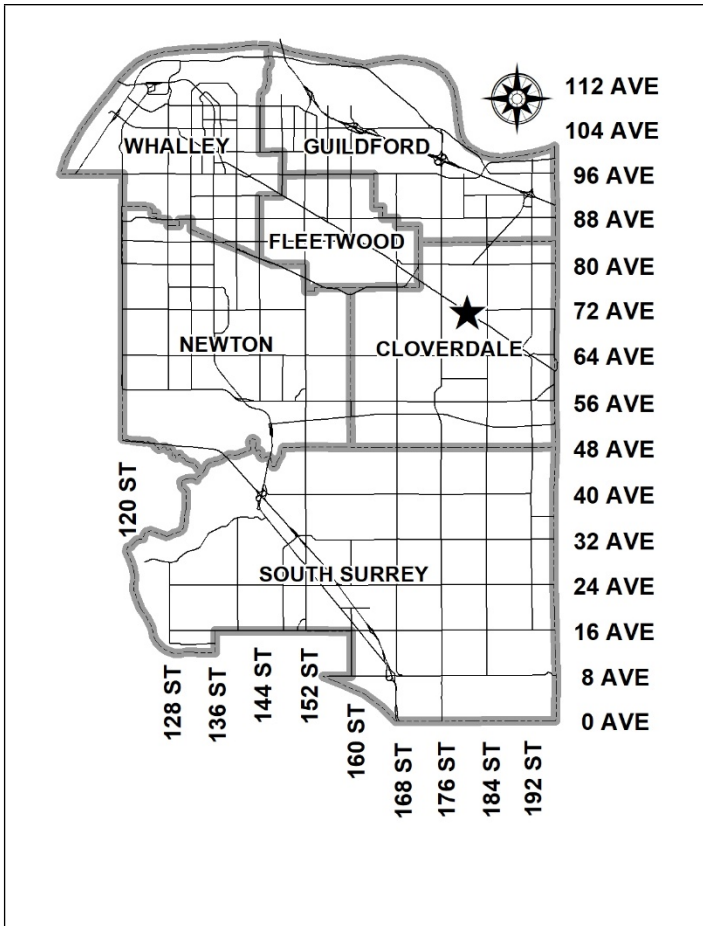


City of Surrey
PLANNING & DEVELOPMENT REPORT

Application No.: 7923-0255-00

Planning Report Date: July 22, 2024



PROPOSAL:

- **OCP Amendment** from Urban to Multiple Residential
- **NCP Amendment** from Townhouse Residential (22 + 5 upa) to Low Rise Residential
- **Rezoning** from RA to CD
- **General Development Permit**

to permit the development of seven, 6-storey apartment buildings (713 units) on a consolidated site in Clayton.

LOCATION:

- 18074 - 72 Avenue
- 18088 - 72 Avenue
- 18003 - Fraser Hwy
- 18036 - 72 Avenue

ZONING:

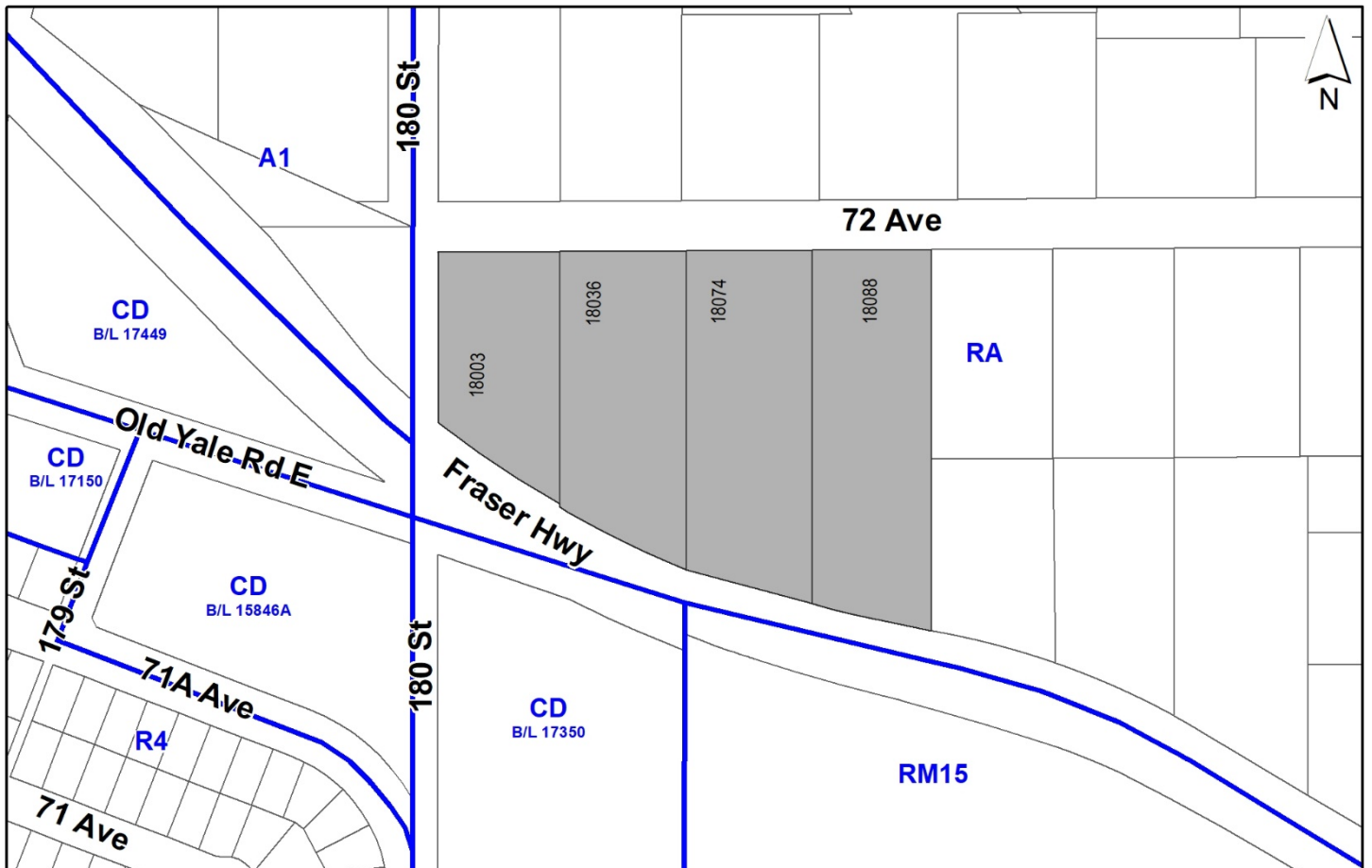
RA

OCP DESIGNATION:

Urban

NCP DESIGNATION:

Townhouse Residential (22 + 5 upa)



RECOMMENDATION SUMMARY

- OCP Amendment and Rezoning By-laws to proceed to Public Notification. If supported the By-laws will be brought forward for First, Second and Third Reading.
- Approval to draft Development Permit for Form and Character and Sensitive Ecosystems.

DEVIATION FROM PLANS, POLICIES OR REGULATIONS

- Proposing an amendment to the Official Community Plan (OCP) from Urban to Multiple Residential.
- Proposing an amendment to the West Clayton Neighbourhood Concept Plan (NCP) from Townhouse Residential (22 + 5 upa) to Low Rise Residential.

RATIONALE OF RECOMMENDATION

- The proposal complies with the General Urban designation in the Metro Vancouver Regional Growth Strategy (RGS).
- The proposal does not comply with the Urban designation in the Official Community Plan (OCP). An OCP amendment from Urban to Multiple Residential is required for the site to allow for low-rise apartment buildings with a proposed gross Floor Area Ratio (FAR) of 2.5.
- The proposal complies with the Tier 3 Transit-Oriented Area (TOA) minimum allowable density and height in the Official Community Plan (OCP) with a proposed gross FAR of 2.5 and building height of 6-storeys.
- The proposal does not comply with the Townhouse Residential (22 + 5 upa) designation in the West Clayton Neighbourhood Concept Plan (NCP). However, the proposal conforms to the goal of achieving higher density development near a transit corridor, while at the same time providing an appropriate density and interface with lower density designated lands to the west.
- In accordance with changes to the Local Government Act, Section 464, under Bill 47 (2023) a Public Hearing is not permitted for the subject Official Community Plan (OCP) amendment and rezoning application as the proposed density is consistent with Transit-Oriented Area (TOA) density and height provisions in the OCP. As such, Council is requested to endorse the Public Notification to proceed for the proposed OCP By-law and Rezoning By-law. The By-laws will be presented to Council for consideration of First, Second, and Third Reading, after the required Public Notification is complete, with all comments received from the Public Notification presented to Council prior to consideration of the By-law readings.
- The proposed density and building form are appropriate for this part of West Clayton along the Surrey-Langley Skytrain corridor.

-
- The proposed development is along an existing Frequent Transit Network and future SkyTrain corridor and conforms to the goal of achieving higher density development along a transit corridor.
 - The proposal complies with the Development Permit requirements in the OCP for Sensitive Ecosystems (Streamside Areas).
 - The proposal complies with the Development Permit requirements in the OCP for Form and Character.
 - The proposed setbacks achieve a more urban, pedestrian streetscape in compliance with the Development Permit (Form and Character) design guidelines in the OCP. Building locations have been proposed in consideration of significant grade changes that occur throughout the site, and proximity to the Surrey-Langley Skytrain track location.
 - The proposed buildings achieve an attractive architectural built form, which utilize high quality materials and contemporary lines. The street interface has been designed to a high quality to achieve a positive urban experience between the proposed building and the public realm.

RECOMMENDATION

The Planning & Development Department recommends that:

1. Council endorse the Public Notification to proceed for a By-law to amend the OCP Figure 3: General Land Use Designations for the subject site from “Urban” to “Multiple Residential”.
2. Council determine the opportunities for consultation with persons, organizations and authorities that are considered to be affected by the proposed amendment to the OCP, as described in the Report, to be appropriate to meet the requirement of Section 475 of the Local Government Act.
3. Council endorse the Public Notification to proceed for a By-law to rezone the subject site from "Acreage Residential Zone (RA)" to "Comprehensive Development Zone (CD)".
4. Council authorize staff to draft General Development Permit No. 7923-0255-00 generally in accordance with the attached drawings (Appendix I) and the finalized Ecosystem Development Plan.
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) resolution of all urban design issues to the satisfaction of the Planning and Development Department;
 - (d) submission of a finalized landscaping plan and landscaping cost estimate to the specifications and satisfaction of the Planning and Development Department;
 - (e) submission of a finalized tree survey and a statement regarding tree preservation to the satisfaction of the City Landscape Architect;
 - (f) the applicant satisfy the deficiency in tree replacement on the site, to the satisfaction of the Planning and Development Department;
 - (g) submission of a finalized Ecosystem Development Plan to the satisfaction of City staff;
 - (h) provision of cash-in-lieu contribution to satisfy the indoor amenity space requirement of the RM-70 Zone, at the rate in effect at the time of Final Adoption
 - (i) demolition of existing buildings and structures to the satisfaction of the Planning and Development Department;
 - (j) registration of a right-of-way for public rights-of-passage for a public pedestrian walkway and corner plazas;

- (k) registration of access easements to ensure access to the proposed shared parking and amenity facilities within the development;
 - (l) registration of a Section 219 no-build Restrictive Covenant for the bioswale area for ecosystem protection;
 - (m) submission of an acoustical report for the units adjacent to Fraser Highway and registration of a Section 219 Restrictive Covenant to ensure implementation of noise mitigation measures; and
 - (n) 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 Department.
6. Council pass a resolution to amend the West Clayton Neighbourhood Concept Plan (NCP) to redesignate the land from "Townhouse Residential (22 + 5 upa)" to "Low Rise Residential", which is a new designation, as shown in Appendix V, when the project is considered for final adoption.

SITE CONTEXT & BACKGROUND

Direction	Existing Use	West Clayton NCP Designation	Existing Zone
Subject Site	Acreage Single Family Residential	Townhouse Residential (22 + 5 upa)	RA
North (Across 72 Avenue):	Acreage Single Family Residential	Townhouse Residential (22 + 5 upa)	RA
East:	Acreage Single Family Residential	Townhouse Residential (22 + 5 upa)	RA
South (Across Fraser Hwy):	Townhouse development	Townhouse in the North Cloverdale West NCP	RM-15 and CD By-law No. 17350
West (Across 180 Street):	Vacant City Lot	Landscape Buffer	A-1

Context & Background

- The subject site is located between 72 Avenue and Fraser Highway, east of 180 Street.
- The site is comprised of four properties, 18036, 18074 & 18088 – 72 Avenue and 18003 – Fraser Highway, and is approximately 2.4 ha in size. There is an existing single-family dwelling on each of the properties under application.

- The site is designated “Urban” and in the Official Community Plan (OCP) and “Townhouse Residential (22 + 5 upa)” in the West Clayton Neighbourhood Concept Plan (NCP), and is zoned “Acreage Residential Zone (RA)”.
- The site is in a Tier 3 Transit-Oriented Area (TOA) in the OCP which permits a minimum allowable density of 3.0 FAR and minimum height of 8-storeys.
- The subject site is located within the Clayton Corridor Plan boundaries, with Stage 1 of the Plan currently in development with City staff.

DEVELOPMENT PROPOSAL

Planning Considerations

- In order to permit the development of seven, 6-storey apartment buildings, the applicant is proposing the following:
 - OCP Amendment from Urban to Multiple Residential;
 - West Clayton NCP Amendment from Townhouse Residential (22 + 5 upa) to Low Rise Residential;
 - Rezoning from Acreage Residential Zone (RA) to Comprehensive Development Zone (CD);
 - Development Permit for Form and Character and Sensitive Ecosystems; and
 - Subdivision (Consolidation) from four (4) lots into two (2) lots.

	Proposed
Lot Area	
Gross Site Area:	2.4 ha
Road Dedication:	0.38 ha
Net Site Area:	2.0 ha
Number of Lots:	2
Building Height:	Lot A: 21 m Lot B: 22 m
Floor Area Ratio (FAR):	Lot A: 1.9 FAR gross/ 2.44 FAR net Lot B: 2.47 FAR gross/ 2.84 FAR net
Floor Area	
Residential:	51,826 sq. m
Residential Units:	
Studio:	70
1-Bedroom:	354
2-Bedroom:	289
3-Bedroom:	0*
Total:	713

*Note, the applicant has committed to working with staff to include more 3-bedroom units before Final Adoption.

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 112 school-age children generated by this development, of which the School District has provided the following expected student enrollment.**

64 Elementary students at Regent Road Elementary School
29 Secondary students at Salish 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 Phase 1 of this project are expected to be constructed and ready for occupancy by early 2027.

Parks, Recreation & Culture: Future active parkland will be proposed in the area as part of the Clayton Corridor Plan which is in progress.

Surrey Fire Department: No Concerns. Comments provided are to be addressed as part of the Building Permit application.

Advisory Design Panel: The proposal was considered at the ADP meeting on July 11, 2024, and was conditionally supported. The applicant has committed to resolving the outstanding items from the ADP review as outlined in the Development Permit section of this report. Any additional revisions will be completed prior to Council's consideration of Final Adoption of the rezoning by-law, to the satisfaction of the Planning and Development Department.

Transportation Considerations

Road Network and Infrastructure:

- The applicant will provide the following road improvements to service the subject proposal:
 - Dedication and construction of the south side of 72 Avenue, including a landscaped median, road pavement, boulevard with lighting and trees, bike lane, and sidewalk;
 - Dedication and construction of the north side of Fraser Highway with a 4.0 m multi-use pathway and boulevard with lighting and trees;

- Construction of a 4.0 m multi-use pathway and pedestrian within the existing 180 Street road allowance following the removal of all pavement and closure of the road to vehicular traffic; and
- Dedication and construction of the west side of 181 Street to the half road standard, with boulevard lighting and trees, and sidewalk.

Access and Parking:

- All parking spaces are provided within an enclosed underground parkade that will be accessed from future 181 Street.
- The applicant is proposing 736 residential parking spaces and 40 visitor parking spaces. As the site is located within a Transit-Oriented Area (TOA) there are no minimum residential parking requirements.

Transit and/or Active Transportation Routes:

- The proposed development is located along Fraser Highway, along the Surrey-Langley Skytrain route, and is located approximately 670 metres from the future 184 Street Skytrain Station.
- The proposed development is also in proximity to bus stops serving route 502.

Sustainability Considerations

- The applicant has met all of the typical sustainable development criteria, as indicated in the Sustainable Development Checklist. Further details are to be provided for the proposal through the Detailed Development Permit process.

School Capacity Considerations

- The School District has advised that Regent Road Elementary School is operating at 55% capacity. It is anticipated that local elementary schools will be able to handle student population growth over the coming years. Enrolment projections will need to be updated with the upcoming Clayton Corridor Plan and Provincial Housing Legislation changes. Future schools will be required to accommodate the build out of this area.
- The School District has advised that E'cole Salish is operating at 99% capacity. Enrolment is expected to grow because on the strong in-migration of new secondary students into the community. This trend is expected to continue beyond 2024.

POLICY & BY-LAW CONSIDERATIONS

Regional Growth Strategy

- The proposed residential apartment buildings comply with the General Urban designation in the Regional Growth Strategy (RGS).

Official Community Plan

Land Use Designation

- The site is designated Urban in the Official Community Plan (OCP). An OCP Amendment to Multiple Residential is proposed.

Amendment Rationale

- The proposed development is adjacent to the Surrey-Langley Skytrain Corridor and is located walking distance (approximately 670 metres) from the future 184 Street Station. This proposed development conforms to the goal of achieving higher density development near a transit corridor, while at the same time providing an appropriate density and interface with lower density designated lands to the west.
- The proposal complies with the Tier 3 Transit-Oriented Area (TOA) minimum allowable density and height in the Official Community Plan (OCP) with a proposed gross FAR of 2.5 and building height of 6-storeys.
- The proposal complies with the Development Permit requirements in the OCP for Form and Character.

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 proposed development is consistent with the following OCP Themes and Policies:
 - Support compact and efficient land development that is consistent with Metro Vancouver Regional Growth Strategy (OCP Policy A1);
 - Accommodate higher density development near Frequent Transit Corridors at densities sufficient to encourage commercial development and transit service expansions (A2);
 - Encourage development in urban neighbourhoods to utilize existing infrastructure and amenities and to enhance existing neighbourhood character and viability (A3);
 - Encourage development that supports increased transit, pedestrian walkability, and bicycle access (B3);
 - Development complete, accessible, and walkable green neighbourhoods with sufficient densities to support a high-quality transit system that is accessible to most residents (B4); and
 - Ensure new development responds to the existing architectural character and scale of its surroundings, creating compatibility between adjacent sites and within neighbourhoods (B6).

Secondary Plans

Land Use Designation

- The proposal does not comply with the West Clayton Neighbourhood Concept Plan (NCP) designation. The applicant proposes to amend the NCP designation to Low Rise Residential, which is a new designation.

Amendment Rationale

- The proposed density and building form consisting of a low-rise apartment complex is appropriate for this area of West Clayton. The proposed density will support transit development and provide greater housing choice in the neighbourhood.

Themes/Objectives

- The proposed development is consistent with the following NCP Themes and Policies:
 - B2.2.2 Connected Principle 1 – Create a compact community to promote walking and support transit.
 - C2.2.3 Complete Principle 1 – Provide for a variety of housing types, densities, and forms to accommodate a range of housing choices and lifestyles, while respecting the existing established residential uses.

