shows one or more witness posts which
 are not set on the true corners.



LEGEND
 ● INDICATES STANDARD IRON POST FOUND
 ○ LEAD PLUG FOUND
 ○ STANDARD IRON POST PLACED
 ○ LEAD PLUG PLACED
 ○ CONTROL MONUMENT FOUND
 ○ UNKNOWN ORIGIN

OLSEN & ASSOCIATES
 BRITISH COLUMBIA LAND SURVEYORS
 290 1058 24th AVENUE, SURREY, B.C. V4A 2J4
 PHONE: 604-531-4387 Fax: 604-531-8811
 email: info@olsensurveying.ca
 File No. 188295_07_20_21

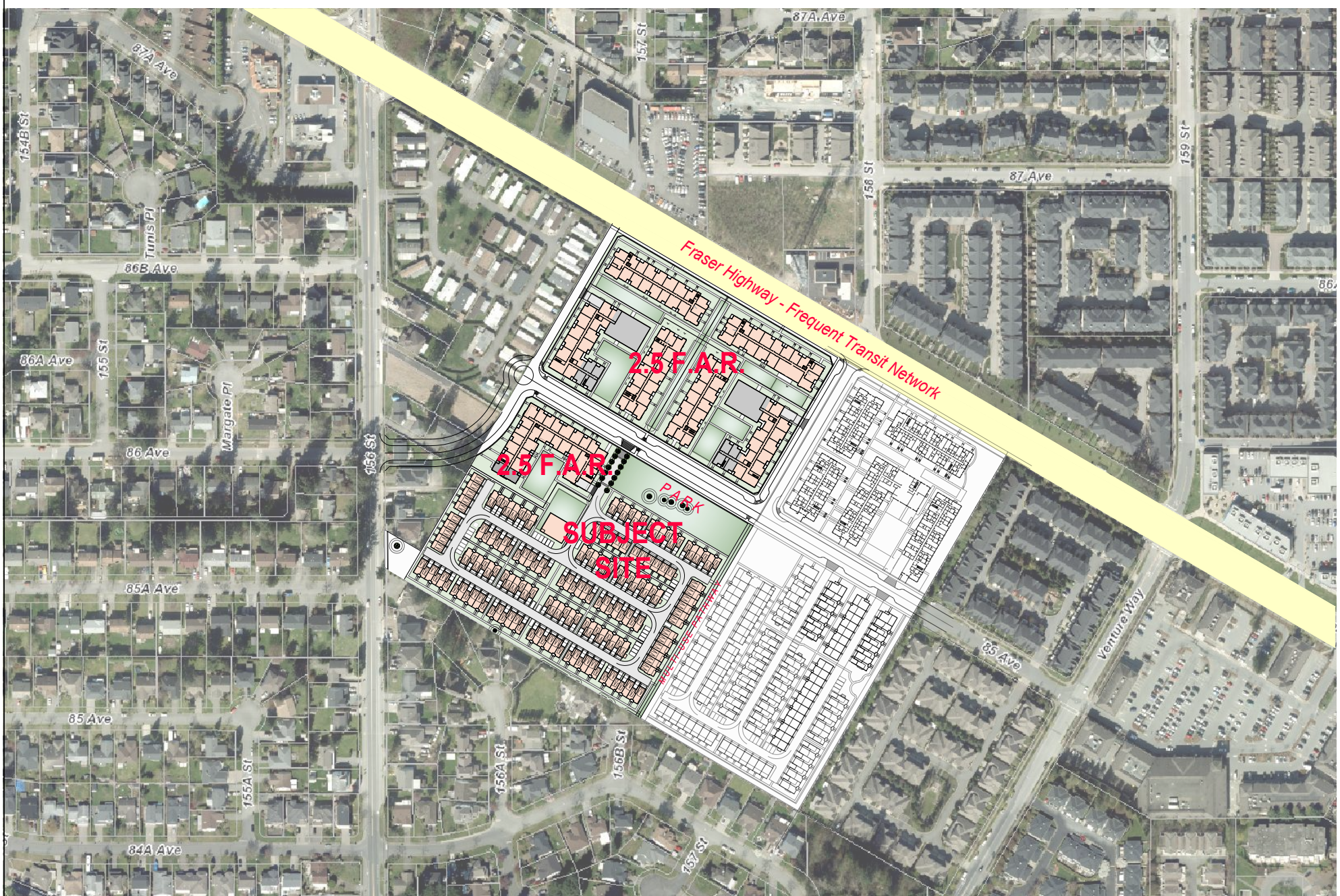
This plan lies within the jurisdiction of the
 Approving Officer for the City of Surrey

THIS PLAN LIES WITHIN METRO
 VANCOUVER REGIONAL DISTRICT

This field survey represented by this plan
 was completed on the 7th day of 2020
 C.A. Newsham: BCL.S.No.878

8560 156th Street

FILE : 19 - 0109



SUBJECT SITE

2.5 F.A.R.

2.5 F.A.R.

PARK

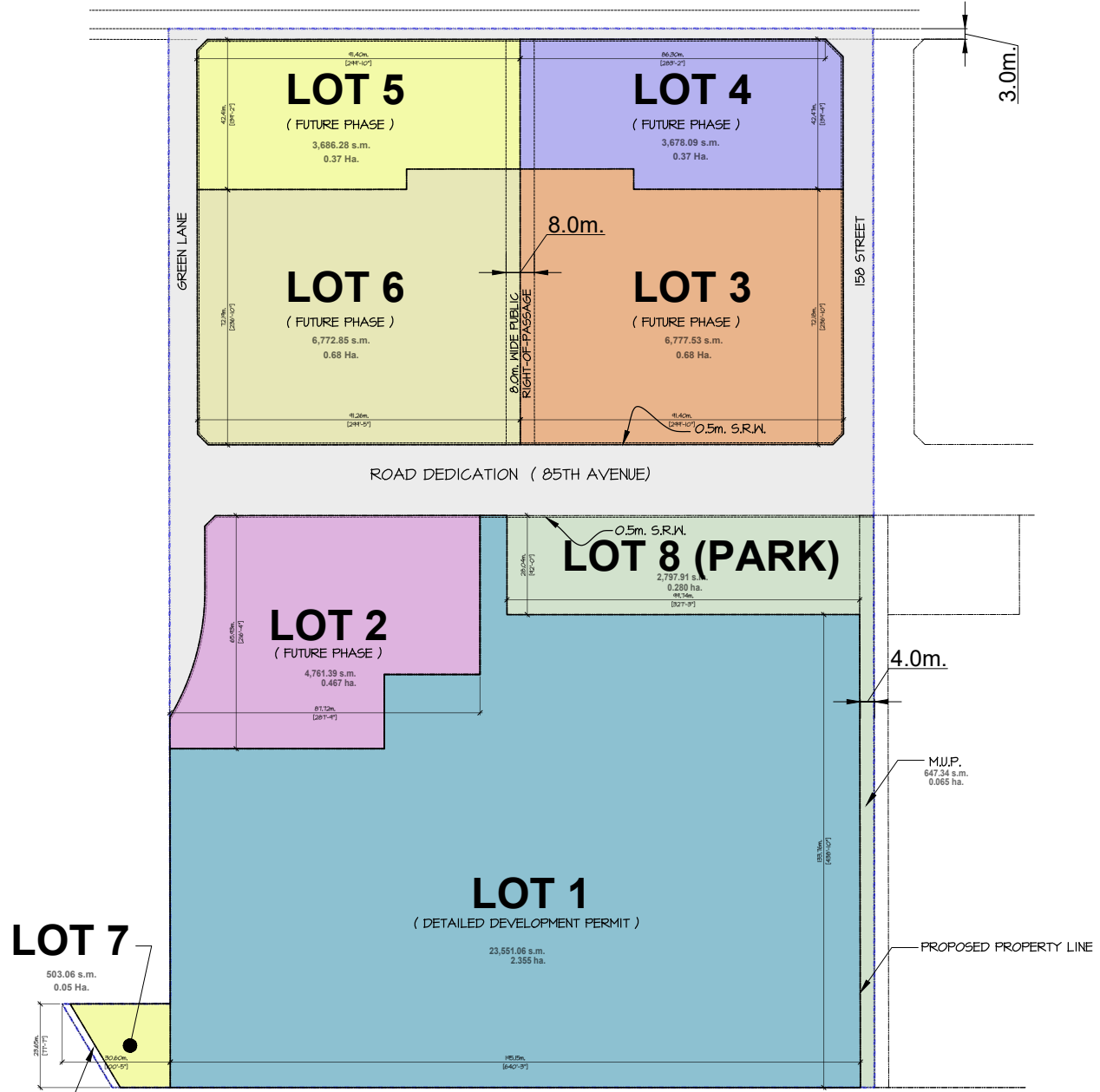
Fraser Highway - Frequent Transit Network

GROUP	ISSUED FOR
NO. OF	BY
REVISIONS	DATE
DATE	ISSUE
REV. NO.	DATE
REV. DATE	REV. DATE
REV. DATE	REV. DATE
DESIGNER	DATE
CLIENT: DAMON & SAWYER	
UNIT 1	
7536	
SURREY	
VAN 11	
PHONE	

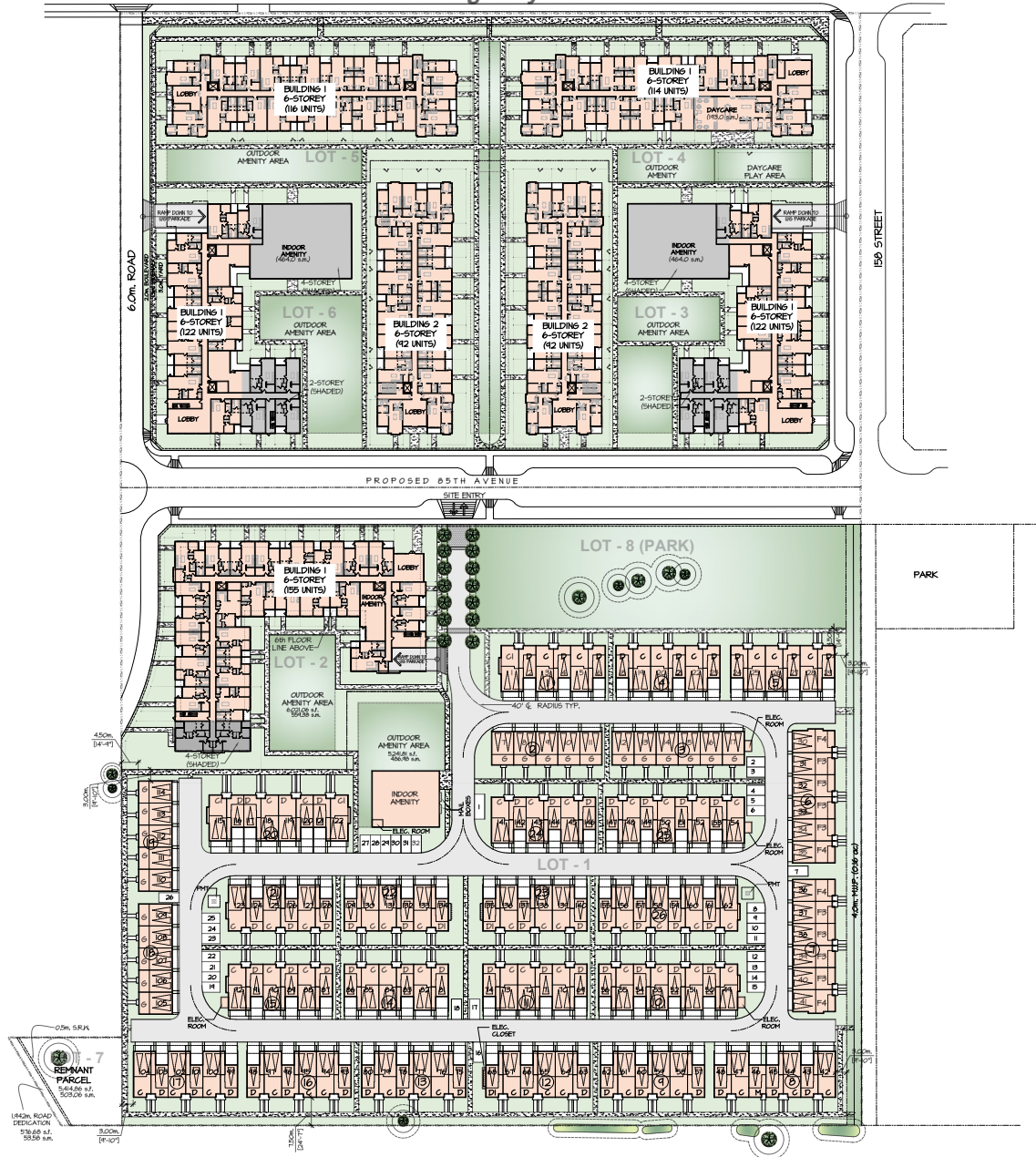
FRASER HIGHWAY (FREQUENT TRANSIT NETWORK)

SITE AREA SUMMARY:

LOT 1 =	23551.06 SQ. FT.	23551.06 s.m.
LOT 2 =	51250.55 SQ. FT.	4,761.34 s.m.
LOT 3 =	12452.14 SQ. FT.	6,777.53 s.m.
LOT 4 =	34540.66 SQ. FT.	3,678.09 s.m.
LOT 5 =	34618.71 SQ. FT.	3,686.28 s.m.
LOT 6 =	12452.40 SQ. FT.	6,772.85 s.m.
NET SITE AREA =	521011.30 SQ. FT.	49,227.14 s.m.
	12.16 Ac.	4.42 Ha.
ROAD DEDICATIONS =	15055.24 SQ. FT.	7,019.31 s.m.
	15.36 Ac.	5.03 Ha.
MULTI-USE PATHWAY =	6167.88 SQ. FT.	647.34 s.m.
PARK DEDICATION =	3016.44 SQ. FT.	2,747.41 s.m.
GROSS SITE AREA =	647181.22 SQ. FT.	60,944.80 s.m.
	14.81 Ac.	6.02 Ha.



Fraser Highway



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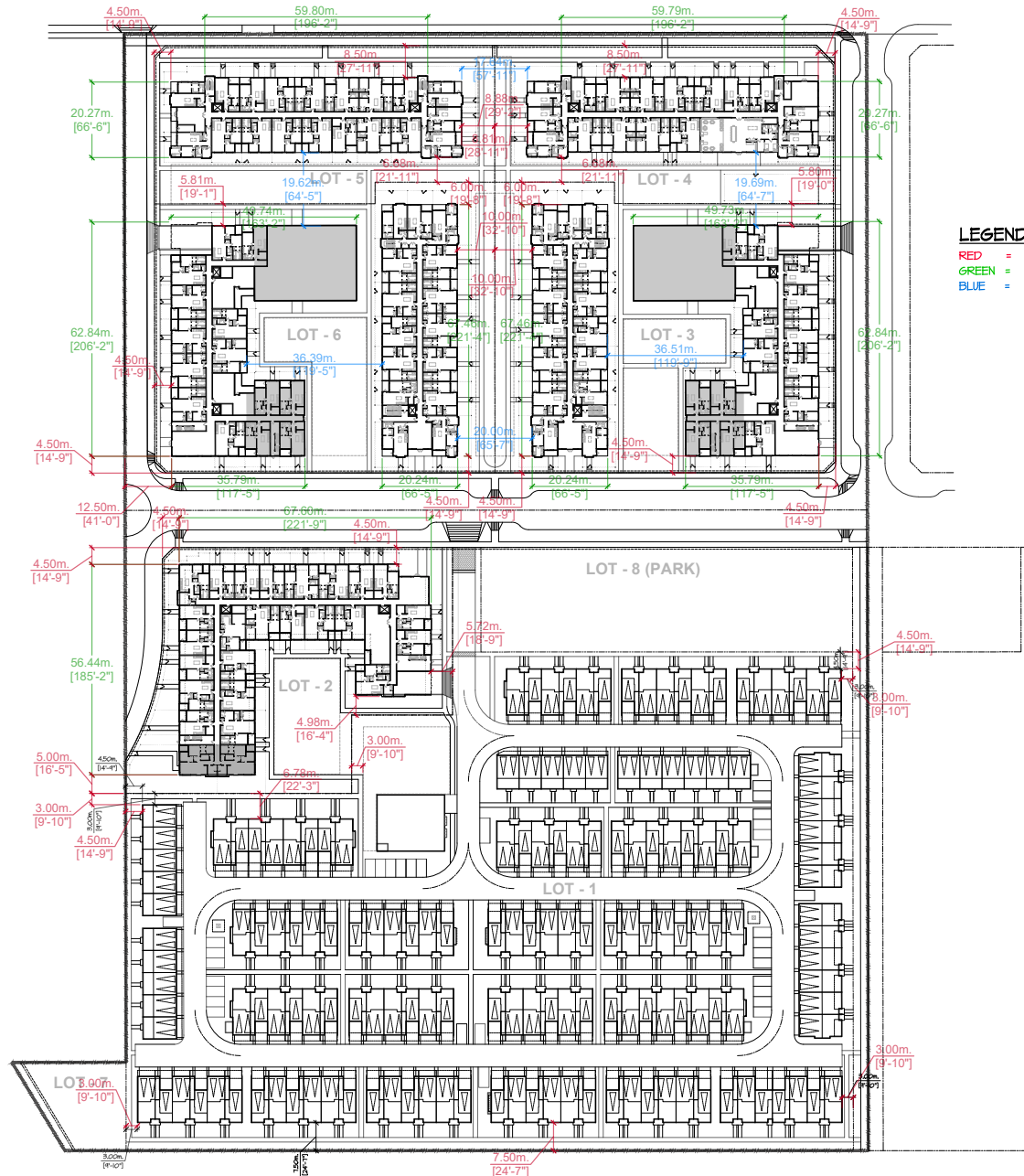
ISSUED FOR
 BY
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DESIGN :
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CLIENT :
 DAMON & SAWYER

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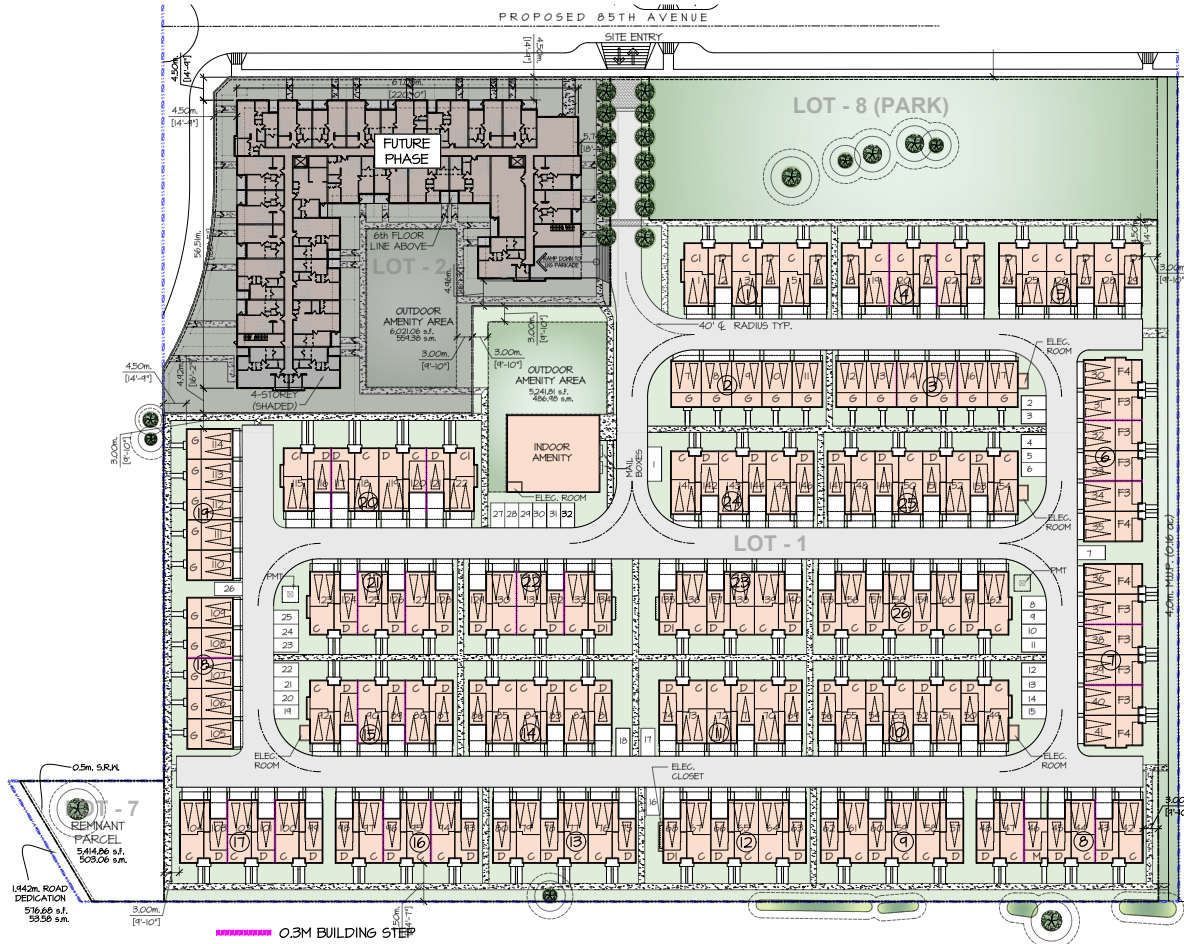


LEGEND:
 RED = SETBACK
 GREEN = BUILDING LENGTH
 BLUE = BUILDING SEPARATION



LOT 1 (Townhouse) RM-30

Detailed Development Permit



PROPOSED 85TH AVENUE

SITE ENTRY

LOT - 8 (PARK)

FUTURE PHASE

0.3m FLOOR LINE ABOVE

OUTDOOR AMENITY AREA

OUTDOOR AMENITY AREA

INDOOR AMENITY

LOT - 1

PARK

LOT - 1

NET SITE AREA:	253,501.50 s.f.	23,551.06 s.m.
	5.82 Ac.	2.36 Ha.
DENSITY: (Based on Net Site Area)		
ALLOWABLE:	175 UNITS	30 U.P.Ac. 75 U.P.Ha.
PROPOSED:	162 UNITS	27.8 U.P.Ac. 69 U.P.Ha.
LOT COVERAGE: (Based on Net Site Area)		
ALLOWABLE:	45%	114,075.1 s.f. 10,548.0 s.m.
PROPOSED:	43.0%	109,005.6 s.f. 10,126.9 s.m.
F. A. R.: (Based on Net Site Area)		
ALLOWABLE:	1.00	253,501.6 s.f. 23,551.1 s.m.
PROPOSED:	0.94	238,254.0 s.f. 22,135.0 s.m.
AMENITY AREA:		
INDOOR:		
REQUIRED: 3.0 s.m. / UNIT	5,231.3 s.f.	486.0 s.m.
PROVIDED:	5,753.0 s.f.	534.5 s.m.
OUTDOOR:		
REQUIRED: 3.0 s.m. / UNIT	5,231.3 s.f.	486.0 s.m.
PROVIDED:	5,241.8 s.f.	487.0 s.m.
BUILDING HEIGHT:		
ALLOWED:	13.0m	
PROVIDED:	11.0m	

LOT 1 - UNIT BREAKDOWN (TOWNHOUSE)

UNIT TYPE	GARAGE TYPE	UNIT AREA	NO. OF UNITS	TOTAL AREA
C 4 BED	DOUBLE	1,545.2 s.f.	55	84,986.0 s.f.
C1 4 BED	DOUBLE	1,585.2 s.f.	4	14,261.0 s.f.
D 3 BED	TANDEM	1,384.6 s.f.	61	84,765.6 s.f.
D1 3 BED	TANDEM	1,424.2 s.f.	3	4,287.5 s.f.
F3 4 BED	DOUBLE	1,651.2 s.f.	8	13,209.7 s.f.
F4 4 BED	DOUBLE	1,665.2 s.f.	4	6,660.7 s.f.
M 3 BED	TANDEM	1,384.6 s.f.	1	1,384.6 s.f.
6 3 BED	DOUBLE	1,366.3 s.f.	21	28,642.4 s.f.
TOTAL:			162 UNITS	238,254.0 s.f.
				22,135.0 s.m.

PARKING REQUIREMENTS:

RESIDENTS:	2.0 / UNIT	324	SPACES
VISITORS:	0.2 / UNIT	32	SPACES
TOTAL REQUIRED:		356	SPACES
RESIDENTS:		324	SPACES
VISITORS:		32	SPACES
TOTAL PROVIDED:		356	SPACES

SITE PLAN
SCALE: 1" = 30'-0"

REMNANT PARCEL - 7
5414.86 s.f.
503.06 s.m.

144m ROAD DEDICATION
576.68 s.f.
53.58 s.m.

