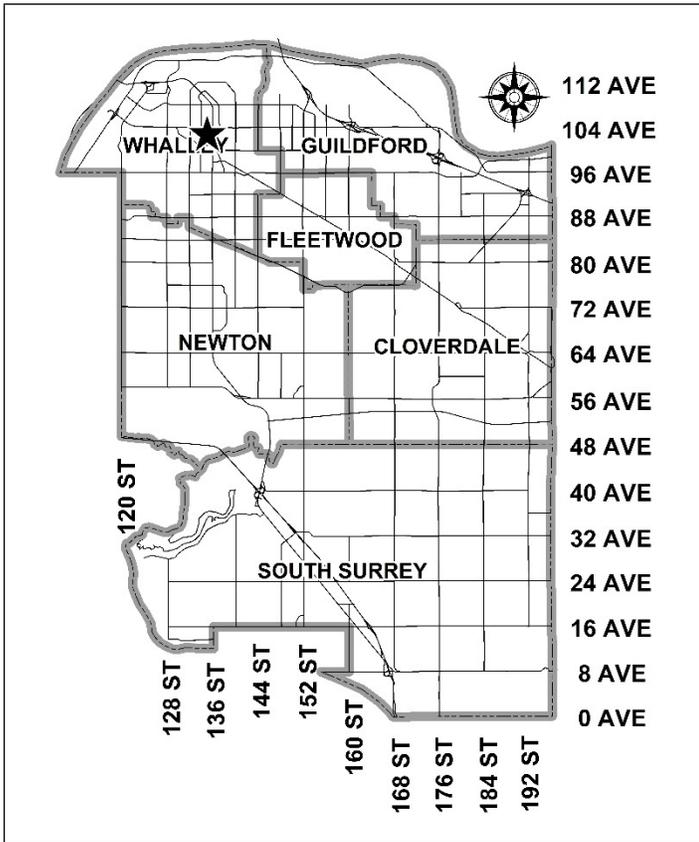


City of Surrey
PLANNING & DEVELOPMENT REPORT

Application No.: 7920-0233-00

Planning Report Date: July 26, 2021



PROPOSAL:

- **Rezoning** from CD Bylaw No. 13882 to CD
- **General Development Permit**

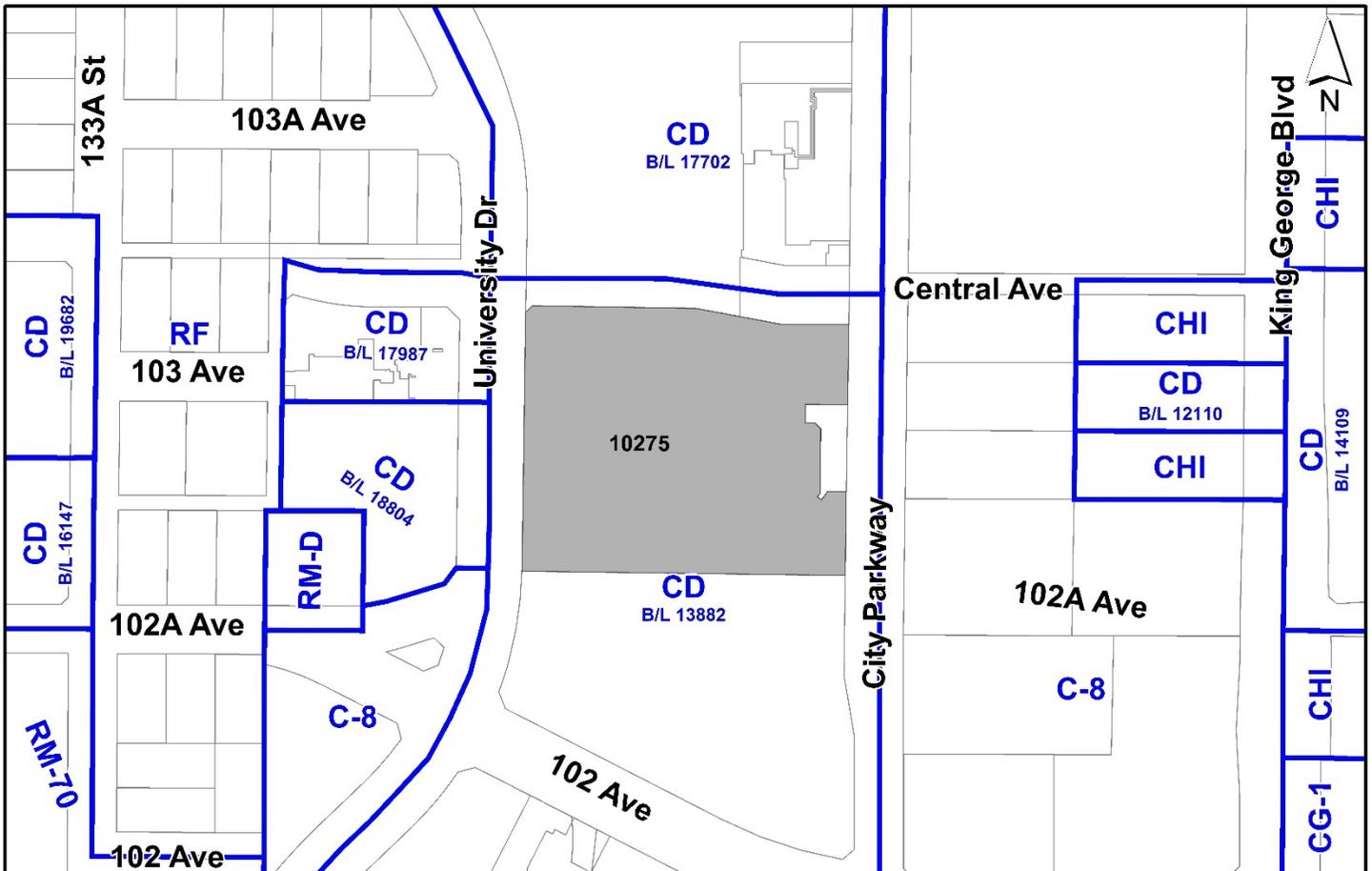
to permit the development of two high rise office towers, ground-oriented commercial retail units and a public plaza in multiple phases.

LOCATION: 10275 - City Parkway

ZONING: CD Bylaw No. 13882

OCP DESIGNATION: Central Business District

CITY CENTRE PLAN DESIGNATION: Mixed Use 7.5 FAR and Plaza



RECOMMENDATION SUMMARY

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

DEVIATION FROM PLANS, POLICIES OR REGULATIONS

- None.

RATIONALE OF RECOMMENDATION

- The proposed development will result in an iconic office, commercial, and institutional development in the civic heart of Surrey City Centre and the Central Business District.
- The proposed development complies with the OCP and City Centre Plan designations, and the proposed density and building form are appropriate for this part of Surrey City Centre.
- The proposed development will add significant, AAA-quality office space to the City Centre and will permit institutional uses and cultural facilities.
- The proposed development conforms to the goal of achieving high-rise, high density mixed-use development around the SkyTrain stations. The Surrey Central SkyTrain Station is located adjacent the subject site.
- Surrey City Centre is currently underserved with quality office space, as demand exceeds supply. Office/Commercial uses help diversify the City's tax base, allow people to live in closer proximity to where they work, and increases vibrancy in the City Centre.
- The proposed building achieves an attractive architectural built form, which utilizes high quality, natural materials, and contemporary lines. The street interface has been designed to a high quality to achieve a positive urban experience between the proposed building and the public realm.
- The proposed development will be the catalyst for providing a new enhanced transit exchange for Surrey Central Station that will improve bus operations and enhance the customer experience.

RECOMMENDATION

The Planning & Development Department recommends that:

1. A By-law be introduced to rezone the subject site from "Comprehensive Development Zone (CD) Bylaw No. 13882" to "Comprehensive Development Zone (CD)" and a date be set for Public Hearing.
2. Council authorize staff to draft General Development Permit No. 7920-0233-00 generally in accordance with the attached drawings (Appendix I).
3. 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, conceptual 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) registration of a right-of-way for public rights-of-passage for internal plaza and the area between the building face and the street edges;
 - (h) registration of access easements to ensure access to the proposed shared parking and amenity facilities within the development, and adjacent developments where parking facilities are connected underground; and
 - (i) finalize measures to address the use of the area under the University Drive and Central Avenue road allowances as outlined in this report to the satisfaction of the General Manager of Engineering.

SITE CONTEXT & BACKGROUND

Direction	Existing Use	City Centre Plan Designation	Existing Zone
Subject Site	Former North Surrey Recreation Centre, existing Surrey Central SkyTrain Station House	Mixed Use 7.5 FAR and Plaza	CD Bylaw No. 13882
North (Across Central Avenue):	Surrey Civic Plaza, 3 Civic Plaza, Surrey Central Library and Surrey City Hall	Mixed Use 7.5 FAR and Plaza	CD Bylaw No. 17702
East (Across University Drive):	Existing Mixed Use High Rise Apartment and SFU School of Sustainable Energy Engineering	Mixed Use 5.5 FAR	CD Bylaw No. 17987 and CD Bylaw No. 18804
South:	Surrey Central Transit Exchange	Mixed Use 7.5 FAR and Plaza, Future Arterial Road (future 102A Avenue)	CD Bylaw No. 13882
West (Across City Parkway):	Commercial and office buildings	Mixed Use 5.5 FAR	C-8

Context & Background

- The subject site, located at 10275 City Parkway and referred to as the "Centre Block", consists of the former North Surrey Recreation Centre, which was officially closed on December 22, 2019 following the opening of the North Surrey Sports and Ice Complex on September 3, 2019.
- The 1.36 hectare subject site is located in the Civic Centre precinct directly south of Surrey Civic Plaza and the City Centre Library in the Central Downtown neighbourhood. The subject site is bound by Central Avenue to the north, University Drive to the west, City Parkway, and the Expo SkyTrain guideway to the east, and the future 102A Avenue to the south directly.
- The site is zoned "Comprehensive Development Zone (CD) Bylaw No. 13882" and is designated "Central Business District" in the Official Community Plan (OCP) and "Mixed Use 7.5 FAR", and "Plaza" in the City Centre Plan.
- The new Surrey Central Skytrain Station House is located in the northeast corner of the site, while the original SkyTrain Station entrance is located in the southeast corner of the site.
- The existing Surrey Central Station bus exchange is located directly south of the subject site, at 10225 City Parkway. This site is owned by the City of Surrey and is currently under

Development Application No. 7920-0104-00, which proposes to rezone and subdivide this lot into three separate parcels (see Appendix VIII) in order to facilitate the following:

- the anticipated acquisition of the southerly proposed Lot 1 (the southernmost Lot) by Simon Fraser University (SFU) for future development and expansion of the SFU campus (proposed Phases 3 and 4 of the Centre Block redevelopment);
- the conveyance of proposed Lot 2 for future 102A Avenue; and
- the future consolidation of the northerly proposed Lot 3 with the subject site, at a later date, for inclusion into the Phase 1 and 2 redevelopment of Centre Block.

DEVELOPMENT PROPOSAL

Planning Considerations

- The applicant proposes the following, in order permit the development of two, high-rise commercial office towers with ground level commercial retail units and ground level plaza, and that may also include institutional uses, to be constructed in the first two phases of the Centre Block redevelopment:
 - Rezoning from (CD) Bylaw No. 13882 to a new Comprehensive Development (CD based on the C-35 Zone and the existing CD Bylaw No. 13882); and
 - General Development Permit (for Form and Character).
- The proposed East Building (Phase 1) is located in the centre of the site, while the proposed West Building (Phase 2) is located at the northwest corner of the site (Appendix I). A large office/institutional podium will ultimately connect the two buildings. Small scale, stand-alone commercial retail units are also proposed to be located on the eastern portion of the site.
- The proposed gross density is 7.2 floor area ratio (FAR). The City Centre Plan indicates that the subject site is appropriate for mixed-use, high-rise development with a floor area ratio (FAR) of up to 7.5, based on the gross site area.
- The proposed net density for the site is 7.5 FAR.
- The project's development data is provided in the following table:

	Proposed
Lot Area	
Gross Site Area:	13,682 square metres
Road Dedication:	N/A
Undevelopable Area:	N/A
Net Site Area:	13,682 square metres
Number of Lots:	1
Building Height:	East Tower: 225 m (47 storeys) West Tower: 100 m (19 storeys)
Floor Area Ratio (FAR):	7.2 FAR (gross) and 7.5 FAR (net)
Floor Area	

	Proposed
Office	109,765 sq.m
Retail	2,126 sq.m
Institutional	14,194 sq.m
Total:	127,262 sq.m

Referrals

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

Parks, Recreation & Culture: Parks notes that the proposed plaza space will be maintained and operated by the future principal tenant of the building as a term of their lease agreement.

Surrey Fire Department: The Surrey Fire Department has identified items to be addressed with the submission of the Detailed Development Permit, and other items to be addressed with the submission of the Building Permit.

Advisory Design Panel: The proposed General Development Permit was considered at the ADP meeting on December 10, 2020 and was supported. The applicant has resolved most of the outstanding items from the ADP review related to the General Development Permit 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.

The application will also be referred to the ADP upon submission of the Detailed Development Permit.

TransLink: TransLink staff have provided high-level comments on the proposed General Development Permit submission, which are outlined in Transportation Considerations section below.

Transportation Considerations

Traffic Impacts

- The applicant has submitted a Traffic Impact Analysis ("TIA") to evaluate site-generated traffic impacts to the road network and to identify any required mitigation improvements.
- Based on the TIA, the proposal is anticipated to generate approximately 1,150 trips in the morning peak hour (equating to 19 vehicles per minute) and approximately 1,260 trips in the afternoon peak hour (equating to 21 vehicles per minute). These represent both inbound and outbound trips and would be distributed throughout the network.

- The TIA assumed a conservative 40% Transit and 5% Walk & Bike Transportation trips for 1,115 AM and 1,190 PM trips and included shared internal trips.
- The TIA is still subject to staff review and confirmation of recommendations. The TIA currently indicates that adjacent intersections will adequately support the additional vehicle traffic generated, noting that the intersections of 104 Avenue and University Drive as well as 104 Avenue and City Parkway will see increased delays and queues typical within an urban core setting. It is anticipated that the future connections of Central Avenue and 102A Avenue east towards Whalley Boulevard will provide alternative routes to distribute traffic and help reduce impacts to these intersections.

Road Network & Infrastructure

- The applicant is required to construct the following along the site's road frontages:
 - The east half of University Drive;
 - The south half of Central Avenue with a travel lane, bus priority lane, and a wide sidewalk to accommodate high volumes of pedestrians and transit users; and
 - A new 102A Avenue with one travel lane in each direction, a bus priority and drop-off lane, a left-turn lane, a parking and loading lane, boulevards with trees and lighting, and sidewalks on both sides.
- The applicant will be conveying the additional road width necessary for University Drive and Central Avenue as fee simple lots for the purposes of supporting the construction of underground parking (further described below). The new lot for future 102A Avenue in its entirety will be conveyed to the City as a fee simple lot as part of subdivision application 7920-0104-00.
- The following new traffic signals will be required as part of the proposal at:
 - 102A Avenue and University Drive;
 - 102A Avenue and City Parkway;
 - Central Avenue and City Parkway;
 - The mid-block pedestrian crossing of 102A Avenue; and
 - The mid-block pedestrian crossing of Central Avenue.
- Additional traffic operational and road improvements may be required as part of staff review and confirmation of the TIA.
- The connection of 102A Avenue between University Drive and City Parkway will require that the existing intersection of 102 Avenue and University Drive be modified. The west leg of the intersection will be shifted northward to align with the new 102A Avenue and the east leg of 102 Avenue and University Drive will become restricted to right-in/right-out movements only. The new intersection of 102A Avenue and University Drive will be a full-movement, signalized intersection as part of this development.
- The works to construct 102A Avenue west of University Drive will be done either as a separate Capital Project or in conjunction with this development.

