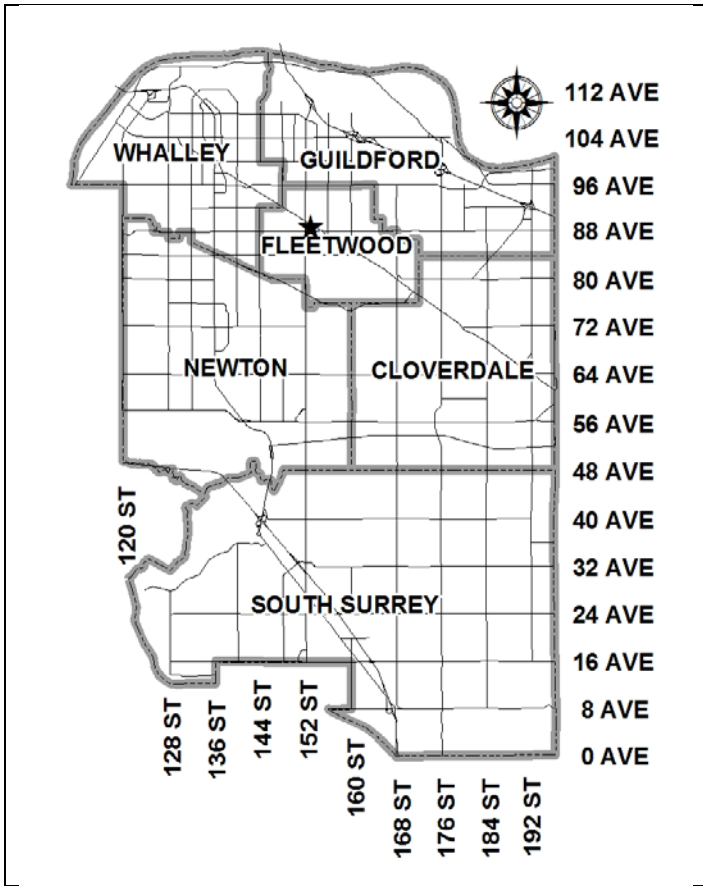


City of Surrey  
**PLANNING & DEVELOPMENT REPORT**

File: 7914-0121-00

Planning Report Date: November 30, 2015



**PROPOSAL:**

- **OCF Amendment** from Urban to Commercial
- **Rezoning** from RF to CD (based upon RM-70 and C-8)
- **General Development Permit**

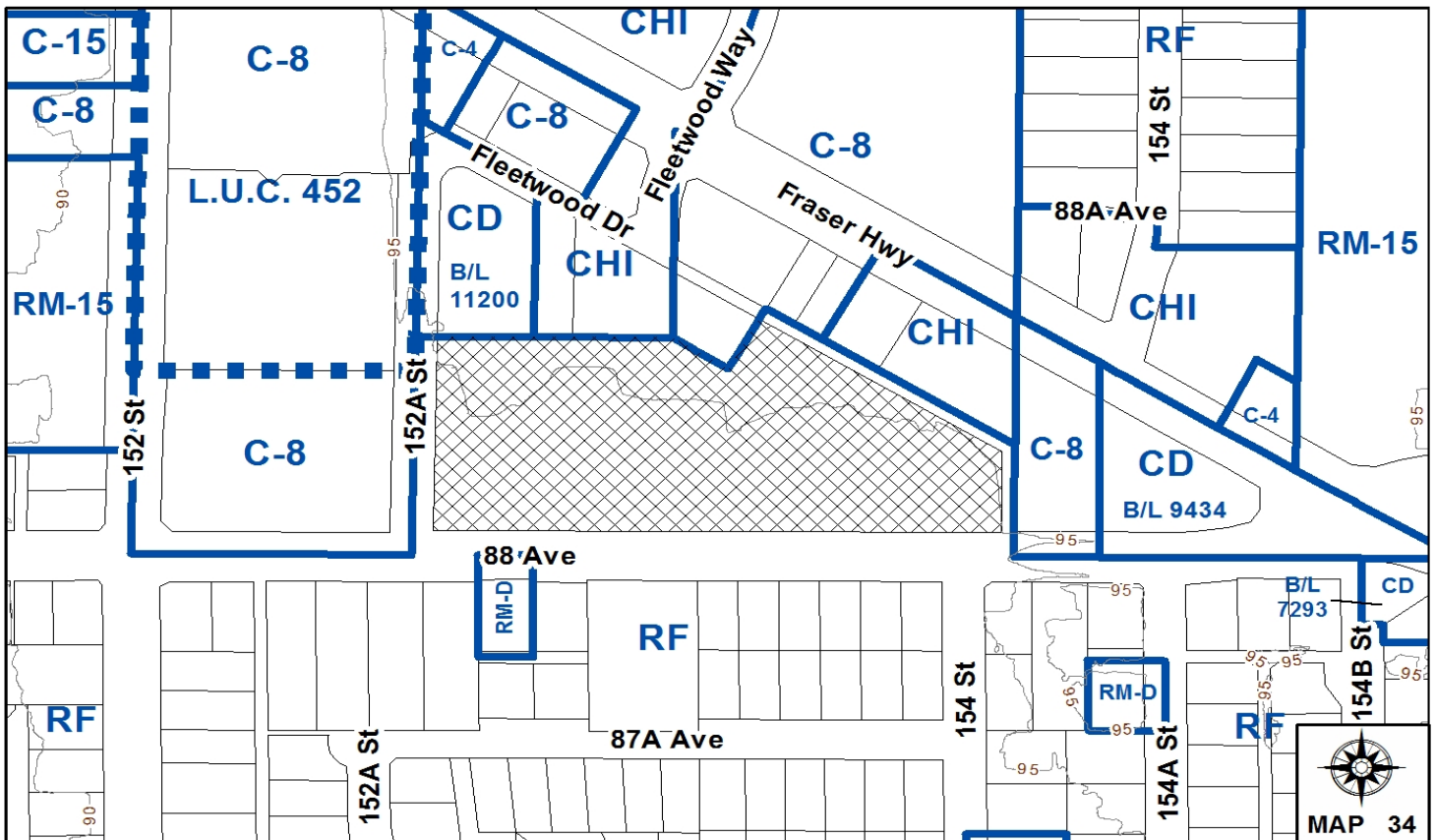
to permit a phased, mixed-use retail, office, and multiple unit residential development.

**LOCATION:** 15289 - 88 Avenue

**OWNER:** Fleetwood Village Development Ltd.

**ZONING:** RF

**OCF DESIGNATION:** Urban



### RECOMMENDATION SUMMARY

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

### DEVIATION FROM PLANS, POLICIES OR REGULATIONS

- None.

### RATIONALE OF RECOMMENDATION

- The subject site is the former site of the Fleetwood Elementary School, which closed in 2009 and sold in 2012 and the buildings demolished in 2013.
- The proposed OCP Amendment of the subject site from Urban to Commercial is consistent with the adjacent properties to the north, west and east, which are all designated Commercial in the OCP.
- The proposed OCP Amendment to Commercial is required in order to allow a mixed-use, transit-oriented development on the subject site. The site is located within a Frequent Transit Development Area (FTDA) and the proposal is consistent with current OCP guidelines by supporting housing diversity, sustainability and affordability.
- Increased densities and redevelopment of the Fraser Highway / 152 Street area (including the subject site) is supported, and fulfills the City's objectives of increasing density and housing choice within the vicinity of a proposed rapid transit corridor.
- On December 16, 2013, Council approved Development Application No. 7912-0074-00 to allow 51 townhouse units near 91 Avenue and 152 Street, which is approximately 500 metres (0.3 mile) northwest of the subject site. The proposed medium density, transit-oriented development on the subject site will continue the redevelopment and transformation of this area of Fleetwood, in anticipation of the proposed expansion of the rapid transit network along Fraser Highway from Surrey City Centre to Langley.

RECOMMENDATION

The Planning & Development Department recommends that:

1. a By-law be introduced to amend the OCP by redesignating the subject site from Urban to Commercial and a date be set for Public Hearing.
2. Council determine the opportunities for consultation with persons, organizations and authorities that are considered to be affected by the proposed amendment to the Official Community Plan, as described in the Report, to be appropriate to meet the requirement of Section 879 of the Local Government Act.
3. a By-law be introduced to rezone the subject site from "Single Family Residential Zone (RF)" to "Comprehensive Development Zone (CD)" and a date be set for Public Hearing.
4. Council authorize staff to draft General Development Permit No. 7914-0121-00 generally in accordance with the attached drawings (Appendix II).
5. Council instruct staff to resolve the following issues prior to final adoption:
  - (a) ensure that all engineering requirements and issues including restrictive covenants, dedications, and rights-of-way where necessary, are addressed to the satisfaction of the General Manager, Engineering;
  - (b) submission of a subdivision layout to the satisfaction of the Approving Officer;
  - (c) submission of a finalized tree survey and a statement regarding tree preservation to the satisfaction of the City Landscape Architect;
  - (d) submission of a landscaping plan and landscaping cost estimate to the specifications and satisfaction of the Planning and Development Department;
  - (e) resolution of all urban design issues to the satisfaction of the Planning and Development Department;
  - (f) the applicant address the concern that the development will place additional pressure on existing park facilities to the satisfaction of the General Manager, Parks, Recreation and Culture; and
  - (g) 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.

REFERRALS

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

School District: **Projected number of students from this development:**

12 Elementary students at Coyote Creek Elementary School  
7 Secondary students at Fleetwood Park Secondary School

(Appendix IV)

The applicant has advised that the dwelling units in Phase 1 of this project are expected to be constructed and ready for occupancy by Fall 2017/Spring 2018.

Parks, Recreation & Culture: Parks has some concerns about the pressure this project will place on existing parks, recreation and cultural facilities in the neighbourhood.

SITE CHARACTERISTICS

Existing Land Use: Vacant (former site of Fleetwood Elementary School)

Adjacent Area:

Direction	Existing Use	OCP Designation	Existing Zone
North (Eastern portion across lane):	Single-storey and two-storey commercial buildings.	Commercial	CD (By-law No. 11200), CHI, and C-8
East (Across lane):	Single-storey commercial building.	Commercial	C-8
South (Across 88 Avenue):	Single family residential and a duplex lot.	Urban	RF and RM-D
West (Across 152A Street):	Grocery store (Safeway) and parking lot for Evergreen Mall.	Commercial	C-8 and LUC No. 452 (underlying C-8 Zone)

## DEVELOPMENT CONSIDERATIONS

### Background

- The subject site is located at 15289 – 88 Avenue in Fleetwood and is approximately 2.3 hectares (5.7 acres) in size. The site is designated Urban in the Official Community Plan (OCP) and is zoned “Single Family Residential Zone (RF)”.
- Fleetwood Elementary School, which opened in 1944, had occupied the subject site until it was closed in 2009. The site was deemed unsuitable by the Surrey School District for the continued operation of an elementary school, due to its location near / adjacent to three (3) major roads – Fraser Highway, 152 Street and 88 Avenue, the latter of which is a truck route.
- The subject site was sold to the current owners in 2012. All building and structures on the property were demolished in 2013.

### Current Proposal

- The owners have applied for the following, to allow for the development of a mixed-use, transit-oriented development (TOD) of approximately 6,650 square metres (71,600 sq.ft.) of commercial, retail and office space and approximately 272 apartment units and six (6) townhouse units:
  - Official Community Plan (OCP) Amendment from Urban to Commercial;
  - Rezoning from Single Family Residential Zone (RF) to Comprehensive Development Zone (CD) based on the Multiple Residential 70 Zone (RM-70) and the Community Commercial Zone (C-8);
  - General Development Permit (Master Plan); and
  - Subdivision.
- The applicant proposes to subdivide the subject property into two (2) lots: Site A (west lot) is 0.73 hectare (1.8 acres) and Site B (east lot) is 1.1 hectares (2.7 acres) in size. The two (2) lots will be separated by the extension of Fleetwood Way.
- The proposed Master Plan anticipates a total floor area of 29,130 square metres (313,500 sq.ft.), representing a net floor area ratio (FAR) of 1.60 over the entire site, and is divided as follows:
  - 21,970 square metres (236,500 sq.ft.) of residential space in four, 5-storey buildings (occupying the top 3 or 4 storeys) and six (6) live/work townhouse units; and
  - 7,160 square metres (77,000 sq.ft.) of commercial, retail and office space.
- Phase I encompasses Site A only (the western lot), which includes approximately 6,000 square metres (64,500 sq.ft.) of residential space and 4,950 square metres (53,300 sq.ft.) of commercial, retail and office space, and has a proposed net FAR of 1.50.
- Phase II encompasses Site B only (the larger eastern lot), which includes approximately 15,970 square metres (171,900 sq.ft.) of residential space and 2,210 square metres (23,800 sq.ft.) of commercial, retail and office space, and has a proposed net FAR of 1.70.

- The subject site is located within a Frequent Transit Development Area (FTDA), which in accordance with the Official Community Plan (OCP), permits densities expressed as a floor area ratio (FAR) to be calculated on a gross site basis. The gross FAR for Site A and Site B is 0.9 and 1.5 respectively, while the gross FAR for the overall subject site is 1.3.
- The proposed development represents one of the largest projects to be proposed in the Fleetwood area in some time. The location of the proposed development offers an opportunity to create a medium-high density, transit-oriented development that will begin to shape and transform this area of Fleetwood, in anticipation of the proposed expansion of the rapid transit network along Fraser Highway from Surrey City Centre to Langley.

#### Road Connections – Fleetwood Way / 88A Avenue / Green lane

- The subject site is currently one (1) large block of land that is unbroken by public roads or formal pedestrian linkages. Staff have identified a need for a 24-metre (80-ft.) wide north/south collector road (Fleetwood Way) and a 20-metre (66-ft.) wide east/west road (88A Avenue) as part of the subject development application.
- The new roads will support the Transportation Strategic Plan principles of providing a well-connected, finer-grained road network that increases mobility and access for all modes of transportation.
- The new Fleetwood Way will connect to the existing Fleetwood Way to the north in the future, and provide a full connection between 88 Avenue and Fraser Highway, when the property north of the subject site (at 15296 Fleetwood Drive) redevelops.
- The cross-section of the new Fleetwood Way includes 3.0-metre (10-ft.) wide sidewalks, 1.8-metre (6-ft.) wide landscaped boulevards, parallel parking, bike lanes and one (1) lane of vehicle traffic on both sides of the street (northbound and southbound). A southbound left turn lane at the new Fleetwood Way / 88 Avenue signalized intersection will also be constructed as part of the subject development application.
- The applicant will dedicate 13.5 metres (44-ft.) of the 20-metre (66-ft.) wide east/west road (88A Avenue) connecting 152A Street to the new Fleetwood Way as part of the current development application. The remaining 6.5 metres (21 ft.) will be dedicated in the future when the properties to the north (8888 – 152A Street, and 15284 to 15288, and 15296 Fleetwood Drive) redevelop.
- The new 88A Avenue connects to a new on-site drive aisle that provides access to Site B, and links to the existing 6.0-metre (20 ft.) wide lane, which will be widened to 10 metres (33 ft.) in the interim as part of the subject development application, through the dedication of 4.0 metres (13 ft.) along the north and east lot line of Site B. An additional 2.0 metres (6.6 ft.) will be provided by the properties north of the lane (fronting Fraser Highway) when they redevelop in the future in order to widen the lane to an ultimate 12-metre (39-ft.) wide “green lane”.
- The 12-metre (39-ft.) wide green lane includes one (1) lane of traffic each way, with parallel parking, sidewalk and boulevard along one side of the green lane.