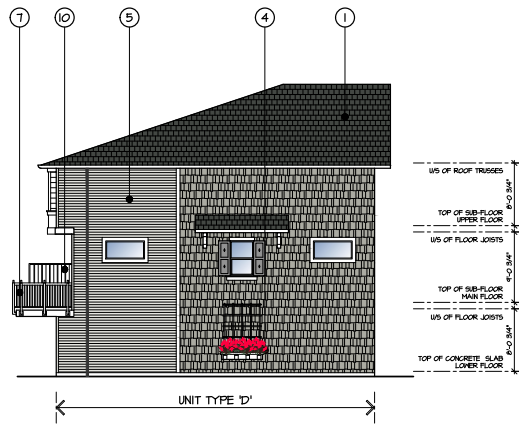
0.3m BUILDING STEP

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 CLIENT: DAMON & SAWYER
 UNIT 1
 7536
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FRONT ELEVATION

SCALE: 1/8" = 1'-0"

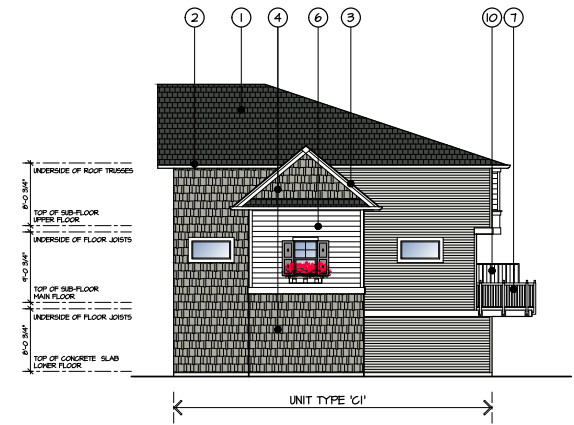


LEFT SIDE ELEVATION

SCALE: 1/8" = 1'-0"

SCHEDULE OF FINISHES

- ① DUROID ROOF
- ② PREFINISHED ALUMINUM GUTTER ON 2X4 WOOD FASCIA
- ③ 1X4 WOOD TRIM ON 2X10 WOOD FASCIA
- ④ CEDAR SHINGLE SIDING
- ⑤ 4" PROFILE HORIZONTAL VINYL SIDING
- ⑥ HARDI BOARD SIDING (1" EXPOSURE)
- ⑦ PREFAB METAL RAILINGS
- ⑧ 18" WIDE PTD, HARDI-PANEL SHUTTERS
- ⑨ KNEE BRACES
- ⑩ PRIVACY SCREEN
- ⑪ 2X10 WOOD TRIM
- ⑫ LATTICE AND FLOWER BOX
- ⑬ 18 X 36 ORNAMENTAL LOUVRES



RIGHT SIDE ELEVATION

SCALE: 1/8" = 1'-0"

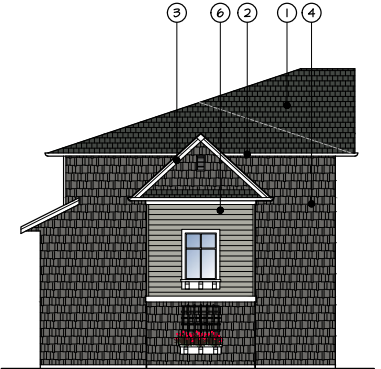


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 SHEET: []
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 ISSUE: []
 DESIGN: []
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 CHECKED: []
 APPROVED: []
 CLIENT: []
 ARCHITECT: []
 PHONE: []



FRONT ELEVATION

SCALE: 1/8" = 1'-0"

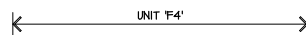
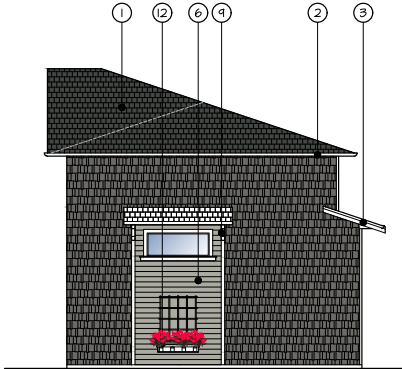


LEFT SIDE ELEVATION

SCALE: 1/8" = 1'-0"

SCHEDULE OF FINISHES

- ① DUROID ROOF
- ② PREFINISHED ALUMINUM GUTTER ON 2X4 WOOD FASCIA
- ③ 1X4 WOOD TRIM ON 2X10 WOOD FASCIA
- ④ CEDAR SHINGLE SIDING
- ⑤ 4" PROFILE HORIZONTAL VINYL SIDING
- ⑥ HARDI BOARD SIDING (1" EXPOSURE)
- ⑦ PREFAB METAL RAILINGS
- ⑧ 18" WIDE PTD. HARDI-PANEL SHUTTERS
- ⑨ KNEE BRACES
- ⑩ PRIVACY SCREEN
- ⑪ 2X10 WOOD TRIM
- ⑫ LATTICE AND FLOWER BOX
- ⑬ 18 X 36 ORNAMENTAL LOUVRES



RIGHT SIDE ELEVATION

SCALE: 1/8" = 1'-0"



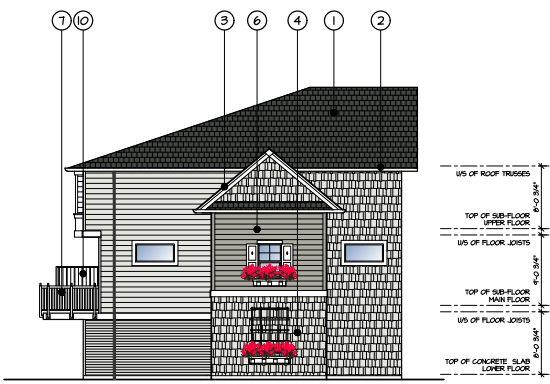
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 DATE: _____
 BY: _____
 ISSUE: _____
 REV: _____
 DATE: _____
 DESIGN: DAK
 CLIENT: DAMEON + SAWYER
 UNIT 1
 7536
 SURR
 VOW 11
 PHONE: _____
 FAX: _____



UNIT TYPE 'C1' * UNIT TYPE 'D' * UNIT TYPE 'C' * UNIT TYPE 'D' * UNIT TYPE 'C' * UNIT TYPE 'D' * UNIT TYPE 'D' * UNIT TYPE 'C1'

FRONT ELEVATION

SCALE: 1/8" = 1'-0"



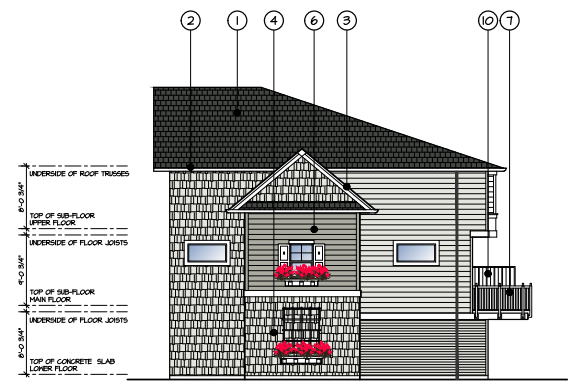
UNIT TYPE 'C1'

LEFT SIDE ELEVATION

SCALE: 1/8" = 1'-0"

SCHEDULE OF FINISHES

- ① DUROID ROOF
- ② PREFINISHED ALUMINUM GUTTER ON 2X4 WOOD FASCIA
- ③ 1X4 WOOD TRIM ON 2X10 WOOD FASCIA
- ④ CEDAR SHINGLE SIDING
- ⑤ 4" PROFILE HORIZONTAL VINYL SIDING
- ⑥ HARDI BOARD SIDING (7" EXPOSURE)
- ⑦ PREFAB METAL RAILINGS
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- ⑪ 2X10 WOOD TRIM
- ⑫ LATTICE AND FLOWER BOX
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UNIT TYPE 'C1'

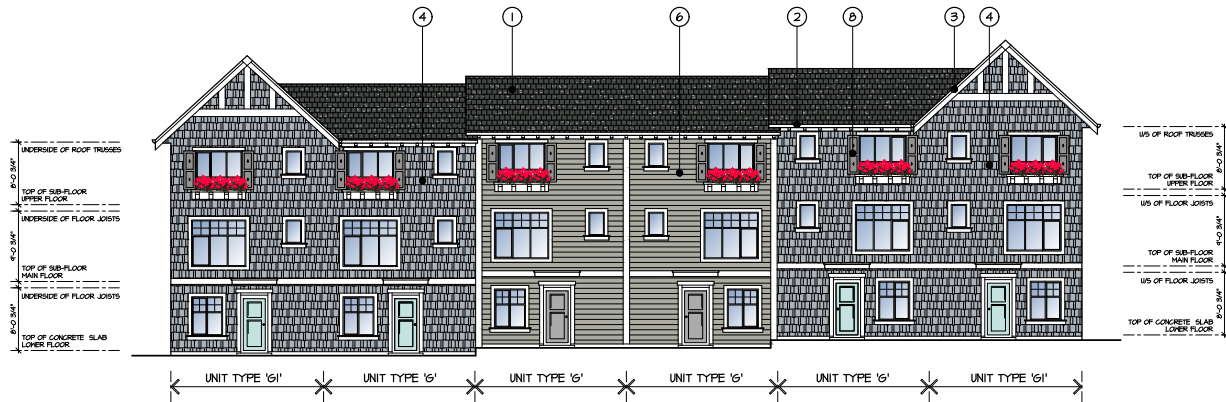
RIGHT SIDE ELEVATION

SCALE: 1/8" = 1'-0"

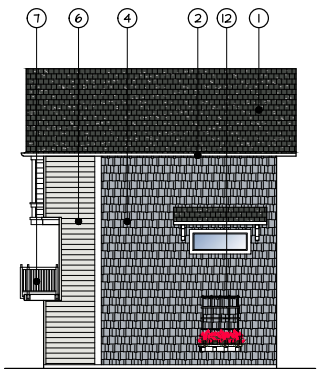


UNIT TYPE 'C1' * UNIT TYPE 'D' * UNIT TYPE 'C' * UNIT TYPE 'D' * UNIT TYPE 'C' * UNIT TYPE 'D' * UNIT TYPE 'D' * UNIT TYPE 'C1'

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 PHONE: [blank]



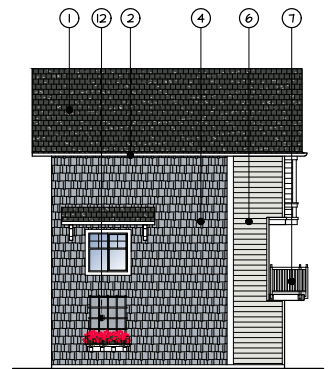
FRONT ELEVATION
SCALE: 1/8" = 1'-0"



LEFT SIDE ELEVATION
SCALE: 1/8" = 1'-0"

SCHEDULE OF FINISHES

- ① DUROID ROOF
- ② PREFINISHED ALUMINUM GUTTER ON 2X4 WOOD FASCIA
- ③ 1X4 WOOD TRIM ON 2X10 WOOD FASCIA
- ④ CEDAR SHINGLE SIDING
- ⑤ 4" PROFILE HORIZONTAL VINYL SIDING
- ⑥ HARDI BOARD SIDING (7" EXPOSURE)
- ⑦ PREFAB METAL RAILINGS
- ⑧ 18" WIDE PTD. HARDI-PANEL SHUTTERS
- ⑨ KNEE BRACES
- ⑩ PRIVACY SCREEN
- ⑪ 2X10 WOOD TRIM
- ⑫ LATTICE AND FLOWER BOX
- ⑬ 18 X 36 ORNAMENTAL LOUVRES



RIGHT SIDE ELEVATION
SCALE: 1/8" = 1'-0"

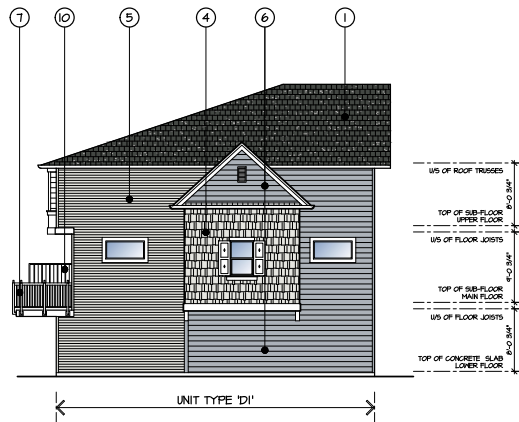


GROUP NOTES: THE SEALS ARE NOT BEING USED BECAUSE THE ARCHITECT HAS NOT YET OBTAINED THE NECESSARY PERMITS.
 DESIGN: DAK
 CLIENT: DAMON & SAWYER
 DATE: 10/11/11
 ISSUE: 10/11/11
 BY: [Signature]
 ISSUED FOR: [Signature]



FRONT ELEVATION

SCALE: 1/8" = 1'-0"

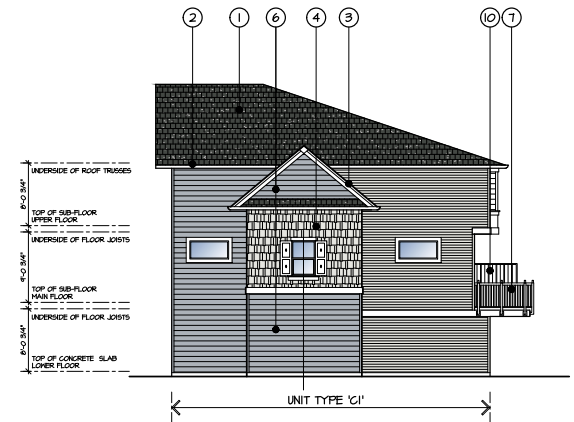


LEFT SIDE ELEVATION

SCALE: 1/8" = 1'-0"

SCHEDULE OF FINISHES

- ① DUROID ROOF
- ② PREFINISHED ALUMINUM GUTTER ON 2X4 WOOD FASCIA
- ③ 1X4 WOOD TRIM ON 2X10 WOOD FASCIA
- ④ CEDAR SHINGLE SIDING
- ⑤ 4" PROFILE HORIZONTAL VINYL SIDING
- ⑥ HARDI BOARD SIDING (1" EXPOSURE)
- ⑦ PREFAB METAL RAILINGS
- ⑧ 18" WIDE PTD. HARDI-PANEL SHUTTERS
- ⑨ KNEE BRACES
- ⑩ PRIVACY SCREEN
- ⑪ 2X10 WOOD TRIM
- ⑫ LATTICE AND FLOWER BOX
- ⑬ 18 X 36 ORNAMETAL LOUVRES



RIGHT SIDE ELEVATION

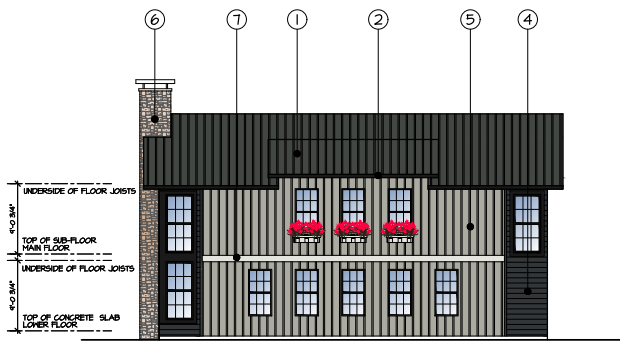
SCALE: 1/8" = 1'-0"



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 PROJECT: 7536
 CLIENT: DAMON & SAWYER
 DESIGN: DAK
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 DATE: 10/20/11
 BY: [blank]
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NORTH ELEVATION



WEST ELEVATION

SCHEDULE OF FINISHES

- ① METAL ROOFING
- ② PREFINISHED ALUMINUM GUTTER ON 2X4 WOOD FASCIA
- ③ 1X4 WOOD TRIM ON 2X10 WOOD FASCIA
- ④ HARDI BOARD SIDING (1" EXPOSURE)
- ⑤ HARDI BOARD & BATTEN SIDING
- ⑥ LEDGESTONE
- ⑦ 2 x 10 WOOD TRIM

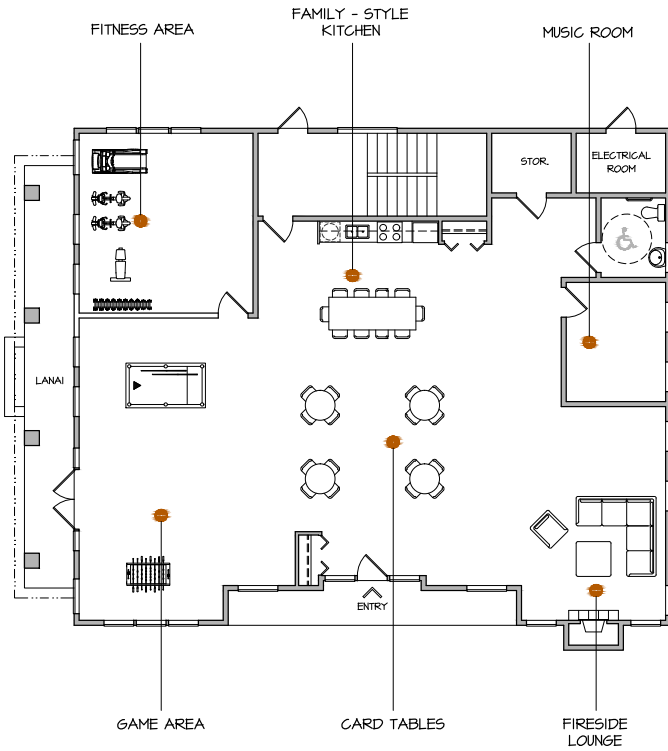


EAST ELEVATION

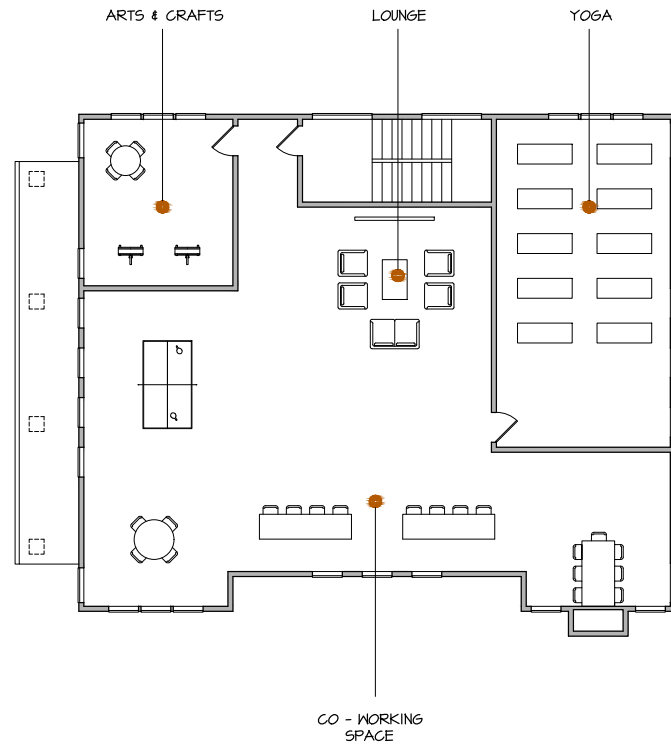


SOUTH ELEVATION

G:\CP\WORKSHEETS\7536\SURROUNDING\DWG\7536_SURROUNDING_VIEW_11.dwg
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 BY: _____
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 ISSUE: _____
 REV# DATE BY: _____
 DESIGN: DAK
 CLIENT: DAMON & SAWYER
 UNIT: 7536
 SURROUNDING
 VIEW: 11
 PHONE: _____
 FAX: _____



MAIN FLOOR PLAN

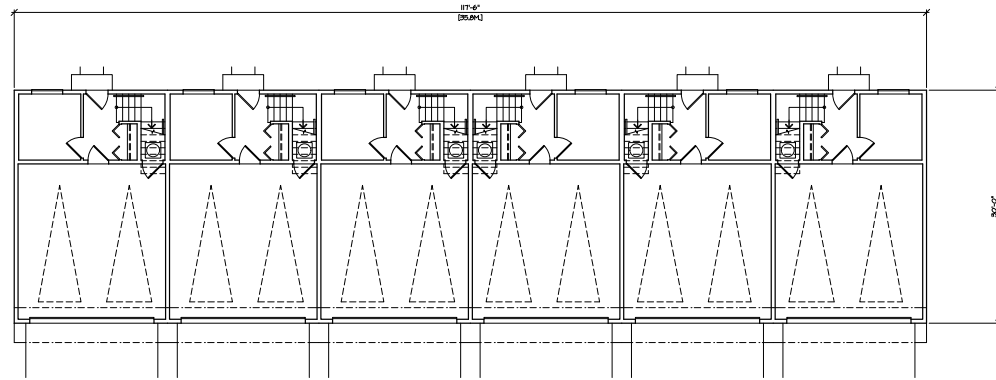


UPPER FLOOR PLAN

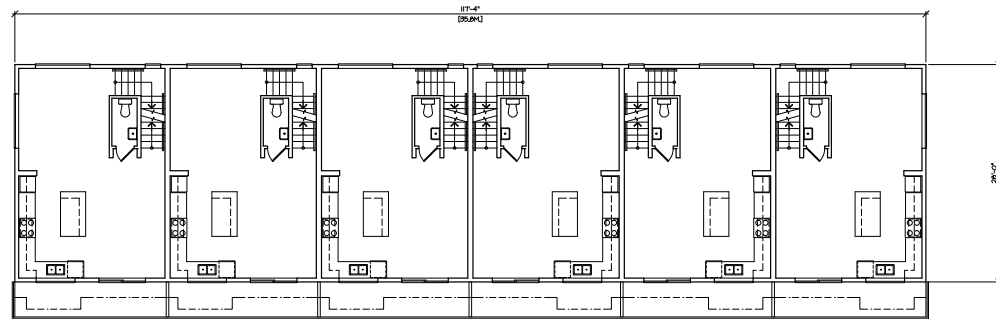
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DESIGN :	D'AMICO + SAWYER			
DATE :				



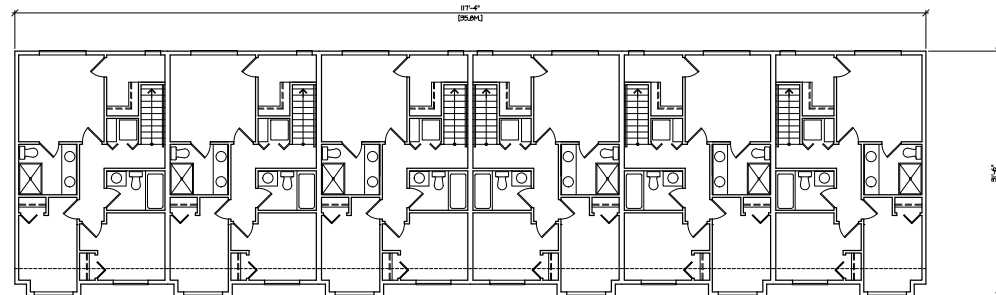
GROUND FLOOR PLAN



MAIN FLOOR PLAN



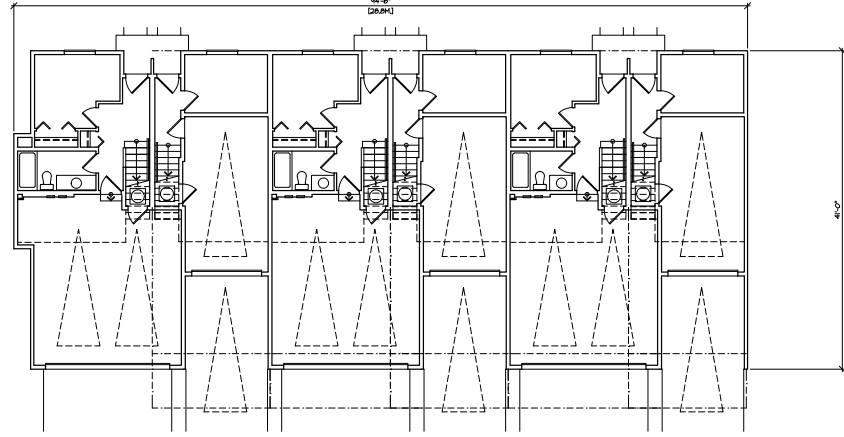
UPPER FLOOR PLAN



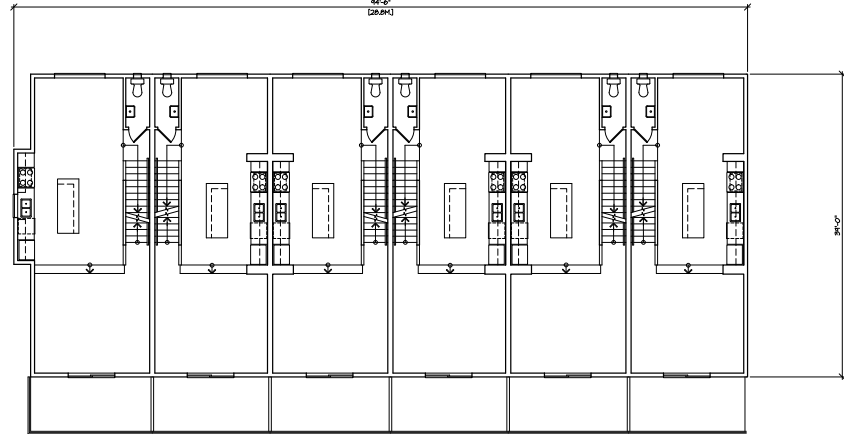
BUILDING #2

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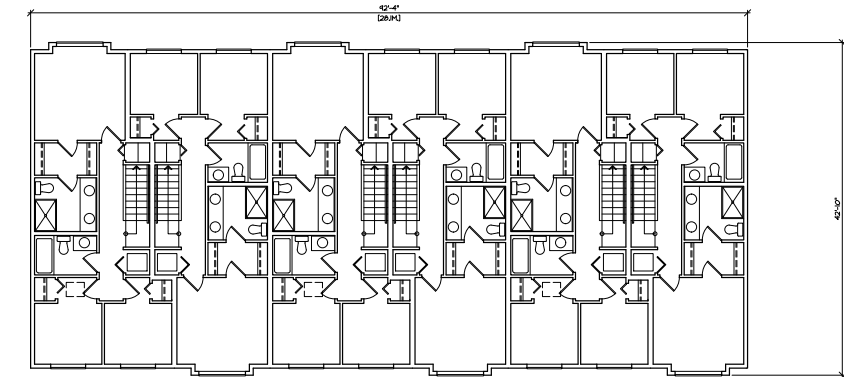
GROUND FLOOR PLAN



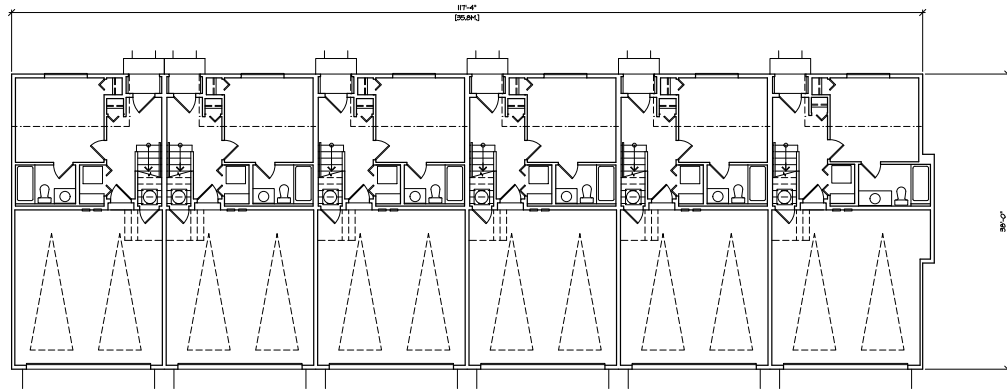
MAIN FLOOR PLAN



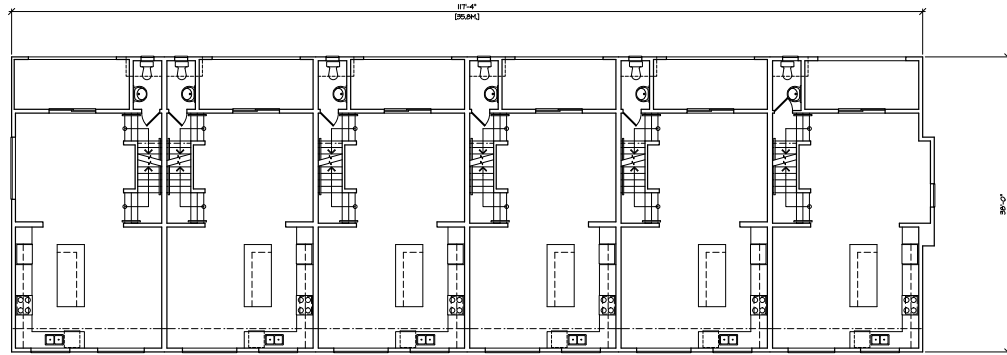
UPPER FLOOR PLAN



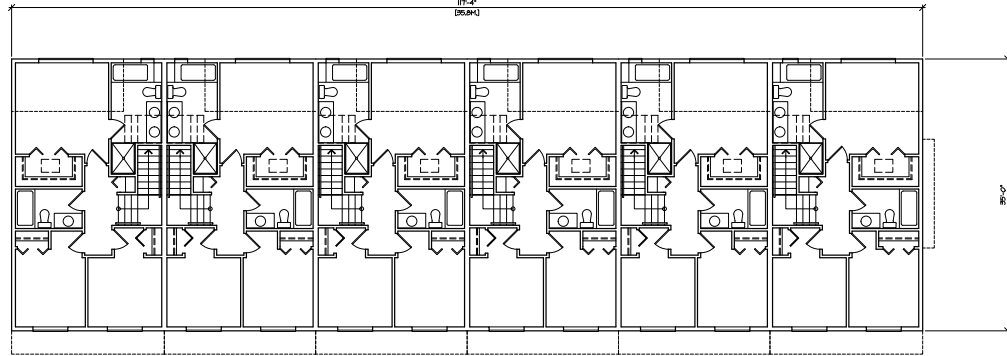
GROUND FLOOR PLAN



MAIN FLOOR PLAN

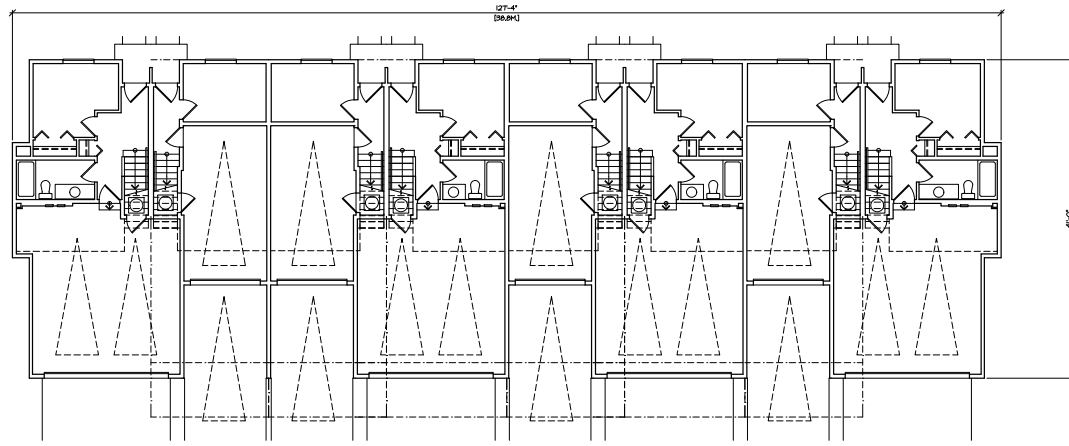


UPPER FLOOR PLAN

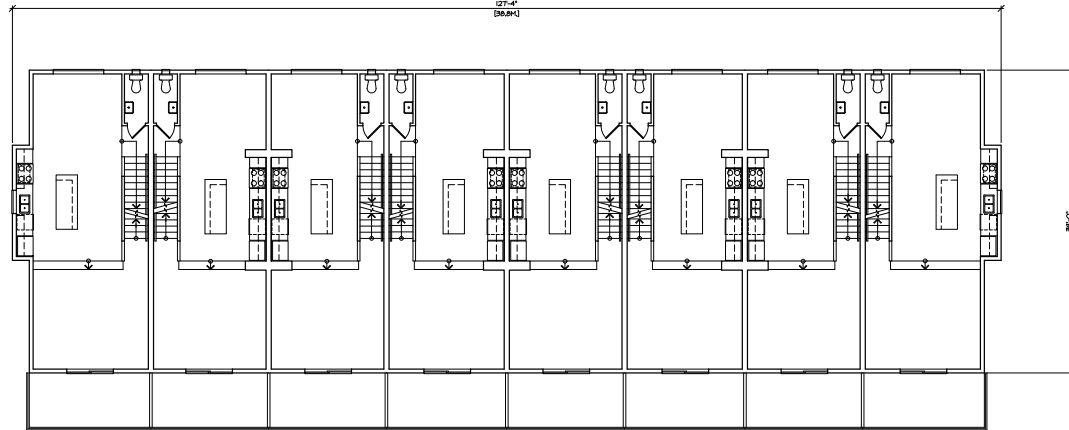


DESIGN :	DK	REV'N	DATE	BY	ISSUE FOR	GROUP WORK
CLIENT :	DAMON & SAWYER	REV'N	DATE	BY	ISSUE FOR	THE 50
UNIT :	7536	REV'N	DATE	BY	ISSUE FOR	NOT BE
SURR :	VOW 11	REV'N	DATE	BY	ISSUE FOR	WITH
PHONE :		REV'N	DATE	BY	ISSUE FOR	CP'RS
FAX :		REV'N	DATE	BY	ISSUE FOR	BEAD
		REV'N	DATE	BY	ISSUE FOR	THROU
		REV'N	DATE	BY	ISSUE FOR	OWNER

