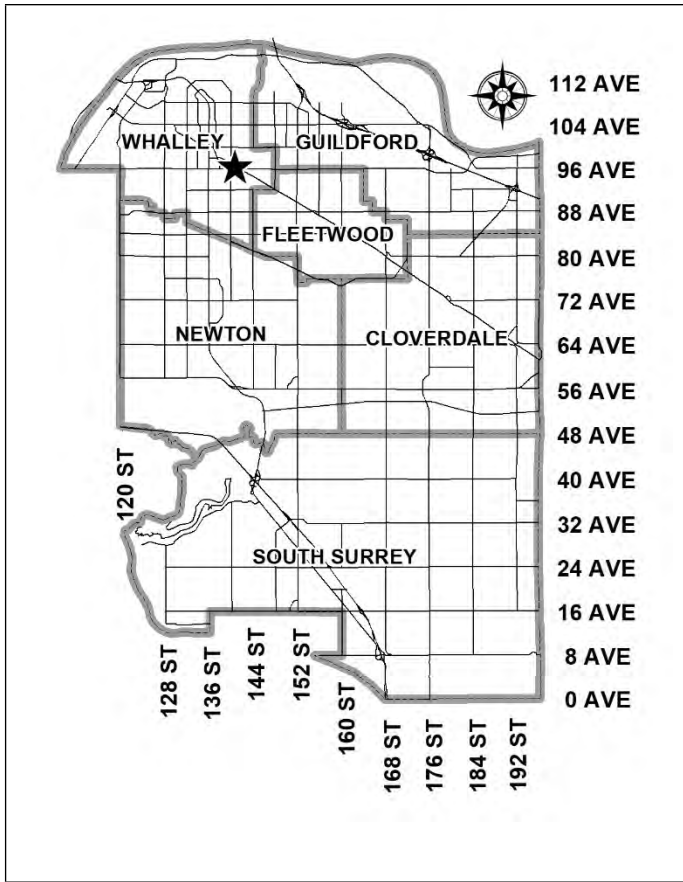


**City of Surrey
PLANNING & DEVELOPMENT REPORT**

Application No.: **7920-0291-00**

Planning Report Date: July 11, 2022



PROPOSAL:

- **OCP Amendment** from Multiple Residential to Central Business District 7.5 FAR.
- **City Centre Plan Amendment** from Low to Mid Rise up to 2.5 FAR to Mixed-Use 7.5 FAR
- **Rezoning** from RF to CD (based on RM-135 and C-5)
- **Development Permit**

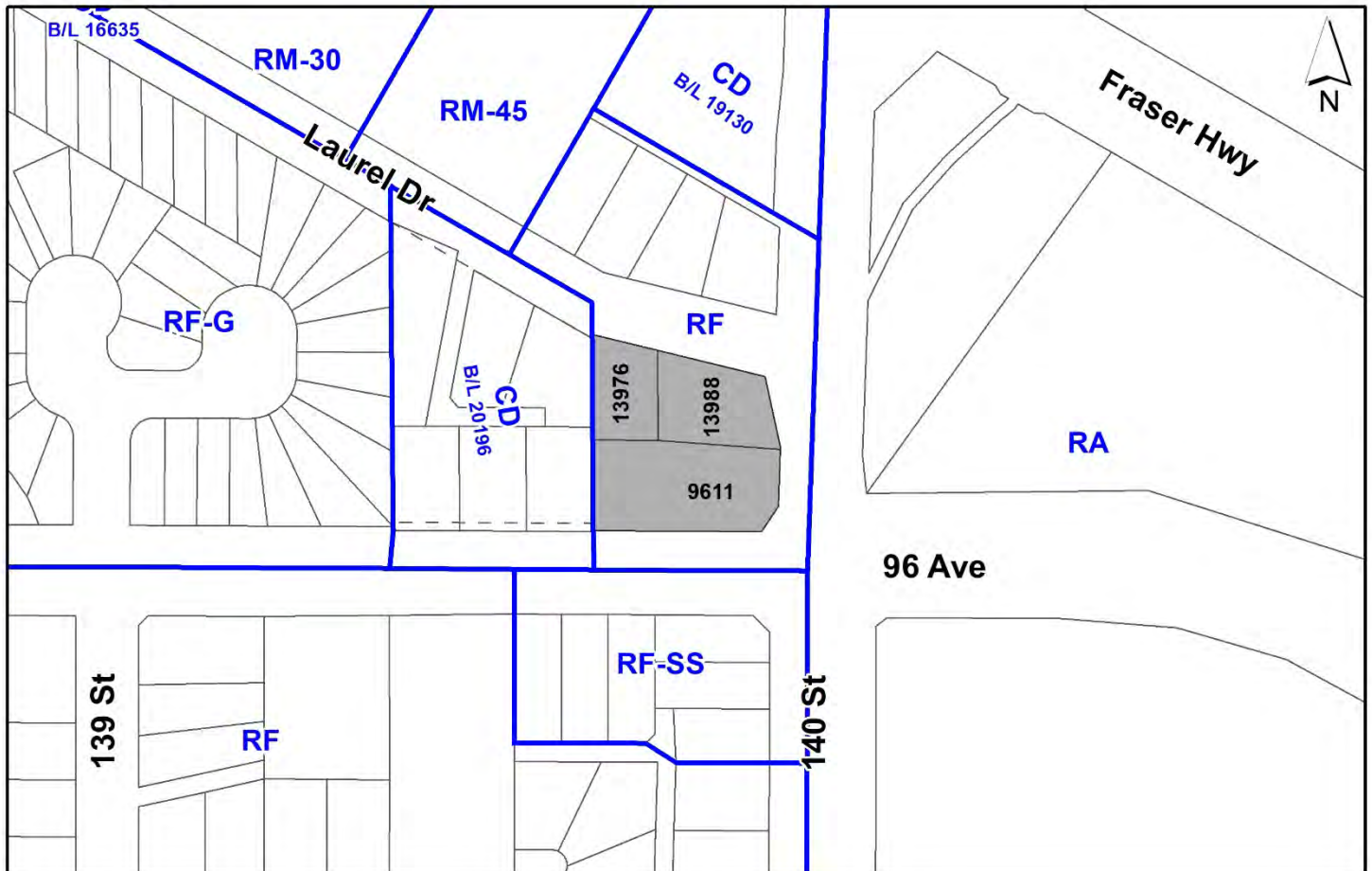
to permit the development of one 34-storey residential high-rise building consisting of 377 dwelling units with ground-floor commercial space on a consolidated site in City Centre.

LOCATION: 13976 - Laurel Drive
13988 - Laurel Drive
9611 - 140 Street

ZONING: RF

OCP DESIGNATION: Multiple Residential

CCP DESIGNATION: Low to Mid Rise up to 2.5 FAR



RECOMMENDATION SUMMARY

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

DEVIATION FROM PLANS, POLICIES OR REGULATIONS

- Proposed amendment to the Official Community Plan (OCP) from “Multiple Residential” to “Central Business District” and to Figure 16: Central Business District Densities to increase the allowable density to 7.5 FAR.
- Proposed amendment to the City Centre Plan from “Low to Mid Rise up to 2.5 FAR” to “Mixed-Use 7.5 FAR”.

RATIONALE OF RECOMMENDATION

- The proposed amendment to the OCP from “Multiple Residential” to “Central Business District” is required to achieve the proposed high-rise residential building at a density higher than currently allowed in the “Multiple Residential” designation.
- The OCP Amendment is considered to have merit given the subject site is located within close proximity (175 metres) to a future SkyTrain Station located at the intersection of 140 Street and Fraser Highway. In addition, the proposed development is located within close proximity to an existing Frequent Transit Network (FTN) and conforms to the goal of achieving higher density development near a rapid transit corridor and, therefore, is considered appropriate for this part of the City Centre Plan.
- The applicant will provide a density bonus amenity contribution consistent with the Tier 2 Capital Projects Community Amenity Contributions (CACs) in support of the development proposal which requests an increase in density beyond the maximum permitted in the City Centre Plan.
- The proposed building is of high-quality design appropriate for a City Centre location and the proposed setbacks achieve a more urban, pedestrian streetscape in compliance with the Form and Character Development Permit (DP) guidelines in the OCP.
- The proposed apartment building is attractive, well-designed and utilizes high-quality, natural materials as well as contemporary lines. The proposed building design complies with the design guidelines of the City Centre Plan and OCP and will complement anticipated new development in the Green Timbers District.

- City staff anticipate that, as part of the City Centre Plan update, several modifications may be made to the City Centre Plan to allow for higher-density land-uses and building forms within close proximity to the future SkyTrain Station at 140 Street and Fraser Highway. In an effort to accommodate these anticipated changes in land-use and density, it will be necessary to amend the boundaries of the Central Business District to include the affected properties. Staff expect that changes to the OCP designation on adjacent properties will be brought forward to Council, at a later date, as part of the broader City Centre Plan update for the Green Timbers District.

RECOMMENDATION

The Planning & Development Department recommends that:

1. A By-law be introduced to amend the OCP Figure 3: General Land Use Designations for the subject site from Multiple Residential to Central Business District and OCP Figure 16: Central Business District Densities to include the site as 7.5 FAR and a date for Public Hearing be set.
2. Council determine the opportunities for consultation with persons, organizations and authorities that are considered to be affected by the proposed amendment to the Official Community Plan, as described in the Report, to be appropriate to meet the requirement of Section 475 of the Local Government Act.
3. A By-law be introduced to rezone the subject site from "Single Family Residential Zone (RF)" to "Comprehensive Development Zone (CD)" and a date be set for Public Hearing.
4. Council authorize staff to draft Development Permit No. 7920-0291-00 generally in accordance with the attached drawings (Appendix I).
5. Council instruct staff to resolve the following issues prior to final adoption:
 - (a) ensure that all engineering requirements and issues including restrictive covenants, dedications, and rights-of-way where necessary, are addressed to the satisfaction of the General Manager, Engineering;
 - (b) submission of a subdivision plan to the satisfaction of the Approving Officer;
 - (c) the applicant is required to dedicate, as road and without compensation, Bylaw Road for Parcel A of Lot 13, Plan 46920, Parcel B of Lot 13, Plan 46920, Parcel E of Lot 13, Plan 68719 as well as the gazette road for the northerly 10.058 metres of 96 Avenue extending from 137B Street to 140 Street;
 - (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 provide a density bonus amenity contribution consistent with the Tier 2 Capital Projects CACs in support of the requested increased density, to the satisfaction of the General Manager, Planning and Development Department;
 - (i) provision of cash-in-lieu contribution to satisfy the indoor amenity space requirement of the CD Zone, at the rate in effect at the time of Final Adoption;

- (j) demolition of existing buildings and structures to the satisfaction of the Planning and Development Department;
 - (k) submission of an acoustical report for the units located adjacent to 96 Avenue and 140 Street as well as registration of a Section 219 Restrictive Covenant to ensure implementation of noise mitigation measures; and
 - (l) Registration of a Section 219 Restrictive Covenant to adequately address the City's needs with respect to public art, to the satisfaction of the General Manager Parks, Recreation and Culture and with respect to the City's Affordable Housing Strategy and Tier 1 Capital Project CACs, to the satisfaction of the General Manager, Planning & Development.
6. Council pass a resolution to amend the City Centre Plan, to re-designate the subject site from "Low to Mid Rise up to 2.5 FAR" to "Mixed-Use 7.5 FAR" as illustrated in Appendix VI when the project is considered for Final Adoption.

SITE CONTEXT & BACKGROUND

Direction	Existing Use	OCP/CCP Designation	Existing Zone
Subject Site	Single family residential	Low to Mid Rise up to 2.5 FAR	RF
North (Across Laurel Drive):	Single family residential	Low to Mid Rise up to 2.5 FAR	RF
East (Across 140 Street):	Green Timbers Urban Forest Park	Conservation and Recreation	RA
South (Across 96 Avenue):	Single family residential (small lots)	Urban	RF-SS
West:	Single family residential approved for rezoning to CD (based on RM-70) and DP for two 6-storey apartment buildings	Low to Mid Rise up to 2.5 FAR	CD Zone (By-law No. 20196)

Context & Background

- The subject properties are located on the south side of Laurel Drive, just west of 140 Street.
- The properties are approximately 0.33 hectare in total combined area and presently occupied by single family residential dwellings.
- The subject site is designated "Multiple Residential" in the Official Community Plan (OCP), "Low to Mid Rise up to 2.5 FAR" in the City Centre Plan and zoned "Single Family Residential Zone (RF)".

- In March 2022, Council approved Development Application No. 7918-0322-00 on the adjacent properties to the west, which involved rezoning from RF to CD (based on RM-70) and DP for two 6-storey apartment buildings with underground parking on a consolidated site.

DEVELOPMENT PROPOSAL

Planning Considerations

- In order to permit the development of a 34-storey residential apartment building consisting of 377 dwelling units with underground parking on a consolidated site, the applicant proposes the following:
 - OCP Amendment from "Multiple Residential" to "Central Business District" and to Figure 16: Central Business District Densities to increase the allowable density to 7.5 FAR;
 - City Centre Plan Amendment from "Low to Mid Rise Apartment up to 2.5 FAR" to "Mixed-Use 7.5 FAR";
 - Rezoning from RF to CD (based on RM-135 and C-5);
 - Detailed Development Permit (Form and Character); and
 - Consolidation of three lots into one lot.
- Specific details on the development proposal are provided in the table below:

	Proposed
Lot Area	
Gross Site Area:	3,274.15 sq. m.
Road Dedication:	342.04 sq. m.
Undevelopable Area:	N/A
Net Site Area:	2,932.12 sq. m.
Number of Lots:	3 (existing) 1 (proposed)
Building Height:	110 m.
Unit Density:	N/A
Floor Area Ratio (FAR):	7.8 (Gross)/8.70 (Net)
Floor Area	
Residential:	25,244.52 sq. m.
Commercial:	234.20 sq. m.
Total:	25,478.72 sq. m.
Residential Units:	
Studio:	41 dwelling units
1-Bedroom:	272 dwelling units
2-Bedroom:	57 dwelling units
3-Bedroom:	7 dwelling units
Total:	377 dwelling 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 advised that there will be approximately 30 school-age children generated by this development, of which the School District has provided the following expected student enrollment.
- 15 Elementary students at Simon Cunningham Elementary School
8 Secondary students at Queen Elizabeth Secondary School
- (Appendix III)
- Note that the number of school-age children is greater than the expected enrollment due to students attending private schools, home school or different school districts.
- The applicant has advised that the dwelling units in this project are expected to be constructed and ready for occupancy by Fall, 2023.
- Parks, Recreation & Culture:** No concerns.
- The closest active park is Holland Park and is 1 kilometer away. The closest natural area is Green Timbers Urban Forest Park, located on the east side of 140 Street. A future neighbourhood park is proposed in the City Centre Plan and will be located roughly 600 metres from the subject site.
- Surrey Fire Department:** No concerns.
- Advisory Design Panel:** The proposal was considered at the ADP meeting on June 30, 2022 and was supported. The formal ADP minutes are forthcoming. Any additional revisions to the drawings to address the ADP comments will be completed prior to Council's consideration of Final Adoption of the rezoning bylaw, to the satisfaction of the Planning and Development Department.
- BC Hydro:** BC Hydro comments are pending. The applicant will be required to address any BC Hydro requirements prior to final approval.

Transportation Considerations

- The proposed high-rise residential building is located within close proximity to a future SkyTrain Station located at the intersection of 140 Street and Fraser Highway as well as within approximately 205 metres of four bus stops (#503 – White Rock Centre to Surrey Central Station, #325 – Newton Exchange to Surrey Central Station, #326 – Guildford to Surrey Central Station and #502 – Langley Centre to Surrey Central Station).

- As such, the proposed development is appropriate for this part of the City Centre Plan and conforms with the goal of achieving higher density development within City Centre and in locations that benefit from access to frequent transit service.

Driveway Access and Dedication Requirements

- As part of the subject application, the applicant will dedicate the following:
 - 96 Avenue: 2.808 metres for the ultimate 15.0 metres from centreline;
 - 140 Street: varying widths of dedication for the ultimate 15.0 metres from centreline;
 - A 5 metre by 5 metre corner-cut at 96 Avenue and 140 Street; and
 - A 3 metre by 3 metre corner-cut at 140 Street and Laurel Drive.
- In addition, the applicant is required to dedicate the following (as road and without compensation):
 - Bylaw Road for Parcel A of Lot 13 (PID 013-861-506), Southwest Quarter of Section 35 Block 5 North Range 2 West, NWD, Plan 46920
 - Bylaw Road for Parcel B of Lot 13 (PID 013-861-514), Southwest Quarter of Section 35 Block 5 North Range 2 West, NWD, Plan 46920
 - Bylaw Road for Parcel E of Lot 13 (PID 001-389-173), Southwest Quarter of Section 35 Block 5 North Range 2 West, NWD, Plan 68719; and
 - Gazetted road for the northerly 10.058 metres of 96 Avenue extending from 137B Street to 140 Street

on a road dedication plan, subdivision plan and/or through a Section 115 Land Title Act Gazette Dedication.

- The proposed development will obtain vehicular access to the underground parkade from Laurel Drive. No direct access is permitted to 140 Street or 96 Avenue (both arterial roads).

Sustainability Considerations

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

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 “Multiple Residential” in the Official Community Plan.
- In accordance with the OCP, the Multiple Residential designation is intended to support a maximum floor area ratio (FAR) of 2.5 on sites located within City Centre. In addition, this land-use designation is generally intended for apartment buildings up to a maximum of 6-storeys as well as higher-density townhouse developments.
- The proposed 34-storey high-rise apartment building, located on the subject site, cannot be accommodated under the Multiple Residential designation. Therefore, an OCP Amendment to Figure 3: General Land Use Designations from "Multiple Residential" to "Central Business District" is required to allow the proposal (Appendix V). In addition, this will necessitate the boundaries of the Central Business District, as shown on Figure 16: Central Business District Densities, be amended to include the subject site.
- As part of extending the Central Business District boundary to include the subject site, staff are recommending that Figure 16: Central Business District Densities be amended to include the subject site and assign a maximum permitted density of "7.5 FAR", as shown on Appendix V.
- City staff anticipate that, as part of the City Centre Plan update, several modifications may be made to the City Centre Plan to allow for higher-density land-uses and building forms within close proximity to the future SkyTrain Station at 140 Street and Fraser Highway. In an effort to accommodate these anticipated changes in land-use and density, it will be necessary to amend the boundaries of the Central Business District to include the affected properties. Staff expect that changes to the OCP designation on adjacent properties will be brought forward to Council, at a later date, as part of the broader City Centre Plan update for the Green Timbers District.

