

Staff Report to Council

Planning and Development

FILE: 3060-20-2019-06

REPORT DATE: November 25, 2020 MEETING DATE: December 15, 2020

TO: Mayor and Council

FROM: Anne Berry, Director of Planning and Development

SUBJECT: Development Permit Application for Golden Ears Business Park
Phase 3

CHIEF ADMINISTRATIVE OFFICER REVIEW/APPROVAL:



RECOMMENDATION(S): THAT Council:

- A. Receive the report titled "Development Permit Application for Golden Ears Business Park Phase 3" and dated November 25, 2020; AND
- B. Approve issuance of Development Permit No. 2020-004 for Golden Ears Business Park Phase 3 at 19265 Airport Way; OR
- C. Other.

PURPOSE

To present the development permit application for Phase 3 of the Golden Ears Business Park to consider issuance.

☐ Information Report

☒ Decision Report

☐ Direction Report

DISCUSSION

Background:

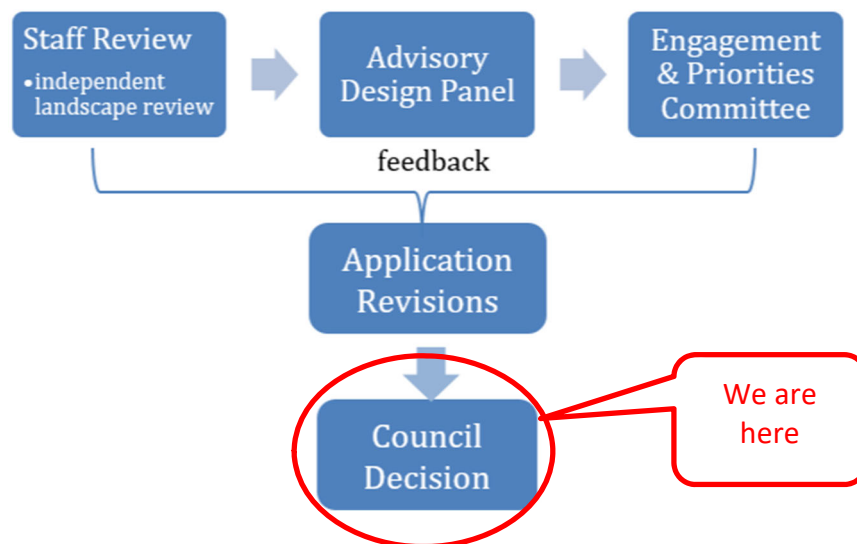
The site was rezoned from A-1 (General Agricultural) to I-3 (Light Industrial Business Park) on May 22, 2018. A development permit application was submitted to develop the site. A development permit (DP) specifies how development can occur on a property that has been designated in an Official Community Plan (OCP) as being in a Development Permit

Area (DPA). Under the City's Official Community Plan Bylaw No. 2352, 2007, Development Permit Area No. 4 Business Park applies to the properties.

A DP application is reviewed by staff and is compared to the applicable OCP DPA guidelines. Depending on the development, it may not meet all the requirements, but it must meet the guidelines' intent to the best of its ability. If there is a reasonable rationale for a divergence from the guidelines, and the change meets the guidelines' overall intent, Council can accept the non-compliance.

Local government discretion in issuing or refusing a development permit is limited to the development permit area guidelines and objectives. If an application is compliant with the DPA's applicable guidelines, the development permit should be issued. If issuance is refused, reasons for refusal should be provided.

Due to the scale and public interest in this project, Council endorsed a unique review process for the development permit application as follows:



This DP application was presented to the City's Advisory Design Panel (ADP) in the spring and summer. The committee met numerous times to discuss the form and character aspects of the application. The applicant amended the plans to incorporate the ADP's comments.

At the October 27, 2020, Engagement & Priorities Committee Meeting, Council and members of the public provided comments and feedback to the developer on the form and character of the proposed design. Subsequently, the DP plans have been revised to incorporate feedback that aligned with the intent of the design guidelines:

- Fieldstone Pathway:
 - Pathway in the 35m buffer has been shifted south to ensure a landscape buffer is located between the Fieldstone Walk yards and the path.

- Pedestrian benches have been shifted to the north side of the pathway to maintain privacy for Fieldstone residents.
- Visual Screening from Park Dedication Lands to the Development:
 - Hedging specification provided in updated plans (Section 4 – Sheet L-11). Cedar hedging was chosen for visual screening and height; they will obscure the Business Park's visibility.
 - Jakob Wire Trellis system with Clematis armandii planting added to Landscape plans (Section 4 – Sheet L-11) This will create green walls on the East elevations of Building 3300 and 3200 (see figures 2 & 3).
- Screening of Acoustic Wall:
 - Drawings have been updated to specify Boston Ivy for the Acoustic Wall; it is a hardy species that will cover the entire wall.
 - Created connectivity of Park Dedication Lands to the Business Park by adding details to the Multi-Use Path along the Park Dedication Lands. The path widened to 4 m, and details were added for a pedestrian crosswalk.
- Sustainability
 - Conduit will be provided for 500 EV parking stalls. The tenants to install charging stations.

Analysis:

The site is located within Development Permit Area (DPA) No. 4. The objectives of this DPA are:

- To encourage high standard industrial development that is cohesive and integrated into the surrounding environment; and,
- To create sustainable and environmentally friendly development by applying green building technology and sustainable building practices.

These DPA guidelines were developed by an independent consultant (IBI Group) and adopted by Council in April of 2019. The guidelines contain sections on streetscape, greenway, buildings, landscape, employee and community amenities, lighting, signage and parking, loading, and storage.

It has been discussed during the ADP and at the staff level that if possible staff would like to see the incorporation of commercial use, for example, a café or a small retail space.

The DP application may not be able to meet all the guidelines but must meet the intent of them. An overview of the development's main characteristics follows, and the design guideline compliance checklist is appended to this report as Attachment A.

Building Design

Development in Phase 3 is proposed to consist of three buildings clustered towards Airport Way, away from the residential development to the north.

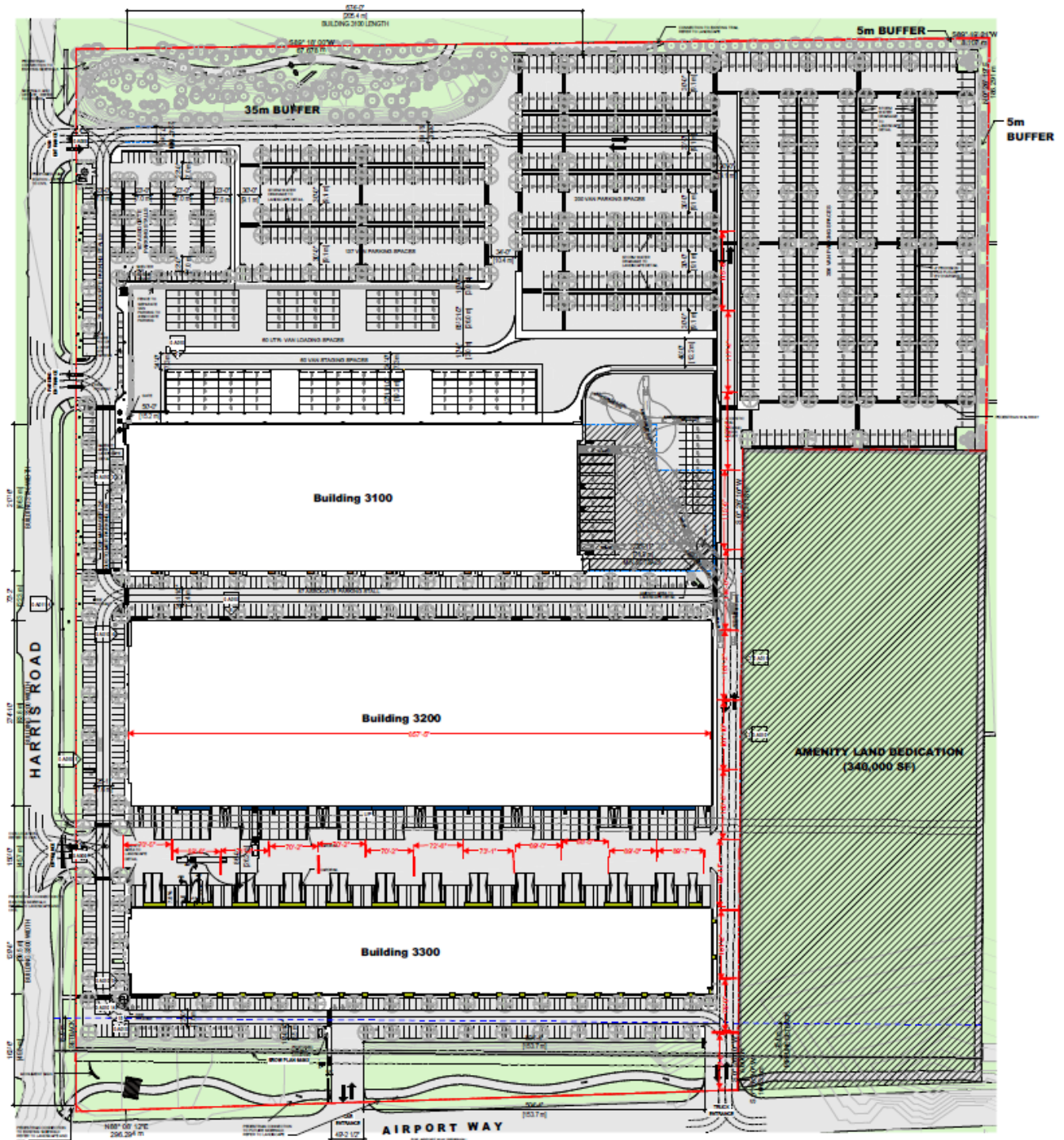


Figure 1: Overall site plan

The sizes (floor area) of the proposed buildings are as follows:

<i>Building</i>	<i>Area (m²)</i>	<i>Area (ft²)</i>
3100	13,519	145,518
3200	21,950	236,269
3300	10,366	111,581
<i>Total</i>	45,835	493,368

The maximum amount of floor area permitted for the site based on the I-3 zoning is 164,000 m² (1,765,281 ft²).

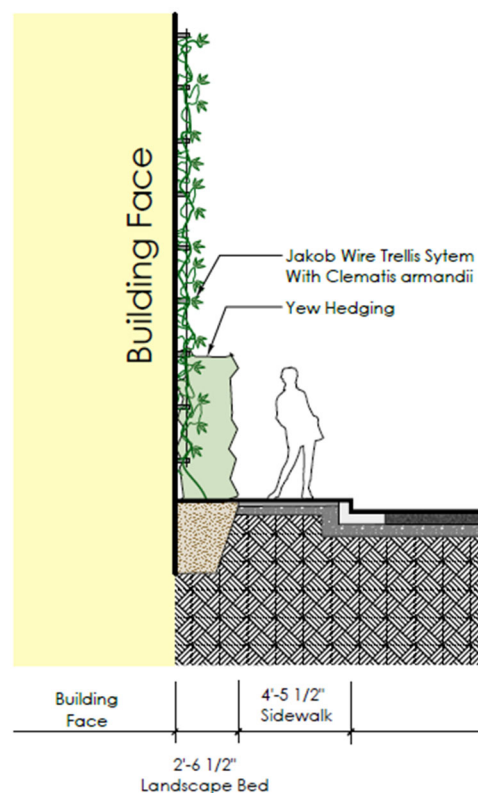
The building area totals include mezzanine areas and light industrial warehouse space, with some office space.

The proposed site coverage is 28%; there is no site coverage regulation in the I-3 zoning.

Buildings are to be constructed of tilt-up concrete panels. The buildings propose corner architectural treatments that are relatively extensive, including glazing, colour variations, open entries, and canopies. All buildings are proposed at 11.9 m in height, just under the Zoning Bylaw's 12 m limit.

As proposed, the size, height, lot coverage, and siting of the buildings conform to the Zoning Bylaw requirements.

On the east elevations of Buildings 3200 and 3300, "green" wall elements have been added to soften the Amenity lands' exterior view.



Figures 2 and 3: Green wall details

Site Access

Only one access point to the site from both Airport Way and Harris Rd was envisioned, as identified by the adjacent figure's blue arrows.

However, the developer has advised that this is not operationally feasible. Due to the volume of vehicles, queueing to enter or exit the site would be substantial with only one access point per road and likely lead to driver frustration and unsafe maneuvers. For this reason, multiple access points are proposed off both Airport Way (two access points) and Harris Road (three access points) and differentiated for heavy trucks and vehicles, as shown below in Figure 4.

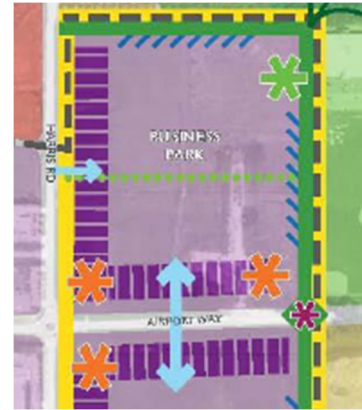


Figure 4: Comprehensive Development Plan from DPA Guidelines

SITE CIRCULATION - VEHICLES

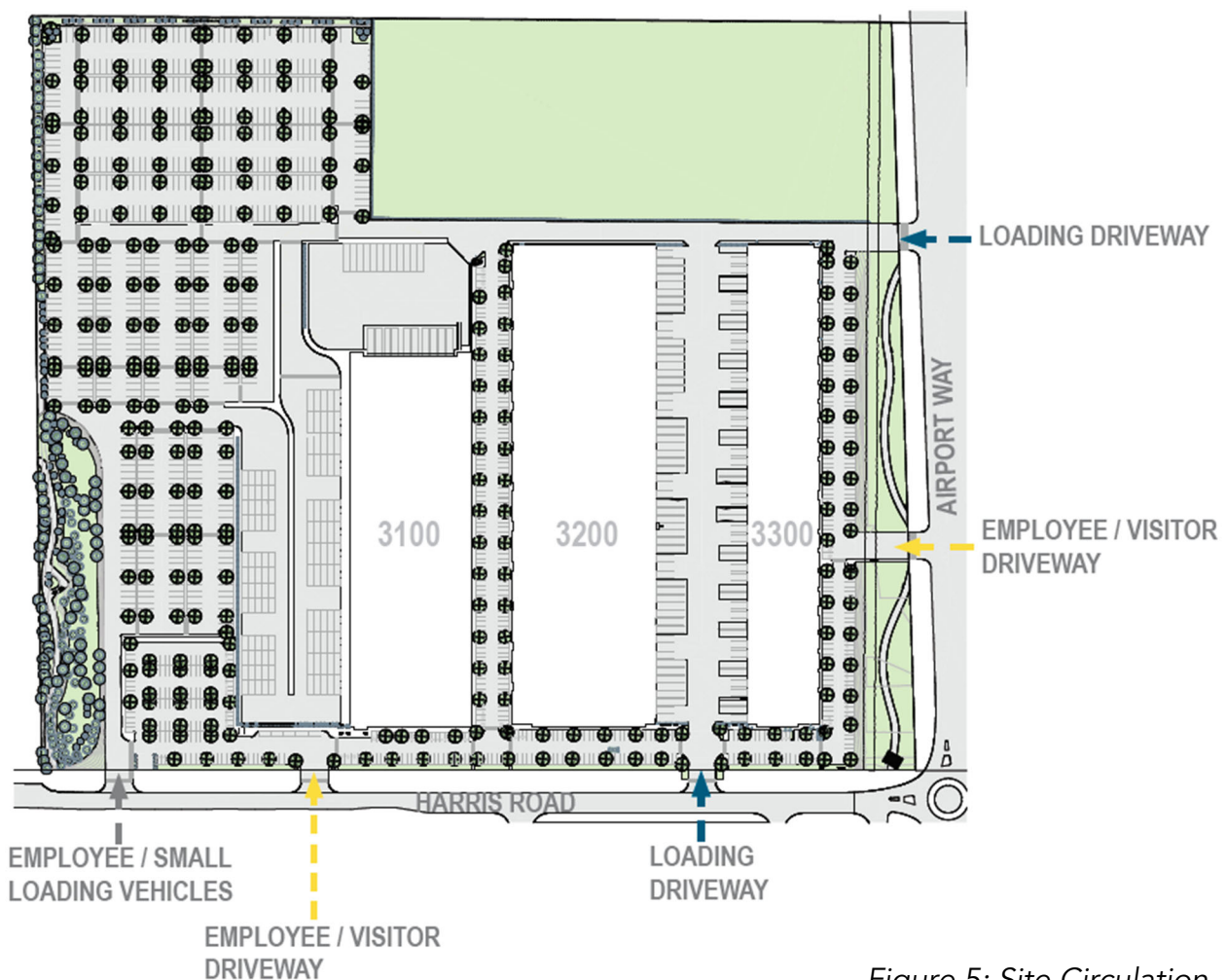


Figure 5: Site Circulation

Large loading vehicles will use the driveways labelled as “loading driveway.” Trucks entering the site planning to use the building 3200 and 3300 loading area will generally enter off of Harris Rd and proceed in a one-way direction and then left out onto Airport Way.