CD By-law

- The applicant is proposing a "Comprehensive Development Zone (CD)" to accommodate seven, 6-storey apartment buildings on the subject site. The proposed CD By-law for the proposed development site identifies the uses, densities and setbacks proposed. The CD By-law will have provisions based on the "Multiple Residential 70 Zone (RM-70)" and "Multiple Residential 45 Zone (RM-45)".
- A comparison of the density, lot coverage, setbacks, building height and permitted uses in the RM-70 Zone, the RM-45 Zone and the proposed CD By-law is illustrated in the following table:

Zoning	RM-70 Zone (Part 24)	Proposed CD Zone
Floor Area Ratio:	1.5	<u>Lot A:</u> 2.44 <u>Lot B:</u> 2.84
Lot Coverage:	33%	<u>Lot A:</u> 44% <u>Lot B:</u> 52%
Yards and Setbacks:	7.5 m from all lot lines	<u>Lot A:</u> North: 5.5 m East: 5.5 m South: 6.5 m West: 4.0 m <u>Lot B:</u> North: 5.5 m East: 2.0 m South: 6.5 m West: 5.5 m
Principal Building Height:	50 m	<u>Lot A:</u> 21 m <u>Lot B:</u> 22 m
Permitted Uses:	<ul style="list-style-type: none"> • Multiple unit residential buildings and ground-oriented multiple unit residential buildings • Accessory child care centres 	<ul style="list-style-type: none"> • Multiple unit residential buildings and ground-oriented multiple unit residential buildings
Amenity Space	RM-45 Zone (Part 23)	Proposed CD Zone
Indoor Amenity:	3.0 sq. m. per dwelling unit 1.0 sq. m. per lock-off suite 4.0 sq. m. per micro unit	<u>Lot A:</u> The proposed 557 sq. m + CIL meets the Zoning By-law requirement. <u>Lot B:</u> The proposed 267 sq. m + CIL meets the Zoning By-law requirement.
Outdoor Amenity:	3.0 sq. m. per dwelling unit 1.0 sq. m. per lock-off suite 4.0 sq. m. per micro unit	<u>Lot A:</u> The proposed 2,327 sq. m meets the Zoning By-law requirement. <u>Lot B:</u> The proposed 2,947 sq. m meets the Zoning By-law requirement.
Parking (Part 5)	Required	Proposed
Number of Stalls		
Residential:	NA	736
Residential Visitor:	NA	40
Total:	NA	776
Bicycle Spaces		
Residential Secure Parking:	856	856
Residential Visitor:	42	42

- The floor area ratio (FAR) has been increased from 1.5 FAR net in the RM-70 Zone to 2.44 net FAR for Lot A and 2.84 net FAR for Lot B in the CD Zone to accommodate the proposed development.

- The maximum lot coverage has been increased from 33% in the RM-70 Zone to 44% for Lot A and 52% for Lot B in the CD Zone to accommodate the built form, which is generally consistent with other similar 6-storey apartment building developments.
- The reduced setbacks along public frontages (Fraser Highway, 181 Street, 72 Avenue, and 180 Street) achieve a more urban, pedestrian-oriented streetscape, consistent with the goals and objectives of the West Clayton NCP and OCP.
- The maximum building height has been set at 21 metres for Lot A and 22 metres for Lot B to align with the proposed 6-storey building form.
- The proposed permitted uses have been restricted to multiple unit residential buildings and ground-oriented multiple unit residential buildings only.
- The proposed indoor and outdoor amenity space is consistent with requirements from the RM-45 Zone.
- The site is located within a Transit-Oriented Area (TOA), and as such, there are no minimum residential parking requirements. The applicant is proposing to provide 736 residential parking spaces (exceeding 1 space per unit) and 40 residential visitor parking spaces.

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. A fee update has been approved in April 2024, under Corporate Report No.R046;2024.
- 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 \$2,136 per new unit.
- The proposed development is not subject to the Tier 2 Capital Plan Project CACs as the proposed density complies with the Tier 3 Transit-Oriented Area (TOA) minimum allowable density and height in the Official Community Plan (OCP).

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 \$1,113.92 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 July 8, 2024, and the Development Proposal Signs were installed on July 9, 2024. Staff received have received no responses from neighbouring residents on the proposal.

DEVELOPMENT PERMITS

Sensitive Ecosystems (Streamside Areas) Development Permit Requirement

- The subject property falls within the Sensitive Ecosystems Development Permit Area (DPA) for Streamside Areas in the OCP, given the location of an existing Class B (yellow-coded) ditch which flows along the south side of 72 Avenue. The Sensitive Ecosystems (Streamside Areas) Development Permit is required to protect aquatic and terrestrial ecosystems associated with streams from the impacts of development.
- In accordance with Part 7A Streamside Protection setbacks of the Zoning By-law, a Class B (yellow-coded) ditch requires a minimum streamside setback of 7 metres, as measured from the top of bank.
- This site will require offsite civil works for road widening of 72 Avenue from a 2-lane roadway to a 4-lane arterial road. The required road standard will preclude retention of the existing Class B (yellow-coded) ditch along the south side of 72 Avenue.
- The applicant has worked in consultation with City staff to assess the impact in consideration of transportation and environmental riparian requirements.
- The applicant is proposing to compensate impacts to the existing Class B (yellow-coded) ditch through the construction of an enhanced bioswale along the north side of the development site, outside of the 72 Avenue road dedication area. The proposed on-site stormwater infrastructure is proposed to offset the present-day hydrologic and ecological function afforded by the existing Class B (yellow-coded) ditch, and is in keeping with the intent of the Clayton's Integrated Stormwater Management Plan and the City of Surrey's Climate Change Action Strategy.
- A Section 219 no-build Restrictive Covenant will be required to be registered on title for the proposed bioswale area for ecosystem protection.

- An Ecosystem Development Plan, prepared by Ryan Preston, *P. Ag.*, of BlueLines Environmental Ltd. and dated June 19, 2024 was reviewed by staff and found to be generally acceptable, with some minor modifications to content and format of the report still required. The finalized report and recommendations will be incorporated into the Development Permit.

Form and Character General Development Permit Requirement

- The proposed development is subject to a Development Permit for Form and Character and is also subject to the urban design guidelines in the West Clayton Neighbourhood Concept Plan (NCP).
- The proposed development generally complies with the Form and Character Development Permit guidelines in the OCP and the design guidelines in the West Clayton Neighbourhood Concept Plan (NCP).
- The applicant is proposing to develop seven 6-storey apartment buildings containing all together 713 units and 52,000 sq. m of residential floors are. The residential unit typology currently proposes studio (70 units), one-bedroom (354 units), and two-bedroom (289 units), ranging from 41 square metres to 101 square metres. The applicant has committed to working with staff to review the unit mix to incorporate some three-bedrooms units into the project, between 5% to 10%.
- The proposed building design and building massing is appropriate for Fraser Highway as a gateway project to the Clayton Corridor.
- The site is arranged with buildings grouped into two blocks, four on the east lot and three on the west lot, with amenity courtyard spaces situated between buildings internal to the site. A pedestrian mews is located in the centre of the site separating the east and west lots, providing a publicly accessible walkway connection between 72 Avenue and Fraser Highway for residents of this development as well as the local neighborhood.
- The building massing encloses the street as a streetwall and follows the sloping site condition by stepping the ground floor of the buildings to establish an edge that constantly encounters the grade at a pedestrian scale. The upper storey massing continues to follow the sloping site conditions, allowing the building height to be experienced at a more comfortable height and flow with the natural slopes of the site.
- Indoor amenity spaces are proposed throughout the site with integration and connection to outdoor spaces. For more details, see the indoor and outdoor amenity space section in this report.
- The applicant proposes an urban contemporary design. Building materials include corrugated metal cladding, cementitious panels, woodgrain finishes on soffits and claddings, and brick along public realm facades.
- All ground-oriented units will have their own usable, semi-private patio space with direct access to walkways throughout the site or street frontages.

- The applicant has worked with staff to:
 - Incorporate a pedestrian mews through the centre of the site and improve neighbourhood connectivity;
 - Incorporate more greenspace and public amenities through the site;
 - Address building massing concerns;
 - Address concerns with site grading;
 - Resolve building material and design generally; and
 - Incorporate pedestrian connections for ground-oriented units.

Landscaping

- The proposed landscaping for the site includes a mix of trees, shrubs, ground cover, along with hardscaping, site lighting, fencing, and site furnishings.
- The landscaping concept is focused on the north-south pedestrian mews and east and west amenity courtyard spaces.
- Pathways that provide for pedestrian circulation have been included throughout the site to access the outdoor amenity courtyards as well as provide connections to public streets.
- At grade units have direct access to outdoor spaces with feature paving, trees, shrubs, and fencing with gates to create semi-private outdoor spaces for residents.

Indoor Amenity

- The required indoor amenity for the site overall is 2,140 square metres. The applicant is proposing to provide 824 square metres of indoor amenity space on site (557 sq. m on Lot A and 267 sq. m on Lot B), which does not meet the requirement within the Zoning Bylaw. The applicant will provide cash-in-lieu of amenity space, at the rate in effect at the time of Final Adoption, to compensate for the shortfall, in accordance with City Policy.
- Indoor amenity space is provided across the site, with some space provided in all seven proposed apartment buildings on the ground floors with connections to outdoor amenity spaces.
- The indoor amenity space programming will be resolved through the Detailed Development Permit application for each phase of the proposed development.

Outdoor Amenity

- The required outdoor amenity is 2,140 square metres. The applicant is proposing 5,274 square metres of outdoor amenity space (2,327 sq. m on Lot A and 2,947 sq. m on Lot B), exceeding the requirement.
- The applicant is proposing to provide both ground level and roof top outdoor amenity space.

- The proposed ground level outdoor amenity is organized into three general areas, an east courtyard, west courtyard, and the pedestrian mews. The east and west courtyard areas include social gathering space, outdoor kitchens, outdoor fitness space, lawns and playgrounds. The pedestrian mews includes a landscaped trail with entry and central plaza nodes.
- The applicant is also proposing to provide roof top outdoor amenity space on each of the proposed seven apartment buildings, which will include spaces for outdoor dining, lounging, community gardens and lawns.

Outstanding Items

- The applicant is required to resolve all outstanding urban design and landscaping issues and Advisory Design Panel comments, as follows:
 - Design development to building siting and onsite circulation and grading to improve accessibility and livability;
 - Refinement to the buildings' massing to improve livability and public realm interface;
 - Design development of public realm and amenity spaces;
 - Provision of additional information to confirm the design intent and servicing function; and
 - Through the Detailed Development Permits, enhance variety among the buildings' design character.
- 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

- Joey Banh, ISA Certified Arborist of Diamond Head Consulting prepared an Arborist Assessment for the subject property. The table below provides a summary of the proposed tree retention and removal by tree species:

Table 1: Summary of Proposed Tree Preservation by Tree Species:

Tree Species	Existing	Remove	Retain
Alder and Cottonwood Trees			
Alder	3	2	1
Deciduous Trees (excluding Alder and Cottonwood Trees)			
Bitter Cherry	12	12	0
Black Poplar	16	16	0
Black Walnut	2	2	0
Cherry Laurel	1	1	0
Cherry Plum	1	1	0
Common Hazelnut	1	1	0
English Holly	2	2	0
European Mountain Ash	1	1	0
Japanese Maple	1	1	0

Kousa Dogwood	1	0	1
Lavalle Hawethorn	1	1	0
Manitoba Maple	3	3	0
Norway Maple	8	2	6
Paperbark Maple	8	1	7
Satomi Dogwood	3	0	3
Silver Birch	6	6	0
Starlight Chinese Dogwood	1	0	1
Weeping Willow	1	1	0
Coniferous Trees			
Douglas fir	16	16	2
Western Red Cedar	10	10	0
Eastern White Cedar	4	4	0
Total (excluding Alder and Cottonwood Trees)	99	81	18
Total Replacement Trees Proposed (excluding Boulevard Street Trees)			
		151	
Total Retained and Replacement Trees Proposed			
		169	
Estimated Contribution to the Green City Program			
		\$6,500	

- The Arborist Assessment states that there are a total of 99 mature on-site trees and City-owned boulevard trees, excluding Alder and Cottonwood trees, associated with the proposed development. Three (3) existing trees, approximately 2.9% of the total trees on the site, are Alder and Cottonwood trees. The applicant proposes to retain no on-site trees and 18 City-owned boulevard trees 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.
- Four off-site and two shared trees not included in the totals above are proposed for removal as a result of civil works proposed with the development application. The applicant will be required to provide permission for the removal of these trees prior to Final Adoption.
- 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 proposed total of 164 replacement trees on the site. Since the proposed 151 replacement trees can be accommodated on the site, the proposed deficit of 13 replacement trees will require an estimated cash-in-lieu payment of \$6,500, representing \$550 per tree, to the Green City Program, in accordance with the City's Tree Protection By-law.
- In addition to the replacement trees, boulevard street trees will be planted on 181 Street, 72 Avenue, and Fraser Highway. 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 Maple, Dogwood, Pine and Magnolia species.

- In summary, a total of 169 trees are proposed to be retained or replaced on the site with an estimated contribution of \$6,500 to the Green City Program.
- The proposed tree retention and replacement strategy will be refined as the applicant works through the detailed design process.

INFORMATION ATTACHED TO THIS REPORT

The following information is attached to this Report:

Appendix I.	Proposed Subdivision Layout, Site Plan, Building Elevations, Landscape Plans and Perspective
Appendix II.	Engineering Summary
Appendix III.	School District Comments
Appendix IV.	Summary of Tree Survey, Tree Preservation and Tree Plans
Appendix V.	NCP Plan
Appendix VI.	OCP Redesignation Map

approved by Ron Gill

Don Luymes
General Manager
Planning and Development

SR/ar

West Clayton

Issue 04 - RZDP
Monday, July 15, 2024

Civic Address:
18003-18088 Fraser Highway, Surrey, B.C.

Development Permit Number: N/A
Building Permit Number: N/A

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(PROJECT NAME)



Zenterra Developments

West Clayton

18003-18088 Fraser Highway
Surrey, B.C.

Cover

22589

Monday, July 15, 2024

RZDP ISSUE 4.0

A-0,000

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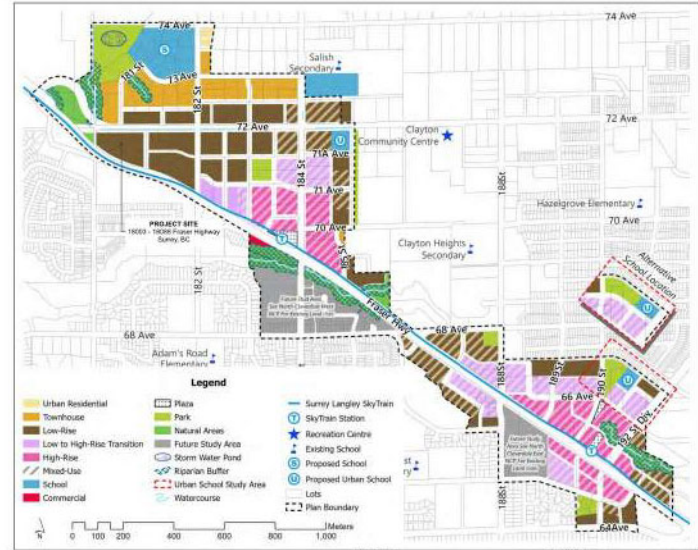
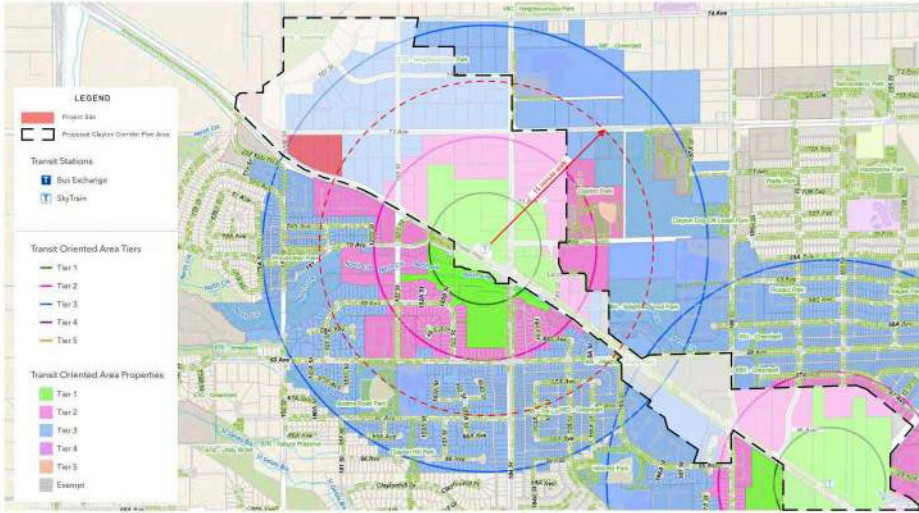


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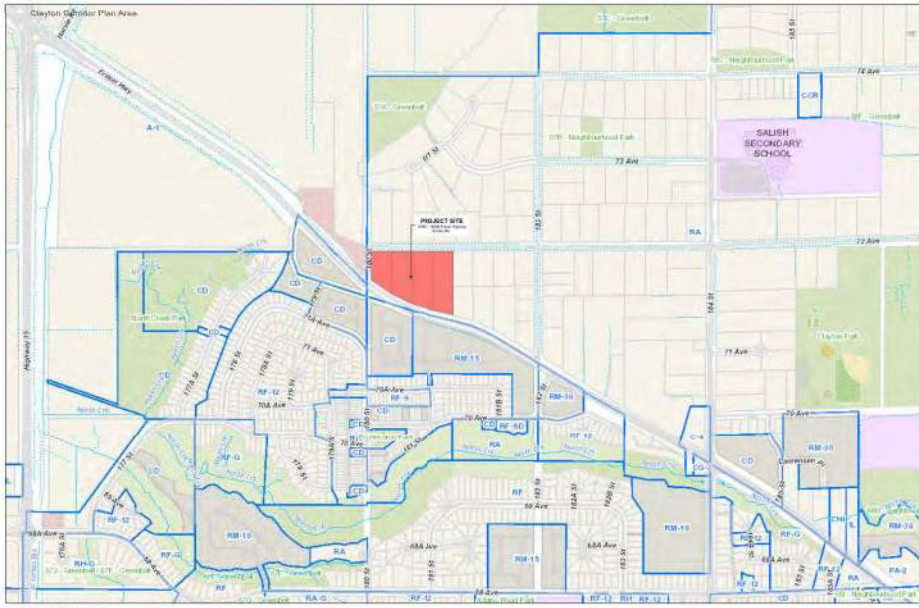
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(PROJECT TEAM)



Draft Land Use Plan

NOT TO SCALE
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PROJECT: RZDP ISSUE 4.0
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DRAWN BY: [Name]
CHECKED BY: [Name]
APPROVED BY: [Name]



Context - Zoning & OCP



Translink Skytrain Route



Zenterra Developments
(PROJECT)

West Clayton
18003-18088 Fraser Highway
Surrey, B.C.
(SITE)

Context - Zoning & OCP
(PROJECT)

22589
(SCALE)