Amendment Rationale

- The subject properties are located within close proximity to a future SkyTrain Station at the intersection of 140 Street and Fraser Highway as well as within walking distance of existing bus service (Route #325, #326, #502 and #503) which serves King George Boulevard, Surrey Central Station, Guildford, Langley Centre, and White Rock Centre.
- In the OCP, the Multiple Residential designation allows a maximum density of 2.5 FAR for sites located within the City Centre Plan. In addition, the land-use designation is intended for a maximum 6-storey multi-family residential building.
- The subject site is located within close proximity to future rapid transit and, as such, a higher density multiple residential development on the subject site is supportable given that it would promote walkability, allow for greater housing choice, and complies with the OCP principles of encouraging higher-density developments in areas served by rapid transit.

- The development proposal will be subject to Tier 2 Capital Plan Project CACs for the proposed density that exceeds the maximum FAR permitted under the City Centre Plan designation, to a maximum permitted density of 7.8 FAR (Gross), as outlined later in this report under the Community Amenity Contribution section.
- The applicant will be required to provide the per sq. ft. flat rate for the floor area above the City Centre Plan designation, in order to satisfy the proposed amendment. The contribution is payable at the rate applicable at the time of Final Adoption of the Rezoning By-law.

Public Consultation for Proposed OCP Amendment

- Pursuant to Section 475 of the Local Government Act, it was determined that it was not necessary to consult with any persons, organizations, or authorities with respect to the proposed OCP amendment, other than those contacted as part of the pre-notification process.

Themes/Policies

- The proposal will support various policies, outlined in the OCP, including the following:
 - The proposed development supports directing residential development to City Centre at densities sufficient to encourage commercial development as well as transit service expansion.
 - The proposal assists in concentrating the highest density of residential and mixed-use development within City Centre in areas near existing or planned rapid transit stations.
 - The proposal supports transit-oriented development which includes 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 proposed apartment building fronts onto 96 Avenue and 140 Street with urban design features (e.g. outdoor balconies, ground-floor patio space, etc.) that promote a safe, welcoming public streetscape and urban public realm.

City Centre Plan

Land Use Designation

- The subject site is designated "Low to Mid Rise up to 2.5 FAR" in the City Centre Plan (CCP).
- In order to accommodate the proposed development, the applicant is required to amend the CCP in order to redesignate the site from Low to Mid Rise up to 2.5 FAR to Mixed-Use 7.5 FAR.

Amendment Rationale

- The proposed density and building form are considered appropriate for this part of City Centre given that the subject site is located within close proximity to a future SkyTrain Station located at the intersection of 140 Street and Fraser Highway as well as within close proximity to several existing bus routes.
- Under the existing land-use designation, the proposed 34-storey high-rise residential building cannot be accommodated under the Low to Mid Rise up to 2.5 FAR land-use designation in the City Centre Plan (CCP). As a result, the applicant is required to amend the CCP in order to redesignate the subject site from Low to Mid Rise up to 2.5 FAR to Mixed-Use 7.5 FAR as well as amend the OCP to Central Business District.
- City staff anticipate that, as part of the City Centre Plan update, several modifications may be made to the City Centre Plan to allow for higher-density land-uses and building forms within close proximity to the future SkyTrain Station at 140 Street and Fraser Highway. In an effort to accommodate these anticipated changes in land-use and density, it will be necessary to amend the boundaries of the Central Business District to include the affected properties. Staff expect these changes in OCP designation will be brought forward to Council, as part of a broader City Centre update which includes the Green Timbers District and outlined in a separate Corporate Report.
- At this time, the Mixed Use 7.5 FAR land-use designation is considered appropriate for the subject site taking into account the potential land-use changes that may take place within the Green Timbers District as part of the future OCP and CCP amendment currently being considered for the Green Timbers District and broader City Centre Plan update.
- As noted above, the proposed development is subject to Capital Project CACs (i.e. Tier 1 and Tier 2) for the proposed increase in density beyond the City Centre Plan designation.

Themes/Objectives

- The proposed development is consistent with the following guiding principles in the City Centre Plan:
 - Encourage higher-density residential uses and mixed-use developments that provide residents with easy access to urban amenities, shopping, entertainment, employment and educational opportunities while supporting higher levels of transit use as well as walking and cycling.
 - Continue to foster a high-quality public realm with continuous active streetscapes, urban amenities as well as cultural activities and facilities that help contributed to a vibrant and liveable City Centre. Incorporate high-quality architectural aesthetics and amenities including corner plazas, street furniture as well as pedestrian-scaled developments with two to four storey podiums and continuous weather protection for pedestrian comfort.

Proposed CD Bylaw

- The applicant proposes to rezone the subject site from "Single Family Residential Zone (RF)" to "Comprehensive Development Zone (CD)" (based upon the "Multiple Residential 135 Zone [RM-135]" and "Neighbourhood Commercial Zone [C-5]") in order to permit the proposed 34-storey high-rise residential building. The proposed CD Zone for the subject site identifies the uses, densities and setbacks proposed.
- A comparison of the density, lot coverage, setbacks, building height and permitted uses in the RM-135 Zone, C-5 Zone and proposed CD Bylaw are illustrated in the following table:

Zoning	RMC-135 Zone (Part 25)	C-5 Zone (Part 35)	Proposed CD Zone
Floor Area Ratio:	2.50	0.50	8.70
Lot Coverage:	33%	50%	55%
Yards and Setbacks			
North	50% of the height of the building	7.5 m.	4.57 m.
East		7.5 m.	4.57 m.
South		7.5 m.	4.57 m.
West		7.5 m.	6.10 m.
Principal Building Height:	N/A	9 m.	110 m.
Permitted Uses:	Multiple unit residential buildings and ground-oriented multiple unit residential buildings	<ul style="list-style-type: none"> • Retail stores • Personal service uses • Eating establishments excluding drive-through restaurants • Neighbourhood pub • Office uses • General service uses • Indoor recreational facilities • Community services • Child care centres • One dwelling unit 	<ul style="list-style-type: none"> • Multiple unit residential buildings • Retail stores • Personal service uses • General service uses • Eating establishments limited to 150 square metres in gross floor area • Office uses • Community services
Amenity Space			
Indoor Amenity:	845 sq. m.	N/A	The proposed 654 m ² plus cash-in-lieu of CIL of \$159,167 meets the Zoning By-law requirement.
Outdoor Amenity:	1,163 sq. m.	N/A	

Parking (Part 5)	Required	Proposed
Number of Stalls		
Commercial:	6 spaces	6 spaces
Residential:	339 spaces	357 spaces
Residential Visitor:	38 spaces	38 spaces
Total:	383 spaces	383 spaces
Tandem (%):	35%	N/A
Bicycle Spaces		
Residential Secure Parking:	452 bicycle spaces	732 bicycle spaces
Residential Visitor:	6 bicycle spaces	6 bicycle spaces

- The proposed CD Bylaw will incorporate similar uses as the RM-135 Zone for the residential component and the C-5 Zone for the commercial component, with some restrictions. Those commercial land-uses that can be accommodated on-site based on the parking provided will be included in the CD Bylaw (i.e. retail uses with a gross floor area of less than 372 sq. m. and office uses, both of which are not parking-intensive land-uses and have lower parking rates).
- The applicant is proposing a floor area ratio (FAR) of 8.7 (Net). The proposed density is consistent with the proposed City Centre Plan designation of “Mixed-Use 7.5 FAR”, with density bonus. Density within the City Centre Plan is calculated on the gross (not net) site area. The FAR proposed on-site is consistent with other high rise developments in City Centre that are located within close proximity to existing or future SkyTrain.
- The maximum lot coverage has been increased from 33% in the RM-135 Zone to a maximum of 55% in the CD Bylaw to accommodate the proposed built form. The proposed lot coverage is typical for a high-rise development on a site of this size.
- The RM-135 Zone requires the setbacks to be 7.5 metres or a minimum of fifty percent (50%) of the building height, whichever is greater. The applicant is proposing reduced setbacks in the CD Bylaw which is supportable given that it allows for more active engagement with the street and, therefore, is consistent with the City Centre Plan objectives and design guidelines.

On-site Parking and Bicycle Storage

- The proposed development includes a total of 383 parking spaces consisting of 339 resident parking spaces, 38 parking spaces for visitors and 6 parking spaces for commercial uses. In addition, the applicant will provide 10 accessible parking spaces. All parking spaces will be provided within an enclosed underground parkade that will be accessed from Laurel Drive.
- Of the 383 parking spaces provided, 78 small car spaces are proposed or 20% of the total number of parking spaces. The Surrey Zoning Bylaw allows for a maximum of 35% of the total parking spaces on-site to be provided for small cars.
- The Zoning Bylaw 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 within 0.5 metre of the front and flanking street lot lines (i.e. 140 Street, Laurel Drive and 96 Avenue). As a result, the proposed CD Zone will permit the underground parkade to extend to 0.5 metre of the lot line along all street frontages.

- The development will provide a total of 732 secure bicycle parking spaces in the underground parkade as well as 6 surface bicycle parking stalls. This will exceed the minimum requirement in the Surrey Zoning Bylaw.

Capital Projects Community Amenity Contributions (CACs)

- On December 16, 2019, Council approved the City's Community Amenity Contribution and Density Bonus Program Update (Corporate Report No. R224; 2019). The intent of that report was to introduce a new City-wide Community Amenity Contribution (CAC) and updated Density Bonus Policy to offset the impacts of growth from development and to provide additional funding for community capital projects identified in the City's Annual Five-Year Capital Financial Plan.
- The proposed development will be subject to the Tier 1 Capital Plan Project CACs. The contribution will be payable at the rate applicable at the time of Final Subdivision Approval. The current rate is \$2,000 per new unit.
- The applicant will be required to provide the per unit flat rate for the proposed density that is greater than currently permitted under the OCP and City Centre Plan (CCP) designation. The contribution will be payable at the rate applicable at the time of Rezoning Final Adoption. At present, the current rate is \$40 per square foot.

Affordable Housing Strategy

- On April 9, 2018, Council approved the City's Affordable Housing Strategy (Corporate Report No. R066; 2018) requiring that all new rezoning applications for residential development contribute \$1,000 per new unit to support the development of new affordable housing. The funds collected through the Affordable Housing Contribution will be used to purchase land for new affordable rental housing projects.
- The applicant will be required to register a Section 219 Restrictive Covenant to address the City's needs with respect to the City's Affordable Housing Strategy.

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 May 26, 2022, and the Development Proposal Signs were installed on July 5, 2022. Staff received three (3) responses from neighbouring (*staff comments in italics*):
 - One resident asked for additional information about the proposed development including the anticipated timeline for completion and what rights the tenant(s) has when a property is being redeveloped.

(Staff provided information on the proposed development and directed the resident to the Residential Tenancy Branch to obtain more information about the rights/responsibilities of tenants and landlords in the Province of British Columbia.)

- One resident expressed support for the proposed development and cited the proximity of the subject site to future SkyTrain and benefits of having higher-density developments to encourage walkability.
- One resident expressed concerns about the proposed density and built form. The resident indicated that low-density/low-rise development (e.g. 4- to 6-storeys) would be consistent with the existing land-use designation in the City Centre Plan and established single-family character of the surrounding neighbourhood. In addition, the resident was concerned with the lack of commercial amenities to support higher-density residential development in the local area. The resident also expressed concerns about increased traffic congestion and the impact of the proposed development on the environment, especially adjacent watercourses, and Green Timbers Urban Forest Park.

(The subject property is located within close proximity to a future SkyTrain Station located at the intersection of 140 Street and Fraser Highway as well as within walking distance from several bus stops that serve the broader community. It is anticipated that, as part of the City Centre Update, increased densities may be supported for the Green Timbers District that will encourage further redevelopment, particularly mixed-use projects, with sufficient commercial and office space to support higher-density residential proposals and provide amenities within walking distance.

The subject site is located within 175 metres of Fraser Highway, an existing Frequent Transit Network [FTN] and a proposed SkyTrain Station at the intersection of 140 Street and Fraser Highway. The proximity to frequent transit is expected to mitigate the impacts of additional traffic in the area.

Although the subject site is located within 50 metres of a Development Permit Area [DPA] for Sensitive Ecosystems [Streamside Areas and Green Infrastructure Areas], the site is separated by an arterial road [140 Street]. As a result, the proposed development is not subject to a Sensitive Ecosystems Development Permit.)

DEVELOPMENT PERMITS

Form and Character Development Permit Requirement

- The proposed development is subject to a Development Permit for Form and Character. In addition, the proposal is subject to the urban design guidelines outlined in the City Centre Plan.
- The proposal generally complies with the Form and Character Development Permit guidelines in the OCP as well as the urban design guidelines in the City Centre Plan (CCP). The applicant worked with staff to ensure the proposed landscaping as well as building massing encourage an attractive streetscape and reflect an urban public realm.

Building Design

- The proposed development is comprised of one 34-storey high-rise residential building situated upon a 6-storey podium and consists of 377 residential units with a 235 square metre ground-floor commercial unit located along 96 Avenue.
- The applicant worked extensively with staff to develop a design that incorporates City Centre urban design guidelines and principles. The proposed building façade reflects a contemporary and dynamic built form with particular attention provided to tower and podium placement as well as building height, solar access, and street interfaces.
- The tower is comprised of four vertical ribbon features at each corner that creates a simple and elegant expression that shares with podium elevations.
- The podium wraps around the street frontages and steps with the alignment of 96 Avenue. A two-storey street-oriented townhouse expression is provided at-grade along the northern and eastern building façades. The townhouse units have individual entries with low-level planting which actively engages with the street and provides a strong urban edge and active street wall.
- The podium includes a residential lobby anchored at the southeast corner of the subject site while the ground-floor commercial unit is provided along 96 Avenue to further animate the street level.
- A corner plaza is provided where 140 Street intersects with 96 Avenue and Laurel Drive.
- The western podium façade includes at-grade indoor amenity space with direct linkages to the principal outdoor amenity space, which is similarly located at ground level. The podium roof top includes several apartment units with private walkout patios as well as wrap around outdoor amenity space and additional indoor amenity space. Further roof top amenity space is provided at the top of the proposed residential tower on Level 35.
- The proposed building materials include a grey brick veneer at the podium base to accentuate the two-storey townhouse expression while white, light grey and dark grey metal panels extend from the podium upwards, into the residential tower, which provide for greater consistency in appearance as well as reflect a strong vertical expression. These materials are interspersed with the use of concrete, double-glazed window walls, glass guardrails, dark grey aluminum framed windows, laminated glass canopies with steel frames, double-glazed storefront windows, wood texture phenolic panels and ground-level glazed doors with metal finish.

Proposed Signage

- For the proposed development, the applicant is proposing to provide one (1) fascia sign along the southern building façade for the proposed ground-floor commercial unit. The fascia sign will consist of individual channel letters and will be mounted on an aluminum panel that is in a contrasting colour and made of materials that match the overall building palette.
- The proposed fascia signage will not extend more than 0.5 metre from the building façade and will comply with all aspects of the Surrey Sign By-law.

- At this time, no other signages is proposed on the subject site. If required in future, all further signage proposed will be considered as part of a separate development application and will be expected to comply with the Sign By-law.

Indoor Amenity Space

- The proposed indoor amenity space is centrally located on the ground floor and Level 7. In addition, it provides for greater connectivity between the indoor and outdoor amenity space, which is similarly located on these two levels, with additional rooftop outdoor amenity space provided on Level 35.
- The indoor amenity space consists of an event area with kitchen facility and seating area as well as a game room and kid's game room at-grade with party rooms, a fitness centre and a study provided on Level 7.
- According to the Zoning By-law, the proposed development on the subject site is required to provide the following minimum indoor amenity space requirement:
 - 3 square metres per dwelling unit up to 557 sq. m. (equivalent to 186 dwelling units);
 - 1 square metre per dwelling unit for that portion greater than 557 sq. m.; and
 - 4 square metres per dwelling unit for micro units.
- Based upon the Zoning Bylaw requirements, the proposed development is required to provide 845 square metres of indoor amenity space. The proposed indoor amenity space is 654 square metres in total area which is 191 square metres less than the Zoning Bylaw requirement.
- On November 18, 2019, Council approved Corporate Report No. R206;2019 ("Updates to Indoor and Outdoor Amenity Space Requirement"). The report identified the minimum requirement for indoor amenity space that must be provided on-site (i.e. no cash-in-lieu). Based upon the minimum requirement for the building type proposed, a minimum of 372 square metres of indoor amenity space is required on the subject site.
- Overall, the applicant proposes to provide seventy-seven percent (77%) of the required indoor amenity space and, furthermore, has agreed to a monetary contribution of \$159,167 (based on \$2,500 per unit deficiency), in accordance with City Policy. Cash-in-lieu of indoor amenity space must be provided at the rate in effect at the time of Final Adoption of the Rezoning Bylaw.

Outdoor Amenity Space and Proposed Landscaping

- The outdoor amenity space is centrally located and adjacent to the indoor amenity space.
- The applicant is proposing to provide the following outdoor amenity space:
 - Level 1: an outdoor reading nook for kids, picnic tables, covered dining table and barbeque area, multipurpose lawn space, outdoor exercise equipment, gated dog play area, a water feature and outdoor seating.