- Additional road dedication from the site as part of the subject development application includes:
  - 2.5 metres (8 ft.) along the south lot line for the widening of 88 Avenue; and
  - 2.0 metres (6.5 ft.) along the west lot line for the widening of 152A Street.
- The applicant worked collaboratively with City staff to develop a site plan showing these planned road dedications through the subject site. These connections maintain the objectives of the City's Transportation Strategic Plan of achieving a finer-grained road network to increase mobility and access for all modes of transportation, while at the same time, creating a desirable and marketable project for the developer.

#### East Lane and Adjacent Site

- The existing 6.0-metre (20 ft.) wide lane currently extends along the perimeter of Site B, running from the existing Fleetwood Way and connecting to 88 Avenue to the southeast.
- Since 2002, there has been a formal agreement between the City and the abutting property owner to the east (15405 – 88 Avenue) to allow the owner's tenant to utilize the west portion of the existing lane for employee parking (13 parking stalls).
- A statutory right-of-way (SROW) is registered on the owner's property (15405 - 88 Avenue) directly east of the 13 parking stalls to allow public lane access through the owner's site in order to provide continued ingress /egress to 88 Avenue (Appendix IX). Currently, the lane access to 88 Avenue is right-in / right-out.
- As part of the subject development application, the applicant worked collaboratively with the City and the property owner to the east to draft a site plan that would meet the needs and concerns expressed by all parties.
- One of the earlier site plans provided by the applicant proposed a new driveway to 88 Avenue via the proposed parking lot at the east end of the site (see Appendix X). The applicant requested that the City consider providing an eastbound left turn lane in order to provide greater accessibility to their site. Under this scenario, the parking on the abutting property owner's site to the east would remain unchanged.
- Staff however, expressed concerns about the close proximity (less than 20 metres / 66 ft. apart) between the two (2) vehicle accesses to 88 Avenue, which posed a safety concern given the busy traffic along 88 Avenue.
- A subsequent version of the site plan showed the dedication of an 8.0-metre (26-ft.) wide north/south lane through the east end of the subject site, linking the existing lane with 88 Avenue at the intersection with 154 Street (see Appendix XI). Under this proposal, the applicant would take ownership of the west portion of the existing lane on the abutting lot to the east (where the 13 parking stalls are located), possibly by land acquisition. The existing lane access to 88 Avenue on the abutting lot to the east would be closed, which was a concern for the neighbouring property owner. This proposal also compromised the number of underground parking stalls for the subject site and required a further relaxation to the parking requirements. From a traffic flow and safety perspective however, this proposal was improved over previous site plans as it would have facilitated left turn access from 88 Avenue.

Ultimately no consensus could be reached, and the applicant reverted back to the current site plan, which is supported by staff but does not facilitate left turn access from 88 Avenue

- Staff will continue to maintain a dialogue with the property owners of the subject site and the abutting property to the east. Future meetings and discussions with all parties to further examine the vehicle access and lane options will be arranged as part of the development of Phase II (Site B) of the subject site.

### Rapid Transit

- Over the next 30 years, the population of Surrey is expected to increase by approximately 300,000 people. In order to accommodate the expected growth, the City is committed to the expansion of the existing public transportation network.
- The expansion of the public transportation network will shape the City's growth and give transportation choices that will encourage economic development and promote the development of livable urban communities.
- Currently, the City is proposing two (2) rapid transit lines – one connecting City Centre with Guildford along 104 Avenue and Newton along King George Boulevard, and one from City Centre to Langley along Fraser Highway.
- The City Centre to Langley rapid transit line may include a station at Fraser Highway and 152 Street. The subject site is within close proximity (400 metres / 0.25 mile) of the future transit station, and is located within a Frequent Transit Development Area (FTDA) as per the Official Community Plan (OCP).
- As a result, increased densities and redevelopment near the Fraser Highway transportation corridor and within the FTDA, particularly in the form of a Transit-Oriented Development (TOD), are appropriate and necessary to support the proposed expansion of the rapid transit network.
- A TOD is a pedestrian-friendly, compact, mixed-use (commercial/residential) form of development that helps to encourage and promote walking, cycling and transit use due to the proximity of rapid transit.
- The proposed development is consistent with the OCP by supporting housing diversity, sustainability and affordability, while also supporting increased densities near an FTDA.

### GENERAL DEVELOPMENT PERMIT

#### Proposed Blocks and Phasing

- The applicant is proposing to subdivide the subject property into two (2) lots – Site A and B.
- Site A will accommodate three (3) buildings (Buildings A, B and C). Proposed Building A, which is five storeys in height, includes ground floor retail units facing 88 Avenue and the new Fleetwood Way with residential units located above.



- Proposed Building B, which is two storeys in height, includes ground floor retail units facing 88 Avenue and 152 A Street with office space located above.
- Proposed Building C is a single-storey commercial / retail building at the corner of the new 88A Avenue and 152A Street intersection.
- Site B will accommodate four (4) buildings (Buildings D, E, F and G). Proposed Building D, which is five stories in height, includes ground floor retail units facing 88 Avenue and the new Fleetwood Way with residential units located above. The building is similar to proposed Building A on Site A, and will create an active, pedestrian-friendly street along the new Fleetwood Way.
- Proposed Building E, which is five storeys in height, consists of residential apartment units and six (6), three-storey townhouse units fronting 88 Avenue. The townhouse units may include a live/work component.
- Proposed Building F is five storeys in height and solely residential on the west portion of the building, while the east portion of the building includes ground floor retail units with residential units located above.
- Proposed Building G is a single-storey commercial / retail building adjacent to the green lane to the north.
- Detailed Development Permits for each site will be submitted in the future. The applicant has indicated that neither site will further subdivide and that Site A (west) will proceed first with an expected completion time of 12 to 18 months after the detailed Development Permit is approved by Council. Site B (east) may be developed two or three years later, and will be determined by the marketplace / economic conditions at the time.

#### Indoor and Outdoor Amenity Spaces

- Indoor and outdoor amenity spaces for the proposed residential component of the development will be considered as part of the detailed Development Permits for Phase I and Phase II.
- The proposed site plan in the General Development Permit does include substantial public and private outdoor amenity space.

#### Vehicle Parking

- Although Transit-Oriented Developments (TODs) focus on efforts to improve multi-modal choices, the site must still be able accommodate automobile usage. A successful TOD can achieve this by applying Transportation Demand Management (TDM) strategies that discourage unnecessary automobile trips. Providing an appropriate supply of parking is one highly effective TDM measure.
- The applicant is proposing to construct a one (1) level underground parking facility under the subject site.

- Site A and B will each have a self-contained underground parking structure, as the underground parking will not be located below the dedicated roadways and thus will not be connected underground.
- Vehicle access to the underground parking on Site A is from the north side of proposed Building A along the new 88A Avenue, while vehicle access to the underground parking on Site B is from the north side of proposed Building D along an internal drive aisle connecting the new Fleetwood Way with the green lane.
- The applicant proposes 218 underground parking spaces and 56 surface parking spaces on Site A for a total of 274 parking spaces, while Site B includes 316 underground parking spaces and 31 surface parking spaces for a total of 347 parking spaces.
- Based on the parking standards in the Zoning By-law, the proposed parking is deficient by 12 parking spaces on Site A (286 parking spaces required and 274 provided) and 43 parking spaces on Site B (390 parking spaces required and 347 provided).
- The applicant is proposing residential parking rates for the subject site that are below the Zoning By-law requirements. The proposed parking rates for the commercial, retail and office component however, meet the Zoning By-law requirement.
- As a TOD, there is basis for staff to recommend supporting relaxations in the residential parking supply. The relaxation to the residential rates for the proposed development (Site A and B combined) is approximately 12%, which is less than the 20% provision in the Zoning By-law for developments within the City Centre. See CD By-law and Public Information Meeting (PIM) Sections of this report for proposed detailed parking rates and further justification for the proposed parking relaxation.
- Should, in the future, the applicant propose to provide parking below these proposed rates noted in the CD By-law, the applicant will be required to proceed with a Development Variance Permit (DVP) application and provide rationale and suitable mitigation measures to be determined at that time.

### Signage

- Signage details will be provided as part of the detailed Development Permits for Phase I and Phase II of the proposed development.

### PROPOSED CD BY-LAW (Appendix VIII)

- The applicant is proposing to rezone the site to a Comprehensive Development (CD) Zone that is based on the RM-70 Zone and the C-8 Zone.
- The proposed CD Zone includes modifications to the permitted uses, allowable density, lot coverage, setbacks, building height and parking standards to accommodate the proposed development. The proposed CD Zone also incorporates air space subdivision regulations.

- The subject site is located within a Frequent Transit Development Area (FTDA), and in accordance with the Official Community Plan (OCP) higher densities of residential and commercial development are encouraged close to a future rapid transit line.
- Densities up to a floor area ratio (FAR) of 1.5 may be permitted under the Commercial designation subject to an appropriate interface to adjacent residential areas.
- The OCP also notes that for sites located within an FTDA (such as the subject site), densities expressed as a floor area ratio (FAR) are to be calculated on a gross site basis. The overall gross density proposed on the entire subject site is 1.3 FAR, which complies with the Commercial designation in the OCP.
- A comparison of the permitted uses in the RM-70 Zone, C-8 Zone and the proposed CD By-law is illustrated in the following table:

<b>Residential Uses</b>	<b>RM-70</b>	<b>Proposed CD By-law</b>
Multiple unit residential buildings and ground-oriented multiple unit residential buildings	Permitted	Permitted
Child care centres	Permitted	Permitted
<b>Commercial Uses</b>	<b>C-8 Zone</b>	<b>Proposed CD By-law</b>
Retail Uses	Permitted	Permitted
Office Uses, excluding social escort services and methadone clinics	Permitted	Permitted
Personal Service Uses, excluding body rub parlours	Permitted	Permitted
General Service Uses, excluding funeral parlours and drive-through banks	Permitted	Permitted
Beverage container return centres	Permitted	Permitted
Eating establishments, including drive-through restaurants	Permitted, but with no drive-through component	Permitted, but with no drive-through component
Neighbourhood pubs	Permitted	Permitted
Liquor stores	Permitted	Permitted
Parking facilities	Permitted	Not permitted
Automotive service uses of vehicles less than 5,000 kilograms [11,023 lbs] G.V.W.	Permitted, in association with a retail use	Not permitted
Indoor recreational facilities	Permitted	Permitted
Entertainment Uses, excluding arcades and adult entertainment stores	Permitted	Permitted
Community services	Permitted	Permitted
Child care centres	Permitted	Permitted
Assembly halls	Permitted	Not Permitted
Caretaker's suite	Permitted	Not permitted

- The proposed CD By-law will not permit automotive service uses, assembly halls, or a caretaker suite. Additionally, the commercial / office uses noted in the CD By-law are permitted provided that any one of the uses, or a combination of them, is associated with the permitted residential uses.

- A comparison of the density, lot coverage, setbacks, and building height in the RM-70 Zone, C-8 Zone and the proposed CD By-law is illustrated in the following table:

	RM-70	C-8	Proposed CD By-law
<b>FAR</b>	1.50	0.80	1.70
<b>Lot Coverage</b>	33%	50%	60% (100% for air space parcels)
<b>Setbacks</b>	7.5 metres (25 ft.) to all lot lines		2.0 metres (6.5 ft.) to commercial / mixed use buildings from all lot lines and 4.5 metres (15 ft.) to residential-only buildings from all lot lines  0.0 metre (0 ft.) for air space parcels
<b>Principal Building Height</b>	50 metres (164 ft.)	12 metres (40 ft.)	23 metres (74 ft.)

- In addition to a higher FAR and lot coverage, the proposed CD By-law reduces the building setbacks along all lot lines to 2.0 metres (6.5 ft.) for commercial and mixed-use edges and to 4.5 metres (15 ft.) for residential edges. Both Site A and Site B interface with public roads on all sides (with the exception of the northwest corner of Site B). As such, the reduced setbacks will promote active building interfaces with the streets and sidewalks.
- The northwest corner of Site B interfaces with the side of proposed Building G, and as such, a reduced setback for a side yard condition is acceptable.
- All other aspects of the commercial component of the proposed CD Zone meet or exceed the requirements of the RM-70 Zone and C-8 Zone.
- The following residential parking rates will be incorporated in the proposed CD By-law:

Site A and B	Zoning By-law Rates	Proposed CD By-law Rate
<b>1-Bedroom Dwelling Unit or less</b>	1.3 parking spaces per dwelling unit	1.1 parking space per dwelling unit
<b>2-Bedroom Dwelling Unit</b>	1.5 parking spaces per dwelling unit	1.4 parking space per dwelling unit
<b>Visitor Parking</b>	0.2 parking space per dwelling unit	0.1 parking space per dwelling unit

- As the proposed development is a transit-oriented development, reduced residential parking rates are supported, and are incorporated in the proposed CD By-law for the subject site. Commercial parking rates and any other proposed parking rates, including bicycle parking rates, not identified in the table will be subject to parking rates listed under Part 5 Off-Street Parking and Loading/Unloading of Surrey By-law, 1993, No. 12000, as amended.

TREE PRESERVATION AND MANAGEMENT (Appendix V)

- The applicant has submitted an Arborist Report and Tree Preservation and Replacement Plan prepared by Mike Fadum, Registered Arborist for Mike Fadum and Associated Ltd. for the entire subject site (Sites A and B). The report identified 10 mature trees on the site, with five (5) of them proposed for removal and five (5) proposed for retention.
- 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
<b>Deciduous Trees</b>			
Cherry	1	1	0
Maple	1	1	0
Maple, Manitoba	6	1	5
Birch, Paper	1	1	0
Plum, Purple Leaf	1	1	0
<b>Total</b>	<b>10</b>	<b>5</b>	<b>5</b>
<b>Total Replacement Trees Proposed (excluding Boulevard Street Trees)</b>		<b>To be determined at DP stage</b>	
<b>Total Retained and Replacement Trees</b>		<b>To be determined at DP stage</b>	
<b>Contribution to the Green City Fund</b>		<b>To be determined at DP stage</b>	

- Based upon the Tree Protection By-law (No. 16100), ten (10) replacement trees are required to be planted to mitigate the removal of the five (5) trees. The total number of replacement trees to be planted however, will be determined at the detailed Development Permit stage. A landscape plan (Appendix V) submitted by the applicant for the current General Development Permit shows that the number of replacement trees for both sites will greatly exceed the minimum requirement, and therefore, a contribution towards the Green City Fund to address any deficit in replacement trees will not be required.