Monday, July 15, 2024
(DATE)

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WEST CLAYTON MASTER PLAN & REZONING RATIONALE

SITE:

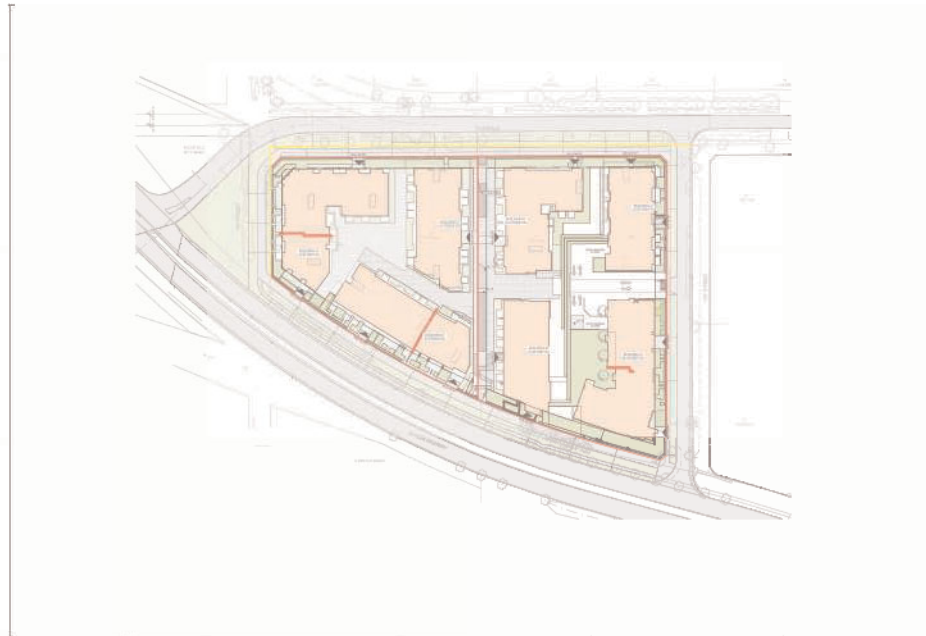
The West Clayton site, an assembly of four RA lots, is located at 18003 Fraser Highway and 18036-18088 72nd Avenue, Surrey. The site is bound by 72nd Avenue on the North, 180th St to the West, future 181A St to the East, and Fraser Highway and the future Surrey-Langley Skytrain route along the South property line. This site is considered within a Frequent Transit Corridor & Skytrain Planning Corridor per the City of Surrey OCP. The site is currently comprised of large acreages containing older single family homes and various associated outbuildings. Totalling approx. 23,626 sq.m., the property is neighbored by a townhouse development to the South, across Fraser Highway, and residential acreages to the North & East, which are anticipated to redevelop to higher density in future. To the West, lots currently designated Agricultural Reserve (A-1) abut 180th Street before the curve of Fraser Highway heads Northwest. It is anticipated these will be transformed into parkland. The property has some significant grade, with 15m in grade change across the site in the East-West direction and between 2m & 6m grade differential in the North-South direction.

MASTER PLAN:

In working closely with the City of Surrey's Development Services Department and Department of Engineering, Parks, and Environment through pre-application master plan submissions & DRG & Urban Design commentary, the design team has developed a cohesive and exciting plan to invigorate this suburban assembly in anticipation of the rapid transit connection. When built-out, the site will provide close to 700 units of housing, in a variety of sizes, a welcoming neighbourhood with great pedestrian connectivity, and a variety of greenspaces and public amenities.

As identified in the OCP, this site is within the frequent transit corridor that establishes the intent to create a vibrant transit-oriented area with transit-supportive density and a mix of uses in close proximity to the future Clayton SkyTrain station at Fraser Highway & 190th Street.

The project is influenced by other successful master planned urban centre developments across British Columbia and North America, whilst closely following the City of Surrey's OCP vision for the site. The master plan follows the four Urban Design Principles in the OCP: people-friendly buildings and streets; great public spaces; inclusive, memorable and sustainable design and good neighbour adjacencies. The Master plan centres around the ideas of street oriented buildings with through-views and pedestrian connections. The North-South pedestrian connection linking Fraser Highway to 72nd Avenue being the key urban design move, to be secured by Statutory Right of Way, allowing public access from the wider community to/from Fraser Highway/skytrain. This pathway bisects the site creating two distinct halves. Seven, 6 storey apartment buildings are proposed, located to work with the predominant natural topography.



Context - Existing Conditions



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(PROJECT NAME)



(CLIENT)

Zenterra Developments

(PROJECT)

West Clayton

18003-18088 Fraser Highway
Surrey, B.C.

(TITLE)

Design Rationale

22589 (PROJECT)

(SCALE)

Monday, July 15, 2024 (DATE)

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A-0.510

WEST CLAYTON MASTER PLAN & REZONING RATIONALE

GENERAL FORM & CHARACTER GUIDELINES

Pedestrian Circulation + Accessibility

The development seeks to tie into and extend existing street networks and infrastructure with the introduction of private roads adjoining adjacent streets. This dissects the development site into a finer grain block pattern with smaller sites and buildings, with publicly accessible lanes and walkways running through them. Clearly defined and well-lit pedestrian connections will be provided between buildings and amenity spaces to connection points outside the site. Infrastructure upgrades have been incorporated in the off-site civil works to accommodate the new multi-use path along Fraser Highway & 72nd Avenue, as well as dedications along all road frontages. To contribute to the storm water management, a rain garden is proposed along the 72nd Avenue frontage (on-site) as compensation for the removal of the existing ditch. Connections to buildings will bridge the rain garden. Applicants will work through the detailed DP applications for each phase to ensure appropriate secure bicycle parking adjacent to building entries; primary pedestrian entries/lobbies will be well lit and visible and are linked to a comprehensive pedestrian network. The site design encourages access to buildings and open spaces through on-site pedestrian routes. Transitions between the public, semi-public, semi-private and private realms have been defined to enhance both the privacy of residences and the pedestrian experience.

CPTED Strategy

The detailed DP will resolve the CPTED strategy in greater detail but the over-riding concept is one of multiple "eyes on the street" to maximise natural surveillance with buildings oriented toward streets and the courtyard / SROW. Entry points are controlled and minimised and ground level units have elevation above the public zone with 'defensible space' in the form of fenced patio.

Building siting + Orientation

The building volumes are aligned to, front on, and engage with, public streets and the internal public SROW - the North-South pedestrian spine. The massing along Fraser Highway aligns residential units with the public interface of the busier street. An increased setback and varying lengths of building frontage provides for an ever-changing street frontage that steps down to the West with the grade. Building entries with extended lobbies will help animate what is currently a purely vehicular dominated artery. Breaks between buildings provide openings into the site from the South. The multi-use SROW running through the middle of the site draws pedestrians through the site to the wider community beyond. Building F & G fronting 72nd Avenue and 180th Street have a building step back at the 5th & 6th storeys on the public street faces to reduce the massing and street wall effect and respect the lower density housing anticipated to the North. The building massing is orientated to limit the shadowing on adjacent sites and public outdoor areas and to minimize the impact to daylight access, sunlight and ventilation, whilst maintaining visual privacy. The spaces between buildings create large outdoor courtyards, allowing opportunities for recreation. These semi-private amenity and landscape spaces create opportunities for play and add community value to the project. The scale of the buildings are modulated by the cascading grade where some buildings have only 5 storeys exposed and the grading will allow views over other buildings from upper levels. All buildings maintain separations recommended by City staff. Corner plazas at key intersections and prominent architectural features will be proposed at high visibility locations.



Vehicular Access + Parking

Loading and parkade entrances have been located off the internal lane off the new 181 Street, maintaining the higher quality of building interface with external streets. Access points are limited given that additional intersections on Fraser Highway and 72nd Avenue are not planned by the City and 180 Street will be closed in lieu of a future park and 72nd Avenue realignment. Parkade access and projections have been minimized, resulting in a multi-layered, stepping underground parkade designed to follow & respect the existing topography. Small amounts of on street parking will be located on 181 Street in the ultimate condition and short-term loading will be located on the internal east/west road at the terminus.

Massing + Articulation

At this General DP level submission, the design team has incorporated "good neighbour transitions" by stepping building heights and massing to relate to adjacent buildings and open spaces to soften height transitions as discussed with the City of Surrey Development Services Department during the master planning process. Further Architectural articulation and adherence to the OCP guidelines under this section will be addressed during the Detailed Development Permit application process for each future phase.

This project is a key gateway project to announce the West Clayton transit oriented community when approaching from the West. The architecture will express this landmark location.



INTEGRA MASTERPLANNED MULTI-BUILDING PROJECTS



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Zenterra Developments

(PROJECT)

West Clayton

1800's-1808 Fraser Highway
Surrey, B.C.

(TITLE)

Design Rationale

22589

(SCALE)

Monday, July 15, 2024

(DATE)

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(DRAWING)

A-0.520

WEST CLAYTON MASTER PLAN & REZONING RATIONALE

PUBLIC OPEN SPACE

The site is reimagined with a focus on community building, and contains a variety of open spaces designed to cultivate inter-site travel, play and exercise, community building and relaxation. These outdoor spaces begin at the prominent corners, offering public plaza space and drawing in visitors. Welcoming 'node' points along streets will coincide with outdoor amenity spaces. The principal public space offers a mid-block connection from Fraser Highway to 72nd Avenue and will offer rest areas and unstructured kid's play opportunities.

The landscape design of the public pathway and corner spaces contain public art and significant hardscape which facilitate flexibility of uses and ease of travel. They are accessible and contain engaging seating and other uses. The streets are lined with trees to define pedestrian spaces and provide comfort, shade and interest. A 4m wide Multi-Use pathway will be provided along Fraser Highway and 72nd Avenue to enhance the walkability and cycling network to further encourage use of the rapid transit system. These features also bring community beautification with boulevard and street trees. An on-site rain garden feature along 72nd Avenue will also add natural elements, wildlife and a relationship to the past.

The mid-block connection (to be secured by SROW) serves as a public amenity to draw visitors through the site to & from the wider community and provide a connection to amenity spaces for the surrounding residential buildings. The open spaces have excellent sightlines into, through, and out, following CPTED best practices and, with multiple residential units surrounding, offers great natural surveillance. Opportunities for public art abound, as well as areas for both play and leisure.



PUBLIC PLAZA



PUBLIC ART

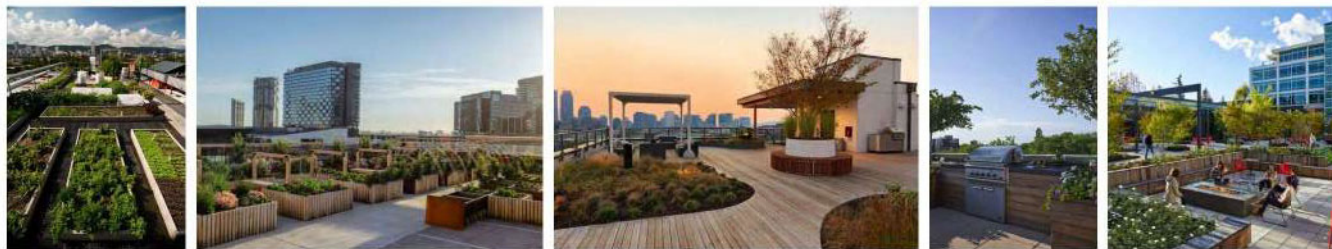
FLEX USE TURF



CHILDREN'S PLAY

OUTDOOR GYM

ENTERTAINMENT



COMMUNITY GARDEN



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(PROJECT)

West Clayton

18003-19088 Fraser Highway
Surrey, B.C.

(TITLE)

Design Rationale

22589

(SCALE)

Monday, July 15, 2024

(DATE)

RZDP ISSUE 4.0

(PROJECT)

(DRAWING)

A-0.530

WEST CLAYTON MATERIALITY RATIONALE



HISTORICAL CLAYTON



CORRUGATED METAL CLADDING

Corrugated metal cladding offers architects a compelling modern interpretation of the classic wooden barn for several reasons:

1. **"Aesthetic Continuity with Tradition"**: Corrugated metal cladding maintains a visual link to the rural and agricultural heritage embodied by classic wooden barns. It preserves the essence of simplicity and functionality that defines traditional barn architecture.
2. **"Contemporary Appeal"**: The sleek and industrial look of corrugated metal appeals to modern architectural sensibilities. It can seamlessly integrate into urban and rural landscapes alike, offering a versatile aesthetic that suits various contexts.
3. **"Durability and Sustainability"**: Unlike wood, corrugated metal is highly durable and requires minimal maintenance. It withstands weather elements such as rain, snow, and sunlight, making it a long-lasting choice. Additionally, metal cladding can be recycled, promoting sustainability in building practices.
4. **"Versatility in Design"**: Corrugated metal cladding is available in a range of colors and finishes, providing architects with flexibility in design. It can be used to create dynamic facades, playing with light and shadow, and allowing for creative expressions while still honoring the barn's utilitarian roots.
5. **"Cost-Effectiveness"**: Metal cladding tends to be cost-effective both in terms of material and installation, especially compared to traditional wood or other materials. This can be advantageous in budget-conscious architectural projects.
6. **"Fire Resistance"**: Metal cladding offers superior fire resistance compared to wood, enhancing building safety and reducing fire risk.

Corrugated metal cladding not only pays homage to the classic wooden barn but also enhances it with contemporary benefits such as durability, sustainability, and aesthetic flexibility. Its adoption represents a thoughtful blend of tradition and innovation in modern architecture.



MODERN CLAYTON - PUBLIC INFRASTRUCTURE



LOCAL INSPIRATION



LOCAL INSPIRATION



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[PROJECT]

West Clayton
1800's-1808 Fraser Highway
Surrey, B.C.

[TITLE]

Materiality

22589 [PROJECT]

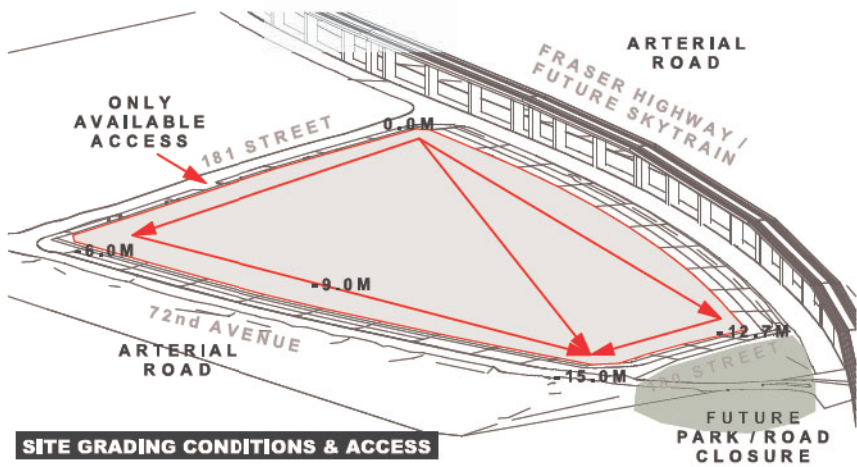
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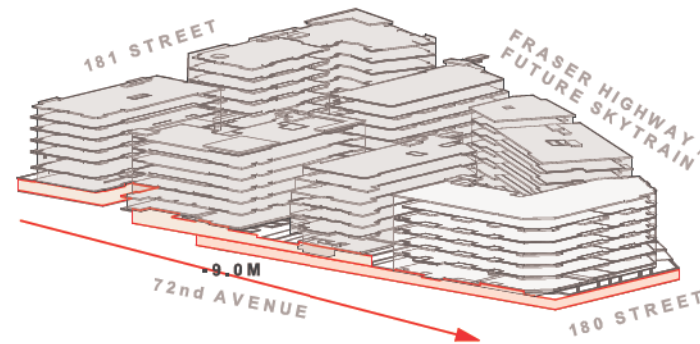
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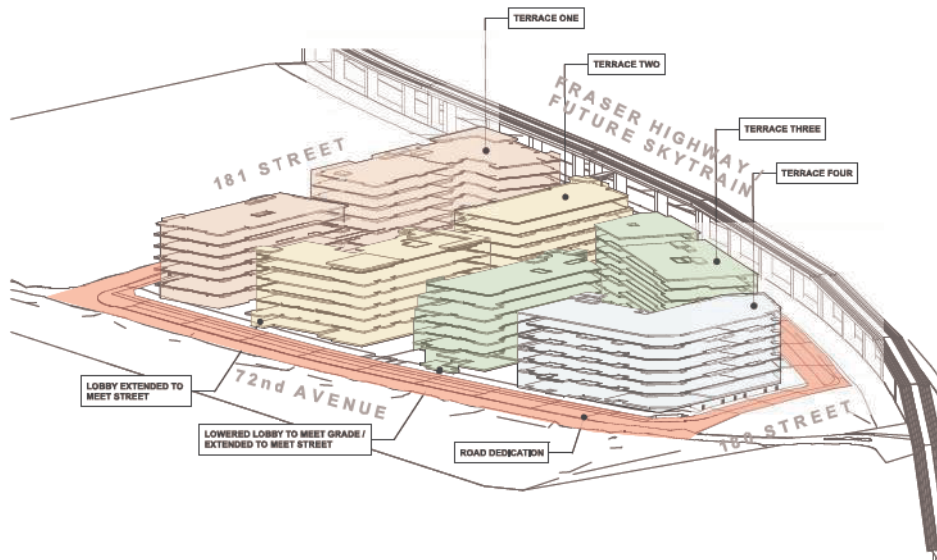
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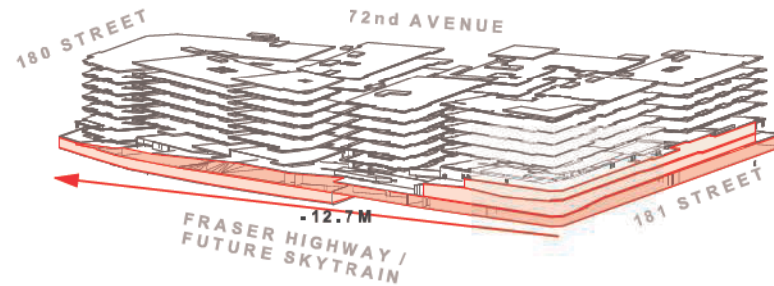
SITE GRADING CONDITIONS & ACCESS



RESPONSE TO GRADING - TERRACED PARKADE



RESPONSE TO GRADING - TERRACED BUILDINGS



RESPONSE TO GRADING - TERRACED PARKADE



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West Clayton

18003-18088 Fraser Highway
Surrey, B.C.