- Level 7: a community garden, lounge seating and firepits, covered dining tables with outdoor barbeques, children's playground equipment, natural play sandbox, a raised deck for outdoor exercise, chaise lounge area and picnic seating.
- Level 35: covered bar seating and barbeque area, table seating, lounge seating with firepits, café table seating as well as an outdoor pool or ping pong table.
- The proposed outdoor amenity space is roughly 1,558 square metres in total area which exceeds the minimum outdoor amenity space requirement, per the Zoning Bylaw, based upon a total of 3 square metres per dwelling unit and 4 square meters per micro unit.
- The proposed landscaping has been designed to respond to the urban nature of City Centre as an active, pedestrian-friendly space. The overall design considers site circulation and grade change and incorporates an inclusive interface between the public and private realm.
- The apartment units located on Level 7, atop the podium, will have walkout private patios.
- Each individual ground-oriented townhouse unit will have a small private patio or front yard enclosed by a 1 metre high aluminum picket fence and private gate with layered planting that includes a by-law sized tree, small shrubs, and low-lying ground cover.
- Each apartment unit that faces onto the street frontage or outdoor amenity space will provide an "eyes-on-the-street" function with active rooms facing toward the public realm.
- Exterior lighting is designed to reduce light pollution as well as provide adequate lighting to ensure community safety, in keeping with CPTED principles.
- The applicant further proposes to provide a corner plaza on-site that consists of low-level planting, decorative paving, bike racks as well as bench seating where 140 Street intersects with 96 Avenue and Laurel Drive.

Advisory Design Panel

ADP date: June 30, 2022

The finalized ADP minutes are currently forthcoming. The applicant has agreed to resolve the items, noted below, and any remaining outstanding items identified in the ADP minutes, to the satisfaction of the Planning and Development Department before Final Adoption.

Outstanding Items

- City staff will continue to work with the applicant to resolve the following outstanding design-related issues and Advisory Design Panel Comments, as follows:
 - Further design development to the proposed tower and podium on the massing, fenestration, window mullions, balcony expression, and railing;
 - Further design development of the lobby expression;
 - Refine the materials and elevation details;

- Refine the development of the CRU unit to improve access and loading;
 - Further design development of the north-south pedestrian easement access through the site on the west property line;
 - Clarify and refine the design of the site edges, in particular, the southeast corner plaza; and
 - Further refine the signage design and strategy.
- The applicant has been provided a detailed list identifying these requirements and has agreed to resolve these prior to Final Approval of the Development Permit, should the application be supported by Council.

TREES

- Tim Vandenberg, ISA Certified Arborist of Mike Fadum and Associates Ltd. prepared an Arborist Assessment for the subject property. The table below provides a summary of the tree retention and removal by tree species:

Table 1: Summary of Tree Preservation by Tree Species:

Tree Species	Existing	Remove	Retain
Alder and Cottonwood Trees			
Alder/Cottonwood	21	21	0
Deciduous Trees (excluding Alder and Cottonwood Trees)			
Bitter Cherry	1	1	0
Shantung Maple	1	0	1
Coniferous Trees			
Douglas Fir	1	1	0
Fir	1	0	1
Spruce	2	2	0
Western Red Cedar	15	15	0
Total (excluding Alder and Cottonwood Trees)	21	19	2
Total Replacement Trees Proposed (excluding Boulevard Street Trees)		40	
Total Retained and Replacement Trees		42	
Contribution to the Green City Program		\$7,600.00	

- The Arborist Assessment states that there are a total of twenty-one (21) mature trees on the site, excluding Alder and Cottonwood trees. Twenty-one (21) existing trees, approximately fifty percent (50%) of the total trees on the site, are Alder and Cottonwood trees. It was

determined that two (2) trees could 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.

- 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 fifty-nine (59) replacement trees on the site. The applicant is proposing a total of forty (40) replacement trees. The deficit of nineteen (19) replacement trees will require a cash-in-lieu payment of \$7,600.00, representing \$400 per tree, to the Green City Program, in accordance with the City's Tree Protection By-law. Applications received prior to January 1, 2021 are subject to a cash-in-lieu payment of \$400 per tree, while those received on January 1, 2021 or later are subject to a cash-in-lieu payment of \$550 per tree.
- In addition to the replacement trees, boulevard trees will be planted along 140 Street and 96 Avenue. This will be determined by the Engineering Department during the servicing design review process.
- The new trees on the site will consist of a variety of trees including Paperbark Maple, Coral Bark Maple, White Wonder Dogwood, Star Magnolia, Japanese Snowbell and Easter Redbud.
- In summary, a total of forty-two (42) trees are proposed to be retained or replaced on the site with a contribution of \$7,600.00 to the Green City Program.

CITY ENERGY

- The subject site is located within Service Area B, as defined in the "City Centre District Energy System By-law" (see Appendix VIII 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 B 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.
- It should be noted that heat generation equipment (e.g. boilers) will need to be provided by the developer until such time as the development can be connected to the DE system.

- It should also be noted that the project is required to be compatible for a future connection to the City's DE System.
- 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.	Site Plan, Building Elevation Drawings, Landscape Plans and Perspective
Appendix II.	Engineering Summary
Appendix III.	School District Comments
Appendix IV.	Summary of Tree Survey and Tree Preservation
Appendix V.	OCP Redesignation Maps
Appendix VI.	CCP Redesignation Map
Appendix VII.	District Energy Map

approved by Ron Gill

Jeff Arason
Acting General Manager
Planning and Development

MRJ/cm



9611-140th Street and 13976, 13988 Laurel Drive

ADP Submission

June 30, 2022

City of Surrey #7920-0291-00



Summary

DEVELOPMENT DATA

LEGAL DESCRIPTION

LOT 1 SECTION 35 RANGE 2 PLAN NWP84331 NWD
 LOT 2 SECTION 35 RANGE 2 PLAN NWP84331 NWD
 LOT 3 SECTION 35 RANGE 2 PLAN NWP84331 NWD

CIVIC ADDRESS

13976, 13988 LAUREL DR. & 9611 140 ST. SURREY, BRITISH COLUMBIA

ZONING INFORMATION

ZONE
 EXISTING RF
 PROPOSED CD

USAGE

UNDERGROUND PARKING, RESIDENTIAL, RETAIL

LOT AREA

	SF	SQ M	AC	HA
GROSS SITE AREA	35,243.00	3,274.15	0.81	0.33
DEDICATIONS AREA	3,681.68	342.04	0.08	0.03
NET SITE AREA	31,561.32	2,932.12	0.72	0.29

BUILDING HEIGHT

PROPOSED 358.75 ft 109.35m 34 STOREYS

SETBACK

NORTH	(FROM LAUREL DR.)	15.00 ft	4.57m
SOUTH	(FROM 96 AVE.)	15.00 ft	4.57m
EAST	(FROM 140 ST.)	15.00 ft	4.57m
WEST	(FROM NEIGHBORING LOT)	20.00 ft	6.10m

PROPOSED FAR

GROSS 7.78
 NET 8.69

PARKING BELOW GRADE

6.5 LEVELS UNDERGROUND

SITE COVERAGE

49% OF GROSS SITE AREA
 55% OF NET SITE AREA

Unit and Area Schedule

UNIT SCHEDULE						AREA SCHEDULE					
Floor	UNIT TYPE					AREA					
	Studio	1Br	2Br	3Br	4Br	SF			SQ M		
Area						Retail	Amenity	Residential	Retail	Amenity	Residential
Level 01			6		1	2520	3095	8,974	234.20	287.64	834.01
Level 02	1	8	2					13,390			1,244.42
Level 03	2	16	3					15,188			1,411.52
Level 04	2	16	3					15,188			1,411.52
Level 05	2	16	3					15,188			1,411.52
Level 06	2	16	3					14,153			1,315.33
Level 07 (Amenity)		2	1				3942	3,320		366.36	308.55
Level 08	2	9						6,950			645.91
Level 09	2	9						6,950			645.91
Level 10	2	9						6,950			645.91
Level 11	2	9						6,950			645.91
Level 12	2	9						6,950			645.91
Level 13	2	9						6,950			645.91
Level 14	2	9						6,950			645.91
Level 15	2	9						6,950			645.91
Level 16	2	9						6,950			645.91
Level 17	2	9						6,950			645.91
Level 18	2	9						6,950			645.91
Level 19	2	9						6,950			645.91
Level 20	2	9						6,950			645.91
Level 21	2	9						6,950			645.91
Level 22	2	9						6,950			645.91
Level 23	2	9						6,950			645.91
Level 24		6	4					6,950			645.91
Level 25		6	4					6,950			645.91
Level 26		6	4					6,950			645.91
Level 27		6	4					6,950			645.91
Level 28		6	4					6,950			645.91
Level 29		6	4					6,950			645.91
Level 30		6	4					6,950			645.91
Level 31		6	4					6,950			645.91
Level 32		6	4					6,950			645.91
Level 33				6				6,950			645.91
Level 34								5,530			513.94
Total	41	272	57	6	1						
%	11%	72%	15%	2%	0%						
Grand Total					377			Total			25,478.72
								FSR	7.78		7.78

Amenity, Parking, Bicycle Schedule

Parking				
		Rate		
Units	377			
Resident stalls	339	0.9 stalls per dwelling unit		
Visitor stalls	38	0.1 stalls per dwelling unit		
Retail	6	2.75 stalls per 100 sq m of retail		
Total, required	383			
of that, accessible	8	2%		
Total, provided	401			
		Regular	Small	HC/Van
P1	50	36	13	1
P2-P6, per floor	67	52	13	2
P6 Lower	16	16	0	
Bicycles				
Units	377			
Rate	1.2			
Total, required	452			
Total, provided	732			
Amenity				
		Rate		
Units (up to 186)	186	3.00 sq m	32.00 sf	
Units (above 186)	159	1.00 sq m	10.76 sf	
Micro-units (30 to 35 sq m)	32	4.00 sq m	43.00 sf	
Indoor, minimum (Part 4.B.6(b))		372.00 sq m	4,003 sf	
Indoor, required		845.00 sq m	9,092 sf	
Indoor, provided		654.00 sq m	7,037 sf	77%
Outdoor, required		1,163.00 sq m	12,537 sf	
Outdoor, provided		1,247.00 sq m	13,418 sf	107%



Aerial view from south-east



Lobby view from south-east

Lobby view from 140 St and 96 Ave



Laurel Dr view



View from north-east





View from 96 Ave



View from 96 Ave








Material Palette

Tower

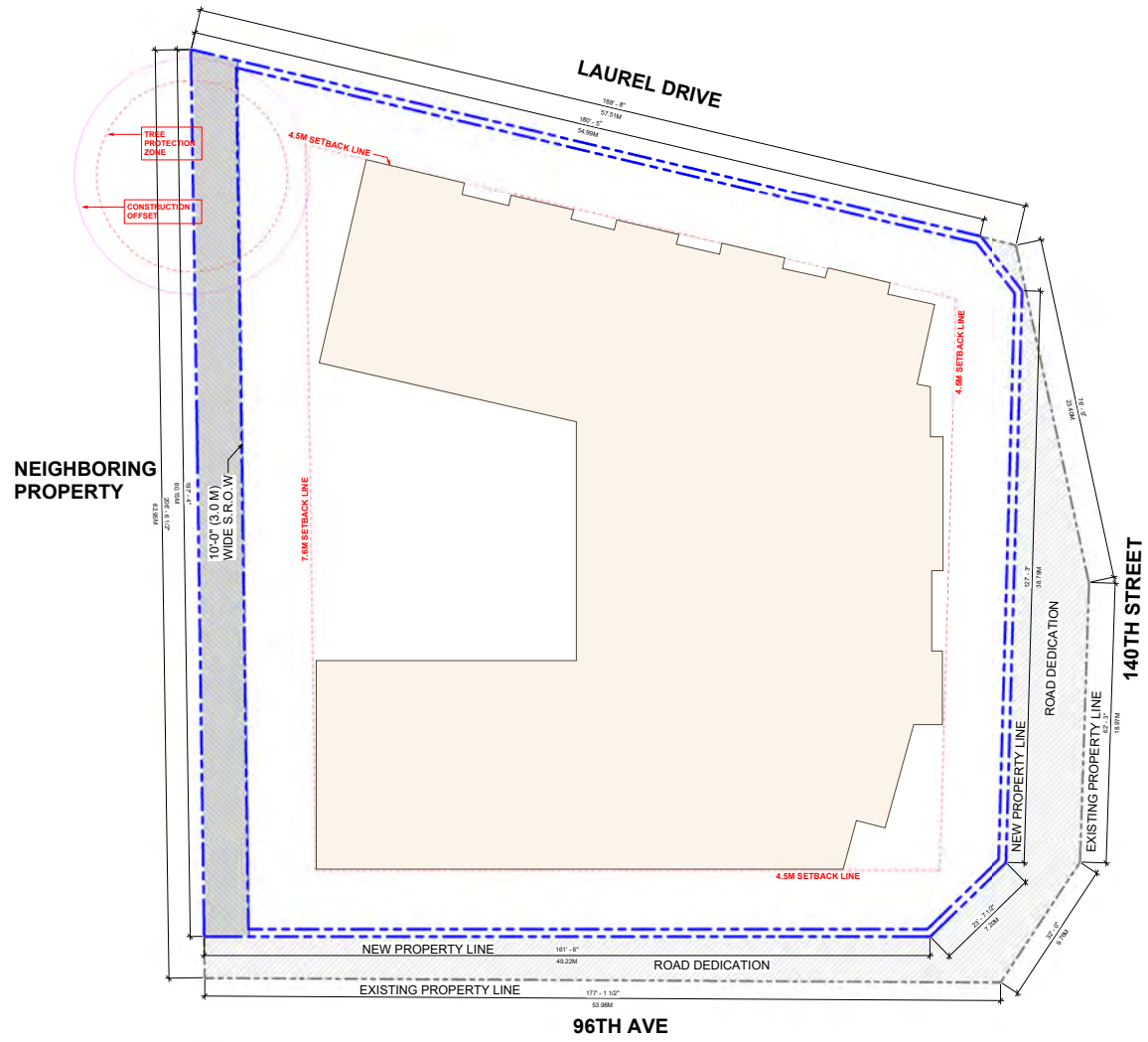
-  White Metal Panel
-  Light Grey Metal Panel
-  Dark Grey Metal Panel
-  Wood Texture Phenolic Panel

Podium

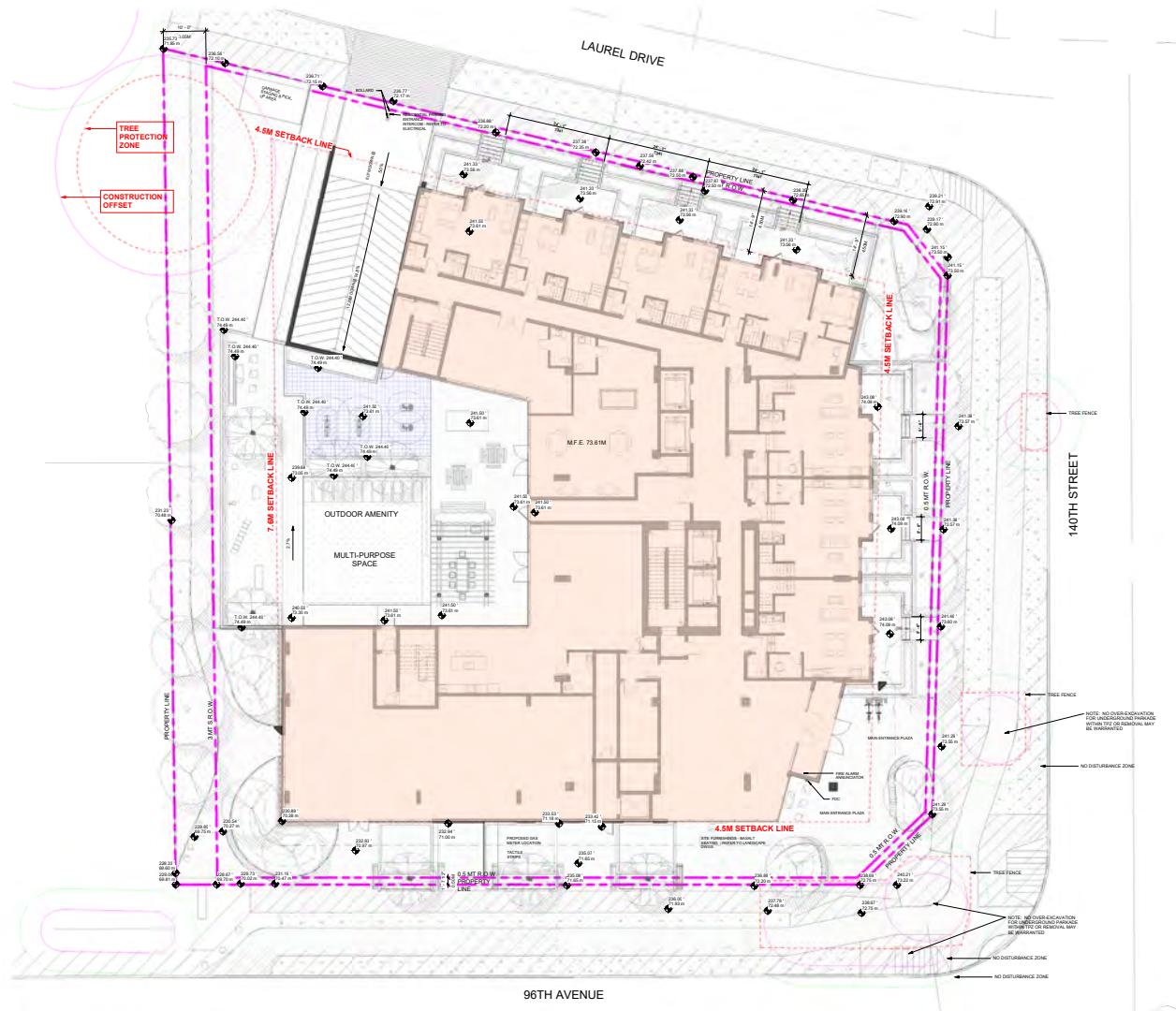
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-  Wood Texture Phenolic Panel