Transit

- The Surrey Central SkyTrain station south station entrances and Transit Exchange are located on the eastern portion of the subject site. The Surrey Central Transit Exchange is one of the busiest in Metro Vancouver, with an outdated design as a suburban bus loop exchange.
- In 2004 City Council authorized staff to proceed with a study in conjunction with Transport Canada and TransLink to improve the bus operations, provide off-street bus layover, and improve the transit customer experience for the Surrey Central Exchange.
- The resulting Transit Village Plan informed the City Centre Plan, and proposed an on-street bus exchange and off-site bus layover facility whereby buses will drop off passengers on the north side of 102A Avenue (westbound), layover at an off-site facility west of University Drive, and circulate out onto Central Ave (eastbound) where passenger pick-up would occur on the south side opposite City Hall Plaza.

TransLink Comments

- As the development proposes to significantly change transit operations at Surrey Central TransLink and City staff have worked collaboratively to prepare high-level preliminary comments that identify areas of responsibility and further review that will be addressed as the proposed Centre Block redevelopment proceeds through the various application phases.
- Finalized comments and requirements will be prepared through TransLink's Adjacent and Integrated Development (AID) program.
- The following summary outlines the most important considerations for TransLink and the City to resolve.
 - Land Use and Transportation Alignment:
 - Given the proximity to Surrey Central Station and Surrey Central Bus Exchange, TransLink encourages the exploration of parking reductions.
 - Bus Operations:
 - Measures that ensure bus operations are efficient as possible within an urban setting and that delays to service during and after construction can be avoided and mitigated through various potential transit priority measures are to be explored.
 - Bus Passenger Facilities:
 - On-street bus pick-up and drop-off facilities should meet Coast Mountain Bus Company and TransLink Passenger Facility Design Guideline requirements.
 - Station Integration:
 - Any proposed impacts or modifications to and around the existing Surrey Central SkyTrain station and South Station House be designed and resolved in collaboration with TransLink staff.
 - Transit-Supportive Uses:
 - Consideration of parking space for Transit Security, Transit Police and SkyTrain maintenance and supervisory staff be provided.
 - Consideration be given for public washrooms.
 - Active Transportation:

- Provide active transportation connections, such as for bicycles and pedestrians, to the Surrey Central transit hub.
- City staff and TransLink will continue to work collaboratively in order to resolve the items noted above.

Access

- Primary vehicle access to the underground parking and loading/unloading facilities for Phases 1 and 2 of Centre Block will be from a right-in right-out driveway to University Drive.
- Due to the scale of the site, a secondary vehicle exit is required for egress from the underground parking. The proposed concept is for an eastbound exit ramp located in the centre of future 102A Avenue west of the mid-block crossing. This access concept is subject to further technical analysis to confirm that is operational viable.
- The first level of the underground parking will be connected to the existing parking facility located below Surrey City Hall, Central City Library, and 3 Civic Plaza. Vehicles will therefore be able to access the underground parking facility via the existing vehicle accesses to the Civic precinct from 104 Avenue, Central Avenue, and the Civic Plaza.
- Ultimately, an additional vehicle and loading/unloading accesses will be provided in Phases 3 and 4 (south of future 102A Avenue), with underground parking facilities connected to the Phase 1 and 2 underground parking facility below 102A Avenue.

Parking

- On-site parking:
 - A total of 2,014 stalls are required to be provided on-site for the proposed uses, as per the Zoning Bylaw requirements of:
 - Office at 1.4 spaces per 100 square metres of Gross Floor Area;
 - Retail at 2.4 spaces per 100 square metres of Gross Floor Area; and
 - University at 3 spaces per 100 square metres of Gross Floor Area.
 - The applicant is proposing to provide a six level underground parkade totaling 2,195 stalls, exceeding the Zoning Bylaw requirements.
- A small portion of the parking for the Centre Block redevelopment is proposed to be located in Blocks B and C, under portions of Central Avenue and University Drive, which are proposed to be conveyed to the City as fee simple lots.
- Parking under roads is typically not supported for developments in the City of Surrey. However, recognizing the need for ensuring that the underground parking facilities provide the most efficient and flexible parking and loading arrangements, provide shared parking and access across the entire Centre Block area, and in consideration that the proposal will be providing significant regional transit facilities as per the Transit Village Plan, staff are recommending underground parking under road, to be conveyed as City lots.

- In accordance with recent City practice, the applicant will be required to resolve compensation for the area under the City Lots that is contained within the volumetric plan for underground parking.
- The applicant is required to register access easements to ensure that sufficient access and mobility is provided throughout the underground facilities.
- Off-site parking:
 - A short loading zone is proposed on University Drive to accommodate short term deliveries, and drop-off lanes are planned to be constructed on University Drive and 102A Avenue as part of the proposal.
 - Ride hailing and short term passenger pick and drop off is to be provided on the south side of 102A Avenue opposite the bus unloading area.

Active (Walk & Bike)Transportation

- Several active transportation facilities are proposed to be located on the subject site including the following:
 - bike parking facilities that serve both office occupants and the general public;
 - bike share facilities;
 - car share facilities; and
 - ride-hail pick-up locations.
- The BC Parkway is a regional greenway corridor that follows the Expo SkyTrain alignment. This will be located on the western portion of the site along University Drive providing a physically separated two-way cycling facility and separated walking zone. The City Centre Greenway will be located south of Phases 3 and 4 along 102 Avenue extending east as one-way protected bike lanes.
- Protected bike lanes are not proposed on the north side of 102A Avenue, south side of Central Avenue or west side of City Parkway. This to reduce the number of conflicts with the significantly high volume of pedestrians anticipated along these frontages. Alternative connections are provided north and south of the site.

Sustainability Considerations

- The applicant has met all of the typical sustainable development criteria, as indicated in the Sustainable Development Checklist. This project will be required to meet a minimum of Step 2 of the BC Energy Step Code, and possibly higher based upon the date of Building Permit issuance.
- The building will be connected to the City's District Energy system.

- In addition, the applicant has highlighted the following additional sustainable features:
 - East Tower:
 - Curtain wall;
 - Vision glass;
 - Horizontal louvers;
 - Reduced Window to Wall ratio.
 - West Tower:
 - Proposed timber structure;
 - Vision glass;
 - Horizontal louvers;
 - Reduced Window to Wall ratio.

POLICY & BY-LAW CONSIDERATIONS

Regional Growth Strategy

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

Official Community Plan

Land Use Designation

- The proposal complies with the Central Business District designation, and maximum FAR of 7.5 (gross density), in the OCP.

Themes/Policies

- The proposed development is consistent with the following OCP Themes and Policies:
 - Growth Management
 - Accommodating Higher Density: Direct higher-density development into Surrey's City Centre, through the development of a high-density development with City Centre.
 - Centres, Corridors and Neighbourhoods:
 - Dynamic City Centre: Strengthen Surrey's City Centre as a dynamic, attractive, and complete Metropolitan Core.
 - Dynamic City Centre: Concentrate the highest density of residential and mixed-use development within Surrey's City Centre in areas near existing and planned rapid transit stations.
 - Dynamic City Centre: Create an interconnected, short-block, finer-grained network of public streets and green lanes in Surrey's City Centre to support direct, pleasing, and safe pedestrian and cycle movements and to distribute traffic efficiently.

- Transit Corridors: Support Transit Oriented Development along major corridors linking urban centres and employment areas, through the development of a high-density development within walking distance to the SkyTrain and other transit infrastructure.
- Healthy Neighbourhood: Build complete, walkable, and green neighbourhoods, with a high-density development, connected to local greenways and multi-modal transportation infrastructure.
- Healthy Neighbourhood: Plan and design urban neighbourhoods with sufficient densities to support a higher-quality transit system that is accessible to most residents.
- Urban Design: Encourage beautiful and sustainable urban design, by promoting a vibrant, active, pedestrian-friendly environment.
- Ecosystems
 - Energy, Emissions and Climate Resiliency: Design a community that is energy-efficient, reduces carbon emissions and adapts to a changing environment through a design that meets typical sustainable development criteria.
- Economy
 - Employment Lands: Ensure sufficient supply and efficient use of employment lands, with the development of significant office space close to the core of City Centre.
 - Employment, Investment and Innovation: Ensure high-quality, business innovation and diversified employment and investment opportunities, through the development of office and commercial space at different scales.

Secondary Plans

Land Use Designation

- The proposal complies with the Mixed-Use 7.5 FAR and Plaza designation in the Surrey City Centre Plan.
- The site is located within the provisional Central Business District in the CCP, endorsed by Council at the October 21, 2019, Regular Council - Land Use Meeting, as part of the recommendations outlined in Corporate Report No. 2019-R205.
- Council endorsed staff's provisional policy recommendation that developments within the Central Business District should provide a minimum 50% office and/or institutional space on the basis of floor area.
- The proposed land use for the development consists entirely of office, commercial retail and institutional uses.

Themes/Objectives

- The proposed development is consistent with the following guiding principles of the City Centre Plan:
 - Build Density, through the development of a high-density mixed use development within the Civic Centre that concentrates office and institutional space near Surrey Central Station.
 - Break up the Block size, creating multi-modal connections between uses in the Central Business District.
 - Design Roads for Multiple Modes, including transit, bicycle, car share and pedestrian options.
 - Create Vibrant Urban Space, with high quality architectural aesthetics, commercial amenities and an urban plaza.
 - Green the Downtown, with appropriate new tree planting and landscaping treatments.
 - Encourage Office and Employment, through the development of new AAA office and institutional space.
 - Promote Identity and Sense of Place, with the development of a unique and distinct urban plaza.

CD By-law

- The applicant proposes to rezone the subject site from "Comprehensive Development Zone (CD) Bylaw No. 13882" to "Comprehensive Development Zone (CD)".
- The applicant is proposing a "Comprehensive Development Zone (CD)" to accommodate a proposed multiple phased high density office development in Block A, and to permit Highways and parking facilities as uses in Blocks B and C. The proposed CD Bylaw for the proposed development site identifies the uses, densities and setbacks proposed. The CD Bylaw will have provisions based on the "Downtown Commercial Zone (C-35)" and the existing "Comprehensive Development Zone (CD) Bylaw No. 13882".
- A comparison of the density, lot coverage, setbacks, building height and permitted uses in the C-35 Zone, CD Bylaw No. 13882, and the proposed CD By-law is illustrated in the following table:

Zoning	C-35 Zone (Part 38)	CD Bylaw No. 13882 (Part 52)	Proposed CD Zone
Floor Area Ratio:	3.5	7.5	7.5
Lot Coverage:	85%	95%	60%
Yards and Setbacks Front Rear Side Side Flanking	2.0 metres 7.5 metres 3.0 metres 2.0 metres	2.0 metres from all lot lines	North: 0.0 metres South: 0.0 metres West: 2.7 metres East: 0.0 metres
Principal Building Height:	N/A	N/A	N/A
Permitted Uses:	<ul style="list-style-type: none"> • Retail stores, • Personal and general service • Eating establishments • Office • Neighbourhood pubs • Other commercial • Indoor recreation facilities • Parking facilities • Entertainment and Cultural • Community Services • Child Care Centres • Multiple unit residential buildings. 	<ul style="list-style-type: none"> • Retail stores, • Personal and general service • Eating establishments • Office • Neighbourhood pubs • Liquor stores • Other commercial • Indoor recreation facilities • Parking facilities • Entertainment and Cultural • Community Services • Child Care Centres • Universities • Colleges and Institutes • Technical University 	<p>Block A</p> <ul style="list-style-type: none"> • Retail stores, • Personal and general service • Eating establishments • Office • Neighbourhood pubs • Liquor stores • Other commercial • Indoor recreation facilities • Entertainment and Cultural • Community Services • Child Care Centres • Universities • Colleges and Institutes • Technical University <p>Blocks B and C</p> <ul style="list-style-type: none"> • Highways • Parking Facilities

Parking (Part 5)	Required	Proposed
Number of Stalls (approximate)		
Commercial / Retail: (3.0 parking spaces per 100 sq.m. of gross floor area, based on size of space)	51	
Office: (1.4 parking spaces per 100 sq.m. of gross floor area)	1,537	
University (3 spaces per 100 sq.m. of floor area)	426	
Total:	2,014	2,195
Bicycle Spaces		
Commercial spaces (0.06 and 0.12 bicycle spaces per 100 sq.m. of gross floor area)	TBD	TBD

Block A

- The proposed CD Bylaw will incorporate similar uses as the C-35 Zone and CD Bylaw No. 13882.
- The proposed net floor area ratio (FAR) of the development is 7.2 FAR, which exceeds the maximum 3.5 FAR of the C-35 Zone but is comparable to that of CD Bylaw No. 13882. The proposed density complies with the proposed 7.5 FAR designation in the Surrey City Centre Plan.
- The lot coverage is proposed to be 60%, which is less than that of the C-35 Zone (85%) and CD Bylaw No. 13882 (95%). The proposed lot coverage is appropriate for this form of development in an urban centre, noting that a significant portion of the site is provided as public gathering space.
- The C-35 Zone requires the setbacks in a range of 2.0 metres (front) to 7.5 metres (rear) while the setbacks required by CD Bylaw No. 13882 are 2.0 metres for all frontages. The proposed setbacks in the CD Bylaw are supportable as they allow for significant flexibility with respect to the placement of entrances to the SkyTrain stations and stand-alone commercial retail units and allow for a more urban and active engagement of the streets. These are desirable for the City Centre area and consistent with the City Centre Plan design guidelines as well as the Development Permit (Form and Character) design guidelines in the Official Community Plan.
- The proposed building height is greater than other existing and proposed high-rises in the area, but is appropriate for an urban centre and, specifically, as the primary focal point for Surrey City Centre.

- Although the extent of all proposed uses remains to be determined, the proposed development will comply with the parking requirements for the commercial, office and educational uses, based on the current City Centre parking rates in the Zoning By-law. No parking relaxations are proposed.
- As the extent of all proposed uses remains to be determined, the applicant has not confirmed the number of bicycle parking stalls to be required nor provided. However, the proposal will comply with the minimum bicycle parking requirements as per the Zoning Bylaw.

Blocks B and C

- The permitted uses for Blocks B and C will be limited to Highway and Parking Facilities.

Capital Projects Community Amenity Contributions (CACs)

- On December 16, 2019, Council approved the City's Community Amenity Contribution and Density Bonus Program Update (Corporate Report No. R224; 2019). The intent of that report was to introduce a new City-wide Community Amenity Contribution (CAC) and updated Density Bonus Policy to offset the impacts of growth from development and to provide additional funding for community capital projects identified in the City's Annual Five-Year Capital Financial Plan.
- The proposed development will not be subject to any Capital Plan Project CACs, as the proposed development consists of entirely office, commercial and institutional uses.