(TITLE)

SITE ANALYSIS

22580 (PROJECT)

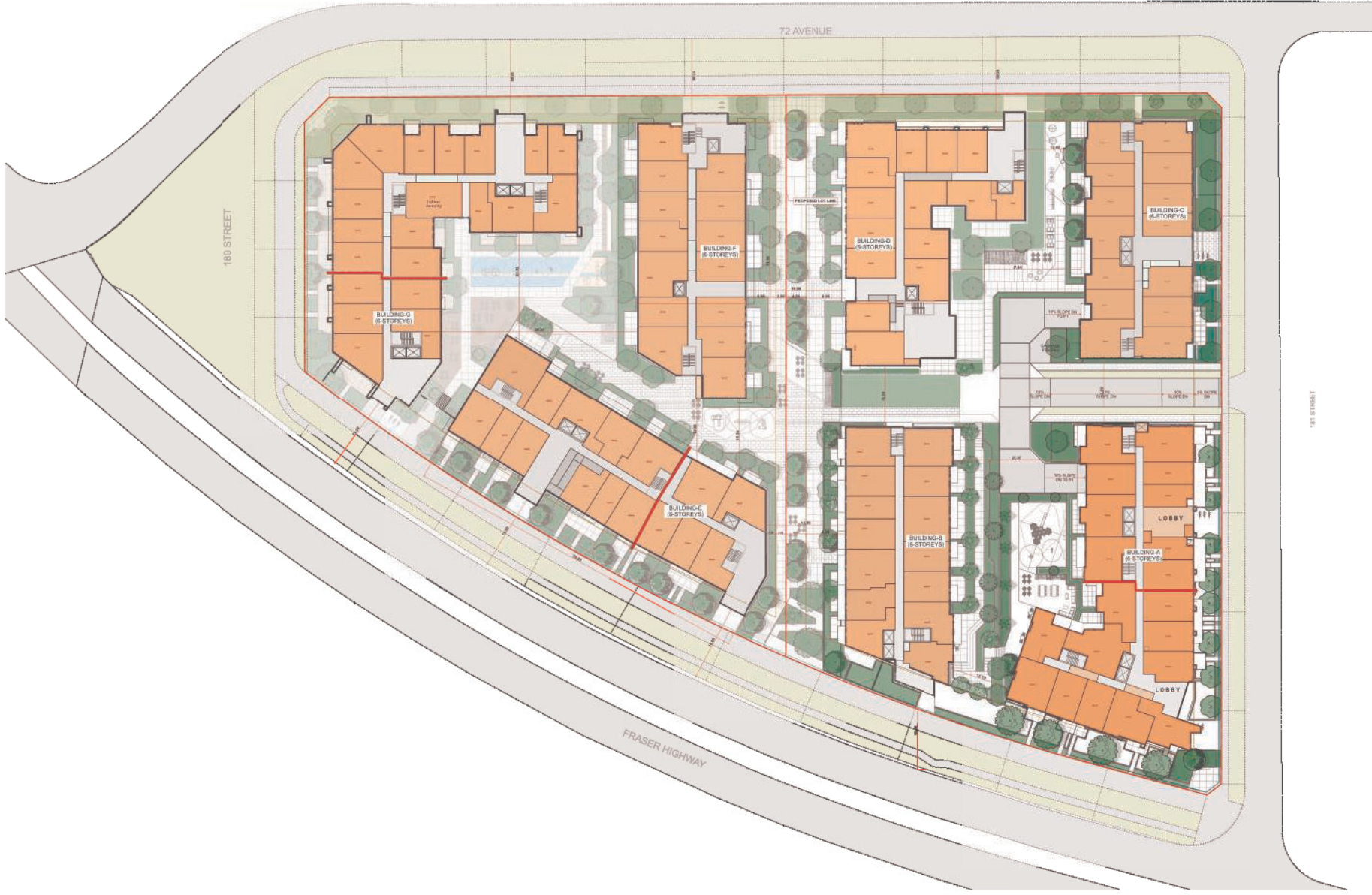
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(PROJECT)

18003-18088 Fraser Highway
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(TITLE)

Simple Site Plan

589 (PROJECT)

1:350 (SCALE)

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A-1.200



Parkade - Level P4



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Level P4 Parking Plan

589

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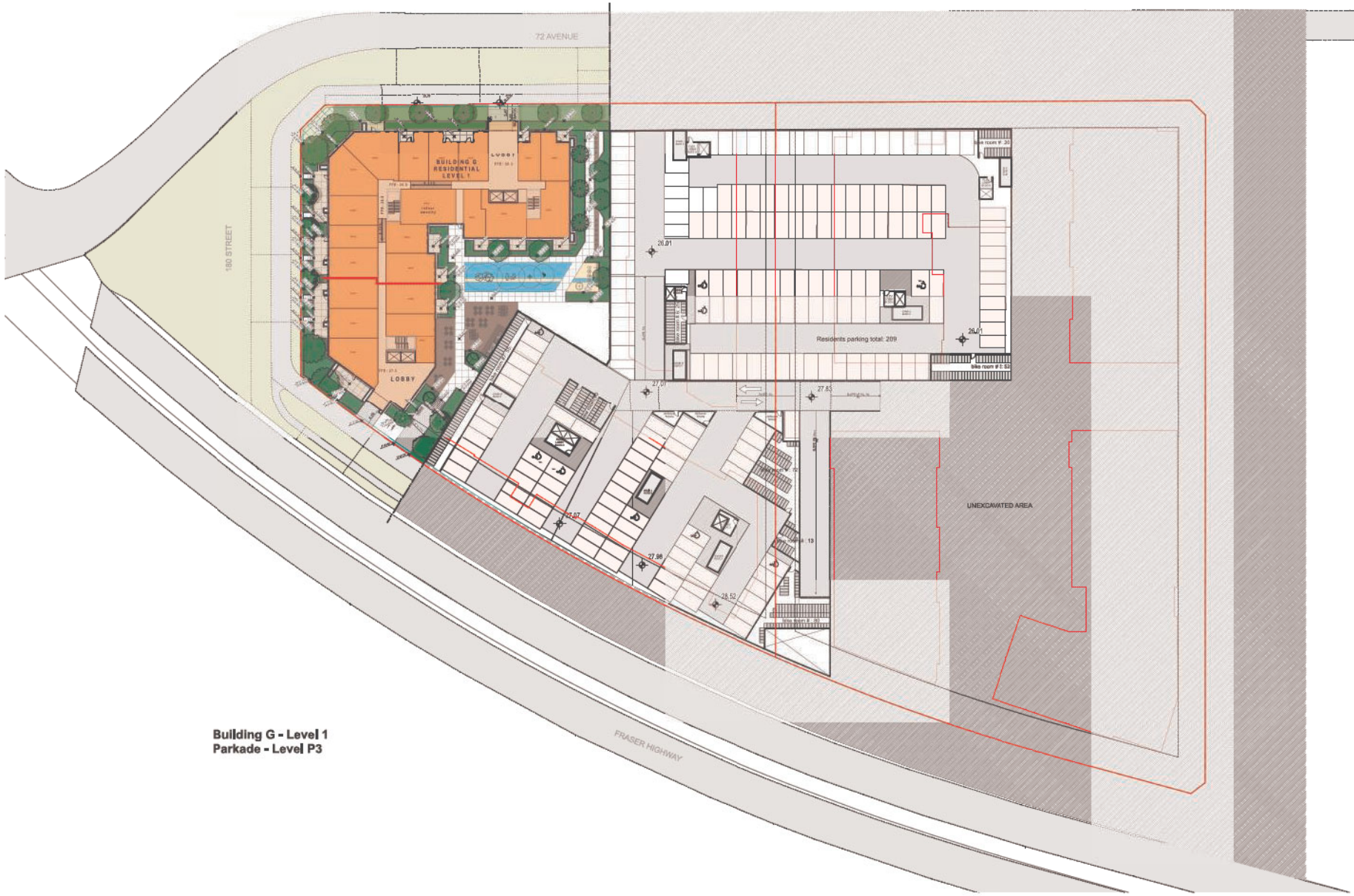
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**Building G - Level 1
Parkade - Level P3**



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West Clayton

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Surrey B.C.

**Level P3 Parking
Plan**

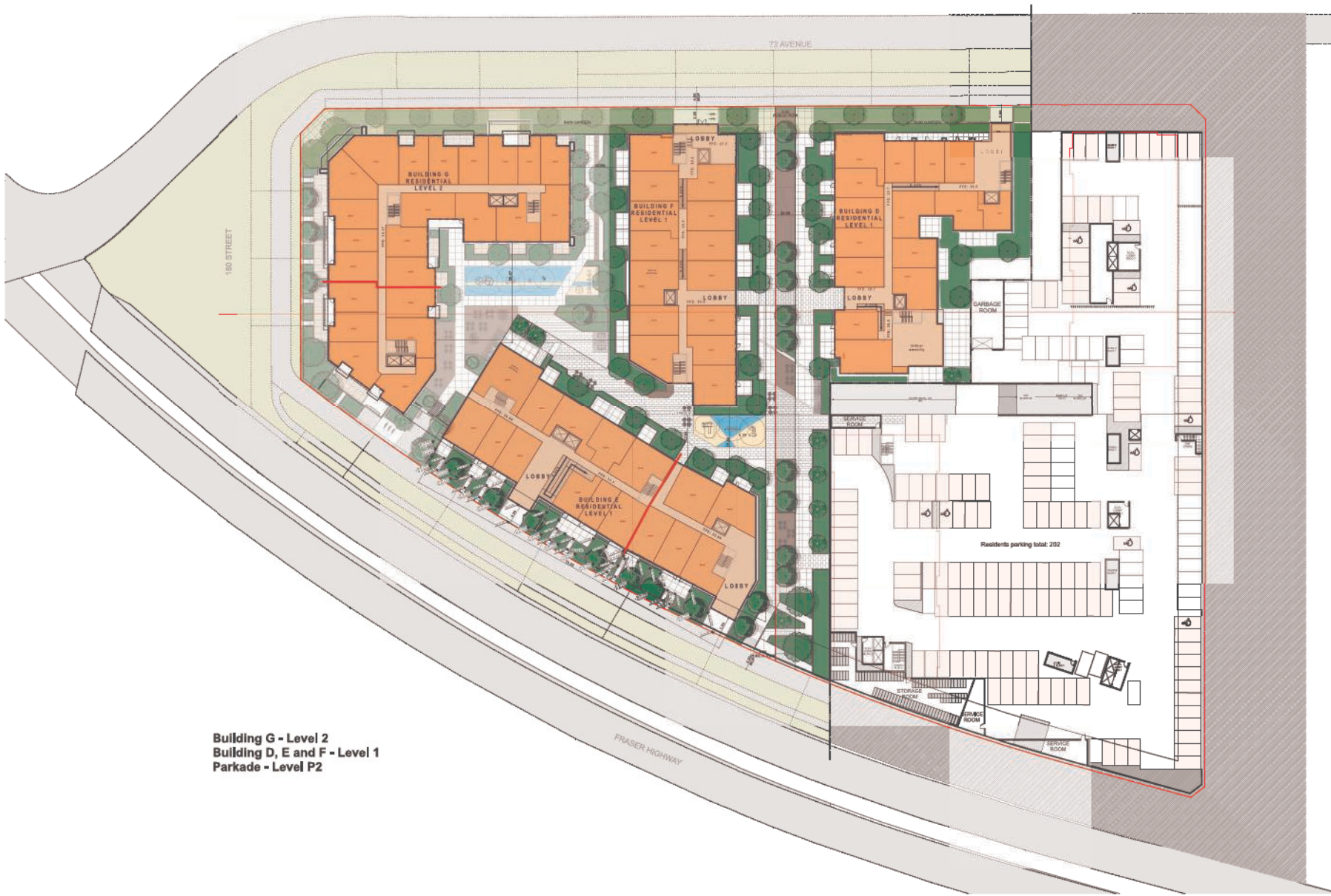
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**Building G - Level 2
 Building D, E and F - Level 1
 Parkade - Level P2**



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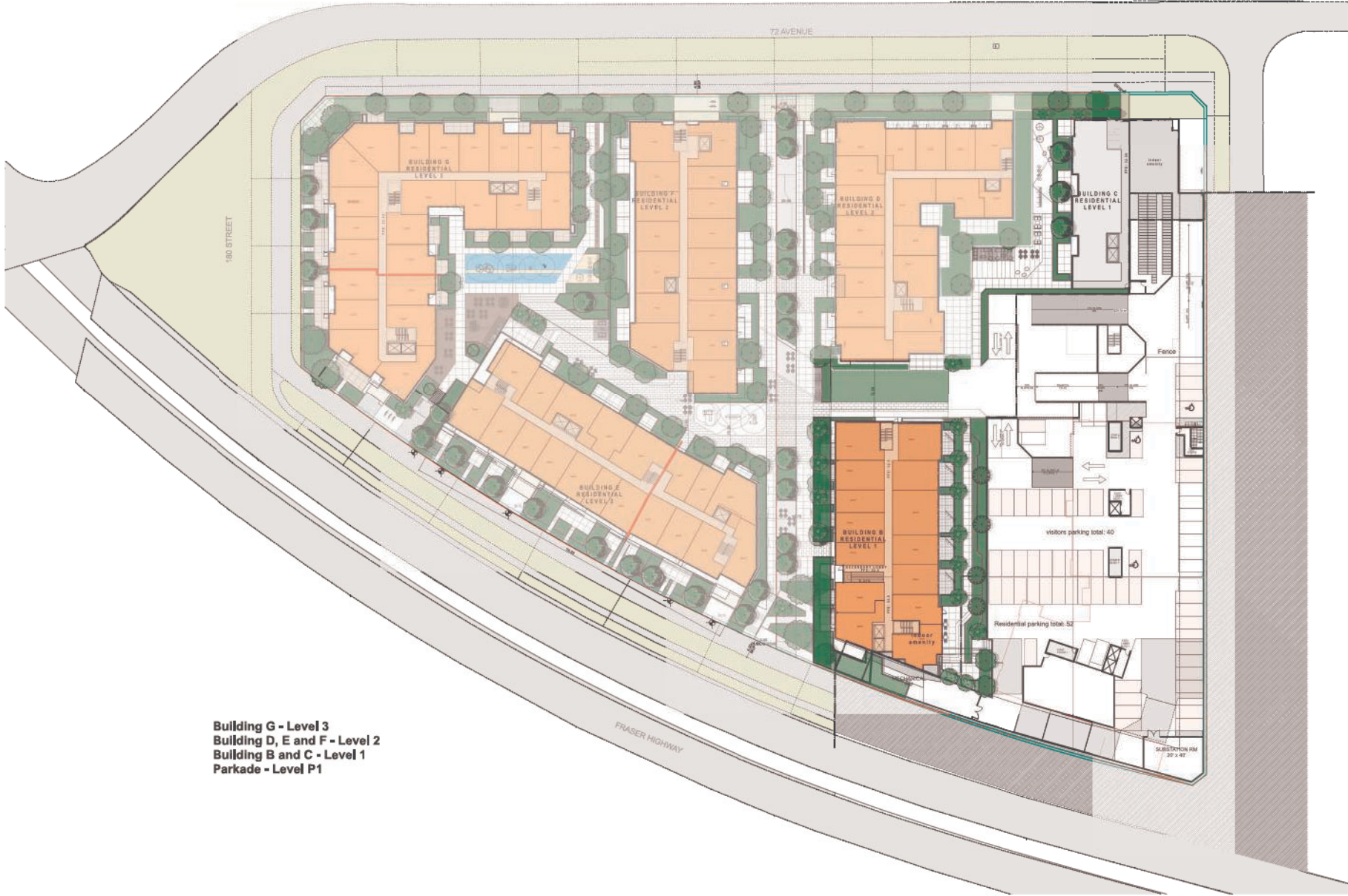
Level P2 Parking Plan

589 (PROJECT)
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Monday, July 15, 2024 (DATE)
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A-2.030



Building G - Level 3
Building D, E and F - Level 2
Building B and C - Level 1
Parkade - Level P1



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West Clayton
 (PROJECT)

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 (TITLE)

Level P1 Parking Plan

589 (PROJECT)

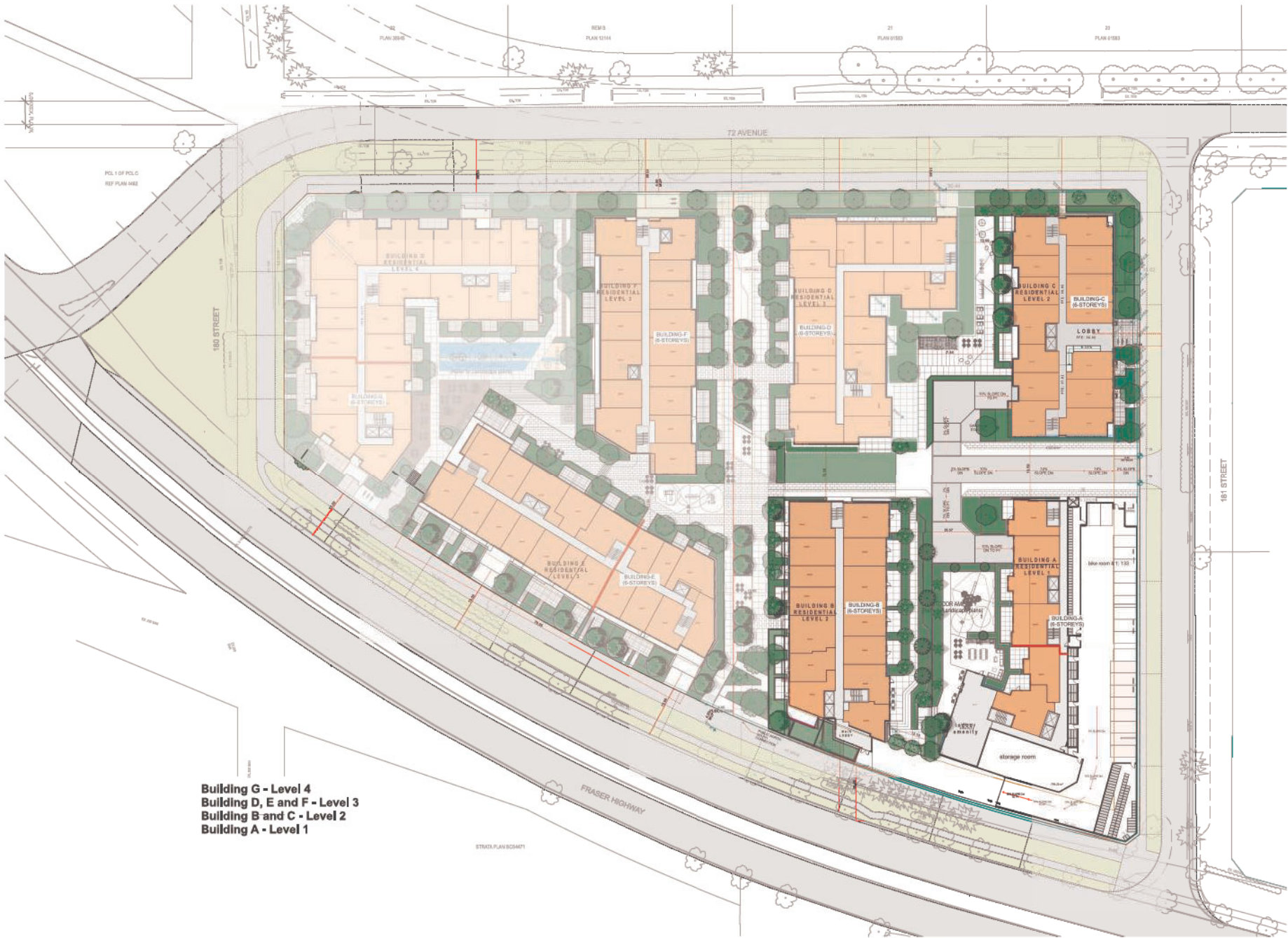
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Building G - Level 4
Building D, E and F - Level 3
Building B and C - Level 2
Building A - Level 1