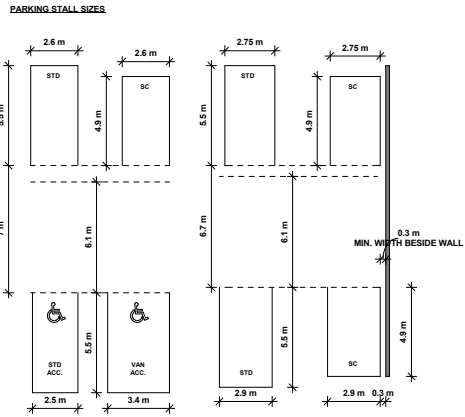
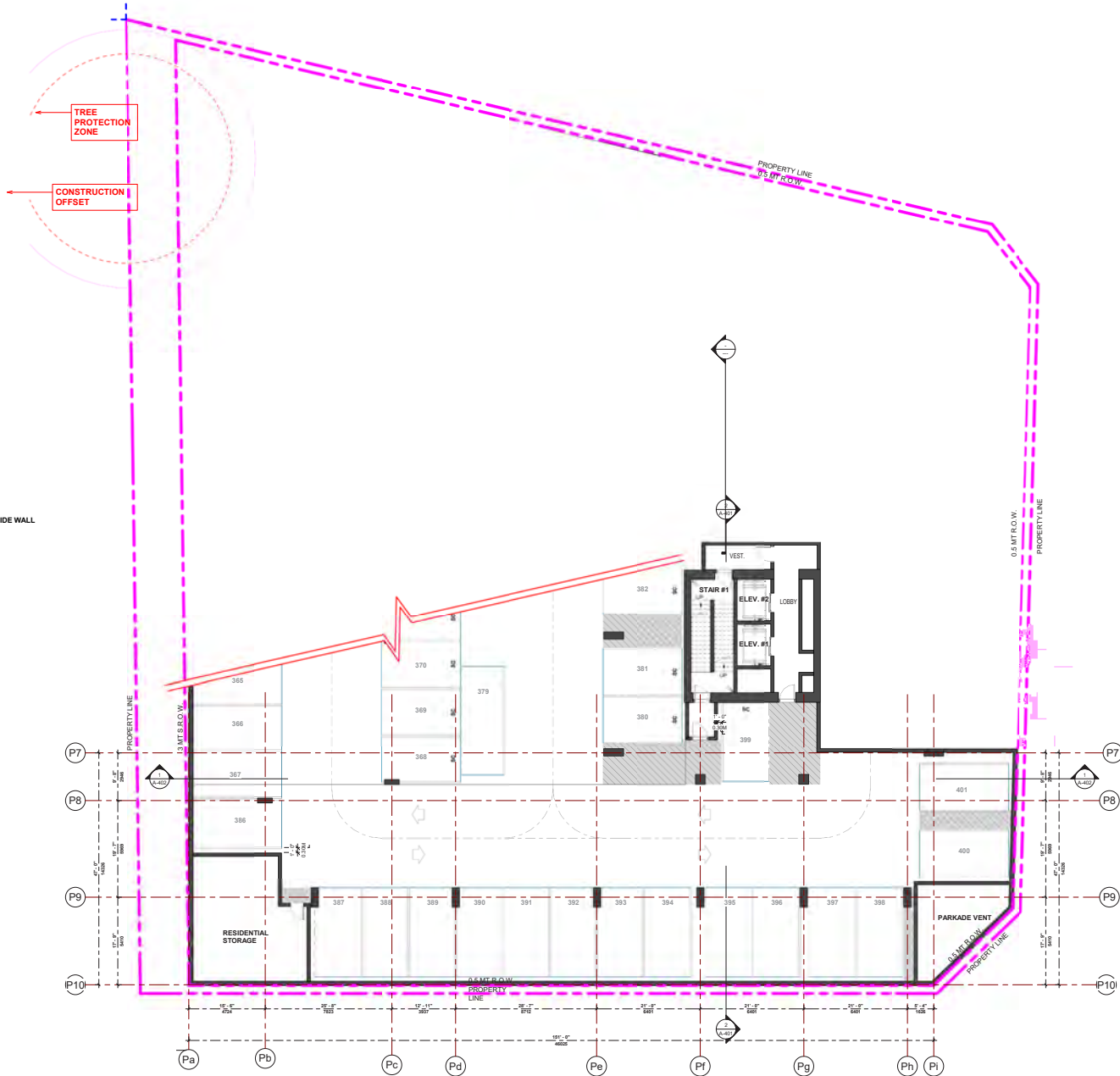
Base Plan



Site Plan



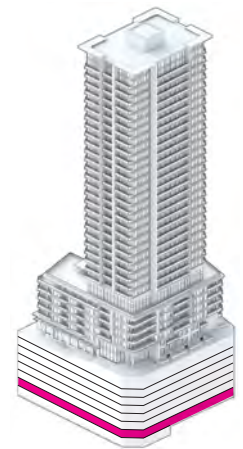
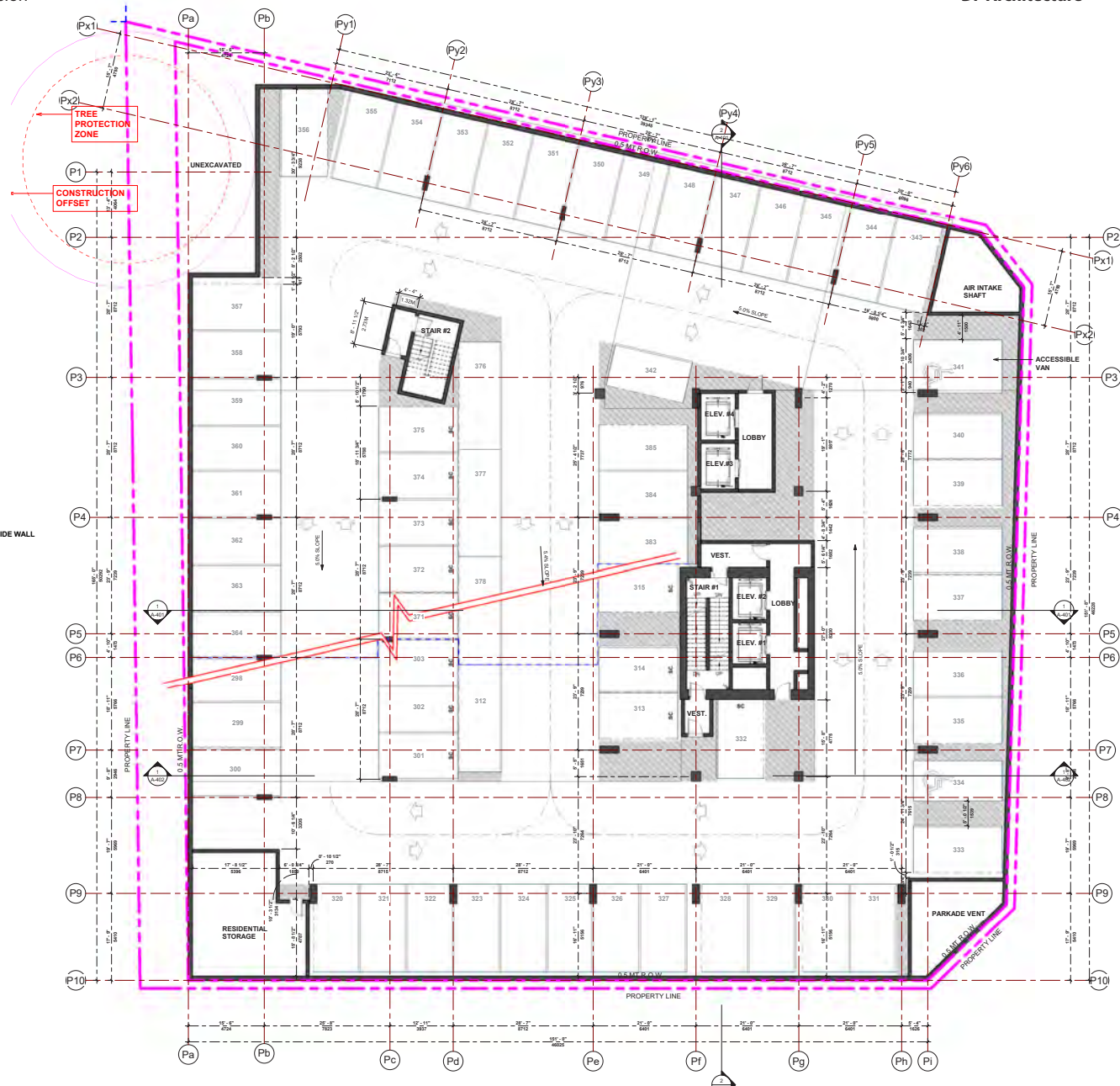
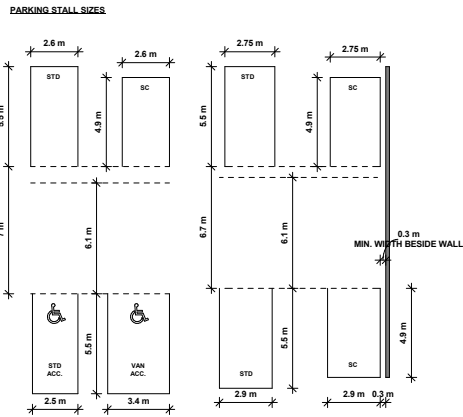
Parking Level P6 Lower Plan



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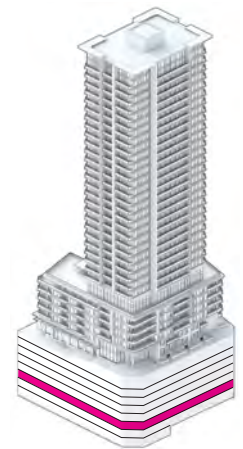
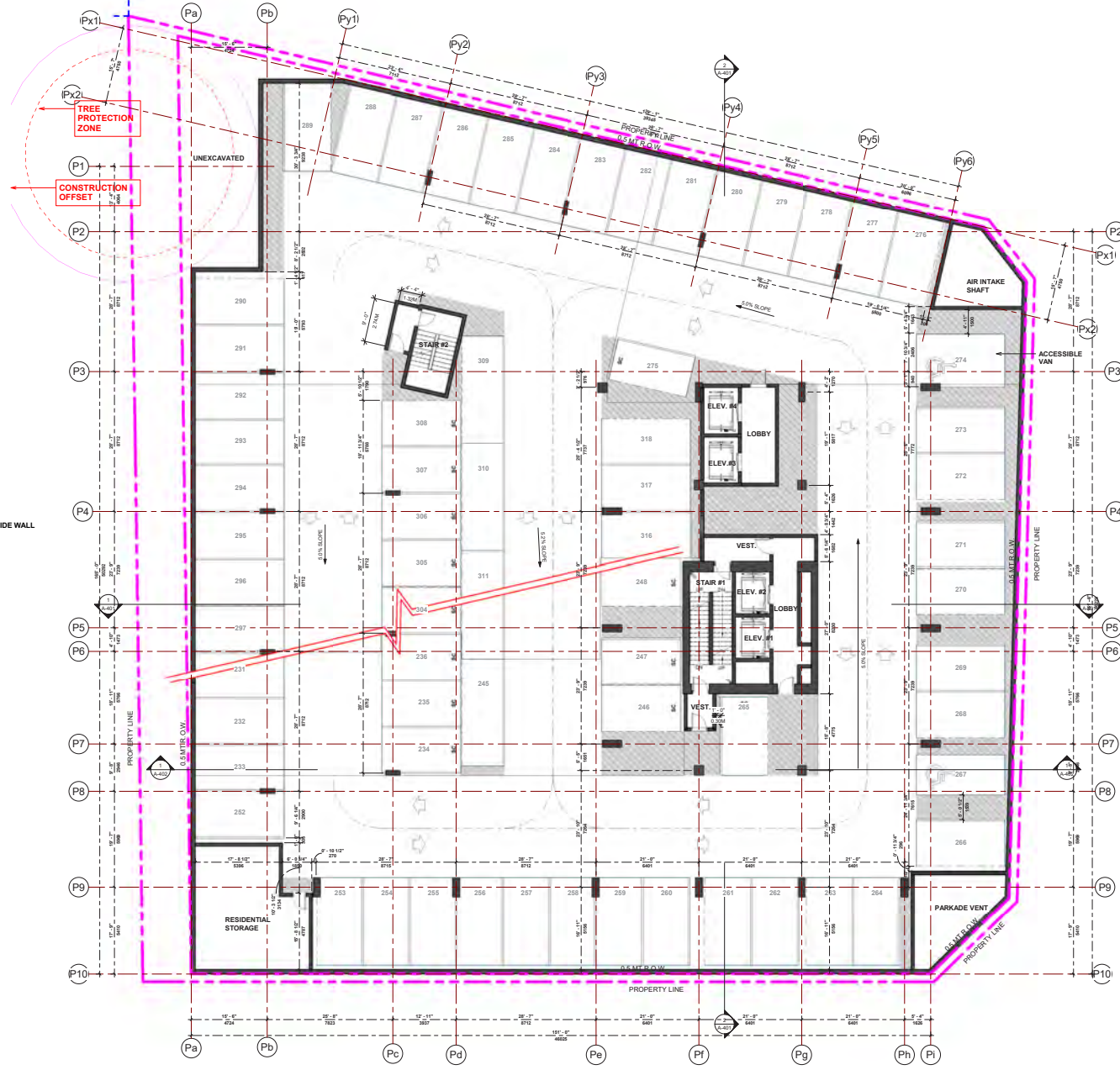
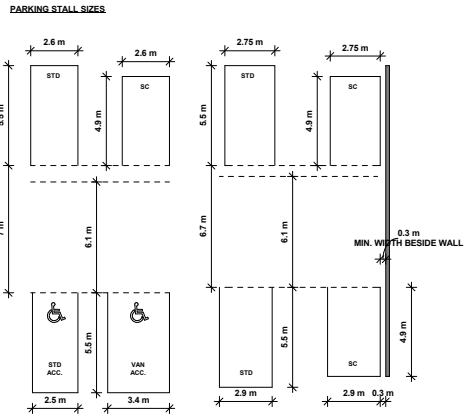


Parking Level P6 Plan



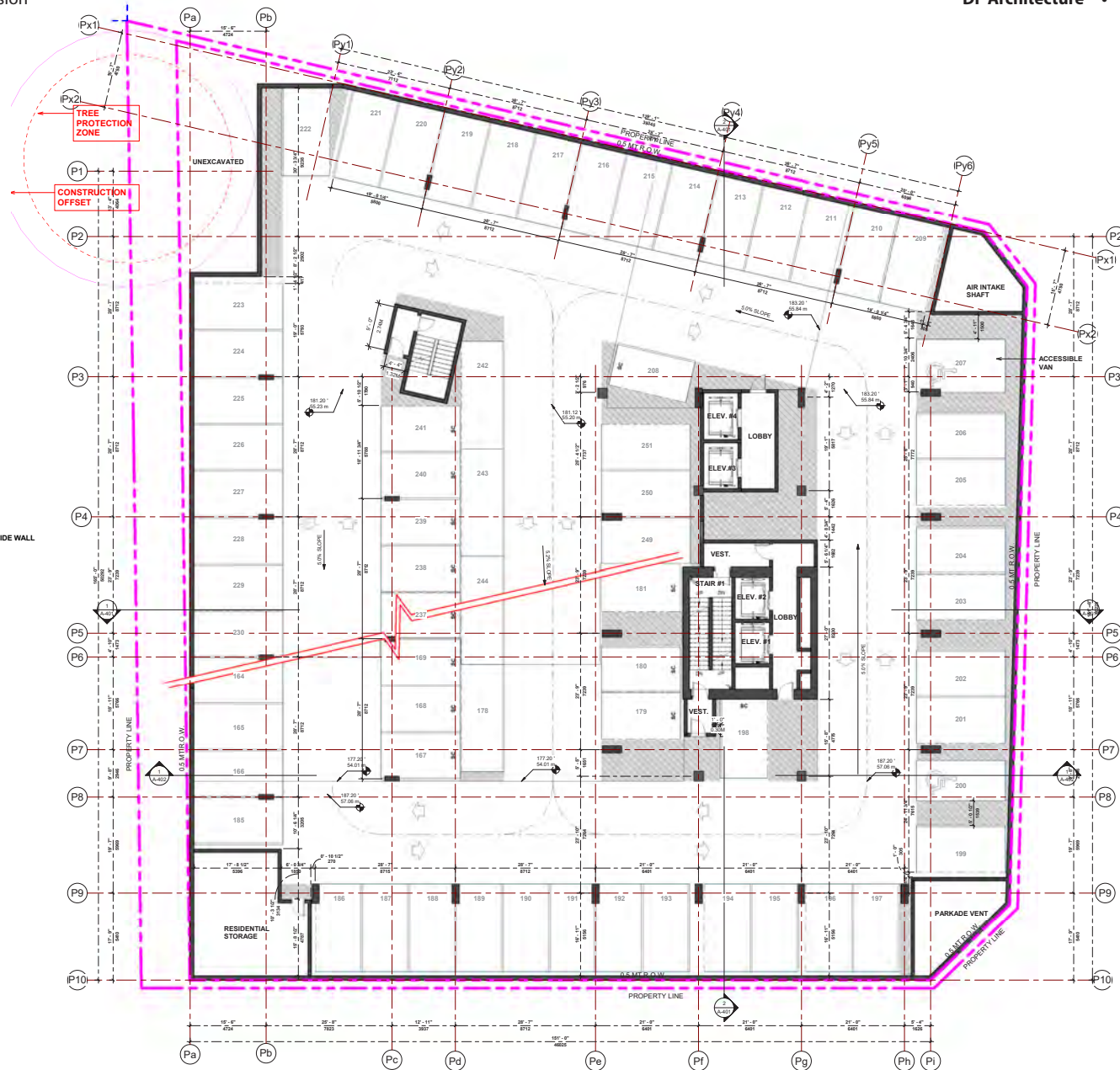
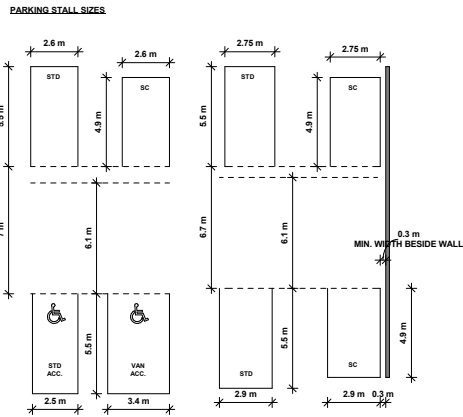
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Parking Level P5 Plan