The delivery cars/vans using the loading area on the north side of building 3100 will enter off at the “employee/small loading vehicles” driveway, have their vehicles loaded and then exit via a left out onto Airport Way.

Note that the elevation of the access points along Airport Way and associated multi-use path crossings are still being considered and reviewed.

Based on staffs review of the developer's traffic study and the third-party peer review completed by McElhanney, staff accept the access points as proposed.

Traffic and Access Assessment for Phase 3 and 4

A traffic study is not typically undertaken at the Development Permit stage; however, for a development of this scale, assessments needed to be conducted to understand the impact on traffic patterns, additional loads on intersections, proposed improvements to roads, and a rationale for the vehicle access points.

The Phase 3 and 4 Traffic Study, McElhanney’s third-party review and preliminary Airport Way widening drawings were presented and discussed at the October 27, 2020 EPC meeting. The traffic study considered the specifics of this development application (1,241,901ft² for Phase 3 and 4 building areas combined), which resulted in significantly less vehicle traffic than the original 2016 traffic study completed by McElhanney (assumed 1,867,700ft² building area). The traffic study assessed the operation/function of the City’s roadways and development access points in 2024 and 2035, with consideration of annual growth. All intersections and access points operate at acceptable service levels. The study assumed the Airport Way widening would be completed at 50% build-out of Phases 3 and 4 (2024), and the developer has plans to start construction of the roadwork starting as early as the summer of 2021.

As previously mentioned, Phase 3 and 4 together are expected to generate an additional 499 vehicles during peak hours. The peak hour is used to evaluate the access points and intersections' performance as it is considered the highest period of vehicles. As an example, between the hours of 8 am-12 pm, there could be over 1,100 vehicles entering and exiting the sites (both Phase 3 and 4). Many of these vehicles will likely load/unload, and some may utilize the on-site parking. The volumes are based on trip generation rates, which consider the land use type (Industrial) and the buildings' area. The rates come from the ITE Trip Generation Manual (10th Edition), which encompasses data from thousands of different development sites. The peak periods occur between 8-9 am and 4-5 pm, with most traffic occurring between 7 am-7 pm. Although related, there is no direct formula link between the generated traffic volumes and the on-site parking requirements.

An access point to the amenity lands is included in the Airport Way widening scope of work, which is proposed to be located across from the right in-right out access point of the Nature's Walk Development. The traffic study considered the proximity of the access points along Airport Way between Harris Rd and Bonson Rd, as well as, operation of the mid-block crossing.

Note that the roundabout at the east end of Airport Way at Golden Ears Way was not included in the assessment; however, this intersection will not accommodate the volume of traffic expected in the next four years. Significant modifications are recommended, and the City has shared the study and preliminary designs for the Airport Way widening with TransLink to further the discussion and necessary planning.

Traffic Improvements

The traffic improvements to be built by the developer include:

- Upgrading Airport Way to four lanes between Baynes Rd and Golden Ears Way;
- Signalized intersections at Airport Way and Bonson Rd and Airport Way and Harris Rd;
- Sidewalk construction on the east side of Harris Rd from Fraser Way to Fieldstone Walk and west side of Harris Rd from Airport Way to Fieldstone Walk;
- Construction of 4 metre wide trails along perimeter of both sites;
- Bike lanes on Bonson and Harris Roads between Fraser Way and Airport Way;
- Mid-block, an at-grade signalized pedestrian crossing on Airport Way;
- Signalized pedestrian crossing on Harris Rd, near Fieldstone Walk; and
- Two new bus shelters on Bonson Rd.

Refer to Attachment C for updated preliminary drawings of the Airport Way widening scope of work. The initial design shows the road cross-sections, access points, adjacent trail network, proposed amenity land access and pedestrian crossings. Note that no left-hand turn lanes or medians are necessary along Airport Way or Harris Rd; however, the cross-section of Harris Rd may expand to three lanes to accommodate future needs and left-hand turn bays. There are sufficient gaps in the traffic to accommodate all movements. Over the next few months, these designs will progress into the detailed design phase.

High-level drawings for the traffic improvements and other off-site work, such as servicing connections to the amenity lands, form part of the Servicing Agreement. A servicing agreement is a legal contract between the developer (or property owner) and the City, which outlines the terms and conditions, financial and otherwise, which must be met and agreed upon before development proceeds. In this case, there will be one Servicing Agreement for Phases 3 and 4 and another Servicing Agreement for the Amenity Lands.

Servicing agreements make provision for the construction of municipal improvements such as water mains, storm and sanitary sewers, sanitary lift stations, roads, sidewalks, curbs and gutters, power, street lighting, landscaping and various other items.

The Servicing Agreements are currently being drafted by staff. Once all the necessary information has been provided by the developer and reviewed by staff, the Servicing Agreement will be finalized before building permit issuance. The building permit issuance is authorized by staff.

Parking and Loading

The parking spaces proposed for each site are more than required in the City's Zoning Bylaw. 479 parking spaces are required based on the building areas; 1333 are provided. The reason for so many additional parking spaces is based on the intended tenant for Building 3100 that needs 694 parking spaces specifically for commercial vans.

As outlined in the DPA guidelines, loading is generally oriented toward the interior of the site. Screening is also proposed to obscure the loading areas between Buildings 3200 and 3300.

One exception to this is the loading areas associated with Building 3100. Large bay truck loading is at the east end of the building, and small bay van loading will be on the north side.

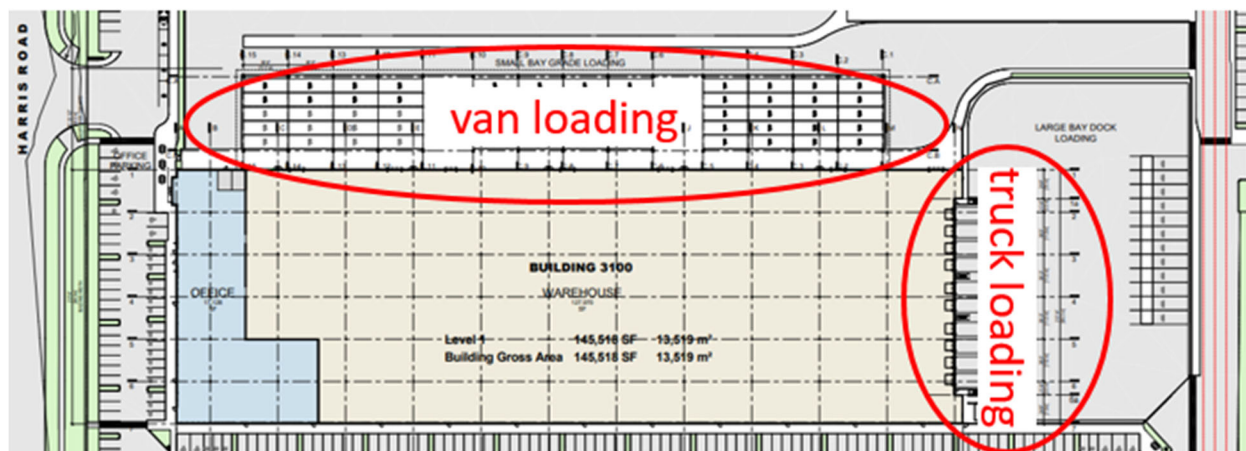
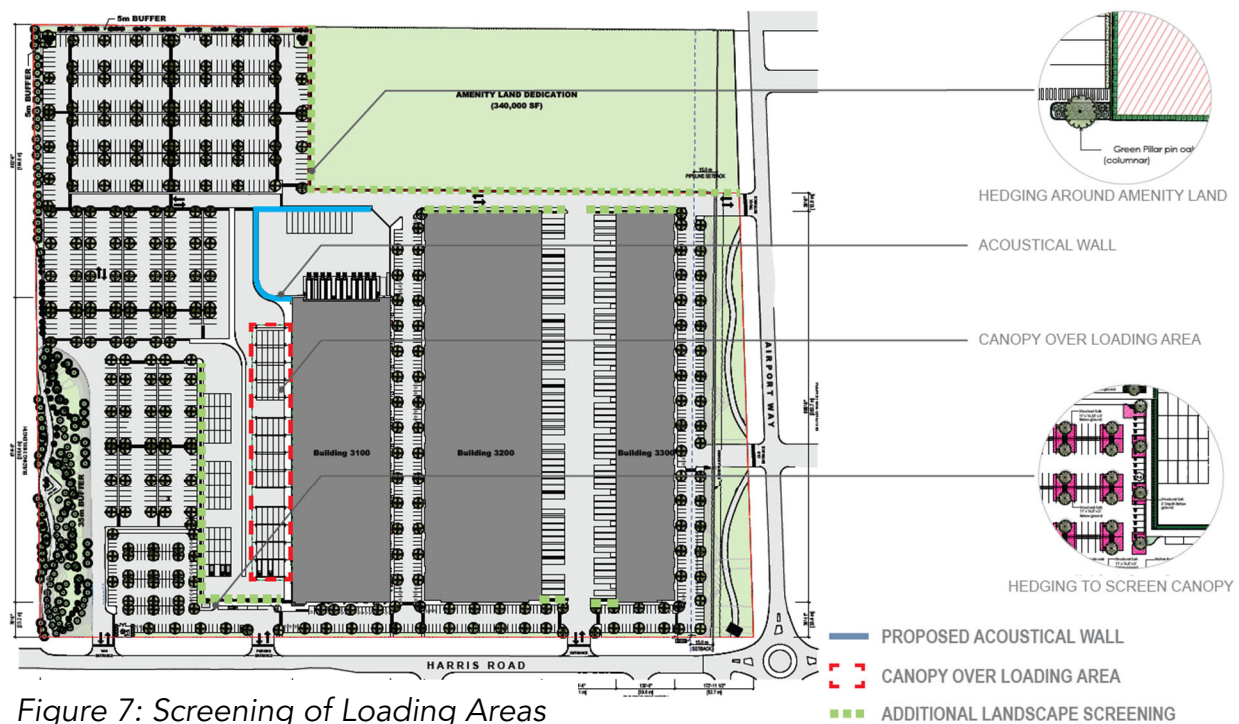


Figure 6: Loading Areas on Building 3100

The van loading area will be covered by a canopy roof and surrounded by a screening hedge. For nearby residents looking south towards this van loading area, the 9' high landscaped berm adjacent to the Fieldstone Walk neighbourhood will provide additional screening.

To screen the large truck loading area, a 12' high acoustical wall is planned (shown in blue in the figure below) that will be covered in ivy. There will also be hedging and a black chain link fence around the City's new amenity lands but on Onni's property.



Traffic Calming

As heard at the Engagement and Priorities Committee meeting, Onni is amenable to adding some traffic calming measures to the internal site to reduce off-hours speeding. Speed bumps are proposed for the loading court between buildings 3200 and 3300 and potentially in the drive aisle adjacent to the Amenity lands. Significant landscaped islands are already planned for the northeast corner of the site, which should also minimize speeding.

Generally, City staff do not recommend reviewing or evaluating internal traffic flow and layouts due to potential liability exposure. A condition in the development permit is recommended to permit traffic calming measures on an as-needed basis identified by the developer. This will allow flexibility for future changes as operationally may be necessary as the site is developed and used going forward.

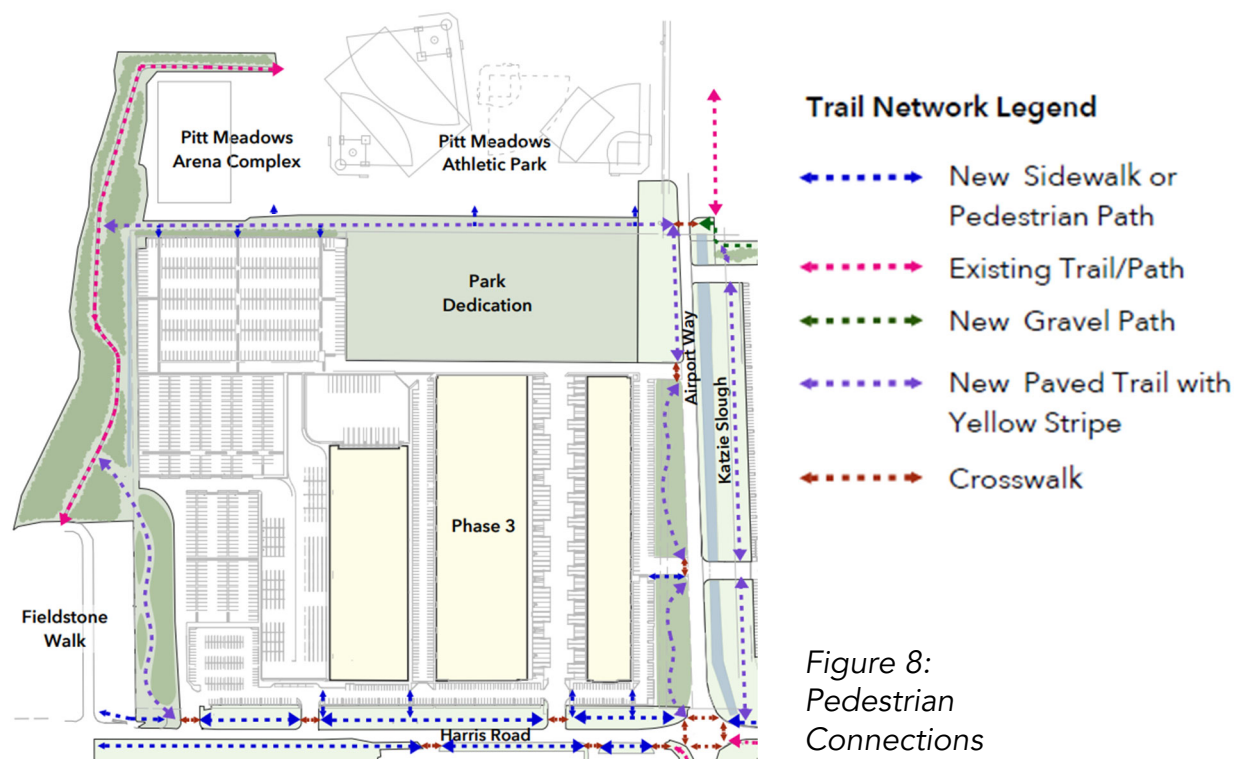
Greenway and Landscaping

Along the site's perimeter, especially the north and east sides, green space buffers with trails and berms are required as part of a development covenant on title. Connectivity to and from the site to city trails and sidewalks is essential.