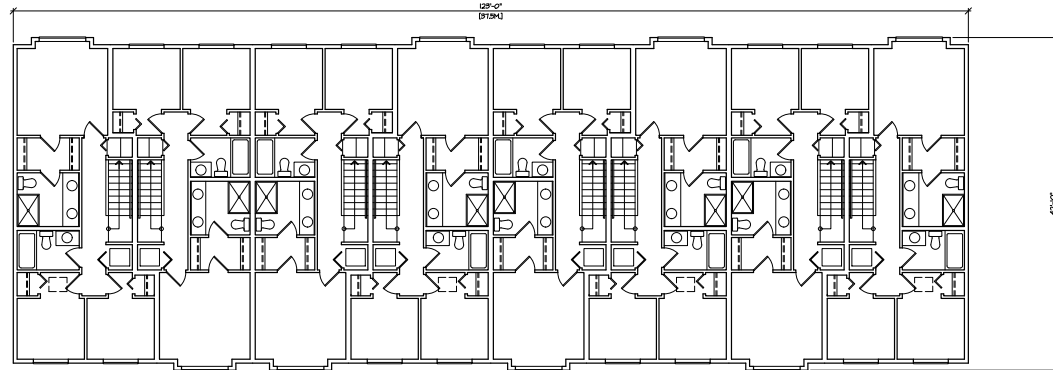
GROUND FLOOR PLAN



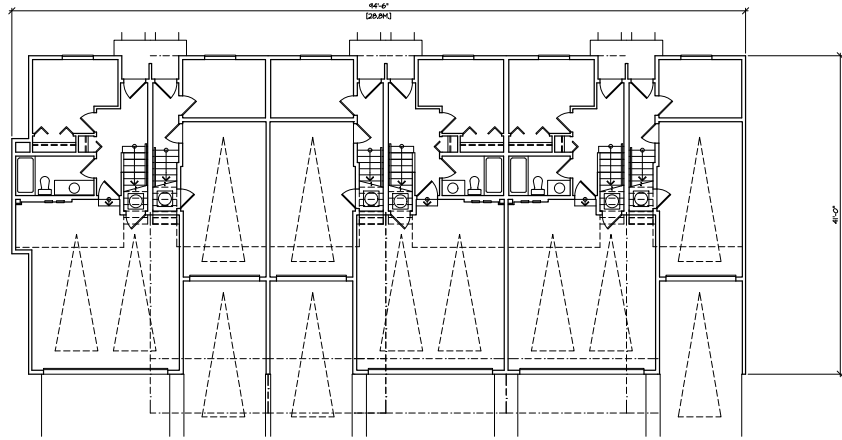
MAIN FLOOR PLAN



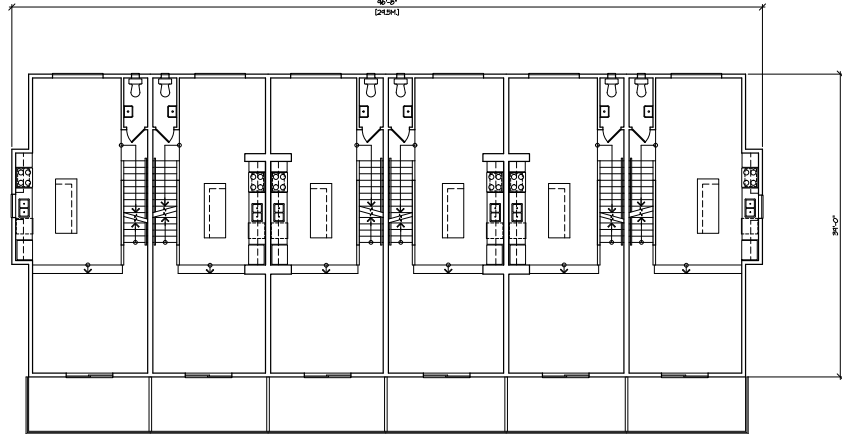
UPPER FLOOR PLAN



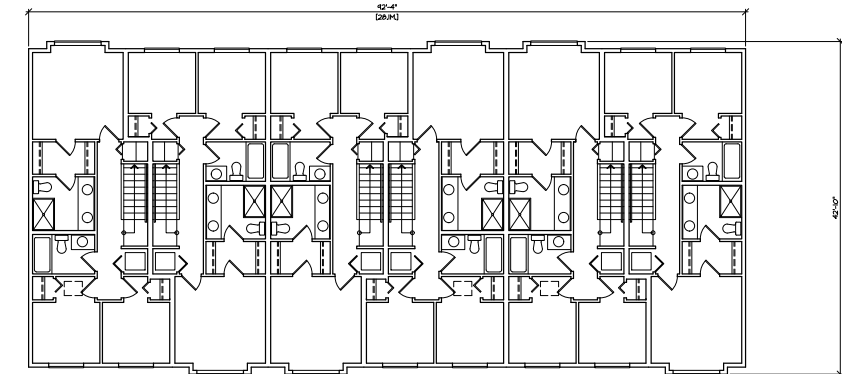
GROUND FLOOR PLAN

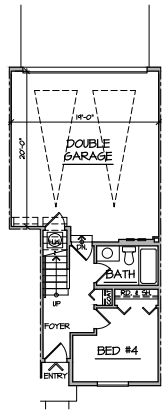


MAIN FLOOR PLAN

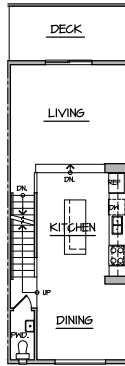


UPPER FLOOR PLAN

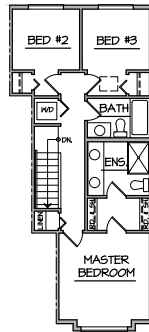




GROUND FLOOR PLAN

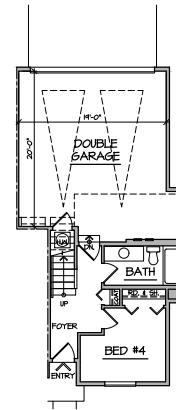


MAIN FLOOR PLAN

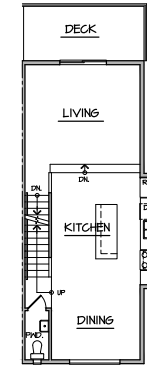


UPPER FLOOR PLAN

UNIT TYPE 'C'



GROUND FLOOR PLAN

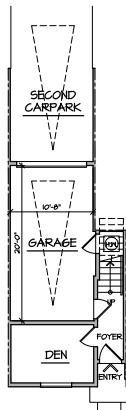


MAIN FLOOR PLAN

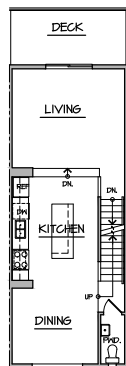


UPPER FLOOR PLAN

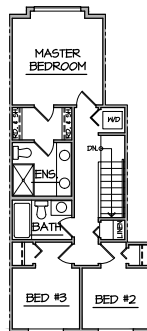
UNIT TYPE 'C'



GROUND FLOOR PLAN

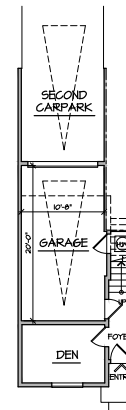


MAIN FLOOR PLAN

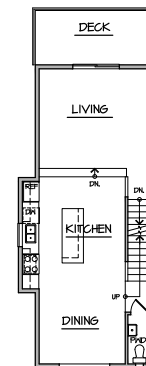


UPPER FLOOR PLAN

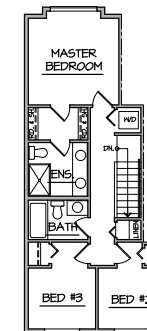
UNIT TYPE 'D'



GROUND FLOOR PLAN



MAIN FLOOR PLAN



UPPER FLOOR PLAN

UNIT TYPE 'D'

GROUP	ISSUED FOR
NO. OF	BY
NOT RE	DATE
WITH	ISSUE
COPY	
HEAD	
THROUGH	
CON	

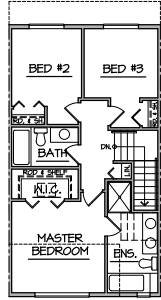
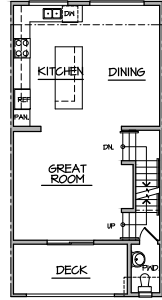
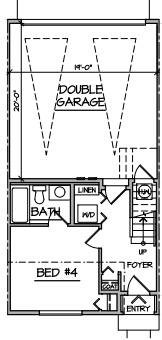
REV'	DATE	BY	NO
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DESIGN :	DK
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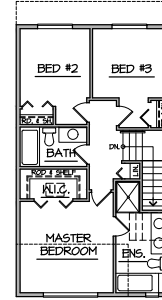
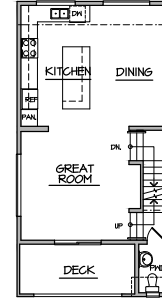
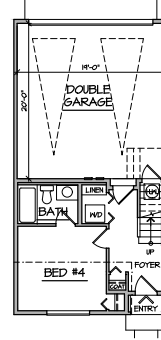
CLIENT : DAMON & SAWYER

ber

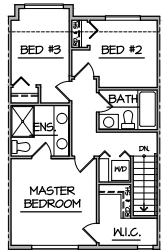
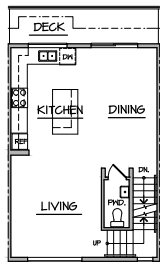
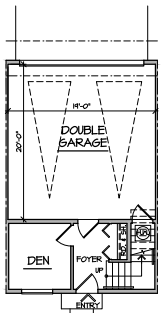
UNIT 1
7536
SURVE
VOW 11
PHONE
FAX



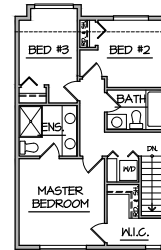
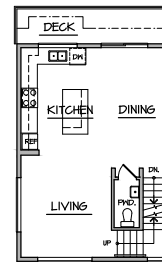
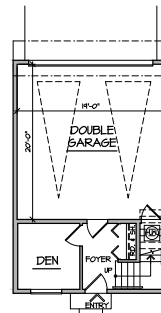
GROUND FLOOR PLAN MAIN FLOOR PLAN UPPER FLOOR PLAN
UNIT TYPE 'F3'



GROUND FLOOR PLAN MAIN FLOOR PLAN UPPER FLOOR PLAN
UNIT TYPE 'F4'



GROUND FLOOR PLAN MAIN FLOOR PLAN UPPER FLOOR PLAN
UNIT TYPE 'G'



GROUND FLOOR PLAN MAIN FLOOR PLAN UPPER FLOOR PLAN
UNIT TYPE 'G1'

GROUP	ISSUED FOR
WORK	BY
THE 50	DATE
DRAWN	ISSUE
NOT RE	
W/PRO	
CONTR	
LEAD	
THERMO	
CONVEN	

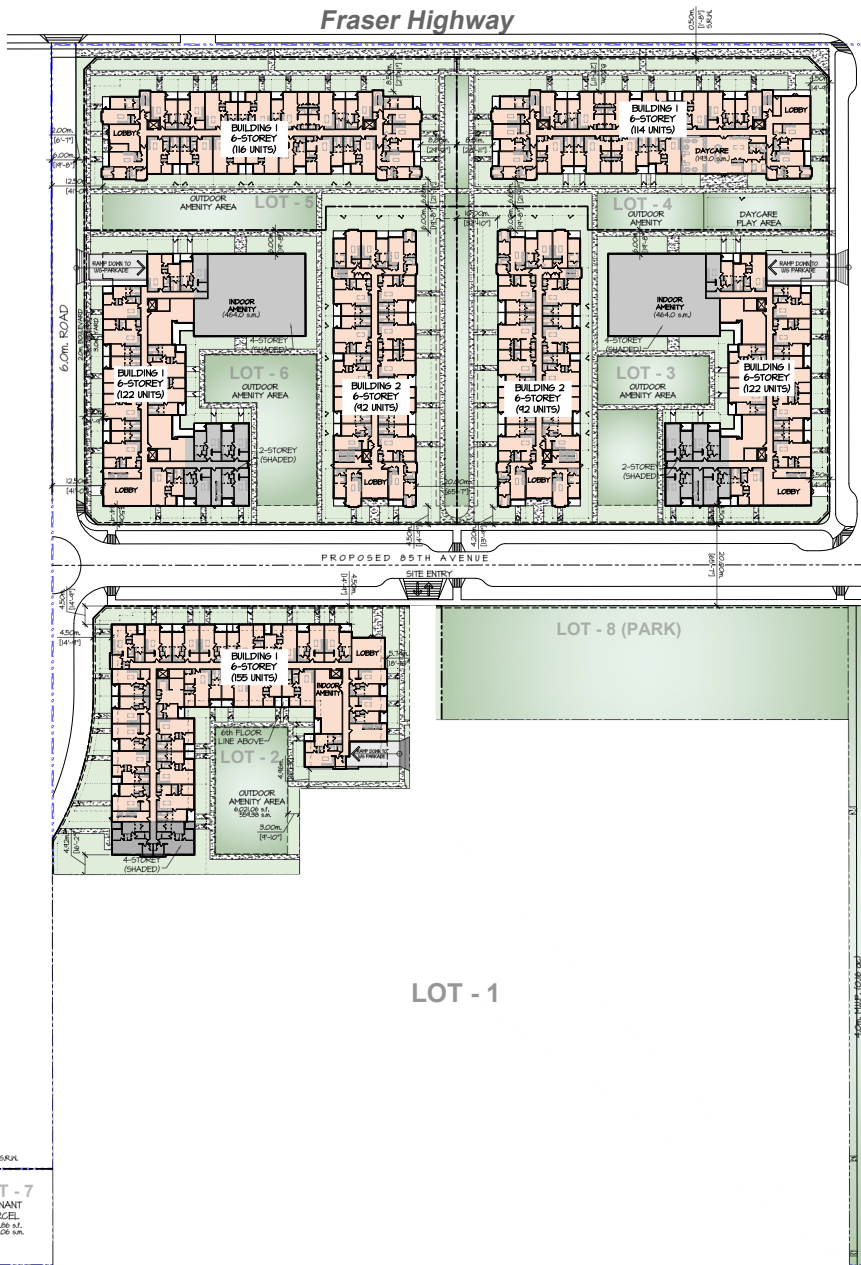
DESIGN :
DK

CLIENT : DAMON & SAWYER

ber

UNIT 1
7536
SURR
VOW 11
PHONE
544

LOT 2 - 6 (CONDO) CD Based on RM-70
General Development Permit



OVERALL DATA:

GROSS SITE AREA:	647,931.72 s.f.	60,194.80 s.m.
	14.81 Ac.	6.02 Ha.
ROAD DEDICATION:	75,555.24 s.f.	7,019.31 s.m.
LOT #1:	5,414.86 s.f.	503.06 s.m.
M.U.P. DEDICATION:	6,967.88 s.f.	647.34 s.m.
PARK DEDICATION:	30,116.44 s.f.	2,797.91 s.m.
NET SITE AREA:	524,811.30 s.f.	44,221.14 s.m.
	12.16 Ac.	4.92 Ha.
F. A. R.:		
(Based on Gross Site Area)		
PROPOSED:	1.44	493,882.8 s.f.
(Based on Net Site Area)		86,760.5 s.m.
PROPOSED:	1.76	493,882.8 s.f.
		86,760.5 s.m.

LOT - 2

NET SITE AREA:	51,251.5 s.f.	4,761.31 s.m.
	1.18 Ac.	0.48 Ha.
SITE COVERAGE:	50.6%	25,935.4 s.f.
		2,403.5 s.m.
FLOOR AREA RATIO:	2.64	137,144.1 s.f.
		12,746.9 s.m.
AMENITY REQUIREMENTS:		
REQUIRED:		
OUTDOOR AMENITY:	3.0 s.m. / UNIT	5,005.2 s.f.
INDOOR AMENITY:	3.0 s.m. / UNIT	5,005.2 s.f.
PROVIDED:		
OUTDOOR AMENITY AREA:	3.6 s.m. / UNIT	6,021.1 s.f.
INDOOR AMENITY AREA:	0.5 s.m. / UNIT	800.0 s.f.
PARKING REQUIREMENTS:		
REQUIRED:		
RESIDENTS:	0.9 / UNIT	140 SPACES
VISITORS:	0.1 / UNIT	16 SPACES
TOTAL REQUIRED:		156 SPACES
PROVIDED:		
RESIDENTS:		140 SPACES
VISITORS:		16 SPACES
TOTAL PROVIDED:		156 SPACES
BUILDING HEIGHT:		
ALLOWED:		50.0m
PROVIDED:		26.0m

LOT - 3

NET SITE AREA:	72,952.74 s.f.	6,771.53 s.m.
	1.67 Ac.	0.68 Ha.
SITE COVERAGE:	53.0%	38,638.2 s.f.
		3,589.6 s.m.
FLOOR AREA RATIO:	2.51	183,235.3 s.f.
		17,023.1 s.m.
AMENITY REQUIREMENTS:		
REQUIRED:		
OUTDOOR AMENITY:	3.0 s.m. / UNIT	6,910.4 s.f.
INDOOR AMENITY:	3.0 s.m. / UNIT	6,910.4 s.f.
PROVIDED:		
OUTDOOR AMENITY AREA:	3.2 s.m. / UNIT	7,321.3 s.f.
INDOOR AMENITY AREA:	2.4 s.m. / UNIT	5,582.5 s.f.
PARKING REQUIREMENTS:		
REQUIRED:		
RESIDENTS:	0.9 / UNIT	143 SPACES
VISITORS:	0.1 / UNIT	21 SPACES
TOTAL REQUIRED:		214 SPACES
PROVIDED:		
RESIDENTS:		143 SPACES
VISITORS:		21 SPACES
TOTAL PROVIDED:		214 SPACES
BUILDING HEIGHT:		
ALLOWED:		50.0m
PROVIDED:		26.0m

LOT - 4

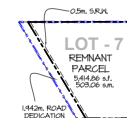
NET SITE AREA:	31,540.66 s.f.	2,916.04 s.m.
	0.91 Ac.	0.37 Ha.
SITE COVERAGE:	44.2%	17,447.5 s.f.
		1,625.6 s.m.
FLOOR AREA RATIO:	2.42	45,624.0 s.f.
		8,883.8 s.m.
AMENITY REQUIREMENTS:		
REQUIRED:		
OUTDOOR AMENITY:	3.0 s.m. / UNIT	3,681.3 s.f.
INDOOR AMENITY:	3.0 s.m. / UNIT	3,681.3 s.f.
PROVIDED:		
OUTDOOR AMENITY AREA:	4.3 s.m. / UNIT	5,235.1 s.f.
DAYCARE:	1.7 s.m. / UNIT	2,077.0 s.f.
PARKING REQUIREMENTS:		
REQUIRED:		
RESIDENTS:	0.9 / UNIT	103 SPACES
VISITORS:	0.1 / UNIT	11 SPACES
TOTAL REQUIRED:		114 SPACES
PROVIDED:		
RESIDENTS:		103 SPACES
VISITORS:		11 SPACES
DAYCARE:		6 SPACES
TOTAL PROVIDED:		120 SPACES
BUILDING HEIGHT:		
ALLOWED:		50.0m
PROVIDED:		26.0m

LOT - 5

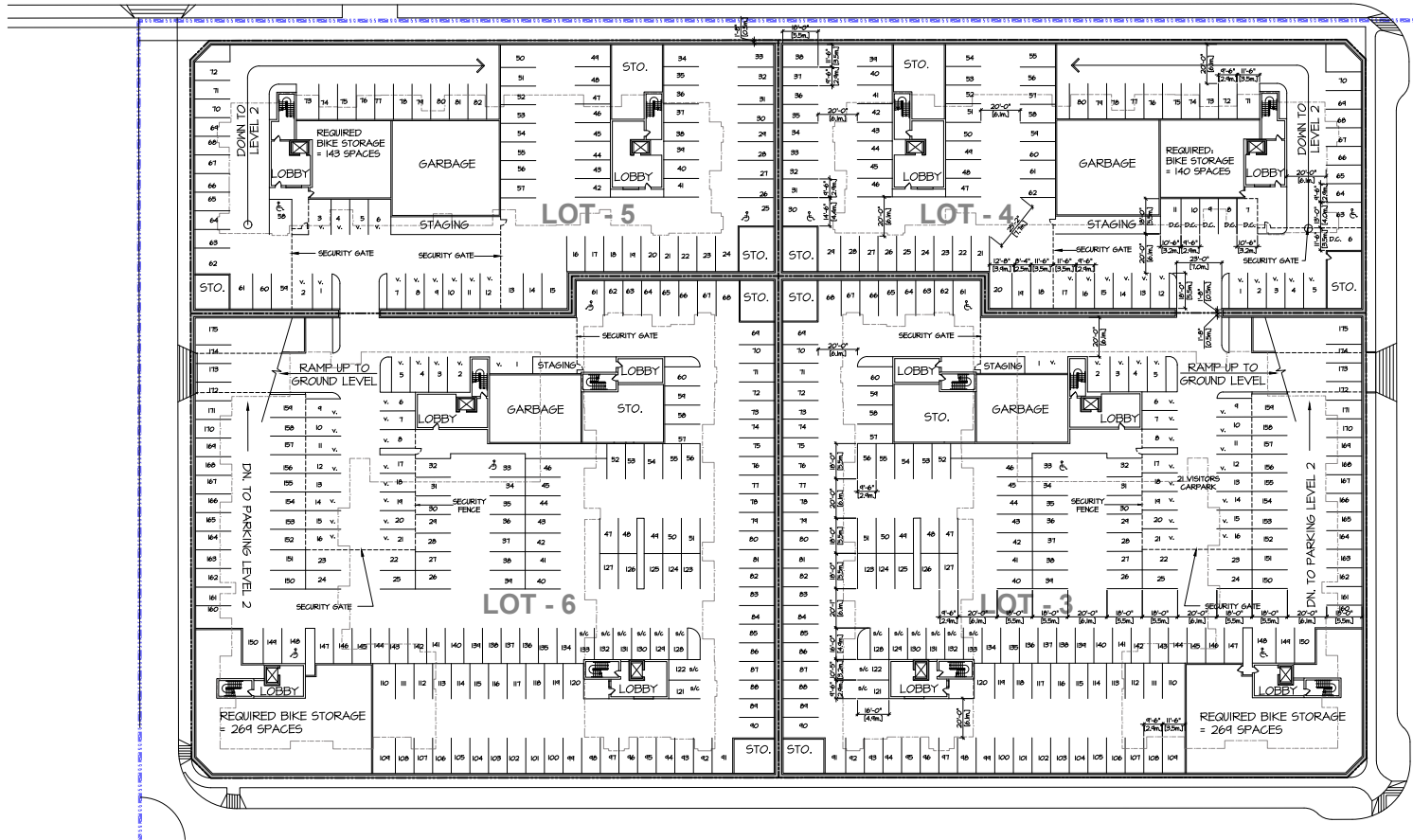
NET SITE AREA:	34,678.71 s.f.	3,206.28 s.m.
	0.91 Ac.	0.37 Ha.
SITE COVERAGE:	44.1%	17,447.5 s.f.
		1,625.6 s.m.
FLOOR AREA RATIO:	2.41	45,784.5 s.f.
		8,948.7 s.m.
AMENITY REQUIREMENTS:		
REQUIRED:		
OUTDOOR AMENITY:	3.0 s.m. / UNIT	3,745.8 s.f.
INDOOR AMENITY:	3.0 s.m. / UNIT	3,745.8 s.f.
PROVIDED:		
OUTDOOR AMENITY AREA:	4.2 s.m. / UNIT	5,208.4 s.f.
INDOOR AMENITY AREA:	0.6 s.m. / UNIT	800.0 s.f.
PARKING REQUIREMENTS:		
REQUIRED:		
RESIDENTS:	0.9 / UNIT	104 SPACES
VISITORS:	0.1 / UNIT	12 SPACES
TOTAL REQUIRED:		116 SPACES
PROVIDED:		
RESIDENTS:		104 SPACES
VISITORS:		12 SPACES
TOTAL PROVIDED:		116 SPACES
BUILDING HEIGHT:		
ALLOWED:		50.0m
PROVIDED:		26.0m

LOT - 6

NET SITE AREA:	72,902.40 s.f.	6,772.85 s.m.
	1.67 Ac.	0.68 Ha.
SITE COVERAGE:	53.0%	38,638.2 s.f.
		3,589.6 s.m.
FLOOR AREA RATIO:	2.51	183,235.3 s.f.
		17,023.1 s.m.
AMENITY REQUIREMENTS:		
REQUIRED:		
OUTDOOR AMENITY:	3.0 s.m. / UNIT	6,910.4 s.f.
INDOOR AMENITY:	3.0 s.m. / UNIT	6,910.4 s.f.
PROVIDED:		
OUTDOOR AMENITY AREA:	3.3 s.m. / UNIT	7,601.2 s.f.
INDOOR AMENITY AREA:	2.4 s.m. / UNIT	5,582.5 s.f.
PARKING REQUIREMENTS:		
REQUIRED:		
RESIDENTS:	0.9 / UNIT	143 SPACES
VISITORS:	0.1 / UNIT	21 SPACES
TOTAL REQUIRED:		214 SPACES
PROVIDED:		
RESIDENTS:		143 SPACES
VISITORS:		21 SPACES
TOTAL PROVIDED:		214 SPACES
BUILDING HEIGHT:		
ALLOWED:		50.0m
PROVIDED:		26.0m



GROUP NO. 50
 THE 50
 NOT BE
 WITH
 COPY
 HEAD
 THERE
 OWN
 DESIGN :
 DAK
 CLIENT :
 DAMON + SAWYER
 UNIT 1
 7536
 SURVEY
 VIEW 11
 PHONE
 FAX