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(PROJECT NAME)



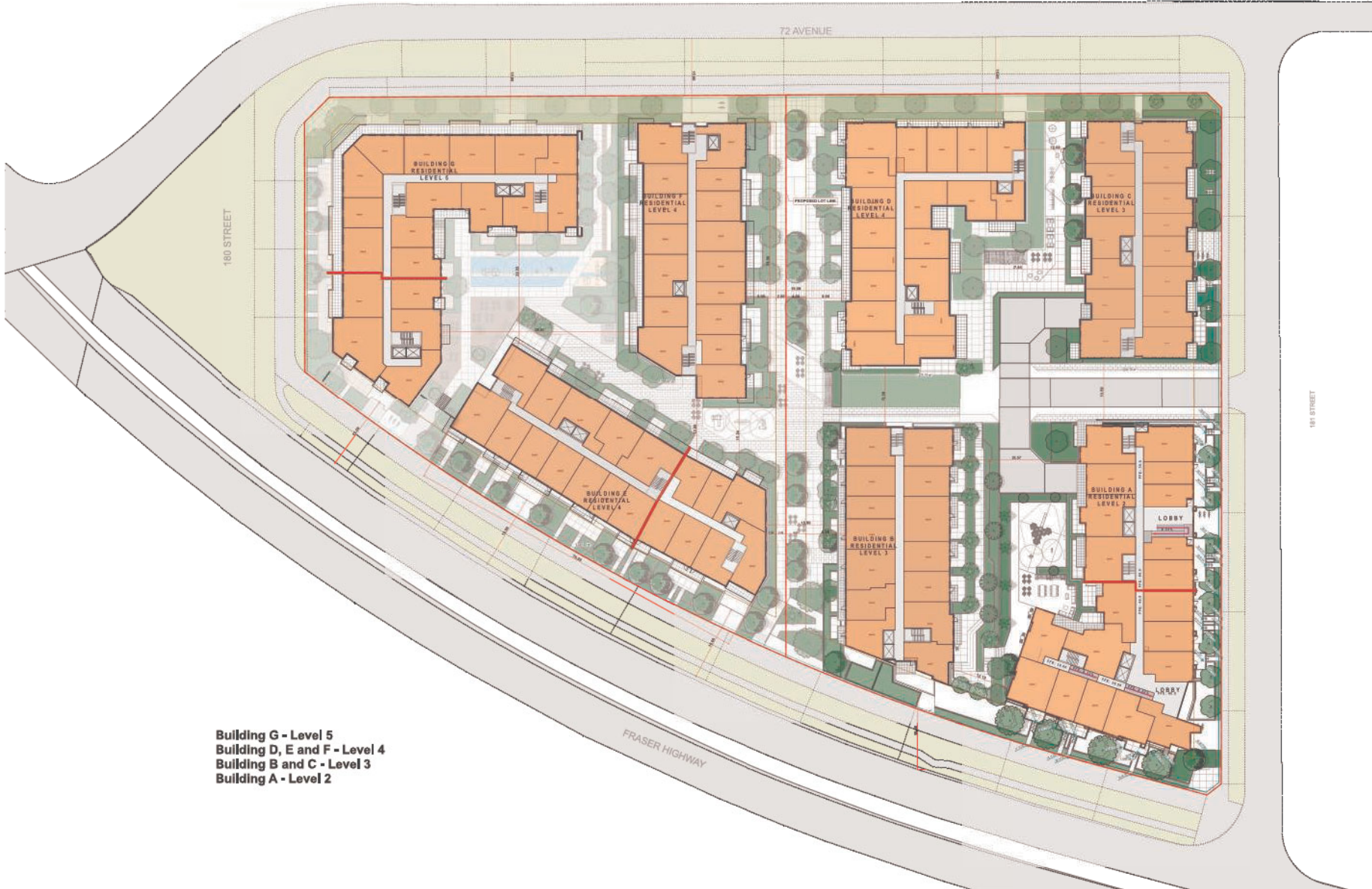
Zenterra Developments
 (CLIENT)
 (PROJECT)

West Clayton
 18003-18088 Fraser Highway
 Surrey B.C.
 (TITLE)

Level 1 Floor Plan

589 (PROJECT)
 1:350 (SCALE)
 Monday, July 15, 2024 (DATE)
 RZDP ISSUE 4J (NUMBER)

A-2.100



Building G - Level 5
Building D, E and F - Level 4
Building B and C - Level 3
Building A - Level 2



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West Clayton
(PROJECT)

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Surrey B.C.
(TITLE)

Level 2 Floor Plan

589 (PROJECT)

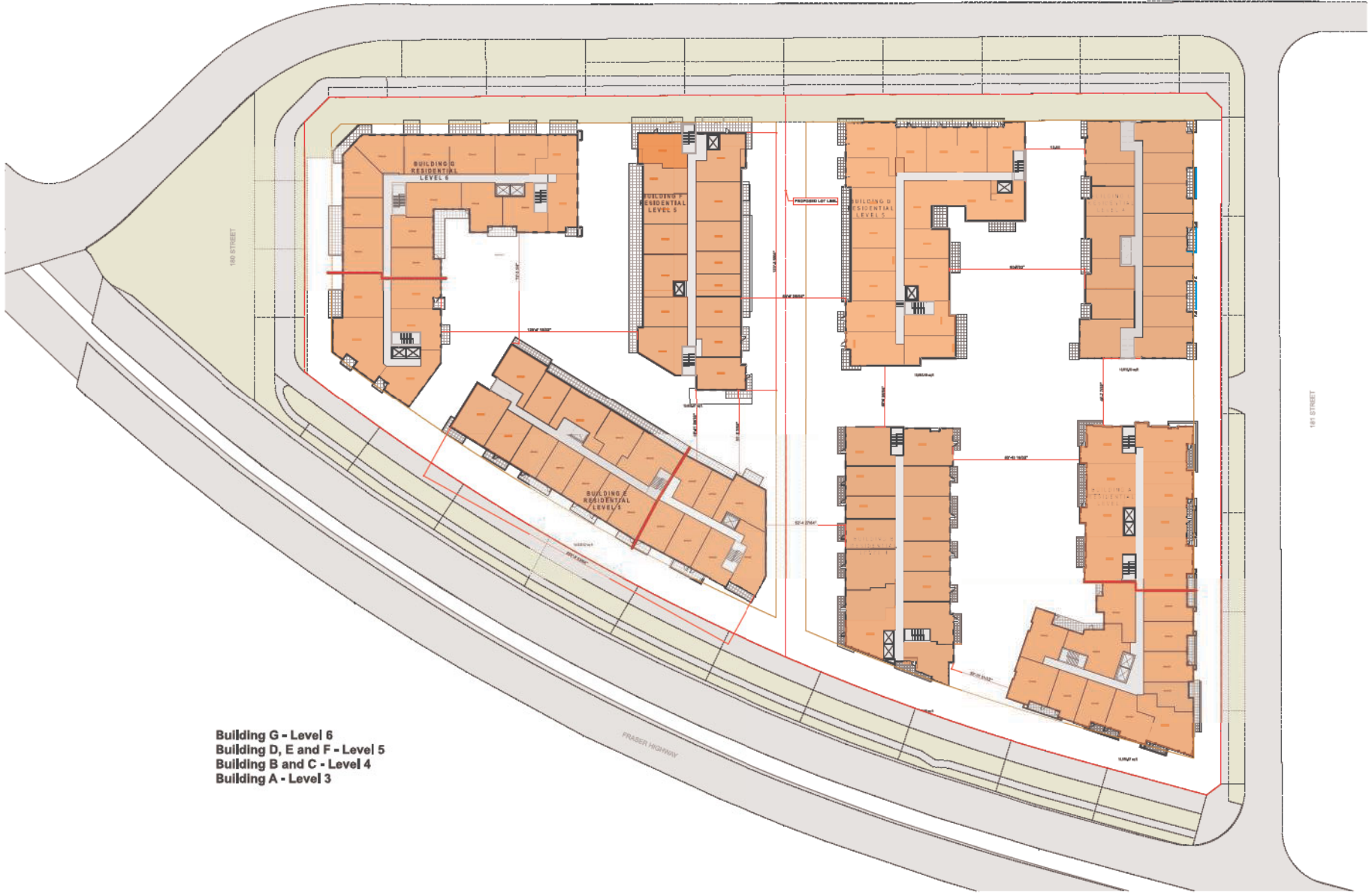
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Monday, July 15, 2024 (DATE)

RZDP ISSUE 4.0 (REV)

(DRAWING)

A-2.200



Building G - Level 6
Building D, E and F - Level 5
Building B and C - Level 4
Building A - Level 3



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Zenterra Developments

West Clayton

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 Surrey B.C.

Level 3 Floor Plan

589 (PROJECT)

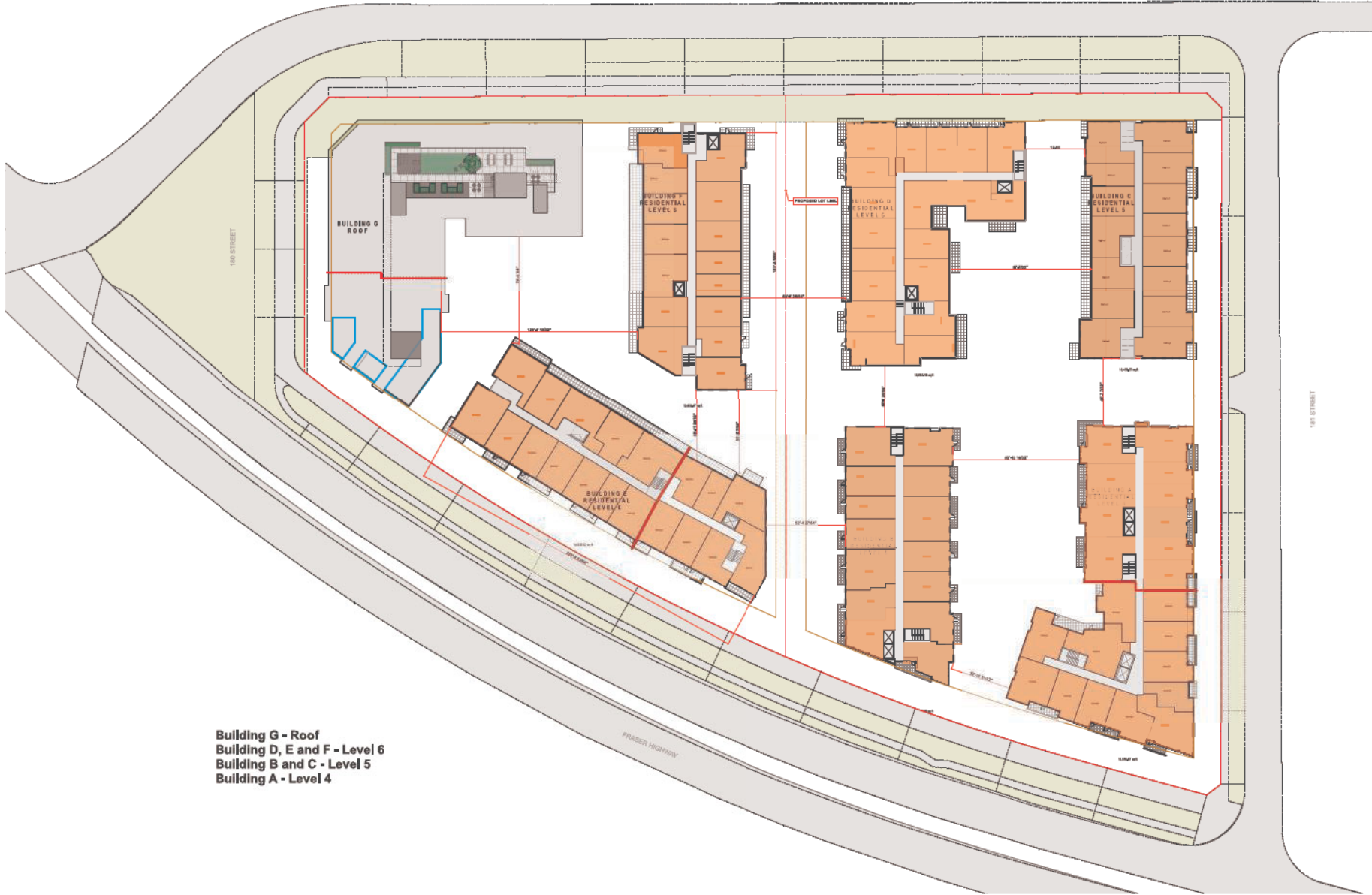
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Monday, July 15, 2024 (DATE)

RZDP ISSUE 4J (REV)

(DRAWING)

A-2.300



Building G - Roof
Building D, E and F - Level 6
Building B and C - Level 5
Building A - Level 4



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(PROJECT NAME)



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West Clayton
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(TITLE)

Level 4 Floor Plan

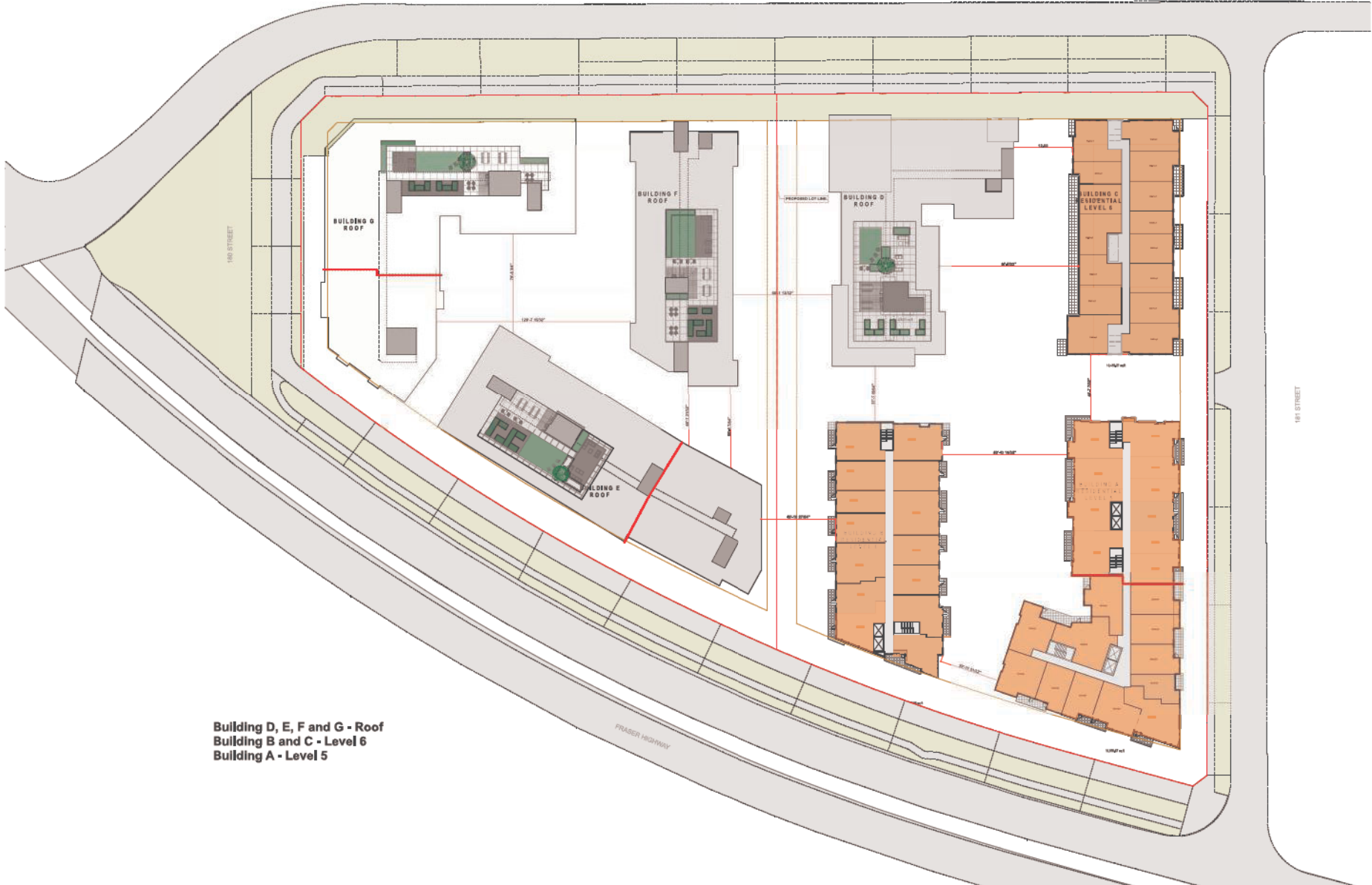
589 (PROJECT)
1:350 (SCALE)

Monday, July 15, 2024 (DATE)

RZDP ISSUE 4J (REVISION)

(DRAWING)

A-2.400



Building D, E, F and G - Roof
Building B and C - Level 6
Building A - Level 5



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West Clayton

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Level 5 Floor Plan

589 (PROJECT)

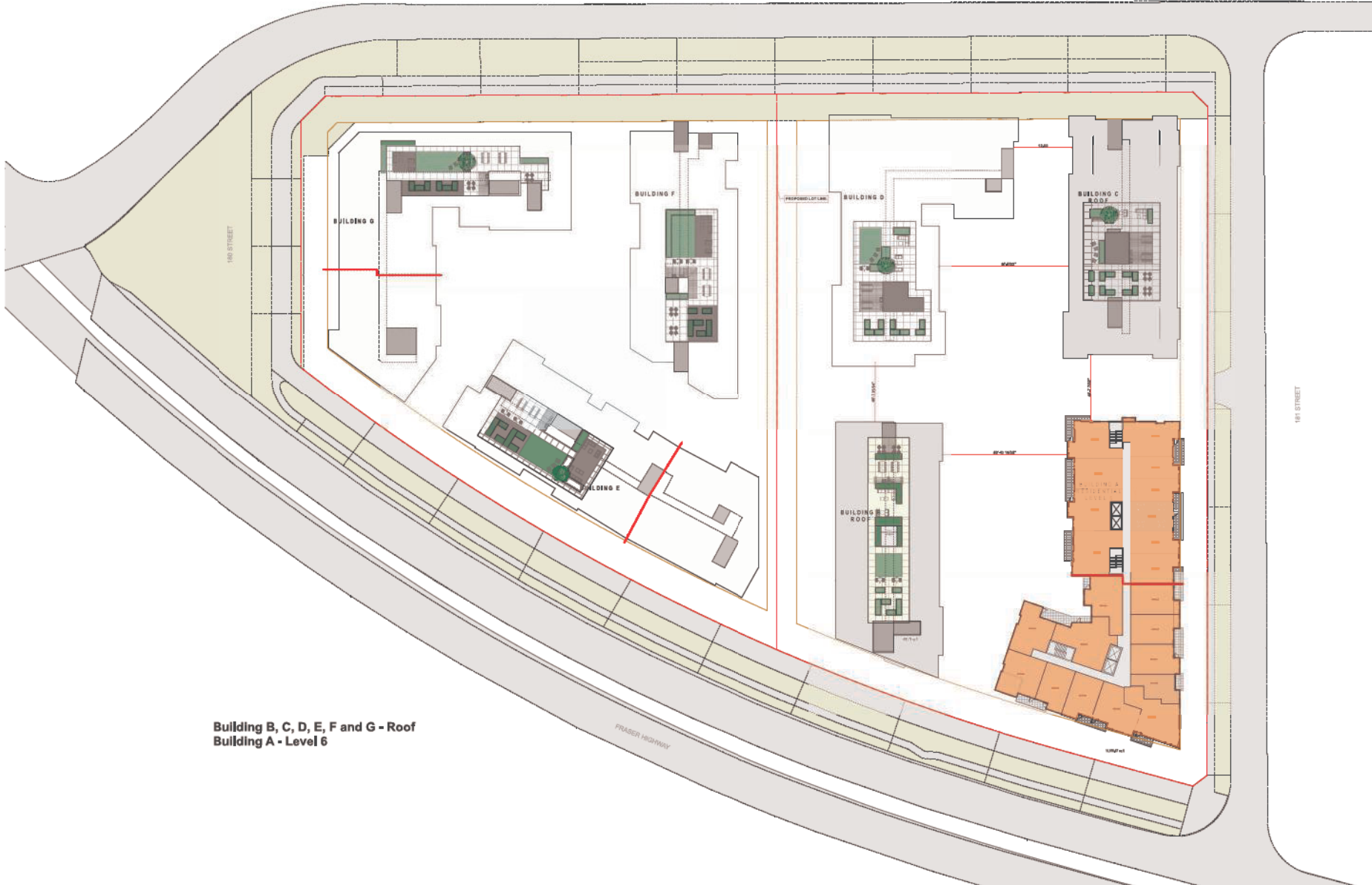
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Monday, July 15, 2024 (DATE)