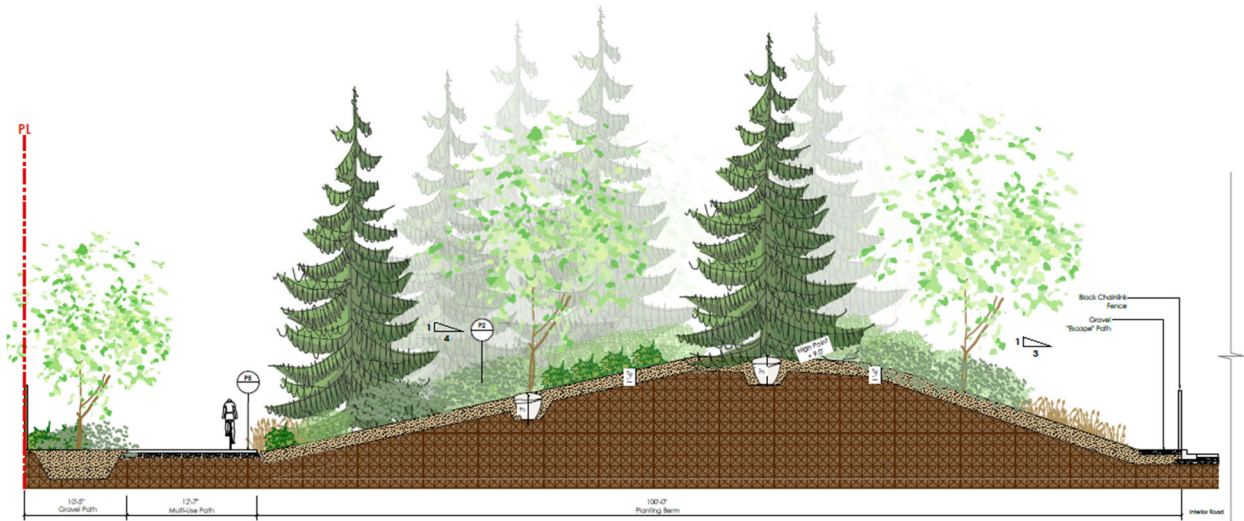
Landscaping is critical along the sites' perimeter, which is why an independent third-party consultant reviewed the landscape drawings. The plans were revised to incorporate all of the comments provided by that landscape review.

One tree is proposed for every sixth stall in the customer and employee parking areas as required by the DPA guidelines. Extensive landscaping is provided in the berm adjacent to the Fieldstone Walk subdivision and along with perimeter buffer areas.

Post-development, new pedestrian connections will be available north-south along Harris Rd and through the Athletic Park, east-west along Airport Way and an extension of Parkside Trail.



A 9-foot high berm topped with trees and landscaping will be located in the buffer area adjacent to the Fieldstone Walk subdivision.



Landscaping Security

The project's landscape architect has provided an overall estimate for the landscaping works, including hard and soft landscaping and site furnishings, for \$1,939,239.29. This amount, plus 10%, is required to be bonded as a development permit condition. Due to the bond's high value, the developer requests that the bond release be split into two phases.

Signage

A signage plan is included with the architectural drawings. A monument sign is proposed on the northeast corner of the Airport Way and Harris Rd intersection, as suggested by the DPA guidelines.

The variances can be supported due to the large size of the site and the multiple access points. Emergency Services require signage such as proposed to easily and quickly identify where to go in case of an emergency. The regulations in the Sign Bylaw were designed for smaller sites with one access.

Sustainability Features

Environmentally friendly design is a vital objective of the DPA guidelines. This development proposes the following:

- Solar shading to reduce solar heat gain through canopies and architectural fins;
- “Solar ready” buildings;
- Green wall elements on east elevations of Buildings 3200 and 3300;
- Conduit will be provided to a minimum of 500 parking stalls with tenants to be responsible for adding charging stations as required;
- Dual flush electronic sensor toilets and;
- “Future-proofing” of buildings can be adapted for re-use in the future, e.g. Knockout panels removed to add more interior units.

Stormwater Management

A stormwater management plan (SWMP) is not typically mentioned during the development permit stage and is reviewed by staff before issuance of a building permit; however, staff have received and reviewed both an on-site Phase 3 SWMP and an off-site SWMP. The off-site SWMP is for the culvert's design for the east side of Harris Rd adjacent to Phase 3, which forms part of the off-site servicing. The on-site SWMP is nearing completion, and staff are awaiting a few clarifications and revisions.

In conformance with the City's Subdivision Bylaw, the on-site Phase 3 SWMP confirms the post-development peak run-off rate will be equal to or less than the pre-development peak run-off rate. This is essential to ensure that the stormwater does not overload the City's drainage system, especially considering the higher water levels observed at the Baynes Rd Pump Station. The on-site stormwater system was modelled and designed to a 10-year return frequency, meaning a storm that has a 10% chance of occurring in a given year. A detention tank is being proposed to provide additional storage capacity on the site.

An SWMP has not yet been submitted for Phase 4; however, staff have started discussions with the developer and their engineering consultant. They intend to direct run-off from Phase 4 to the Fraser River with a gravity-fed outlet, which would extend through the dike on Fraser Way. This approach would further limit the amount of run-off entering the City's drainage network.

Conclusion

Staff conclude that this project achieves the highest possible design level while acknowledging that a light industrial development has specific tenant needs. The City's Advisory Design Panel, members of the public and Council have thoroughly reviewed this application and provided excellent technical advice and thoughtful design comments, many of which the developer was able to incorporate into the plans.

An analysis of the application against the Development Permit Area guidelines identifying how the proposal meets the intent of the guidelines was performed (Attachment A). In general, the development proposes a high standard of design for light industrial development that is superior to the Golden Ears Business Park Phases 1 and 2. It will improve pedestrian connectivity in the area. Overall, staff are satisfied that the project has been through an extensive review process, resulting in improvements to the original design proposal and can now recommend that Council consider approval of the development permit.

If Council declines approval of the development permit, then reasons should be provided to the developer as to why and how the proposal can be amended further so as to gain approval.

COUNCIL STRATEGIC PLAN ALIGNMENT

- ☒ Principled Governance ☒ Balanced Economic Prosperity ☐ Corporate Excellence
☐ Community Spirit & Wellbeing ☒ Transportation & Infrastructure Initiatives
☐ Not Applicable

Community Voice. Engage stakeholders in meaningful discussion around the current and future success and prosperity of Pitt Meadows.

Employment. Help residents improve their quality of life by encouraging and sustaining diverse, well-paying employment opportunities close to home.

FINANCIAL IMPLICATIONS

- ☒ None ☐ Budget Previously Approved ☐ Referral to Business Planning
☐ Other
-

PUBLIC PARTICIPATION

- ☒ Inform ☒ Consult ☐ Involve ☐ Collaborate ☐ Empower

Comment(s):

Members of the public provided feedback on and input to the form and character of design for Golden Ears Business Park Phase 3 through an EPC meeting.

KATZIE FIRST NATION CONSIDERATIONS

Referral ☐ Yes ☒ No

SIGN-OFFS

Written by:

Allison Dominelli,
Development Services Technician

Reviewed by:

Alex Wallace,
Manager of Community Development

Samantha Maki,
Director of Engineering & Operations

ATTACHMENT(S):

- A. Application checklist for compliance with design guidelines
- B. Development Permit No. 2020-004
- C. Revised Preliminary Airport Way Widening Drawings by Binnie

Application checklist for compliance with design guidelines

OCP Section	Guideline	Not Applicable	Non-Compliant	Partial Compliance	Substantial Compliance
6.4.4.1	<i>Form and Character</i>				
a)	Front facades shall be designed to be visually attractive by: <ul style="list-style-type: none"> i. Modulating the façade – stepping back or extending forward a portion of the façade; ii. Changing materials, colours, patterns and textures within the building plane; iii. Changing the rooflines to reinforce the façade modulation; and iv. Designing buildings with visually distinct bases, middle and upper storeys. 				✓
b)	The front façade theme should be extended around the building walls that are visible from all streets, public park spaces, and residential area.				✓
c)	Main entrances to the buildings should be easily identified from streets or entry driveways.				✓
d)	Offices reception and other public areas should be located at the front of buildings, prominent and/or secondary frontages, and open spaces/parks.				✓
e)	Shared service areas among buildings are encouraged (e.g. shipping and receiving, parking and outdoor lunch areas).				✓
f)	Rooftop equipment (satellite dishes, air conditioning, etc.) are required to be screened from public view or integrated within the building architecture.				✓

OCP Section	Guideline	Not Applicable	Non-Compliant	Partial Compliance	Substantial Compliance
g)	If a request is granted by Council for the building height to exceed 12 metres (39 ft), the portion of the roof area exceeding 12 metres (39 ft) shall incorporate a green roof technology or energy-saving technology.	✓			
6.4.4.2 Parking and Access					
a)	Where possible, parking should be provided at the rear of the buildings.			✓ parking located all over site	
b)	Loading areas should be located at the side or rear of the buildings and should be screened from view. Where a loading area is facing the side yard, the overhead doors should to be integrated into the overall design of the building.				✓
c)	Loading areas should not be located adjacent to residential and park areas.			✓ loading area on bldg. 3100 adjacent to amenity lands but screened	
d)	Parking areas and vehicle circulation need to be designed to avoid conflicts between trucks, heavy vehicles and passenger vehicles.				✓
e)	Pedestrian and cycling routes within industrial development need to be connected with routes in the surrounding areas.				✓
f)	Pedestrian connections shall be provided that connect the north and south residential areas adjacent to industrial lands, as shown in the concept land use plan provided hereto in 1 (Design Guidelines prepared by IBI Group).	✓ to be addressed at Phase 4 and in civil drawings			

OCP Section	Guideline	Not Applicable	Non-Compliant	Partial Compliance	Substantial Compliance
g)	Pedestrian connections shall be located in a buffer area that separates and screens industrial uses from adjacent uses. Buffers may range in size depending on the adjacent use. In no case shall the buffer be less than 15 metres (50 ft) where the buffer is immediately adjacent to a residential property.				✓
6.4.4.3 Landscaping and Screening					
a)	Landscaped islands shall be used in parking areas to break-up large paved surfaces.				✓
b)	<p>Trees and shrubs should be planted throughout the parking area to intercept precipitation, reduce surface heating, and enhance aesthetics of the area. Trees should be planted within parking areas at the following frequency:</p> <ul style="list-style-type: none"> i. One tree per six parking stalls to be located in a minimum of 10 cubic metres of growing medium to all maturity; ii. Two adjoining rows of parking stall (front to front) will require a minimum of one tree per bank of 12 parking stalls spaced no more than 18 metres between trees; and iii. The end of each single row of parking stalls will require a tree and a landscaped island between the end of the parking stall and the adjacent drive aisle. 				✓
c)	Parking spaces should be designed in a way that a portion of the vehicle hangs over into a landscaped strip where possible.				✓

OCP Section	Guideline	Not Applicable	Non-Compliant	Partial Compliance	Substantial Compliance
d)	Landscaping should be used to identify entrances to the site and building.				✓
e)	Outside storage and staging areas should be screened with landscaping or screening finished in a manner consistent with the principal building.				✓
f)	Ancillary or secondary buildings should be screened on a site from public streets with dense plantings.	✓			
6.4.4.4 Green Technology Principles					
a)	Buildings should be oriented to maximize opportunities for passive solar heating and natural lighting.				✓
b)	Dual-flush toilets, electronic sensors on all lavatory faucets and low-flow shower heads should be considered in order to reduce the use of potable water.				✓ Dual flush electronic sensor toilets will be installed
c)	Water conservation and energy efficient design shall be incorporated into building and site design.				✓

OCP Section	Guideline	Not Applicable	Non-Compliant	Partial Compliance	Substantial Compliance
d)	The use of permeable materials for parking areas, roads and sidewalks is recommended.			<p>✓ Permeability of fill soil is not conducive to storm water infiltration so water is directed to detention tanks.</p> <p>Landscaping islands planned every six stalls and landscape strips at the head of the parking stalls also improve storm water retention and permeability as do the perimeter berms/trails</p>	
e)	Opportunities to re-circulate water, including collected stormwater and high quality wastewater should be investigated and incorporated into a development project where possible.		<p>✓ not needed for irrigation as drought-tolerant plants used; costly and inefficient for large, central detention tank for storage during dry season</p>		

OCP Section	Guideline	Not Applicable	Non-Compliant	Partial Compliance	Substantial Compliance
f)	Parking and other paved areas should be designed to minimize the negative impacts on surface runoff volume and quality by installing oil/water separators for high traffic areas and directing runoffs to bio-swales and bio-filtration strips.			✓ SWMP includes detention tanks to ensure post development runoff is equivalent or better than pre-development scenario. Oil-Water separator(s) will be provided in the parking areas. Landscape areas in the parkade provide additional infiltration.	
g)	A sustainability checklist shall be submitted with applications that demonstrate sustainability measures being incorporated to reduce environmental impacts. These should include measures such as green roof technology, energy and water conservation, and Green House Gas emission reductions.				✓
6.4.4.5 LEED Certification					
a)	New Developments are encouraged to apply for LEED (Leadership in Energy and Environmental Design green building rating system) certification to assess the environmental sustainability building design.	✓			
6.4.4.6 Environmental Controls					

OCP Section	Guideline	Not Applicable	Non-Compliant	Partial Compliance	Substantial Compliance
a)	Industrial developments should be planned so that the uses and activities do not create nuisance such as the emission of odours, dust, fumes, noise or light pollution.				✓
b)	Garbage and waste materials should be stored in waterproof and animal resistant containers that are visibly screened from the public and employees.	✓ to be provided by tenants			
6.4.4.7 Crime Prevention through Environmental Design (CPTED)					
a)	The application of CPTED principles for the building design, lighting, landscaping and other elements should be applied.				✓
6.4.4.8 Stand-Alone Commercial Uses					
a)	Development Permit Area No. 8 South Lougheed Commercial guidelines shall apply to stand-alone commercial uses in an industrial park.	✓			
6.4.4.9 Site Safety Design					
a)	A safety audit checklist shall be submitted with applications that demonstrate safety elements incorporated into the design of the trail networks, and the industrial business park.				✓
b)	The following factors should be taken into account when designing the exterior environments in the industrial business park: <ul style="list-style-type: none"> • Visibility by others (design for seeing and being seen); • No entrapment spots (avoid small areas shielded on three sides); and • Lighting (others' faces should be visible and blinding glare avoided). 				✓

OCP Section	Guideline	Not Applicable	Non-Compliant	Partial Compliance	Substantial Compliance
c)	Site access and internal circulation should be designed to emphasize public safety at the intersections of public and private domains, internal security and efficient flows. Safe movement of pedestrians should be a priority above other modes of transportation.				✓
Schedule – South Harris Business Park Design Guidelines (prepared by IBI Group)					
Streetscape					
	To create a lush landscaped edge around the business park, streetscape improvements should be provided within a minimum five metre setback along public streets. Within the setback a rural or natural landscape approach may be used, incorporating trees that provide a full canopy with a well-articulated supporting understory.				✓
	Along Harris Road and Airport way, more formal urban streetscape elements and planting patterns may be incorporated on corners and at entry points.				✓
	Careful attention should be given to the interface between the business park and Katzie Slough, which runs along Airport Way, to ensure the landscape and drainage plans for the site contribute to the enhancement of this sensitive riparian area. A landscaped buffer with appropriate plantings to intercept and filter surface run off should be a defining feature of the Airport Way frontage on the south side.	✓			