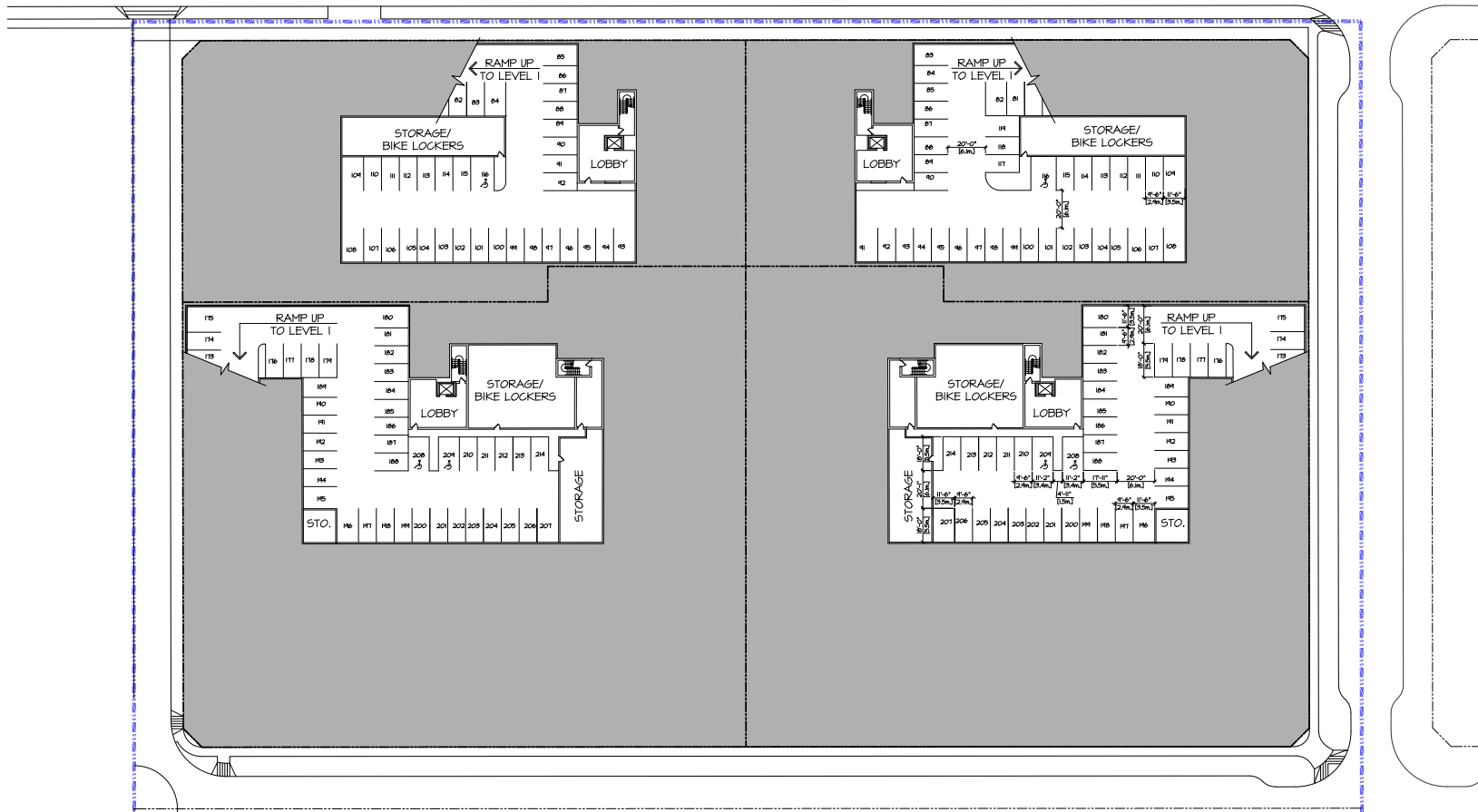
U/G PARKING LEVEL 1

LOT 3, 4, 5 & 6

U/G LEVEL 1 = 516 SPACES

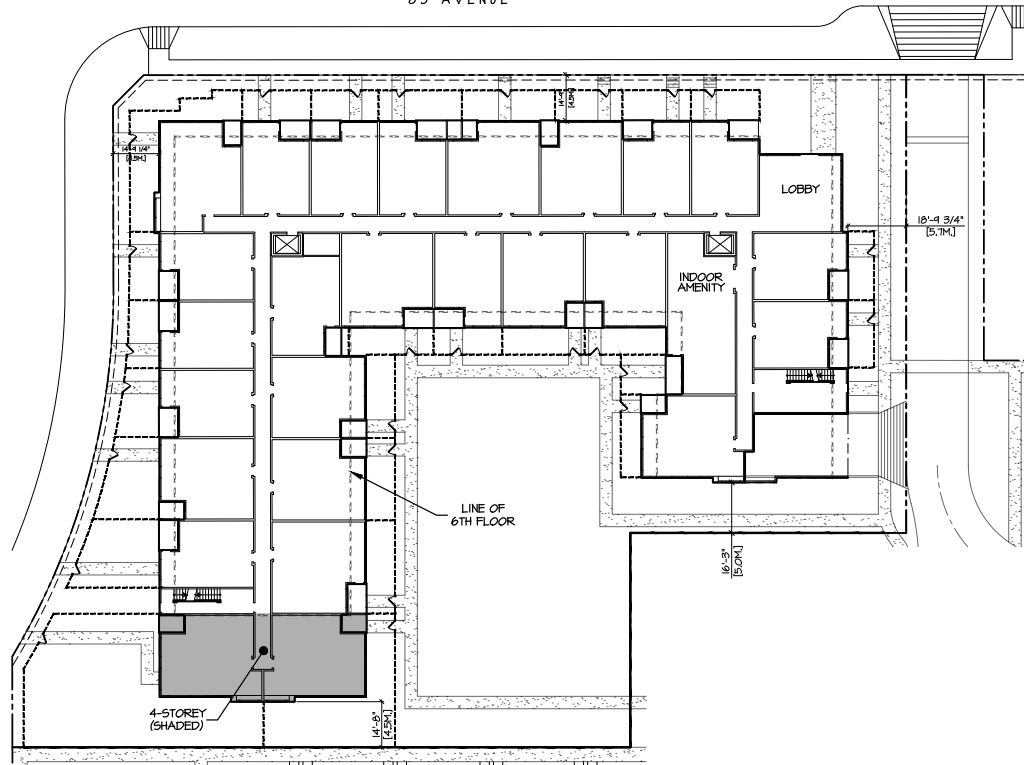
U/G LEVEL 2 = 140 SPACES

TOTAL = 664 SPACES

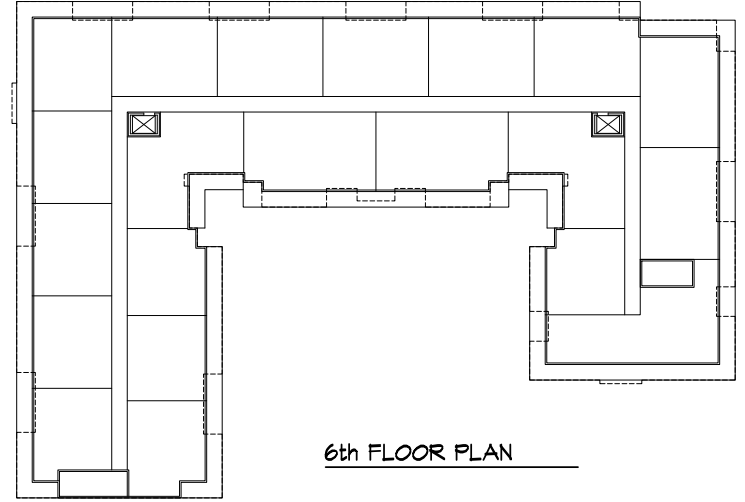


U/G PARKING LEVEL 2

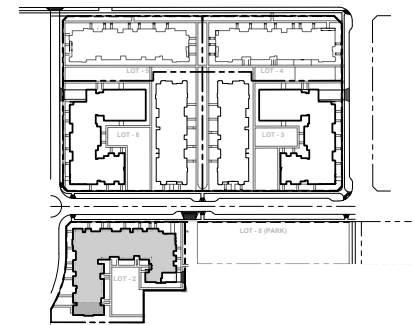
85 AVENUE



GROUND FLOOR PLAN



6th FLOOR PLAN

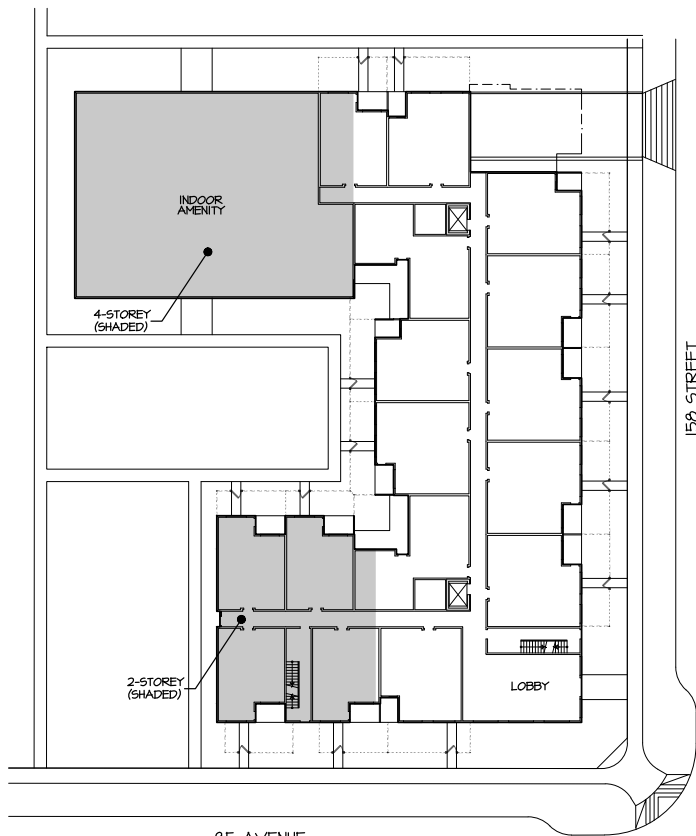


KEY PLAN

GROUP WORK THE 50% PLAN NOT BE USED FOR CONSTRUCTION OR FOR ANY OTHER PURPOSES WITHOUT THE WRITTEN CONSENT OF THE ARCHITECT.

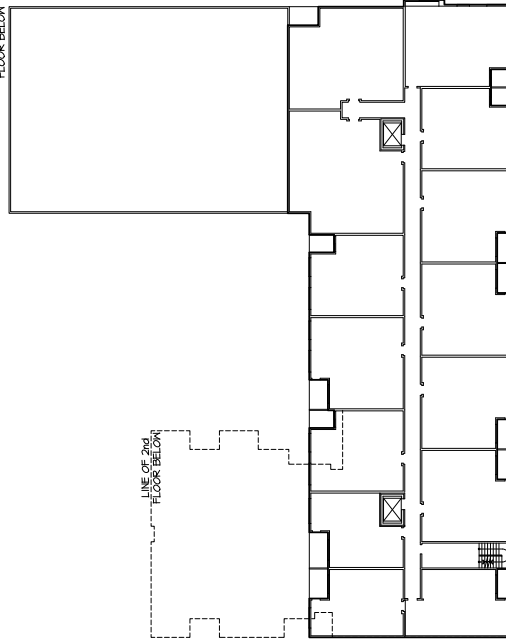
DESIGN :	DK
CLIENT :	DAMON & SAWYER
UNIT :	7536
SURVEY :	VOW 11
PHONE :	5434
ISSUE :	
DATE :	
BY :	
ISSUED FOR :	

bar

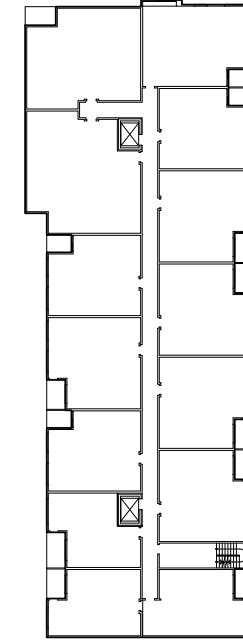


GROUND FLOOR PLAN

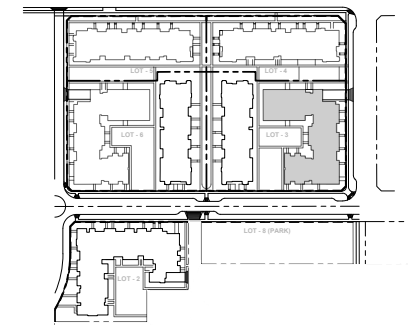
LINE OF 4th FLOOR BELOW



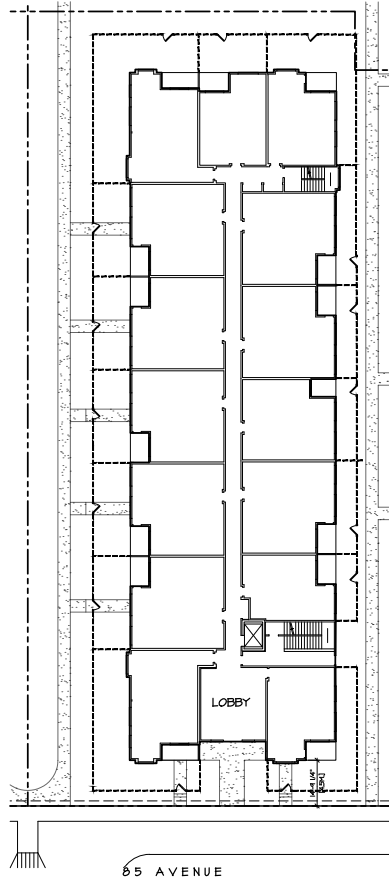
5th FLOOR PLAN



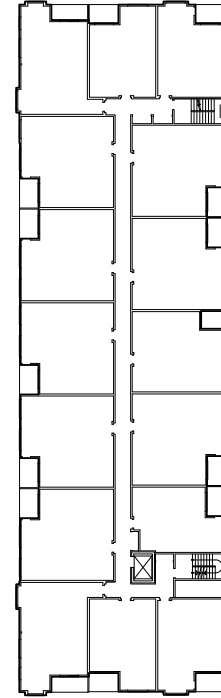
6th FLOOR PLAN



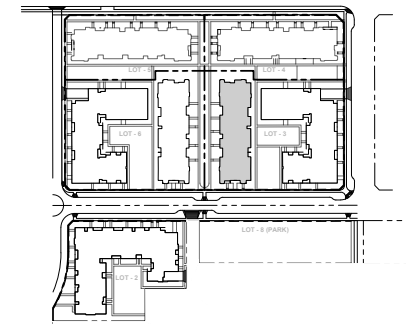
KEY PLAN



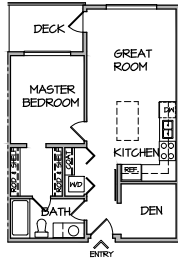
GROUND FLOOR PLAN



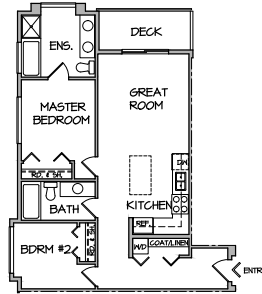
TYPICAL FLOOR PLAN



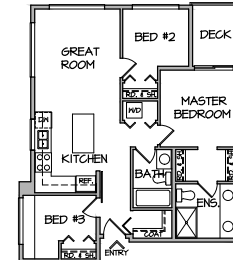
KEY PLAN



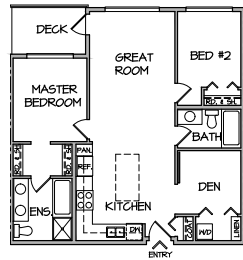
UNIT TYPE 'A'



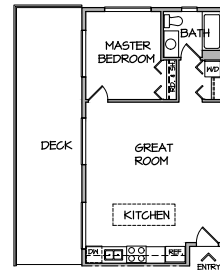
UNIT TYPE 'AC'



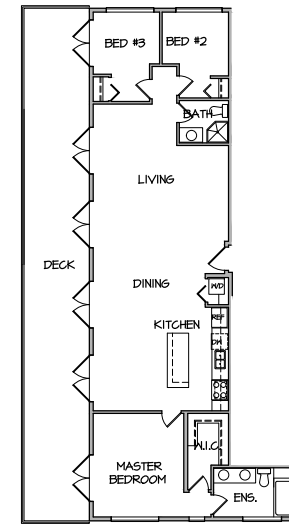
UNIT TYPE 'B2'



UNIT TYPE 'C'

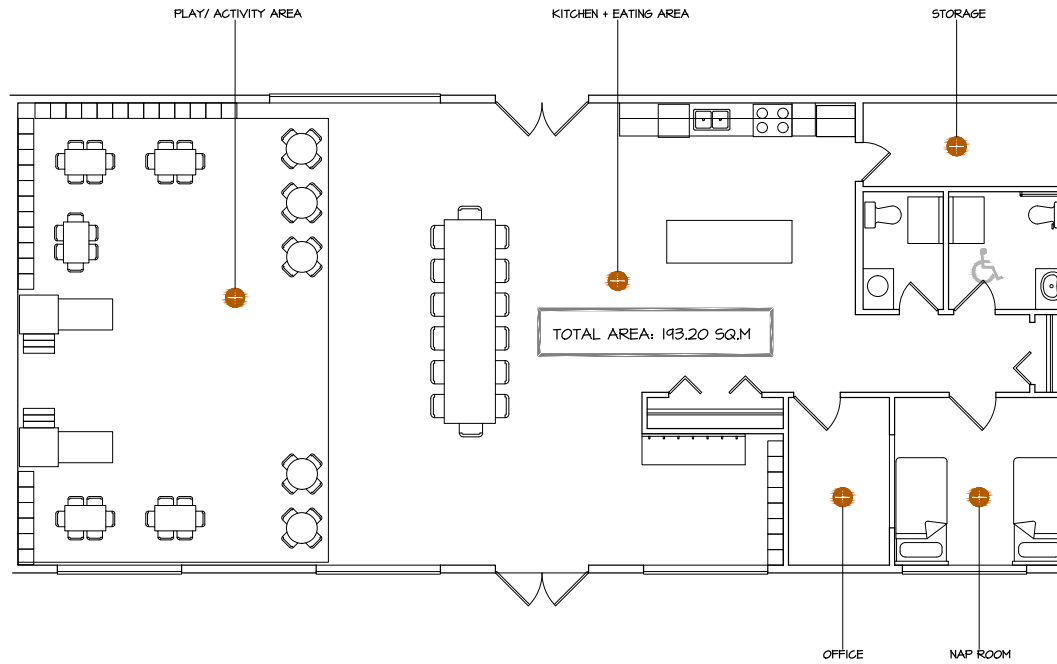


UNIT TYPE 'D'

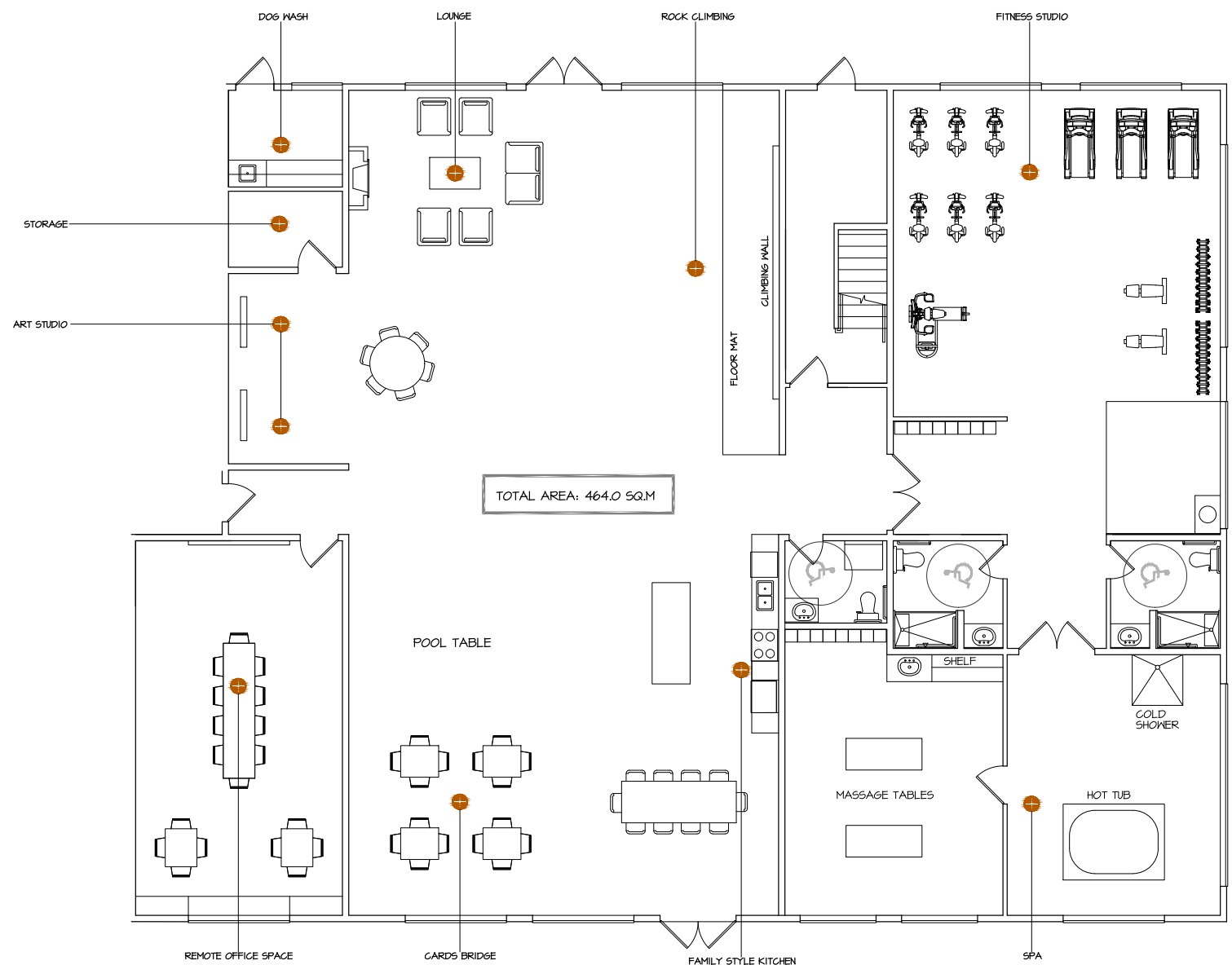


UNIT TYPE 'E3'

DAY CARE CENTER



INDOOR AMENITY EAST



GROUP WORK THE 50% DOES NOT BE WITHDROWN FROM THE CONTRACT HEREON

ISSUED FOR

BY

DATE

ISSUE

REV#

DATE

REV#

DATE

REV#

DATE

DESIGN : DAK

CLIENT : DAMON + SAWYER

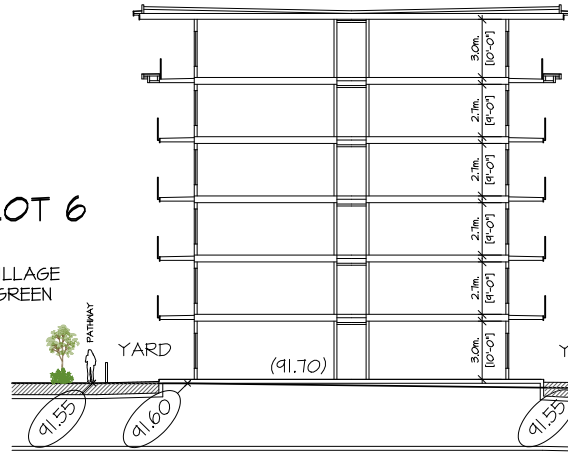
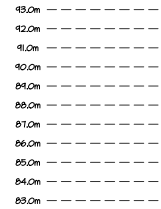
ber

UNIT 1
7536
SURR
VOW 11

PHONE
EAK

LOT 6

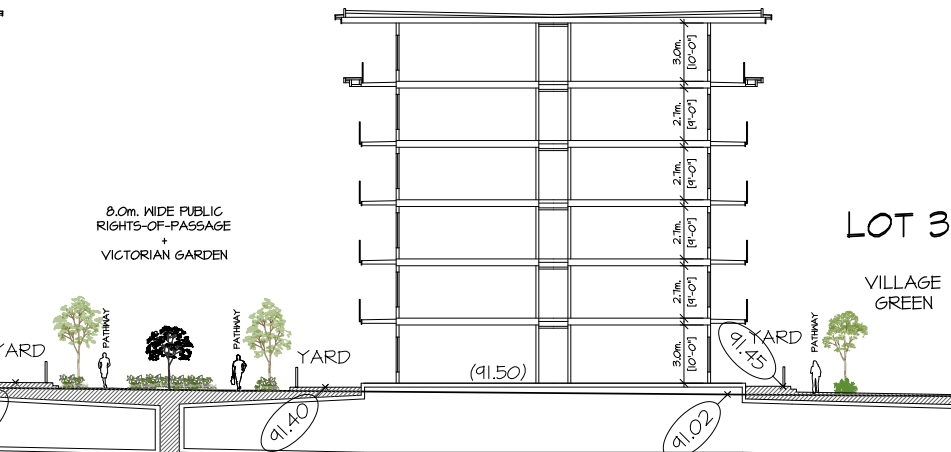
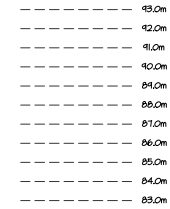
VILLAGE GREEN



8.0m. WIDE PUBLIC RIGHTS-OF-PASSAGE
VICTORIAN GARDEN

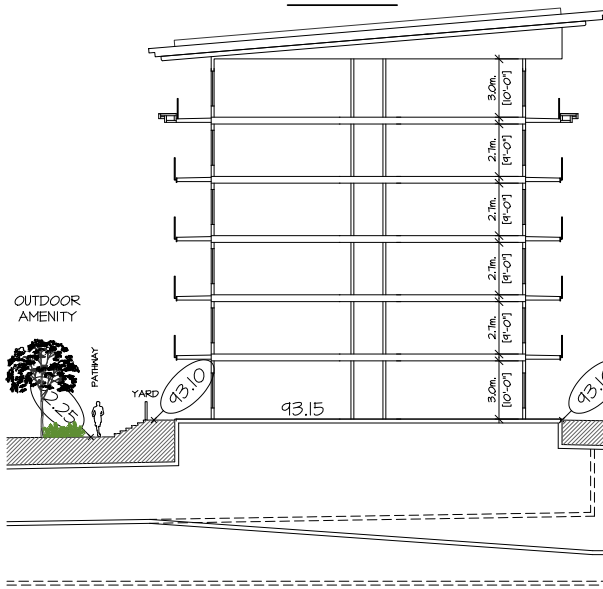
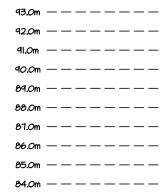
LOT 3

VILLAGE GREEN



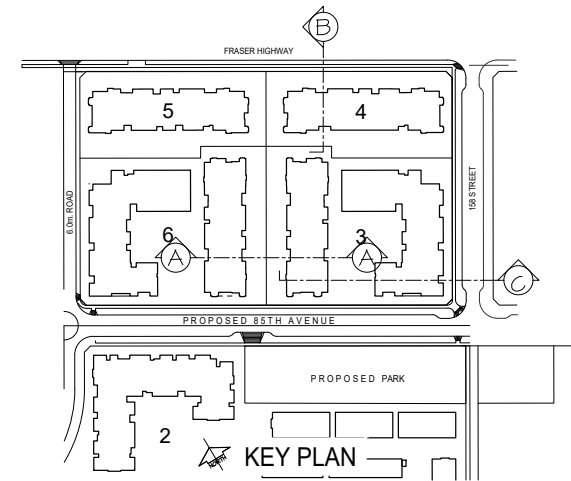
SECTION 'A'

LOT 4



NORTH PROPERTY LINE

FRASER HIGHWAY

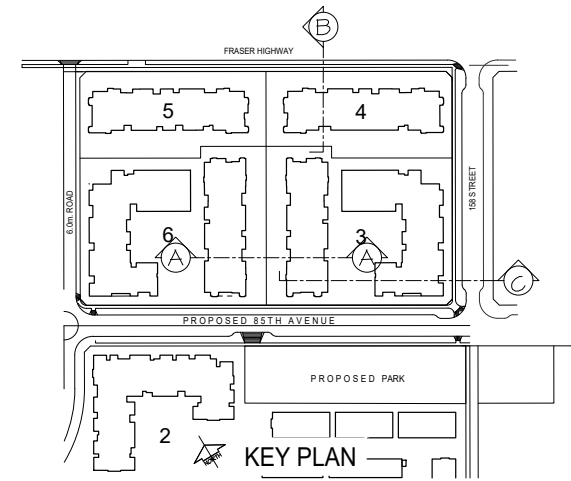
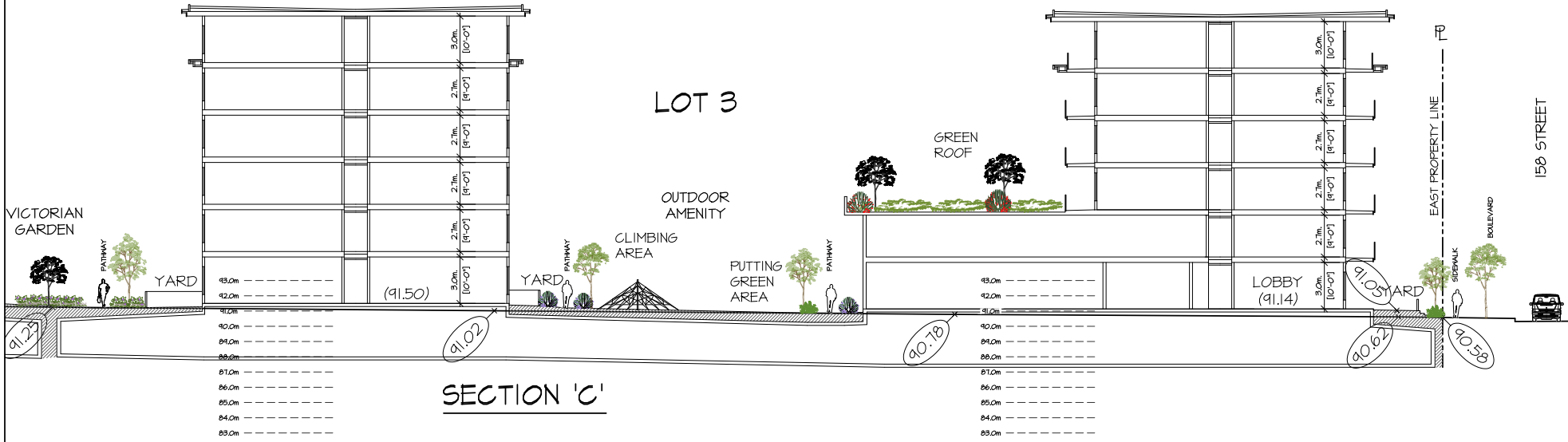