RZDP ISSUE 4J (REVISION)

(DRAWING)

A-2.500



Building B, C, D, E, F and G - Roof
Building A - Level 6



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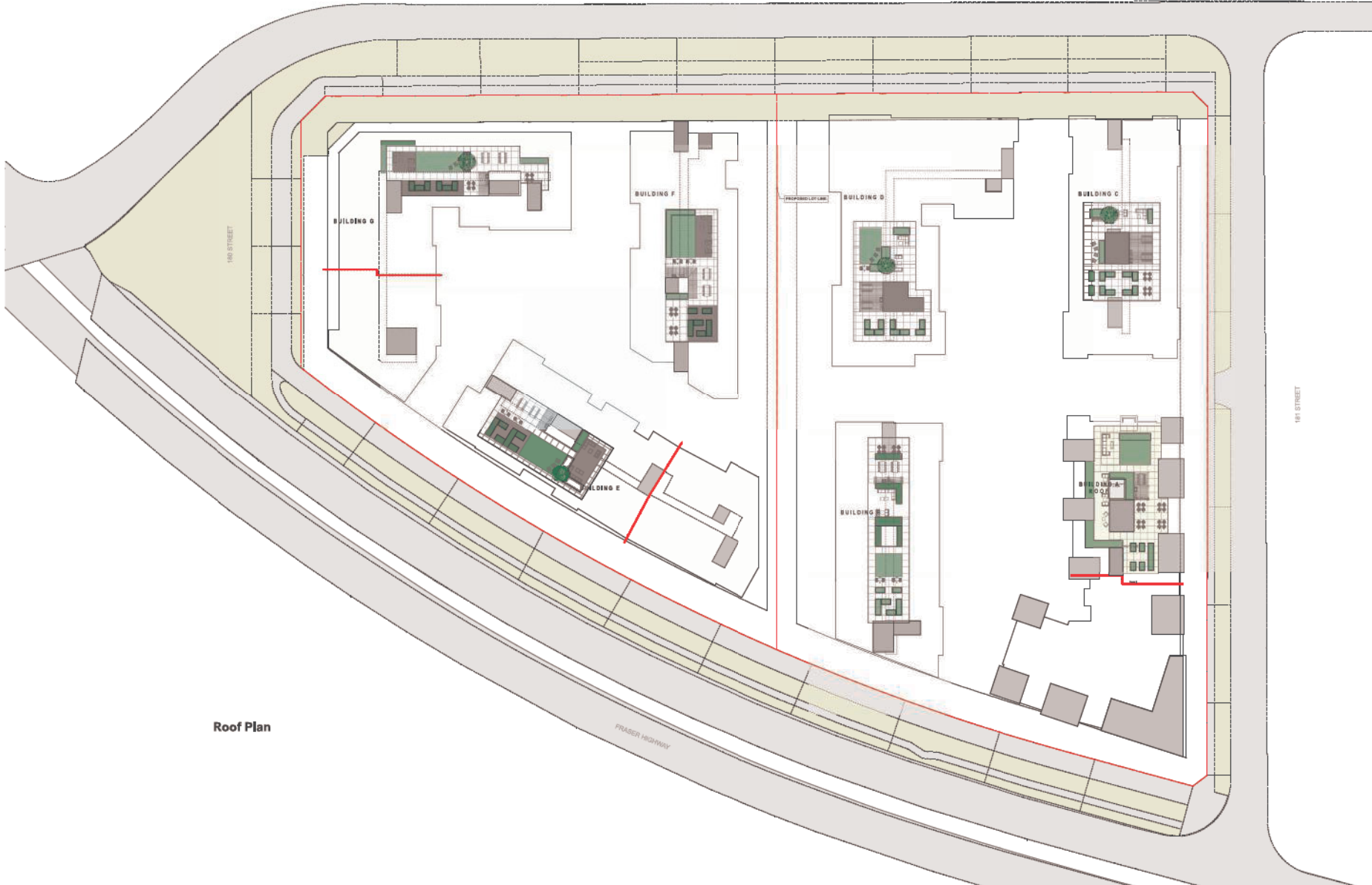
West Clayton
 1803-1808 Fraser Highway
 Surrey B.C.
 (PROJECT)

Level 6 Floor Plan

589 (PROJECT)
 1:350 (SCALE)

Monday, July 15, 2024 (DATE)
 RZDP ISSUE 4J (REVISION)

(DRAWING)
A-2.600



Roof Plan



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West Clayton
(PROJECT)

1803-1808 Fraser Highway
Surrey B.C.
(TITLE)

Lower Roof Plan

589 (PROJECT)

1:350 (SCALE)

Monday, July 15, 2024 (DATE)

RZDP ISSUE 4J (REVISION)

(DRAWING)

A-2.700



1 View from South-West
SCALE: 1:200



PEDESTRIAN ENTRY POINTS



BUILDING STEP BACK



FEATURE CORNER



2 View from South-East
SCALE: 1:200



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Zenterra Developments

(PROJECT)

West Clayton

1800's-1808 Fraser Highway
Surrey, B.C.

(TITLE)

Site Massing

22500

(SCALE)

Monday, July 15, 2024

(DATE)

RZDP ISSUE 4.0

(REVISION)

(DRAWING)

A-4.001



3 View from South [Fraser Highway]



LANDMARK ENTRY FEATURE



COURTYARD AMENITY SPACE



4 View from North [72nd AVE]



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[PROJECT NAME]



Zenterra Developments

[PROJECT]

West Clayton
1800's-1808's Fraser Highway
Surrey, B.C.

[TITLE]

Site Massing

[PROJECT]

22500

[SCALE]

Monday, July 15, 2024

[DATE]

RZDP ISSUE 4.0

[REVISION]

[DRAWING]

A-4.002



1 Elevation North [72nd AVE]



2 Elevation East [181 STREET]



3 Elevation South [FRASER HIGHWAY]



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[PROJECT NAME]



Zenterra Developments

[PROJECT]

West Clayton

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 Surrey, B.C.

[TITLE]

Streetscapes

22589

[PROJECT]

[SCALE]

Monday, July 15, 2024

[DATE]

RZDP ISSUE 4.0

[REVISION]

[DRAWING]

A-4.003



1
A-4.004
View - Vehicular Access (181 Street)



2
A-4.004
View - Outdoor Areas - Mid-Block Connection



3
A-4.004
View - Outdoor Areas - Mid-Block Connection Looking North



4
A-4.004
View - South-East Corner (181 Street & Fraser Highway)



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West Clayton
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Surrey, B.C.

3D Renders

22589

Monday, July 15, 2024

RZDP ISSUE 4.0

A-4.004



1 View of Mid-Block Connection from Fraser Highway
A-4,005



2 View - Northeast Corner
A-4,005



3 View - Northwest Corner
A-4,005



4 View - Southwest Corner
A-4,005



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[PROJECT NAME]



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West Clayton
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[TITLE]

3D Renders
[PROJECT]

22589
[SCALE]

Monday, July 15, 2024
[DATE]

RZDP ISSUE 4J
[REVISION]

[DRAWING]

A-4,005

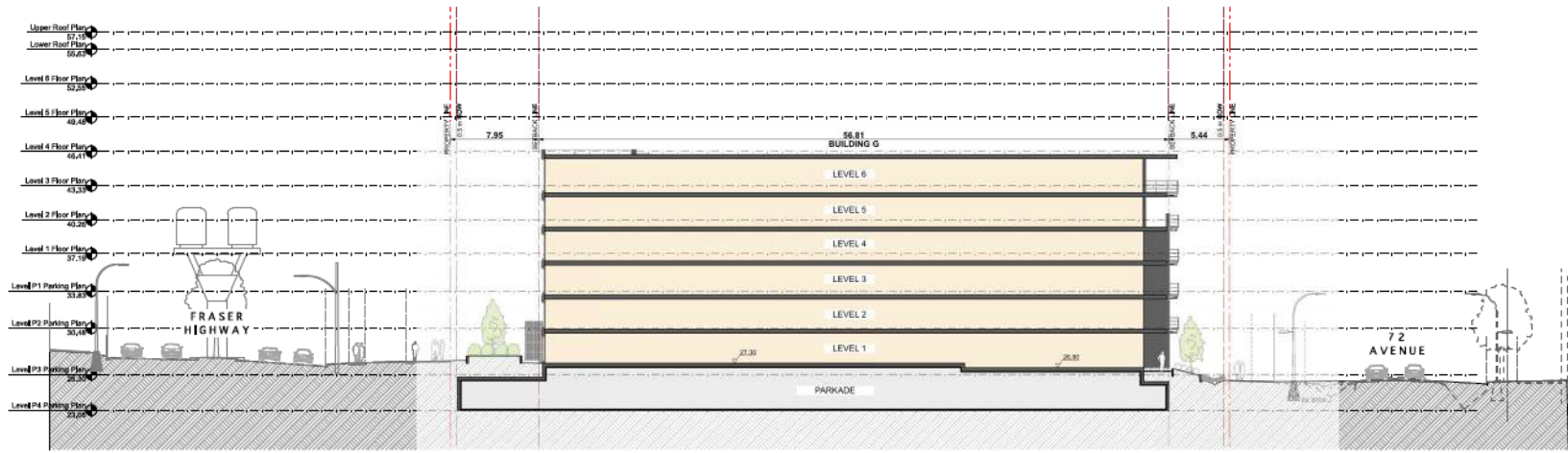


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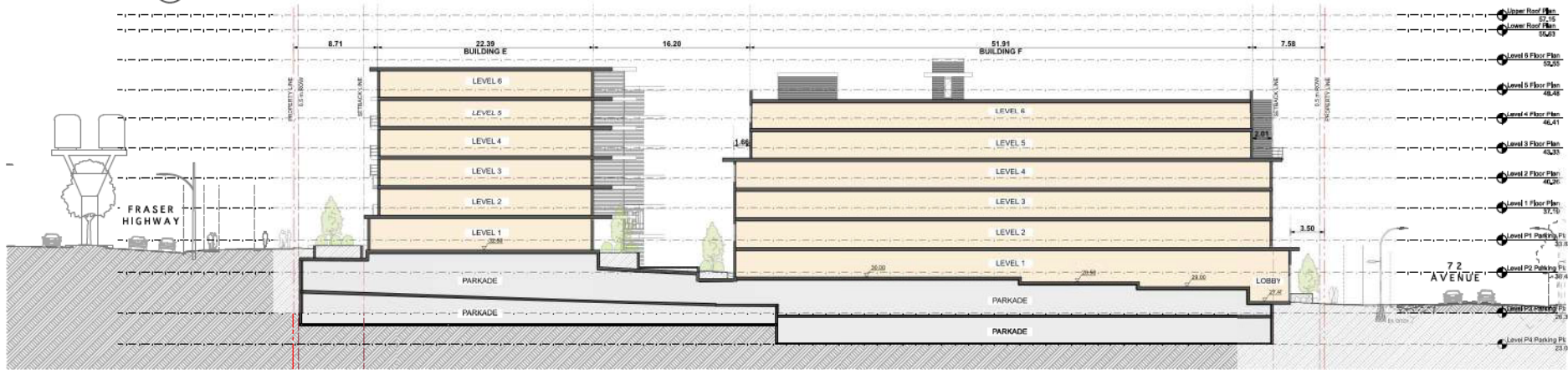
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(PROJECT NAME)



1 Site Section - 1 (North-South)
SCALE: 1/320



2 Site Section - 2 (North-South)
SCALE: 1/320



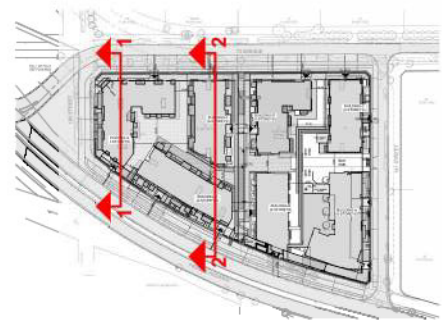
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West Clayton
18003-18088 Fraser Highway
Surrey, B.C.

Building Sections

22589
1:300, 1:200
Monday, July 15, 2024
RZDP ISSUE 4.0

A-5.110



KEY PLAN

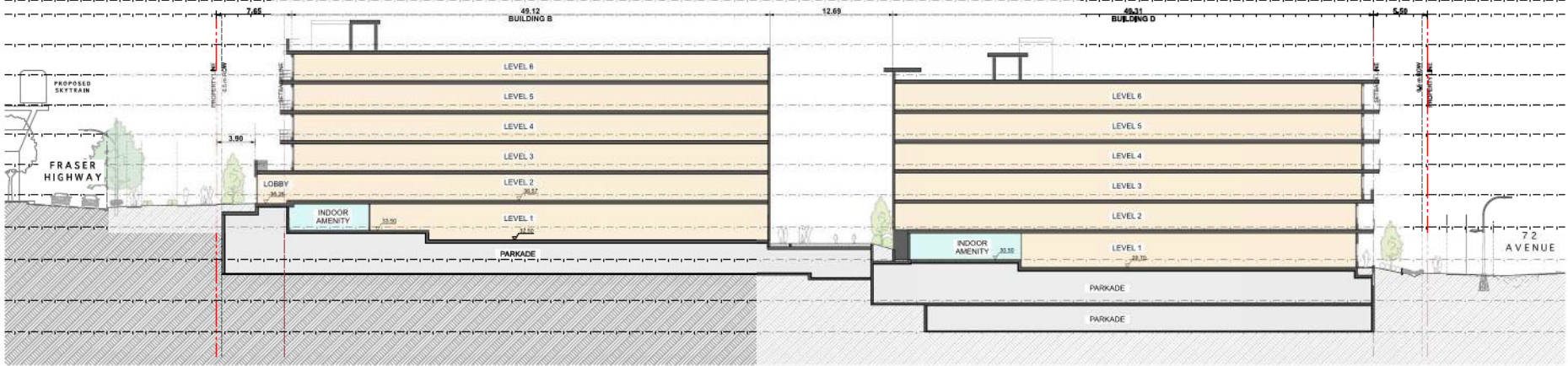


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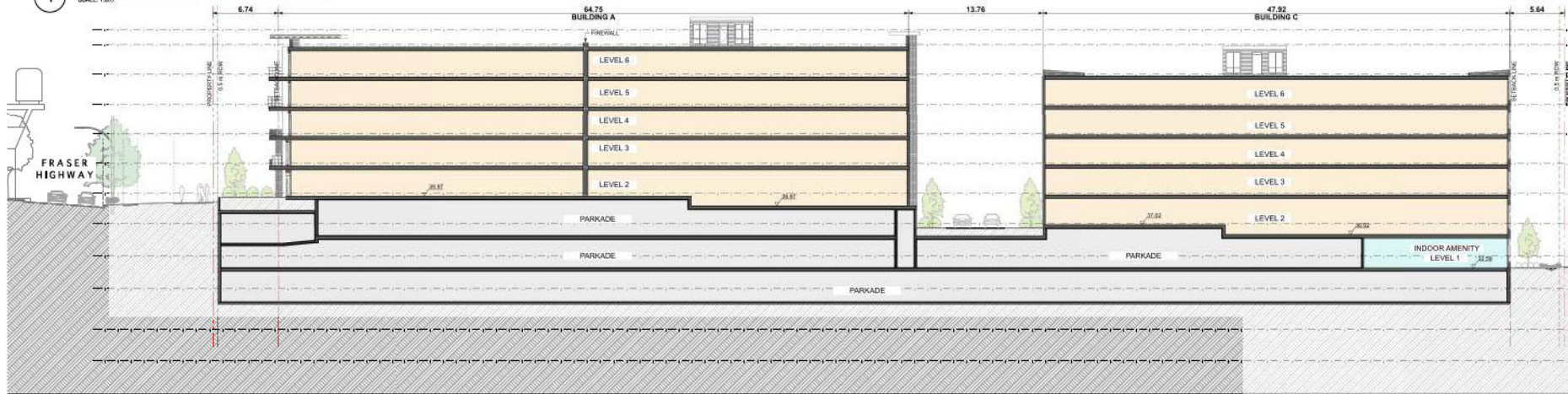
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(PROJECT NAME)



1 Site Section - 3 (North-South)



2 Site Section - 4 (North-South)



Zenterra Developments

(PROJECT)

West Clayton
18003-18088 Fraser Highway
Surrey, B.C.