OCP Section	Guideline	Not Applicable	Non-Compliant	Partial Compliance	Substantial Compliance
	Pedestrian and cyclist connections into the business park should be compatible with the external streetscape and provide a seamless transition to the internal circulation network. Well-defined walkways should link with sidewalks to ensure pedestrians can safely travel from sidewalks to internal destinations, and where entrances are located on a bike route, adequate space should be provided to allow for vehicles and cyclists to enter and exit the business park at the same time.				✓
	Where the greenway meets adjacent streets (refer to the Comprehensive Plan on page 5), a transitional area should be provided between the end of the greenway and the streetscape. Bollards (formal or natural, e.g. boulders or wooden fencing) should mark the transition between the greenway and the upcoming street to encourage cyclists to slow down or dismount. The transition from the greenway to the street should be fully accessible, and integrated with sidewalks and the bike lane along Airport Way.				✓
	Streets and walkways should be appropriately lit to ensure the safety of vehicles, cyclists and pedestrians and landscape elements should comply with CPTED provisions for natural surveillance.				✓
Greenway					

OCP Section	Guideline	Not Applicable	Non-Compliant	Partial Compliance	Substantial Compliance
	The greenway should provide a landscape buffer between business park uses and adjoining residential neighbourhoods and establish an off-street pathway link to/from the Central Business District, Fraser River, Athletic Park, and the South Harris/Bonson community.				✓
	The greenway corridor should incorporate: a three-metre wide, multiuse pathway accessible by cyclists and pedestrians, consistent with the standards of the Pedestrian and Cycling Master Plan; mature landscaping; wayfinding signage; site furniture; pedestrian scale lighting designed to allow safe use at night; and special attention to safety considerations where the greenway meets adjacent streets.				✓
	Where possible, consider integrating stormwater management features such as bioswales and permeable surfaces into the greenway corridor.			Council requested a paved path, not a permeable surface.	Ample landscaping for stormwater infiltration, i.e. landscape strips at the front edge of parking stalls, landscape islands every six parking stalls.
	The width and treatment of the greenway corridor may vary but must remain a continuous public pathway and landscaped buffer incorporating the elements below.				✓

OCP Section	Guideline	Not Applicable	Non-Compliant	Partial Compliance	Substantial Compliance
	The greenway corridor should be accessible from all sides in order to encourage use by both the public and business park users. Where conditions such as swales or grade changes exist, footbridges or steps should be provided where logical connections between the internal network of the business park and community emerge.				✓
	Unless necessary for safety, avoid the use of fences to reduce the hard edge interface between the business park and the greenway corridor.			✓ Tenant fencing may be installed but will be located at the boundary between the parking lot and the berm not on the edge of the greenway (trail)	
	The greenway planting design should carefully balance the need for passive surveillance and screening with creation of a meaningful separation. Consider the use of lower level native planting as an understory to deciduous and evergreen trees that can be standardized in accordance with CPTED principles to provide natural surveillance.				✓
	Seating opportunities should be located to provide resting places along the greenway at key points of interest, while minimizing opportunities for unobserved loitering.				✓
Buildings					
	A coordinating architect shall be engaged to administer and monitor implementation of the design guidelines.				✓

OCP Section	Guideline	Not Applicable	Non-Compliant	Partial Compliance	Substantial Compliance
	Strong architectural expression is required along Harris Road and Airport Way frontages, as indicated on the Comprehensive Plan. Signature buildings and/or significant architectural features should be focused at the intersection of Harris Road and Airport Way, and at main entrances to the business park. On corners, architectural details should wrap around to address abutting streets and all sides of a building should be visually appealing.				✓
	Architectural expression may vary between buildings, but should incorporate complimentary palette of colours, materials, composition and massing.				✓
	Buildings should be oriented to address public streets and main internal circulation streets, with primary public functions such as offices, showrooms, restaurants or other on-site services located at the front of buildings.				✓
	Office and public entrances should be highlighted with higher quality finishes, lighting, weather protection, and significant glazing. Ground floor glazing should be provided for a minimum of 50% of the façade length where facing a public street.			✓ south elevation of bldg. 3300 achieves 41% glazing. Additional glazing provided on other elevations were not required and over 50% on other elevations (eg. 55% on the west elevation of bldg. 3300)	

OCP Section	Guideline	Not Applicable	Non-Compliant	Partial Compliance	Substantial Compliance
	Loading bays should be architecturally expressed through simple recessing and reveals, and with glazing, lighting, or focal elements to enhance visual appearance.				✓
	Along secondary frontages and where not facing a public street or punctuated by loading bays, walls should be of a high quality material that provides a pattern as part of the finish, or changes in colour, secondary material, or glazing; or a focal element should be added to provide a change in composition. Other strategies may be used to modulate the massing of the façades at the discretion of the approving authority.				✓
	<p>In order to modulate the visual impact of long façades, a combination of the following strategies should be employed:</p> <ul style="list-style-type: none"> - Create articulated steps in plan of approximately 60cm or more; - Vary heights at the roof line; - Add focal elements by way of changes in form, materials or colour. 				✓

OCP Section	Guideline	Not Applicable	Non-Compliant	Partial Compliance	Substantial Compliance
	<p>In order to modulate the visual impact of building heights, a combination of the following strategies should be employed:</p> <ul style="list-style-type: none"> - Create articulated bays extended or recessed approximately 60cm or more from the façade; - Incorporate cornice and/or base features; - Introduce changes in materiality along horizontal planes, such as clerestory glazing; and - Set back or cantilever out upper portions of the building, where internal function permits. 				✓
	<p>Buildings should use high quality, durable materials such as composite metal panel, architectural insulated metal panel, glass (vision or translucent), or precast concrete. Corrugated metal, wood, natural stone, brick or masonry elements, and other high quality materials may be used for design accents. Stucco and vinyl are not permitted. Other high quality materials may also be permitted at the discretion of the approving authority. Primary materials should be graffiti resistant.</p>				✓

OCP Section	Guideline	Not Applicable	Non-Compliant	Partial Compliance	Substantial Compliance
	<p>Incorporation of sustainable building technologies to improve the environmental performance and employee comfort of buildings is encouraged and may include:</p> <ul style="list-style-type: none"> - green roofs to enhance stormwater interception; - reflective white roofing to reduce the heat island effect; - smart sustainable building materials and systems, passive heating/cooling, opening windows, and natural daylighting to reduce energy consumption and improve employee comfort; - use of alternative energy sources; - water conservation and re-use. 				✓
	Where sustainability elements such as green roofs, solar panels or similar technology are visible, they should be incorporated into the building design and not detract from the building's appearance.	✓			
Landscape					
	A coordinating landscape architect shall be engaged to oversee all landscape elements, including the greenway and streetscape design, site layout, parking, loading, pedestrian routes, lighting and signage.				✓

OCP Section	Guideline	Not Applicable	Non-Compliant	Partial Compliance	Substantial Compliance
	The landscape design should create an attractive, human-scaled environment for visitors and employees. The character of the landscape should combine a well-defined lush edge comprised of a healthy community of native plants punctuated with formal planting arrangements at each site entry. The on-site landscape should be more formal in character and provide ample shading of hard surfaces and buildings in the summer.				✓
	To establish the intended landscape character, trees at entries, in parking areas, and adjacent to buildings should meet minimum city street tree size requirements and be relatively mature at the time of planting. Wherever possible, existing mature vegetation should be retained.				✓
	Landscape elements should reinforce the character of the site, which ranges along a continuum from "urban" at high traffic intersections to "rural" or "natural" along the site edges and rear yards. Urban areas should incorporate a more formal and geometric arrangement of soft and hard materials; rural treatments should use agricultural patterns of hedge rows and wind breaks; while natural areas should use more organically shaped arrangements and materials referencing the Fraser River, Katzie Slough and regional environments.				✓

OCP Section	Guideline	Not Applicable	Non-Compliant	Partial Compliance	Substantial Compliance
	Site and building entries should be reinforced with signage and formal landscape elements. This could include incorporating cultural landscape tree planting patterns such as allees or groves of trees to create a tie to the agricultural history of Pitt Meadows, contribute to a meaningful sense of place, and provide a comfortable human environment.				✓
	East-west pedestrian routes should be established to allow for comfortable internal circulation and provide connections between the business park and community at logical points (e.g. at Sutton Ave and the Athletic Park). Trees and landscaped boulevards should be used to define these routes, separate walkways from vehicles, and provide shade.				✓
	Where building facades are adjacent to parking areas, landscape elements should be incorporated into the site design to break up the building mass, soften the transition, and provide a human scale condition.				✓
	Landscape design should enhance the natural landscape and promote the use of native, drought tolerant and low maintenance plant materials. All planting and plant material conform to the latest edition of BCSLA (BC Society of Landscape Architects) and BCNLA (BC Nursery and Landscape Association) Standards.				✓

OCP Section	Guideline	Not Applicable	Non-Compliant	Partial Compliance	Substantial Compliance
	To ensure the long-term health and viability of trees, a minimum of 15 cubic meters of growing medium should be provided for each tree. Additionally, all landscape materials should be irrigated. Once plants are fully established, irrigation systems should be automated to respond to conditions and conserve water.				✓
	Landscape treatments and plantings should encourage water harvesting and include water conserving practices and techniques.				✓
	A complimentary family of site furnishings and appointments such as benches, tables, bicycle racks, refuse/recycling/organic containers, paving material, lighting, plant materials, and signage should be selected to reinforce a unifying site character.				✓
	Site furnishings and appointments should be selected for durability, maintainability and appearance. They should incorporate recycled and 'green' material standards, while maintaining a high visual quality.				✓
	Landscape elements should support CPTED principles by maintaining sight lines and allowing for natural surveillance, particularly for parking areas, the greenway, and amenity spaces.				✓
Employee & Community Amenity					

OCP Section	Guideline	Not Applicable	Non-Compliant	Partial Compliance	Substantial Compliance
	Indoor and outdoor amenity spaces should be provided within the business park and should be designed and located to enhance the experience of employees and visitors to the site and individual buildings.				✓ indoor amenities to be provided by tenants
	The amount of outdoor amenity space provided should accommodate the number of employees generated on-site as well as potential use by the public. As a general metric, 20-30% of employees should be able to utilize outdoor spaces at any one time, and each user should be provided with 20-30 square feet of space. The distribution of amenity space may vary across the site but an amenity space should be located within a five minute walk of each building.				✓
	Where adjacent to features such as the Trans-Canada trail along the Fraser River, Pitt Meadows Athletic Park, bike routes and trail connections, amenity spaces should be designed to enhance visual and physical access to and from these locations for business park users and the general public.				✓
	Amenity spaces intended primarily for employees should be located throughout the business park in locations that are easy to access quickly: directly outside main entrances and office spaces; in close proximity to secondary/staff entrances; or on upper floors where balconies or rooftop patios can take advantage of views and sunlight exposure.				✓

OCP Section	Guideline	Not Applicable	Non-Compliant	Partial Compliance	Substantial Compliance
	<p>The design of outdoor amenity spaces should seek to:</p> <ul style="list-style-type: none"> - achieve a diversity of shaded and sunny spaces through all seasons; - provide a variety of seating arrangements for groups and individuals; - incorporate high quality landscape materials and site furnishings; - offer weather protection; and - accommodate a range of activities, from passive to active. 				✓
	As suggested in the OCP, a significant amenity such as a park or sports field may be located in the northeast corner adjacent to the Athletic Park, as generally indicated on the Comprehensive Plan.				✓
Lighting					
	A comprehensive lighting plan with a unified family of lighting fixtures should be established for streets, buildings, pedestrian walkways, building entries and parking areas.				✓
	As much as possible, lighting should be designed to provide safe and functional levels of light in the business park, while minimizing sky glow, light trespass, and glare that may impact surrounding residents.				✓
	Lighting fixtures, including those in parking and loading areas, should be dark-sky certified or equivalent to shield the light source, minimize glare and light trespass, and provide better vision at night.				✓

OCP Section	Guideline	Not Applicable	Non-Compliant	Partial Compliance	Substantial Compliance
	Entrances to buildings should be illuminated to enhance their prominence.				✓
	Where mounted lighting is proposed on the exterior of a building, it should be integrated with the architectural design of the building.				✓
	Any exterior building lighting should be oriented downwards to illuminate intended areas and limit glare.				✓
	In parking areas, freestanding light poles should be located within landscaped islands.				✓
	Along the greenway, bollard lighting should be provided to enhance visibility and safety at night.			✓ Pedestrian scale lamp standards used for CPTED	
	Low height and bollard lighting in public areas should be tamper-proof to prevent vandalism, particularly along the greenway.				✓
	LED lighting should be used wherever possible.				✓
Signage					
	A comprehensive signage plan with a unified design that reflects the building and landscape character of the site and sets out a consistent hierarchy should be established for all site, building, and wayfinding signage.				✓
	A significant gateway feature/monument sign at the corner of Harris Road and Airport Way should incorporate elements consistent with the building and landscape character of the business park.				✓

OCP Section	Guideline	Not Applicable	Non-Compliant	Partial Compliance	Substantial Compliance
	Corporate signage should be of a high quality, and should be architecturally integrated with the building design.				✓
	Signage adjacent to streets should be less than 3 metres in height.				✓
Parking, Loading & Storage					
	Site design should seek to separate vehicle parking from loading areas.				✓
	All parking areas located along the outer edges of the business park should be well landscaped to provide visual screening in combination with streetscape improvements.				✓
	Parking areas should be broken into small sections, with landscape strips approximately every 6 stalls at least three metres in width, planted with shade trees, shrubs and ground covers.				✓
	Surface water should be directed to planted areas in parking lots to facilitate infiltration and reduce pollutants with appropriate plant materials in bioswales or raingardens.				✓
	Best practices in stormwater management techniques should be incorporated, including: directing surface water into planted areas to facilitate natural infiltration and reduce pollutants through bioswales or raingardens; and using permeable surfaces to allow for groundwater recharge. Impervious surfaces should be limited to 65%, where possible.			✓ impervious surface is 85%	

OCP Section	Guideline	Not Applicable	Non-Compliant	Partial Compliance	Substantial Compliance
	Concrete wheel stops are discouraged in favour of parking stalls designed to allow for vehicles to overhang landscaped areas or sidewalks by 0.6 metres. The required length of the stall may include the overhang.				✓
	Pedestrian routes to building entrances or other key destinations through parking lots should be clearly marked and preferably separated from vehicle traffic with landscaping.				✓
	Loading areas should be located in the rear of buildings and oriented to the interior of the site. Loading bays are not permitted along prominent or secondary frontages.			✓ some loading along the north side of bldg. 3100 although that is covered by a canopy and screened with fencing	
	Refuse, recycling, organic containers and utility kiosks should be located in rear yards and screened from view with a combination of architectural elements, landscape, and fencing. Containers should be secure and not attract wildlife, pests, or generate odour.	✓ Tenant Guidelines will enforce proper usage of waste recycling kiosks.			
	Fencing should be avoided unless required for specific screening, security or safety reasons. Any fencing should be transparent and of high quality (e.g. lattice or wrought iron).	✓ Fencing will be applied for tenants, for security/screening as needed			