KEY PLAN

GROUP WORK THE 50% PLAN NOT BE USED FOR CONSTRUCTION OR FOR ANY OTHER PURPOSES WITHOUT THE WRITTEN CONSENT OF THE ARCHITECT

REV#	DATE	BY	ISSUE	DATE	BY	ISSUED FOR

DESIGN :
CLIENT : DAWSON + SAWYER
bar
UNIT 1
7536
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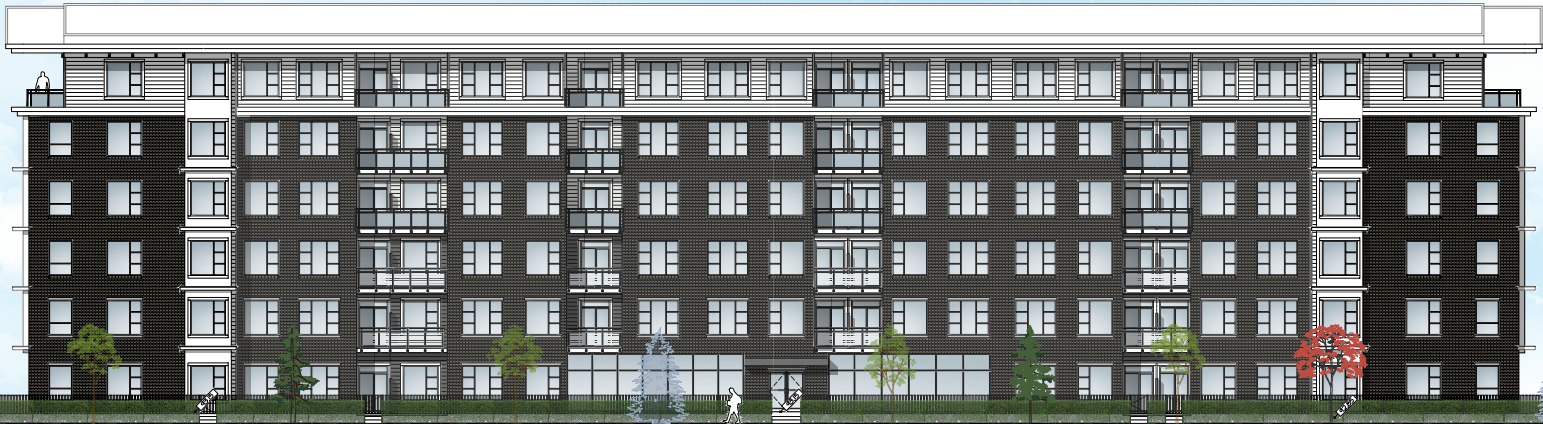
UNIT 1
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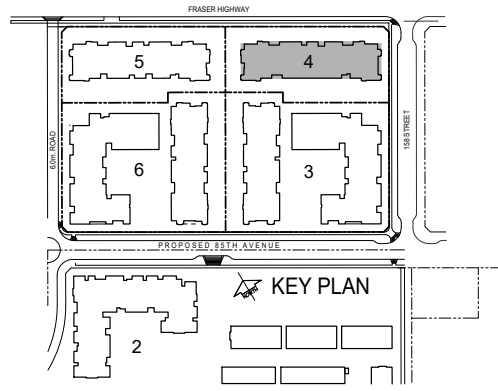
10'-0" BAY
 US OF ROOF TRUSS
 8'-0" BAY
 SIXTH FLOOR
 US OF FLOOR TRUSS
 8'-0" BAY
 FIFTH FLOOR
 US OF FLOOR JOISTS
 8'-0" BAY
 FOURTH FLOOR
 US OF FLOOR JOISTS
 8'-0" BAY
 THIRD FLOOR
 US OF FLOOR JOISTS
 8'-0" BAY
 SECOND FLOOR
 US OF FLOOR JOISTS
 MAIN FLOOR SLAB

INTERNAL CORRIDOR

158 STREET



SOUTH ELEVATION
SCALE: 3/32" = 1'-0"



10'-0" BAY
 US OF ROOF TRUSS
 8'-0" BAY
 SIXTH FLOOR
 US OF FLOOR TRUSS
 8'-0" BAY
 FIFTH FLOOR
 US OF FLOOR JOISTS
 8'-0" BAY
 FOURTH FLOOR
 US OF FLOOR JOISTS
 8'-0" BAY
 THIRD FLOOR
 US OF FLOOR JOISTS
 8'-0" BAY
 SECOND FLOOR
 US OF FLOOR JOISTS
 MAIN FLOOR SLAB

INTERNAL CORRIDOR

FRASER HWY.

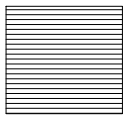


EAST ELEVATION (VIEW ALONG 158 ST.)

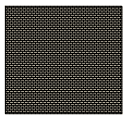
SCHEDULE OF FINISHES	
Ⓞ	WATERPROOF ROOF DECK
Ⓞ	EXTERIOR BRICK
Ⓞ	4" PROFILE HANDED BOARD SIDING
Ⓞ	4" PROFILE HANDED BOARD SIDING - DARK COLOUR
Ⓞ	PREFAB ALUMINUM & GLASS RAILINGS
Ⓞ	PREFAB ALUMINUM & STAINLESS STEEL RIB RAILINGS
Ⓞ	VINYL FLOORING
Ⓞ	STONEFRONT WOOD AND DOOR
Ⓞ	VINYL DOOR
Ⓞ	EXTERIOR METAL DOOR
Ⓞ	WOOD PANGRA
Ⓞ	HANDED PANEL SIDING
Ⓞ	ENTRY CANOPY

NOTES:
 FOR ALL PROPOSED WOOD AND DOOR ASSEMBLIES, THE SUPPLIER SHALL VERIFY PRESERVATION TREATMENT IS APPLIED IN ACCORDANCE WITH THE CANADIAN STANDARD FOR WOOD PRESERVATION, CANS 1625.1-1625.2. THE SUPPLIER SHALL CONTACT THE ARCHITECT FOR THE TREATED APPROVED AND CONTACT FULLY FOR THE REPORT AND THE APPROVED PRESERVATION PRACTICE PROCEDURES.

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01. 1" PROFILE
HORIZONTAL
HARDI



02. BEIGE BRICK
VENEER



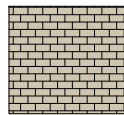
03. PEWTER
HARDI PLANK



04. CHARCOAL
METAL



05. CRYSTAL
LAKE BLUE
METAL DOOR



06. STONE
CARVED BLOCK



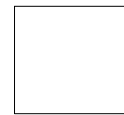
07. CONCRETE
DECORATIVE LINTLE



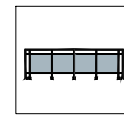
08. STONE
CARVED BLOCK
CAP



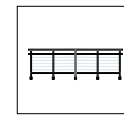
09. WHITE,
HARDI PANEL



10. WHITE,
ALUMINUM
SOFFIT



11. PREFAB
ALUMINUM &
GLASS RAILINGS



12. PREFAB
ALUMINUM
& STAINLESS STEEL
ROD RAILINGS

GROUP: [unreadable]
 NO. [unreadable]
 DATE: [unreadable]
 BY: [unreadable]
 ISSUE: [unreadable]
 REV# DATE BY: [unreadable]
 DESIGN: [unreadable]
 CLIENT: DAYMON + SAWYER
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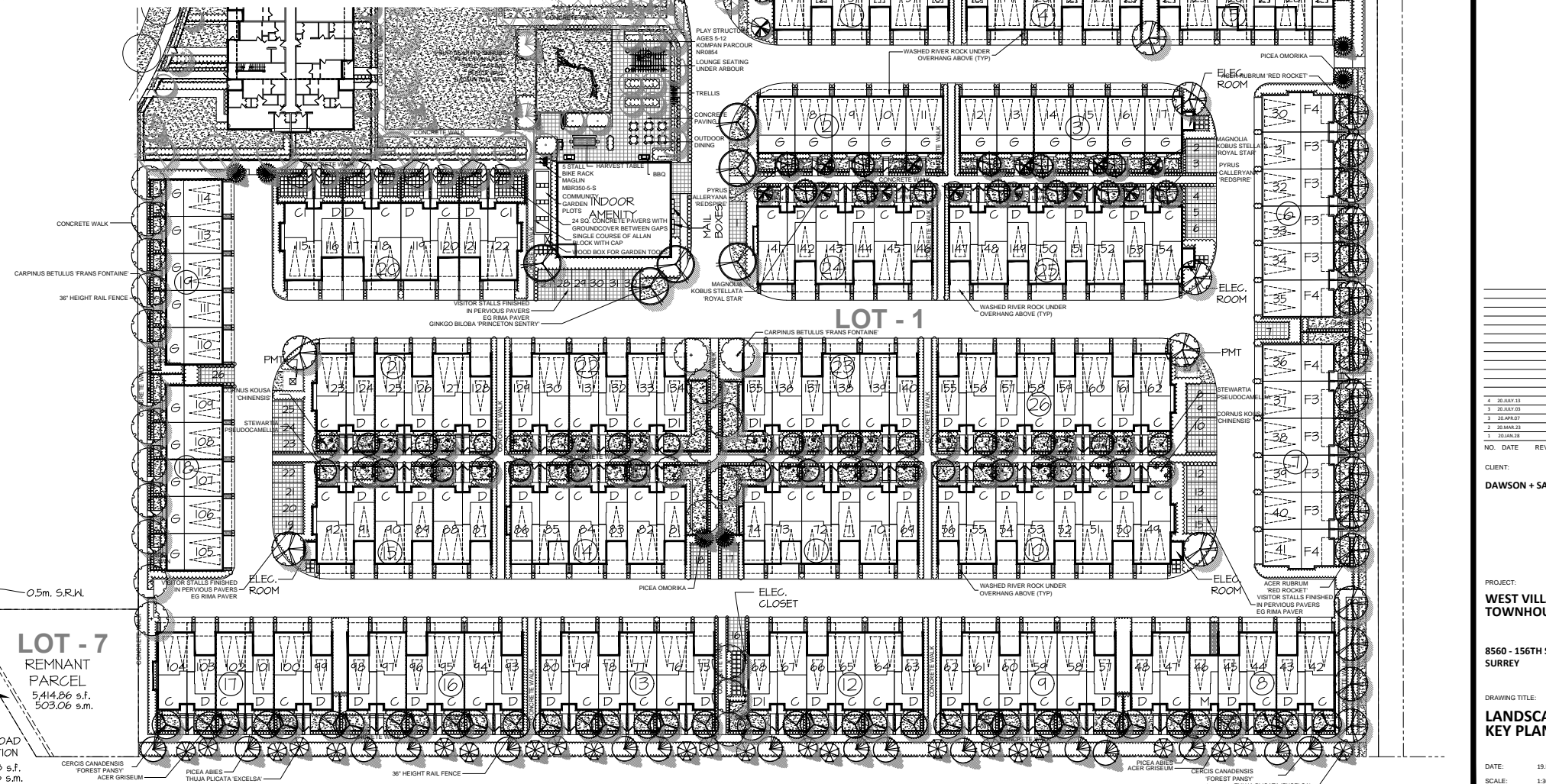
General Design Concepts & Materials Include:

- Each building will be uniquely designed through a subsequent detailed development permit process, including ADP.
- High quality materials will be used, especially on principal façades facing the public realm.
- Visual interest will be created by varying materials and colour palettes and architectural expression will be unique among buildings while ensuring continuity with the surrounding community.
- Feature siding material will be varied among buildings and include traditional west coast shingle, urban-style brick, and modern glazing and hardi plank.
- Façades will be broken down into smaller elements through the use of windows, bays, and balconies.
- Use of complimentary materials including metal, wood, and aluminum will be incorporated to provide architectural expression.
- A strong sense of main entry will be architecturally integrated into each home facing the primary street.
- Strong expression of individual entry and patio will encourage CPTED principals and 'eyes on the street'.
- Main floor levels adjacent the sidewalk will be set 0.6m - 1.2m above grade.
- A two-storey design feature will be incorporated to provide a strong expression at the street level.
- Roof forms will be articulated by varying height, pitch, and spacing/breaks.
- Green roofs will be incorporated above the two-storey volume on Lot 3 & 6.

PLANT SCHEDULE

KEY	QTY	BOTANICAL NAME	COMMON NAME	PLANTED SIZE	REMARKS
1	24	ACER GRISEBUM	PAPERBARK MAPLE	6CM CAL: 1.8M STD: BAB	
13		ACER PALMATUM OSAKAZUKI	GREEN JAPANESE MAPLE	5CM CAL: BAB	
22		ACER RUBRUM RED ROCKET	RED ROCKET MAPLE	6CM CAL: 2M STD: BAB	
22		CARPINUS BETULUS FRANS FONTAINE	PYRAMIDAL EUROPEAN HORNBREAM	6CM CAL: 1.2M STD: BAB	
19		CERCIS CANADENSIS FOREST PANSY	FOREST PANSY REDBUD	5CM CAL: BAB	
23		CORNUS FLORIDA RUBRA	PINK FLOWERING DOGWOOD	6CM CAL: 1.5M CAL: BAB	
37		CORNUS KOUSA CHINENSIS	CHINESE KOUSA DOGWOOD	2.5M HT: BUSH FORM: BAB	
15		GINCKGO BILOBA PRINCETON SENTRY	PRINCETON SENTRY MAIDENHAIR	6CM CAL: 2M STD: BAB	
13		MAGNOLIA KOBUS STELLATA ROYAL STAR	ROYAL STAR MAGNOLIA (WHITE)	5CM CAL: 2M HT: BAB	
19		PICEA ABIES	NORWAY SPRUCE	3M HT: BAB	
6		PICEA OMORIKA	SERBIAN SPRUCE	3M HT: BAB	
11		PRUNUS YEDDENSIS AKEBONO	DAYBREAK CHERRY	6CM CAL: BAB	
12		PYRUS CALLERYANA REDSPIRE	ORNAMENTAL PEAR	5CM CAL: 1.8M STD: BAB	
26		STEWARTIA PSEUDOCAMELIA	JAPANESE STEWARTIA	5CM CAL: BAB	
30		THUJA PLICATA EXCELSA	WESTERN RED CEDAR	3M HT: BAB	

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



SCALE:

1	28 JULY 03	NEW SITE
2	30 JULY 03	NEW SITE
3	30 APR 07	NEW SITE
7	26 MAR 23	ISSUED FOR PERMIT
1	25 MAR 23	NEW SITE

NO. DATE REVISION DESCRIPTION

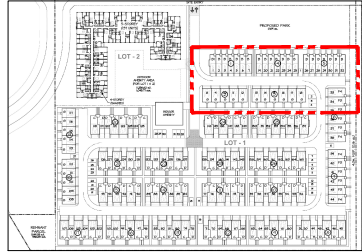
CLIENT:
DAWSON + SAWYER

PROJECT:
WEST VILLA TOWNHOUSE PHASE 1

8560 - 156TH STREET
SURREY

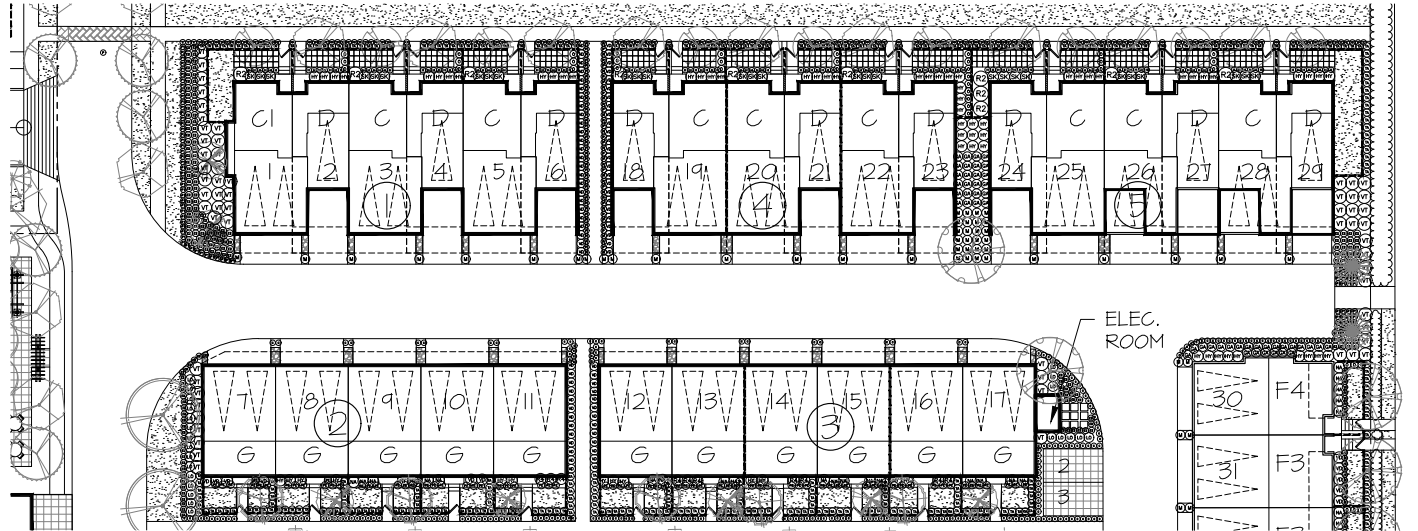
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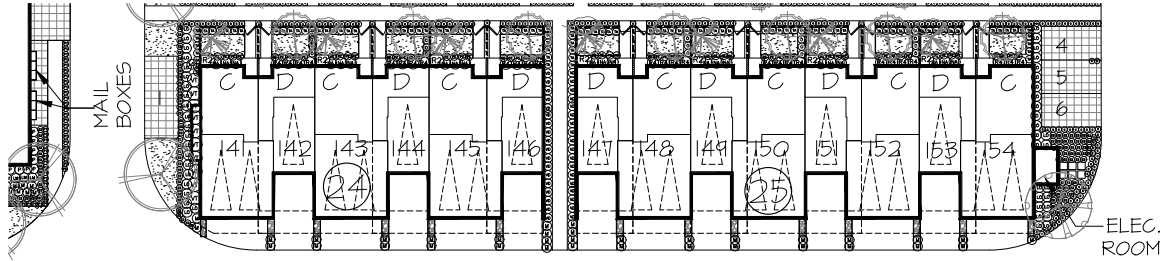
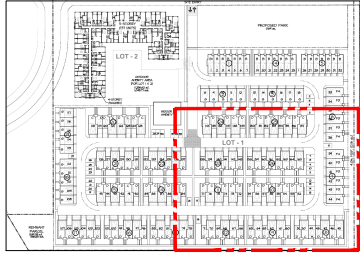
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SCALE: 1:300



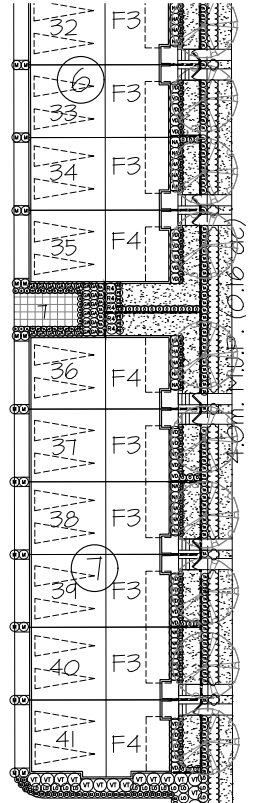
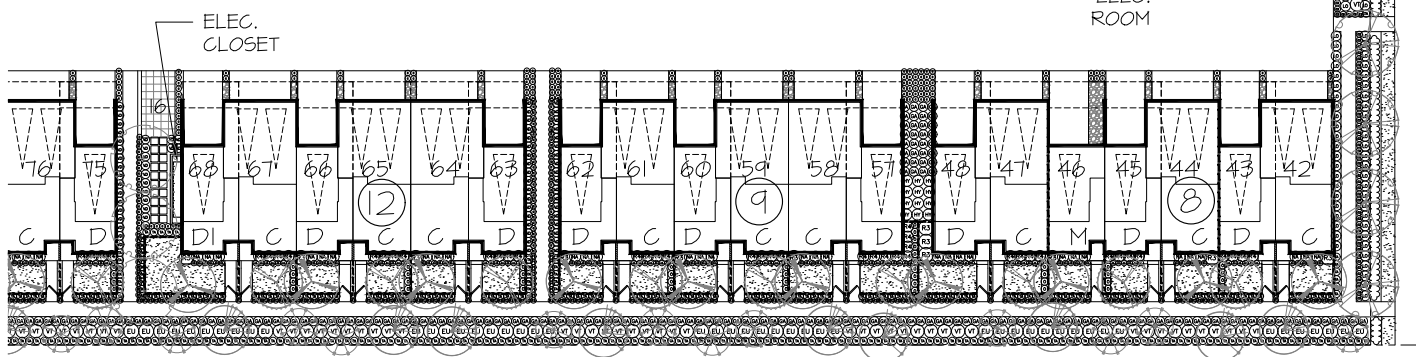
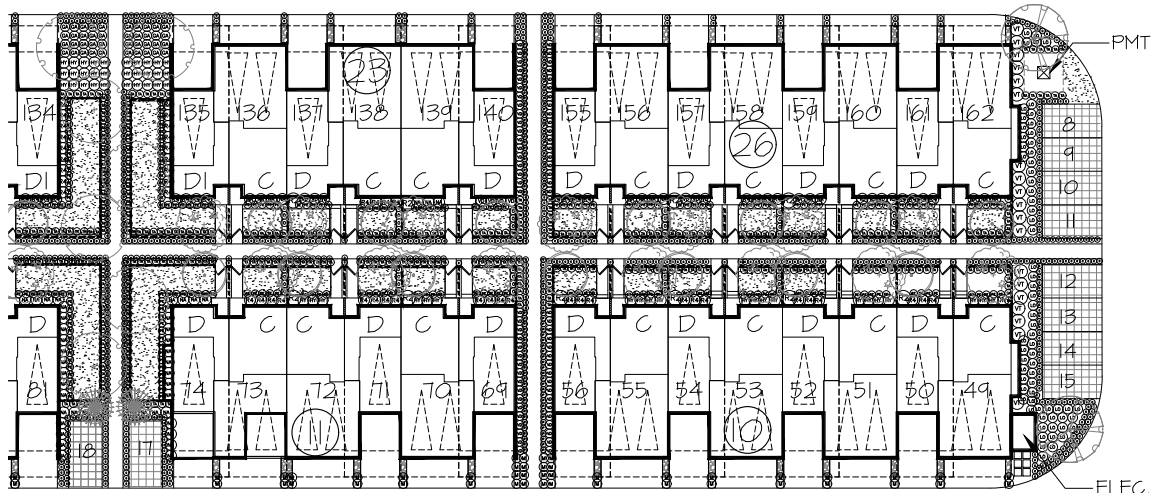
PLANT SCHEDULE			PMG PROJECT NUMBER: 19-186	
KEY	QTY	BOTANICAL NAME	COMMON NAME	PLANTED SIZE / REMARKS
SHRUB				
(EU)	87	EUONYMUS ALATA 'COMPACTUS'	COMPACT WINGED BURNING BUSH	#2 POT; 30CM
(H)	193	HYDRANGEA MACROPHYLLA 'NIKKO BLUE'	BIGLEAF HYDRANGEA (BLUE)	#3 POT; 80CM
(M)	221	NANDINA DOMESTICA 'MOONBAY'	MOONBAY HEAVENLY BAMBOO	#3 POT; 50CM
(P)	22	PIERIS JAPONICA 'MOUNTAIN FIRE'	JAPANESE ANDROMEDA	#3 POT; 50CM
(C)	423	PRUNUS LAUROCERASUS 'OTTO LUYKEN'	OTTO LUYKEN LAUREL	#3 POT; 50CM
(A)	301	PRUNUS LUSITANICA	PORTUGESE LAUREL	#3 POT; 60CM; 1M B&B
(R)	56	RHODODENDRON 'ANAH KRUSCHKE'	RHODODENDRON; BLUE	#3 POT; 50CM
(S)	22	RHODODENDRON 'ANNA ROSE WHITNEY'	RHODODENDRON; ROSE PINK; APRIL	#3 POT; 50CM
(E)	206	RHODODENDRON 'BOW BELLS'	RHODODENDRON; PINK	#3 POT; 30CM
(S)	23	RHODODENDRON 'ROYAL PURPLE'	RHODODENDRON; DEEP PURPLE; L MAY	#3 POT; 50CM
(S)	52	SKIMMIA JAPONICA 'RUBELLA'	RUBELLA SKIMMIA	#3 POT; 50CM
(S)	1823	TAXUS X MEDIA 'HICKSII'	HICK'S YEW	#3 POT; 80CM
(S)	422	VIBURNUM DAVIDII	DAVID'S VIBURNUM	#3 POT; 45CM
(S)	227	VIBURNUM TINUS 'SPRING BOUQUET'	DWARF VIBURNUM	#3 POT; 50CM
GRASS				
(C)	2407	CAREX 'OSHIMENSIS EVERGOLD'	SILVER VARIEGATED SEDGE	#1 POT
(H)	637	HELICTOTRICHON SEMPERVIRENS	BLUE OAT GRASS	#1 POT
(P)	459	PENNISETUM ALOPECUROIDES 'HAMELIN'	DWARF FOUNTAIN GRASS	#1 POT
(P)	760	PENNISETUM ALOPECUROIDES 'LITTLE BUNNY'	FOUNTAIN GRASS	#1 POT
(M)	322	STIPA TENUISSIMA	MEXICAN FEATHER GRASS	#1 POT
PERENNIAL				
(HE)	9	HEMEROCALLIS	DAYLILY	#1 POT; 1-2 FAN
(M)	30	LAVENDULA ANGUSTIFOLIA 'MUNSTEAD'	ENGLISH LAVENDER; COMPACT; VIOLET-BLUE	#1 POT
GC				
(E)	362	ERICA CARNEA 'SPRINGWOOD WHITE'	WINTER HEATH; WHITE	#1 POT
(SA)	459	GAULTHERIA SHALLON	SALAL	#1 POT; 20CM
(L)	335	LONICERA PILEATA	PRIVET HONEYSUCKLE	#2 POT; 25CM

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





LOT - 1



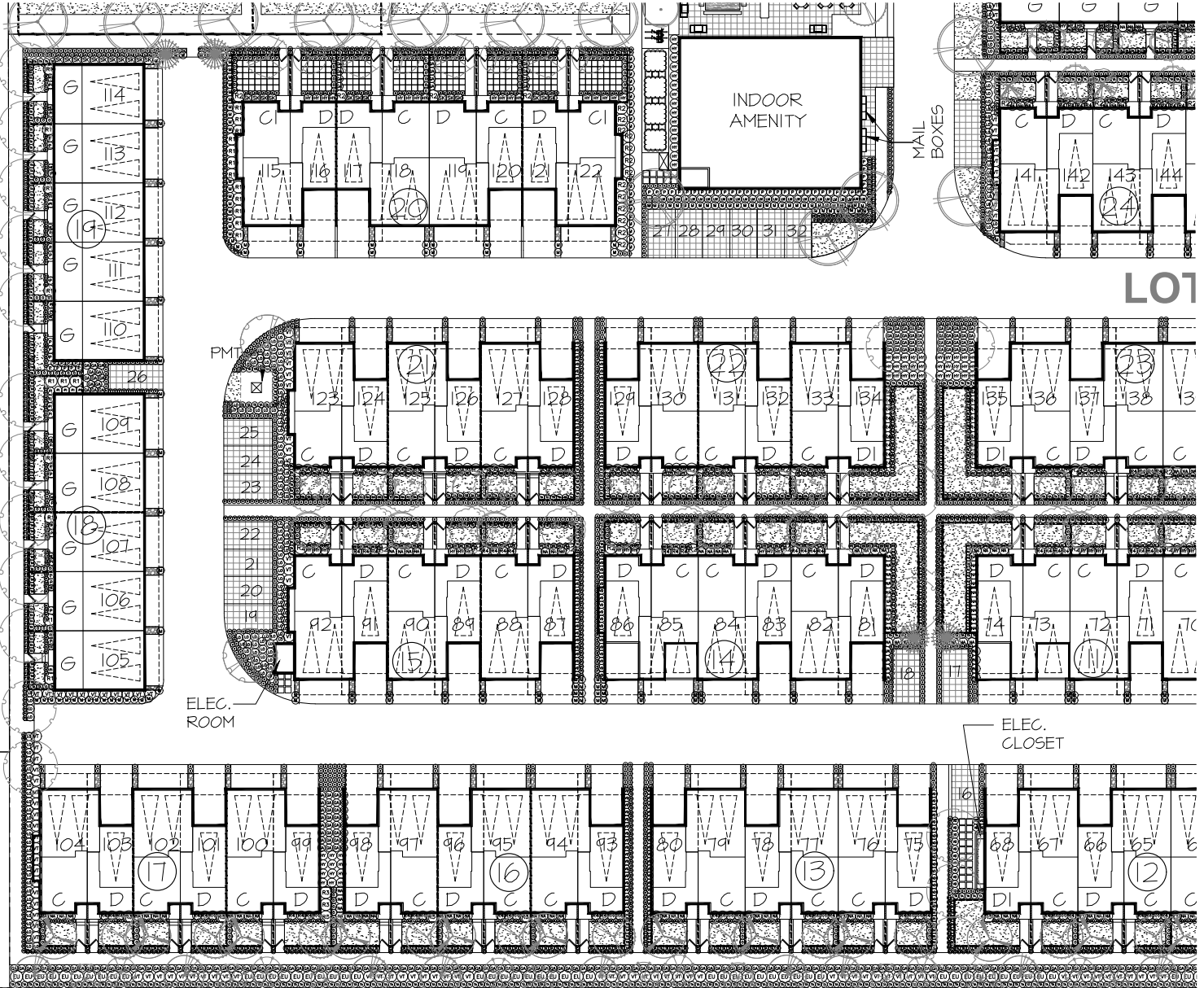
NO.	DATE	REVISION DESCRIPTION
4	20 JULY 03	NEW SITE PLAN
3	20 JULY 03	NEW SITE PLAN
3	20 APR 07	NEW SITE PLAN
2	20 MAR 23	ISSUED FOR PERMIT
1	20 JAN 23	NEW SITE PLAN

CLIENT:
DAWSON + SAWYER

PROJECT:
WEST VILLA TOWNHOUSE PHASE 1

8560 - 156TH STREET SURREY

DRAWING TITLE:
SOUTHEAST SHRUB PLAN



LOT - 7
 REMNANT
 PARCEL
 5,414.86 s.f.
 503.06 s.m.