(TITLE)

Building Sections

22589 (PROJECT)

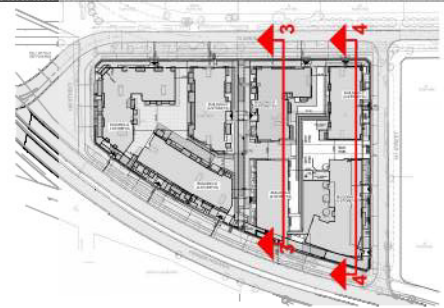
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Monday, July 15, 2024 (DATE)

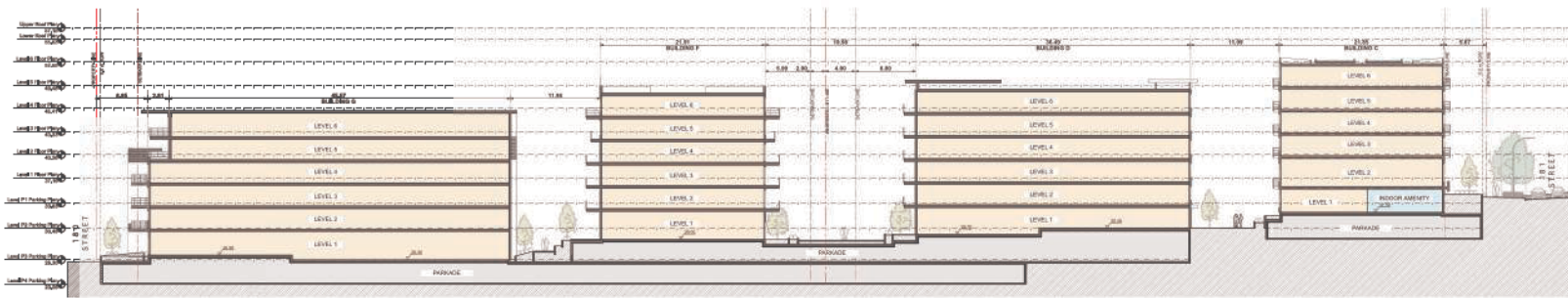
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(DRAWING)

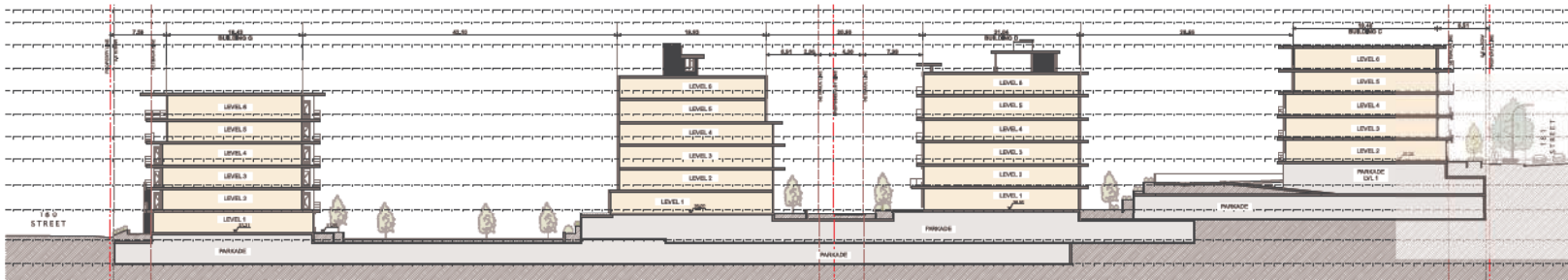
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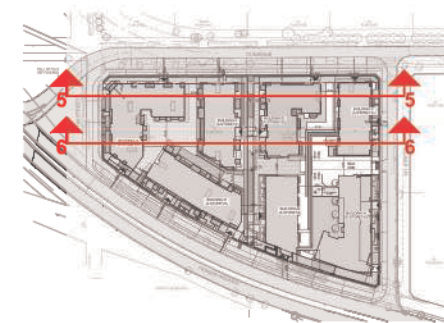
KEY PLAN



1 Site Section - 5 (East-West)
SCALE 1:300



2 Site Section - 6 (East-West)
SCALE 1:300



KEY PLAN



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West Clayton

18003-18088 Fraser Highway
Burney, B.C.

(TITLE)

Building Sections

22589 (PROJECT)

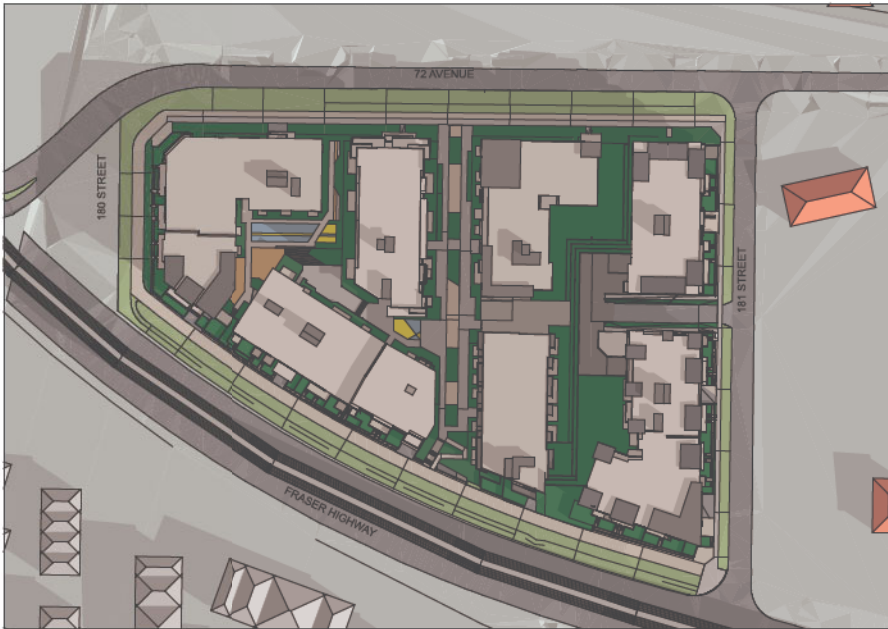
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Monday, July 15, 2024 (DATE)

RZDP ISSUE 4.0 (NUMBER)

(DRAWING)

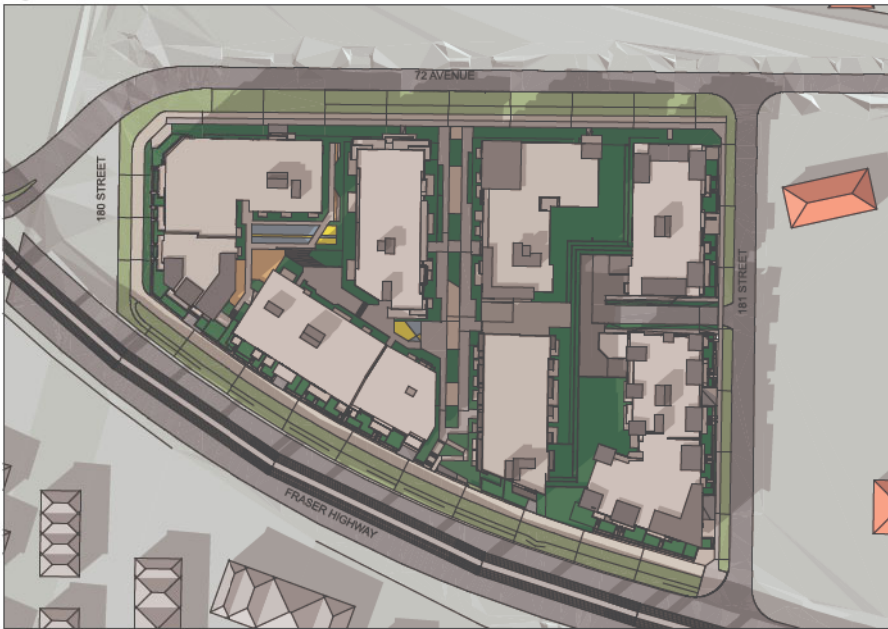
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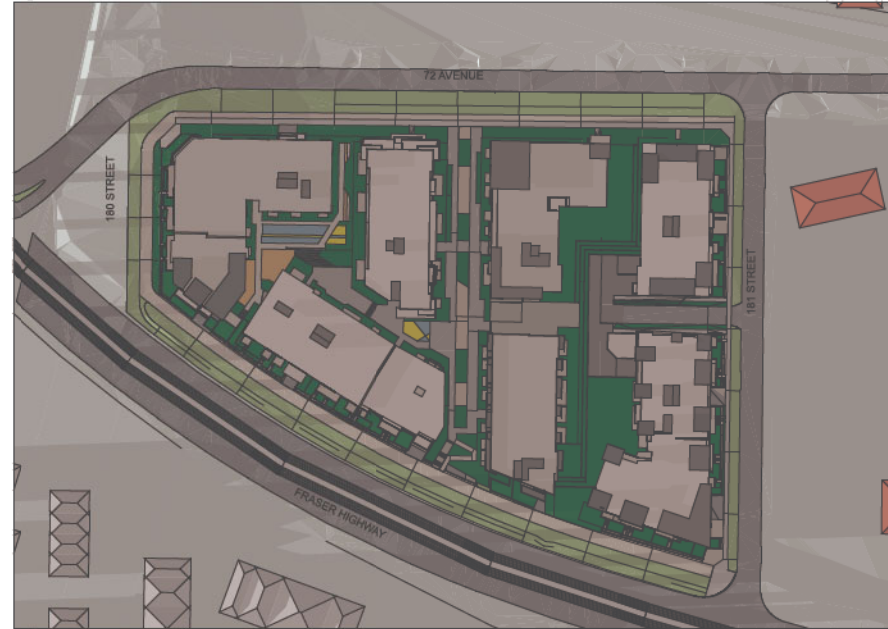
1 March 21st @ 09:00
SCALE 1/750



2 March 21st @ 12:00
SCALE 1/750



3 March 21st @ 15:00
SCALE 1/750



4 March 21st @ 18:00
SCALE 1/750



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(CLIENT)

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Surrey B.C.
(TITLE)

Shadow Study -
March 21st
(PROJECT)

589
1:750
(SCALE)

Monday, July 15, 2024
RZDP ISSUE 4J
(DATE)

(DRAWING)

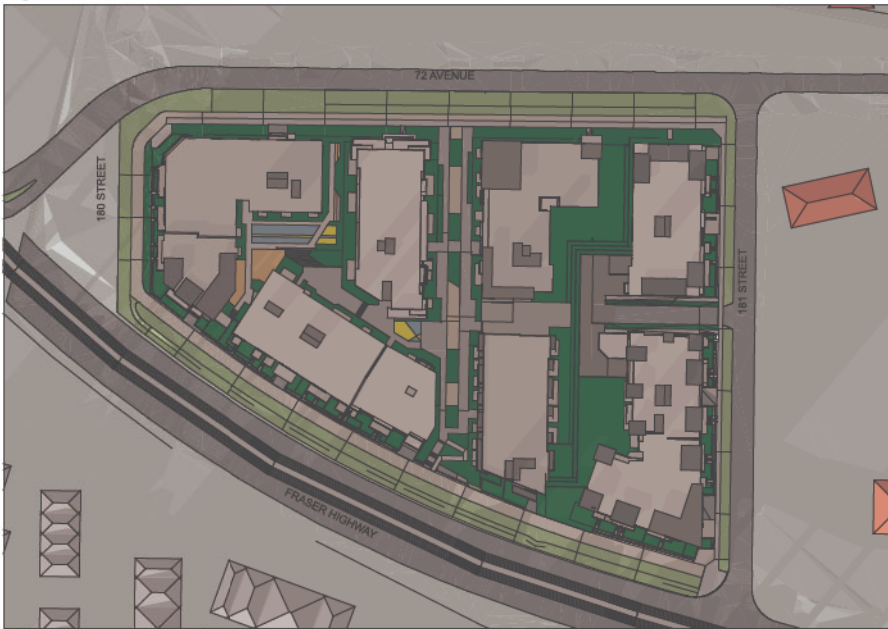
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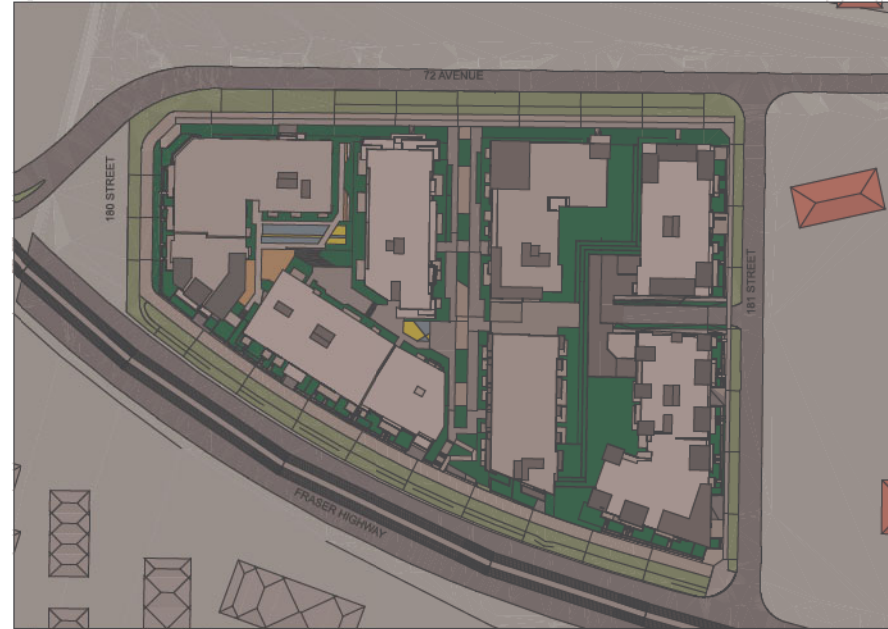
1 December 21st @ 09:00
SCALE 1/750



2 December 21st @ 12:00
SCALE 1/750



3 December 21st @ 15:00
SCALE 1/750



4 December 21st @ 18:00
SCALE 1/750



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(PROJECT TEAM)



Zenterra Developments

(PROJECT)

West Clayton

1800-1808 Fraser Highway
Surrey B.C.

(TITLE)

Shadow Study -
December 21st

589 (PROJECT)

1:750 (SCALE)

Monday, July 15, 2024 (DATE)

RZDP ISSUE 4J (REVISION)

(DRAWING)

MASTER PLAN



Design Rationale

- The landscape design of the public pathway and corner spaces incorporates public art and significant hardscape features, facilitating flexibility of use and ease of travel. These areas are designed to be accessible and include inviting seating and other amenities. Tree-lined streets define pedestrian spaces, providing comfort, shade, and visual interest. A 4-meter-wide Multi-Use pathway will be established along Fraser Highway and 72nd Avenue, enhancing walkability and cycling infrastructure to encourage the use of the rapid transit system. Additionally, these features contribute to community beautification with boulevard and street trees. An on-site rain garden along 72nd Avenue will introduce natural elements, support wildlife, and evoke a connection to the area's history.
- The mid-block connection, to be secured by SROW (Subject to Right of Way), serves as a public amenity, attracting visitors through the site and fostering connections to the wider community. It also provides access to amenity spaces for surrounding residential buildings. Open spaces are designed with excellent sightlines, following Crime Prevention Through Environmental Design (CPTED) principles, and benefit from natural surveillance due to the presence of multiple residential units. These spaces offer opportunities for public art installations, as well as areas for recreation and relaxation.

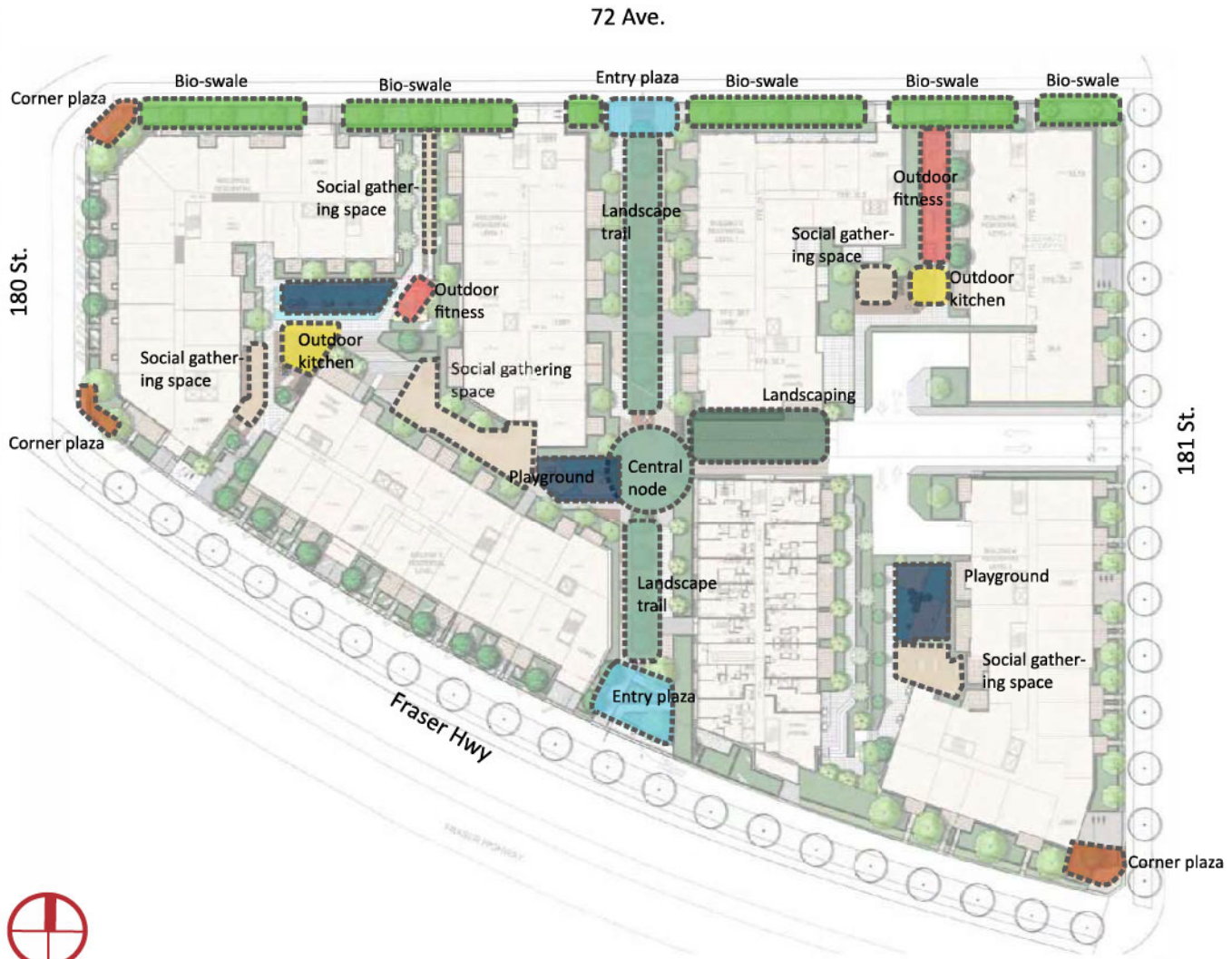


VDZ+A

LANDSCAPE ARCHITECTURE | CIVIL ENGINEERING | URBAN FORESTRY

WEST CLAYTON

FUNCTIONAL DIAGRAM



Legend

-  Bio-swale
-  Playground
-  Community garden
-  Lawn
-  Outdoor fitness
-  Outdoor kitchen
-  Central node
-  Landscape trail
-  Corner plaza
-  Social gathering space



OVERALL-SITE PLAN



DESIGN PRINCIPLES



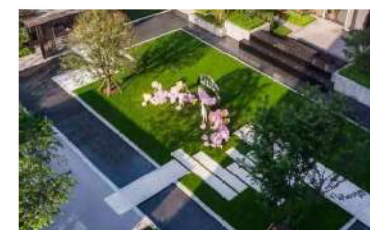
Multi-use Path



Street Oriented Units



Bioswale



Human Scale Amenities



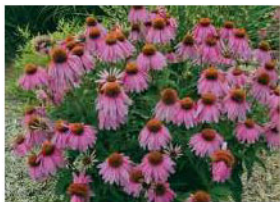
PLANTING PALETTE

PLANT SCHEDULE

SHRUBS	BOTANICAL / COMMON NAME	CONT.
Ac	Aster x grandiflorus / Golden Aster	#2
Ds	Beauveria microphylla / Winter Gem / Globe Winter Gem Bowwood	#2
Es	Euonymus fortunei / Emerald Gaiety TM / Emerald Gaiety Euonymus	#2
B	Impatiens cylindrica / Rubra / Japanese Blood Grass	#1
V	Lavandula angustifolia / Hidako / Helene Lavender	#1
L	Liriodendron / Big Blue / Big Blue Light	#1
N	Nandina domestica / Fire Power / Firepower Nandina	#2
P	Pernettya plantaginea / Pinky Rose / Kelly Rose Pernettya Grass	#1
R	Pinus mugo pendula / Dwarf Mugo Pine	#2
Ro	Rosa sericea / Rosea / Rosemary	#3
J	Saxifraga japonica / Rubra / Saxifrage	#2

PLANT SCHEDULE

TREES	BOTANICAL / COMMON NAME	CONT.	CAL.
	Acer x freemanii / Amelanchier / Amelanchier Flamingo Maple	B & E	8cm cal
	Corus kousa / Satomi / Red Kousa Dogwood	B&B	6cm
	Magnolia grandiflora / Virens / Southern Magnolia	B&R	8cm
	Pinus contorta / Short Pine	B&R	
	Pinus taeda / Vardolov's Pyramid / Vardolov's Pyramid Pine	B&B	
	Stewartia pentadenariata / Japanese Stewartia	B&D	8cm



Echinacea Purpurea



Ribes Sanguineum



Rosmarinus Officialis



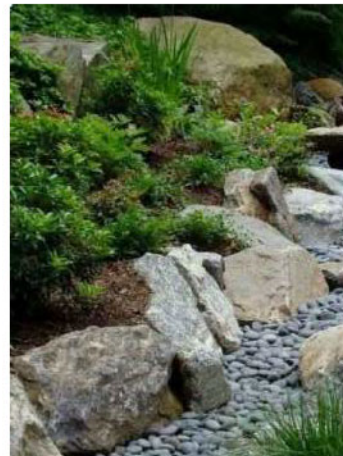
Pinus Mugo



Rudbeckia Fulgida



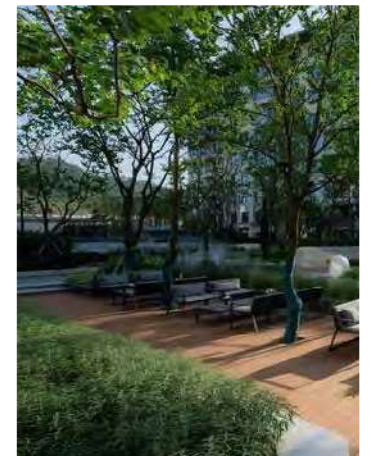
Bird Friendly



Bioswale



Entrance Feature



Amenity Planting Feature

TO: **Director, Development Planning, Planning and Development Department**

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

DATE: **July 15, 2024**

PROJECT FILE: **7823-0255-00**

RE: **Engineering Requirements**
Location: 18003 Fraser Hwy

REZONE/SUBDIVISION

Property and Right-of-Way Requirements

- Dedicate varying widths along Fraser Highway.
- Dedicate 4.942m along 72 Avenue.
- Dedicate 11.5m along 181 Street.
- Dedicate corner cuts as required.
- Register 0.5m SRW along all development frontages.