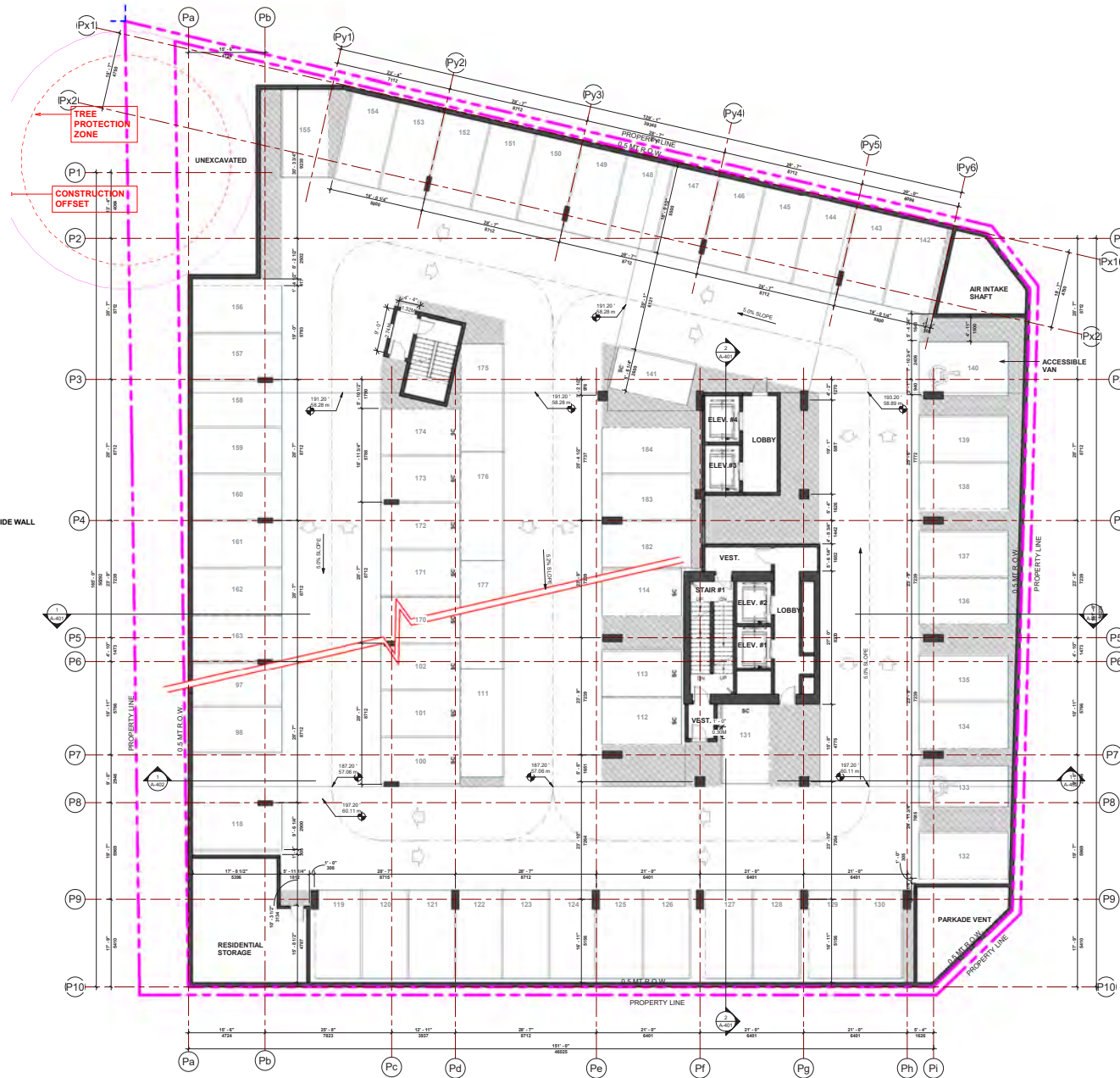
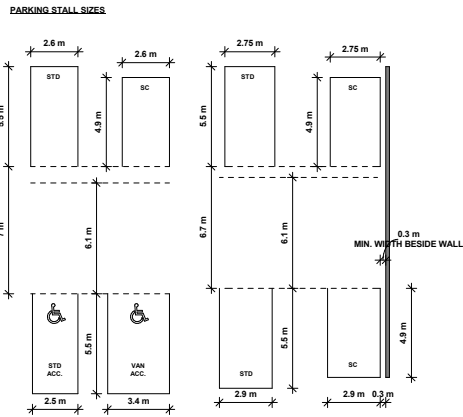
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Parking Level P4 Plan



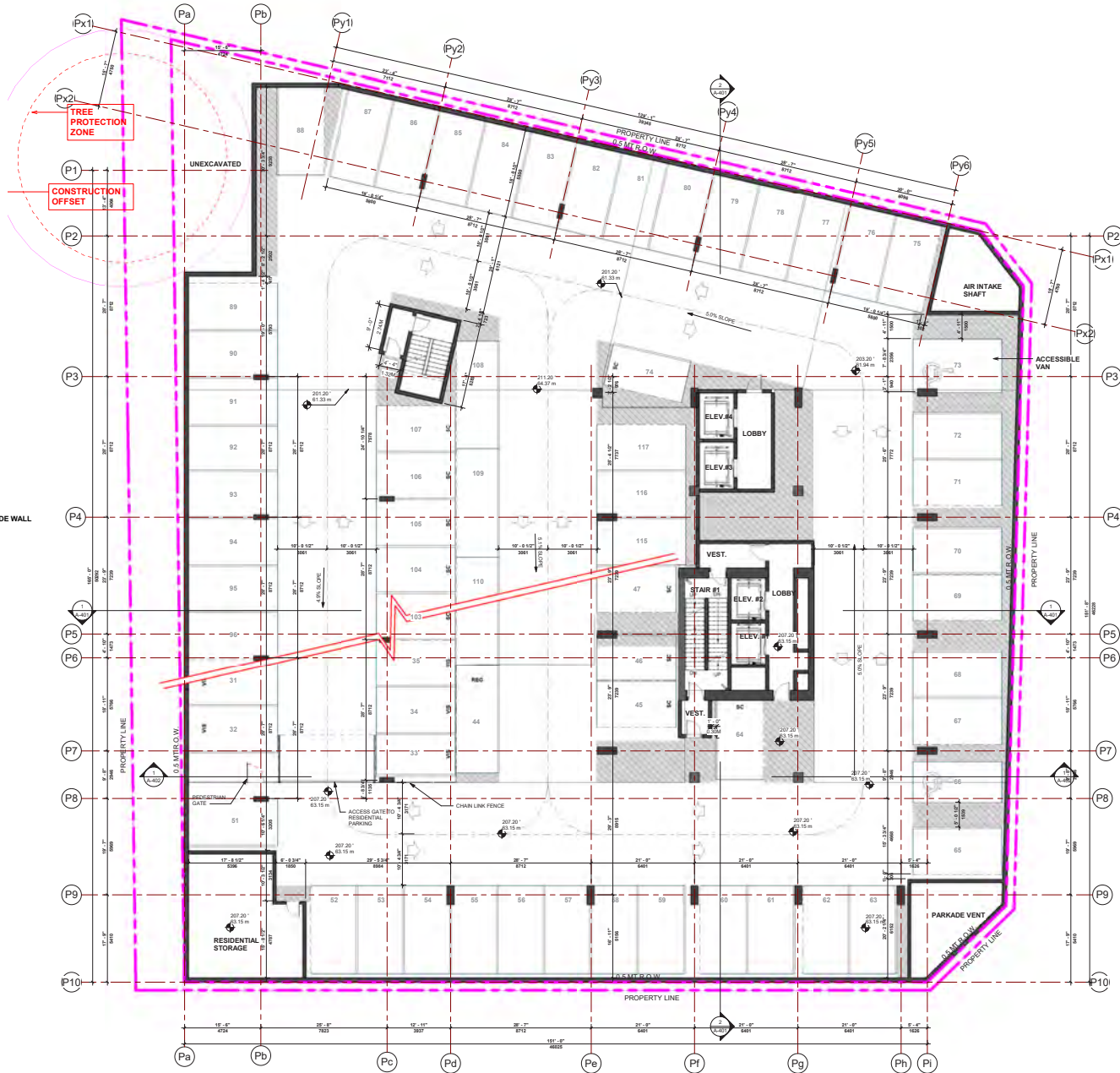
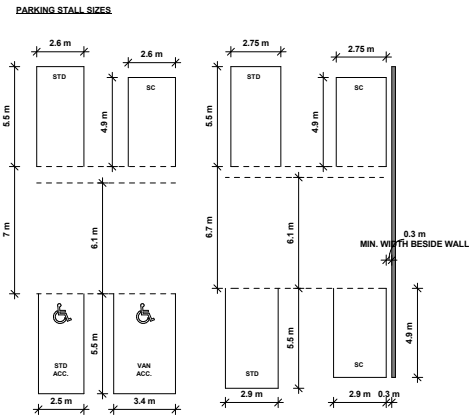
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Parking Level P3 Plan



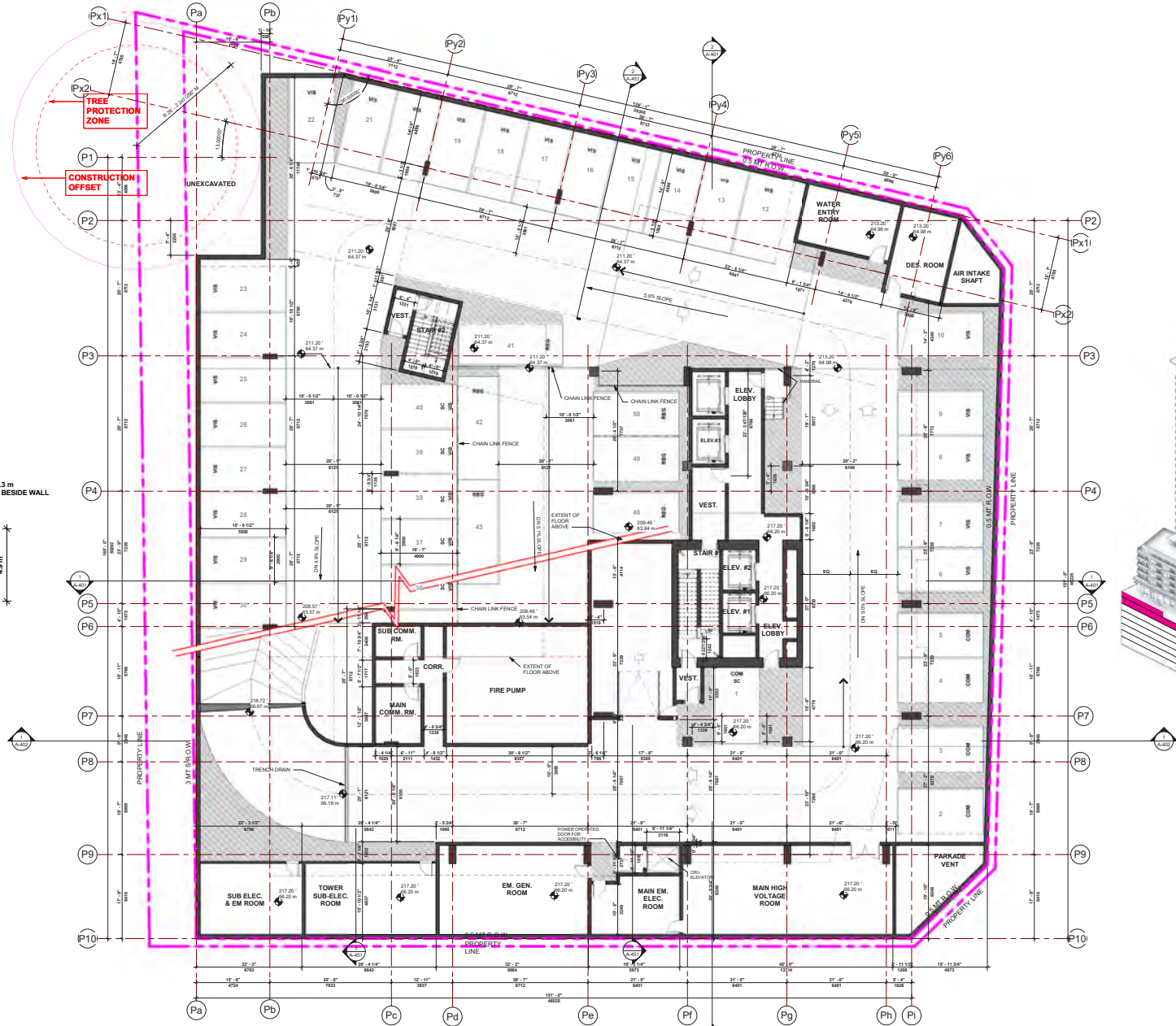
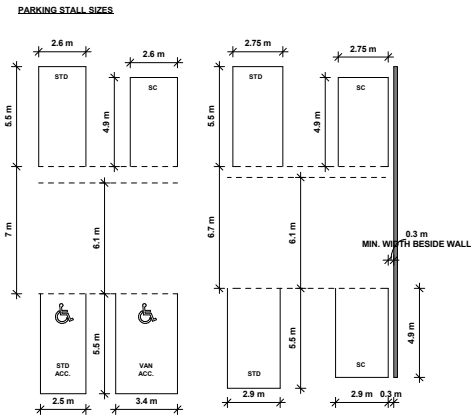
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Parking Level P2 Plan



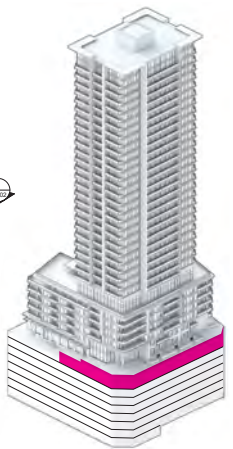
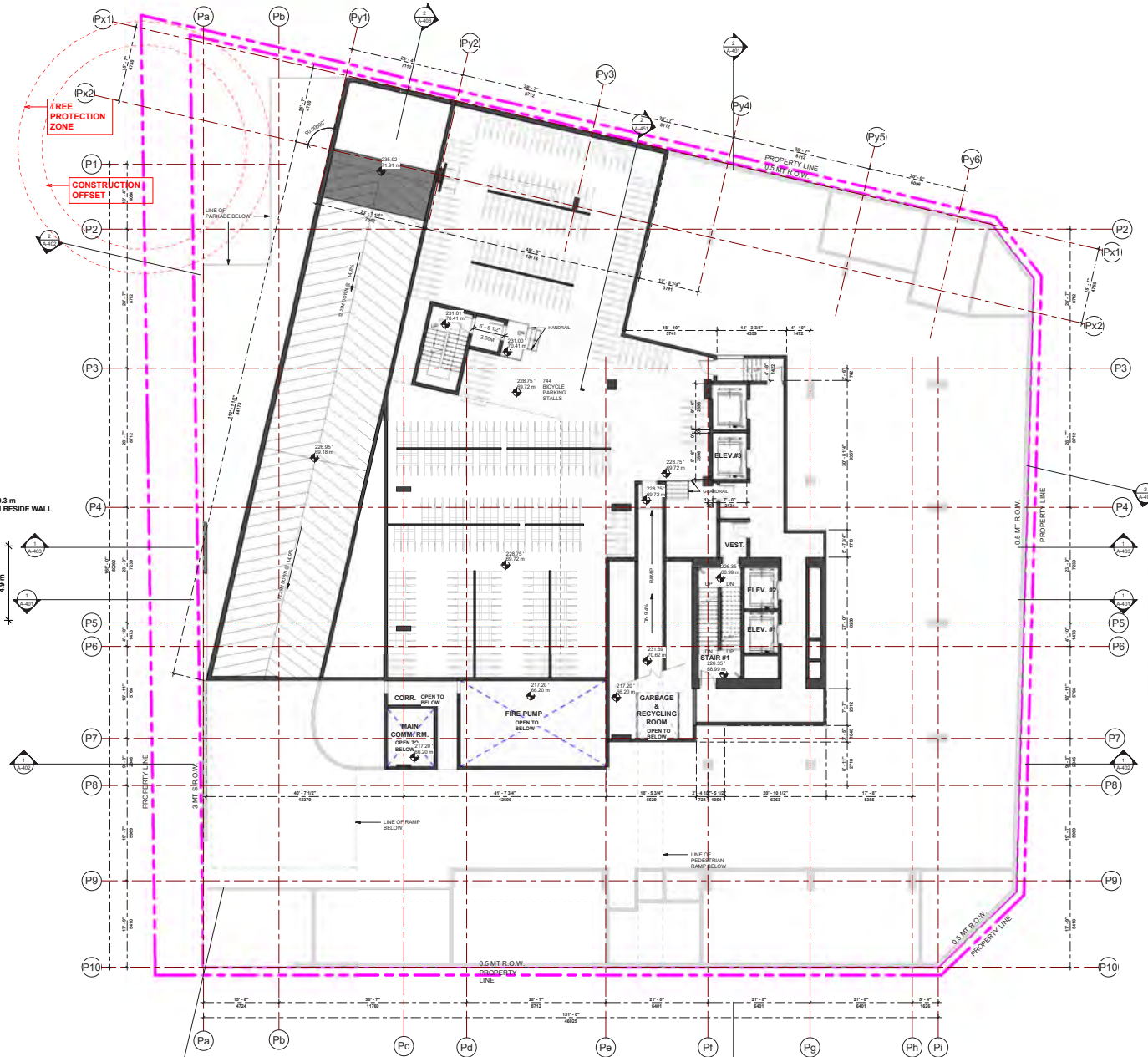
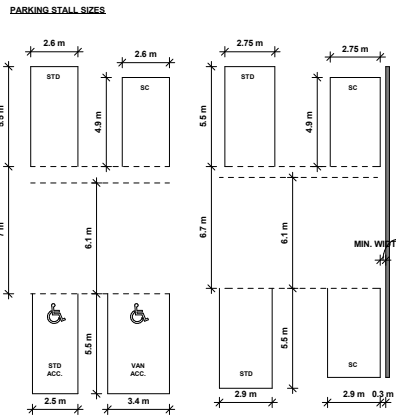
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Parking Level P1 Plan