Affordable Housing Strategy

- On April 9, 2018, Council approved the City's Affordable Housing Strategy (Corporate Report No. R066; 2018) requiring that all new rezoning applications for residential development contribute \$1,000 per new unit to support the development of new affordable housing. The funds collected through the Affordable Housing Contribution will be used to purchase land for new affordable rental housing projects.
- As the subject application does not include any residential units, the contribution does not apply.

Public Art Policy

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

PUBLIC ENGAGEMENT

- Pre-notification letters were sent on June 2, 2021, and the Development Proposal Signs were installed on June 24, 2021. Staff received 3 responses from neighbouring residents and business owners seeking additional information about the proposed development. Staff provided the requested information to the enquirers.

DEVELOPMENT PERMITS

Form and Character General 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 Surrey City Centre Plan.
- The proposed development generally complies with the Form and Character Development Permit guidelines in the OCP and the design guidelines in the Surrey City Centre Plan.
- The applicant has worked with staff to locate buildings to maintain solar access to existing public open spaces, and develop an open, accessible and engaging public realm at grade as well as at Level 5. The site will be a focal point for people using many modes of transportation. Safely and comfortably accommodating all modes of travel without conflict has refined the site edges.
- The Centre Block redevelopment will be a significant development in the City Centre, as it will ultimately complete the connection between City Hall, City Centre Library and the Civic Plaza to the north, and the Central City Tower, SFU Campus, and Central City Plaza to the south, while also bringing significant office and institutional development in to the City Centre, reinforcing the location as the civic heart for Surrey City Centre.
- As noted earlier in the report, the entire Centre Block redevelopment is anticipated to take place in multiple phases. The subject application addresses two towers, an East Tower and a West Tower addressed in Phases 1 and 2, respectively, located north of future 102A Avenue.
- The focal point of the Centre Block development will be the proposed "Bow" plaza along the eastern side of the site, between the East Tower and the SkyTrain guideway. The Bow plaza will be the principal public gathering point on the site and the main pedestrian thoroughfare providing the connection, on a curved axis, between the Civic Plaza to the north and Central City Plaza to the south.
- Pedestrian activity will also spread out in all directions from the plaza. The plaza will include connections to both SkyTrain station entrances and will provide queuing space for on-street bus stops along Central Avenue and City Parkway. In addition, small-scale, stand-alone CRUs are being considered for the east side of the plaza adjacent City Parkway and the station entrances.
- The East Tower (Phase 1) is proposed to be situated in the centre of the site, at a proposed height of 47 storeys (225 metres) and a gross floor area of approximately 86,000 square metres comprised primarily of commercial office space with lobby access fronting Central Avenue and future 102A Avenue.
- The East Tower is intended to frame the proposed Bow plaza and will incorporate ground level commercial retail units (CRU's) that will activate the plaza.
- The West Tower (Phase 2) is proposed to be situated in the northwest corner of the site, at the corner of University Drive and Central Avenue, at a proposed height of 19 storeys (100 metres)

including a 4 storey podium. A publicly accessible courtyard will be located on the level 5, podium rooftop with stairs connecting outside of the building to the plaza.

- The West Tower comprises a gross floor area of approximately 42,000 square metres comprised primarily of commercial office and institutional space with lobby access fronting University Drive. Ground floor CRUs will be oriented towards Central Avenue and the plaza/102A Avenue.
- Both towers will incorporate rooftop amenities for office occupants.
- The detailed design of the proposed towers will be addressed through subsequent individual Detailed Development Permits for each phase. However, the intent is to provide an iconic form of architecture that reflects the high quality character of the Civic precinct, which includes Surrey City Hall, Central City library, 3 Civic Plaza and the SFU School of Sustainability Energy Engineering, among other buildings.
- Further development is needed to ensure adequate setbacks at side edges to accommodate the many active uses required at grade, and to provide respectful views to the iconic Library building along University Drive.

Landscaping

- As the applicant is seeking a General Development Permit, the proposed landscape plan is conceptual and will be refined through subsequent Detailed Development Permit applications.
- The general approach taken with the conceptual landscape plan is to deliver a public realm that supports all of the users of the public space, including office occupants, other City Centre employees, transit users, students, and the public in general, and will complement and connect to the existing public spaces in the Civic precinct.
- Planting and site furnishings within the plaza and around the Centre Block development site will direct traffic through the Bow plaza and into the building entrances, while also providing places for the public to gather and linger.
- Outdoor patio and café seating opportunities have been identified in the conceptual landscaping plan, re-enforcing the site as a significant public destination.
- Sufficient space and soil volume will be provided to allow for significant tree planting at the ground level. Planters will be interspersed through the site to provide opportunities for additional plantings and to enhance on-site stormwater management.

Canopy

- The landscape plaza concept also allows for the potential inclusion of a canopy (the "Canopy") within the Bow plaza that will help define the plaza as the principal gathering place and thoroughfare and provide weather protection for plaza users.
- The Canopy is designed to be structurally light and open, placed in a manner that will still permit rainwater to pass through to the surface.
- The ultimate extent and expression of the Canopy will be determined through the Detailed Development Permit stage as the project progresses.

Outstanding Items

- There are a number of Urban Design items that remain outstanding with respect to the proposed General Development Permit, and which do not affect the overall character or quality of the project. These generally include clarification of the building interface with the public realm.
- Significantly more detailed design will be required at the Detailed DP stage, including, but not limited to:
 - the architectural and material expression,
 - the detailed design of public plaza,
 - the extent and design of hardscape and vegetative landscape at the public realm interfaces
 - design and detailing associated with the energy modelling report to meet the BC Energy Step Code requirements.
- The applicant has been provided a detailed list identifying these requirements and has agreed to resolve these prior to Final Approval of the General Development Permit, should the application be supported by Council.
- The proposed design will be evaluated in greater detail by staff and the ADP with the submission and review of any subsequent Detailed Development Permit applications.

Wind Study

- The applicant has engaged a wind consultant to undertake a wind study to determine the impact that the proposed towers will have on the Bow plaza and surrounding streets. The consultant has determined that the design of the towers will mitigate any potential wind discomfort.

TREES

- Tim Vandenberg, ISA Certified Arborist of Mike Fadum and Associates prepared an initial Arborist Assessment for the subject property, 10275 City Parkway, as well as the future consolidation site to the south, 10255 City Parkway. As the subject site is currently subject to a General Development Permit, the tree removal plan will be revisited at the time that subsequent Detailed Development Permits are considered.

- The table below provides a summary of the tree retention and removal by tree species:

Table 1: Summary of Tree Preservation by Tree Species:

Tree Species	Existing	Remove	Retain
Deciduous Trees (excluding Alder and Cottonwood Trees)			
Bilboa, Ginkgo	6	6	0
Laurel, Portuguese	6	6	0
Lime, Caucasian	2	2	0
Locust, Honey	3	0	3
Maple, Field	1	1	0
Maple, Red	5	5	0
Maple, Shantung	6	6	0
Maple, Sycamore	1	1	0
Sweetgum	36	36	0
Coniferous Trees			
Cedar, Alaska	1	1	0
Total (excluding Alder and Cottonwood Trees)	67	64	3
Total Replacement Trees Proposed (excluding Boulevard Street Trees)		To be Determined at the time of Detailed Development Permit	
Total Retained and Replacement Trees			
Contribution to the Green City Program			

- The Arborist Assessment states that there are a total of 67 mature trees on the site. It is anticipated that 3 trees can be retained as part of this development proposal, but this will ultimately be determined when the subsequent Detailed Development Permits are considered. The proposed tree retention will ultimately be assessed taking into consideration the location of services, building footprints, road dedication and proposed lot grading.
- For those trees that cannot be retained, the applicant will be required to plant trees on a 2 to 1 replacement ratio. At this time, there is insufficient information to determine with certainty how many trees will be removed on the site, and how many replacement trees will be proposed. This will ultimately be determined when the Detailed Development Permits are considered in accordance with the Tree Protection By-law.
- In addition to the replacement trees, boulevard street trees will be planted on University Drive, Central Avenue, 102 Avenue, and future 102A Avenue. This will be determined by the Engineering Department during the servicing design review process at the time the subsequent Detailed Development Permits are considered.

CITY ENERGY

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

INFORMATION ATTACHED TO THIS REPORT

The following information is attached to this Report:

Appendix I.	Survey Plan, Site Plan, Building Elevations, Landscape Plans and Perspectives
Appendix II.	Engineering Summary
Appendix III.	ADP Minutes
Appendix IV.	Summary of Tree Survey and Tree Preservation
Appendix V.	City Centre Plan
Appendix VI.	District Energy Service Area Map
Appendix VII.	Aerial Photos
Appendix VIII.	Draft Subdivision Plan, 7920-0104-00

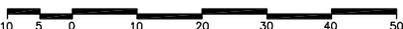
approved by Ron Gill

Rémi Dubé
Acting General Manager
Planning and Development

CA/cm

**SURVEY PLAN TO ACCOMPANY CITY OF SURREY
CD BYLAW AND REZONING BYLAW
OVER LOT 3 PLAN LMP46320 (EXCEPT PLAN BCP48957)
SECTION 27, BLOCK 5 NORTH, RANGE 2 WEST,
NEW WESTMINSTER DISTRICT,**

B.C.G.S. 92G.016

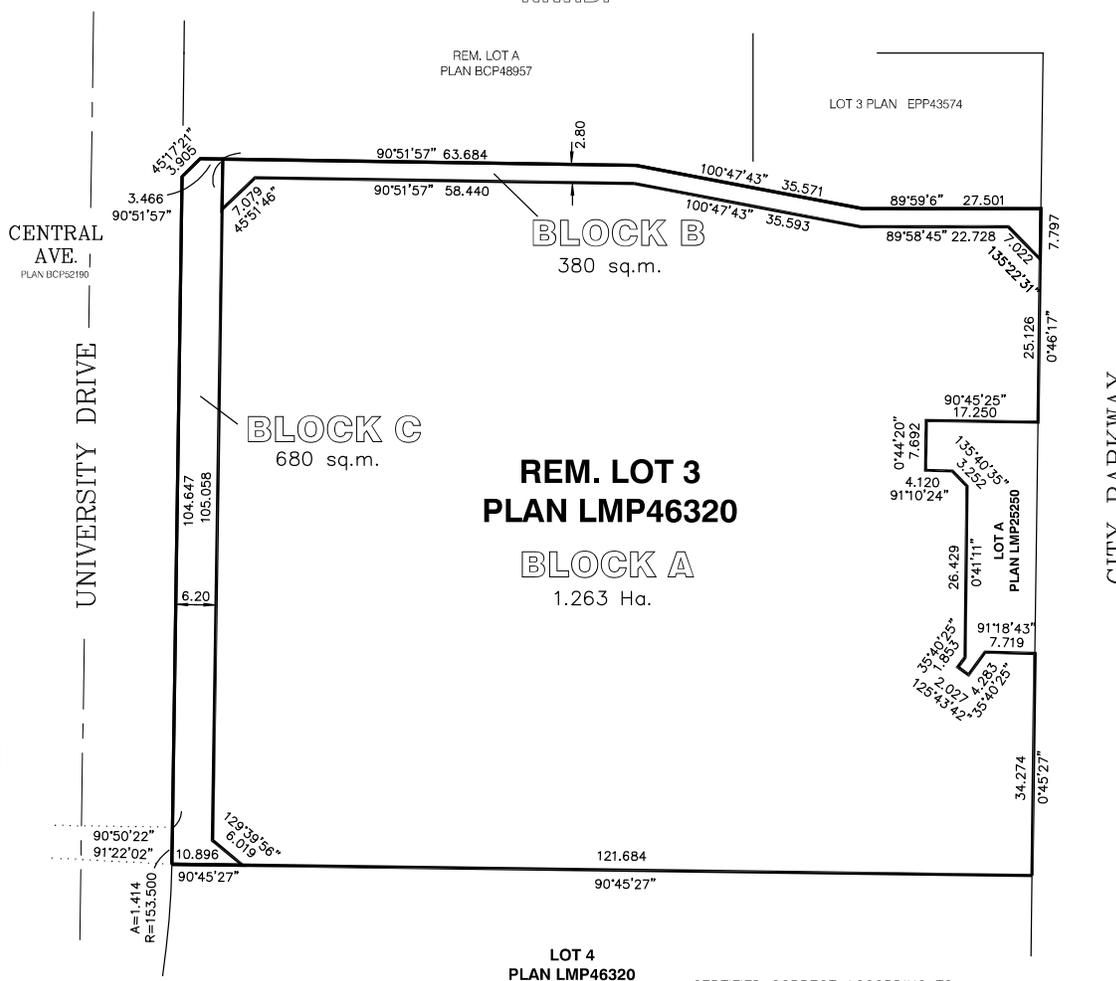
SCALE: 1:750 



NOTES:

- ALL DISTANCES ARE SHOWN IN METERS, UNLESS SHOWN OTHERWISE
- THIS PLAN LIES WITHIN INTEGRATED SURVEY AREA No. 1 "CITY OF SURREY"
NAD83(CSRS) 4.0.0.BC.1.GVRD.
- GRID BEARINGS ARE DERIVED FROM OBSERVATIONS BETWEEN
CONTROL MONUMENTS 5821 AND 8717 (NAD(CSRS) 4.0.0.BC.1.GVRD)
- LOT DIMENSIONS ARE SUBJECT TO CHANGE UPON SURVEY OF THE BOUNDARIES
- LOT DIMENSIONS ARE DERIVED FROM PLANS LMP46320 AND BCP48957

SEC. 27 BLK 5N R2W
N.W.D.



**REM. LOT 3
PLAN LMP46320
BLOCK A
1.263 Ha.**

**LOT 4
PLAN LMP46320**

CERTIFIED CORRECT ACCORDING TO
LAND TITLE OFFICE RECORDS
THIS 20th DAY OF JULY, 2021.
**Warren Barnard
TUKZ61**
Digitally signed by Warren Barnard
TUKZ61
DN: c=CA, cn=Warren Barnard TUKZ61,
o=BC Land Surveyor, ou=Verify ID at
www.juricert.com/LKUP.cfm?id=TUKZ61
Date: 2021.07.20 17:16:30 -0700
WARREN E. BARNARD (695) B.C.L.S.