OCP Section	Guideline	Not Applicable	Non- Compliant	Partial Compliance	Substantial Compliance
	Doors and windows should provide natural surveillance of parking and loading areas and lighting at a variety of scales should illuminate areas that will be accessed at night.				✓

CITY OF PITT MEADOWS

DEVELOPMENT PERMIT NO. 2020-004

THIS DEVELOPMENT PERMIT made in triplicate and dated the day of , 20

ISSUED BY:

THE CITY OF PITT MEADOWS, a City under the "Local Government Act" of the Province of British Columbia, and having its Municipal Offices at 12007 Harris Road, in the Municipality of Pitt Meadows, in the Province of British Columbia, V3Y 2B5
(hereinafter called the "City")

TO:

0801968 B.C. LTD.
200-1010 SEYMOUR ST
VANCOUVER BC V6B 3M6

hereinafter called the "Permittee(s)")

WHEREAS the Permittee(s) wishes to commence a development upon ALL AND SINGULAR those certain parcels or tracts of land and premises situate, lying and being in the The Corporation of the City of Pitt Meadows in the Province of British Columbia, and more particularly known and described as:

Parcel Identifier: 011-338-458

Legal Description: Lot 4 District Lot 282 Group 1 New Westminster District Plan 8763

Parcel Identifier: 011-338-423

Legal Description: Lot 3 District Lot 282 Group 1 New Westminster District Plan 8763 Except Plan BCP49951

(hereinafter called the "Lands")

AND WHEREAS the Permittee(s) has made application for a Development Permit in regard to the Lands;

AND WHEREAS the Local Government Act provides that in such a Permit certain matters may be regulated, required or limited; and

NOW THEREFORE, the Council of the City hereby issues a Development Permit in respect of the Lands as follows:

1. This Development Permit is issued subject to compliance with all City Bylaws except where specifically varied or supplemented by this Development Permit.
2. The Permittee(s) shall comply with all City and Provincial building regulations and shall not commence work until they have received a Building Permit from the City.
3. The Lands shall be developed by the Permittee(s) in strict conformity with the terms and conditions set out in this Development Permit.
4. The Permittee(s) shall not sell, assign, transfer, convey or otherwise dispose of all or any part of his interest in and to the Lands, save and except for mortgage purposes, until the Lands have been developed in accordance with the conditions of this Development Permit, or alternatively, until the proposed purchaser or assignee has covenanted with the City, in a manner acceptable to the Council of the City, to ensure development of the Lands in conformity with the conditions herein contained. After the successor or assignee of the applicant has covenanted in writing to the satisfaction of the Council of the City to assume all of the Permittee's obligation and liabilities herein, the obligations and liabilities of the Permittee(s) shall cease in regard to development work done thereafter by the said successor assignee.
5. All plans, specifications, minutes and written commitments referred to above are subject to any changes required by the Building Official or their designate, or other officials of the City, where such plans and specifications do not comply with any duly enacted law or Bylaw, and such non-compliance is not specifically permitted by this Development Permit; minor variations which do not substantially alter the work referred to in Part 6 and 7 may be permitted if approved in writing by the Director Responsible for Development Services or their designate (hereinafter called the "Planner") thereon.

As a condition of the issuance of this Development Permit, the City is holding security in the form of an Irrevocable Letter of Credit as follows:

Securities totaling the amount of **\$2,133,163.22** for the on-site landscaping works are to be provided prior to Building Permit issuance to ensure that the development specified in Part 6 i) and 6 ii) hereto, and particularly the landscaping works therein, is carried out in accordance with the terms and conditions of this Development Permit, and to ensure that an unsafe condition will not result from a contravention of the provisions of this Development Permit.

The condition of the posting of the security is that should the Permittee fail to carry out the development hereby authorized, according to the terms and conditions of

this Permit within the time provided, the City may use the security and any interest thereon accrued by the City to carry out the work by its servants, agents or contractors, and any surplus shall be paid over to the Permittee(s), or should the Permittee(s) carry out the development permitted by this Development Permit under the conditions set out in Paragraph b) hereto, the security and any interest thereon accrued by the City shall be returned to the Permittee(s) upon:

- a) Issuance by the Building Official of an Occupancy Permit where applicable;
 - b) Verification by the Planner that the development set out in Part 6 i) and 6 ii) hereto, and particularly the landscaping works therein, have been completed in accordance with the terms and conditions in this Development Permit;
 - c) Written confirmation from a qualified professional as to the acceptable environmental quality of fill used for the berms, as well as an acceptable compaction level, to the satisfaction of the City; and
 - d) The securities shall be released in two phases. \$1,571,441.76 shall be released upon completion of Building 3100 and \$561,721.46 shall be released upon completion of Buildings 3200 and 3300 (minus 10% holdback from each bond for one year to ensure maintenance and plant survival). A one-time landscape inspection fee of \$2000 also applies.
6. Development upon the Lands shall conform to the following plans, specifications, and the conditions:
- i) Set of plans and specifications prepared by TKA+D Architecture + Design Inc., #305 – 1930 Pandora St, Vancouver, BC, entitled “Golden Ears Industrial Park Phase 3 – Building 3100, 3200 & 3300”, copies of which are attached to and form part of this permit.
 - ii) Set of plans and specifications prepared by Durante Kreuk Ltd., #102 – 1637 West 5th Avenue, Vancouver, B.C., V6J 1N5 entitled “Golden Ears Industrial Park Phase 3 Pitt Meadows”, copies of which are attached to and form part of this permit.
 - iii) Development Covenant CA6856082 registered on title.
7. Garbage and recycling receptacles are to be contained within the units and wheeled out for collection.
8. Prior to any construction or land development works within 30 m of the top of bank of any watercourse or ditch, approval is required under the provincial *Riparian Areas Protection Regulation*.

9. Trail and path wayfinding signage shall be designed in accordance with City standards for pedestrian and park signage.
10. Due to proximity to the Metro Vancouver Right-of-Way, Metro Vancouver approval is required prior to installation of monument signage.
11. The landscaping works proposed within Metro Vancouver's Right-of-Way require Metro Vancouver approval prior to commencement.
12. The developer shall be responsible to connect all trails and paths to existing City trails and paths to the City's satisfaction, and include lighting on paths.
13. Fencing and hedges are required on the Lands along property lines adjacent to the Amenity Lands.
14. Rooftop HVAC units and any other rooftop mechanical equipment shall not be visible from any public street.
15. Class I bicycle parking spaces are to be distributed evenly throughout the development and provided by tenants.
16. At least 500 parking stalls shall have infrastructure for electric vehicle charging capability.
17. The canopy and loading area adjacent to Building 3100 shall be in accordance with the attached plans.
18. Internal traffic calming measures may be added to the site on an as-needed basis identified by the developer.
19. An amendment to this development permit is not required if a knockout panel is removed for a new tenant and replaced with glazing or a loading door and is consistent with the surrounding exterior design.
20. Variances to Section 7.2 of the Sign Bylaw No. 2715, 2015 have been identified and are authorized by this permit to vary the number of, height and area of directional and tenant signs to ensure appropriate entry for the scale of the development, in accordance with the attached plans.
21. In the event the Permit lapses, the Permittee(s) may request refund of the security described in Part 5 and the City shall make refund provided the Director of Operations and Development Services or designee authorizes such refund.
22. It is understood and fully agreed by the Permittee(s) that the site and abutting streets shall be maintained in a neat and tidy order during the construction process, and that construction debris bins will be removed from the site promptly once they are full.

23. Whenever the singular or masculine is used in this Development Permit, the same shall be deemed to include the plural, or the feminine, or the body politic or corporate as the context so requires, and every reference to each part hereto shall be deemed to include the heirs, executors, administrators, successors and assigns of such party whenever this context or the parties so require.
24. It is understood and agreed that the City has made no representations, covenants, warranties, guarantees, promises or agreement (verbal or otherwise) with the Permittee(s) other than those in this Development Permit.
25. If the Permittee(s) does not substantially start any construction with respect to which this Permit was issued, within 2 years after the date it is issued the Permit shall lapse.
26. The terms of this Development Permit or any amendment to it, are binding on all persons who acquire an interest in the Land.

AUTHORIZED BY COUNCIL RESOLUTION passed by on the day of

THE CORPORATE SEAL OF THE CITY OF PITT MEADOWS was
hereunto affixed on the day of , 20 .

Bill Dingwall, Mayor

Kate Barchard, Corporate Officer

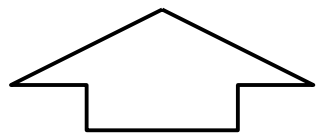
signatory(ies)

Owner of the Lands or authorized

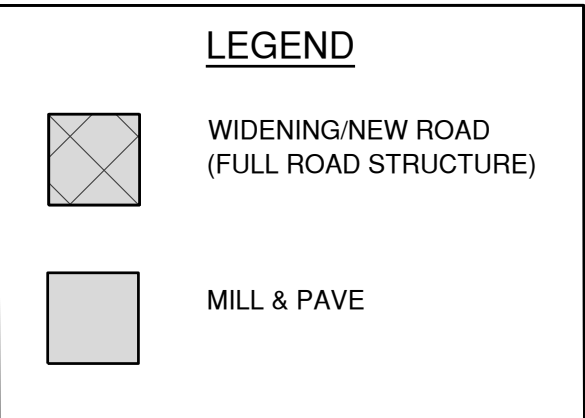
Print Name

SIGNED, SEALED AND DELIVERED BY
the Owner of the Lands on
the _____ day of _____, 20

PDF Files of Development Permit Drawings:
11 X 17 copies attached to this document



FOR CONTINUATION SEE DWG. 19-1049-R1-2




- NOTE: PAVEMENT STRUCTURE BASED ON PITT MEADOWS DESIGN CRITERIA [B.5.4]. ADEQUACY TO BE CONFIRMED BY GEOTECHNICAL ENGINEER.

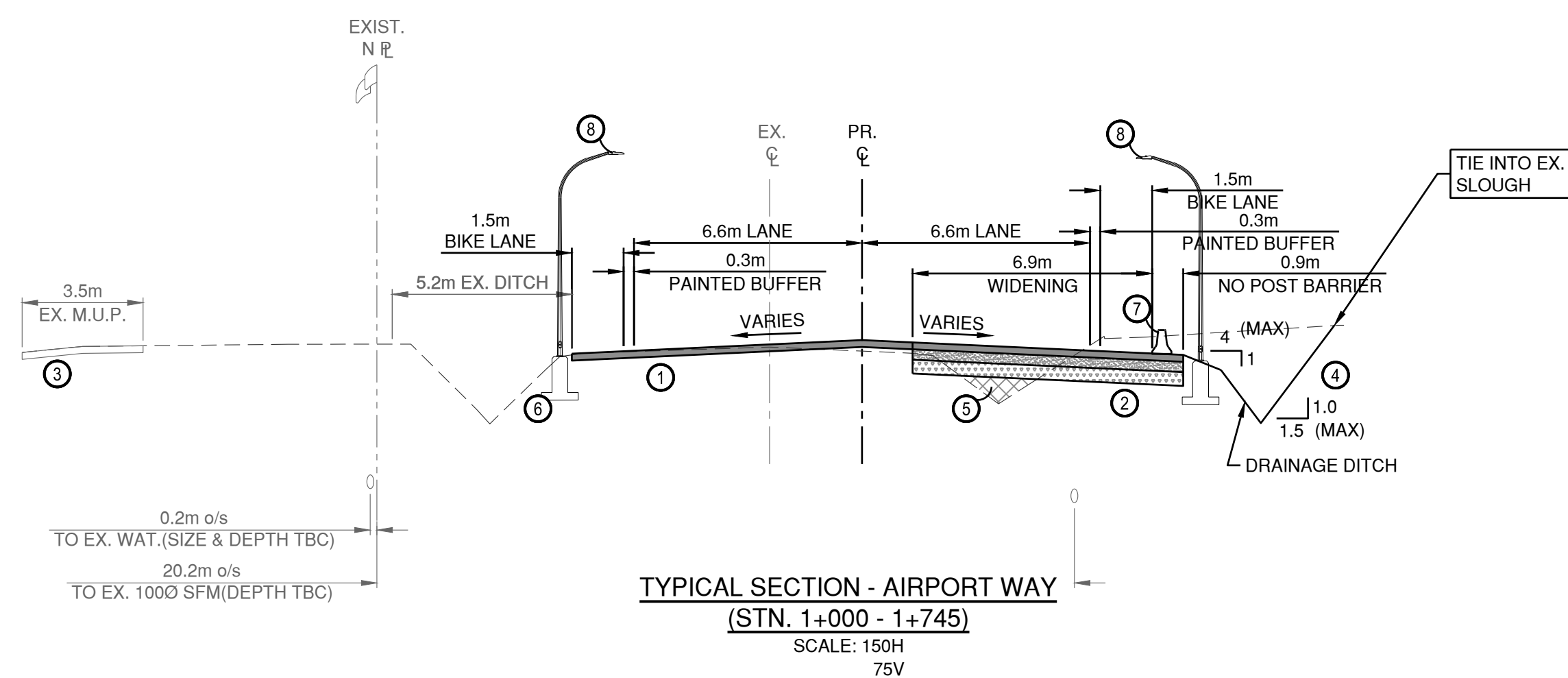
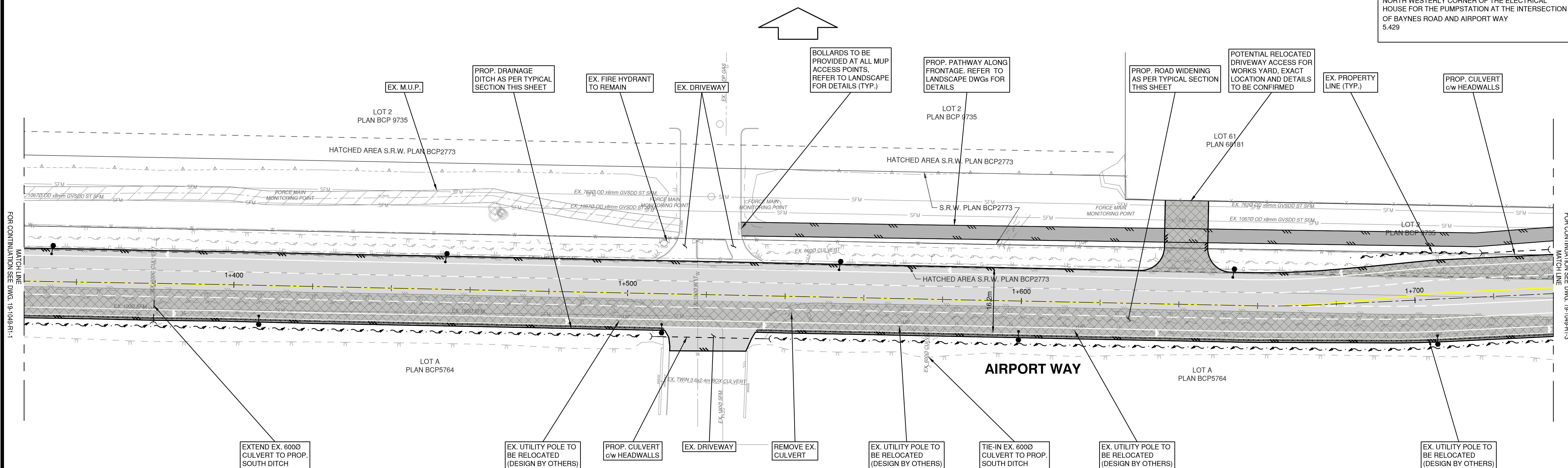
DESTROY ALL PRINTS BEARING PREVIOUS No.