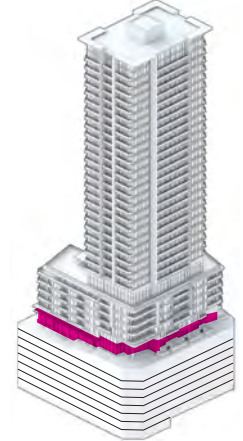
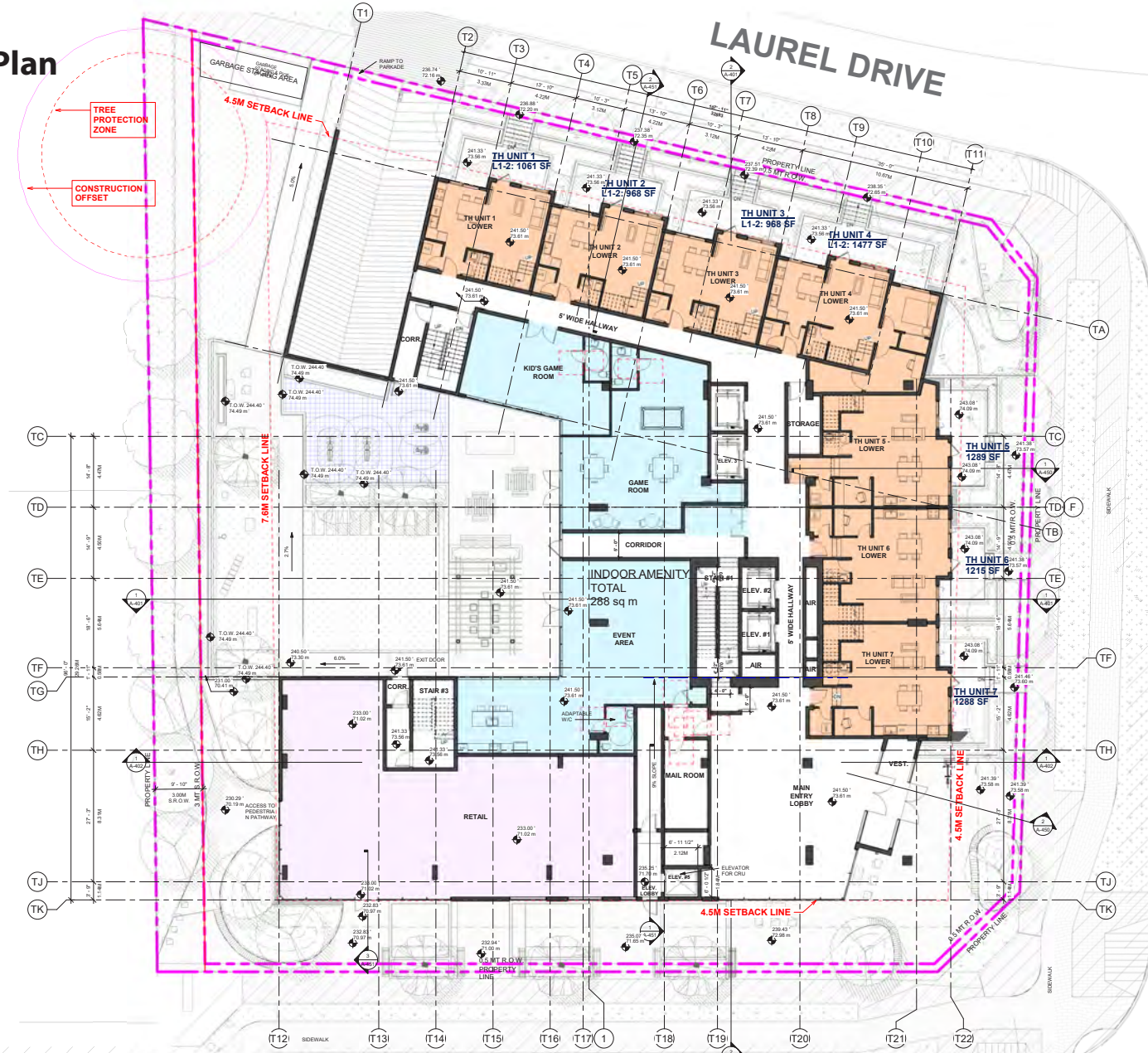
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Parking Mezzanine PM Plan



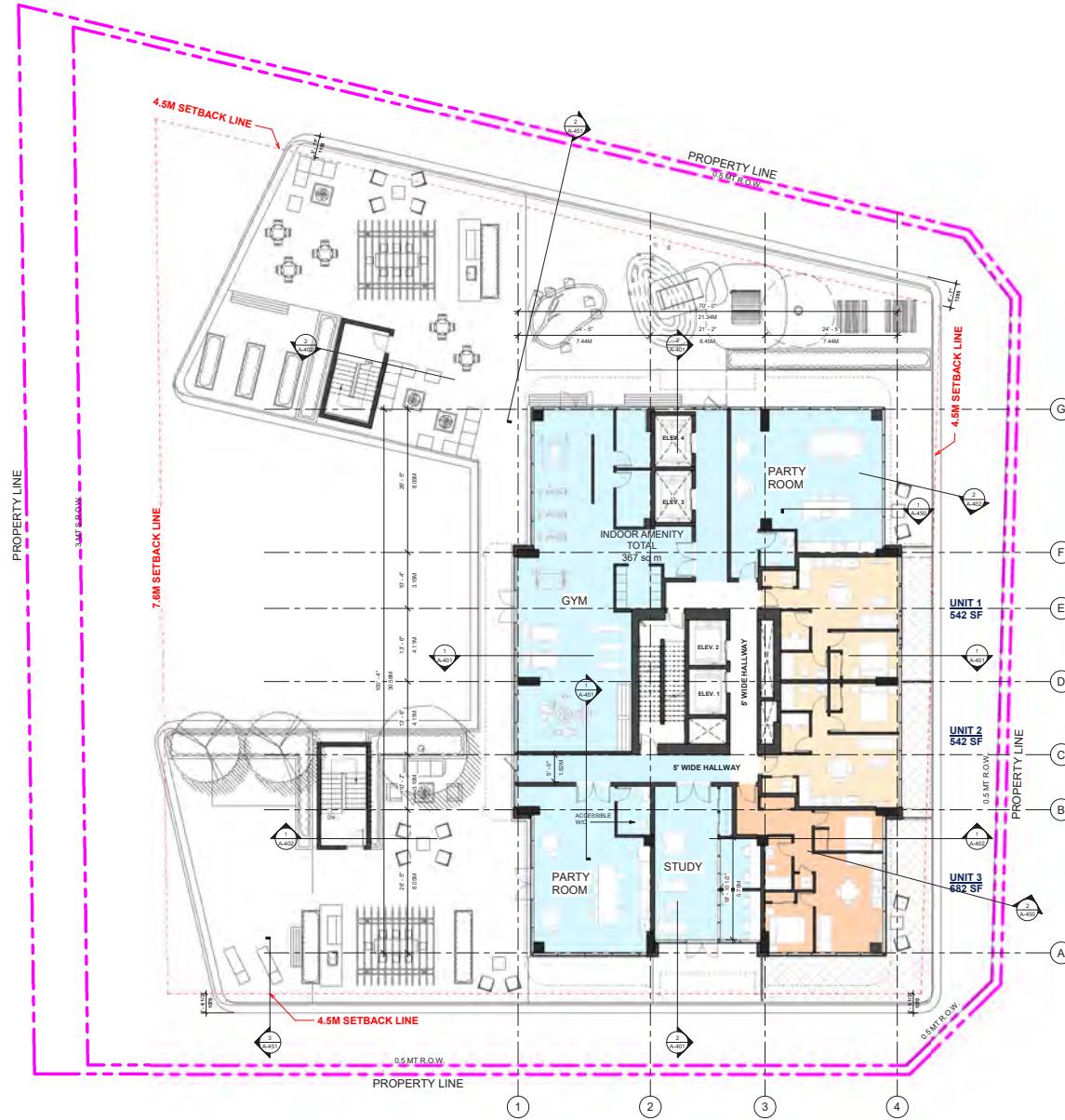
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Ground Level Plan



Scale: 3/64" = 1'-0"

Level 7 Plan (Amenity)



Scale: 3/64" = 1'-0"

South Tower Crown Elevation

MATERIAL LEGEND:

- 1. Off-white Metal Panel
- 2. White Metal Panel
- 3. Light Grey Metal Panel
- 4. Dark Grey Metal Panel
- 5. Double-Glazed Window Wall
- 6. Glass Guardrail
- 7. Dark Grey Aluminium Frame
- 8. Concrete Wall
- 9. Aluminium Louvres



East Tower Crown Elevation

MATERIAL LEGEND:

- 1. Off-white Metal Panel
- 2. White Metal Panel
- 3. Light Grey Metal Panel
- 4. Dark Grey Metal Panel
- 5. Double-Glazed Window Wall
- 6. Glass Guardrail
- 7. Dark Grey Aluminium Frame
- 8. Concrete Wall
- 9. Aluminium Louvres



South Podium Elevation

MATERIAL LEGEND:

- | | |
|--------------------------------|--------------------------------------------|
| 1. Grey Brick | 8. Concrete Wall |
| 2. White Metal Panel | 9. Laminated Glass Canopy with Steel Frame |
| 3. Light Grey Metal Panel | 10. Signage |
| 4. Dark Grey Metal Panel | 11. Double-Glazed Window Wall |
| 5. Wood Texture Phenolic Panel | 12. Double-Glazed Storefront |
| 6. Glass Guardrail | |
| 7. Dark Grey Aluminium Frame | |



East Podium Elevation

MATERIAL LEGEND:

- | | |
|--------------------------------|--------------------------------------------|
| 1. Grey Brick | 8. Concrete Wall |
| 2. White Metal Panel | 9. Laminated Glass Canopy with Steel Frame |
| 3. Light Grey Metal Panel | 10. Signage |
| 4. Dark Grey Metal Panel | 11. Double-Glazed Window Wall |
| 5. Wood Texture Phenolic Panel | 12. Double-Glazed Storefront |
| 6. Glass Guardrail | 13. Glazed Door with Metal Finish |
| 7. Dark Grey Aluminium Frame | |



North Podium Elevation

MATERIAL LEGEND:

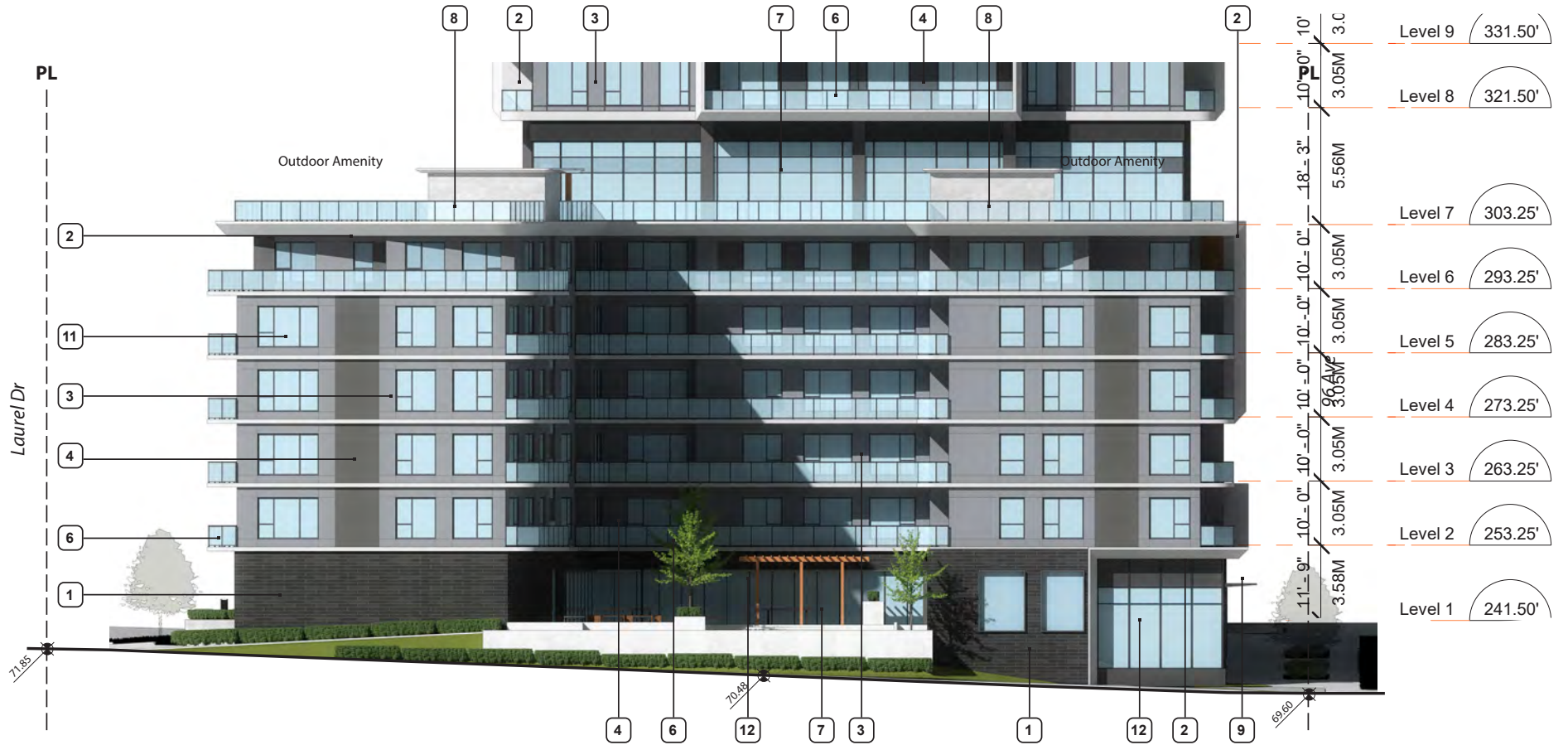
- | | |
|--------------------------------|--------------------------------------------|
| 1. Grey Brick | 8. Concrete Wall |
| 2. White Metal Panel | 9. Laminated Glass Canopy with Steel Frame |
| 3. Light Grey Metal Panel | 10. Signage |
| 4. Dark Grey Metal Panel | 11. Double-Glazed Window Wall |
| 5. Wood Texture Phenolic Panel | 12. Double-Glazed Storefront |
| 6. Glass Guardrail | 13. Glazed Door with Metal Finish |
| 7. Dark Grey Aluminium Frame | |



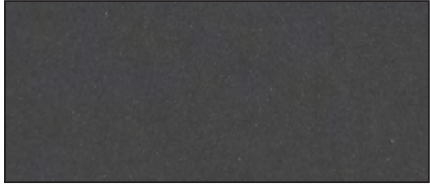
West Podium Elevation

MATERIAL LEGEND:

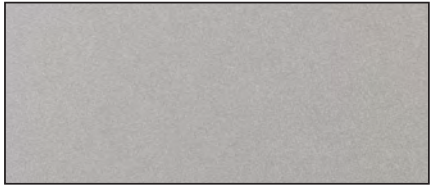
- | | |
|--------------------------------|--------------------------------------------|
| 1. Grey Brick | 8. Concrete Wall |
| 2. White Metal Panel | 9. Laminated Glass Canopy with Steel Frame |
| 3. Light Grey Metal Panel | 10. Signage |
| 4. Dark Grey Metal Panel | 11. Double-Glazed Window Wall |
| 5. Wood Texture Phenolic Panel | 12. Double-Glazed Storefront |
| 6. Glass Guardrail | |
| 7. Dark Grey Aluminium Frame | |



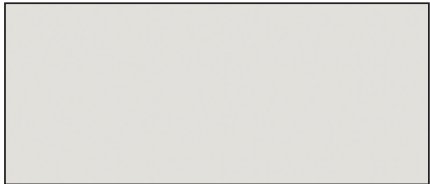
Material Board



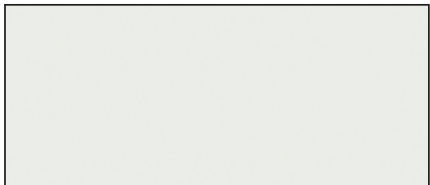
Alucobond Grey Mica Composite Panel



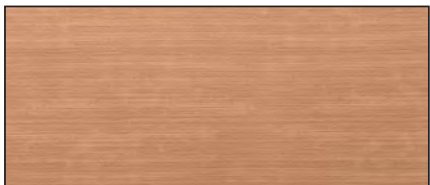
Alucobond Champagne Metallic Composite Panel



Alucobond Alabaster Composite Panel



Alucobond Pure White Composite Panel



Alucobond Chestnut Composite Panel



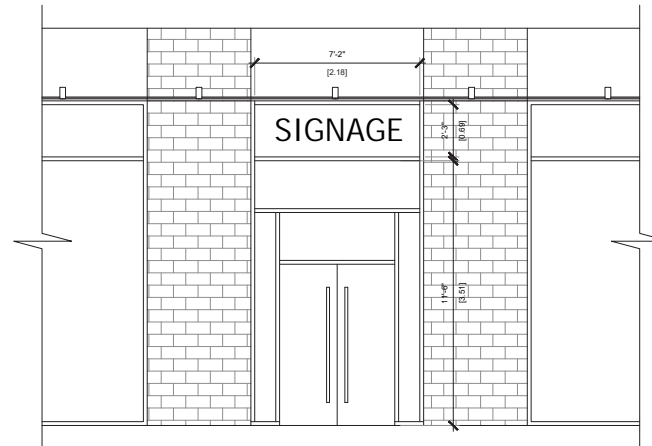
Mora Face Brick, Color: Nero



Vitro Architectural Glass

Retail Signage

Retail signage is proposed at the main retail entrance facing 96 Avenue. Signage is to be located under the continuous weather protection canopy, and is approximately 0.69m x 2.18m. Suggested style is channel metal letters mounted on an aluminium panel of a contrasting colour. Proposed materials are supposed to match overall building material palette.