### PRE-NOTIFICATION AND PUBLIC INFORMATION MEETING

Pre-notification letters were sent on April 8, 2015. Staff received two (2) telephone calls in response to the pre-notification letters. The property owners expressed the following comments / concerns (with staff comments in italics):

- The proposed buildings, at five (5) storeys in height, are too tall at this location.

*(Staff worked with the applicant to provide an appropriate street interface with the existing single family lots to the south across 88 Avenue, emphasizing building design and orientation and scaled-down building forms including 3-storey townhouse units along 88 Avenue. Additionally, there is a significant separation (approximately 40 metres /130 ft.) between the proposed buildings on the subject site and the existing single family dwellings to the south across 88 Avenue.)*

- The caller asked about the date of the Public Hearing.

*(The caller was advised that the date of the Public Hearing has yet to be confirmed. Subject to Council support, once the date of the Public Hearing has been set, a notice will be sent from the City's Legislative Services Division to property owners within 100 metres (330 ft.) of the subject site confirming the date and time.)*

### Public Information Meeting (PIM)

- The applicant held a Public Information Meeting (PIM) on Thursday, June 4, 2015 at a meeting room in the ABC Restaurant in Fleetwood. The PIM was held to present the subject proposal to the residents and businesses in the neighbourhood.
- Those in attendance had an opportunity to review the proposal and discuss any concerns with the applicant and their consultants. A staff representative from both the City's Area Planning Division and Transportation Planning Section were in attendance at the PIM.
- A total of 35 individuals attended the PIM, and a total of twelve (12) comment sheets were submitted by property owners of the Fleetwood area. The PIM comment sheets are summarized as follows:
  - Eight (8) of the comment sheets indicated concerns with the proposal; and
  - Four (4) of the comment sheets indicated support for the proposal.
- The primary concerns expressed at the PIM and on the PIM comment sheets include:
  - Density too high for the area;
  - Current public transit service cannot sustain the proposed increase in density;
  - Increased vehicle traffic, truck traffic, and parking concerns;
  - Proposed building heights are too high; and
  - Sewer system and water pressure concerns.

### Applicant's Responses to PIM Concerns

- After the Thursday, June 4, 2015 Public Information Meeting, the applicant submitted a written summary of the PIM. A discussion of the concerns is provided below.

#### *Density and the OCP*

- The subject site is designated Urban in the Official Community Plan (OCP) and is located within walking distance to numerous businesses and services in the area. The proposed OCP Amendment to Commercial is supported since the proposed mixed-use development will offer a diverse range of housing options and commercial amenities in the area, and therefore provide an urban, more pedestrian-oriented neighbourhood.
- The future anticipated expansion of rapid transit along Fraser Highway from City Centre, with a potential rapid transit station at the intersection of Fraser Highway and 152 Street, will provide residents with additional transit options in the area. Increased densities within the future transportation corridor are required, and appropriate, to support the proposed expansion of the rapid transit network and transit bus service.
- The OCP emphasizes the alignment of land use and density with transportation infrastructure, particularly transit. The subject site is located within a proposed Frequent Transit Development Area (FTDA), and the Commercial OCP designation permits up to 1.5 floor area ratio (FAR) as measured on the gross site area in FTDA areas. The proposed gross FAR for the overall site is 1.3.
- The proposed mixed-use, transit-oriented development is consistent with the OCP by supporting housing diversity, sustainability and affordability, while supporting increased densities near a Frequent Transit Development Area.

#### *Public Transit*

- Currently, transit buses run along Fraser Highway, 88 Avenue and 152 Street and provide riders with service to City Centre, Guildford, South Surrey and east to Langley.
- Typically, increased funding to expand and improve the existing transit bus service is contingent on an increase in ridership. Therefore, increased densities in high transit use areas like the subject site, are appropriate and necessary, to support an increase in the bus transit service.
- Future expansion of rapid transit, like light rail transit, along Fraser Highway from City Centre to Langley will provide residents with additional transit options in the area, and therefore, help to alleviate traffic congestion. Increased densities within this future transportation corridor are required to ensure the viability of any transit investment.

#### *Traffic*

- The applicant submitted a Traffic Impact Review, conducted by Bunt & Associates Engineering (BC) Ltd. and dated September 15, 2015, assessing the traffic impact of the proposed mixed-use development on the existing neighbourhood. In particular, the analysis

focused on traffic operations on the three (3) major roads near the subject site – 88 Avenue, Fraser Highway and 152 Street.

- The Traffic Impact Review provided the following conclusions, as a result of a high level traffic impact assessment for the proposed mixed-use development:
  - The proposed development, when fully constructed, will moderately increase the amount of vehicle traffic on the adjacent roads. This translates to a less than 4% increase in traffic along 88 Avenue and less than 2% on Fraser Highway and 152 Street;
  - The construction of the new Fleetwood Way and a portion of 88A Avenue through the subject site will greatly enhance the local circulation and accessibility in the area;
  - Trips generated by the proposed development are anticipated to have minimal impact on the current road network and its intersections' capacity performance, particularly with the new signalized intersection at 88 Avenue and the new Fleetwood Way proposed; and
  - In the long term when Fleetwood Way is fully constructed between Fraser Highway and 88 Avenue, vehicle, cycling and pedestrian connections will be greatly improved. This connection will provide a more direct, non-circuitous connection within the triangle area bounded by Fraser Highway, 152 Street and 88 Avenue.
- The subject site is located along 88 Avenue, which is an established truck route. The completion of the South Fraser Perimeter Road (SFPR) has resulted in some reduction in truck traffic along 88 Avenue; however, it will continue to remain as a major east/west connector for all vehicle traffic.

### *Parking*

- Area residents expressed concerns regarding possible parking problems for existing and future residents once the proposed development is complete.
- The applicant proposes to meet the parking requirement in the Zoning By-law for all proposed commercial, retail and office uses on the subject site, as noted in the project statistics of the Master Plan. The applicant is however, proposing a relaxation to the parking requirement for the proposed residential uses (see CD By-law Section).
- The commercial parking rates used to determine the overall parking supply include a realistic mix of retail, office, service, eating establishments and indoor recreational uses.
- The applicant is proposing a 9.6% and 13.3% reduction in the parking requirement for the residential component of the project on Sites A and B, respectively, and an overall reduction of 12.3% for the entire site. This results in a reduction of 12 residential parking spaces on Site A and a reduction of 43 residential parking spaces on Site B, based on the combination of uses proposed.
- The proposed parking relaxation of approximately 12% is less than the 20% reduction permitted in City Centre, and is appropriate for the subject site, which is located in a Frequent Transit Development Area (FTDA) and currently well-served by public transit.



- The proposed development will be phased, and it will be a several years before the buildings on Sites A and B are completed. Therefore, by the time the project is fully constructed and occupied, improvements and possible expansion of the existing public transit network will likely have progressed further.
- The construction of the new Fleetwood Way will accommodate approximately sixteen (16) additional off-site parking spaces. These parking spaces are not included in the applicant's proposed parking totals.

#### *Building Height*

- The applicant's original proposal included six (6) storey apartment buildings (proposed Buildings A, D and E). These proposed buildings have now been scaled back to five (5) storeys in height.
- The applicant's architect has provided cross-sectional drawings (see Appendix II) showing the height and distance of the proposed buildings in relation to the existing single family dwellings to the south of 88 Avenue.
- The distance between the proposed buildings on the subject site and the existing single family dwellings along the south side of 88 Avenue is almost 40 metres (130 ft.). This includes the proposed building setback (2.0 metres / 6.5 ft.) and road dedication (2.5 metres / 8 ft.) from the subject site, the existing width of 88 Avenue (25 metres / 82 ft.), and the existing building setbacks (7.5 metres / 25 ft.) on the single family lots to the south.
- The proposed 5-storey high buildings on the subject site are sited with the narrow portion of the building façades facing north/south, which results in a more appropriate interface with the single family lots to the south.
- The applicant is also proposing six (6) three-storey townhouse units along 88 Avenue (Site B), which will also provide a more appropriate street interface.

#### *Sewer System and Water Pressure*

- The City requests that the applicant connect to the sanitary system located west of the subject site, and recommend that they construct a diversion near 84 Avenue and 148 Street to the south, to coincide with the future expansion of sewer connections in the area.
- Engineering utilities staff have confirmed that the existing water system has adequate capacity to meet the domestic and fire flow requirements of the proposed development, and the development is not expected to negatively impact the water pressure for other properties in the area.

JUSTIFICATION FOR PLAN AMENDMENT

- The applicant is proposing an Official Community Plan (OCP) amendment from Urban to Commercial (Appendix VII). The OCP Amendment is consistent with the abutting properties to the west, north and east of the subject site, which are all designated Commercial in the OCP and is also appropriate to facilitate a mixed-use development in a Frequent Transit Development Area (FTDA).
- The applicant has agreed to provide a community benefit contribution on a per residential unit basis of \$1,500 to mitigate any additional pressures on the area as a result of the proposed development. This contribution, which is consistent with other similar OCP Amendments, will be collected prior to the project being considered for Final Adoption.

PUBLIC CONSULTATION PROCESS FOR OCP AMENDMENT

Pursuant to Section 879 of the Local Government Act, it was determined that it was not necessary to consult with any persons, organizations or authorities with respect to the proposed OCP amendment, other than those contacted as part of the pre-notification process.

SUSTAINABLE DEVELOPMENT CHECKLIST

The applicant prepared and submitted a sustainable development checklist for the subject site on April 24, 2015. The following table summarizes the applicable development features of the proposal based on the seven (7) criteria listed in the Surrey Sustainable Development Checklist:

Sustainability Criteria	Sustainable Development Features Summary
1. Site Context & Location (A1-A2)	<ul style="list-style-type: none"> <li>• The site is located in Fleetwood in an established neighbourhood with frequent transit service.</li> <li>• The proposed mixed-use project may initiate development interest, as there is significant redevelopment potential in the area. An increase in densities may advance the expansion of transit options and create a more pedestrian and transit-friendly neighbourhood.</li> </ul>
2. Density & Diversity (B1-B7)	<ul style="list-style-type: none"> <li>• The proposed net density of the development is 1.7 floor area ratio (FAR), which will increase the density in the area and promote a more urban, pedestrian-friendly streetscape.</li> <li>• The proposed development will include a mix of land uses, including commercial, office and residential.</li> <li>• The proposed development is intended to include a mix of housing types, such as townhouse units and apartment units (bachelor to 2-bedroom units), and will diversify the housing stock and provide additional options for future home buyers.</li> <li>• A publically accessible plaza is proposed on Site A.</li> </ul>
3. Ecology & Stewardship (C1-C4)	<ul style="list-style-type: none"> <li>• The development proposes to incorporate Low Impact Development Standards (LIDS), such as rain barrels, swales, and green roofs. These will be further investigated during the detailed DP stage.</li> <li>• The proposed development includes infiltration trenches and absorbent soils to alleviate any drainage concerns.</li> <li>• Natural, drought-resistant landscaping will be utilized.</li> </ul>

Sustainability Criteria	Sustainable Development Features Summary
4. Sustainable Transport & Mobility (D1-D2)	<ul style="list-style-type: none"> <li>• Frequent transit service runs along 88 Avenue, Fraser Highway and 152 Street, and is within close walking distance from the subject site.</li> <li>• Future expansion of rapid transit along Fraser Highway will provide additional transit options for visitors and residents of the site.</li> </ul>
5. Accessibility & Safety (E1-E3)	<ul style="list-style-type: none"> <li>• A high quality of urban realm design has been developed with CPTED principles in mind including: well-lit entries/exits and public spaces, natural surveillance, and clear pedestrian linkages and lighting.</li> <li>• Landscaping is also designed to support and enhance CPTED.</li> </ul>
6. Green Certification (F1)	<ul style="list-style-type: none"> <li>• No green rating or certification is proposed.</li> </ul>
7. Education & Awareness (G1-G4)	<ul style="list-style-type: none"> <li>• N/A</li> </ul>

#### ADVISORY DESIGN PANEL (Appendix VI)

- The proposed development was reviewed by the Advisory Design Panel (ADP) on March 26, 2015.
- Staff are satisfied with the applicant's responses to the ADP recommendations. Further enhancements and improvements can be considered at the detailed Development Permit stage.

#### INFORMATION ATTACHED TO THIS REPORT

The following information is attached to this Report:

Appendix I.	Lot Owners, Action Summary and Project Data Sheets
Appendix II.	Subdivision Plan, Site Plan, Building Elevations, Landscape Plans and Perspective
Appendix III.	Engineering Summary
Appendix IV.	School District Comments
Appendix V.	Summary of Tree Survey and Tree Preservation
Appendix VI.	ADP Comments
Appendix VII.	OCP Redesignation Map
Appendix VIII.	Proposed CD By-law
Appendix IX.	Public Access ROW (15405 - 88 Avenue)
Appendix X.	Previous Site Plan I
Appendix XI.	Previous Site Plan II

INFORMATION AVAILABLE ON FILE

- Traffic Study prepared by Bunt & Associates, dated September 15, 2015.

*original signed by Judith Robertson*

Jean Lamontagne  
General Manager  
Planning and Development

DN/dk

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KD 11/25/15 3:37 PM

Information for City Clerk

Legal Description and Owners of all lots that form part of the application:

1. (a) Agent:     Name:            Thomas Morton  
                  Address:        3590 West 26 Avenue, Unit 201  
                                  Vancouver, BC V6S 1N9  
  
                  Tel:             (604) 841-8833
  
2.     Properties involved in the Application
  - (a)    Civic Address:        15289 - 88 Avenue
  
  - (b)    Civic Address:        15289 - 88 Avenue  
          Owner:             Fleetwood Village Development Ltd.  
          PID:                009-343-903  
          Lot 28 Except: Part Shown Red On Plan With Bylaw Filed No. 60957 and Part In Plan  
          LMP19136, Section 35 Township 2 New Westminster District Plan 24543
  
3.     Summary of Actions for City Clerk's Office
  - (a)    Introduce a By-law to amend the Official Community Plan to redesignate the property.
  
  - (b)    Introduce a By-law to rezone the property.