1.942m. ROAD
 DEDICATION
 576.68 s.f.

LOT 1

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 LANDSCAPE
 ARCHITECTS

Suite C100 - 4185 Still Creek
 Burnaby, British Columbia, V5P
 p. 604 294-0011 ; f. 604 294-0012

SEAL:

4	20 JULY 03	NEW SITE PLAN
3	20 JULY 03	NEW SITE PLAN
3	20 APR 07	NEW SITE PLAN
2	20 MAR 23	ISSUED FOR PERMIT
1	22 MAR 08	NEW SITE PLAN

NO. DATE REVISION DESCRIPTION

CLIENT:

DAWSON + SAWYER

PROJECT:

**WEST VILLA
 TOWNHOUSE PHASE 1**

**8560 - 156TH STREET
 SURREY**

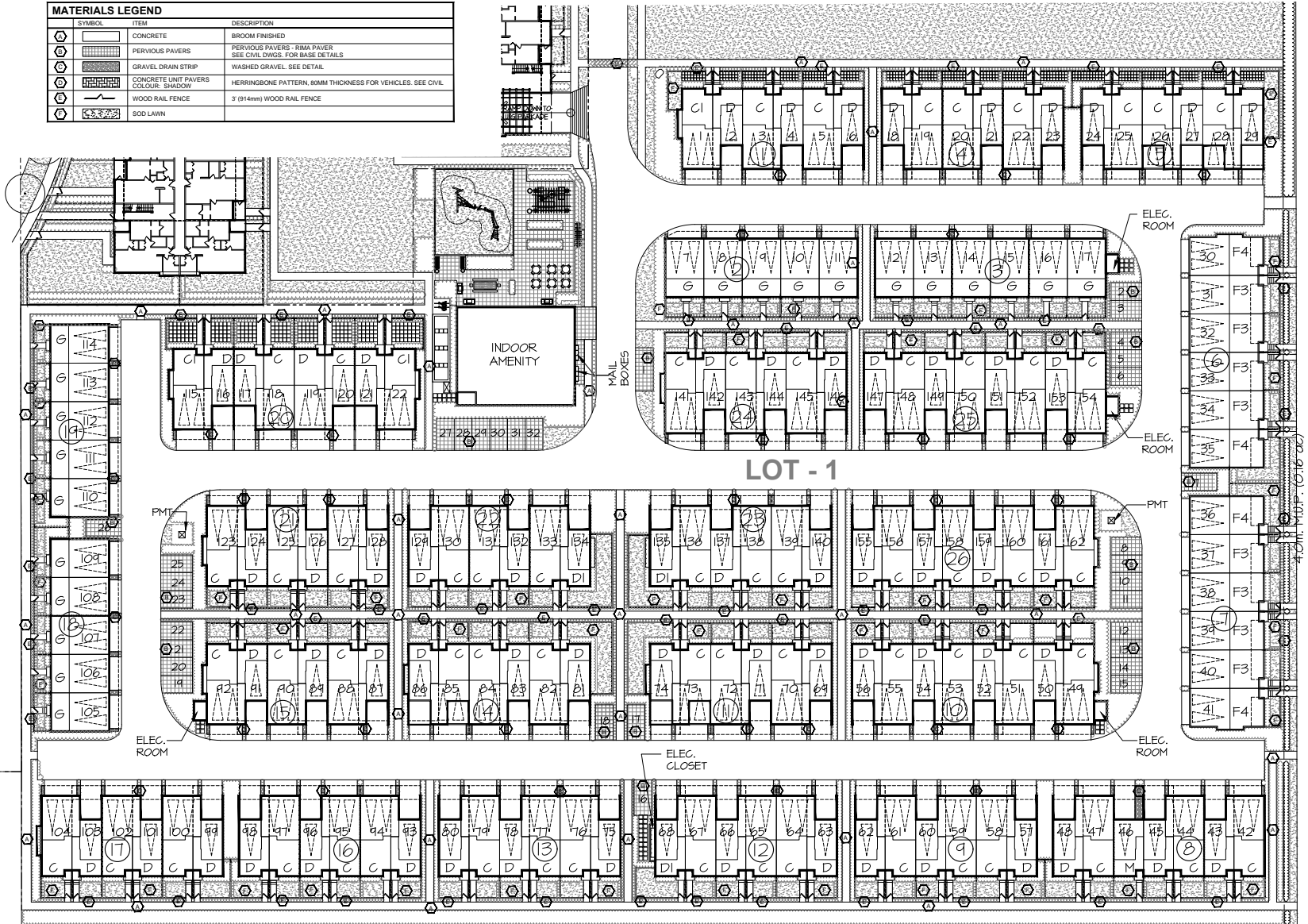
DRAWING TITLE:

**SOUTHWEST
 SHRUB PLAN**

DATE: 19 DEC 09

SCALE: 1:200

MATERIALS LEGEND		
SYMBOL	ITEM	DESCRIPTION
	CONCRETE	ROOM FINISHED
	PERVIOUS PAVERS	PERVIOUS PAVERS - RIMA PAVES SEE CIVIL DWGS. FOR BASE DETAILS
	GRAVEL DRAIN STRIP	WASHED GRAVEL. SEE DETAIL.
	CONCRETE UNIT PAVERS COLOUR: SHADOW	HERRINGBONE PATTERN, 80MM THICKNESS FOR VEHICLES. SEE CIVIL.
	WOOD RAIL FENCE	3" (814mm) WOOD RAIL FENCE
	SOD LAWN	



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Burnaby, British Columbia, V5A 4E9
p. 604 294-0011 | f. 604 294-0012

SCALE:

NO.	DATE	REVISION DESCRIPTION
4	20 JULY 03	NEW SITE PLAN
3	20 JULY 03	NEW SITE PLAN
3	20 APR 07	NEW SITE PLAN
2	20 MAR 23	ISSUED FOR PERMIT
1	20 MAR 23	NEW SITE PLAN

CLIENT:

DAWSON + SAWYER

PROJECT:

WEST VILLA TOWNHOUSE PHASE 1

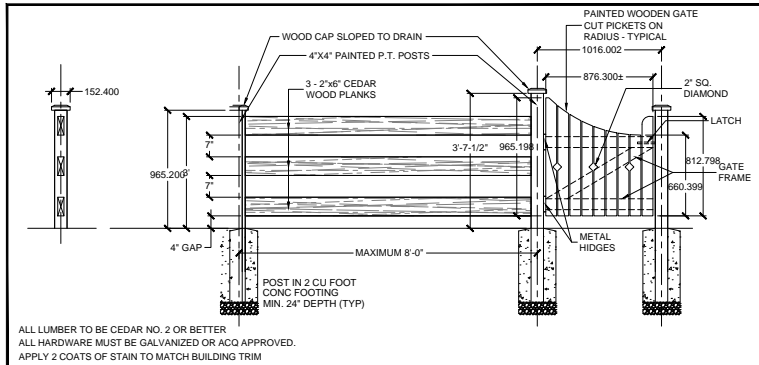
8560 - 156TH STREET SURREY

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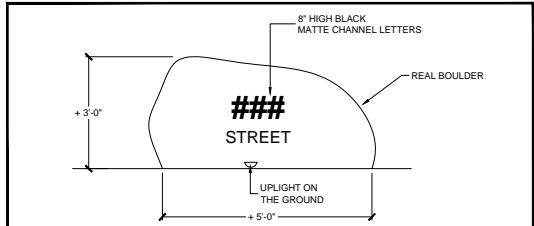
MATERIAL PLAN

DATE: 19 DEC 09

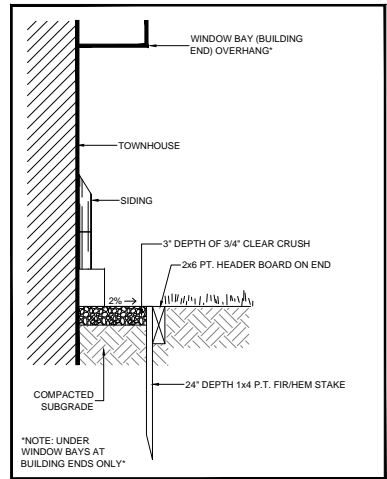
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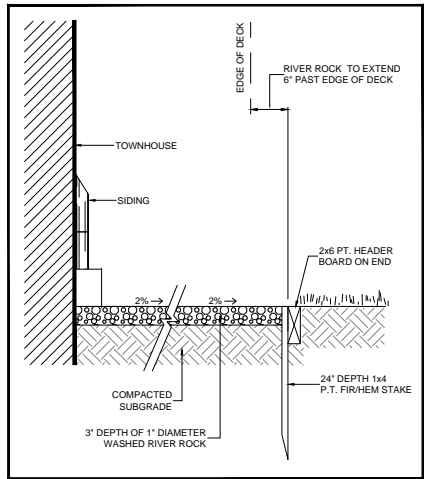
1 3' HT. RAIL FENCE
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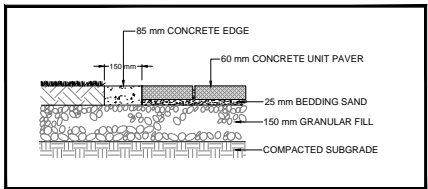
2 ENTRY SIGN
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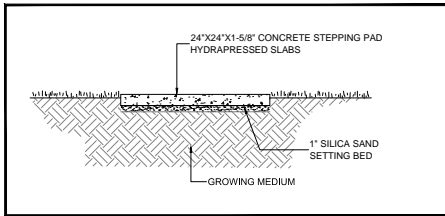
3 GRAVEL DRAIN STRIP
 1:10



4 RIVER ROCK UNDER DECK
 1:10



5 PAVERS EDGE
 1:10



6 CONCRETE STEPPING STONE
 1:10

3	20 JUL 13	NEW SITE #
2	20 MAR 13	ISSUED FOR PERMIT
1	25 JAN 13	NEW SITE #

NO. DATE REVISION DESCRIPTION

CLIENT:

DAWSON + SAWYER

PROJECT:

WEST VILLA TOWNHOUSE PHASE 1

8560 - 156TH STREET SURREY

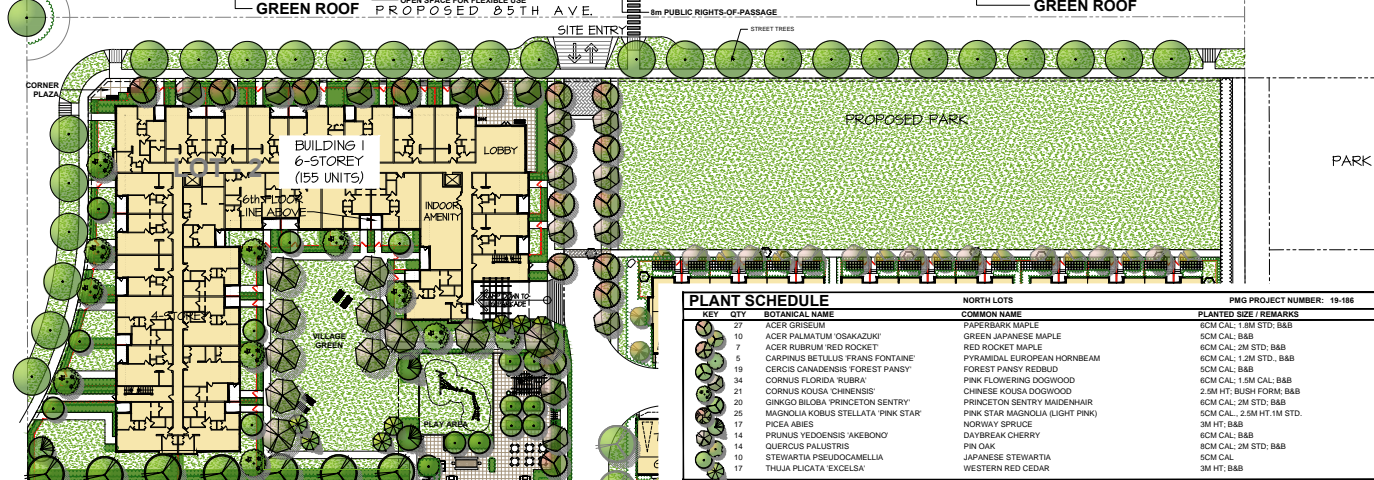
DRAWING TITLE:

LANDSCAPE DETAILS

DATE: 19 DEC 09

SCALE: AS SHOWN

Fraser Highway



PLANT SCHEDULE		NORTH LOTS	PMG PROJECT NUMBER: 19-186
KEY	BOTANICAL NAME	COMMON NAME	PLANTED SIZE / REMARKS
27	ACER GRISEUM	PAPERBARK MAPLE	6CM CAL: 1.8M STD. B&B
10	ACER PALMATUM 'OSAKAZUKI'	GREEN JAPANESE MAPLE	8CM CAL: B&B
7	ACER RUBRUM 'RED ROCKET'	RED ROCKET MAPLE	6CM CAL: 2M STD: B&B
5	CARPINUS BETULUS 'FRANS FONTAINE'	PYRAMIDAL EUROPEAN HORNBANEAM	6CM CAL: 1.2M STD., B&B
19	CERCIS CANADENSIS 'FOREST PANSY'	FOREST PANSY REDBUD	8CM CAL: B&B
34	CORNUS FLORIDA 'RUBRA'	PINK FLOWERING DOGWOOD	6CM CAL: 1.5M CAL: B&B
21	CORNUS KOUSA 'CHINENSIS'	CHINESE KOUSA DOGWOOD	2.5M HT: BUSH FORM: B&B
20	GRINGGO BLOBA 'PRINCETON SENTRY'	PRINCETON SENTRY MAIDENHAIR	6CM CAL: 2M STD: B&B
25	MANGOLIA KOBUS STELLATA 'PINK STAR'	PINK STAR MANGOLIA (LIGHT PINK)	8CM CAL: 2.5M HT: 1M STD.
17	PISEA ABIES	NORWAY SPRUCE	3M HT: B&B
14	PRUNUS YEDOENSIS 'AKEBONO'	DAYBREAK CHERRY	6CM CAL: B&B
10	QUERCUS PALLISTRIS	PN OAK	8CM CAL: 2M STD: B&B
17	STEWARTIA PRELUCCIOMELLIA	JAPANESE STEWARTIA	8CM CAL:
14	THUJA PLICATA 'EXCELSA'	WESTERN RED CEDAR	3M HT: B&B

NOTES: - PLANT SIZES IN THIS LIST ARE SPECIFIED ACCORDING TO THE BC LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARD, LATEST EDITION. CONTAINER SIZES SPECIFIED AS PER CNA STANDARD. BOTH PLANT SIZE AND CONTAINER SIZE ARE THE MINIMUM ACCEPTABLE SIZES. REFER TO SPECIFICATIONS FOR DEFINED CONTAINER SIZES AND DIMENSIONS AND CONTAINER AND MATERIAL REQUIREMENTS. - PERMANENT AND TEMPORARY MARKS BY DATE AND METHOD. ALL LAB. TESTS AND PROVISIONAL IDENTIFICATION AND REPORTS BY DATE.

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Suite C100 - 4185 Still Creek
Burnaby, British Columbia, V5C 4E6
p: 604 294-0011 | f: 604 294-0012

SEAL:

NO. DATE REVISION DESCRIPTION
1 20 JULY 23 UPDATE FROM PREVIOUS VERSION
2 20 JULY 23 NEW SITE PLAN
3 20 APR 27 NEW SITE PLAN
4 20 FEB 26 NEW SITE PLAN
5 20 FEB 26 GENERAL

CLIENT:
DAWSON + SAWYER

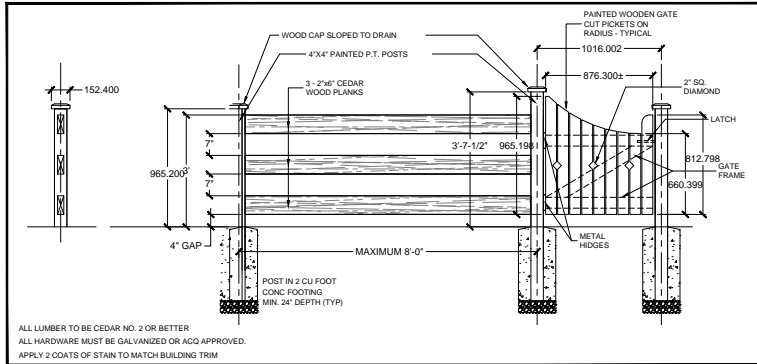
PROJECT:
**WEST VILLA
FUTURE CONDO**

**8560 + 156TH STREET
SURREY**

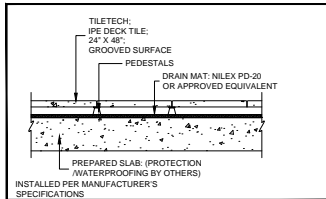
DRAWING TITLE:
LANDSCAPE PLAN

DATE: 20 JAN 09
SCALE: 1:400

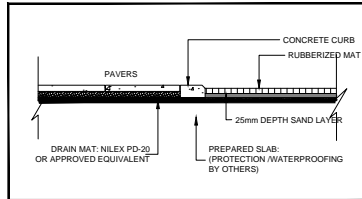




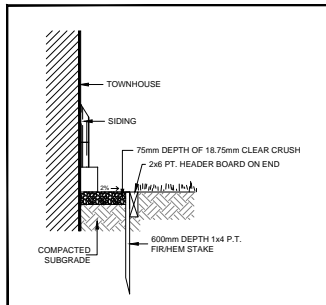
1 3' HT. RAIL FENCE
1/20



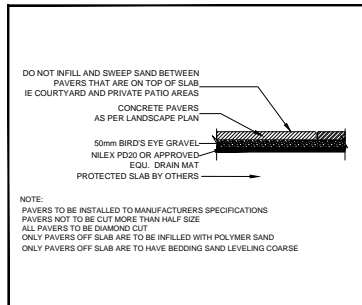
3 IPE DECK
1/15



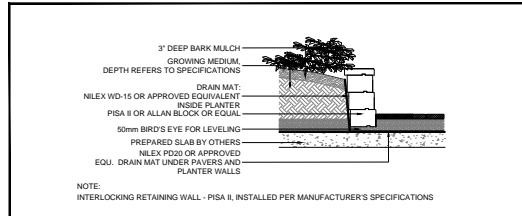
4 RUBBER TILE PLAY SURFACE
1/15



5 GRAVEL DRAIN STRIP
1/15



6 HYDRAPRESSED SLABS ON SLAB
1/15



8 GARDEN PLOT PLANTER WALL ON SLAB
1/15



MAGLIN MCL720 CHAISE LOUNGE



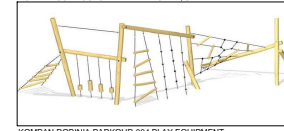
HAUSER LOUNGE SEATING



MAGLIN MLB970 SERIES BENCH
 POWDERCOAT COLOR: FINE TEXTURED, SILVER 14



MAGLIN BIKE RACK MBR150-S



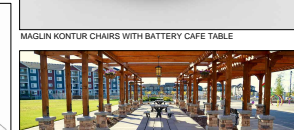
KOMPAN ROBINIA PARKOUR 004 PLAY EQUIPMENT



MAGLIN KONTUR CHAIRS WITH BATTERY CAFE TABLE



KOMPAN SIX-SIDED CLIMBING STRUCTURE



WISHBONE BAYVIEW PICNIC TABLE



ROBINIA VILLAGE HOUSE



LANDSCAPE FORMS ROSA PLANTER

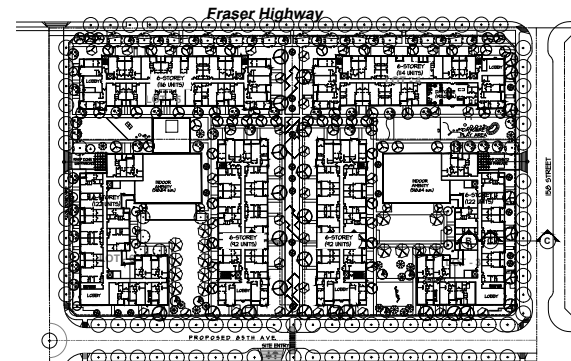
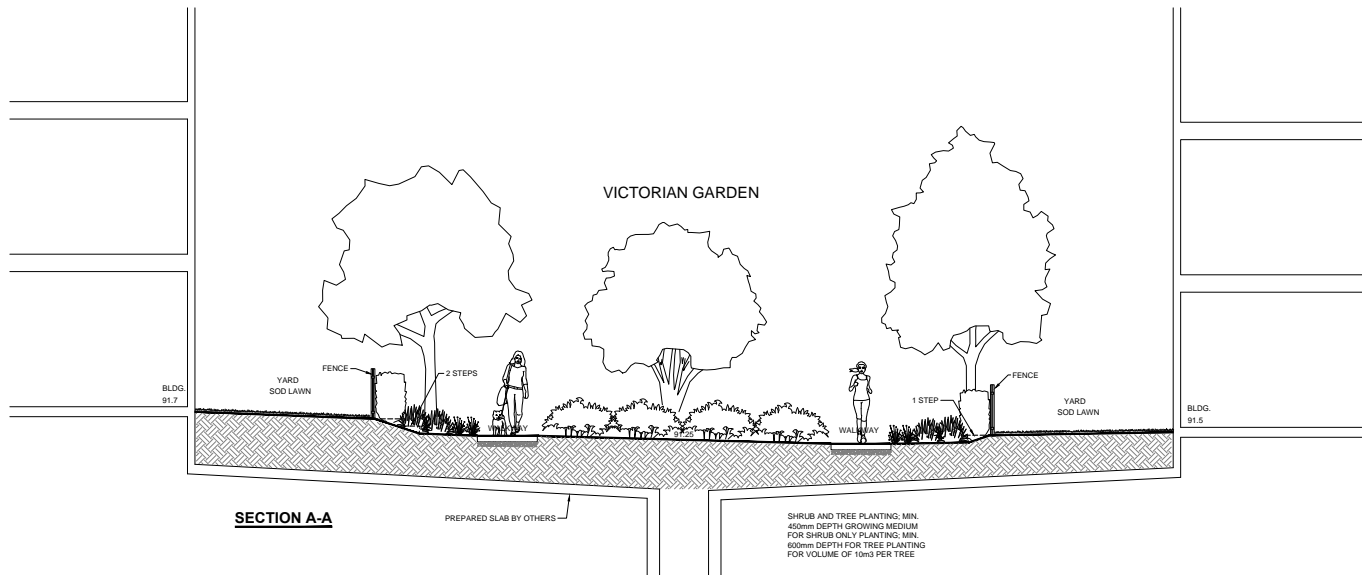


NORWELL PINGPONG TABLE NW502

3	20 JULY 23	UPDATE FROM
4	20 JULY 23	NEW SITE
3	20 APR 27	NEW SITE
2	20 FEB 26	NEW SITE
1	20 JAN 15	GENERAL

NO. DATE REVISION DESCRIPTION

SEAL:



5	20 JULY 03	UPDATE FROM
4	20 JULY 03	NEW SITE PLAN
3	20 APR 07	NEW SITE PLAN
2	20 FEB 20	NEW SITE PLAN
1	20 JAN 02	GENERAL

NO. DATE REVISION DESCRIPTION

CLIENT:

DAWSON + SAWYER

PROJECT:

WEST VILLA FUTURE CONDO

8560 - 156TH STREET SURREY

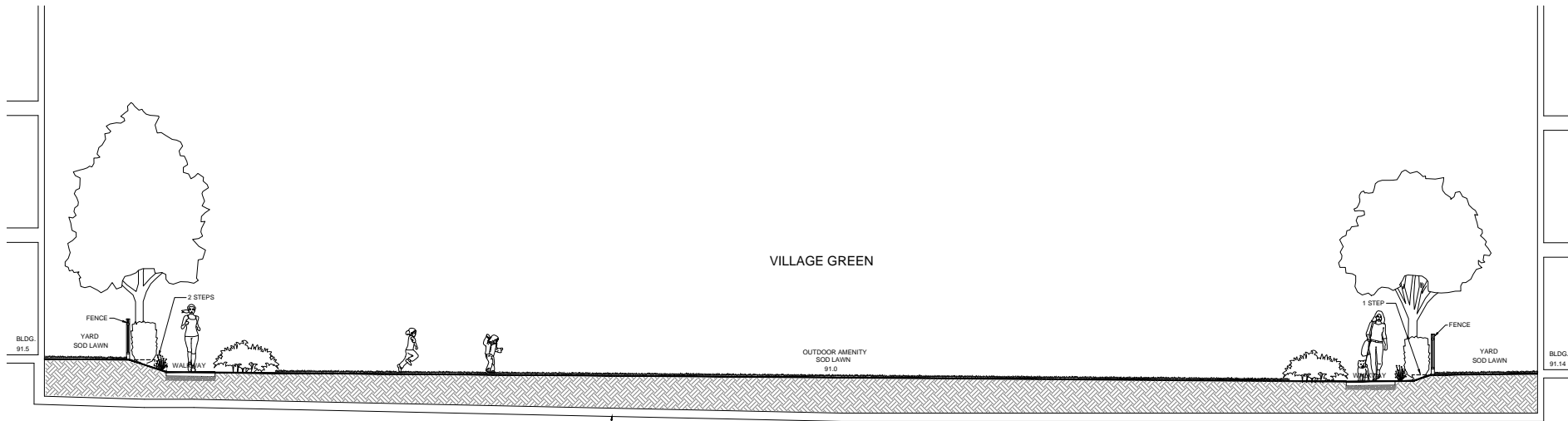
DRAWING TITLE:

SECTIONS NORTH PROP

DATE: 20 MAR 04

SCALE: 1:50

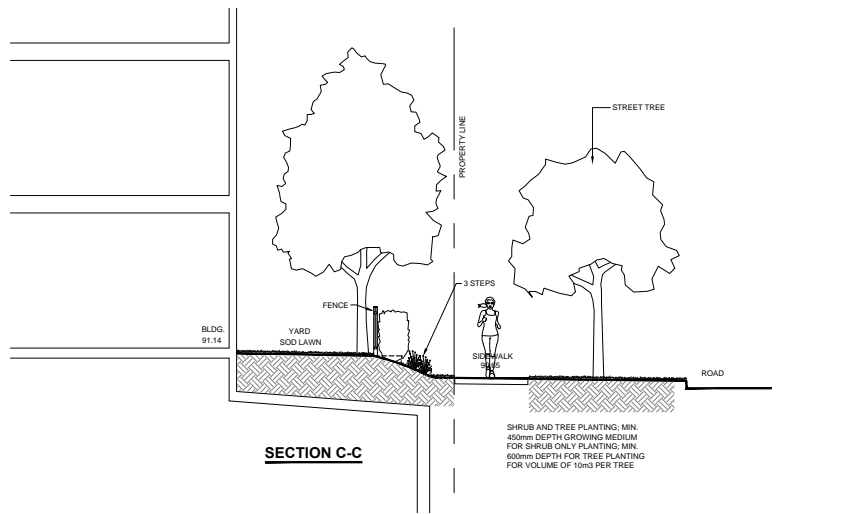
SEAL:



SECTION B-B

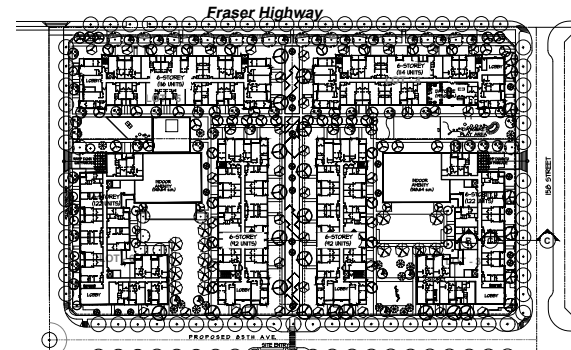
PREPARED SLAB BY OTHERS

SHRUB AND TREE PLANTING: MIN. 450mm DEPTH GROWING MEDIUM FOR SHRUB ONLY PLANTING; MIN. 600mm DEPTH FOR TREE PLANTING FOR VOLUME OF 10m³ PER TREE



SECTION C-C

SHRUB AND TREE PLANTING: MIN. 450mm DEPTH GROWING MEDIUM FOR SHRUB ONLY PLANTING; MIN. 600mm DEPTH FOR TREE PLANTING FOR VOLUME OF 10m³ PER TREE



3	20 JULY 03	UPDATE FROM
4	20 JULY 03	NEW SITE PLAN
5	20 APR 07	NEW SITE PLAN
7	20 FEB 20	NEW SITE PLAN
1	20 MAR 12	GENERAL

NO. DATE REVISION DESCRIPTION

CLIENT:

DAWSON + SAWYER

PROJECT:

WEST VILLA FUTURE CONDO

8560 - 156TH STREET SURREY

DRAWING TITLE:

SECTIONS - NORTH & SOUTH PRO

DATE: 20 MAR 04

SCALE: 1:50

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

FROM: **Development Engineer, Engineering Department**

DATE: **July 02, 2020** PROJECT FILE: **7819-0109-00**

RE: **Engineering Requirements
Location: 8560 156 Street**

REZONE/SUBDIVISION

Property and Right-of-Way Requirements

- Dedicate 5.5m along Fraser Highway.
- Dedicate 1.942m along 156 Street.
- Dedicate 20.0m for 85 Avenue.
- Dedicate 8.5m along 158 Street.
- Dedicate varying widths for the Unnamed Road from 156 Street to 85 Avenue.
- Dedicate 8.0m for the Green Lane.
- Dedicate 4.0m for walkway.
- Dedicate corner cuts as required.
- Provide 0.5m statutory right-of-way (SRW) along all road frontages.
- Provide SRW over the existing sanitary main located with SRW 1972-0125 to current City Standards.
- Secure offsite SRWs and working easements as required.