WATSON & BARNARD
B.C. LAND SURVEYORS
1524-56th STREET
DELTA, B.C. V4L 2A8
TEL. 943-9433 FAX 943-0421

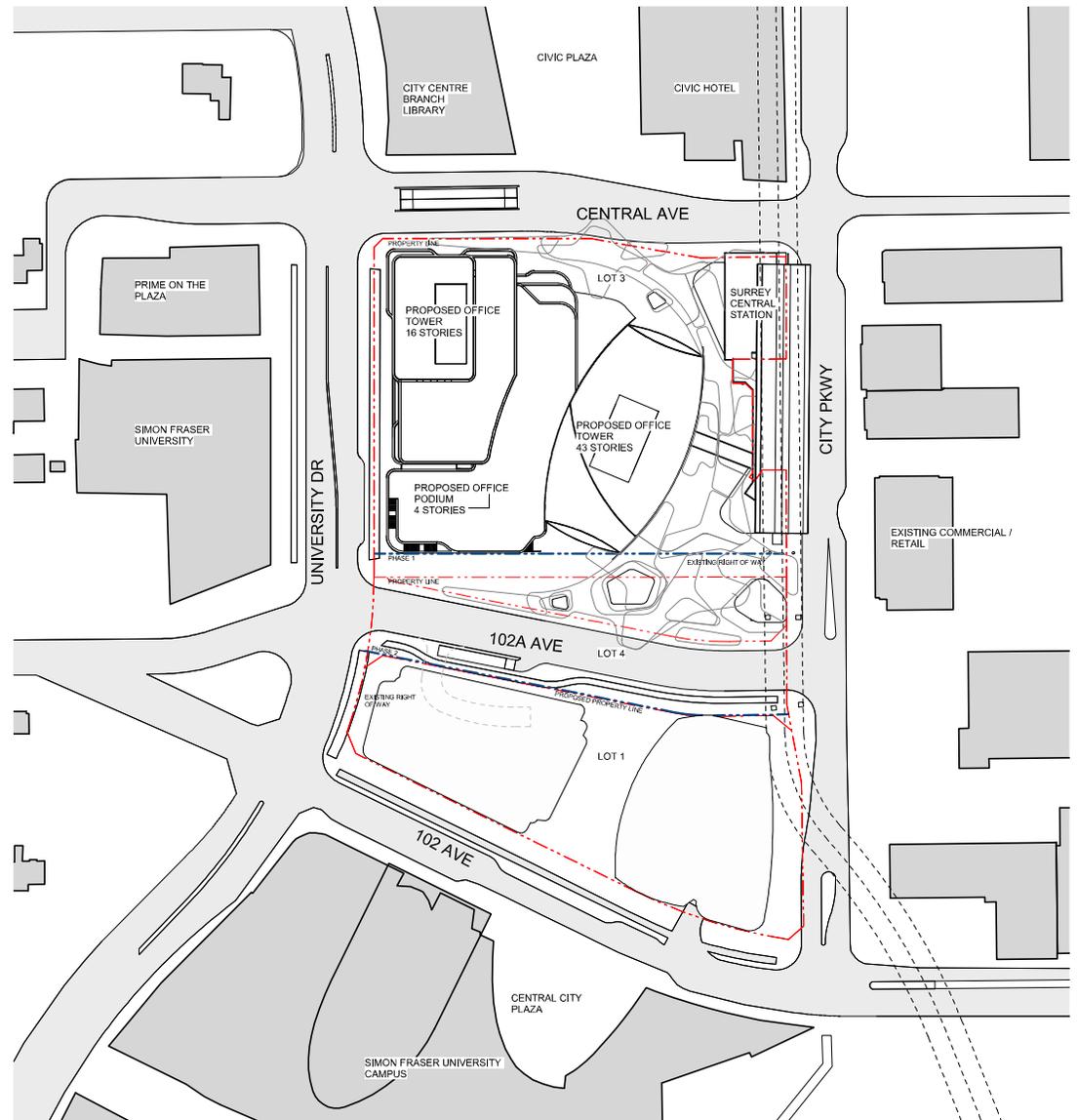
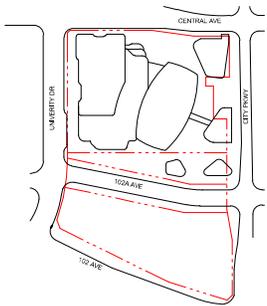
THIS PLAN LIES WITHIN THE METRO VANCOUVER REGIONAL DISTRICT
CITY OF SURREY

**FILE: 30059 BYLAW
PLOT: 2021/07/20
MAP: SURREY**

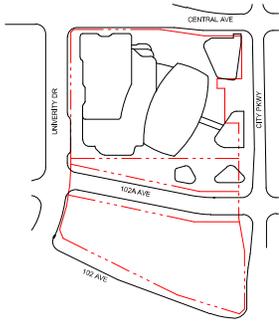
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Context Plan

KEY PLAN

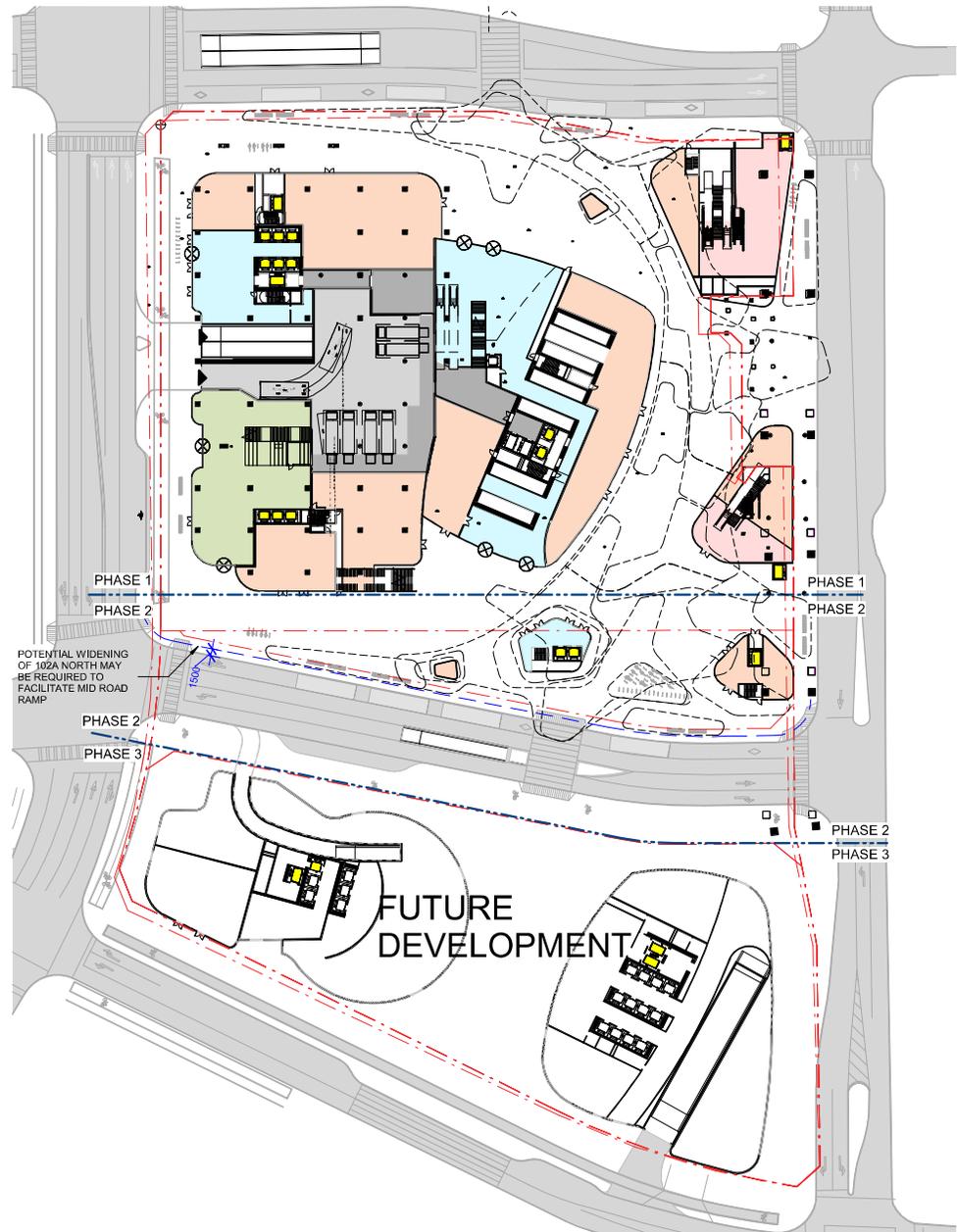


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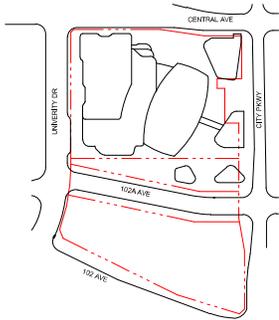


LEGEND

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- MECHANICAL
- PARKING
- KOP KNOCKOUT PANEL
- CLASS A LOADING

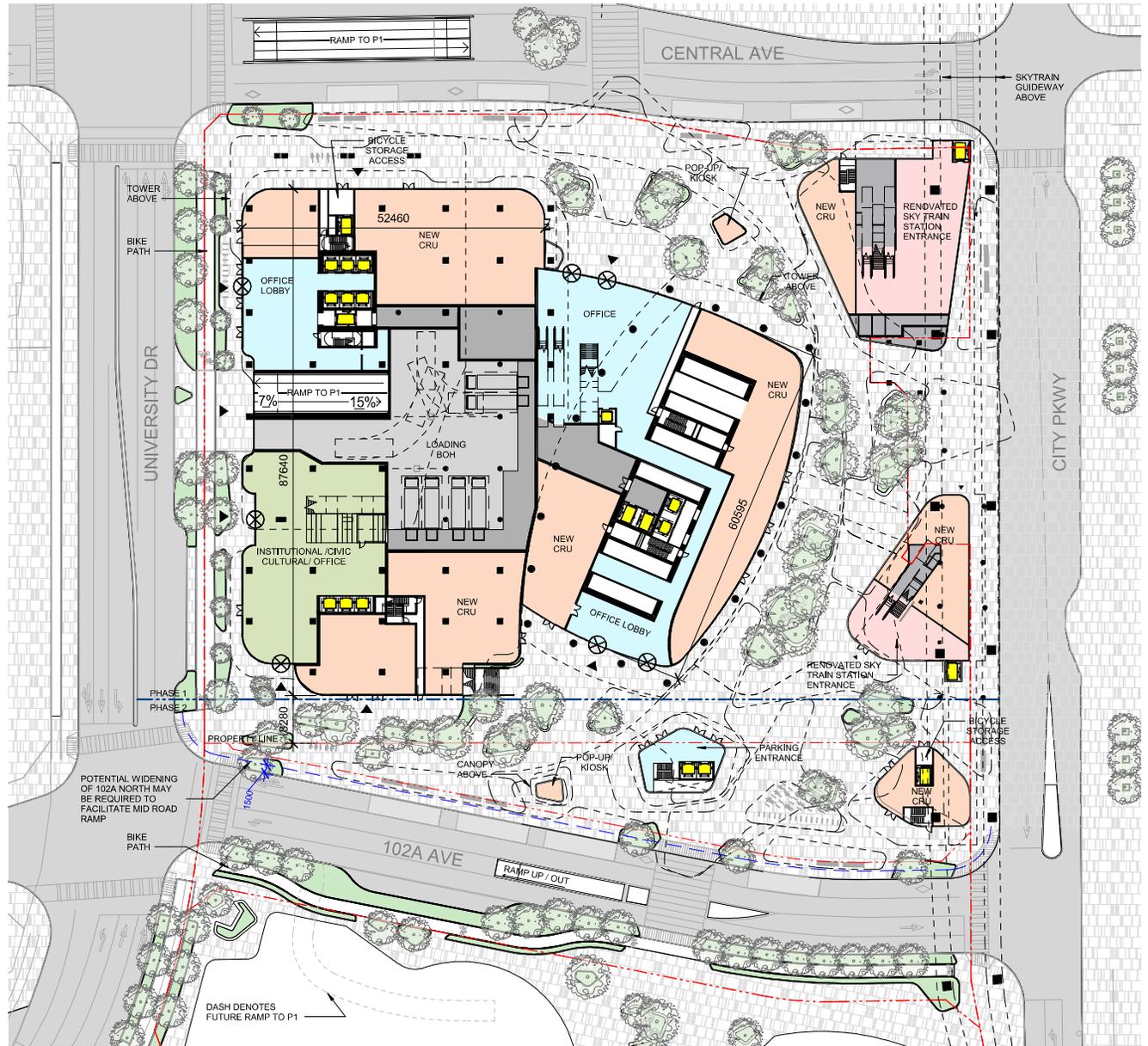
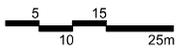


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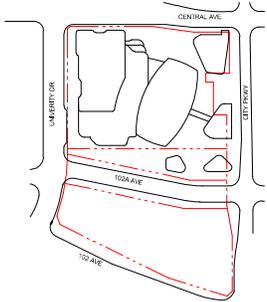
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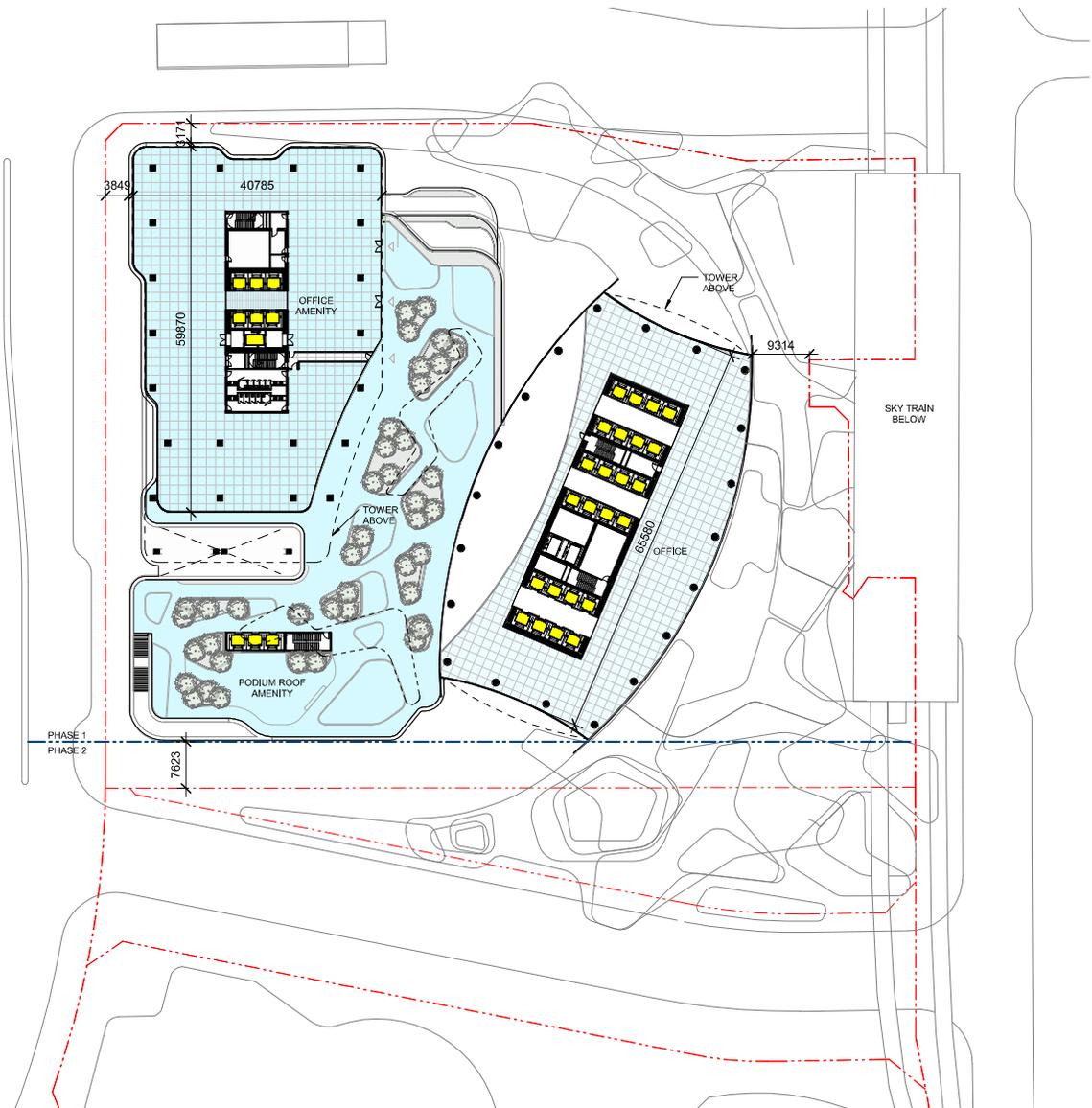
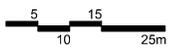