# DEVELOPMENT DATA SHEET

Entire Subject Site

Proposed Zoning: CD (based on RM-70 and C-8)

Required Development Data	Minimum Required / Maximum Allowed	Proposed
<b>LOT AREA*</b>		
Gross Total		23,113 sq.m.
Road Widening area		4,876 sq.m.
Undevelopable area		N/A
Net Total		18,237 sq.m.
<b>LOT COVERAGE (in % of net lot area)</b>		
Buildings & Structures		52%
Paved & Hard Surfaced Areas		15%
Total Site Coverage		67%
<b>SETBACKS</b>		
Front (West)	7.5 metres	2.0 metres (6.5 ft.) to commercial / mixed use buildings from all lot lines and 4.5 metres (15 ft.) to residential-only buildings from all lot lines, and 0.0 metres (0 ft.) to buildings within an air space parcel
Rear (East)	7.5 metres	
Side #1 (North)	7.5 metres	
Side #2 (South)	7.5 metres	
<b>BUILDING HEIGHT (in metres/storeys)</b>		
Principal	15 metres (50 ft.)	23 metres (75 ft.)
Accessory	4.5 metres (15 ft.)	4.5 metres (15 ft.)
<b>NUMBER OF RESIDENTIAL UNITS</b>		
Bachelor		0
One Bed		77
Two Bedroom		195
Three Bedroom +		0
Total		272
<b>FLOOR AREA: Residential</b>		
		21,970 sq.m.
<b>FLOOR AREA: Commercial</b>		
Retail		5,860 sq.m.
Office		1,300 sq.m.
Total		7,160 sq.m.
<b>FLOOR AREA: Industrial</b>		
		N/A
<b>FLOOR AREA: Institutional</b>		
		N/A
<b>TOTAL BUILDING FLOOR AREA</b>	34,670 sq.m. (1.5 gross FAR)	29,130 sq.m.

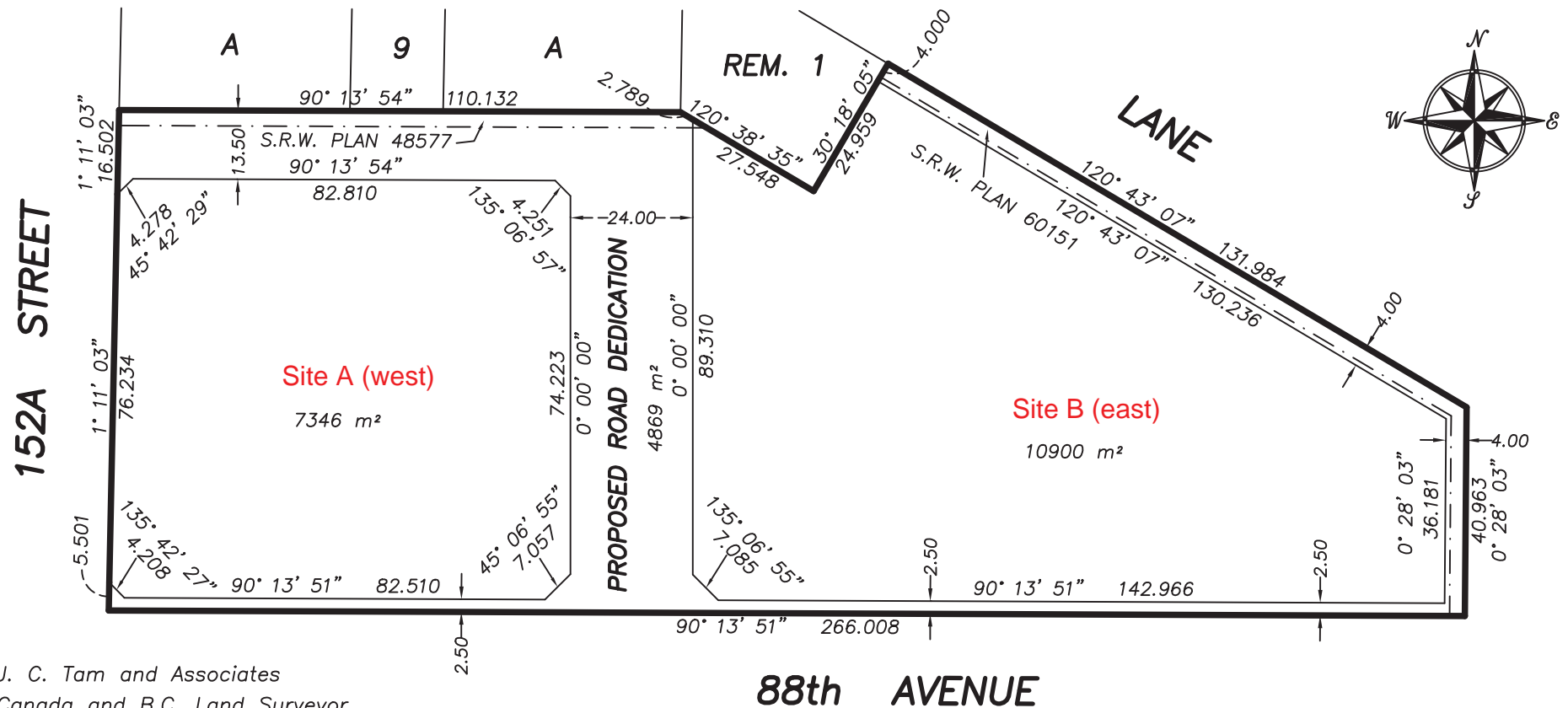
*\* If the development site consists of more than one lot, lot dimensions pertain to the entire site.*

## Development Data Sheet cont'd

Required Development Data	Minimum Required / Maximum Allowed	Proposed
<b>DENSITY</b>		
# of units/ha /# units/acre (gross)		N/A
# of units/ha /# units/acre (net)		N/A
FAR (gross)		1.3
FAR (net)		1.7
<b>AMENITY SPACE (area in square metres)</b>		
Indoor		TBD at the detailed DP stage
Outdoor		
<b>PARKING (number of stalls)</b>		
Commercial	228	228
Industrial		N/A
Residential Bachelor + 1 Bedroom	101	85
2-Bed	293	273
3-Bed		N/A
Residential Visitors	54	28
Institutional		N/A
Total Number of Parking Spaces	676	614
Number of disabled stalls	6	6
Number of small cars	169	134
Tandem Parking Spaces: Number / % of Total Number of Units		N/A
Size of Tandem Parking Spaces width/length		N/A

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

SURVEY PLAN TO ACCOMPANY CITY OF SURREY REZONING BYLAW NO. \_\_\_\_\_ OF  
LOT 28 EXCEPT: PART SHOWN RED ON PLAN WITH BYLAW FILED NO. 60957 AND  
PART IN PLAN LMP19136, SECTION 35 TOWNSHIP 2  
NEW WESTMINSTER DISTRICT PLAN 24543



J. C. Tam and Associates  
 Canada and B.C. Land Surveyor  
 115 - 8833 Odlin Crescent  
 Richmond, B.C. V6X 3Z7  
 Telephone: 214-8928  
 Fax: 214-8929  
 E-mail: office@jctam.com  
 Website: www.jctam.com  
 Drawn By: KA

SCALE: 1:1250



ALL DISTANCES ARE IN METRES AND DECIMALS  
 THEREOF UNLESS OTHERWISE INDICATED

Certified correct this 24th day  
 of November, 2015.

*[Signature]*  
 JOHNSON C. TAM, B.C.L.S.

DWG No. 4936-PRO-SUB

This plan lies within the Greater Vancouver Regional District.





## SITE STATISTICS

### OVERALL SITE DATA:

ZONING: FROM RF TO CD

SITE AREA GROSS: BEFORE DEDICATIONS AND SRW  
248,695.9 ft<sup>2</sup> (23,113 m<sup>2</sup>) (5.70927 ac)

SITE AREA NET: AFTER DEDICATIONS INCLUDING:  
24 m WIDE FLEETWOOD WAY SOUTH/NORTH  
2.5 m WIDE 88th AVE. EAST/WEST  
13.5 m WIDE EAST/WEST CONNECTOR  
4 m WIDE REAR LANE (INCLUDING EAST END)

TOTAL DEDICATION: 52,483.7 ft<sup>2</sup> (21%)  
4,875.9 m<sup>2</sup>

248,695.9 ft<sup>2</sup> - 52,483.7 ft<sup>2</sup> = 196,212.2 ft<sup>2</sup> SITE AREA NET  
18,228.7 m<sup>2</sup>

MAX FAR = 2

BASED ON NET SITE AREA 196,212.2 ft<sup>2</sup> (18,228.7 m<sup>2</sup>)  
GROSS BUILDABLE AREA = 392,424.4 ft<sup>2</sup> (36,457.4 m<sup>2</sup>)

GROSS FAR: 1.26

GROSS FLOOR AREA 29,130 m<sup>2</sup> / GROSS SITE AREA 23,113 m<sup>2</sup> = 1.26

PROPOSED FAR: 1.6

GROSS FLOOR AREA 29,130 m<sup>2</sup> / NET SITE AREA 18,228.7 m<sup>2</sup> = 1.6

SITE COVERAGE = 52%

BUILDING FOOTPRINT 9,345 m<sup>2</sup>

### SITE A

PROPOSED FAR: 1.5

GROSS FLOOR AREA 10,950 m<sup>2</sup> / NET SITE AREA 7,342.4 m<sup>2</sup> = 1.5

SITE COVERAGE = 60 %

BUILDING FOOTPRINT 4,387 m<sup>2</sup>

### BUILDING HEIGHTS:

BUILDING A 22 m

BUILDING B 14 m

BUILDING C 9 m

### SITE B

PROPOSED FAR: 1.7

GROSS FLOOR AREA 18,180 m<sup>2</sup> / NET SITE AREA 10,899.5 m<sup>2</sup> = 1.7

SITE COVERAGE = 46 %

BUILDING FOOTPRINT 4,958 m<sup>2</sup>

### BUILDING HEIGHTS:

BUILDING D 22 m

BUILDING G 9 m

BUILDING E 19 m

BUILDING H 22 m

## SITE A:

### RESIDENTIAL:

BUILDING A ( 5 STOREY): 6,000 m<sup>2</sup>

### COMMERCIAL:

BUILDING A: 2,700 m<sup>2</sup>

BUILDING B: 600 m<sup>2</sup>

BUILDING C: 350 m<sup>2</sup>

TOTAL: 3,650 m<sup>2</sup>

### OFFICE:

BUILDING B: 1,300 m<sup>2</sup>

### PARKING:

#### RESIDENTIAL:

1BDR (70 m<sup>2</sup>)

2BDR (85 m<sup>2</sup>)

VISITOR

TOTAL:

#### BYLAW EQUIVALENT

1.3 STALLS x 22 UNITS = 29

1.5 STALLS x 53 UNITS = 80

0.2 STALLS x 75 UNITS = 15

TOTAL:

#### PROPOSED

1.1 STALLS x 22 UNITS = 24

1.4 STALLS x 53 UNITS = 74

0.1 STALLS x 75 UNITS = 8

TOTAL: 106 STALLS

#### WHERE:

2 HC STALLS

19 SC STALLS (18%)

85 REGULAR STALLS

#### INDICATIVE COMMERCIAL OCCUPANCIES:

INDOOR REC FACILITY/ RETAIL CATEGORY 2

EATING ESTABLISHMENT / CATEGORY 3

GENERAL AND PERSONAL SERVICES

EATING. CATEGORY 2 / NEIGHBORHOOD PUB

MEDICAL CLINIC

OFFICE ( 2nd FLOOR)

TOTAL :

#### BYLAW EQUIVALENT

3 STALLS / 100 m<sup>2</sup>

min 3 STALLS / <150 m<sup>2</sup>

3 STALLS / 100 m<sup>2</sup>

10 STALLS / 100 m<sup>2</sup>

4 STALLS / 100 m<sup>2</sup>

2 STALLS / 100 m<sup>2</sup>

#### PROPOSED

2,600 m<sup>2</sup> = 78

200 m<sup>2</sup> = 6

500 m<sup>2</sup> = 15

350 m<sup>2</sup> = 35

100 m<sup>2</sup> = 4

1,200 m<sup>2</sup> = 24

TOTAL: 162 STALLS

#### WHERE:

2 HC STALLS

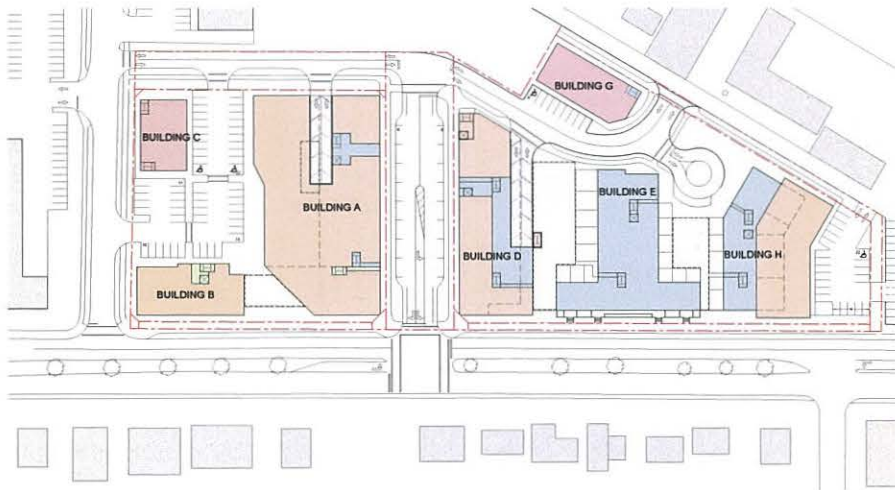
42 SC STALLS (26%)

118 REGULAR STALLS

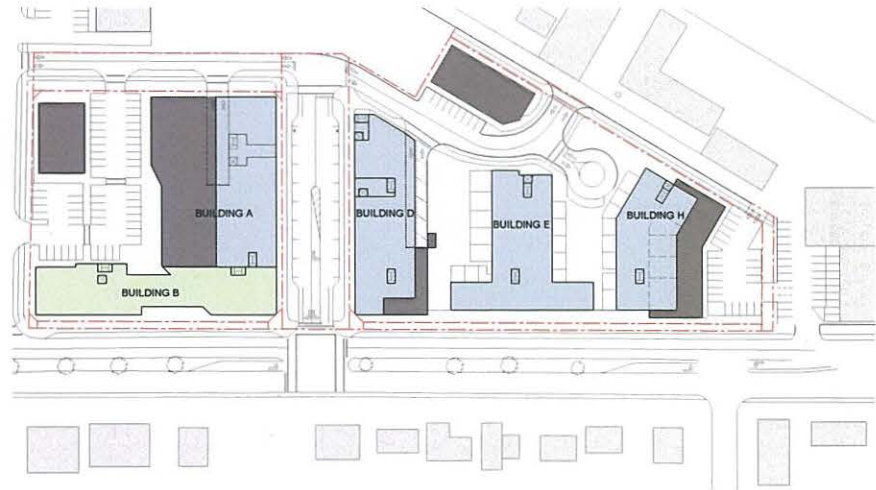
## FLEETWOOD WEST

15289 88 Ave. SURREY BC





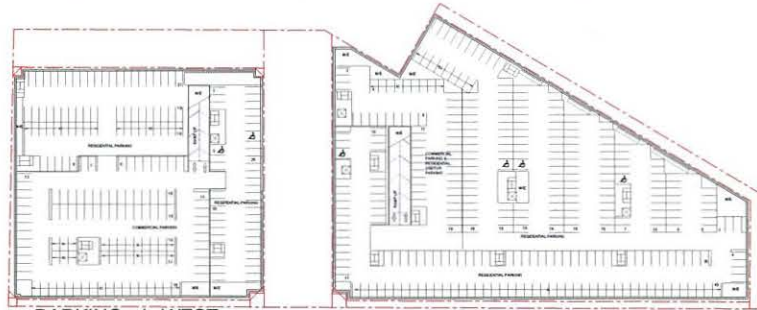
SITE PLAN LEVEL 1



SITE PLAN LEVEL 2



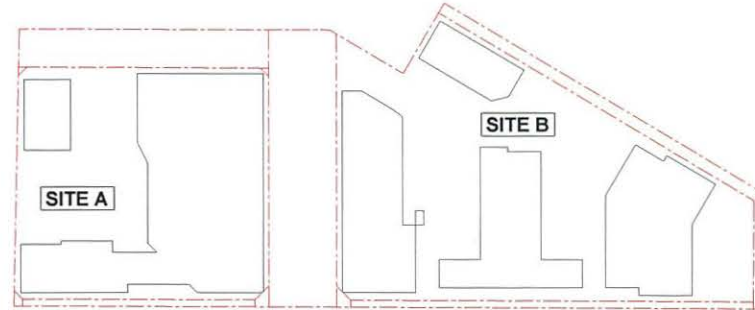
NOTE:  
 - PARKING DIMENSIONS WILL COMPLY WITH SURREY BY-LAW REQUIREMENT FOR BOTH SITES  
 - BICYCLE PARKING BY-LAW REQUIREMENTS WILL BE MET FOR BOTH SITES