Works and Services

- Construct east side of 156 Street.
- Construct 85 Avenue, 158 Street and the Unnamed Road.
- Construct the east side of the Green Lane.
- Construct west half of walkway.
- Install traffic signal at the intersection of Fraser Highway and 158 Street. The traffic signal to be fully funded by the applicant per the recommendations of the Traffic Impact Analysis prepared and in lieu of support for the TCP/OCF amendments by the City Engineering Department.
- Provide cash-in-lieu for 100% of future traffic circle at the intersection of 85 Avenue, Unnamed Road, and the Green Lane. The 100% contribution is part of the requirements for support of the TCP/OCF amendments by the City Engineering Department and to address the community concerns.
- Construct 7.3m concrete driveway letdowns.
- Construct storm mains along 85 Avenue, Green Lane, and the Unnamed Road.
- Construct on-site stormwater mitigation features per the Fleetwood TCP and the Fleetwood Greenway North Creek Integrated Stormwater Management Plan.
- Construct water mains along 156 Street, 85 Avenue, and the Unnamed Road.
- Construct sanitary mains along 156 Street, 158 Street, 85 Avenue, Green Lane, and the Unnamed Road.
- Provide water, storm, and sanitary service connections to each lot.
- Submit a sanitary catchment plan and resolve any capacity constraints identified.
- Register legal documents as determined through detailed design.

OCF AMENDMENT/TCP AMENDMENT/DEVELOPMENT PERMIT/DEVELOPMENT VARIANCE PERMIT

There are no additional engineering requirements relative to the OCF Amendment/TCP Amendment and the issuance of issuance of the Development Permit/Development Variance Permit beyond those required above.

A Servicing Agreement is required prior to Rezone/Subdivision/BP. A processing fee of \$53,147.25 is required.



Jeff Pang, P.Eng.
Development Engineer

CE4

NOTE: Detailed Land Development Engineering Review available on file

June 9, 2020

Planning

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

Walnut Road Elementary is operating at 125% and will continue to operate over capacity for the next 10 years. Because of the limited site remaining and the existing design of the school, expanding the school may be problematic. Consequently, in-catchment demand, in the future, may have to be accommodated at William Watson and/or Coyote Creek which are also over capacity.

As part of the Surrey School District's 2019/2020 Capital Plan submission to the Ministry of Education, the District is requesting a 300 capacity addition at William Watson to relieve the short term pressure in the Fleetwood Area. (The project has not been approved by the Ministry) The Ministry has approved a capital funding for a new 100 capacity addition to Coyote Creek. The addition is targeted to open in the fall of 2020. Also as part of the District's 2020/2021 Capital plan, the District is requesting a site to build future elementary school in the area to accommodate longer term demand.

Fleetwood Secondary total enrollment, as of September 2019, is 1526 and is projected to steadily grow over the next 10 years. The school's capacity is 1200. As part of the District's 2020/2021 Capital Plan, the District is requesting a 300 capacity addition targeted to open in 2024. The project has not been approved by the Ministry.

THE IMPACT ON SCHOOLS

APPLICATION #: 19 0109 00

SUMMARY

The proposed 162 townhouse units are estimated to have the following impact on the following schools:

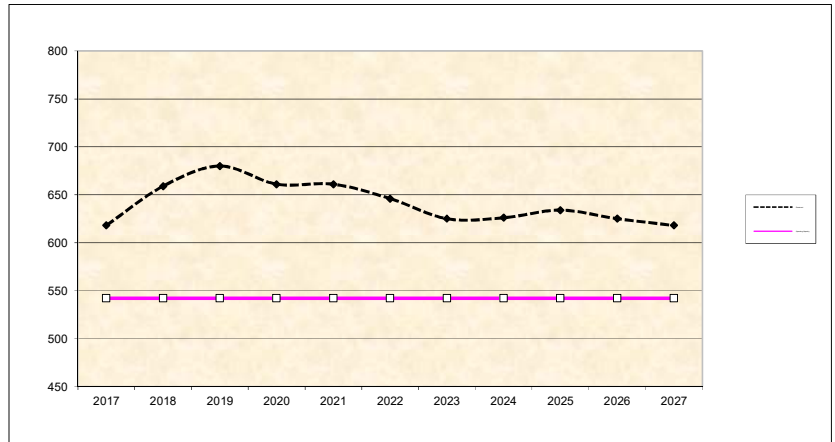
Projected # of students for this development:

Elementary Students:	41
Secondary Students:	26

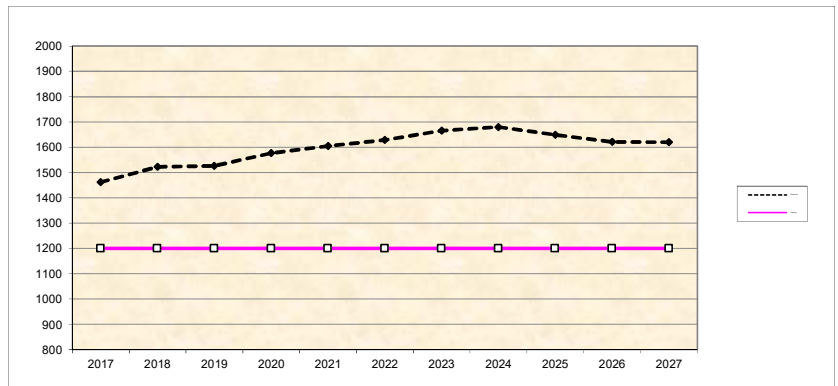
September 2019 Enrolment/School Capacity

Walnut Road Elementary	
Enrolment (K/1-7):	77 K + 603
Operating Capacity (K/1-7)	76 K + 466
Fleetwood Park Secondary	
Enrolment (8-12):	1526
Capacity (8-12):	1200

Walnut Road Elementary



Fleetwood Park Secondary




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

Tree Preservation Summary

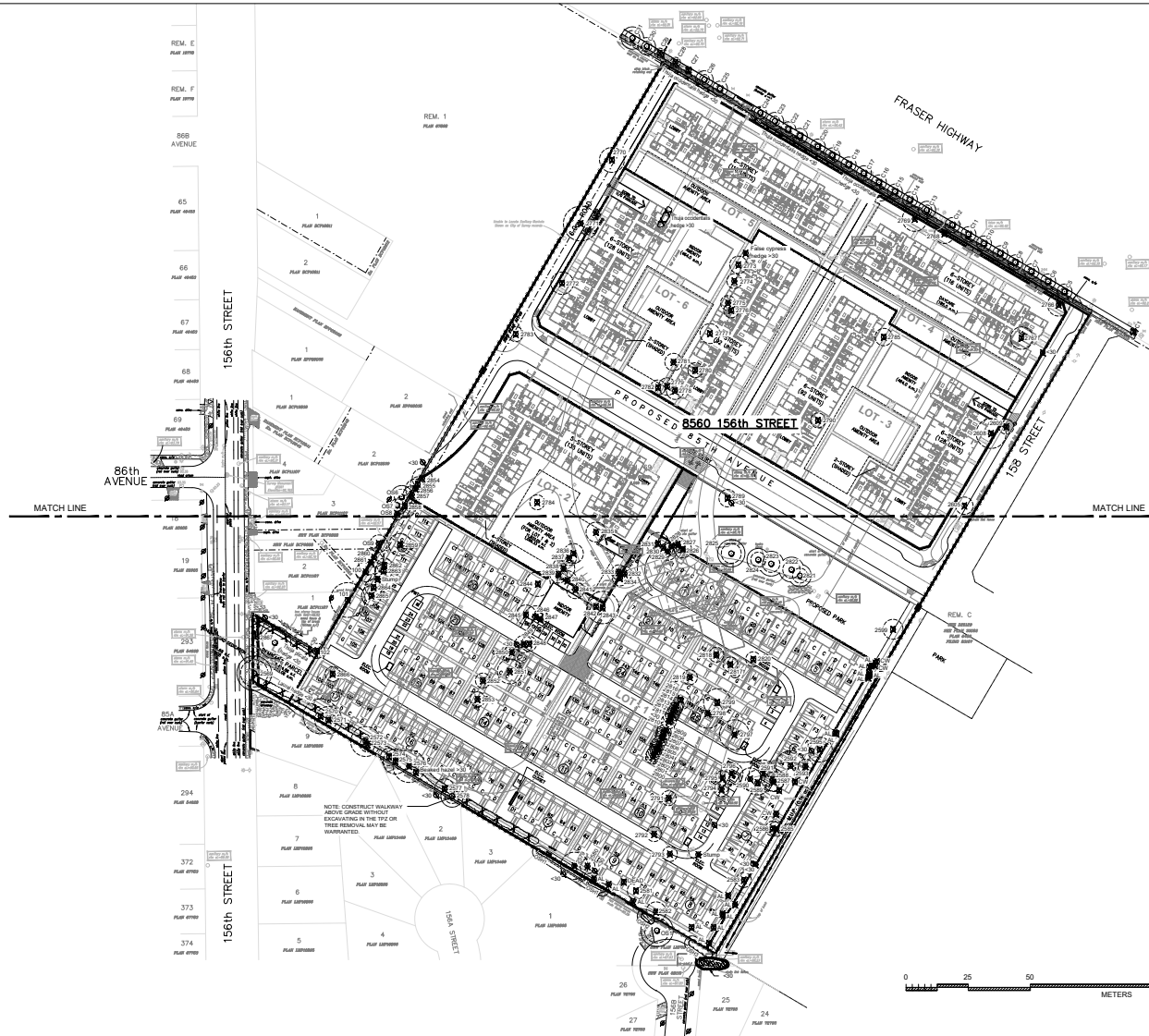
Surrey Project No: 19-0109-00
Address: 8560 - 156 Street Surrey, BC
Registered Arborist: Corey Plester #PN-8523A

On-Site Trees	Number of Trees
Protected Trees Identified (on-site and shared trees, including trees within boulevards and proposed streets and lanes, but excluding trees in proposed open space or riparian areas)	182
Protected Trees to be Removed	150
Protected Trees to be Retained (excluding trees within proposed open space or riparian areas)	32
Total Replacement Trees Required: <ul style="list-style-type: none"> - Alder & Cottonwood Trees Requiring 1 to 1 Replacement Ratio 25 X one (1) = <u>25</u> - All other Trees Requiring 2 to 1 Replacement Ratio 125 X two (2) = <u>250</u> 	275
Replacement Trees Proposed	433
Replacement Trees in Deficit	0
Protected Trees to be Retained in Proposed [Open Space / Riparian Areas]	NA

Off-Site Trees	Number of Trees
Protected Off-Site Trees to be Removed	3
Total Replacement Trees Required: <ul style="list-style-type: none"> - Alder & Cottonwood Trees Requiring 1 to 1 Replacement Ratio 1 X one (1) = 1 - All other Trees Requiring 2 to 1 Replacement Ratio 2 X two (2) = 4 	5
Replacement Trees Proposed	N/A
Replacement Trees in Deficit	N/A

Summary report and plan prepared and submitted by: Mike Fadum and Associates Ltd.	
Signature of Arborist: 	Date: March 10, 2020





NOTE: REASSESS ALL RETAINED TREES WITH FINAL ROAD CONSTRUCTION AND SERVICING/GRADING PLANS.

LEGEND

	TREE TO BE RETAINED		MINIMUM NO DISTURBANCE ZONE
	TREE TO BE REMOVED		1.5m NO-BUILD ZONE
	NON BY-LAW TREE		TREE NOT ASSESSED
	TREE TO BE REMOVED UNDER PROJECT #17-0402		

NO.	DATE	BY	REVISION
1	DEC04/19	MK	SITE PLAN
2	DEC11/19	MK	REVISIONS
3	JAN13/20	MK	SITE PLAN
4	JAN16/20	MK	SITE PLAN
5	MAR10/20	MK	SITE PLAN

MIKE FADUM AND ASSOCIATES LTD.
VEGETATION CONSULTANTS

#105, 8277 129 St.
 Surrey, British Columbia
 V3W 0A6
 Ph: (778) 593-0300
 Fax: (778) 593-0302
 Email: mfadum@fadum.ca

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PROJECT TITLE
 8560 - 156 STREET
 (PROJECT # 19-0109-00)
 SURREY, B.C.

SHEET TITLE
 KEY - TREE REMOVAL AND PRESERVATION PLAN
CLIENT
 DAWSON & SAWYER

DRAWN MK
SCALE AS SHOWN
DATE JULY 2, 2019

KEY
 SHEET 1 OF 5

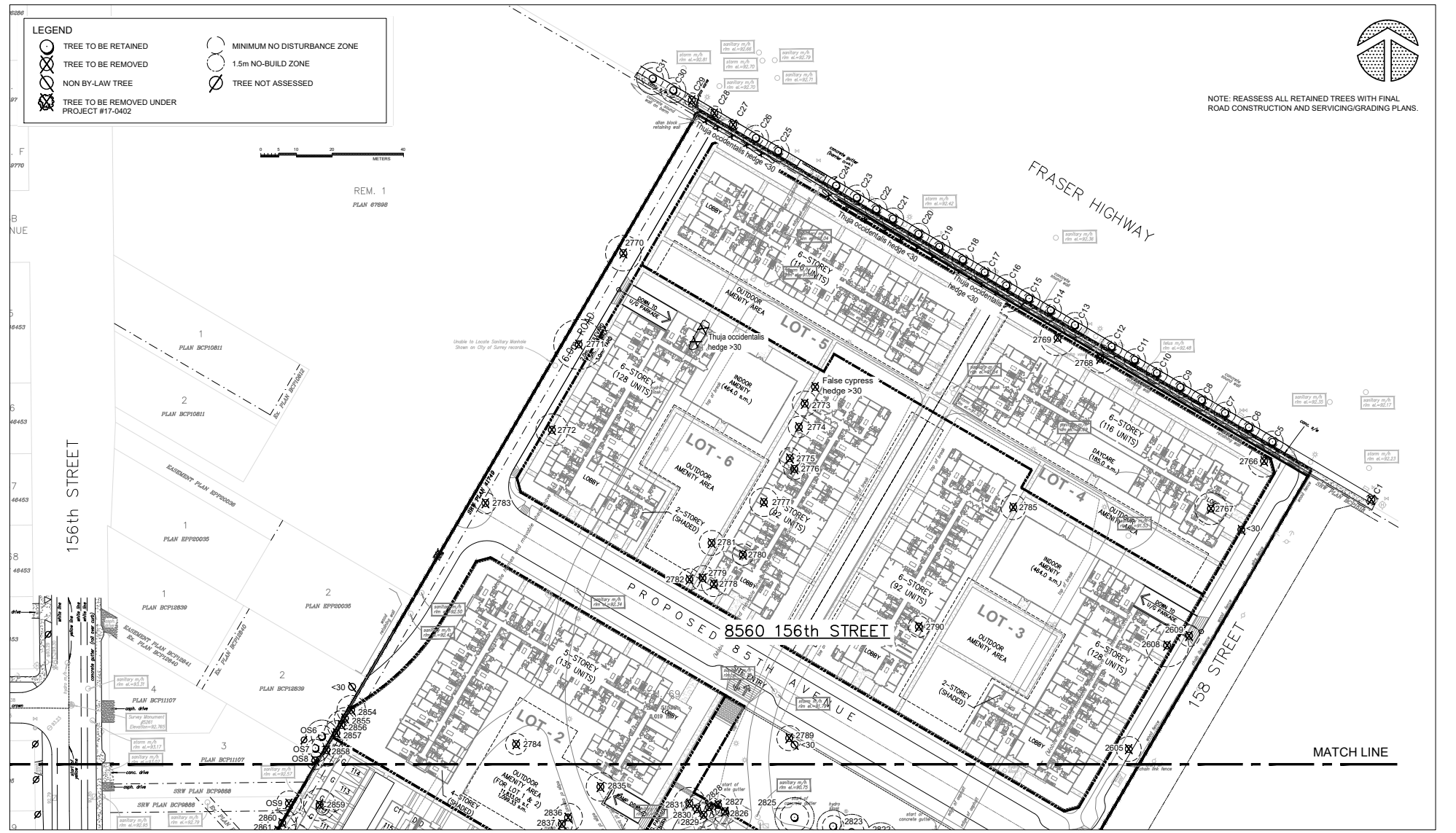
LEGEND	
	TREE TO BE RETAINED
	TREE TO BE REMOVED
	NON BY-LAW TREE
	TREE TO BE REMOVED UNDER PROJECT #17-0402
	MINIMUM NO DISTURBANCE ZONE
	1.5m NO-BUILD ZONE
	TREE NOT ASSESSED



REM. 1
PLAN 67880



NOTE: REASSESS ALL RETAINED TREES WITH FINAL ROAD CONSTRUCTION AND SERVICING/GRADING PLANS.



NO.	DATE	BY	REVISION
1	DEC04/19	MK	SITE PLAN
2	DEC11/19	MK	REVISIONS
3	JAN13/20	MK	SITE PLAN
4	JAN16/20	MK	SITE PLAN
5	MAR10/20	MK	SITE PLAN

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PROJECT TITLE
8560 - 156 STREET
(PROJECT # 19-0109-00)
SURREY, B.C.

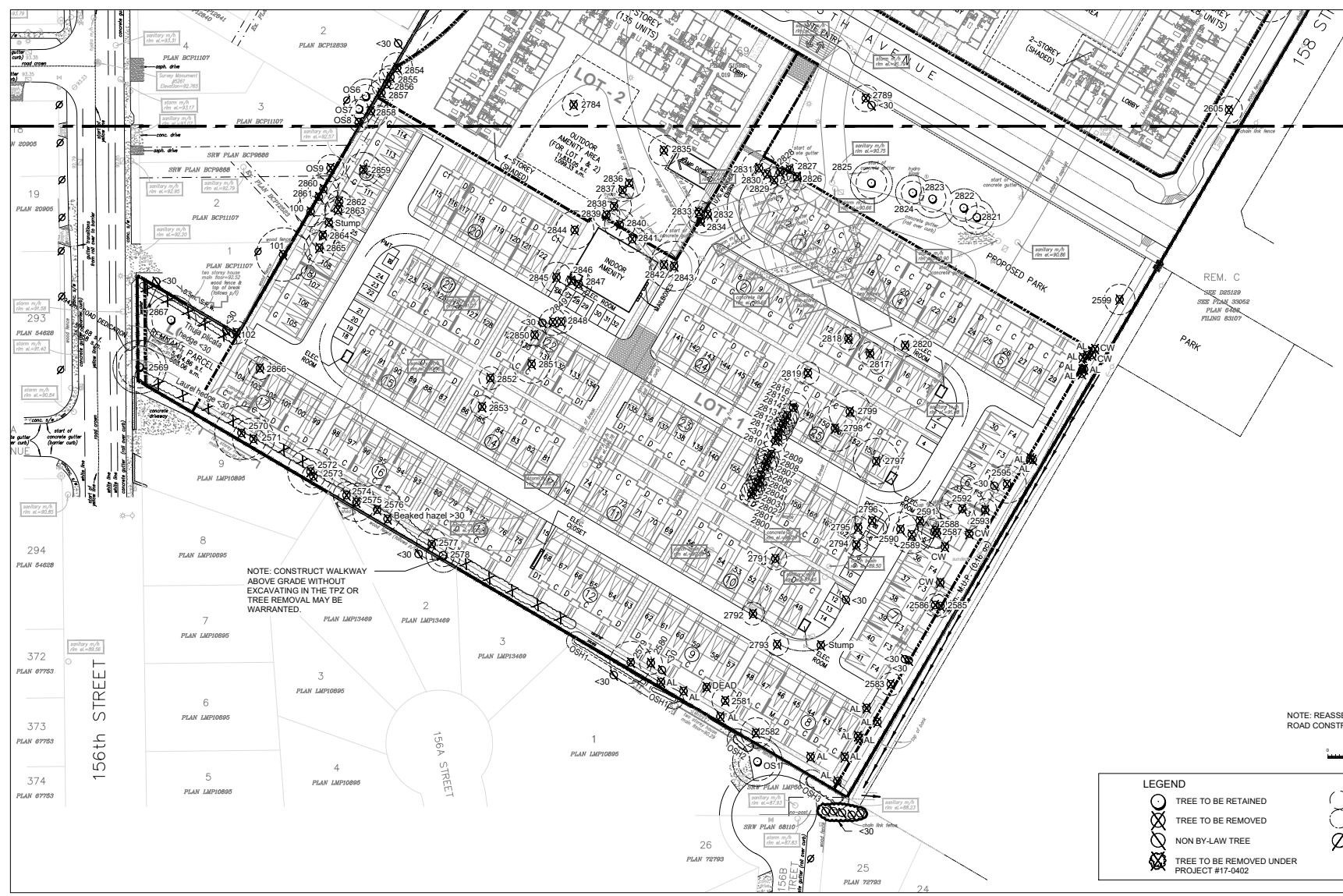
SHEET TITLE
T1A - TREE REMOVAL AND PRESERVATION PLAN - NORTH
CLIENT
DAWSON & SAWYER

DRAWN
MK
SCALE
AS SHOWN
DATE
JULY 2, 2019

T-1A
SHEET 2 OF 5



MATCH LINE



NOTE: CONSTRUCT WALKWAY ABOVE GRADE WITHOUT EXCAVATING IN THE TPZ OR TREE REMOVAL MAY BE WARRANTED.

NOTE: REASSESS ALL RETAINED TREES WITH FINAL ROAD CONSTRUCTION AND SERVING/GRADING PLANS.



LEGEND

- TREE TO BE RETAINED
- TREE TO BE REMOVED
- NON-BY-LAW TREE
- TREE TO BE REMOVED UNDER PROJECT #17-0402
- MINIMUM NO DISTURBANCE ZONE
- 1.5m NO-BUILD ZONE
- TREE NOT ASSESSED

NO.	DATE	BY	REVISION
1	DEC04/19	MK	SITE PLAN
2	DEC11/19	MK	REVISIONS
3	JAN13/20	MK	SITE PLAN
4	JAN16/20	MK	SITE PLAN
5	MAR10/20	MK	SITE PLAN

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PROJECT TITLE
8560 - 156 STREET
 (PROJECT # 19-0109-00)

SURREY, B.C.

SHEET TITLE
T1B - TREE REMOVAL AND PRESERVATION PLAN - SOUTH

CLIENT
DAWSON & SAWYER

DRAWN MK
SCALE AS SHOWN
DATE JULY 2, 2019

T-1B
 SHEET 3 OF 5



LEGEND

- TREE TO BE RETAINED
- NON BY-LAW TREE
- TREE PROTECTION FENCING
- MINIMUM NO DISTURBANCE ZONE
- 1.5m NO-BUILD ZONE
- TREE NOT ASSESSED



REM. 1
PLAN 67990

NOTE: REASSESS ALL RETAINED TREES WITH FINAL ROAD CONSTRUCTION AND SERVICING/GRADING PLANS.

NOTE: TREE PROTECTION FENCING TO BE MEASURED FROM THE OUTER EDGE OF TREE TRUNK AND SHALL BE CONSTRUCTED TO MUNICIPAL STANDARDS. REASSESS TREES WITH LOT GRADING PLANS.

NOTE: REPLACEMENT TREES SHALL CONFORM TO CNLA LANDSCAPE STANDARDS. SPECIES AND LOCATIONS TO BE DETERMINED AT LANDSCAPE STAGE.