SCALES

0 1:500 20m

A horizontal scale bar with alternating black and white segments. It is labeled '0' at the left end, '1:500' in the middle, and '20m' at the right end.



BENCHMARK:
82HAW017
NORTH WESTERLY CORNER OF THE ELECTRICAL
HOUSE FOR THE PUMPSTATION AT THE INTERSECTION
OF BAYNES ROAD AND AIRPORT WAY
5.429



- ① MIN. 40mm MILL AND PAVE c/w UC#1
- ② WIDENING c/w FULL STRUCTURE:
 - 50mm UC#1
 - 50mm LC#1
 - 150mm BASE GRAVELS
 - 300mm SUB-BASE GRAVELS
- ③ EX. MULTI-USE PATHWAY
- ④ DRAINAGE DITCH (DIMENSIONS & SIDE SLOPES TO BE CONFIRMED)
- ⑤ EX. DITCH TO BE OVER-EXCAVATED AND REPLACED WITH STRUCTURAL FILL
(TO BE CONFIRMED BY GEOTECHNICAL ENGINEER)
- ⑥ EX. DITCH TO BE RETAINED
- ⑦ NO POST ROADSIDE BARRIER WHERE CLEAR ZONE TO EXISTING SLOUGH
CAN NOT BE ACHIEVED
- ⑧ PROP. STREET LIGHT

NOTE: PAVEMENT STRUCTURE BASED ON PITT MEADOWS DESIGN CRITERIA [B.5.4]. ADEQUACY TO BE CONFIRMED BY GEOTECHNICAL ENGINEER.


LEGEND

-  WIDENING/NEW ROAD
(FULL ROAD STRUCTURE)
-  MILL & PAVE

DRAFT

PRELIMINARY

DATE	2020-05-07
DRAWING No.	19-1049-R1-2


SHEET 06 OF 16	REV.
DESTROY ALL PRINTS BEARING PREVIOUS No. 	

CLIENT	ONNI GROUP 200-1010 SEYMOUR STREET, VANCOUVER, BC, V6B 3M6
DRAWING DESCRIPTION	GOLDEN EARS BUSINESS PARK 19265 & 19300 AIRPORT WAY AIRPORT WAY ROADWORKS

SURVEYED BY	
DRAWN BY	KF
DESIGNED BY	VL
CHECKED BY	NP

SCALES

0 1:500 20m

A horizontal scale bar with alternating black and white segments. Above the bar, the text "0", "1:500", and "20m" are positioned at the start, middle, and end respectively. The bar is divided into four equal segments, with the first and third segments being black and the second and fourth being white.

The people behind your infrastructure.

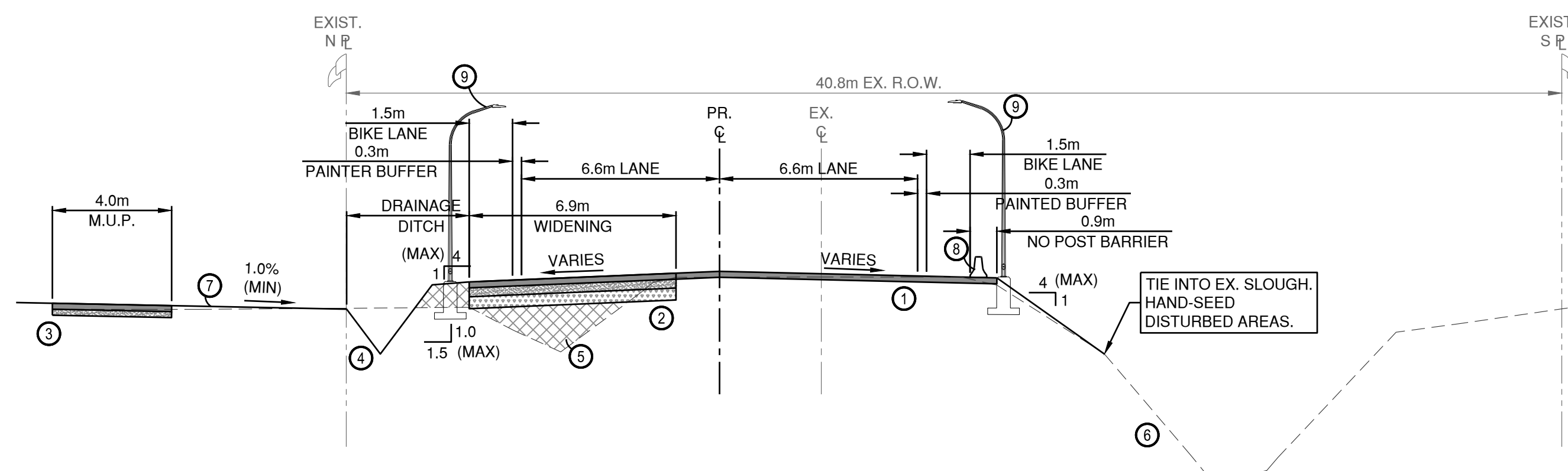
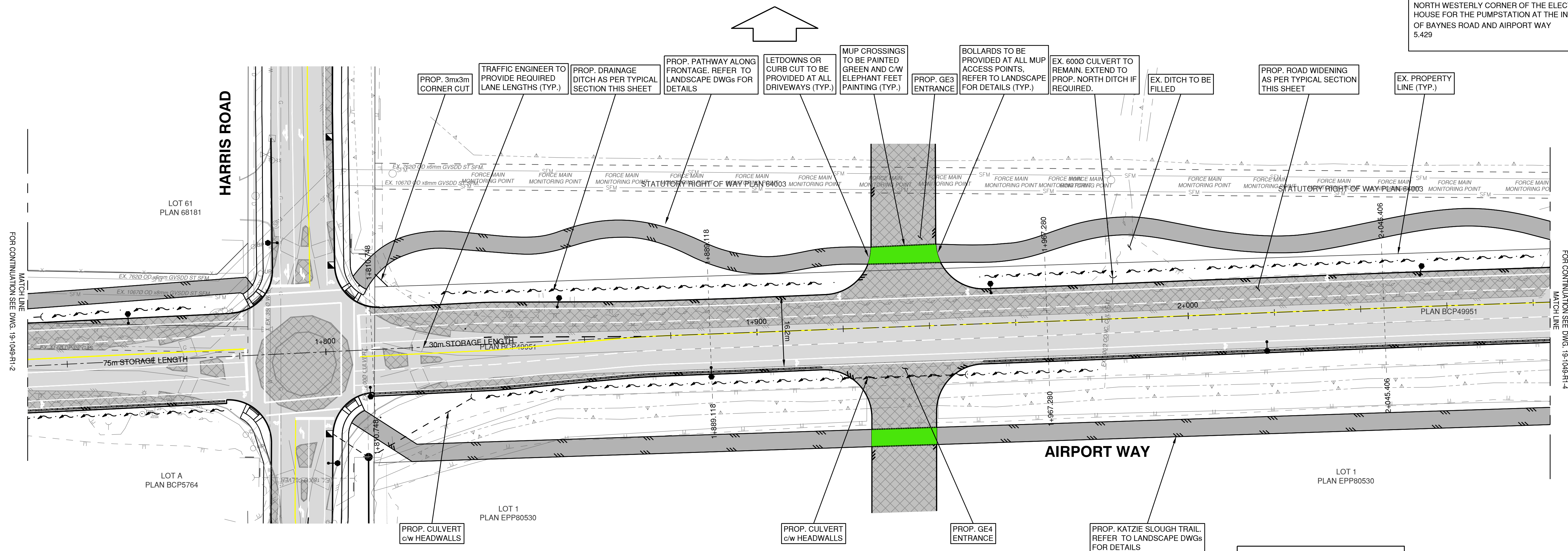
R.F. BINNIE & ASSOCIATES LTD.
314-9440 202 Street
Langley, BC V1M 4A6
TEL 604 574 3336
BINNIE.com

This drawing is not to be reproduced without the written permission of R.F. Binrie & Associates Ltd.

This drawing is not to be used for construction unless it is stamped "ISSUED FOR CONSTRUCTION" and signed by R.F. Binrie & Associates Ltd. It is the contractor's responsibility to ensure that he is in possession of the latest revision of this drawing.

No.	DATE	REVISION	BY

BENCHMARK:
82HAW017
NORTH WESTERLY CORNER OF THE ELECTRICAL
HOUSE FOR THE PUMPSTATION AT THE INTERSECTION
OF BAYNES ROAD AND AIRPORT WAY
5.429





TYPICAL SECTION - AIRPORT WAY
(STN. 1+745 - 2+320)
SCALE: 150H
75V

- ① MIN. 40mm MILL AND PAVE c/w UC#1
- ② WIDENING c/w FULL STRUCTURE:
 - 50mm UC#1
 - 50mm LC#1
 - 150mm BASE GRAVELS
 - 300mm SUB-BASE GRAVELS
- ③ MULTI-USE PATHWAY (SEE LANDSCAPE DWGS FOR DETAILS)
- ④ DRAINAGE DITCH (DIMENSIONS & SIDE SLOPES TO BE CONFIRMED)
- ⑤ EX. DITCH TO BE OVER-EXCAVATED AND REPLACED WITH STRUCTURAL FILL
(TO BE CONFIRMED BY GEOTECHNICAL ENGINEER)
- ⑥ EX. DITCH TO BE RETAINED
- ⑦ GRASSED BOULEVARD c/w 450mm TOPSOIL
- ⑧ NO POST ROADSIDE BARRIER WHERE CLEAR ZONE TO EXISTING SLOUGH
CAN NOT BE ACHIEVED
- ⑨ PROP. STREET LIGHT

NOTE: PAVEMENT STRUCTURE BASED ON PITT MEADOWS DESIGN CRITERIA
[B.5.4]. ADEQUACY TO BE CONFIRMED BY GEOTECHNICAL ENGINEER

LEGEND

-  WIDENING/NEW ROAD
(FULL ROAD STRUCTURE)
 -  MILL & PAVE

DRAFT

PRELIMINARY

DATE	2020-05-07
DRAWING No	

19-1049-R1-3

SHEET 07 OF 16	REV.
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DESTROY ALL PRINTS BEARING PREVIOUS No.

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No.	DATE	REVISION	



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TEL 604 574 3336
BINNIE.com

CLIENT

ONNI GROUP

200-1010 SEYMOUR STREET, VANCOUVER, BC, V6B 3M6

	DRAWING DESCRIPTION
--	----------------------------

**GOLDEN EARS BUSINESS PARK
19265 & 19300 AIRPORT WAY
AIRPORT WAY ROADWORKS**

DATE	11/11/2011
SURVEYED BY	WILLIAM J. HARRIS
DATE	11/11/2011
SURVEYED BY	WILLIAM J. HARRIS

SURVEYED BY

DRAWN BY KF

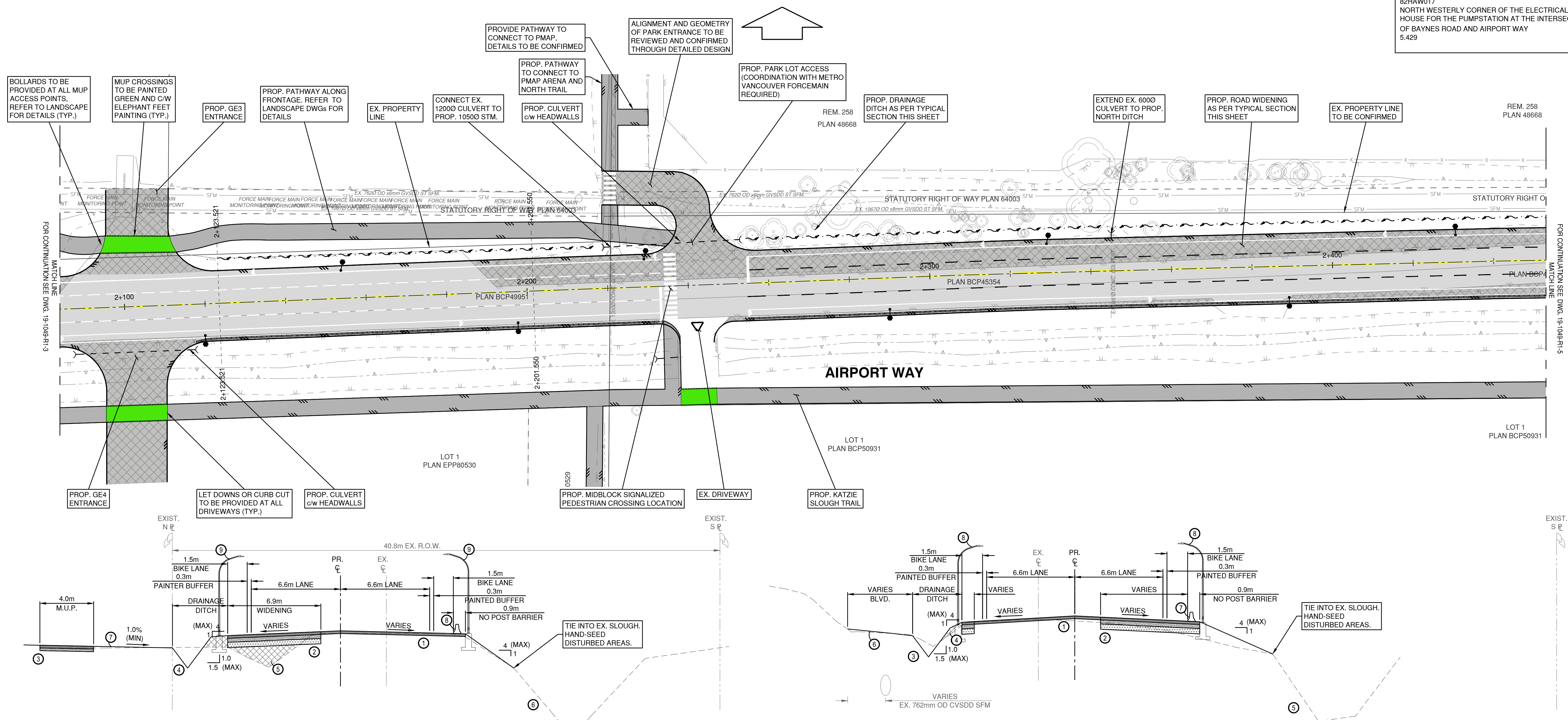
DRAWN BY KF
DESIGNED BY VI

CHECKED BY NP

SCALES

0	1:500	20m
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BENCHMARK:
82HAW017
NORTH WESTERLY CORNER OF THE ELECTRICAL
HOUSE FOR THE PUMPSTATION AT THE INTERSECTION
OF BAYNES ROAD AND AIRPORT WAY
5.429



TYPICAL SECTION - AIRPORT WAY
(STN. 1+745 - 2+320)

SCALE: 150H
75V

- ① MIN. 40mm MILL AND PAVE c/w UC#1 (DEPTH TO BE CONFIRMED)
- ② WIDENING c/w FULL STRUCTURE:
 - 50mm UC#1
 - 50mm LC#1
 - 150mm BASE GRAVELS
 - 300mm SUB-BASE GRAVELS
- ③ MULTI-USE PATHWAY (SEE LANDSCAPE DWGS FOR DETAILS)
- ④ DRAINAGE DITCH (DIMENSIONS & SIDE SLOPES TO BE CONFIRMED)
- ⑤ EX. DITCH TO BE OVER-EXCAVATED AND REPLACED WITH STRUCTURAL FILL (TO BE CONFIRMED BY GEOTECHNICAL ENGINEER)
- ⑥ EX. DITCH TO BE RETAINED
- ⑦ GRASSED BOULEVARD c/w 450mm TOPSOIL
- ⑧ NO POST ROADSIDE BARRIER WHERE CLEAR ZONE TO EXISTING SLOUGH CAN NOT BE ACHIEVED
- ⑨ PROP. STREET LIGHT

NOTE: PAVEMENT STRUCTURE BASED ON PITT MEADOWS DESIGN CRITERIA
[B.5.4]. ADEQUACY TO BE CONFIRMED BY GEOTECHNICAL ENGINEER

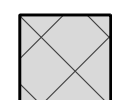
TYPICAL SECTION - AIRPORT WAY
(STN. 2+320 - 2+580)

SCALE: 150H
75V

- ① MIN. 40mm MILL AND PAVE c/w UC#1 (DEPTH TO BE CONFIRMED)
- ② WIDENING c/w FULL STRUCTURE:
 - 50mm UC#1
 - 50mm LC#1
 - 150mm BASE GRAVELS
 - 300mm SUB-BASE GRAVELS
- ③ DRAINAGE DITCH (DIMENSIONS & SIDE SLOPES TO BE CONFIRMED)
- ④ EX. DITCH TO BE OVER-EXCAVATED AND REPLACED WITH STRUCTURAL FILL (TO BE CONFIRMED BY GEOTECHNICAL ENGINEER)
- ⑤ EX. DITCH TO BE RETAINED
- ⑥ GRASSED BOULEVARD c/w 450mm TOPSOIL
- ⑦ NO POST ROADSIDE BARRIER WHERE CLEAR ZONE TO EXISTING SLOUGH CAN NOT BE ACHIEVED
- ⑧ PROP. STREET LIGHT

NOTE: PAVEMENT STRUCTURE BASED ON PITT MEADOWS DESIGN CRITERIA [B.5.4]. ADEQUACY TO BE CONFIRMED BY GEOTECHNICAL ENGINEER

LEGEND



(FULL ROAD STRUCTURE)



MILL & PAVE

DRAFT

PRELIMINARY

DATE 2020-05-07
DRAWING No.