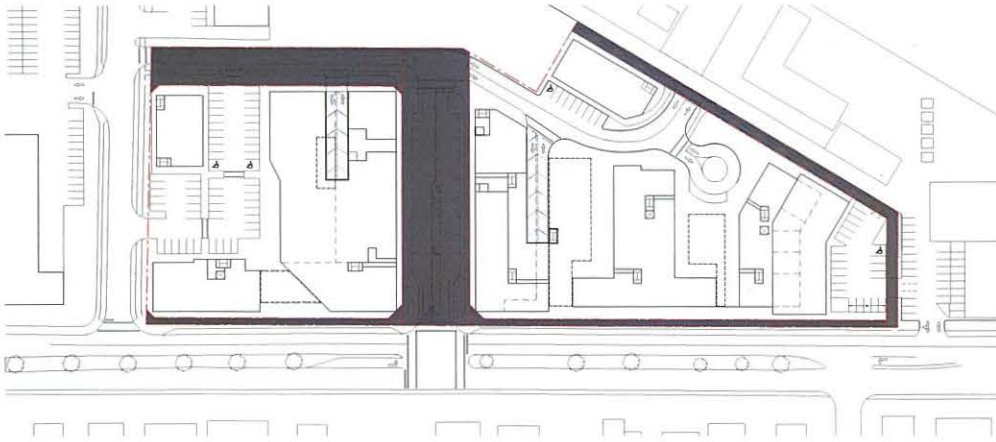
PARKING u/g WEST  
212 STALLS

PARKING u/g EAST  
315 STALLS

UNDERGROUND PARKING - P1



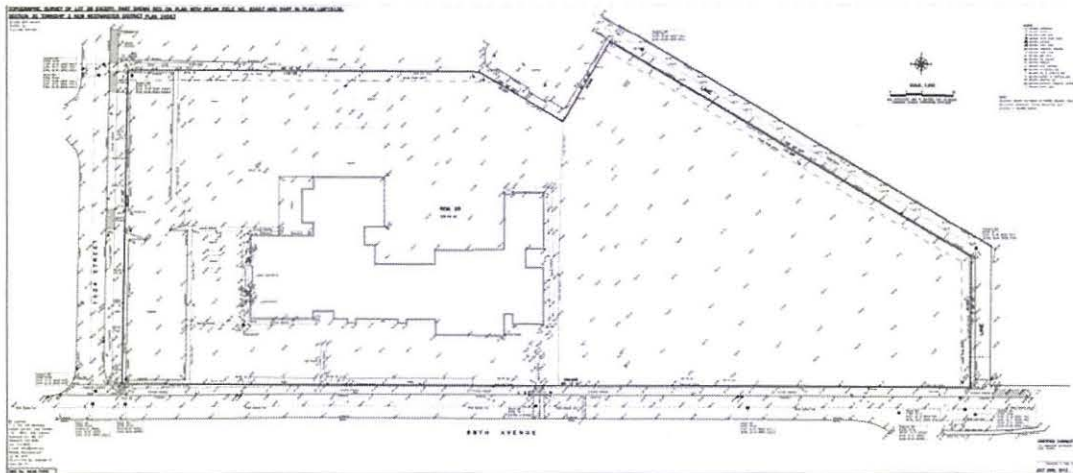
SITE PLAN WITH SUBDIVISIONS



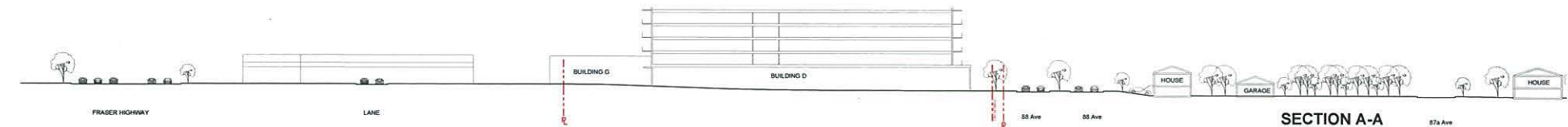
DEDICATED LAND TO THE CITY (in grey) nts



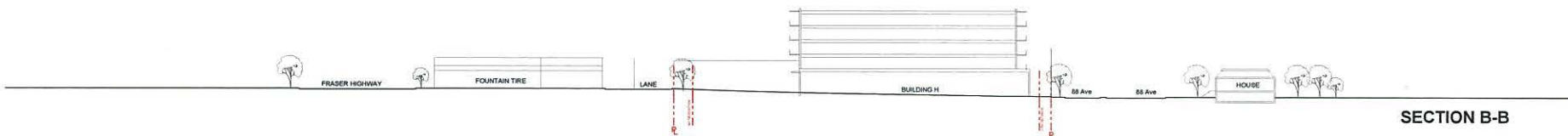
SITE CONTEXT nts



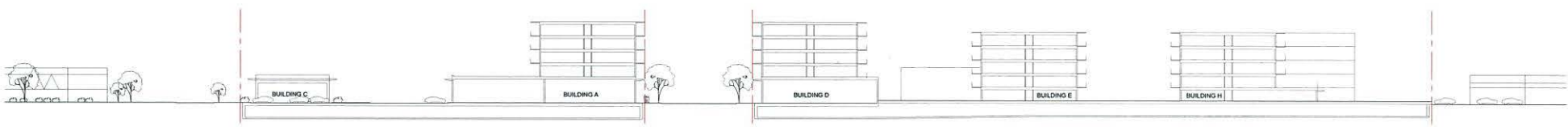
SURVEY (showing existing trees) nts



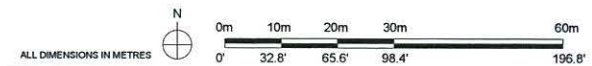
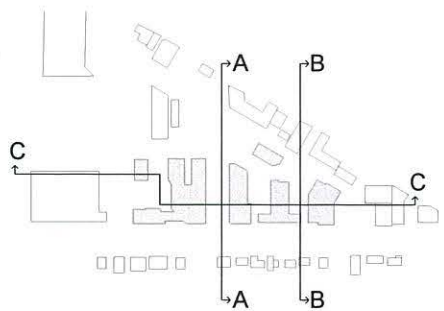
SECTION A-A



SECTION B-B



SECTION C-C



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 270 - 801 W Cordova St  
 Vancouver BC  
 V6B 1G1  
 Tel 604 687 3390  
 Fax 604 687 3325  
 e-mail office@caa-architecture.com

**FLEETWOOD WEST DEVELOPMENT**

**FLEETWOOD WEST**  
 15289 88 Ave. SURREY BC

**REZONING SECTIONS**  
 SCALE 1:400  
 PROJECT 13018  
 OCTOBER 21, 2015





CHANDLER ASSOCIATES

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FLEETWOOD  
WEST  
DEVELOPMENT

## FLEETWOOD WEST

15289 88 Ave. SURREY BC

SUBMISSION TO ADP  
FILE#: 14-121  
PERSPECTIVE  
NTS  
PROJECT 13018  
MARCH 26, 2015





  
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**FLEETWOOD**  
WEST  
DEVELOPMENT

**FLEETWOOD WEST**  
15289 88 Ave. SURREY BC

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**FILE#: 14-121**  
**PERSPECTIVE**  
**NTS**  
**PROJECT 13018**  
**MARCH 26, 2015**





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FLEETWOOD  
WEST  
DEVELOPMENT

## FLEETWOOD WEST

15289 88 Ave. SURREY BC

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FILE#: 14-121  
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NTS  
PROJECT 13018  
MARCH 26, 2015





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FLEETWOOD  
WEST  
DEVELOPMENT

## FLEETWOOD WEST

15289 88 Ave. SURREY BC

SUBMISSION TO ADP  
FILE#: 14-121  
PERSPECTIVE  
NTS  
PROJECT 13018  
MARCH 26, 2015



## INTER-OFFICE MEMO

---

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

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

DATE: **November 25, 2015** PROJECT FILE: **7814-0121-00**

---

RE: **Engineering Requirements (Commercial/Industrial)  
Location: 15289 88 Avenue**

**OCP AMENDMENT**

There are no engineering requirements relative to the OCP Amendment

**REZONE/SUBDIVISION*****Property and Right-of-Way Requirements***

- dedicate 2.442-metre along 88 Avenue to the 30.0-metre arterial road;
- dedicate 24.0-metre along Fleetwood Way to the 24.0-metre collector road;
- dedicate 13.5-metre along 88A Avenue to achieve half road standard, ultimately 20.0-metre local road;
- dedicate 4.0-metre lane to achieve 10.0-metre lane, ultimately 12.0-metre Green Lane;
- dedicate all corner cuts; and
- register 0.5-metre statutory right-of-way along all frontages.

***Works and Services***

- construct 152A street, Fleetwood Way, 88A Avenue, and the lane including applicable utility servicing;
- install traffic signal at Fleetwood Way and 88 Avenue;
- provide on-site storm water management features;
- resolve downstream sanitary capacity constraints; and
- provide each lot with a storm, water, and sanitary service connection.

A Servicing Agreement is required prior to Rezone/Subdivision.

**DEVELOPMENT PERMIT**

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

Rémi Dubé, P.Eng.  
Development Services Manager

sk

NOTE: Detailed Land Development Engineering Review available on file



Wednesday, October 07, 2015  
Planning

**THE IMPACT ON SCHOOLS**

APPLICATION #: 14-0121-00

**SUMMARY**

The proposed 244 lowrise units are estimated to have the following impact on the following schools:

**Projected # of students for this development:**

Elementary Students:	12
Secondary Students:	7

**September 2014 Enrolment/School Capacity**

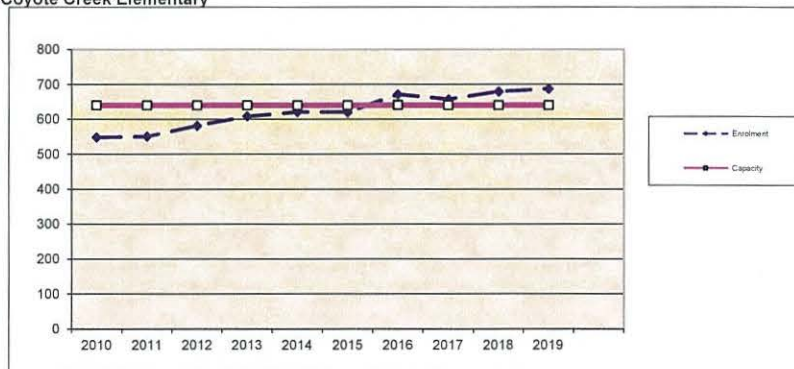
<b>Coyote Creek Elementary</b>	
Enrolment (K/1-7):	73 K + 548
Capacity (K/1-7):	40 K + 600
<b>Fleetwood Park Secondary</b>	
Enrolment (8-12):	1321
Nominal Capacity (8-12):	1200
Functional Capacity*(8-12):	1296

**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.

Capacity for Coyote Creek Elementary in the table below includes the main school building (40K + 500) plus a modular classroom complex with capacity for 100 students. The projections below include the estimated enrolment growth from The Enclave and other development in the catchment area. Both the elementary school and secondary school are projected to be at or over capacity in the near future and portables or catchment changes may be required to balance enrolment in the future.

**Coyote Creek Elementary**



**Fleetwood Park Secondary**



\*Functional Capacity at secondary schools is based on space utilization estimate of 27 students per instructional space. The number of instructional spaces is estimated by dividing nominal facility capacity (Ministry capacity) by 25.

MIKE FADUM AND ASSOCIATES LTD.  
VEGETATION CONSULTANTS

## Tree Preservation Summary

Surrey Project No: 14-0121-00

Address: 15289 - 88 Avenue, Surrey, BC

Registered Arborist: Peter Mennel ISA (PN-5611A)

Category	Number of Trees
<b>Protected Trees Identified</b> (on-site and shared trees, including trees within boulevards and proposed streets and lanes, but excluding trees in proposed open space or riparian areas)	10
<b>Protected Trees to be Removed</b>	5
<b>Protected Trees to be Retained</b> (excluding trees within proposed open space or riparian areas)	5
<b>Total Replacement Trees Required:</b>	
Alder & Cottonwood Trees Requiring 1 to 1 Replacement Ratio 0 X one (1) = 0	10
All other Trees Requiring 2 to 1 Replacement Ratio 5 X two (2) = 10	
<b>Replacement Trees Proposed</b>	TBD
<b>Replacement Trees in Deficit</b>	TBD
<b>Protected Trees to be Retained in Proposed [Open Space / Riparian Areas]</b>	NA

Category	Number of Trees
<b>Protected Off-Site Trees to be Removed</b>	0
<b>Total Replacement Trees Required:</b>	
Alder & Cottonwood Trees Requiring 1 to 1 Replacement Ratio 0 X one (1) = 0	NA
All other Trees Requiring 2 to 1 Replacement Ratio 0 X two (2) = 0	
<b>Replacement Trees Proposed</b>	NA
<b>Replacement Trees in Deficit</b>	NA

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

Signature of Arborist:

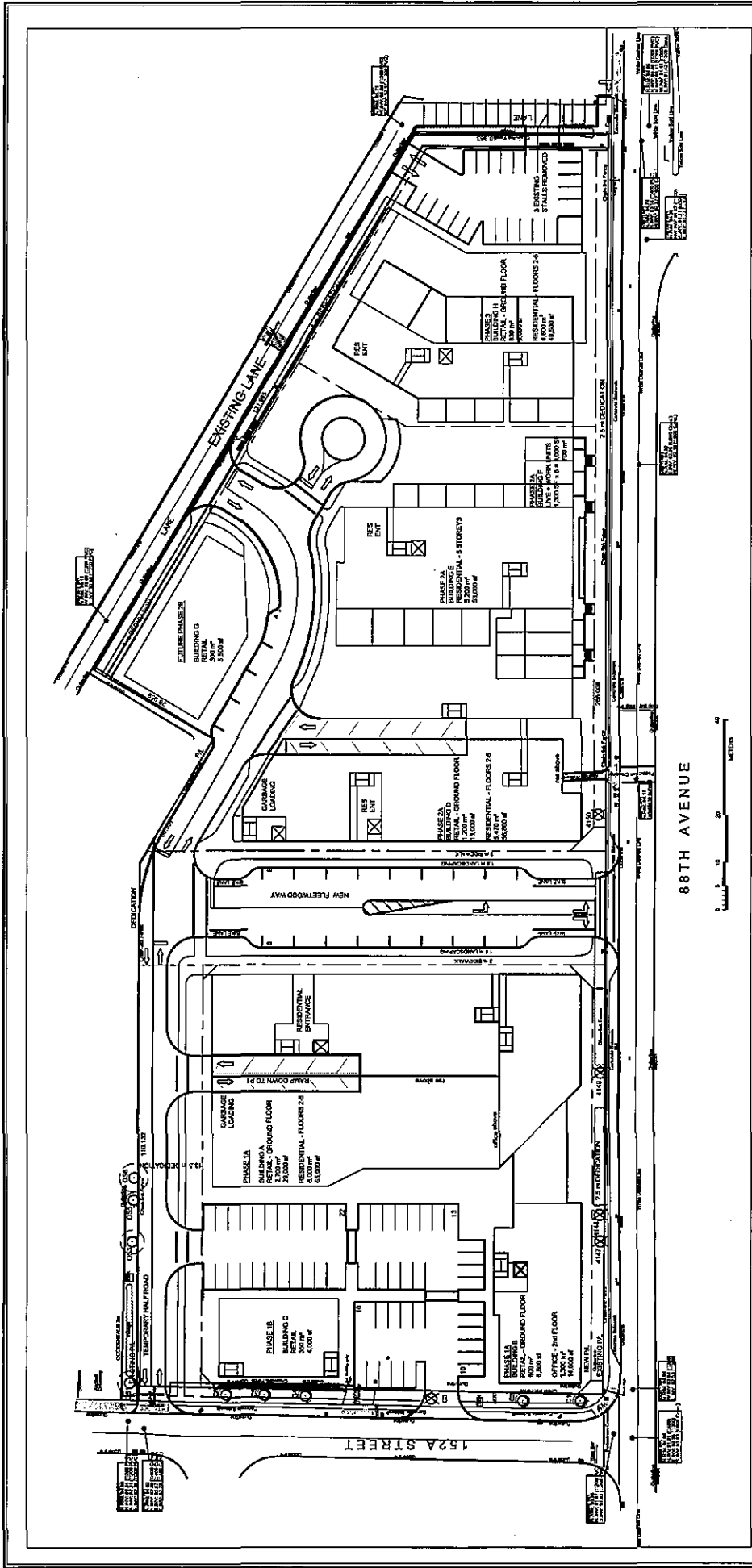
Date: April 24, 2015



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










NOTE: NON BY-LAW TREES HAVE BEEN REMOVED FROM THE PLANS

**LEGEND**

-  TREE TO BE RETAINED
-  TREE TO BE REMOVED
-  MINIMUM NO DISTURBANCE ZONE (6X DIAMETER AS PER CITY OF SURREY POLICY)



DATE	NO.	DATE	BY	REVISIONS	<p><b>MIKE FADUM AND ASSOCIATES LTD</b> VEGETATION CONSULTANTS</p>	<p>4115, 8277 128 ST. Surrey, British Columbia V3W 0A6 Ph: (778) 694-0300 Fax: (778) 393-0300 Email: info@fadum.ca</p>	<p>Copyright Reserved. This drawing is the property of Mike Fadum and Associates Ltd. and may not be reproduced or used for other projects without their permission.</p>	<p>PROJECT TITLE 15288 88 AVE. SURREY, B.C.</p>	<p>SHEET TITLE T1 - TREE REMOVAL AND PRESERVATION PLAN COURT</p>	<p>DESIGNER JT</p>	<p>DATE AS SHOWN APRIL 24, 2015</p>	<p>T-1 SHEET 1 OF 2</p>

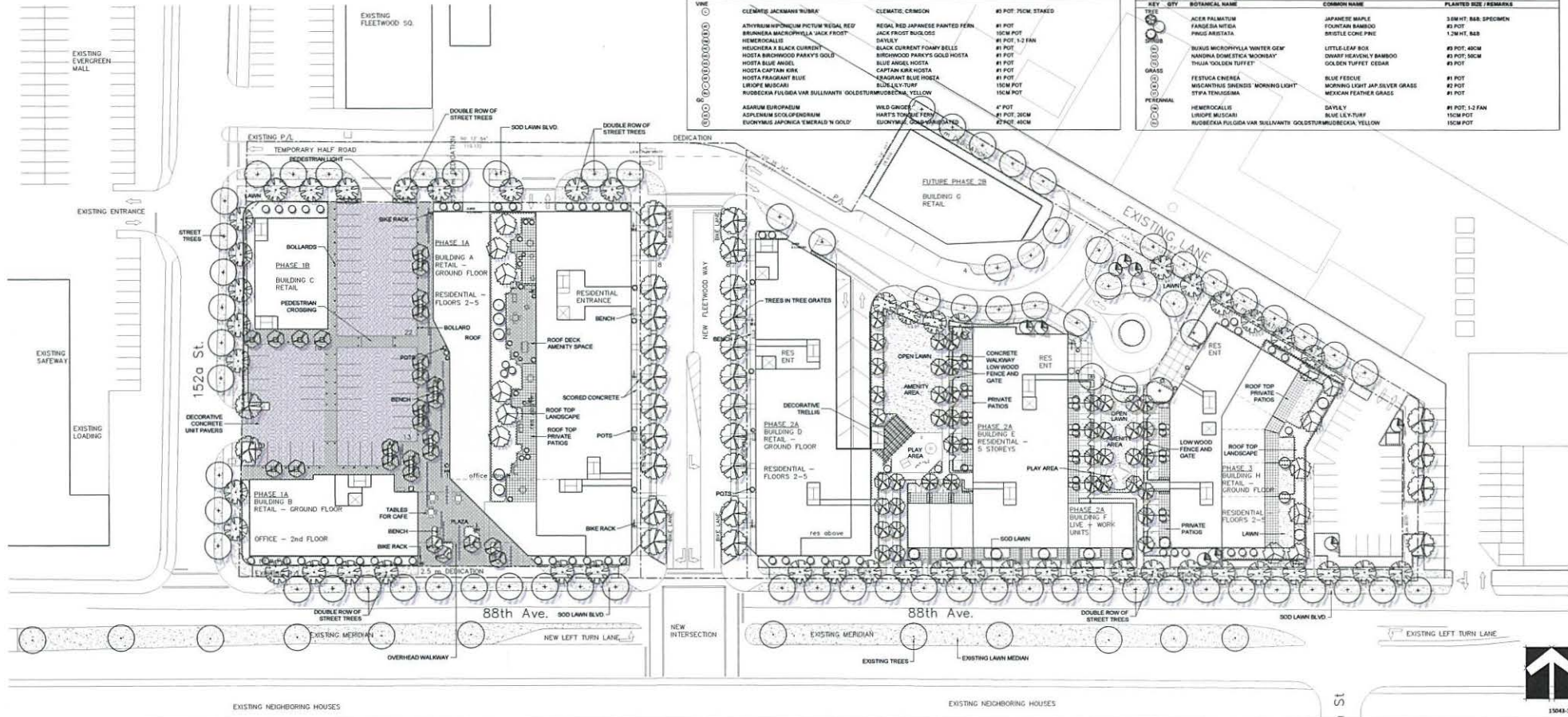
PLANT SCHEDULE			GROUND FLOOR TREES		PMG JOB NUMBER: 15043	
KEY	QTY	BOTANICAL NAME	COMMON NAME	PLANTED SIZE / REMARKS		
		ACER PALMATUM 'BUTTERFLY'	JAPANESE MAPLE	2.5M HT. BAB. UPRIGHT FORM		
		ACER PALMATUM 'ATROPURPUREUM'	RED JAPANESE MAPLE	2.7M HT. 50% CAL. BAB		
		ACER PLATANOIDES 'COMING IDENTITY'	COLUMBIAN CRABAPPLE	80% CAL. 2M HT. BAB		
		ACER RUBRUM 'AMSTROFF'	COLUMBIAN RED MAPLE	80% CAL. 2M HT. BAB		
		CAMPNULIDIS 'MELISSA'	PARANANDA EUROPEAN HORNBEAM	80% CAL. 2M HT. BAB		
		CHAMAECYPARIS 'HOOTKA TENSIS PENDULA'	WEEPING HOOTKA CYPRESS	2M HT. BAB		
		CORNUS KUSA 'SATOH'	PINK DOGWOOD	50% CAL. 1.2M STD (SPECIMEN)		

NOTES: \* PLANT SIZES IN THIS LIST ARE SPECIFIED ACCORDING TO THE BC LANDSCAPE STANDARD, LATEST EDITION. CONTAINER SIZES SPECIFIED AS PER ONTA STANDARDS. BOTH PLANT SIZE AND CONTAINER SIZE ARE THE MINIMUM ACCEPTABLE SIZES. \*\* REFER TO SPECIFICATIONS FOR DETAILED CONTAINER MEASUREMENTS AND OTHER PLANT MATERIAL REQUIREMENTS. \* SEARCH AND REVIEW MAKE NO PLANT MATERIAL AVAILABLE FOR OPTIONAL REVIEW BY LANDSCAPE ARCHITECT AT SOURCE OF SUPPLY. AREA OF SEARCH TO INCLUDE LOWER MAINLAND AND FRASER VALLEY. \* SUBSTITUTIONS OBTAIN WRITTEN APPROVAL FROM THE LANDSCAPE ARCHITECT PRIOR TO MAKING ANY SUBSTITUTIONS TO THE SPECIFIED MATERIAL. UNAPPROVED SUBSTITUTIONS WILL BE REJECTED. ALLOW A MINIMUM OF TWO DAYS PRIOR TO DELIVERY FOR REQUEST TO SUBSTITUTE. SUBSTITUTIONS ARE SUBJECT TO BC LANDSCAPE STANDARD - DEFINITION OF CONDITIONS OF AVAILABILITY. ALL LANDSCAPE MATERIAL AND WORKMANSHIP MUST MEET OR EXCEED BC LANDSCAPE STANDARD LATEST EDITION. ALL PLANT MATERIAL MUST BE PROVIDED FROM CERTIFIED DISEASE FREE NURSERY.

PLANT SCHEDULE			GROUND FLOOR SHRUBS		PMG JOB NUMBER: 15043	
KEY	QTY	BOTANICAL NAME	COMMON NAME	PLANTED SIZE / REMARKS		
		CLEMATIS 'JACKMANS WINKA'	CLEMATIS CRIMSON	#5 POT 75CM STAKED		
		ATHYRIUM 'HOPKINSON PICTUM WEGAL RED'	REGAL RED JAPANESE PAINTED FERN	#1 POT		
		BRUNNERA MACROPHYLLA 'JACK FROST'	JACK FROST BIRDSOE	15CM POT		
		HEMEROCALLIS	DAYLILY	#1 POT 1.2 FAN		
		HEUCHERA 'BLACK CURRANT'	BLACK CURRANT FOAMY BELLS	#1 POT		
		HOSTA 'BIRCHWOOD PARKY'S GOLD'	BIRCHWOOD PARKY'S GOLD HOSTA	#1 POT		
		HOSTA 'BLUE ANGEL'	BLUE ANGEL HOSTA	#1 POT		
		HOSTA 'CAPTAIN KIRK'	CAPTAIN KIRK HOSTA	#1 POT		
		HOSTA 'FRAGRANT BLUE'	FRAGRANT BLUE HOSTA	#1 POT		
		LINUM 'MUSCARI'	LINUM TUM	15CM POT		
		RUBROCKA 'FULGIDA VAR BULLANTIS'	GOLDFLUMRUBROCKA YELLOW	15CM POT		
		ASARUM 'EUROPAEUM'	WILD GINGER	4" POT		
		ASPLENIUM 'SCOT O'BRIEN'	HART'S TONGUE FERN	#1 POT 30CM		
		EURYCHORDA 'JAPONICA TENSIS N' GOLD'	GIORGIA'S GOLD	#2 POT 90CM		

PLANT SCHEDULE			GROUND FLOOR SHRUBS		PMG JOB NUMBER: 15043	
KEY	QTY	BOTANICAL NAME	COMMON NAME	PLANTED SIZE / REMARKS		
		AREE 'NORDMANNIANA GOLDEN SPREADER'	GOLDEN SPREADER NORMANN FIR	#5 POT		
		KALIA 'MACROPHYLLA WINTER GEM'	LITTLE LEAF BOX	#5 POT 40CM		
		FATSIA 'JAPONICA'	JAPANESE ALHAI	#5 POT		
		HAMAMELIS 'MOULLE'	CHINESE WITCH HAZEL	#5 POT		
		HYDRANGEA 'MACROPHYLLA PINK'	DWARF BULLEAF HYDRANGEA PINK	#5 POT 45CM		
		MANDARINA 'DOMESTICA WOODRAY'	DWARF HEAVENLY BAMBOO	#5 POT 50CM		
		RHOISODENDRON 'PURPLE GEM'	RHOISODENDRON PURPLE	#5 POT 80CM		
		SARCOCODON 'HOOGERANA RUSCOLOIA'	FRAGRANT SWEETGUM	#5 POT 30CM		
		SKIMMIA 'AFRICA MACROPHYLLA'	LARGE LEAF JAPANESE SKIMMIA	#5 POT 50CM		
		SKIMMIA 'AFRICA WANG MARILOT'	DWARF SKIMMIA WANG MARILOT	#5 POT 30CM		
		TARAXIUM 'MEDIA HECKE'	HECKE'S YEW	1.5M BAB		
		VIBURNUM 'CARLES'	CARLES VIBURNUM (FRAGRANT)	#5 POT		
		VIBURNUM 'DAVIDS'	DAVIDS VIBURNUM	#5 POT 50CM		
		STIPA 'TENUSSIMA'	MEXICAN FEATHER GRASS	#1 POT		

PLANT SCHEDULE			ROOF TOP		PMG JOB NUMBER: 15043	
KEY	QTY	BOTANICAL NAME	COMMON NAME	PLANTED SIZE / REMARKS		
		ACER PALMATUM	JAPANESE MAPLE	3.5M HT. BAB. SPECIMEN		
		FAUXSIA 'WEGAL'	FOUNTAIN BAMBOO	#5 POT		
		FAUXSIA 'WEGAL'	BRITTLE CORE PINE	1.2M HT. BAB		
		BUXUS 'MACROPHYLLA WINTER GEM'	LITTLE LEAF BOX	#5 POT 40CM		
		MAHONIA 'EMMETICA MOORWAY'	DWARF HEAVENLY BAMBOO	#5 POT 30CM		
		THUJA 'GOLDEN TUFFET'	GOLDEN TUFFET CEDAR	#5 POT		
		FESTUCA 'CENEREA'	BLUE FESCUE	#1 POT		
		MISCANTHUS 'DANENSI MORNING LIGHT'	MORNING LIGHT JAPANESE GRASS	#2 POT		
		STIPA 'TENUSSIMA'	MEXICAN FEATHER GRASS	#1 POT		
		HEMEROCALLIS	DAYLILY	#1 POT 1.2 FAN		
		LINUM 'MUSCARI'	BLUE LINUM	15CM POT		
		RUBROCKA 'FULGIDA VAR BULLANTIS'	GOLDFLUMRUBROCKA YELLOW	15CM POT		



CLIENT:

**FLEETWOOD WEST DEVELOPMENT**

PROJECT:

**FLEETWOOD WEST**

15289 88 AVENUE  
SURREY BC

SEAL:

**LANDSCAPE PLAN**

DATE: 15 MAR 21

SCALE: 1:50

DRAWN: DO

DESIGN: MCV

CHRD: MCV

DRAWING NUMBER: **L1**

PMG PROJECT NUMBER: 15043



NO.	DATE	REVISION DESCRIPTION	DR.