Precedent Images



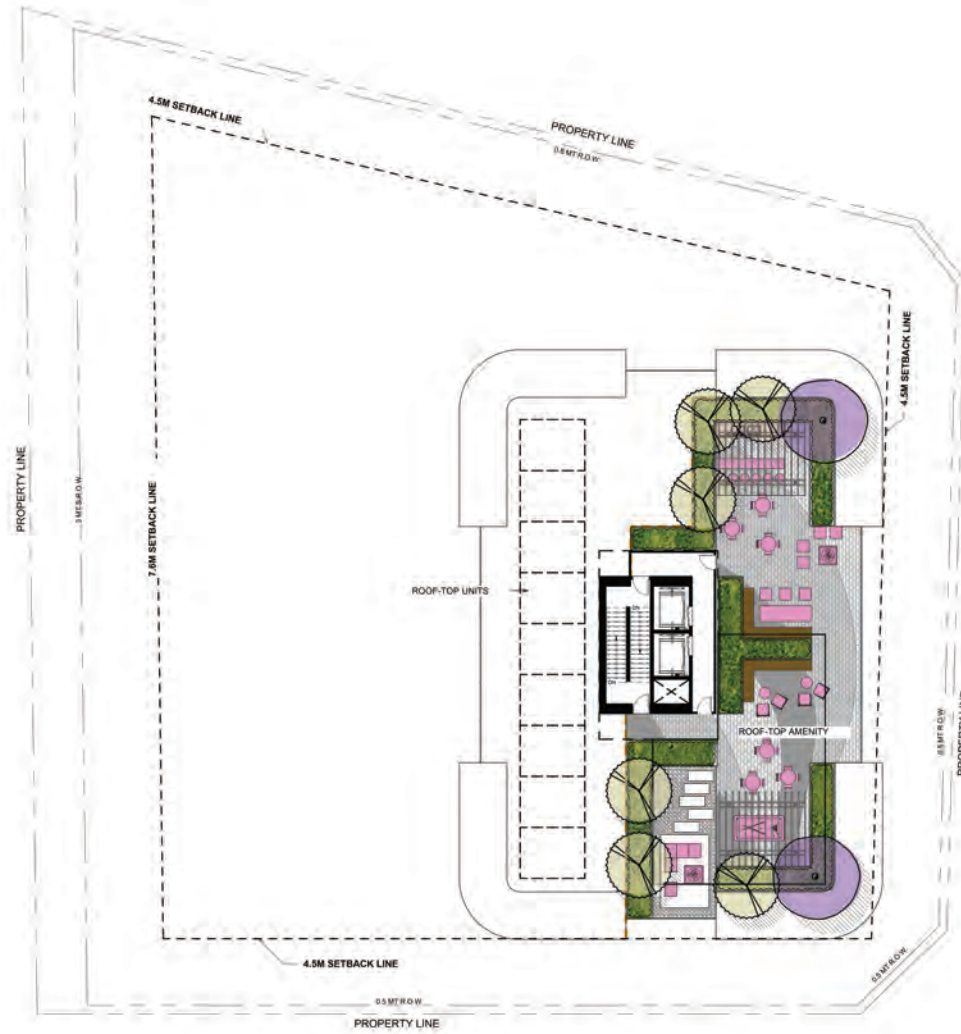
Landscape Ground Level Plan



Landscape L7 Amenity Plan



Landscape Roof Amenity Plan



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

FROM: Development Services Manager, Engineering Department

DATE: July 05, 2022 **PROJECT FILE: 7820-0291-00**

**RE: Engineering Requirements
Location: 9611 140 Street, 13976 and 13988 Laurel Drive**

OCP AMENDMENT/CCP AMENDMENT

The following issue is to be addressed as a condition of the OCP/CCP Amendment:

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

REZONE/SUBDIVISION

Property and Right-of-Way Requirements

- Dedicate 2.5 metres along 96 Avenue.
- Dedicate the gazetted road along 96 Avenue.
- Dedicate the parcels as road along Laurel Drive, 140 Street, and 96 Avenue.
- Dedicate various corner cuts at intersections.
- Provide 0.5 metre wide statutory rights-of-way along site frontages.

Works and Services

- Construct all road frontages.
- Construct adequately sized drainage, water, and sanitary service connections.
- A QEP will be required to provide guidance on regulatory permitting approvals to relocate the pipe-stream, which is a Class A tributary of Quibble Creek/Laurel Creek.
- Construct sanitary mains along Laurel Drive, 140 Street, and 96 Avenue.
- Register applicable legal documents as determined through detailed design.
- Pay amenity charge for undergrounding the existing overhead electrical and telecommunication infrastructure.

A Servicing Agreement is required prior to Rezone/Subdivision.

DEVELOPMENT PERMIT

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



Jeff Pang, P.Eng.
Development Services Manager

AJ

NOTE: Detailed Land Development Engineering Review available on file



May 27, 2022

Planning

THE IMPACT ON SCHOOLS

APPLICATION #: 20 0291 00

SUMMARY

The proposed 377 highrise units are estimated to have the following impact on the following schools:

Projected enrolment at Surrey School District for this development:

Elementary Students:	15
Secondary Students:	8

September 2021 Enrolment/School Capacity

Simon Cunningham Elementary	
Enrolment (K/1-7):	85 K + 443
Operating Capacity (K/1-7)	57 K + 536
Queen Elizabeth Secondary	
Enrolment (8-12):	1474
Capacity (8-12):	1600

Projected population of school-age children for this development:	30
--------------------------------------------------------------------------	----

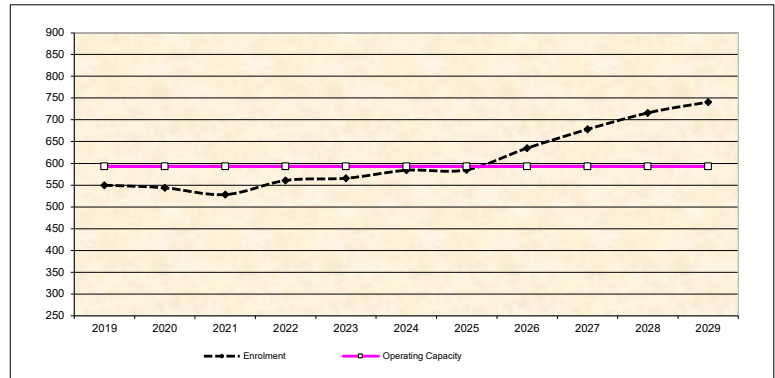
Population: The projected population of children aged 0-19 Impacted by the development.
Enrolment: The number of students projected to attend the Surrey School District ONLY.

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.

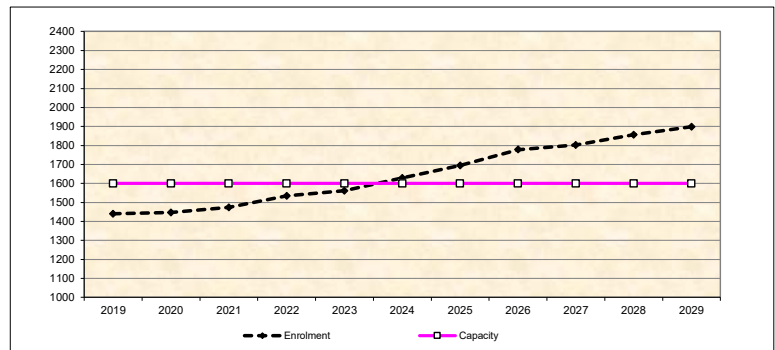
Simon Cunningham Elementary enrolment projections has trended downwards over the last 3 years. Future high-rise construction along King George Boulevard and new high-density townhomes and mid-rise apartments in the Surrey medical district will affect enrolment growth over the next 10 years. Currently there are no plans to expand the school, however, this facility will be monitored closely over the next several years.

As of September 2021, Queen Elizabeth Secondary enrolment continued to modestly grow from the previous 3 years. Over the next 10 years, enrolment projections are leveling even considering the same increased housing density as Simon Cunningham Elementary. There are no plans to expand the school, however, this facility will be monitored closely over the next several years.

Simon Cunningham Elementary



Queen Elizabeth Secondary



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

MIKE FADUM AND ASSOCIATES LTD.
VEGETATION CONSULTANTS

Tree Preservation Summary

Surrey Project No: 20-0291-00


Address: 13988 13876 – Laurel Drive & 9611 – 140 Street

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)	42
Protected Trees to be Removed	40
Protected Trees to be Retained (excluding trees within proposed open space or riparian areas)	2
Total Replacement Trees Required: <ul style="list-style-type: none"> - Alder & Cottonwood Trees Requiring 1 to 1 Replacement Ratio 21 X one (1) = <u>21</u> - All other Trees Requiring 2 to 1 Replacement Ratio 19 X two (2) = <u>38</u> 	59
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	3
Total Replacement Trees Required: <ul style="list-style-type: none"> - Alder & Cottonwood Trees Requiring 1 to 1 Replacement Ratio 0 X one (1) = 0 - All other Trees Requiring 2 to 1 Replacement Ratio 3 X two (2) = 6 	6
Replacement Trees Proposed	NA
Replacement Trees in Deficit	NA

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

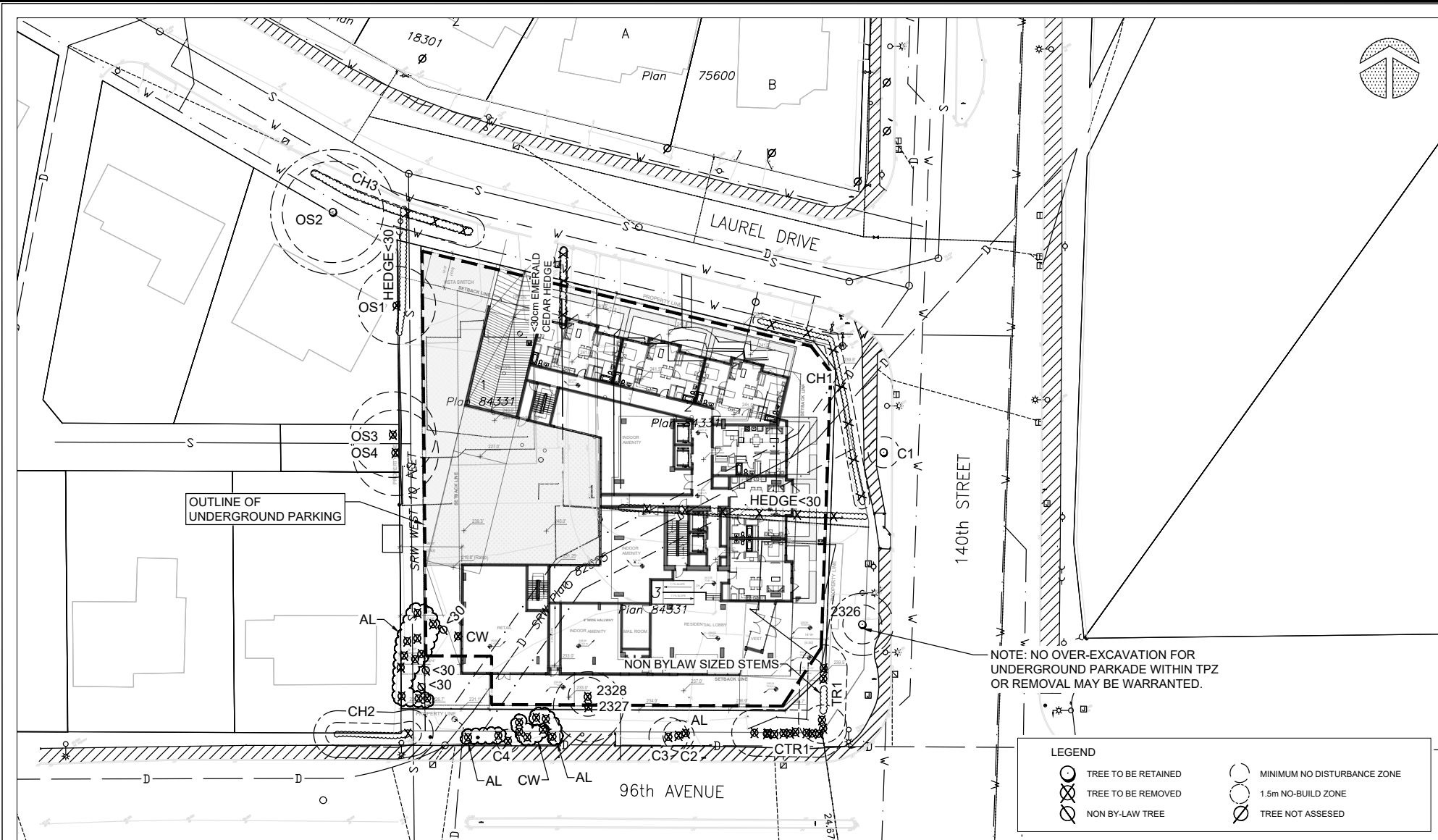
Signature of Arborist: 

Date: June 10, 2022



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





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

NO.	DATE	BY	REVISION
1	JUN10/22	MK	UPDATED SURVEY & REVISED SITE PLAN

MIKE FADUM AND ASSOCIATES LTD.
VEGETATION CONSULTANTS

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

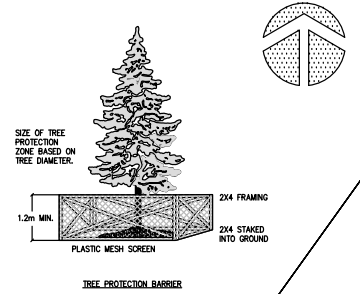
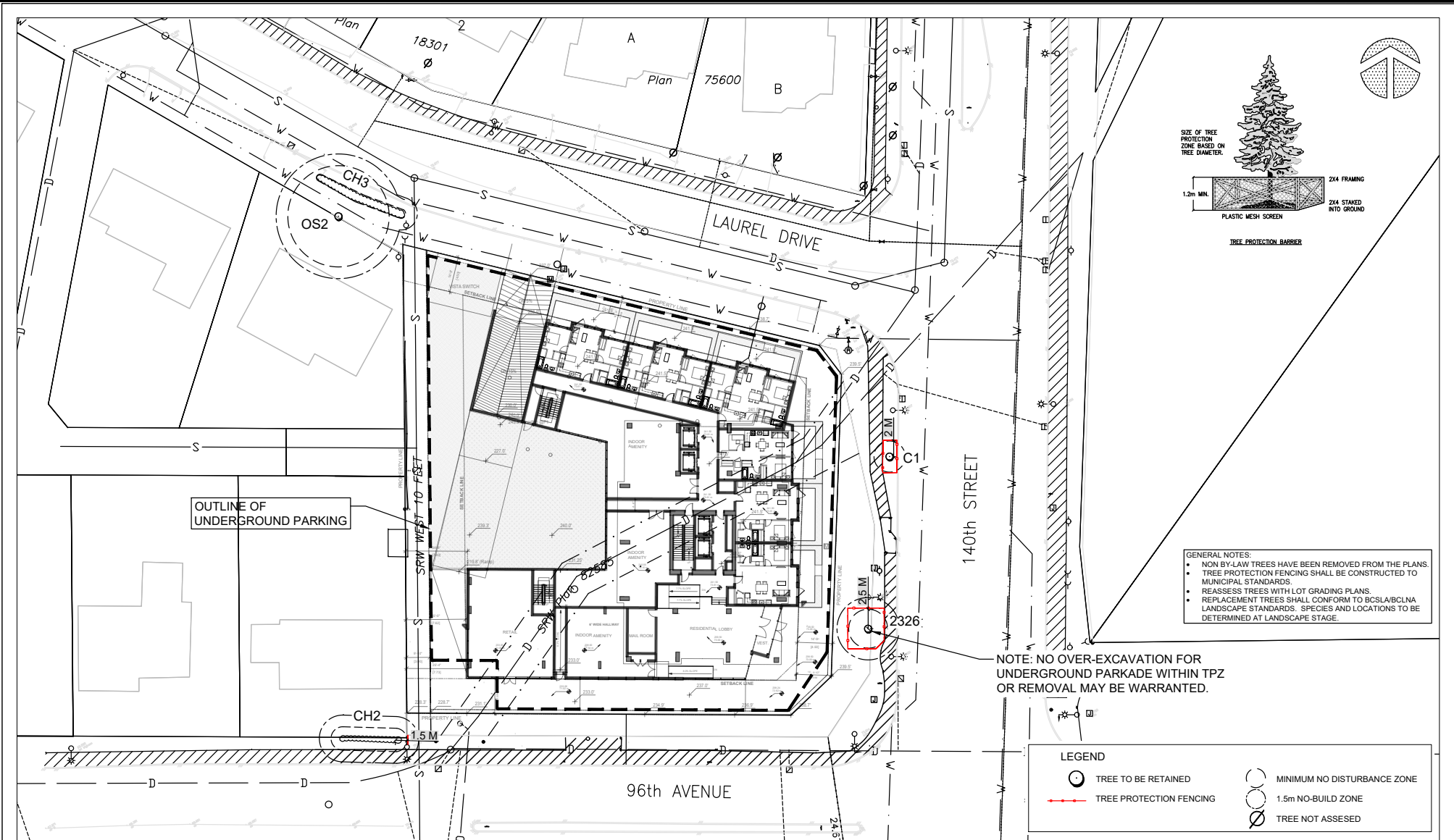
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PROJECT TITLE
13988, 13876 LAUREL DRIVE
& 9611 140 STREET
SURREY, B.C.