STAMP	NO.	DATE	BY	REVISION
	1	DEC04/19	MK	SITE PLAN
	2	DEC11/19	MK	REVISIONS
	3	JAN13/20	MK	SITE PLAN
	4	JAN16/20	MK	SITE PLAN
	5	MAR10/20	MK	SITE PLAN

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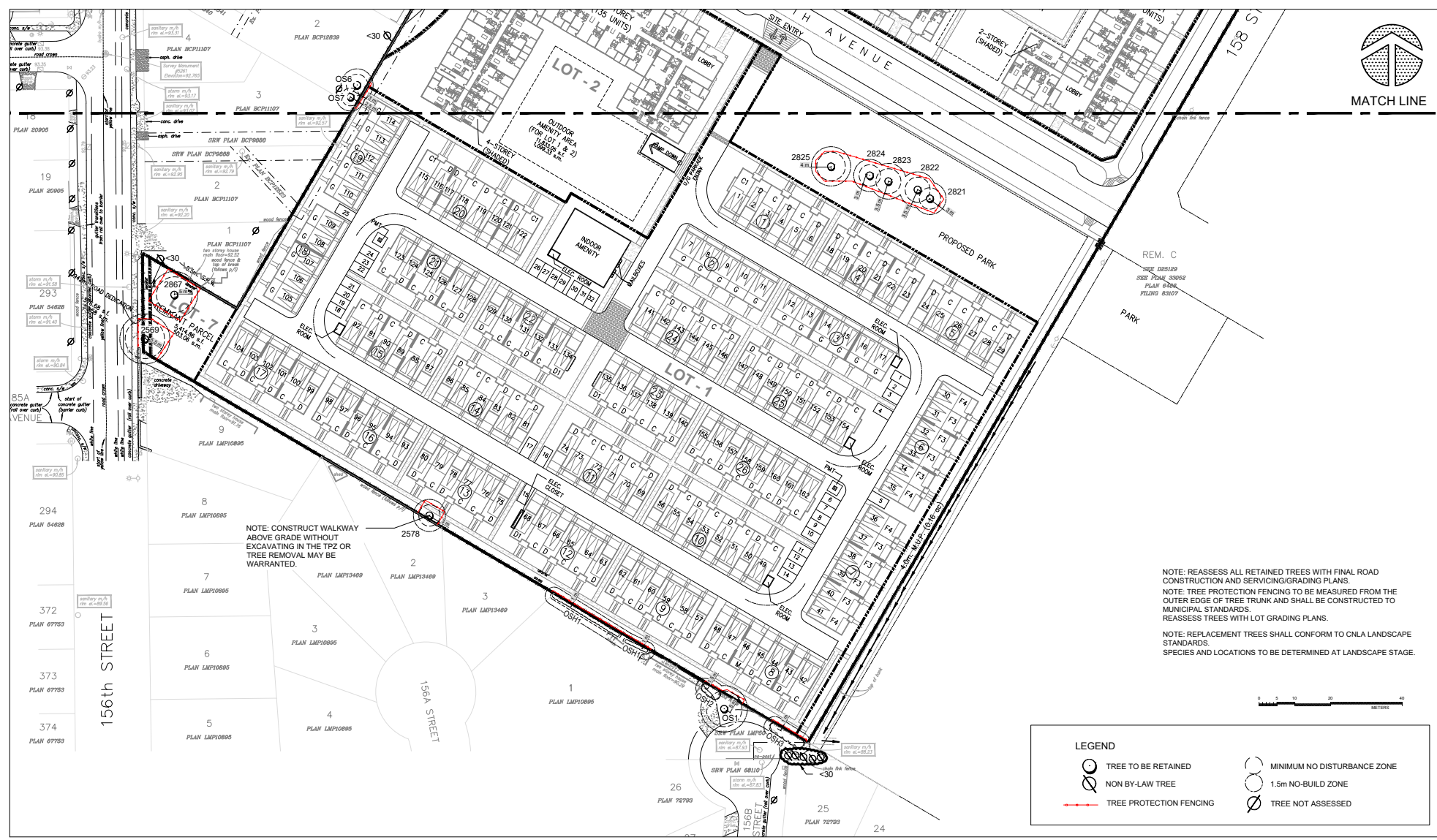
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PROJECT TITLE
8560 - 156 STREET
 (PROJECT # 19-0109-00)
 SURREY, B.C.

SHEET TITLE
T2A - TREE PROTECTION AND PRESERVATION PLAN - NORTH
 CLIENT
DAWSON & SAWYER

DRAWN MK
 SCALE AS SHOWN
 DATE JULY 2, 2019

T-2A
 SHEET 4 OF 5



NOTE: CONSTRUCT WALKWAY ABOVE GRADE WITHOUT EXCAVATING IN THE TFPZ OR TREE REMOVAL MAY BE WARRANTED.

NOTE: REASSESS ALL RETAINED TREES WITH FINAL ROAD CONSTRUCTION AND SERVICING/GRADING PLANS.
 NOTE: TREE PROTECTION FENCING TO BE MEASURED FROM THE OUTER EDGE OF TREE TRUNK AND SHALL BE CONSTRUCTED TO MUNICIPAL STANDARDS.
 REASSESS TREES WITH LOT GRADING PLANS.
 NOTE: REPLACEMENT TREES SHALL CONFORM TO CNLA LANDSCAPE STANDARDS.
 SPECIES AND LOCATIONS TO BE DETERMINED AT LANDSCAPE STAGE.



LEGEND

- TREE TO BE RETAINED
- NON-BY-LAW TREE
- TREE PROTECTION FENCING
- MINIMUM NO DISTURBANCE ZONE
- 1.5m NO-BUILD ZONE
- TREE NOT ASSESSED

NO.	DATE	BY	REVISION
1	DEC04/19	MK	SITE PLAN
2	DEC11/19	MK	REVISIONS
3	JAN13/20	MK	SITE PLAN
4	JAN18/20	MK	SITE PLAN
5	MAR18/20	MK	SITE PLAN

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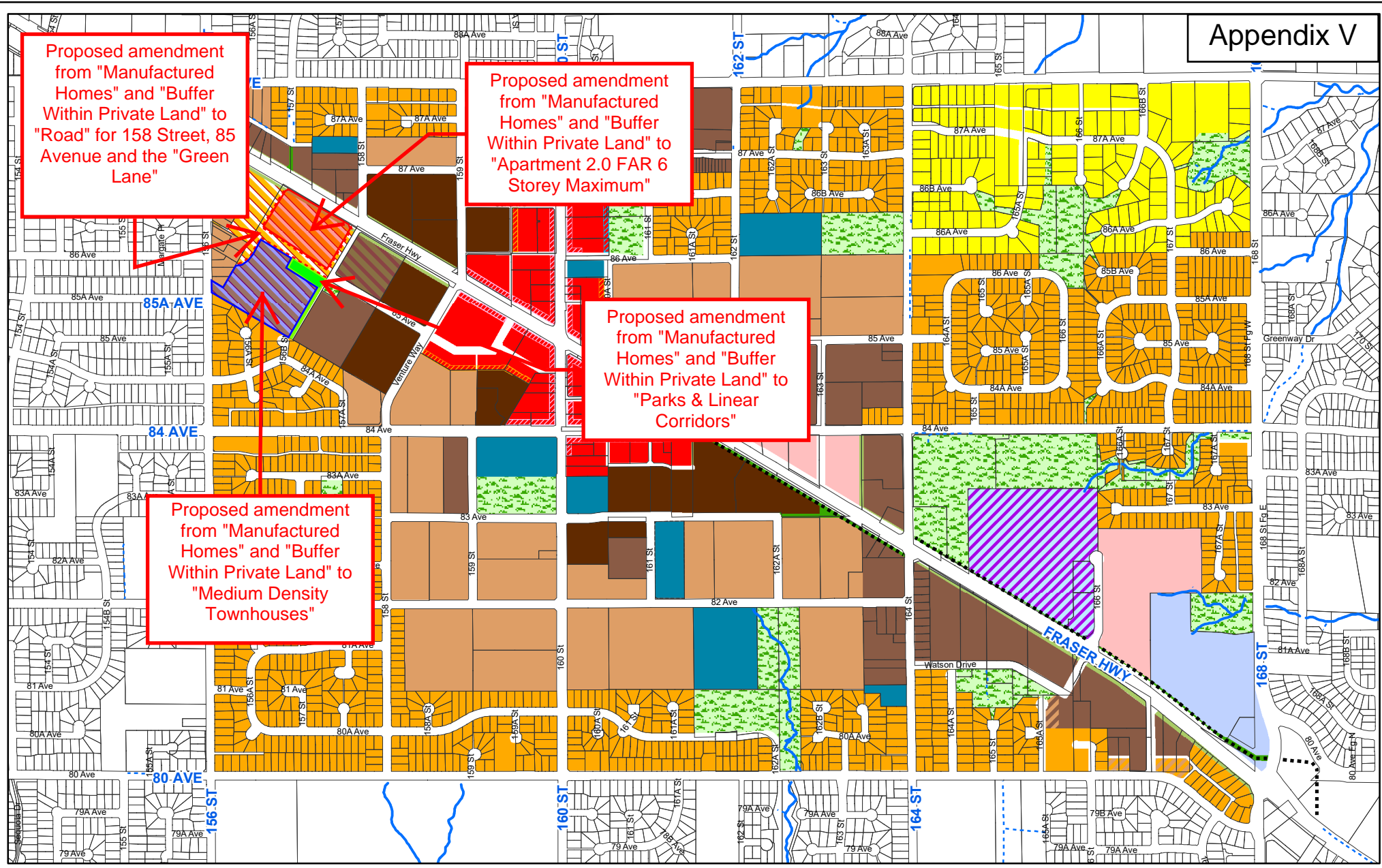
PROJECT TITLE
8560 - 156 STREET
 (PROJECT # 19-0109-00)
 SURREY, B.C.

SHEET TITLE
T2B - TREE PROTECTION AND PRESERVATION PLAN - SOUTH

CLIENT
DAWSON & SAWYER

DRAWN MK
 SCALE AS SHOWN
 DATE JULY 2, 2019

T-2B
 SHEET 5 OF 5



Proposed amendment from "Manufactured Homes" and "Buffer Within Private Land" to "Road" for 158 Street, 85 Avenue and the "Green Lane"

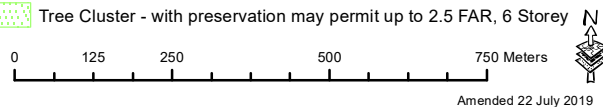
Proposed amendment from "Manufactured Homes" and "Buffer Within Private Land" to "Apartment 2.0 FAR 6 Storey Maximum"

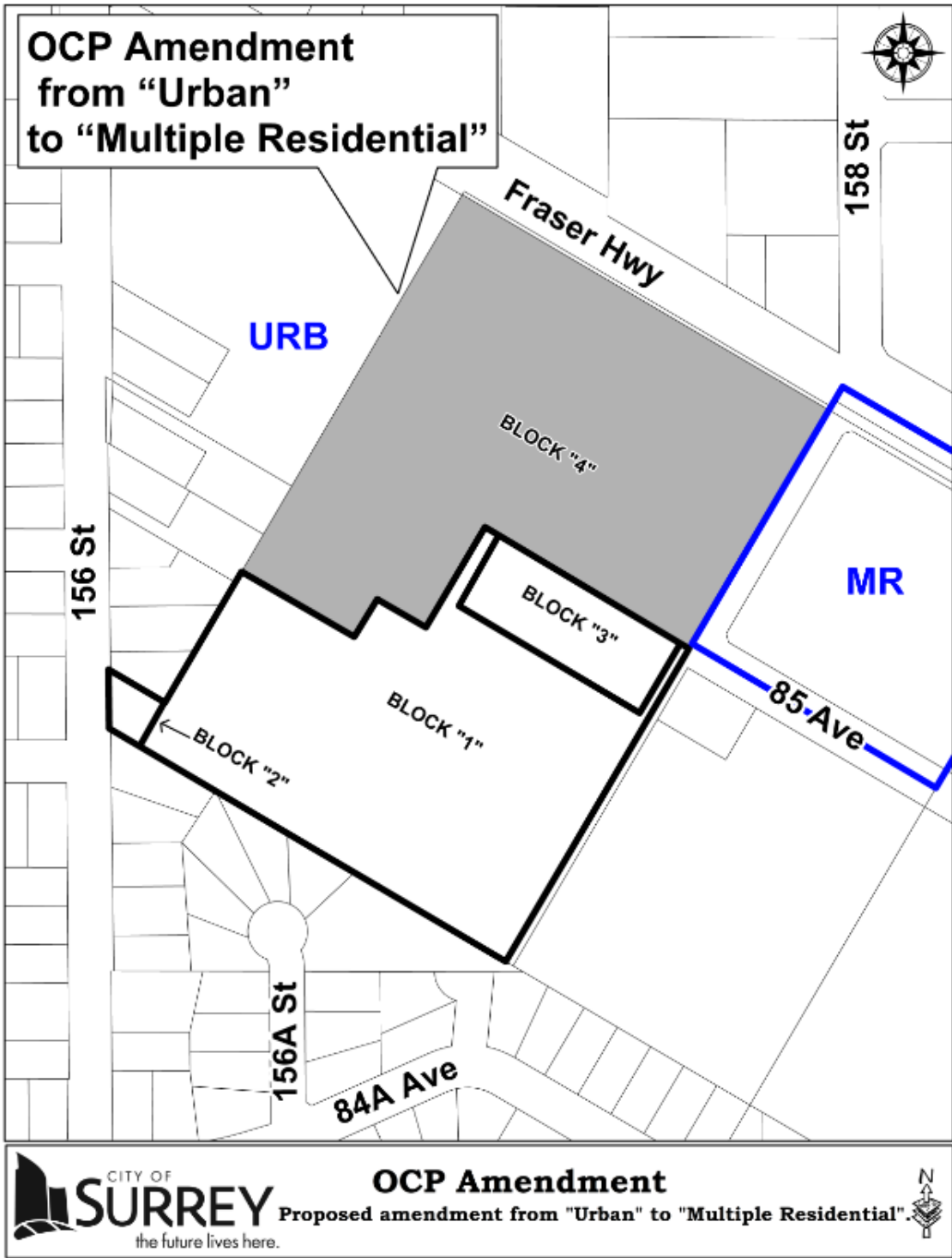
Proposed amendment from "Manufactured Homes" and "Buffer Within Private Land" to "Parks & Linear Corridors"

Proposed amendment from "Manufactured Homes" and "Buffer Within Private Land" to "Medium Density Townhouses"

Mixed Use 2.5 FAR 6 Storey Maximum	Apartment 2.0 FAR 6 Storey Maximum	Low Density Townhouses In Duplex Form	Commercial 1.5 FAR	Parks & Linear Corridors
Commercial Frontage Required	Apartment 1.5 FAR 4 Storey Maximum	Low Density Townhouses or Single Family	Industrial	Multiuse Corridor/Landscape Buffer
4 Storey Maximum	Apartment and Medium Density Townhouses	Single Family Urban	Institutional	Buffer Within Private Land
Residential Frontage Required 4 Storey Maximum	Medium Density Townhouses	Single Family Suburban	Institutional/Commercial	4m Wide Paved Path
Apartment or Mixed Use 1.5 FAR 4 Storey Maximum	Low Density Townhouses	Manufactured Homes	Tree Cluster - with preservation may permit up to 2.5 FAR, 6 Storey	

FLEETWOOD TOWN CENTRE LAND USE PLAN STAGE 1
 City of Surrey Planning & Development Department





(the "City")

DEVELOPMENT VARIANCE PERMIT

NO.: 7919-0109-00

Issued To:

(the "Owner")

Address of Owner:

1. This development variance permit is issued subject to compliance by the Owner with all statutes, by-laws, orders, regulations or agreements, except as specifically varied by this development variance permit.

2. This development variance permit applies to that real property including land with or without improvements located within the City of Surrey, with the legal description and civic address as follows:

Parcel Identifier: 004-987-632

Lot 69 Except Part in Plan BCP988 Section 26 Township 2 New Westminster District Plan 51592

8560 - 156 Street

(the "Land")

3. (a) As the legal description of the Land is to change, the City Clerk is directed to insert the new legal description for the Land once title(s) has/have been issued, as follows:

Parcel Identifier:

- (b) If the civic address(es) change(s), the City Clerk is directed to insert the new civic address(es) for the Land, as follows:

4. Surrey Zoning By-law, 1993, No. 12000, as amended, is varied as follows:
 - (a) In Section F. of Part 22, Multiple Residential 30 Zone (RM-30), the minimum front yard (north) setback is reduced from 4.5 metres to 4.0 metres for the roof overhangs on Building 1, 4, and 5 as well as 3.0 metres to the principal building face and 2.5 metres to the roof overhangs for Building 19 on proposed Lot 1;
 - (b) In Section F. of Part 22, Multiple Residential 30 Zone (RM-30), the minimum side yard (east) setback is reduced from 6.0 metres to 3.0 metres to the principal building face and 2.5 metres to the roof overhangs for Building 5, 6, 7 and 8 on proposed Lot 1;
 - (c) In Section F. of Part 22, Multiple Residential 30 Zone (RM-30), the minimum side yard (west) setback is reduced from 6.0 metres to 4.5 metres to the principal building face and 4.0 metres to the roof overhangs for Building 18 and 19 as well as 3.0 metres to the principal building face and 2.5 metres to the roof overhangs for Building 17 on proposed Lot 1; and
 - (d) In Section K. of Part 16, Single Family Residential Zone (RF), the minimum required lot depth is reduced from 28 metres to 14 metres and the minimum required lot area is reduced from 560 square metres to 503 square metres for proposed Lot 7.

5. Surrey Subdivision and Development By-law, 1986, No. 8830, as amended, is varied as follows:
 - (a) In Part 1 – Interpretation – Definitions, "Bond" means cash, an irrevocable Letter of Credit or a Surety Bond in favour of the City.

6. This development variance permit applies to only the that portion of the buildings and structures on the Land shown on Schedule A which is attached hereto and forms part of this development variance permit. This development variance permit does not apply to additions to, or replacement of, any of the existing buildings shown on attached Schedule A, which is attached hereto and forms part of this development variance permit.

7. The Land shall be developed strictly in accordance with the terms and conditions and provisions of this development variance permit.

8. This development variance permit shall lapse if the Owner does not substantially start any construction with respect to which this development variance permit is issued, within two (2) years after the date this development variance permit is issued.

9. The terms of this development variance permit or any amendment to it, are binding on all persons who acquire an interest in the Land.

10. This development variance permit is not a building permit.

AUTHORIZING RESOLUTION PASSED BY THE COUNCIL, THE DAY OF , 20 .
ISSUED THIS DAY OF , 20 .

Mayor – Doug McCallum

City Clerk – Jennifer Ficocelli

Present:**Panel Members:**

R. Drew, Chair
A. Llanos
A. Politano
B. Howard
M. Patterson
R. Dhall
R. Sethi
S. Standfield
W. Chong

Guests:

192 Street Development Ltd.
Joe Minten, JM Architecture Inc.
John Skender
Lance Barnett, Barnett Dembek
Mark van der Zalm, VDZ+A
Mary Chan-Yip, PMG Landscape Architects
Matt Reid
Matt Reid, Estkin Developments Ltd., Dawson & Sawyer
Stephen Heller

Staff Present:

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

A. RECEIPT OF MINUTES

It was Moved by R. Drew
Seconded by S. Standfield
That the minutes of the Advisory Design
Panel meeting of May 14, 2020 be received.
Carried

B. NEW SUBMISSIONS**1. Time: 3:00 p.m.**

File No.: 7919-0109-00
Address: 8560 – 156 Street (Fleetwood)
New or Resubmit: New
Last Submission Date: N/A
Description: Proposed OCP Amendment, TCP Amendment and rezoning to RF, RM-30 and CD (based on RM-70) as well as DVP for reduced setbacks, Detailed DP for 162 townhouse units, General DP for six 6-storey and one 5-storey apartment buildings (793 units) and subdivision into 8 lots.
Developer: Matt Reid, Estkin Developments Ltd. (Dawson & Sawyer)
Architect: Lance Barnett, Barnett Dembek Architects Inc
Landscape Architect: Mary Chan-Yip, PMG Landscape Architects
Planner: Misty Jorgensen
Urban Design Planner: Sam Maleknia

The Urban Design Planner described the area context, proposed road network and proposal height and density. Staff have no specific issues.

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

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

ADVISORY DESIGN PANEL STATEMENT OF REVIEW

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

Carried

Key Points:

Thank you to Urban Design for its collaboration through the design stage. The ADP panel was pleased with the site layout in general and the comments were minor in nature. It's helpful to get such constructive comments and they will be incorporated into each of the detailed development permit applications to follow this general development permit.

- Consider reorienting lobbies to animate north side street.
Done. The site plan has been revised to re-orient the lobbies to the north side streets.
- Consider more organic landscape features to contrast the formal Victorian Mews and move away from reinforcing the mannered geometry.
Noted. This will be incorporated into the landscape design.
- Consider reconciling the alignments of the Victorian Mews and the vehicular access point to the south site.
Done. This alignment has been reconciled to create a linear connection from the north-south mews to the Park.
- Consider grading of city park as it relates to the existing trees and townhouse development.
Noted. This will be reviewed in detail during the servicing agreement process as a condition of final adoption.
- Reconcile outdoor programming with solar access, particularly for daycare.
Done. The daycare and outdoor play area have been relocated eastward to allow for better solar access during the morning hours when the sun is least harmful.
- Consider how the city park can better relate to the overall development regarding the connectivity, programming, etc.
Done. A strong linear relationship from the north-south mews to the park is emphasized by connecting the pedestrian mews at a central point north and south of 85 Avenue.
- Consider the locations of service rooms and PMT as design develops.
Noted. This will be incorporated as part of the future detailed development permit process for each apartment lot.
- Consider redistributing density away from the building above the indoor amenity.
Done. This portion of the building has been reduced in height.

Consider a stronger integration of the proposed rooflines into the overall expression of the building.

Noted. Each building, including the roofline, will be uniquely designed as part of the future detailed development permit process, including ADP, for each lot.

- Consider further contrast in material palette.
Noted. This will be incorporated as part of a future detailed development permit process, including ADP, for each lot.
- Consider varying the building heights at critical points across the site.
Done. Building heights have been reduced at critical points across the site and now vary from 6-storey to 2-storey.
- Consider daycare pick up and drop off.
Done. 6 daycare-dedicated parking stalls and adjacent visitor stalls are proposed on the first level of underground parkade and will have direct stair and elevator access to the daycare. 67 new street parking spaces are also being facilitated by this project.
- Consider increasing indoor amenity floor area.
The large centralized indoor amenity areas provide multi-generational amenity programming including music rooms, dog washing stations, yoga studio, card tables, fitness area, arts and crafts room, family-style kitchen, and others. On larger sites there is a limit to which additional indoor amenity area becomes unused and a financial burden on the Strata. This project provides an abundance of multigenerational programming without being a burden on the Strata. We have also focused specifically on providing more outdoor amenity area than required in effort to encourage outdoor activity, place-making, and sense of community.

Site

- Consider distributing the 5 lobbies around the corner to provide further street life.
Done.
- Consider integrating the roof as part of the general architectural expression.
Noted. This will be incorporated as part of a future detailed development permit process, including ADP, for each lot.
- Concerns were expressed with shadowing on daycare outdoor area.
Noted. The daycare and outdoor play area have been relocated eastward as requested. This allows for better solar access and reduced shadowing.
- Consider widening passageway in front of indoor amenity rooms to provide larger spatial separation between buildings.
This portion of the building has been reduced from 6-storey to 4-storey to increase separation between buildings.
- Encourage stronger connection from the north mews to the south park.
Done. A strong linear connection from the north-south mews to the park is now emphasized by providing a centralized connection point. Staff were helpful in achieving this design.

Form and Character

- Reconsider proximity of upper stories to other buildings, such as reducing density.
Done. Building height has been reduced from 6-storey to 4-storey in the two locations related to this comment. This creates greater separation of upper stories at critical points throughout the site.
- Consider adding daylight into long corridors with end windows.
Noted. This will be reviewed as part of a future detailed development permit process, including ADP, for each lot.
- Recommend more contrast in material palette.
Noted. This will be incorporated as part of a future detailed development permit process, including ADP, for each lot.
- Consider reducing number of French doors for Unit Type B for better furnishing layout.
Noted. This will be reviewed as part of a future detailed development permit process, including ADP, for each lot.
- Consider further design development towards building height, varying the building heights at critical points across the site is important.
Done. Building heights now vary from 6-storey to 2-storey at critical points throughout the site.
- Ensure there is pick up and drop off for community daycare.
Done. Daycare parking is located in the underground parkade with direct stair and elevator access to the daycare space. 67 new street parking spaces are also being facilitated by this project. This is a family-oriented community and this daycare space is a great benefit for many residents living within walking distance of the daycare.

Landscape

- Consider continuing the Victorian Mews south of 85th for better pedestrian connection from Fraser Highway to the park and further south.
Done. A linear connection to the park south of 85 Avenue has been incorporated.
- The north south walkway alignment to the park could be stronger.
Consider pedestrian crossing from 85th Ave.
Done. This has been incorporated as noted above.
- Consider buffering between park and vehicle drive access to the south.
Done. A row of trees have been incorporated along the internal drive aisle on private property to provide a buffer between the Park and the internal access road.
- Recommend relocating community garden to allow for more sunlight.
Done. The community gardens have been relocated to allow for more sunlight.
- Consider retaining existing significant trees.
This project will be planting 433 trees, which is 158 more than required. Three clusters of significant redwood trees will be planted as well to ensure significant trees for years to come.

CPTED

- No specific issues were identified.
[Noted.](#)

Sustainability

- No specific issues were identified.
[Noted.](#)

Accessibility

- No specific issues were identified.
[Noted.](#)

WEST VILLA TENANT ASSISTANCE & AFFORDABLE HOUSING PROGRAM

PROVINCIAL & CITY OF SURREY TENANT PROTECTION POLICIES & REGULATIONS (copies enclosed)

OPTION A

- Payment of \$20,000 or the current BC Assessed Value of your manufactured home, whichever is greater, and
- Payment of moving expenses, or,
- Relocate your manufactured home at the Property Owners cost.
- Provide comprehensive information on relocation options.
- Provide right of first refusal to purchase a new home on the property.

PROPERTY OWNER OFFERING

OPTION B

- We will pay you the greater of \$160,000 or the current BC Assessed Value of your manufactured home + \$60,000.

OPTION C

- Receive monthly payments of up to \$1500 per month, for the rest of your life, to assist with all future housing choices.

OPTION D

- Move into a brand-new condo on the neighbouring property at the same rental rate you are currently paying (\$700 per month).

ADDITIONAL SERVICES

- Assist in securing a variety of housing options.
- Coordinate moving logistics.
- Flexible move out dates will allow tenants to remain on the property until June 2021.

IMPORTANT FACTS

- All tenants will receive financial compensation of \$160,000 or more under Option B.
- The average financial compensation under Option B is \$79,795 higher than what would be provided by the Provincial and City of Surrey tenant protection policies.
- On average the financial compensation provided by Option B is \$88,031 higher than what each tenant paid for their home.
- Total financial compensation offered by the Property Owner to the tenants exceeds \$19.3 million dollars. This is \$9.1 million dollars more than what would be provided under the Provincial and City of Surrey tenant protection policies.

We understand that everyone's needs are different. In order to cater to your individual needs, we have a full-time representative to discuss and assist with your relocation. Please contact us at any time.



CITY POLICY

No. O-34A

REFERENCE:	APPROVED BY:	CITY COUNCIL
REGULAR COUNCIL MINUTES 11 DECEMBER 1995 PAGE 10	DATE:	27 JULY 2015 (R167 RES.R15-1437)
	HISTORY:	11 DEC 1995 (RES.95-4166)

TITLE: MANUFACTURED HOME PARK REDEVELOPMENT AND STRATA CONVERSION POLICY

This Policy applies to all applications for development and/or redevelopment of a manufactured home park where existing manufactured homes are proposed to be displaced. This Policy also applies to all applications for conversion of a manufactured home park into a strata development.

1. The Affordable Housing Program outlined in this policy shall be considered to be in addition to any provincially mandated requirements, such as the provision of minimum notice of termination of a tenancy and financial compensation.
2. Notices to residents regarding the redevelopment or strata conversion proposal shall be provided to residents by the Proponent as soon as possible and not later than two weeks after an application is received by the City. The notice shall include a copy of this policy.
3. A Communications Plan acceptable to the City shall be provided by the Proponent to the City showing when and how residents will be notified of the application process steps.
4. Timely process updates shall be provided to residents by the Proponent, including notice of Council meetings related to the application, public hearing dates and methods for advising City staff and Council of resident concerns.
5. Demographic profiles, affordable housing preferences, assessment of home condition and potential/cost for relocation/reuse shall be provided by the Proponent to the City for each home on the application site, where available.
6. Comprehensive information on relocation options, such as alternative park locations and costs, market and non-market rental units in the area, shall be made available to residents by the Proponent.

* This policy is subject to any specific provisions of the Local Government Act, or other relevant legislation or Union agreement.

MANUFACTURED HOME PARK LOCATION CRITERIA No. O-34A(2)

7. An Affordable Housing Program shall be prepared by the Proponent for all residents. A range of options should be presented, which should include any or a combination of the following:
 - (a) A right of first refusal for park residents to purchase a housing unit or, in the case of a strata conversion, a strata lot within the new development, for rent or purchase at or below market value;
 - (b) As part of an affordable housing proposal, payment of all reasonable costs associated with relocating existing homes to an appropriate affordable location in the Lower Mainland.

Provision should be made in this option to cover additional costs associated for relocating non-CSA and older units in an acceptable state;
 - (c) As part of an affordable housing proposal, provision of reasonable compensatory payments to displaced tenants in addition to those mandated by the *Manufactured Home Park Tenancy Act* that may be used for affordable housing, along with reasonable disposal costs and moving expenses. Compensation should be based on the assessed value of the manufactured home;
 - (d) Reserving a proportion of the new units for affordable rental or market housing for the existing manufactured home park residents and the reimbursement of reasonable living and moving expenses. The allocation and cost of these units should be related to housing need and the income of the residents; and
 - (e) Other affordable housing options.
8. The Proponent may enter into a Housing Agreement acceptable to the City, as provided for in Section 905 of the *Local Government Act*, which is registered with the Land Title Office and will provide the City with complete documentation on the Affordable Housing Program. The proponent will provide a summary of the Affordable Housing Program and any Housing Agreements that describes the disposition of the affordable housing options provided to residents affected by the redevelopment or strata conversion for a staff report to Council on the proposal.

*This policy is subject to any specific provisions of the Municipal Act, or other relevant legislation or Union agreement.