15043-1.P



# Advisory Design Panel Minutes *Architect's Response (red)*

Appendix VI  
2E - Community Room B  
City Hall  
13450 - 104 Avenue  
Surrey, B.C.  
THURSDAY, MARCH 26, 2015  
**APRIL 24, 2015**  
Time: 4:00 pm

**Present:**

Chair - L Mickelson  
D. Newby  
M. Ehman  
M. Vance  
T. Coady  
K. Johnston  
S. Forrest  
M. Younger

**Guests:**

C. Kay, Townline  
S. Jedreicich, Townline  
C. Mackintosh, GBL Architects  
S. Lyon, GBL Architects  
A. Pau, DKL Architects  
J. Saliken, Chandler Associates  
C. Block, Chandler Associates  
M. Chan, PMG  
M. Thomas, Fleetwood West Development  
R. Hart, Fleetwood Community Association

**Staff Present:**

T. Ainscough, City Architect  
M. Rondeau, Senior Planner  
L. Luaifoa, Administrative Assistant

Architect's response to

**A. RECEIPT OF MINUTES**

It was

Moved by M. Ehman  
Seconded by D. Newby  
That the minutes of the Advisory Design  
Panel meeting of February 12, 2015, be received.

Carried

**B. NEW SUBMISSIONS**

2. **5:00PM**

File No.:  
New or Resubmit:  
Last Submission Date:  
Description:

**7914-0121-00**  
**New**  
**N/A**

**A general site application for a proposed OCP Amendment from Urban to Commercial, a Rezoning from RF to CD (based on RM-45 and C-8), and a General Development Permit to allow a mixed-use 1 to 6 storey transit oriented development (TOD) of approx. 244 apartment units, 6 live/work townhouse units, approx. 3,000 m<sup>2</sup> of commercial/retail space and 1,350 m<sup>2</sup> of office space**

Address:  
Developer:  
Architect:  
Landscape Architect:  
Planner:  
Urban Design Planner:

**15289-88 Avenue, Fleetwood School Site**  
**Tom Morton, Fleetwood West Development**  
**John Saliken, Chandler Associates Architecture Ltd.**  
**PMG**  
**Donald Nip**  
**Mary Beth Rondeau**

The Urban Design Planner presented an overview of the proposed project.

- This transit oriented development is located in the Fleetwood Town Centre near the busy streets of 152 and Fraser Highway.
- The extension of Fleetwood Way and an east/west road through the site will create a calmer village TOD inward from the busy arterials: 152<sup>nd</sup> and Fraser Highway.
- Staff generally supports use, form and density.

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

- The proposal is for a mixed-use, for commercial/retail, residential and office space. The overall configuration of the site is formed by the north south road. The east west connector will bring some bearing on to how the overall site will be developed.
- The site is proposed to be phased starting at the west and going east.
- There are 2 retail buildings proposed at later phases.

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

- Stormwater management features are being considered and the green roof of the parking adds amenity to the proposal.
- On the east side, the communal amenity space for the residents will create an opportunity for social gatherings and the ability to interact with neighbours.

#### ADVISORY DESIGN PANEL STATEMENT OF REVIEW

A general site application for a proposed OCP Amendment from Urban to Commercial, a Rezoning from RF to CD (based on RM-45 and C-8), and a General Development Permit to allow a mixed-use 1 to 6 storey transit oriented development (TOD) of approx. 244 apartment units, 6 live/work townhouse units, approx. 3,000 m<sup>2</sup> of commercial/retail space and 1,350 m<sup>2</sup> of office space

File No. 7914-0121-00

It was

Moved by M. Ehman

Seconded by T. Coady

That the Advisory Design Panel (ADP)

recommends that the applicant address the following recommendations and revise and resubmit to *Planning Department*.

Carried



## STATEMENT OF REVIEW COMMENTS

The Panel generally supported the use, form and density of the project and considered the plans showed an excellent arrangement of the buildings and pedestrian circulation.

### Site

- Phase 1 – residential needs its own open amenity. Suggest using roof of building. **Site A Residential will incorporate the west roof above the retail for a public amenity roof terrace. It will also contain private roof terraces along the edge of the Residential units.**
- Ensure “cut” for the public plaza along 88 Avenue is high enough and wide enough to create a sense of invitation. **All effort will be made to create sense of invitation to the “Cut”. The success of the pedestrian path, and Fleetwood Retail rely on it.**
- The site and surface parking could be designed more like University Village in Seattle with more landscaping, benches, art etc. **Landscape and benches will be added along the edges of the parking in Site A, similar or equivalent to the concepts at University Village, where it does not impede pedestrian links, and pedestrian access.**
- The motor court should be reduced in scale. **This was an isolated comment, and not the general consensus of the panel. The current at-grade parking ratio is already heavily reduced from typical norms, and much lower than at University Village, as addressed in the comment above. Further reduction could negatively affect the success of the development.**
- The site planning at the east end of the site is odd with commercial and surface parking. **This was an isolated comment, and not the general consensus of the panel. The East end must be taken into context with the existing surrounding area, back alley, and back of house of light industrial. Residential would not be appropriate at this end of the site.**
- Concern for parking. It should be underground and there is not adequate parking for residents. 1 per unit should be increased to 1.3 stalls per unit. **This was an isolated comment, and not the general consensus of the panel. The Site B, and Site C parking referred to above is underground, and the residential parking allocation is part of a sustainable agenda. The basic premise of Transit Oriented Development, is to reduce cars, and enhance alternate modes of transportation.**

### Building Form and Character

- Site could stand greater residential density, provided outdoor space can be provided. **Residential density has been maximized and is driven by maximizing parking stalls underground. Further density is possible with reduced parking stall requirements as stipulated in the Bylaws.**
- Good permeability into north/south corridors. Address solar orientation of west and south sides of buildings perhaps set a few degrees off the grid. **Solar heat gain will be addressed at the individual building Development Permit stages.**

- Townhomes along 88<sup>th</sup> need better integration. Work these 2 storey elements into the apartments. **Integration will be addressed at the individual building Development Permit stages.**
- Consider when building designs come back that the buildings are a family of buildings and colour materials and articulations should vary more than shown. **Variation will be addressed at the individual building Development Permit stages.**
- Provide amenity space inside buildings to ensure activity on commons. **Site B will provide ground floor public amenity space, adjacent to the commons.**
- Address parkade ramps and their relationship to the adjacent amenity, particularly Building B. **Relationship will be addressed at the individual building Development Permit stages.**
- Cedar exterior materials are suggested and are likely unrealistic. **Cedar siding will not be used. Some form of manufactured product, with good durability will be specified.**

### Landscaping

- Consider the introduction of urban agriculture. **The public landscaped areas will be offered to all residents for enjoyment and designated plots are not preferable. However, agricultural plant type can be incorporated into the landscape plan**
- The Urban Designer Planner read written comments provided by the Landscape Architect:
  - Consider more creative use for outdoor space in Phase 1 amenity. **Creativity and design development will be addressed at the individual building Development Permit stages.**
  - Good light into open amenity. Suggest really working to activate these spaces for buyer profile/first time buyers. **All amenity spaces will be designed to provide engagement with residents.**
  - The majority of the site and planting, including trees, is on slab. Important to provide adequate soil volumes and species selection. **All soil volumes will be adequate for species selection.**
  - In general, the landscape design does not respond well to the architecture. The building design uses clean lines and bold materials for a contemporary aesthetic. The landscape could respond better, using lines and geometries from the buildings to strengthen the public and shared amenity areas. **Creativity and landscape design integration will be further addressed at the individual building Development Permit stages. Bold material and contemporary design is possible.**

### CPTED

- No specific CPTED issues were identified. **confirmed**

### Accessibility

- Comments on accessibility will be made on future presentations. **confirmed**



**Sustainability**

- Suggest looking for opportunities for stormwater infiltration at podium level, internal roads(pervious pavement) and terraces. **Extensive greenscape on structured slab, as per the existing design will act as stormwater management system. Pavers are also introduced in the parking areas. We will recommend to the city that the new city streets be permeable pavers.**
- Suggest investing “energy sharing” concept between different building uses, i.e. cooling demand in retail and heating demand in residential. **District energy is unrealistic on a project of this size.**

**C. OTHER COMPETENT BUSINESS**

**D. NEXT MEETING**

The next Advisory Design Panel is scheduled for Thursday, April 9, 2015.

**E. ADJOURNMENT**

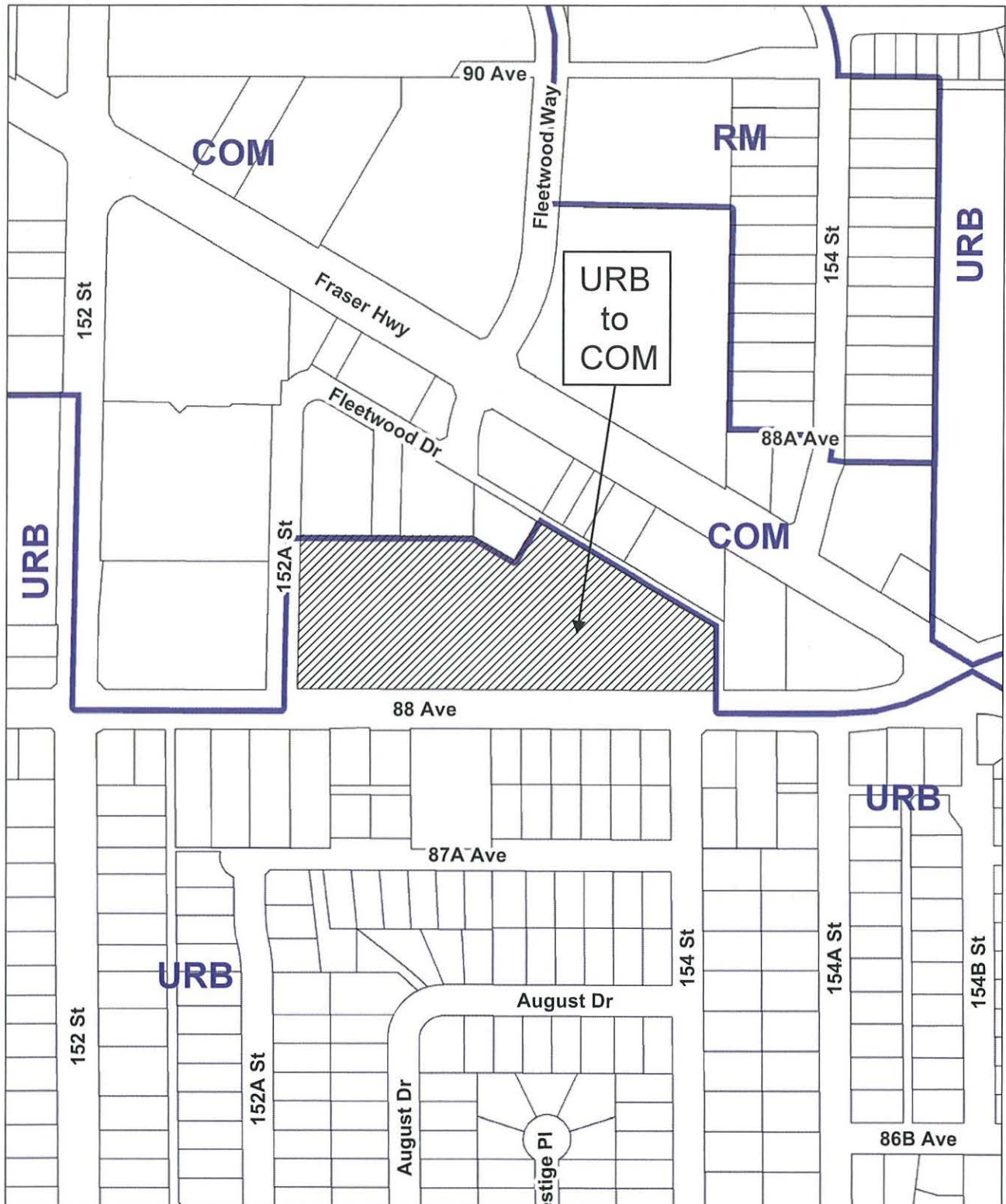
The Advisory Design Panel meeting adjourned at 6:20 p.m.

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Jane Sullivan, City Clerk

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Leroy Mickelson, Chairman  
Advisory Design Panel



### OCP Amendment 7914-0121-00

Proposed amendment from Urban to Commercial



CITY OF SURREY

BYLAW NO.

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

THE CITY COUNCIL of the City of Surrey ENACTS AS FOLLOWS:

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

FROM: SINGLE FAMILY RESIDENTIAL ZONE (RF)  
 TO: COMPREHENSIVE DEVELOPMENT ZONE (CD)

---

Parcel Identifier: 009-343-903

Lot 28 Except: Part Shown Red On Plan With By-law  
 Filed No. 60957 and Part In Plan LMP19136,  
 Section 35 Township 2 New Westminster District Plan 24543

15289 - 88 Avenue

(hereinafter referred to as the "Lands")

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

**A. Intent**

This Comprehensive Development Zone is intended to accommodate and regulate the development of a medium *density* mixed use development consisting of *multiple unit residential buildings* and related *amenity spaces* and *commercial* uses, which are to be developed in accordance with a *comprehensive design*.

**B. Permitted Uses**

The *Lands* and *structures* shall be used for the following uses provided such uses are part of a *comprehensive design*:

- 1. *Multiple unit residential buildings* and *ground-oriented multiple unit residential buildings*.