Level 5 Plan

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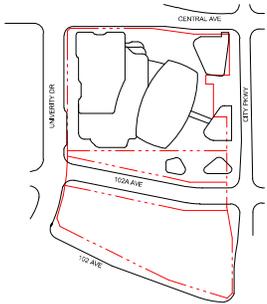


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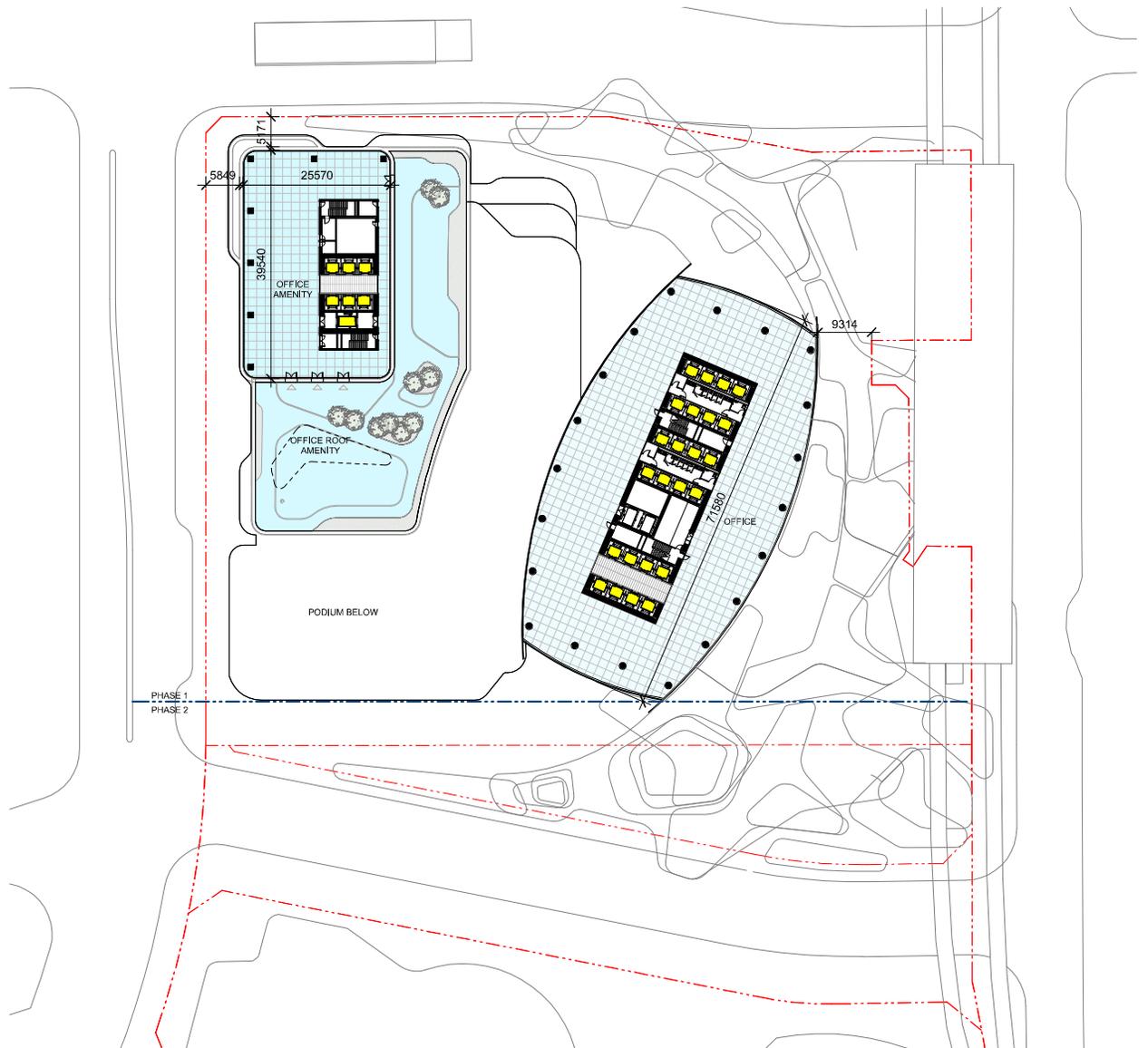
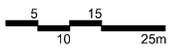


Level 16 Plan

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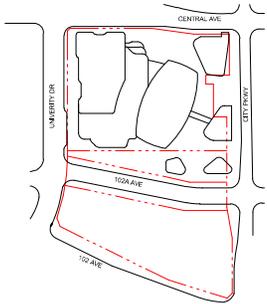


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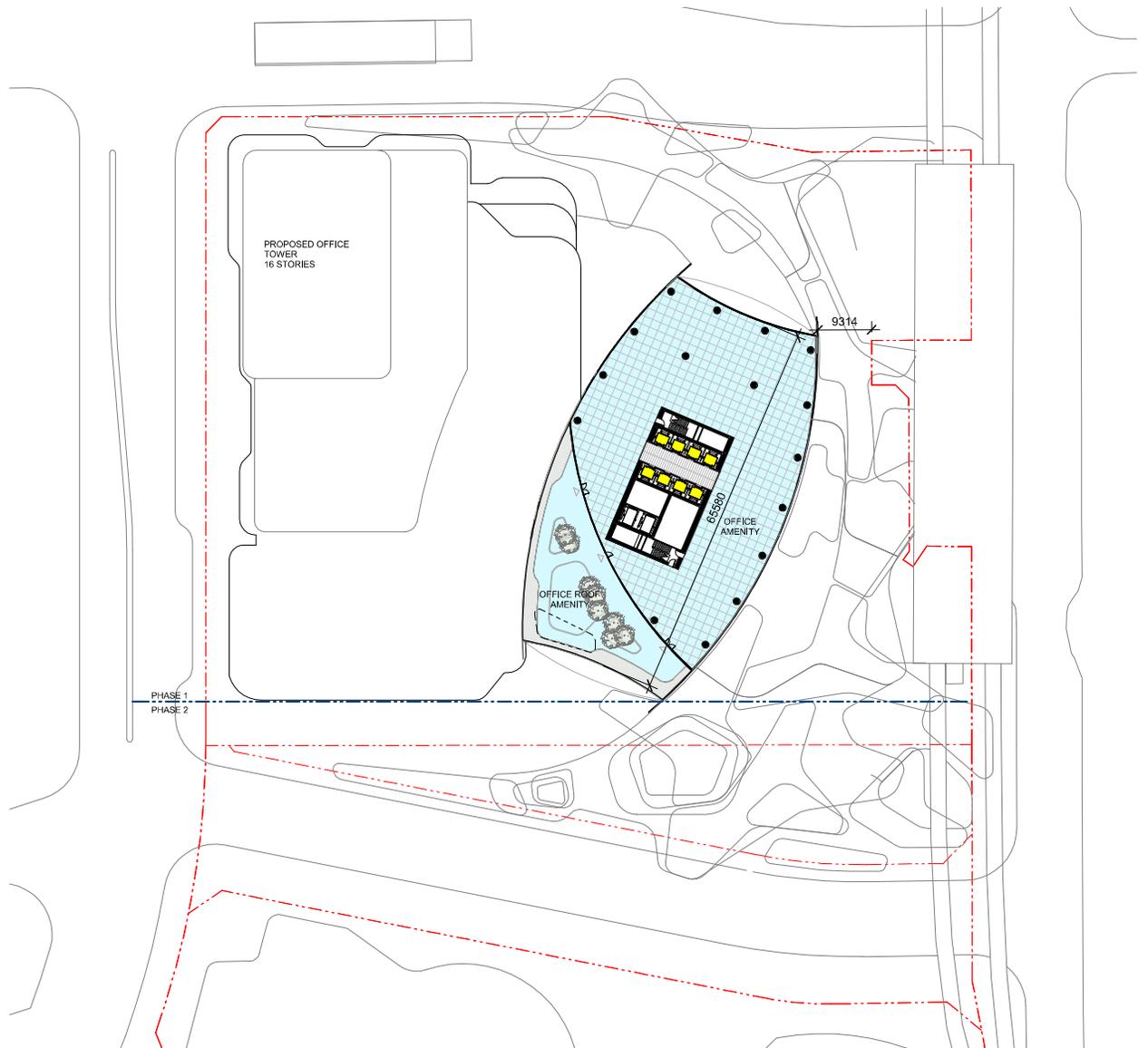
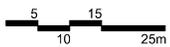


Level 43 Plan

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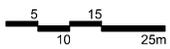
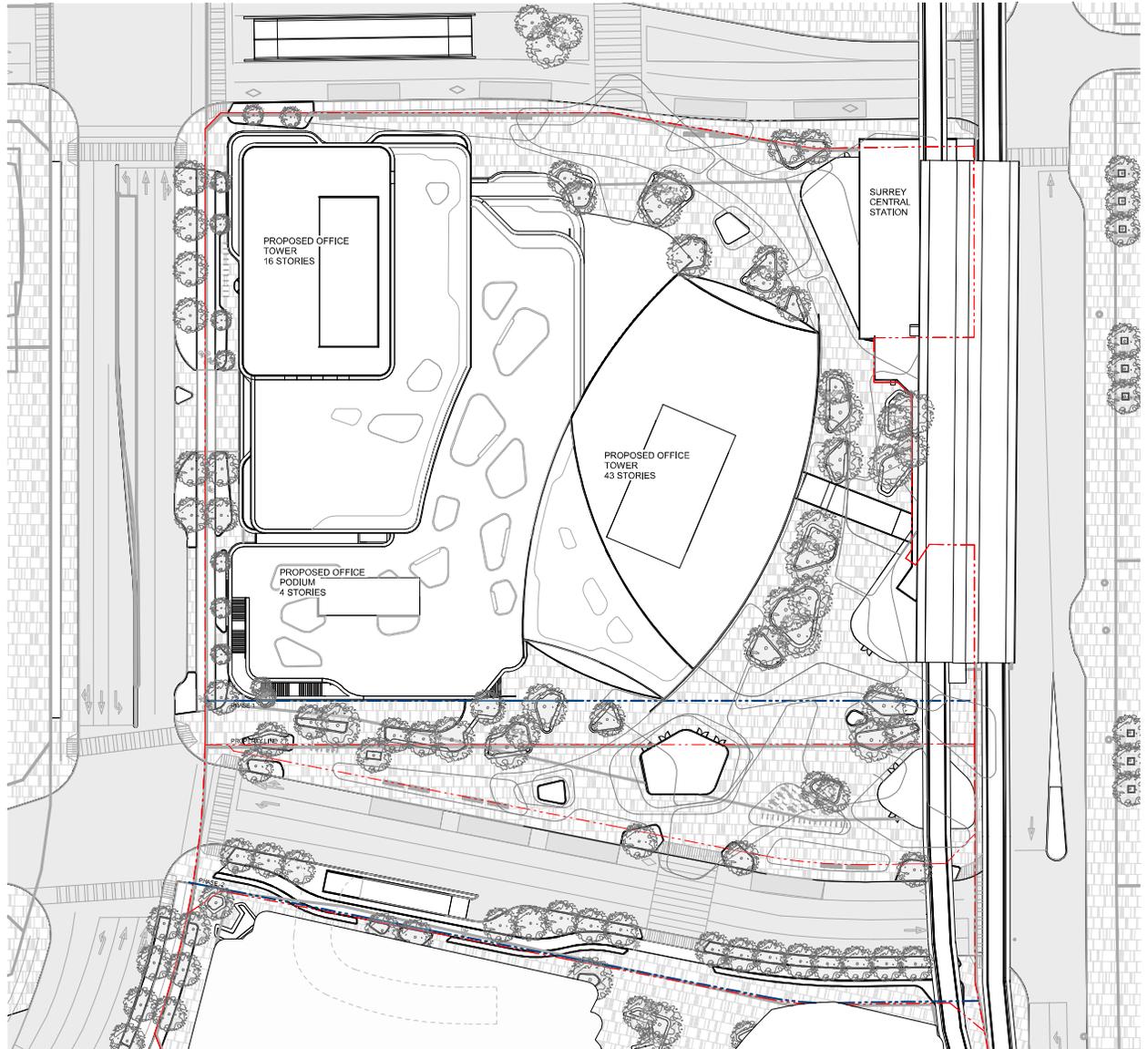
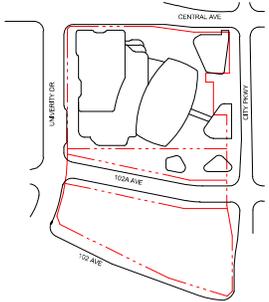


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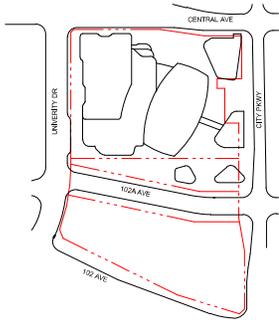


Roof Plan

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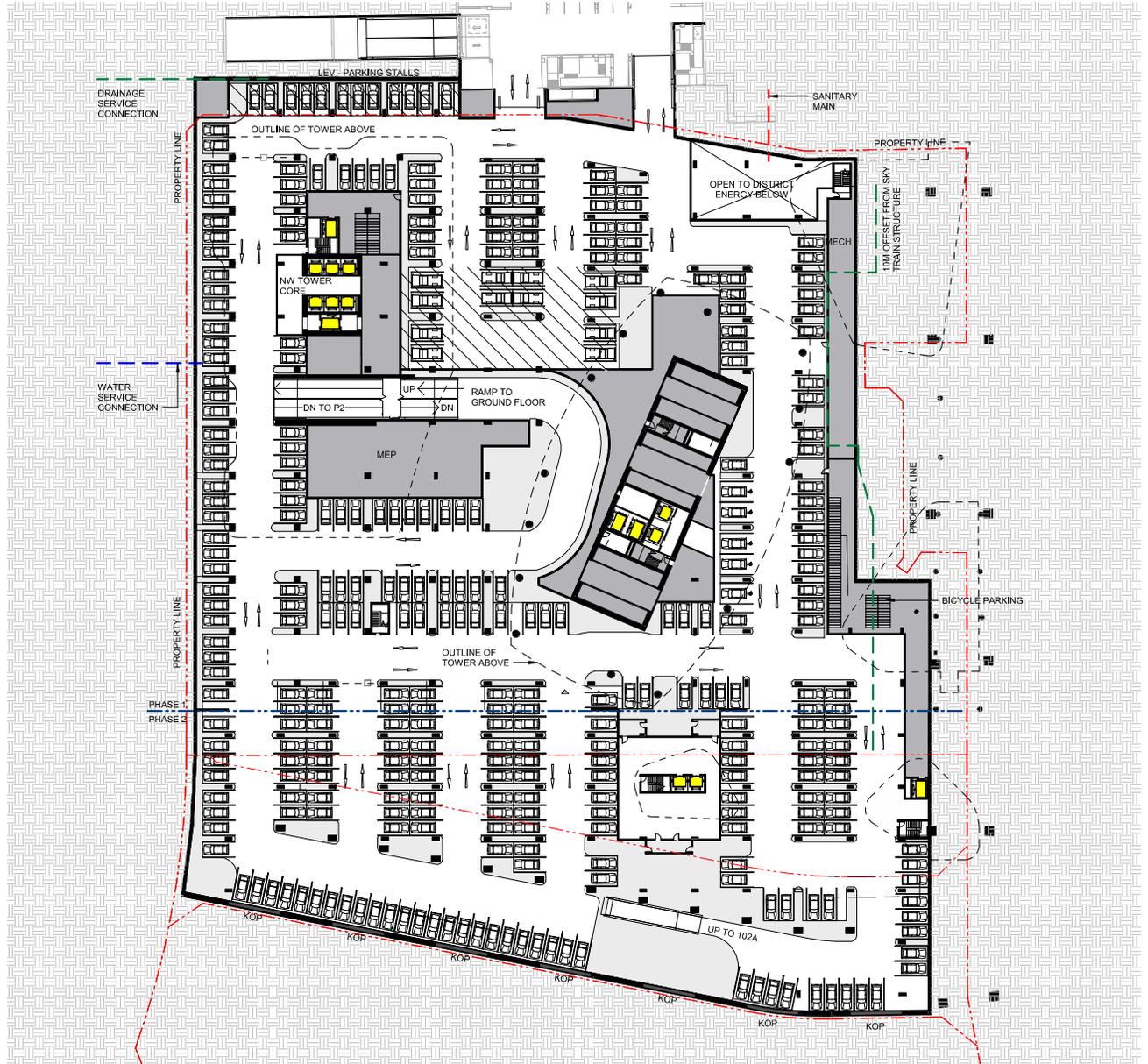


KEY PLAN



LEGEND

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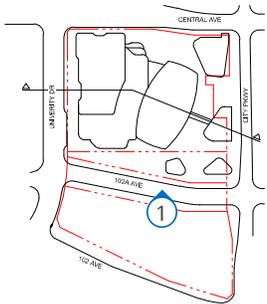


North Elevation (Central Ave.)