SHEET TITLE
T1 - TREE REMOVAL AND PRESERVATION PLAN
CLIENT
DATE

DRAWN AA
SCALE AS SHOWN
DATE JANUARY 6, 2021

T-1
SHEET 1 OF 2



GENERAL NOTES:

- NON BY-LAW TREES HAVE BEEN REMOVED FROM THE PLANS.
- TREE PROTECTION FENCING SHALL BE CONSTRUCTED TO MUNICIPAL STANDARDS.
- REASSESS TREES WITH LOT GRADING PLANS.
- REPLACEMENT TREES SHALL CONFORM TO BC/SLA/BC/LNA LANDSCAPE STANDARDS. SPECIES AND LOCATIONS TO BE DETERMINED AT LANDSCAPE STAGE.

NOTE: NO OVER-EXCAVATION FOR UNDERGROUND PARKADE WITHIN TPZ OR REMOVAL MAY BE WARRANTED.

LEGEND

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

NO.	DATE	BY	REVISION
1	JUN10/22	MK	UPDATED SURVEY & REVISED SITE PLAN

MIKE FADUM AND ASSOCIATES LTD.
VEGETATION CONSULTANTS

#105, 8277 129 St.
 Surrey, British Columbia
 V3W 0A6
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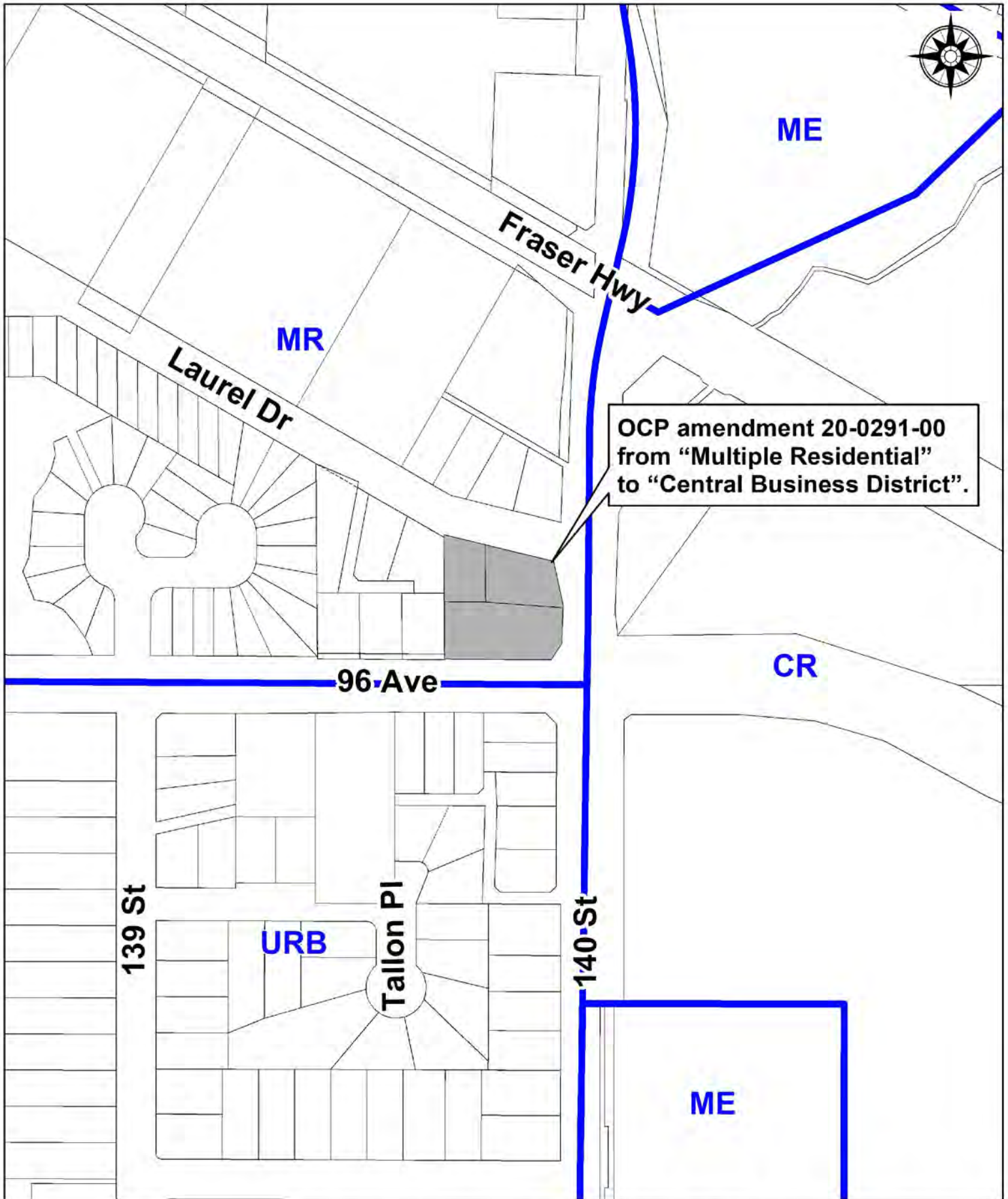
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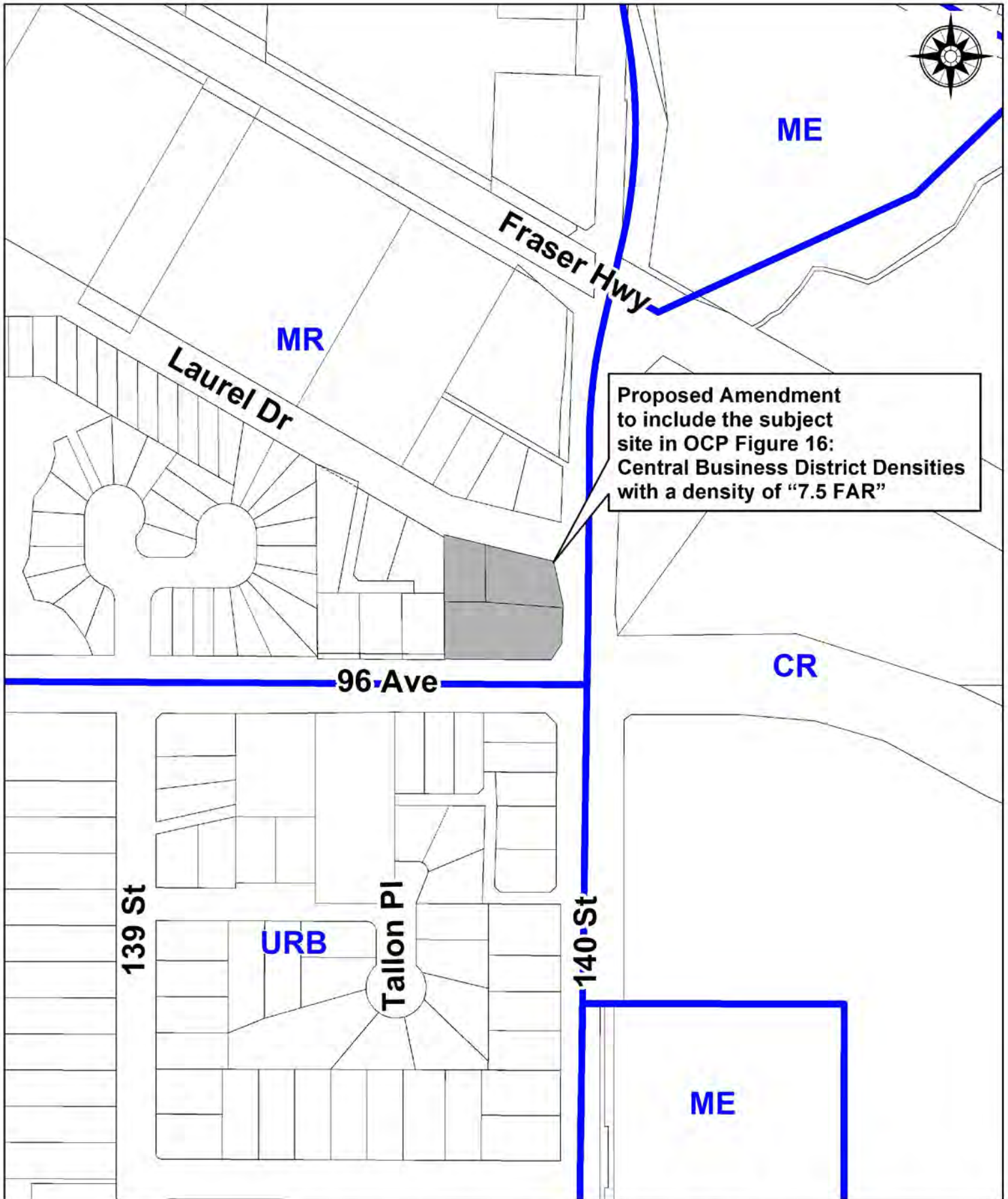
PROJECT TITLE
 13988, 13876 LAUREL DRIVE
 & 9611 140 STREET
 SURREY, B.C.

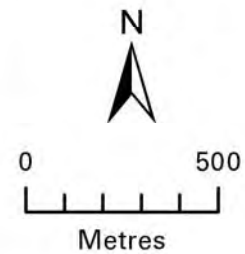
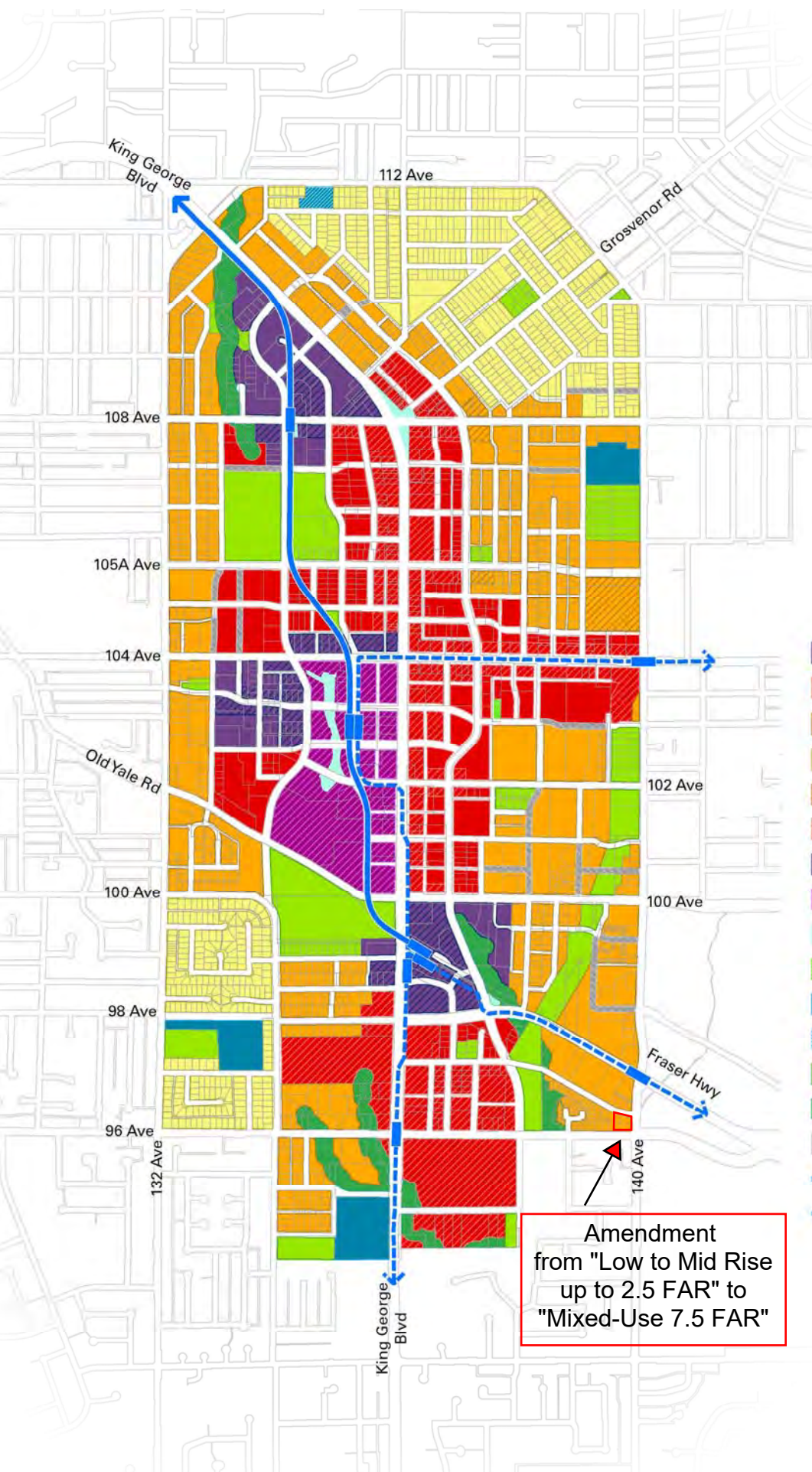
SHEET TITLE
 T2 - TREE PROTECTION PLAN

DRAWN
 AA
 SCALE
 AS SHOWN
 DATE
 JANUARY 6, 2021

T-2
 SHEET 2 OF 2



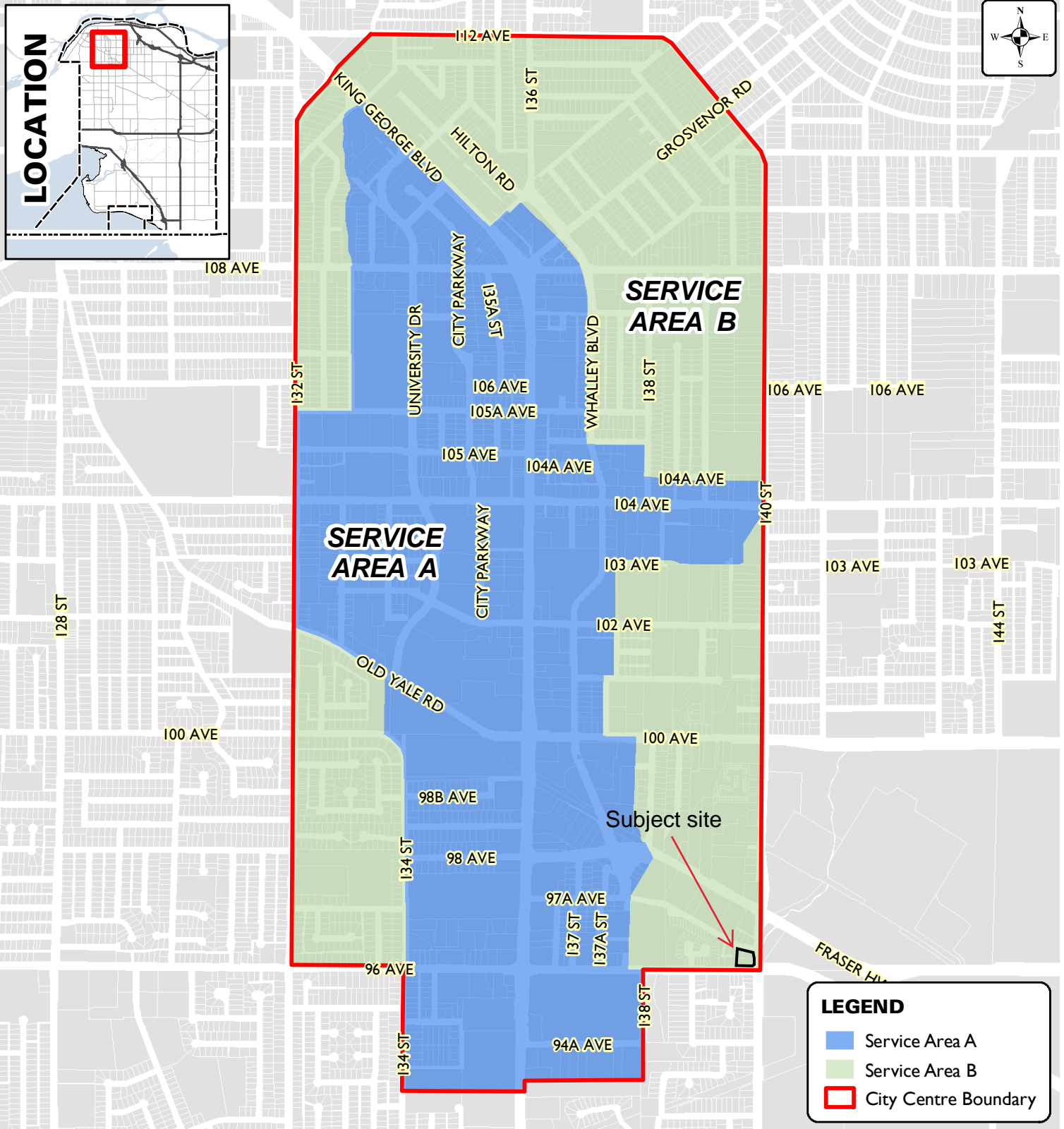




- High Rise 5.5 FAR
- Mid to High Rise 3.5 FAR
- Low to Mid Rise up to 2.5 FAR
- Single Family/Duplex 0.6 FAR
- Mixed-Use 2.5 FAR
- Mixed-Use 3.5 FAR
- Mixed-Use 5.5 FAR
- Mixed-Use 7.5 FAR
- Plaza
- Public Open Space
- School
- Institutional
- Park
- Creek Buffers
- Long Term Road
- SkyTrain
- Proposed Light Rail

Amendment from "Low to Mid Rise up to 2.5 FAR" to "Mixed-Use 7.5 FAR"

FIGURE 1



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.