Works and Services

- Construct north side of Fraser Highway.
- Construct south side of 72 Avenue.
- Construct west side of 181 Street.
- Construct east side of 180 Street with MUP.
- Construct water, drainage and sanitary mains to service the development.
- Provide downstream analyses for sanitary and drainage, and construct system to service development.
- Provide adequately sized water, storm and sanitary service connection.
- Register restrictive covenants for stormwater mitigation features as per West Clayton NCP and Clayton ISMP.

A Servicing Agreement is required prior to Final Adoption.

NCP AMENDMENT/DEVELOPMENT PERMIT

There are no additional Engineering requirements for the proposed NCP Amendment and Development Permit.



Jeff Pang, P.Eng.
Manager, Development Services

RH

NOTE: Detailed Land Development Engineering Review available on file

Department: **Planning and Demographics**
Date: **July 18, 2024**
Report For: **City of Surrey**

Development Impact Analysis on Schools For:

Application #: **23 0255 00**

The proposed development of **713** Low Rise Apartment units are estimated to have the following impact on elementary and secondary schools within the school regions.

School-aged children population projection	112
---	-----

Projected Number of Students From This Development In:	
Elementary School =	64
Secondary School =	29
Total Students =	93

Current Enrolment and Capacities:	
Regent Road Elementary	
Enrolment	335
Operating Capacity	612
# of Portables	0
Ecole Salish Secondary	
Enrolment	1473
Operating Capacity	1500
# of Portables	0

Summary of Impact and Commentary

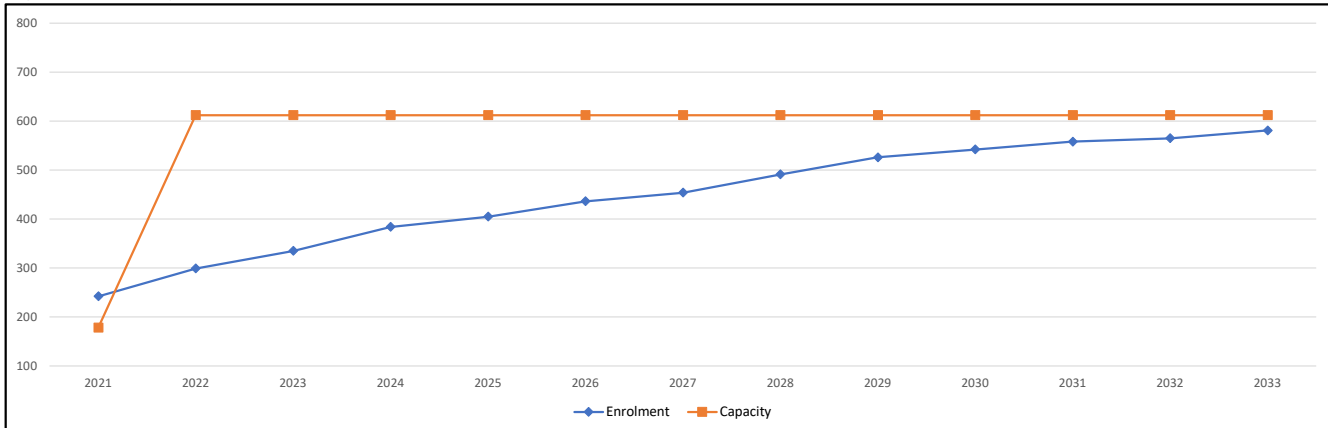
The following tables illustrate the historical, current and future enrolment projections including current/approved ministry operating capacity for the elementary and secondary schools serving the proposed development.

As of September 2023, Regent Road is at 55% capacity. Currently, both Regent Road and Maddaugh Elementary that opened in the beginning of 2021 can handle student population growth over the coming years.

The enrolment projections will need to be updated with the coming changes to the Clayton Corridor plan and the Provincial legislation. Future schools will be required to accommodate build out of the area.

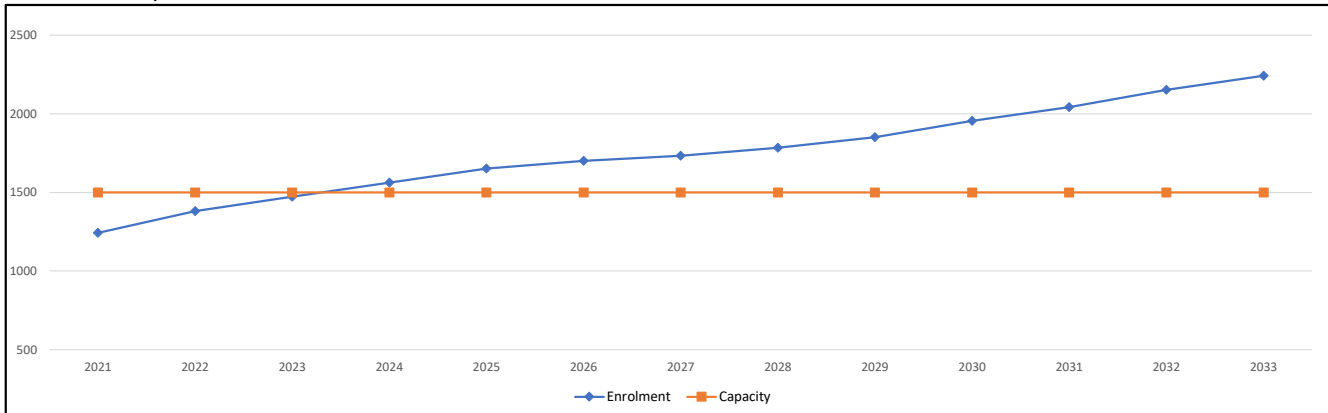
As of September 2023, E'cole Salish is at 99% capacity. This school was built to relieve enrolment pressure at both Lord Tweedsmuir and Clayton Heights Secondary. Salish is projected to continue to grow because of the strong in-migration of new secondary students moving into the community. The growth trend will surpass capacity in 2024; the enrolment will continue to grow in this school well beyond 2024.

Regent Road Elementary



Note: If this report is provided in the months of October, November and December, the 10-year projections are out of date and they will be updated in January of next year.

Ecole Salish Secondary



Note: If this report is provided in the months of October, November and December, the 10-year projections are out of date and they will be updated in January of next year.

Population : The projected population of children aged 0-17 impacted by the development.

Enrolment : The number of students projected to attend the Surrey School District ONLY.

4.0 Tree Preservation Summary

Table 3: City of Surrey tree preservation summary table for on-site and off-site trees, including the number of replacement trees proposed.

Surrey Project Number Unknown
 Site Address 18003 Fraser Highway, 18036, 18074, 18088 72 Ave
 Registered Arborist Joey Banh – PN-9035A

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)	102
Protected Trees to be Removed	83
Protected Trees to be Retained (excluding trees within proposed open space or riparian areas)	19
Total Replacement Trees Required: <ul style="list-style-type: none"> - Alder & Cottonwood Trees Requiring 1 to 1 Replacement Ratio 2 X one (1) = 2 - All other Trees Requiring 2 to 1 Replacement Ratio 81 X two (2) = 162 	164
Replacement Trees Proposed	151
Replacement Trees in Deficit	13
Protected Trees to be Retained in Proposed Open Space / Riparian Areas	-

Off-Site Trees	Number of Trees
Protected Off-Site Trees to be Removed	4
Total Replacement Trees Required: <ul style="list-style-type: none"> - Alder & Cottonwood Trees Requiring 1 to 1 Replacement Ratio 1 X one (1) = 1 - All other Trees Requiring 2 to 1 Replacement Ratio 3 X two (2) = 6 	7
Replacement Trees Proposed	TBD
Replacement Trees in Deficit	TBD

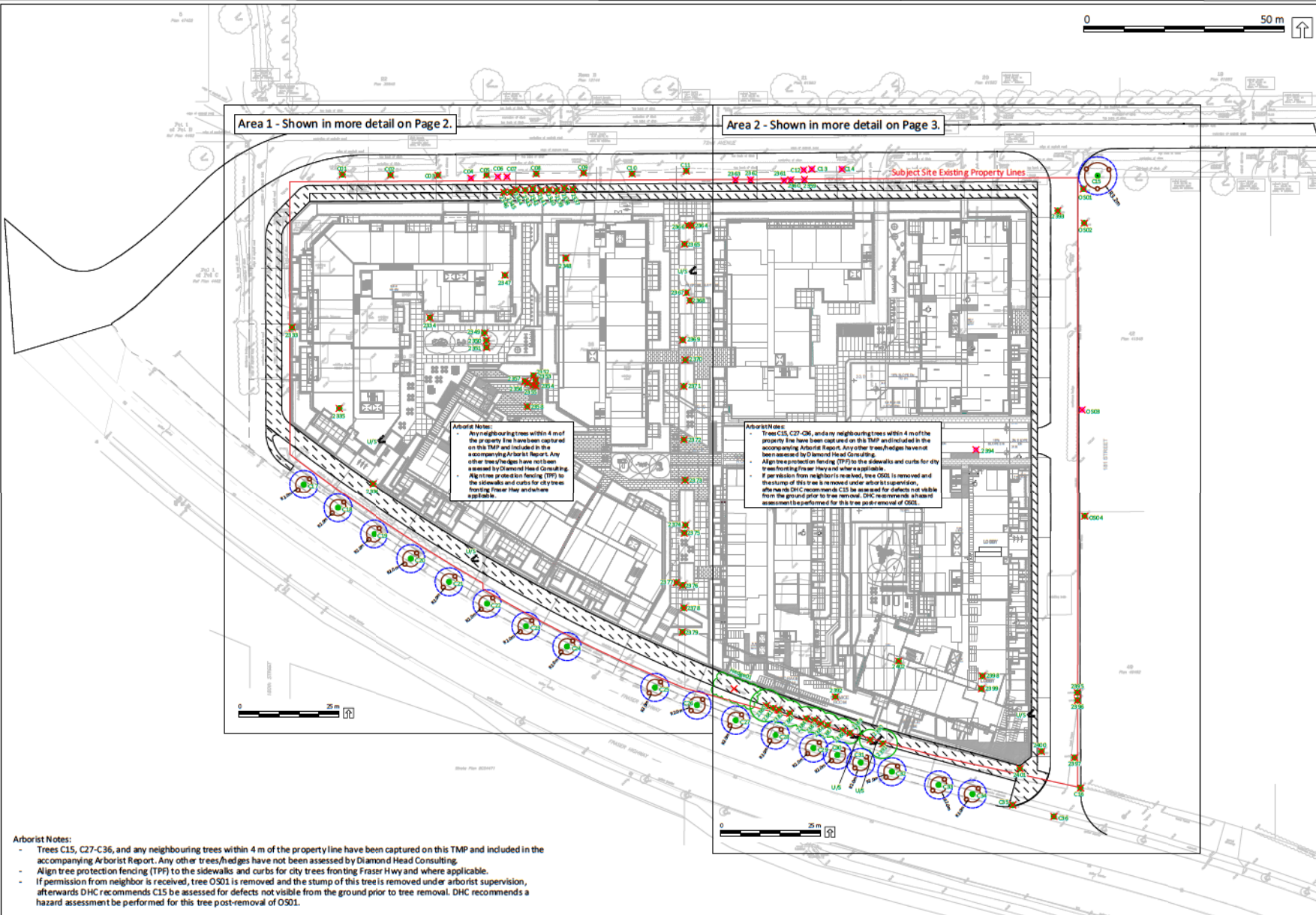
Summary, report and plan prepared and submitted by



Signature of Arborist

July 12, 2024

Date



- LEGEND**
- TREE PROTECTION ZONE
 - NO-BUILD ZONE
 - TREE PROTECTION FENCE
 - SURVEYED TREE TO BE RETAINED
 - UN-SURVEYED TREE TO BE RETAINED
 - ✗ SURVEYED TREE TO BE REMOVED
 - ✗ UN-SURVEYED TREE TO BE REMOVED
 - U/S UNDERSIZED

- NOTES**
1. The location of un-surveyed trees on this plan is approximate. Their location and ownership cannot be confirmed without being surveyed by a Registered BC Land Surveyor.
 2. All tree protection fencing must be built to the relevant municipal bylaw specifications. The dimensions shown are from the outer edge of the stem of the tree.
 3. The tree protection zone shown is a graphical representation of the critical root zone, measured from the outer edge of the stem of the tree. (½ the trees diameter was added to the graphical tree protection circles to accommodate the survey point being in the center of the tree)
 4. Any construction activities or grade changes within the Root Protection Zone must be approved by the project arborist.
 5. This plan is based on a topographic and tree location survey provided by the owners' Registered British Columbia Land Surveyor (BCLS) and layout drawings provide by the owners' Engineer (P Eng).
 6. This plan is provided for context only, and is not certified as to the accuracy of the location of features or dimensions that are shown on this plan. Please refer to the original survey plan and engineering plans.

- REFERENCE DRAWINGS**
1. Base Survey by Cameron Land Surveying Ltd. dated Feb 11, 2022.
 2. Proposed CAD Drawings provided by Integra Architecture Inc.

Arborist Note:

- Any neighbouring trees within 4 m of the property line have been captured on this TMP and included in the accompanying Arborist Report. Any other trees/hedges have not been assessed by Diamond Head Consulting.
- Align tree protection fencing (TPF) to the sidewalks and curbs for city trees fronting Fraser Hwy and where applicable.

Arborist Note:

- Trees C15, C27-C36, and any neighbouring trees within 4 m of the property line have been captured on this TMP and included in the accompanying Arborist Report. Any other trees/hedges have not been assessed by Diamond Head Consulting.
- Align tree protection fencing (TPF) to the sidewalks and curbs for city trees fronting Fraser Hwy and where applicable.
- If permission from neighbor is received, tree OS01 is removed and the stump of this tree is removed under arborist supervision, afterwards DHC recommends C15 be assessed for defects not visible from the ground prior to tree removal. DHC recommends a hazard assessment be performed for this tree post-removal of OS01.

Arborist Notes:

- Trees C15, C27-C36, and any neighbouring trees within 4 m of the property line have been captured on this TMP and included in the accompanying Arborist Report. Any other trees/hedges have not been assessed by Diamond Head Consulting.
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DIAMOND HEAD

3559 COMMERCIAL STREET
VANCOUVER BC | V5N 4E8
T 604.733.4886

Drawing title: Tree Management Plan - Entire Subject Site
Project address: 18003 Fraser Hwy, 18036, 18074, 18088 72 Ave - West Clayton, Surrey
Client: Zenterra

Drawing No: 003
Date: 2024/07/12
Drawn by: JB/DBE
Page Size: TABLOID 11"x17"

Page #
1 of 3



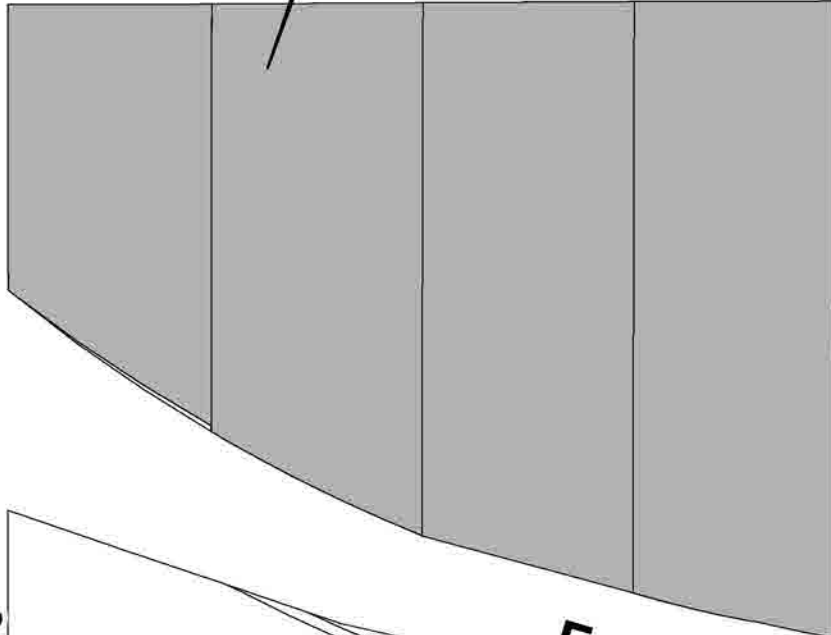
SUB

URB

180 St

Amendment from "Urban" to "Multiple Residential"

72 Ave



Fraser Hwy

URB

180 St

71A Ave



CITY OF

SURREY

the future lives here.

OCP Amendment 23-0255-00

Amendment from "Urban" to "Multiple Residential"