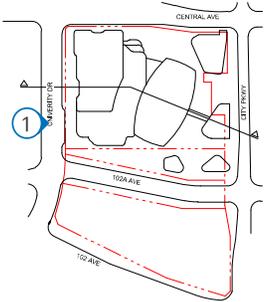
South Elevation (102A Ave.)

KEY PLAN



West Elevation (University Ave.)

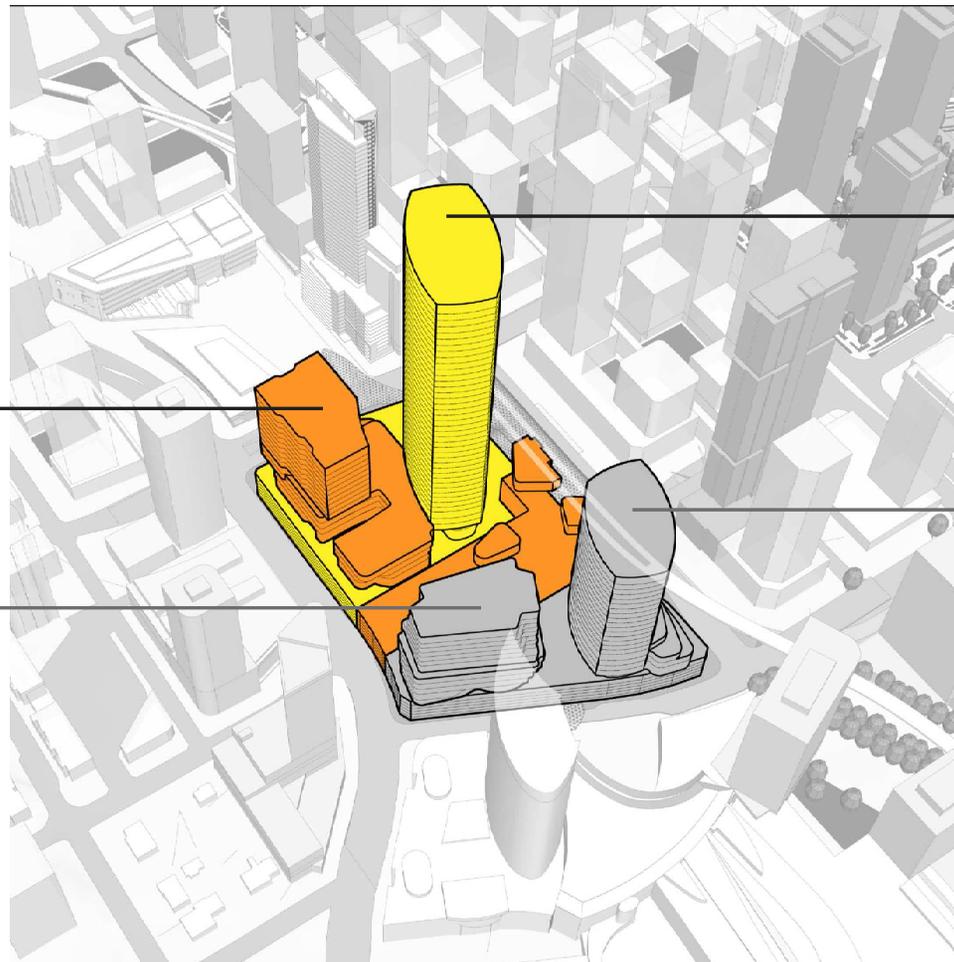
KEY PLAN



East Elevation (City Pkwy)



Phasing Strategy 1 - East Side First



Phase 1
43 Storey
Above Grade GBA: 108,546 sqm
Above Grade GFA: 86,014 sqm

Phase 2
16 Storey
Above Grade GBA: 47,754 sqm
Above Grade GFA: 41,748 sqm

Phase 3
20 Storey
Above Grade GBA: 45,156 sqm

Phase 4
11 Storey
Above Grade GBA: 24,900 sqm

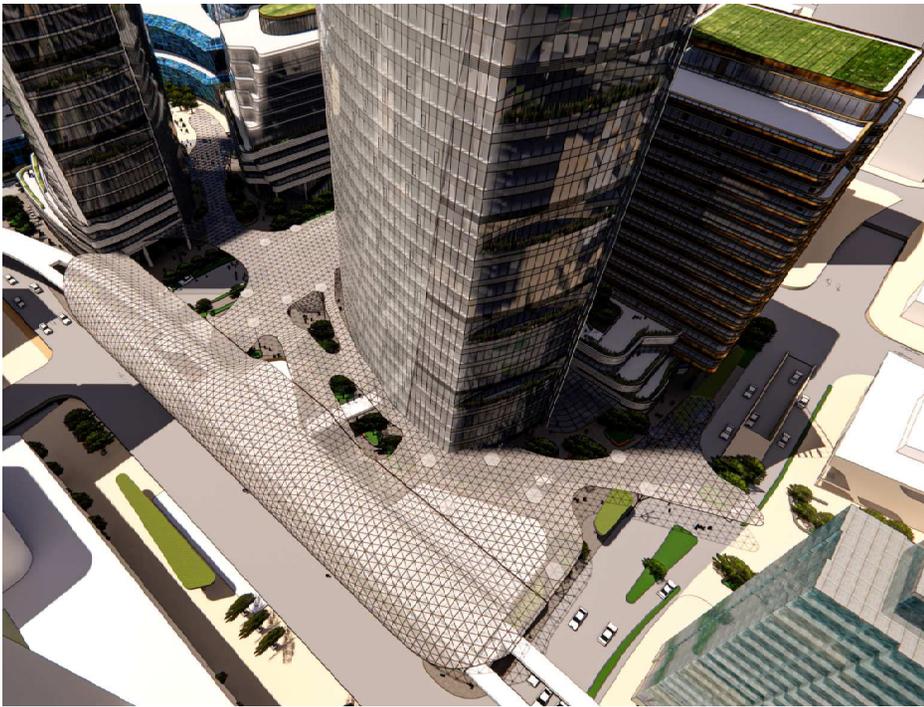
Design Concepts: West Tower



Design Concepts: Public Access to the Roof Garden



Design Concepts: Canopy Extents: Previous vs. Proposed



Previous Canopy Design - Master Plan



Previous Canopy Extents - Master Plan



Proposed Canopy Design - GDP



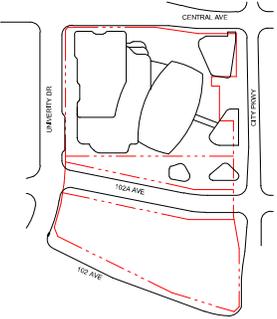
Proposed Canopy Extents - GDP

Design Concepts: Canopy

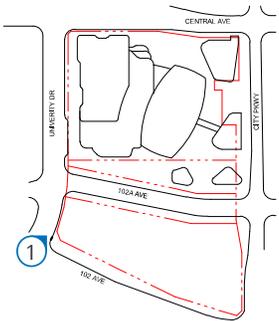


Rendering

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Rendering













Aerial Rendering

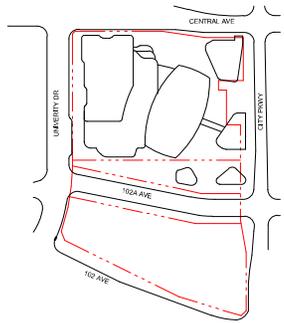


Aerial Rendering

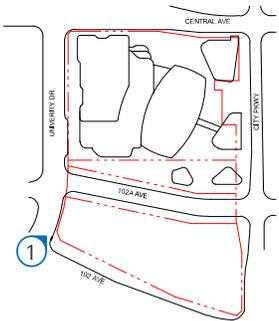


Rendering

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Aerial Rendering



Aerial Rendering

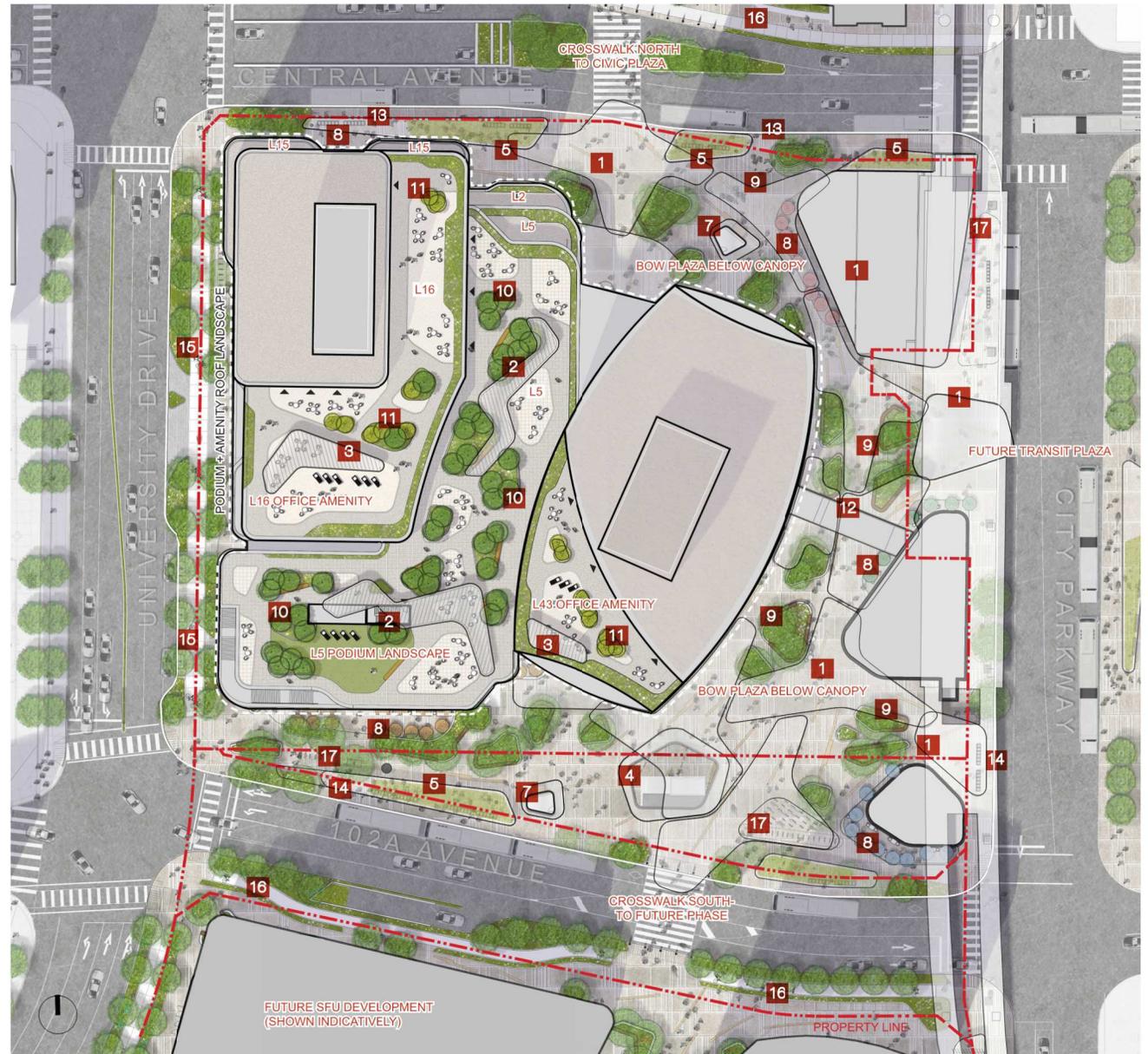


Landscape and Public Realm

Landscape and Public Realm Overall plan

Legend

- 1** THE CANOPY (BOW PLAZA)
- 2** CANOPIES (L5 PODIUM)
- 3** CANOPIES (L16 / L43 OFFICE AMENITY)
- 4** P1 PARKING LEVEL ACCESS / PAVILION
- 5** BUS SHELTER GREEN-ROOF CANOPY + COVERED SEATING
- 6** GREEN-ROOF CYCLE SHELTER
- 7** POP-UP KIOSKS
- 8** EXTERIOR PATIO / CRU SEATING
- 9** RAISED PLANTER 'BUMPER' ISLANDS (BOW PLAZA)
- 10** RAISED PLANTER 'BUMPER' ISLANDS (L5 PODIUM)
- 11** RAISED PLANTER 'BUMPER' ISLANDS (L16 / L43 OFFICE AMENITY)
- 12** SKYTRAN BRIDGE LINK
- 13** BUS PICK-UP CURB
- 14** BUS DROP-OFF CURB
- 15** BC PARKWAY (2-WAY PROTECTED BIKE LANE)
- 16** PROTECTED BIKE LANE
- 17** BIKE PARKING



Landscape and Public Realm

Landscape and Public Realm Ground Level Plan

Landscape Objectives: A four-sided interface with a focus on contribution to a new identity for Surrey downtown with high quality public realm that provides connectivity and movement to important transit infrastructure. Enhance connectivity from the north and south from the Central City Plaza to the Civic Plaza as well as from the east and west between the West Village and the King George corridor through cohesive, distinctive and sustainable landscape expression.