SHEET 08 OF 16	REV.
----------------	------

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BINNIE.com

CLIENT

ONNI GROUP

200-1010 SEYMOUR STREET, VANCOUVER, BC, V6B 3M6

**GOLDEN EARS BUSINESS PARK
19265 & 19300 AIRPORT WAY
AIRPORT WAY ROADWORKS**

DRAWING DESCRIPTION

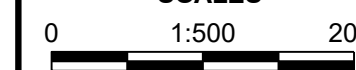
SURVEYED BY

DRAWN BY KF

DESIGNED BY VL

CHECKED BY NP

SCALES



DATE 2020-05-07

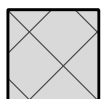
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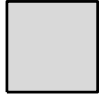
19-1049-R1-4

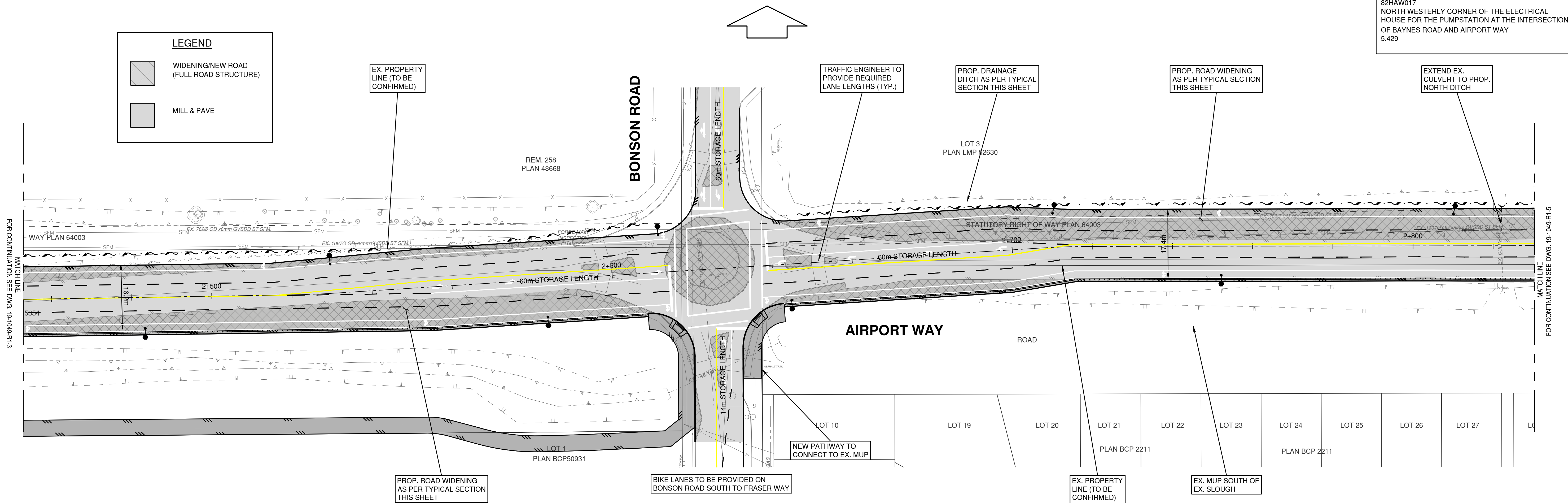
SHEET	08	OF	16	REV.
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DESTROY ALL PRINTS BEARING PREVIOUS No.

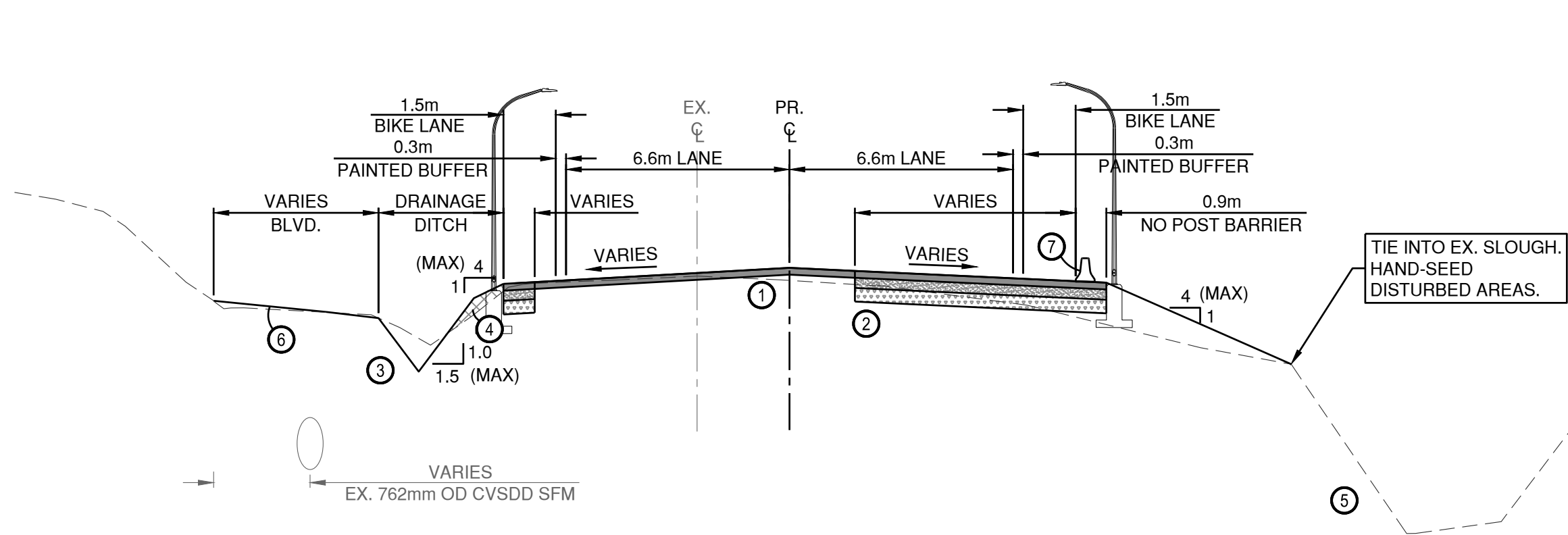
LEGEND

 WIDENING/NEW ROAD
(FULL ROAD STRUCTURE)

 MILL & PAVE



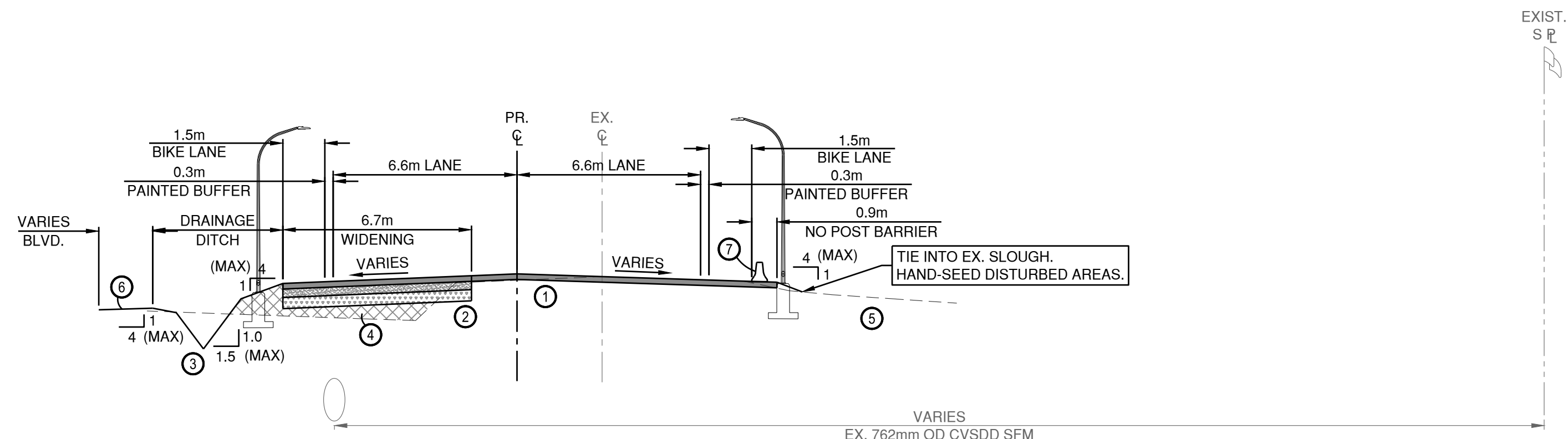
BENCHMARK:
82HAW017
NORTH WESTERLY CORNER OF THE ELECTRICAL
HOUSE FOR THE PUMPSTATION AT THE INTERSECTION
OF BAYNES ROAD AND AIRPORT WAY
5.429



TYPICAL SECTION - AIRPORT WAY
(STN. 2+320 - 2+580)
SCALE: 150H
75V

- ① MIN. 40mm MILL AND PAVE c/w UC#1
- ② WIDENING c/w FULL STRUCTURE:
 - 50mm UC#1
 - 50mm LC#1
 - 150mm BASE GRAVELS
 - 300mm SUB-BASE GRAVELS
- ③ DRAINAGE DITCH (DIMENSIONS & SIDE SLOPES TO BE CONFIRMED)
- ④ EX. DITCH TO BE OVER-EXCAVATED AND REPLACED WITH STRUCTURAL FILL
(TO BE CONFIRMED BY GEOTECHNICAL ENGINEER)
- ⑤ EX. DITCH TO BE RETAINED
- ⑥ GRASSED BOULEVARD c/w 450mm TOPSOIL
- ⑦ NO POST ROADSIDE BARRIER WHERE CLEAR ZONE TO EXISTING SLOUGH
CAN NOT BE ACHIEVED

NOTE: PAVEMENT STRUCTURE BASED ON PITT MEADOWS DESIGN CRITERIA
[B.5.4]. ADEQUACY TO BE CONFIRMED BY GEOTECHNICAL ENGINEER



TYPICAL SECTION - AIRPORT WAY
(STN. 2+675 - 3+140)
SCALE: 150H
75V

- ① MIN. 40mm MILL AND PAVE c/w UC#1
- ② WIDENING c/w FULL STRUCTURE:
 - 50mm UC#1
 - 50mm LC#1
 - 150mm BASE GRAVELS
 - 300mm SUB-BASE GRAVELS
- ③ DRAINAGE DITCH (DIMENSIONS & SIDE SLOPES TO BE CONFIRMED)
- ④ EX. DITCH TO BE OVER-EXCAVATED AND REPLACED WITH STRUCTURAL FILL
(TO BE CONFIRMED BY GEOTECHNICAL ENGINEER)
- ⑤ EX. DITCH TO BE RETAINED
- ⑥ GRASSED BOULEVARD c/w 450mm TOPSOIL
- ⑦ NO POST ROADSIDE BARRIER WHERE CLEAR ZONE TO EXISTING SLOUGH
CAN NOT BE ACHIEVED

NOTE: PAVEMENT STRUCTURE BASED ON PITT MEADOWS DESIGN CRITERIA
[B.5.4]. ADEQUACY TO BE CONFIRMED BY GEOTECHNICAL ENGINEER

DRAFT

PRELIMINARY

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No.	DATE	REVISION	BY

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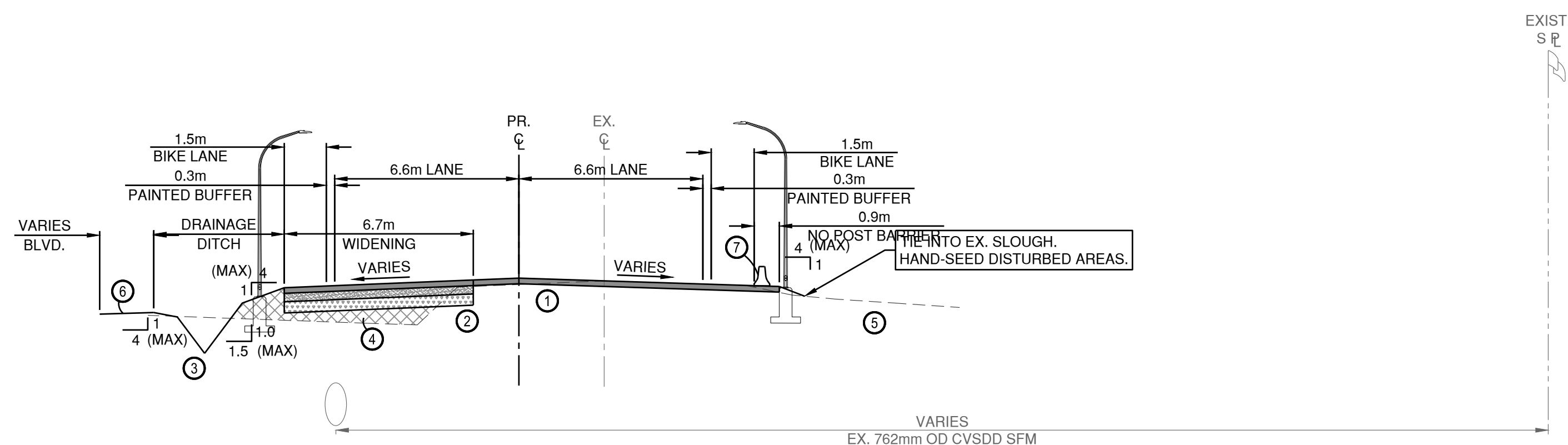
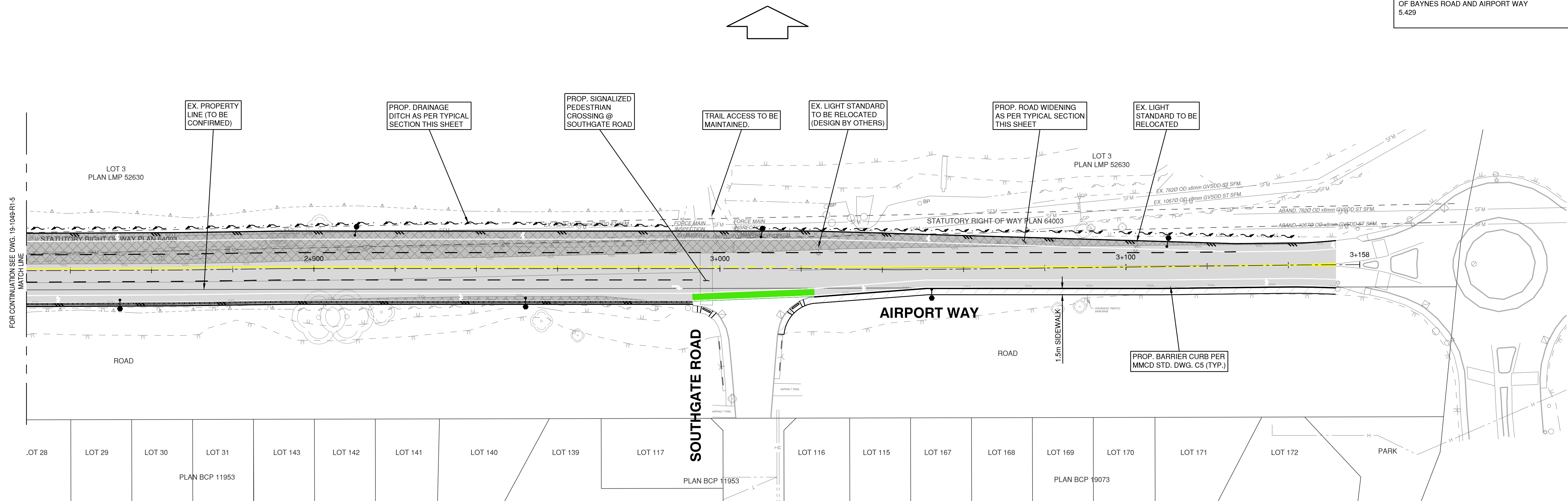
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Langley, BC V1M 4A6
TEL 604 574 3336
BINNIE.com