2. The following uses are permitted, provided that any one of these uses, or a combination thereof, is associated with a use permitted under Section B.1 of this Zone:
  - (a) *Retail stores* excluding *adult entertainment stores*, *secondhand stores* and *pawnshops*;
  - (b) *Personal service uses* excluding *body rub parlours*;
  - (c) *General service uses* excluding *funeral parlours* and *drive-through banks*;
  - (d) *Eating establishments* excluding *drive-through restaurants*;
  - (e) *Neighbourhood pubs*;
  - (f) *Liquor store*;
  - (g) *Office uses* excluding *social escort services* and *methadone clinics*;
  - (h) *Indoor recreational facilities*;
  - (i) *Entertainment uses* excluding *arcades* and *adult entertainment stores*;
  - (j) *Child care centres*; and
  - (k) *Community services*.

**C. Lot Area**

Not applicable to this Zone.

**D. Density**

1. For the purpose of *building* construction, the *floor area ratio* shall not exceed 1.70.
2. Notwithstanding an air space subdivision, the air space parcels and the remainder *lot* of the air space subdivision shall be considered as one *lot* for the purpose of application of Section D of this Zone and further provided that the *floor area ratio* calculated from the cumulative floor areas of all the *buildings* within all of the air space parcels and the remainder *lot* of the air space subdivision shall not exceed the maximum specified in Section D.1.
3. The indoor *amenity space* required in Sub-section J.1(b) of this Zone is excluded from the calculation of *floor area ratio*.

**E. Lot Coverage**

The *lot coverage* shall not exceed 60%, excluding air space parcels which shall have a maximum *lot coverage* of 100%.

**F. Yards and Setbacks**

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

<b>Use</b>	<b>Setback</b>	<b>Front Yard (West)</b>	<b>Rear Yard (East)</b>	<b>Side Yard (North)</b>	<b>Side Yard on Flanking Street (South)</b>
<i>Principal Buildings and Accessory Buildings and Structures</i>		2.0 m. [6.5 ft.]	2.0 m. [6.5 ft.]	2.0 m. [6.5 ft.]	2.0 m. [6.5 ft.]
<i>Principal Buildings and Accessory Buildings and Structures Within Air Space Parcels</i>		0 m. [0 ft.]	0 m. [0 ft.]	0 m. [0 ft.]	0 m. [0 ft.]

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

2. Notwithstanding the minimum *setbacks* as specified in Section F.1, the minimum *setbacks* for any *buildings* of a residential use only, shall be 4.5 metres [15 ft.].

**G. Height of Buildings**

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

1. *Principal buildings*: The *building height* shall not exceed 23 metres [75 ft.].
2. *Accessory buildings and structures*: The *building height* shall not exceed 4.5 metres [15 ft.].

**H. Off-Street Parking**

1. *Parking spaces* shall be provided in accordance with Part 5 Off-Street Parking and Loading/Unloading of Surrey By-law, 1993, No. 12000, as amended.

2. Notwithstanding Section H.1 of this Zone, the minimum number of *parking spaces* for the *multiple unit residential* and *ground-oriented multiple unit residential* uses shall be in accordance with the following rates:

Use	Required <i>Parking Spaces</i>
<i>Dwelling Units: 1 bedroom or less</i>	1.1 <i>parking spaces per dwelling unit</i>
<i>Dwelling Units: 2 bedrooms</i>	1.4 <i>parking spaces per dwelling unit</i>
Residential Visitors	0.1 <i>parking space per dwelling unit</i>

3. All required residential *parking spaces* shall be provided as *underground parking*.

#### I. Landscaping

1. All developed portions of the *lot* not covered by *buildings, structures* or paved areas shall be landscaped. This *landscaping* shall be maintained.
2. The boulevard areas of *highways* abutting a *lot* shall be seeded or sodded with grass on the side of the *highway* abutting the *lot*, except at *driveways*.
3. Garbage containers and *passive recycling containers* shall be located within the *underground parking* or within a *building*.

#### J. Special Regulations

1. *Amenity space* shall be provided on the *lot* as follows:
  - (a) *Outdoor amenity space*, in the amount of 3.0 square metres [32 sq. ft.] per *dwelling unit* and shall not be located within the required *setbacks*; and
  - (b) *Indoor amenity space*, in the amount of 3.0 square metres [32 sq. ft.] per *dwelling unit*.
2. *Child care centres* shall be located on the *lot* such that these centres have direct access to an *open space* and play area within the *lot*.
3. *Balconies* are required for all *dwelling units* which are not *ground-oriented* and shall be a minimum of 5% of the *dwelling unit* size or 4.6 square metres [50 sq. ft.] per *dwelling unit*, whichever is greater.



**K. Subdivision**

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

<i>Lot Size</i>	<i>Lot Width</i>	<i>Lot Depth</i>
7,000 sq.m. [1.7 ac]	30 metre [100 ft.]	30 metre [100 ft.]

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

2. Air space parcels created through subdivision in this Zone, are not subject to Section K.1., but shall comply with the provisions in the Land Title Act R.S.B.C., 1996 Chapter 250, as amended.

**L. Other Regulations**

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

1. Definitions are as set out in Part 1 Definitions of Surrey Zoning By-law, 1993, No. 12000, as amended.
2. Prior to any use, the *Lands* must be serviced as set out in Part 2 Uses Limited, of Surrey Zoning By-law, 1993, No. 12000, as amended and in accordance with the servicing requirements for the RM-70 Zone for the residential portion and the C-8 Zone for the commercial portion.
3. General provisions are as set out in Part 4 General Provisions of Surrey Zoning By-law, 1993, No. 12000, as amended.
4. Additional off-street parking requirements are as set out in Part 5 Off-Street Parking and Loading/Unloading of Surrey Zoning By-law, 1993, No. 12000, as amended.
5. Sign regulations are as set out in Surrey Sign By-law, 1999, No. 13656, as amended.
6. Special *building setbacks* are as set out in Part 7 Special Building Setbacks, of Surrey Zoning By-law, 1993, No. 12000, as amended.
7. *Building* permits shall be subject to the Surrey Building Bylaw, 2012, No. 17850, as amended.
8. *Building* permits shall be subject to Surrey Development Cost Charge By-law, 2014, No. 18148, as may be amended or replaced from time to time, and the development cost charges shall be based on the C-8 Zone for the

commercial portion and shall be based on the RM-70 Zone for *dwelling units in multiple unit residential buildings with or without ground-oriented dwelling units* and the RM-30 Zone for *dwelling units in ground-oriented multiple unit residential buildings* for the residential portion.

9. Tree regulations are set out in Surrey Tree Protection By-law, 2006, No. 16100, as amended.
  10. Development permits may be required in accordance with the Surrey *Official Community Plan* By-law, 2013, No. 18020, as amended.
  11. Provincial licensing of *child care centres* is regulated by the Community Care and Assisted Living Act R.S.B.C. 2002. c. 75, as amended, and the Regulations pursuant thereto including without limitation B.C. Reg 319/89/213.
  12. Provincial licensing of *neighbourhood pubs* is regulated by the Liquor Control and Licensing Act, R.S.B.C. 1996, Chapter 267, as amended.
3. This By-law shall be cited for all purposes as "Surrey Zoning Bylaw, 1993, No. 12000, Amendment By-law, \_\_\_\_\_, No. \_\_\_\_\_."

PASSED FIRST READING on the \_\_\_\_\_ th day of \_\_\_\_\_, 20\_\_ .

PASSED SECOND READING on the \_\_\_\_\_ th day of \_\_\_\_\_, 20\_\_ .

PUBLIC HEARING HELD thereon on the \_\_\_\_\_ th day of \_\_\_\_\_, 20\_\_ .

PASSED THIRD READING on the \_\_\_\_\_ th day of \_\_\_\_\_, 20\_\_ .

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

\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
CLERK

F740

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. 11/25/15 2:22 PM





Subject Site

Rear Lane

ROW E2002-0411  
(Public Access)

Agreement to allow  
parking in City lane

Scale: 1:1,300



Map created on: 03/11/2015

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. Use and distribution of this map is subject to all copyright and disclaimer notices at cosmos.surrey.ca







**SITE STATISTICS**

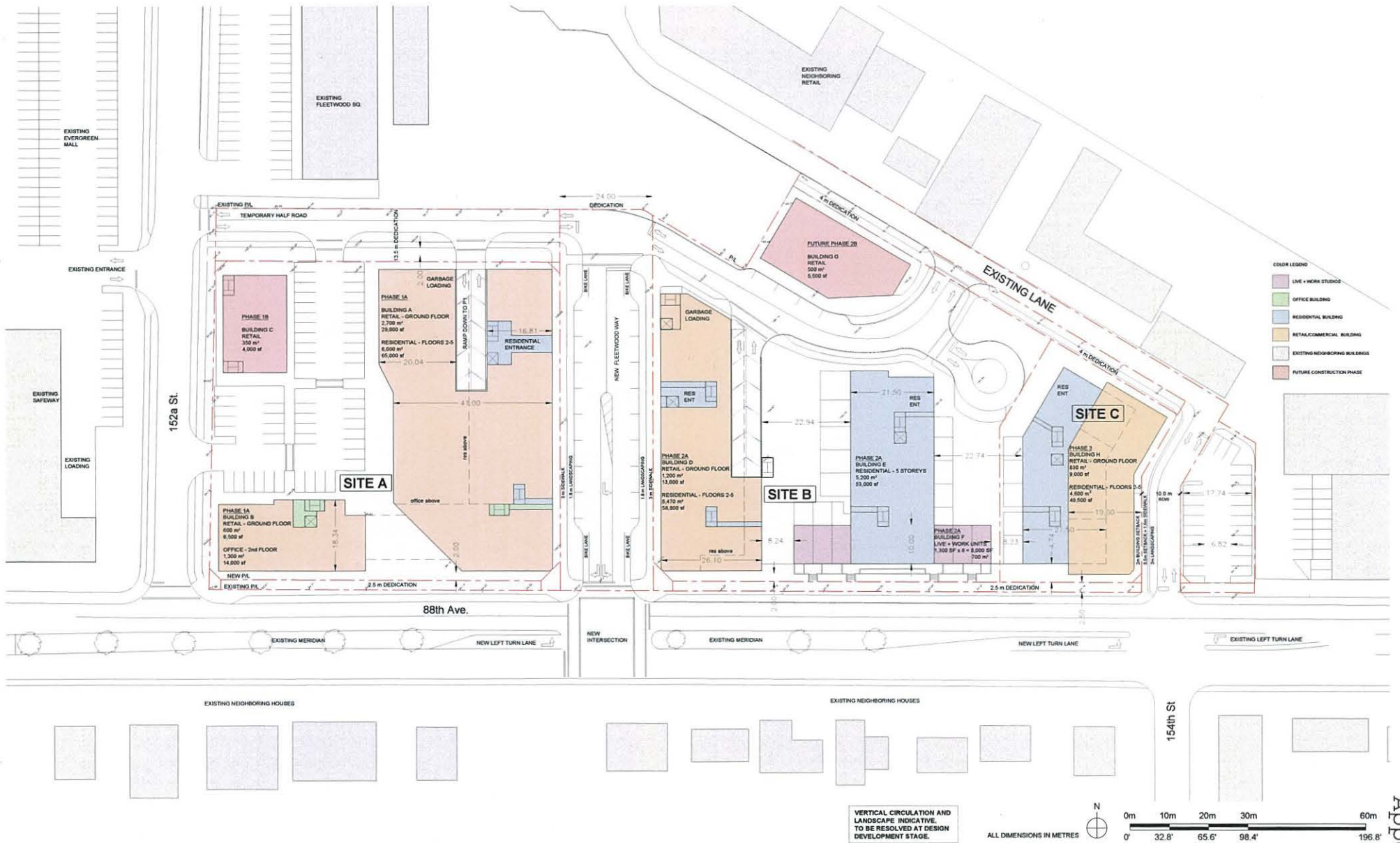
ZONING	RESIDENTIAL AREA	RETAIL	OFFICE
From RP to CR	Building G = 1 stories, total 111,000 SF of live + work units	Building H = 1 stories, total 9,500 SF of retail	Building F = 2 stories, total 23,000 SF of office
<b>SITE AREA GROSS</b> Subject Development and Site SAR 5882 of (2) 1/3 acre (0.1707 ha)	<b>RESIDENTIAL AREA</b> Building G = 1 stories, total 111,000 SF of live + work units	<b>RETAIL AREA</b> Building H = 1 stories, total 9,500 SF of retail	<b>OFFICE AREA</b> Building F = 2 stories, total 23,000 SF of office
<b>SITE AREA NET</b> Area Available for Development 22,854 SF of which 18,000 SF is available for development	<b>RESIDENTIAL AREA</b> Building G = 1 stories, total 111,000 SF of live + work units	<b>RETAIL AREA</b> Building H = 1 stories, total 9,500 SF of retail	<b>OFFICE AREA</b> Building F = 2 stories, total 23,000 SF of office
<b>MAX FLOOR AREA</b> Total Available 493,844 SF (45,314 sq m) Based on site plan (2) 1/3 acre	<b>RESIDENTIAL AREA</b> Building G = 1 stories, total 111,000 SF of live + work units	<b>RETAIL AREA</b> Building H = 1 stories, total 9,500 SF of retail	<b>OFFICE AREA</b> Building F = 2 stories, total 23,000 SF of office
<b>PARKING STALLS PROVIDED</b> Residential - 1.5 stalls per unit - 1 stall per 50 sq m - 2 parking stalls for every dwelling unit for visitors	<b>RESIDENTIAL AREA</b> Building G = 1 stories, total 111,000 SF of live + work units	<b>RETAIL AREA</b> Building H = 1 stories, total 9,500 SF of retail	<b>OFFICE AREA</b> Building F = 2 stories, total 23,000 SF of office
<b>COMMENTS</b> - 1.5 stalls per unit - 1 stall per 50 sq m - 2 parking stalls for every dwelling unit for visitors	<b>RESIDENTIAL AREA</b> Building G = 1 stories, total 111,000 SF of live + work units	<b>RETAIL AREA</b> Building H = 1 stories, total 9,500 SF of retail	<b>OFFICE AREA</b> Building F = 2 stories, total 23,000 SF of office

The Station  
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**FLEETWOOD WEST DEVELOPMENT**

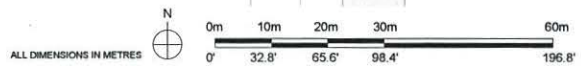
**FLEETWOOD WEST**  
15289 88 Ave, SURREY BC

**REZONING SITE PLAN**  
SCALE 1:400  
PROJECT 13018  
DECEMBER 1, 2014



- COLOR LEGEND**
- LIVE + WORK STUDIO
  - OFFICE BUILDING
  - RESIDENTIAL BUILDING
  - RETAIL/COMMERCIAL BUILDING
  - EXISTING NEIGHBORING BUILDINGS
  - FUTURE CONSTRUCTION PHASE

VERTICAL CIRCULATION AND LANDSCAPE INDICATIVE, TO BE RESOLVED AT DESIGN DEVELOPMENT STAGE.



**CHANDLER ASSOCIATES**  
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# FLEETWOOD WEST

15289 88 Ave. SURREY BC

FILE#: 14-121  
 SITE PLAN  
 OPTION 2  
 SCALE 1:400  
 PROJECT 13018  
 JULY 16, 2015