University Drive

- Urban artery and City Centre gateway, with consistent, enhanced streetscape expression extending north and south. Double row of street trees, including stormwater treatments
- North-south movement for cars, pedestrians and cyclists
- Approachable ground floor entries and activity generation at street corners
- Consolidated parking, loading and servicing entrance for Phase 1-2 development
- Passenger pick-up/drop-off on east side of street serves taxi, ride-hailing + private car

Central Avenue:

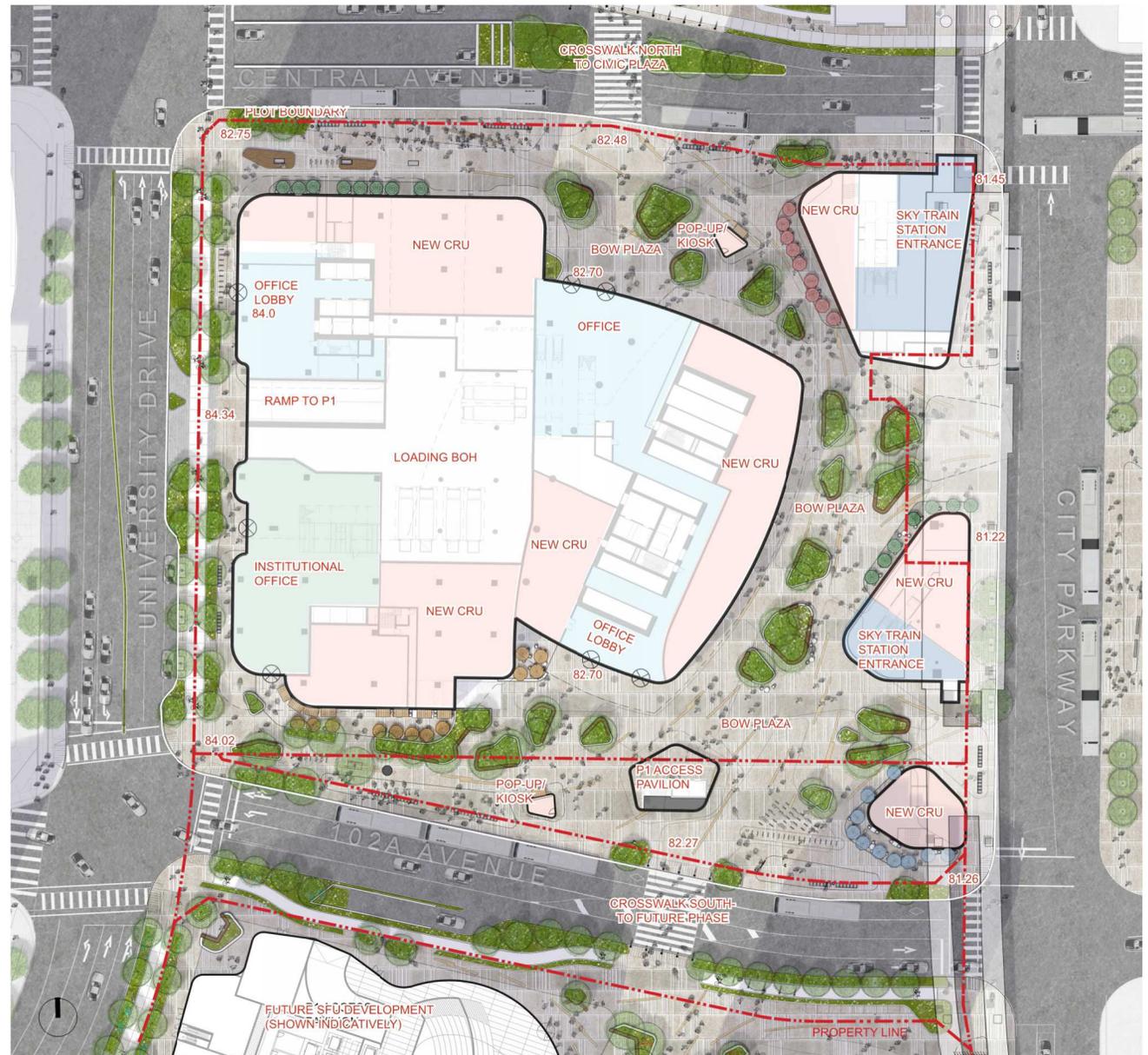
- Civic Plaza interface, possible future intervention to increase 'greening' north of Central
- Key bus transit interface - pick-up curb with four bus stops and associated programmatic elements. New westbound one-way protected bike lane on north side
- Main (east) tower lobby and CRU interfaces associated with both new buildings and existing Skytrain station - north end of the 'Bow' on site
- Significant grade change west-to-east, with combination terraced and sloped landscape.

City Parkway:

- North approach to Central City, future development to reflect approach to pedestrian-friendly street network in the form of a 'Transit Plaza' supporting the various transit functions that coalesce on this northern block
- Solar and noise challenges with skytrain overhead
- Multiple transportation modes, future condition to focus on bus transit and cycle users

102A Avenue

- Proposed new street on site of existing bus exchange
- Interior, multi-modal roadway including bus exchange drop-off curb and new eastbound one-way protected bike lane on south side
- Main (east) tower lobby and CRU interfaces associated with both new buildings and existing Skytrain station - south end of the 'Bow' on site
- Access to lower parking levels from plaza
- Moderate grade change sloping from west to east



Landscape and Public Realm

Landscape and Public Realm Roof Plan (L5, L16 + L43)

Landscape Objectives: An active and highly useable series of outdoor spaces that enhances the emerging identity of Surrey downtown and accommodates a variety of functions, as an extension of interior layouts and uses. Work with the Architectural form to 'land' the buildings and continue the strategy of increased 'greening' seen within the public realm at lower levels up to accessible the occupiable roof spaces.

Level Five Podium

- Reflect the public realm concept of planted island 'bumpers' along an inverted 'Bow' that responds to Architectural form and guide movement and use of spaces
- Contribute to site green infrastructure and stormwater management through tree canopy and attenuation of rainwater within planting
- Provide weather protection to facilitate year-round use potential
- Promote passive surveillance and overlook to ground level/public realm through positioning of key open spaces at northern and southern extents

Level Sixteen Office Amenity

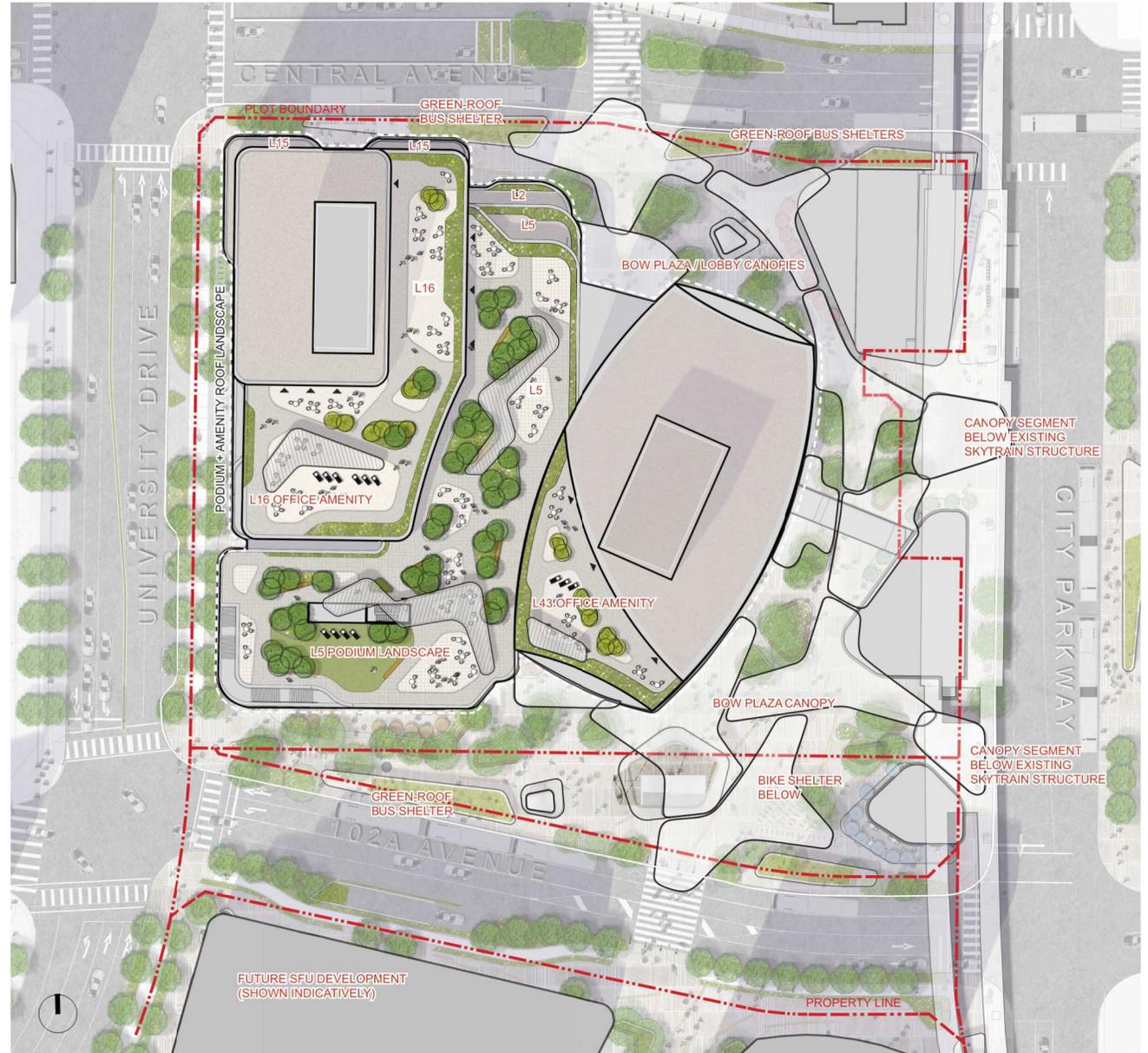
- Provide useable and weather protected outdoor space to the Western Tower office spaces and support potential for both informal and formal uses
- Reflect concept of green island 'bumpers' and canopies seen at ground level and Level 5 podium utilizing a lighter-weight approach to materiality and scale
- Provide additional 'greening' at the mid-upper reaches of the building mass, reinforcing the sense of the buildings being 'planted' within the centreblock

Level Forty-three Office Amenity

- Provide useable and weather protected outdoor space to the Eastern Tower office spaces and support potential for both informal and smaller-scale formal uses
- Reflect concept of green island 'bumpers' and canopies seen at ground level and Level 5 podium utilizing a lighter-weight approach to materiality and scale
- Provide additional 'greening' at the upper reaches of the building mass, reinforcing the sense of the buildings being 'planted' within the centreblock

Balconies

- Provide additional occupiable spaces that contribute to the network of overlooks and planted edges, enhancing the 'stepped' 'greening' of the buildings and characterising the sequence of active spaces across multiple levels.



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

FROM: **Development Engineer, Engineering Department**

DATE: **July 06, 2021** PROJECT FILE: **7820-0233-00**

RE: **Engineering Requirements (Commercial)
Location: 10275 City Parkway**

REZONE

Property and Right-of-Way Requirements

- Dedicate approximately 2.8m along Central Avenue.
- Dedicate approximately 6.2m along University Drive.
- Dedicate for 102A Avenue.
- Dedicate required corner cuts.
- Provide 0.5m wide on-site statutory rights-of-way along all site frontages.

Works and Services

- Construct south side of Central Avenue.
- Construct east side of University Drive.
- Construct north side of 102A Avenue, as applicable.
- Construct west side of City Parkway.
- Relocate the existing traffic signal at south-east corner of the intersection of University Drive and Central Avenue to its ultimate location, as applicable.
- Construct new traffic signal at the intersections of University Drive and 102A Avenue; City Parkway and Central Avenue; and City Parkway and 102A Avenue.
- Implement recommendations of Transportation Impact Analysis.
- Implement recommendations of geo-technical report.
- Secure approval and implement recommendations of TransLink, if applicable.
- Complete sanitary and drainage catchment analysis to determine existing capacities. Resolve downstream constraints, as identified.
- Provide water, storm and sanitary service connections to support the development.
- Register applicable legal documents as determined through detailed design.
- Pay amenity charge for undergrounding the existing third part utilities.

A Servicing Agreement is required prior to Rezone. A processing fee of \$39,419.40 is required.

DEVELOPMENT PERMIT

There are no engineering requirements relative to issuance of the General Development Permit beyond those noted above.



Jeff Pang, P.Eng.
Development Engineer
HB4

2.	Time:	4:05 p.m.
	File No.:	7920-0233-00
	Address:	10275 City Parkway
	New or Resubmit:	New
	Last Submission Date:	N/A
	Description:	Application for General Development Permit and Rezoning in order to permit the future development of the Centre Block office precinct, phases 1 and 2.
	Developer:	City Surrey/SCDC
	Architect:	David Pontarini AIBC, Hariri Pontarini Architects
	Landscape Architect:	Jeffrey Staates BCSLA, PFS Studio
	Planner:	Christopher Atkins
	Urban Design Planner:	Ann McLean

The City Architect advised that staff are generally in support of the project. The commercial floor heights are higher than residential heights. Two phasing strategies and alternate height distribution were presented to the Panel. Staff asked the Panel to provide comments on the overall development, tower placement and height, building interfaces with the public realm, chorography of uses of open space, phasing options, and height flexibility proposal.

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. Jenkins
 That the Advisory Design Panel (ADP)
 SUPPORT the project and recommends that the applicant address the following issues to the satisfaction of the Planning & Development Department and recommend that the landscaping submission return to staff for further development.

Carried

Key Points:

- Consider further design development with wind tunnel testing and night/lighting appearance.
- Recommend extending the gesture of the central canopies to adjacent sites to the north and south.
- Consider further development of the hardscape which responds to the hierarchy of pedestrian hydrology.
- Recommend electrical charging stations for vehicles and bicycles.
- Consider further discussion with traffic consultants regarding traffic flow in the parkade.
- Recommend engaging the full consultant team as early as possible.
- Recommend a destination use at the L5 roof plaza to attract use.

- Consider further consideration of the maintenance of the canopies.
- Recommend working with TransLink with respect to wayfinding.
- Consider a second access point to the L5 roof.
- Recommend further development of the bicycle parking access and end of trip facilities.

Site

- The massing distribution is very effective and establishes strong linkages between Civic Plaza and City Central.
- The tower placement is carefully considered as the result of the balance of livability and effective floorplates.
- The concept of creating community and linkages in between is well articulated.
- The distribution of the CRU spaces is effective.
- The public realm and pedestrian experience has been well thought through.
- The subject site is a critical site to City Centre.
- Give consideration to all access points of the site including for bicycles.

Form and Character

- Recommend further design development of wind tunnel testing to ensure the public realm will not be compromised.
- Consider wayfinding in connection with the SkyTrain and civic functions and make as one public realm use.
- Recommend height scenario one with a taller tower.
- Recommend phasing strategy two to build out the (east) tower first in order to frame the plaza.
- Consider extending the canopy features beyond the property lines.
- Consider how the retail kiosks interact with human movement and ensure they don't conflict.
- Ensure the project is anchored well in the context of surrounding buildings.
- Recommend further discussion with traffic and parking consultants to ensure the parking levels are properly serviced.
- Consider end of trip facilities for bicycles.
- Consider engaging with mechanical consultants as early as possible to ensure feasibility.
- The distinct building forms and character makes sense in creating a rich composition.
- Consider simplifying the variety of architectural expressions.
- The resolution of materials and fine articulation is well done.
- There are finer bands within the wooden structure, encourage resolving this.

Landscape

- Consider long term maintenance considerations of the honeycomb canopies.

CPTED

- Recommend further design development for lighting and security access.

Sustainability

- Recommend extensive electric vehicle charging stations.
- Encourage car sharing opportunities.
- Consider adding electric bicycle charging infrastructure in bicycle parking areas.

Accessibility

- No specific issues were identified.

C. NEXT MEETING

The next Advisory Design Panel is scheduled for Thursday, January 14, 2021.

D. ADJOURNMENT

The Advisory Design Panel meeting adjourned at 6:50 p.m.

Jennifer Ficocelli, City Clerk

Robert Drew, Chair

Arborist Report

MIKE FADUM AND ASSOCIATES LTD.
VEGETATION CONSULTANTS

Table 1: Summary of Tree Preservation by Tree Species:

Tree Species	Existing	Remove	Retain
Alder and Cottonwood Trees			
Alder/ Cottonwood	0	0	0
Deciduous Trees (excluding Alder and Cottonwood Trees)			
Bilboa, Ginkgo	6	6	0
Laurel, Portuguese	6	6	0
Lime, Caucasian	2	2	0
Locust, Honey	3	0	3
Maple, Field	1	1	0
Maple, Red	5	5	0
Maple, Shantung	6	6	0
Maple, Sycamore	1	1	0
Sweetgum	36	36	0
Coniferous Trees			
Cedar, Alaska	1	1	0
Total	67	64	3
Additional Trees in the proposed Open Space / Riparian Area	NA	NA	NA
Total Replacement Trees Proposed (excluding Boulevard Street Trees)		TBD	
Total Retained and Replacement Trees		TBD	

MIKE FADUM AND ASSOCIATES LTD.
VEGETATION CONSULTANTS

Tree Preservation Summary

Surrey Project No:
Address: 10275/10225 – City Parkway
Registered Arborist: Tim Vandenberg

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)	67
Protected Trees to be Removed	64
Protected Trees to be Retained (excluding trees within proposed open space or riparian areas)	3
Total Replacement Trees Required:	128
- Alder & Cottonwood Trees Requiring 1 to 1 Replacement Ratio 0 X one (1) = 0	
- All other Trees Requiring 2 to 1 Replacement Ratio 64 X two (2) = 128	
Replacement Trees Proposed	TBD
Replacement Trees in Deficit	TBD
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	0
Total Replacement Trees Required:	0
- Alder & Cottonwood Trees Requiring 1 to 1 Replacement Ratio 0 X one (1) = 0	
- All other Trees Requiring 2 to 1 Replacement Ratio 0 X two (2) = 0	
Replacement Trees Proposed	NA
Replacement Trees in Deficit	NA

Summary report and plan prepared and submitted by: Mike Fadum and Associates Ltd.	
Signature of Arborist:	Date: August 4, 2020



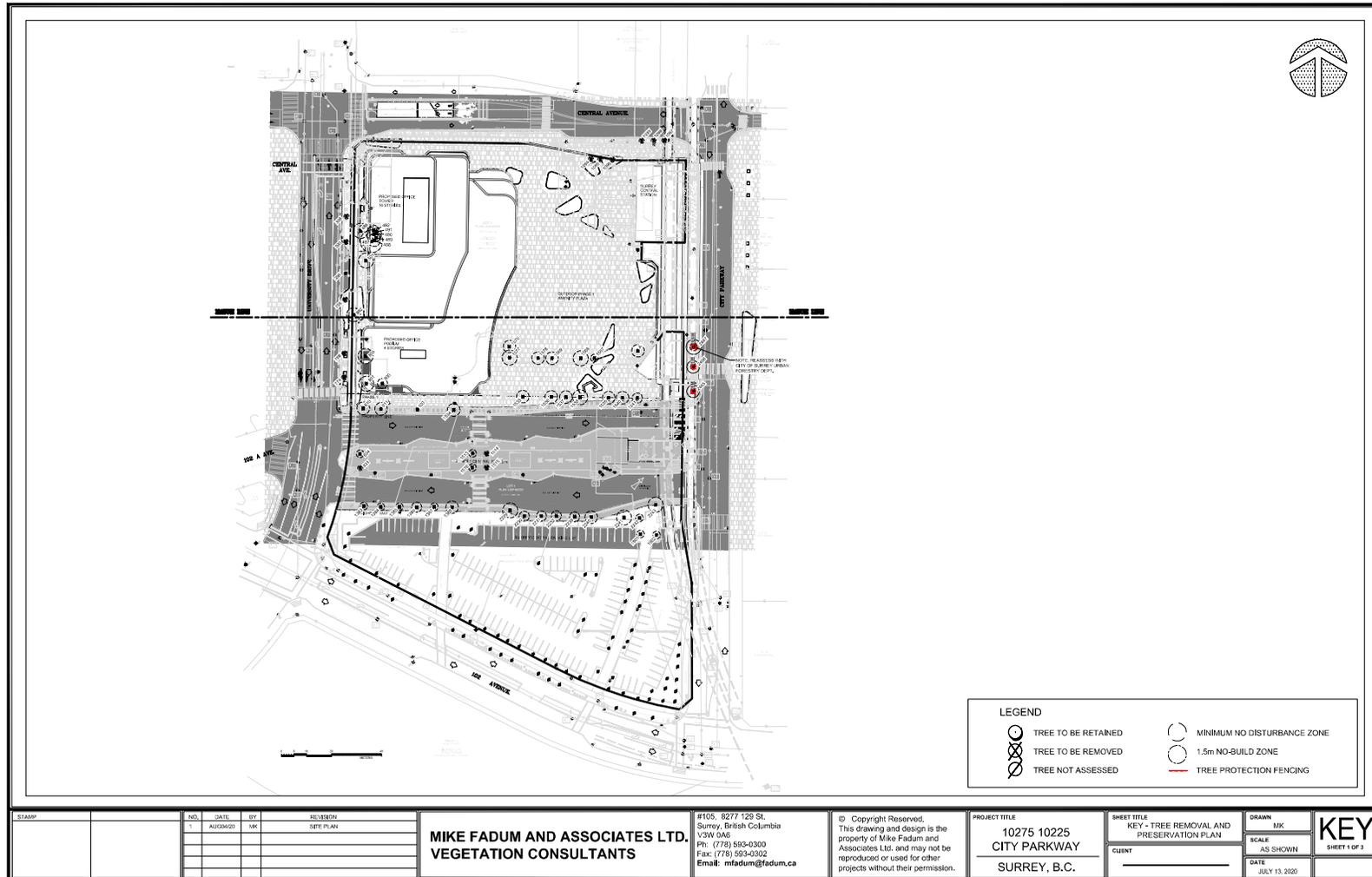
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Arborist Report



NO.	DATE	BY	REVISION
1	AUG2020	MK	SITE PLAN

MIKE FADUM AND ASSOCIATES LTD.
VEGETATION CONSULTANTS

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 V3W 0A8
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PROJECT TITLE
 10275 10225
 CITY PARKWAY
 SURREY, B.C.

SHEET TITLE
 KEY - TREE REMOVAL AND
 PRESERVATION PLAN

CLIENT

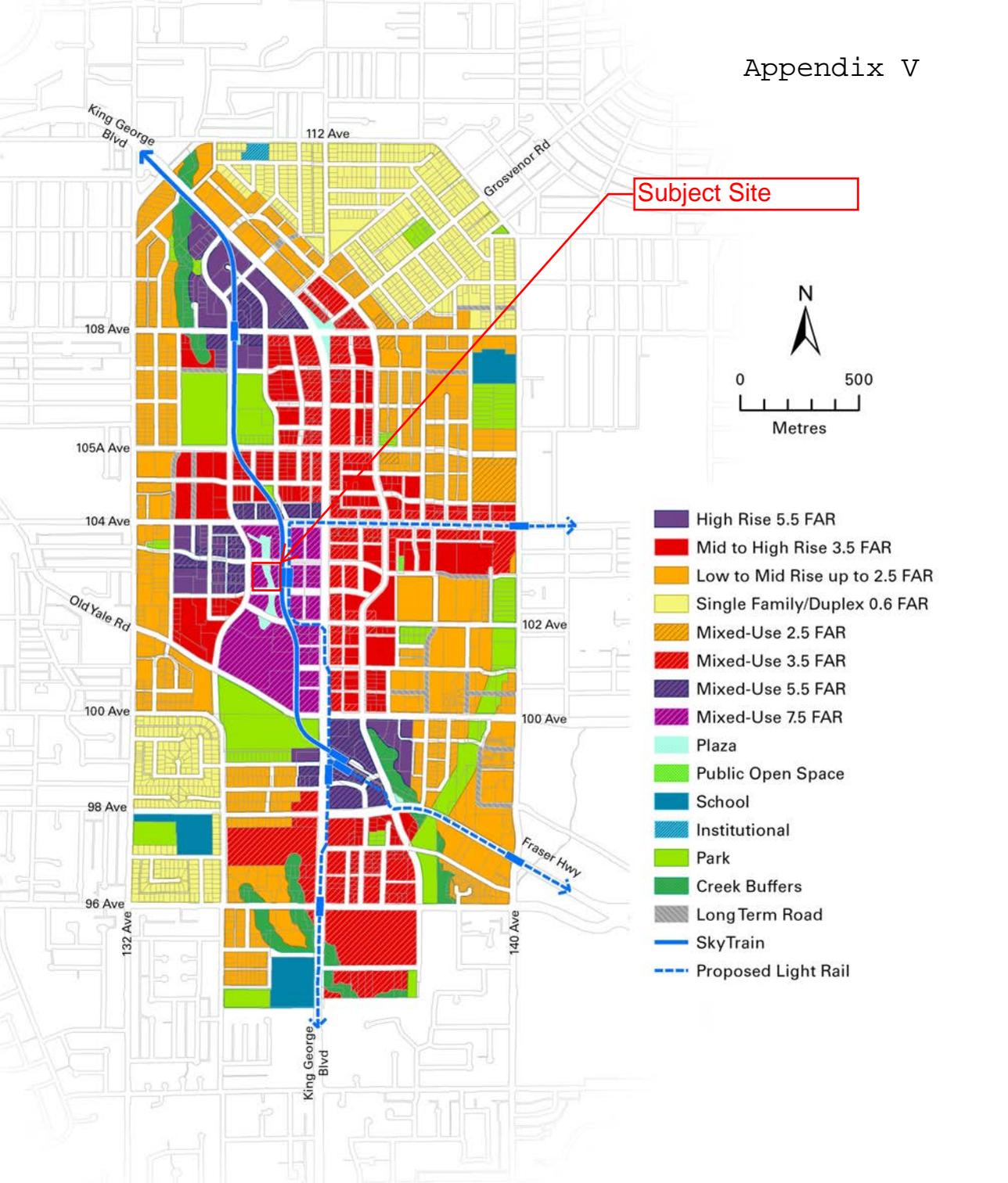
DRAWN
 MK

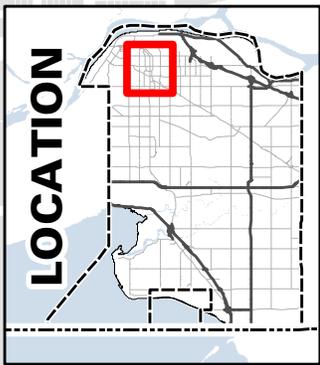
SCALE
 AS SHOWN

DATE
 JULY 13, 2020

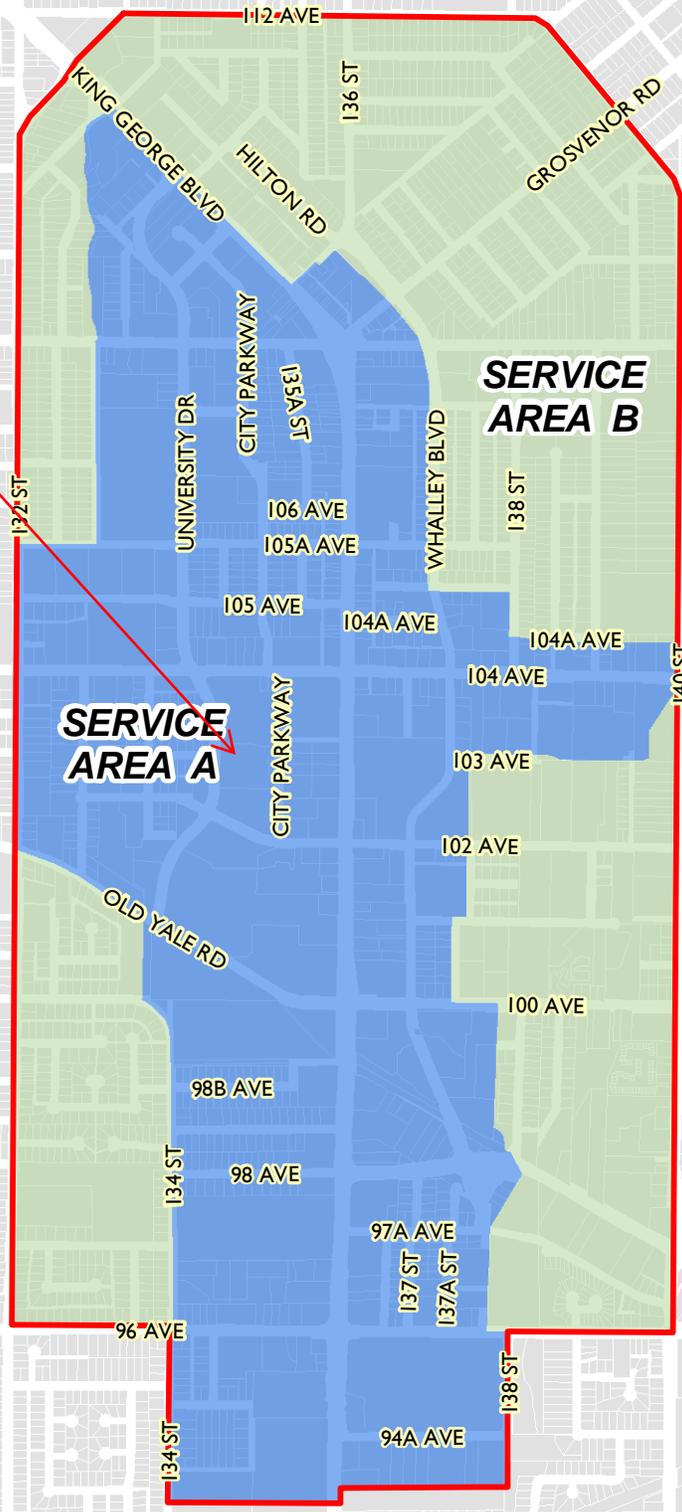
KEY

SHEET 1 OF 3





Subject Site



LEGEND

- Service Area A
- Service Area B
- City Centre Boundary

Produced by GIS Section: May 31, 2012, CS/AW8



DISTRICT ENERGY SERVICE AREA (SERVICE AREA A & SERVICE AREA B)

ENGINEERING DEPARTMENT

The data provided is compiled from various sources and IS NOT warranted as to its accuracy or sufficiency by the City of Surrey. This information is provided for information and convenience purposes only. Lot sizes, Legal descriptions and encumbrances must be confirmed at the Land Title Office.



Site Photos