CLIENT	ONNI GROUP 200-1010 SEYMOUR STREET, VANCOUVER, BC, V6B 3M6
DRAWING DESCRIPTION	GOLDEN EARS BUSINESS PARK 19265 & 19300 AIRPORT WAY AIRPORT WAY ROADWORKS

SURVEYED BY	KF
DRAWN BY	VL
DESIGNED BY	NP
CHECKED BY	
SCALES	1:500 20m

DATE	2020-05-07
DRAWING No.	19-1049-R1-5
SHEET 09 OF 16	REV.
DESTROY ALL PRINTS BEARING PREVIOUS No.	

BENCHMARK:
82HAW017
NORTH WESTERLY CORNER OF THE ELECTRICAL
HOUSE FOR THE PUMPSTATION AT THE INTERSECTION
OF BAYNES ROAD AND AIRPORT WAY
5.429





TYPICAL SECTION - AIRPORT WAY
(STN. 2+675 - 3+140)

- ① MIN. 40mm MILL AND PAVE c/w UC#1
- ② WIDENING c/w FULL STRUCTURE:
 - 50mm UC#1
 - 50mm LC#1
 - 150mm BASE GRAVELS
 - 300mm SUB-BASE GRAVELS
- ③ DRAINAGE DITCH (DIMENSIONS & SIDE SLOPES TO BE CONFIRMED)
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- ⑦ NO POST ROADSIDE BARRIER WHERE CLEAR ZONE TO EXISTING SLOUGH
CAN NOT BE ACHIEVED

NOTE: PAVEMENT STRUCTURE BASED ON PITT MEADOWS DESIGN CRITERIA [B.5.4]. ADEQUACY TO BE CONFIRMED BY GEOTECHNICAL ENGINEER

LEGEND

-  WIDENING/NEW ROAD
(FULL ROAD STRUCTURE)
 -  MILL & PAVE

DRAFT

PRELIMINARY

DATE	2020-05-07
DRAWING No	

SHEET	10	OF	16	REV.
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No.	DATE	REVISION	BY



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CLIENT

ONNI GROUP

200-1010 SEYMOUR STREET, VANCOUVER, BC, V6B 3M6

**GOLDEN EARS BUSINESS PARK
19265 & 19300 AIRPORT WAY
AIRPORT WAY WIDENING**

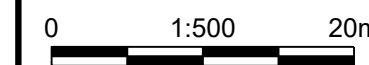
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SURVEYED BY

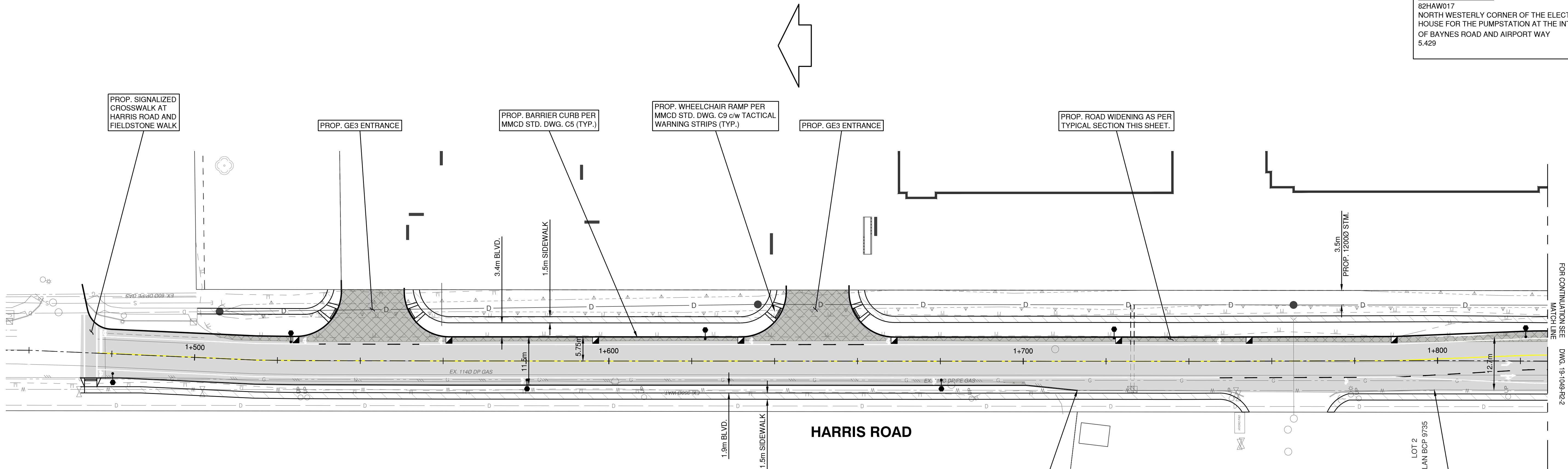
DRAWN BY KF

DESIGNED BY VL

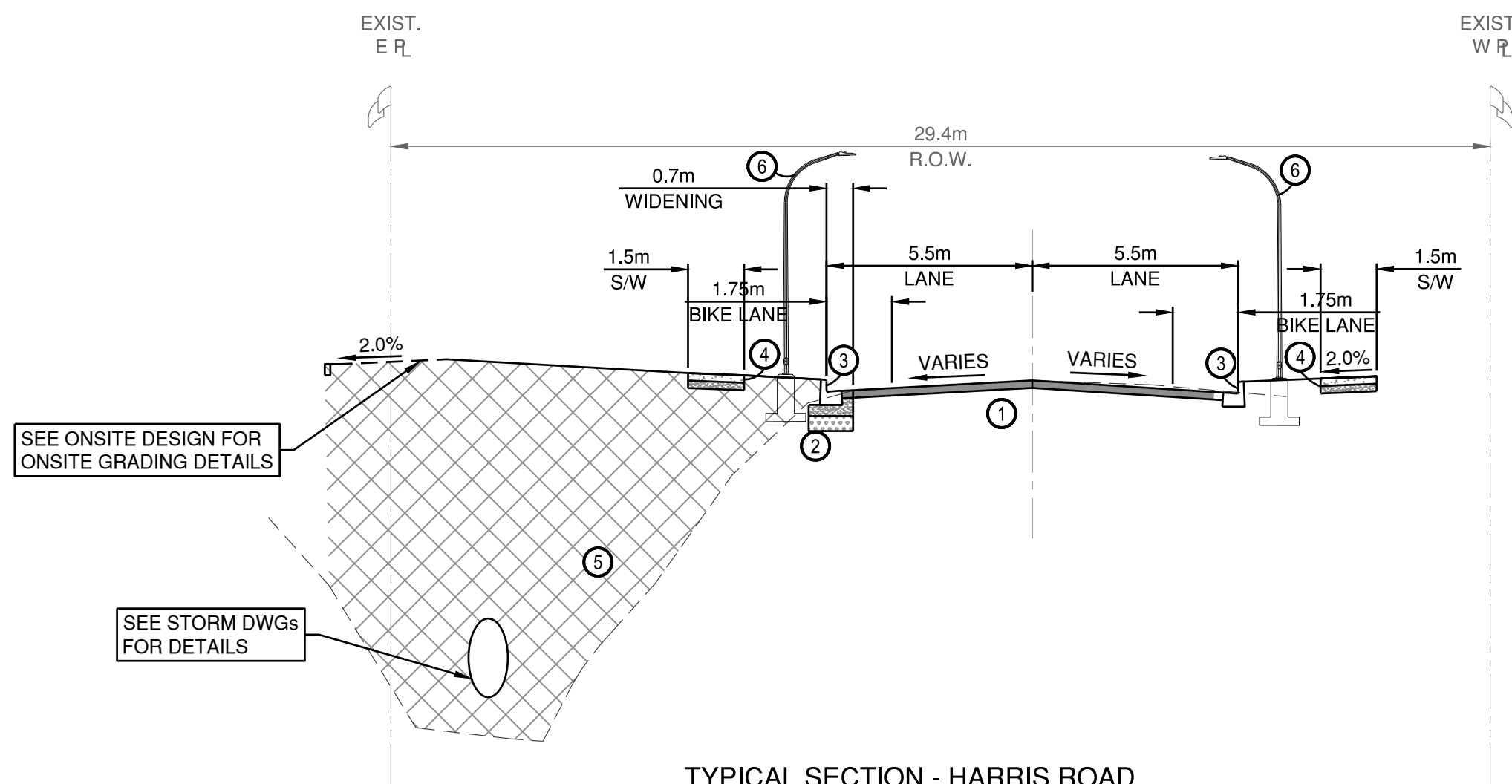
SCALES



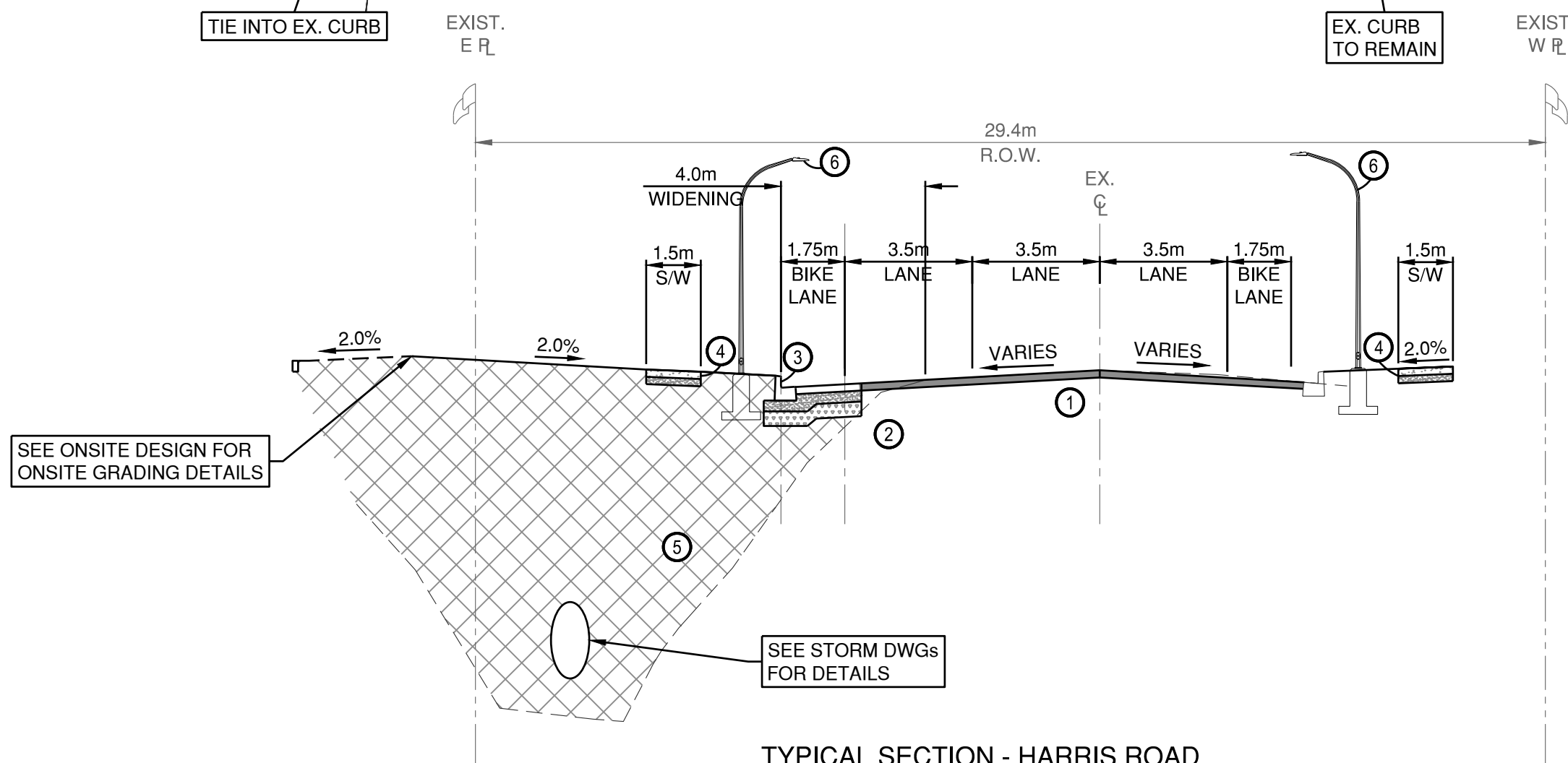
BENCHMARK:
82HAW017
NORTH WESTERLY CORNER OF THE ELECTRICAL
HOUSE FOR THE PUMPSTATION AT THE INTERSECTION
OF BAYNES ROAD AND AIRPORT WAY
5.429



FOR CONTINUATION SEE
MATCH LINE
DWG. 19-1049-R2-2



TYPICAL SECTION - HARRIS ROAD
(STN. 1+500 - 1+720)
SCALE: 150H
75V



TYPICAL SECTION - HARRIS ROAD
(STN. 1+720 - 1+935)
SCALE: 150H
75V

LEGEND	
	WIDENING/NEW ROAD (FULL ROAD STRUCTURE)
	MILL & PAVE

- MIN. 40mm MILL AND PAVE c/w UC#1 (DEPTH TO BE CONFIRMED)
- WIDENING c/w FULL STRUCTURE:
 - 50mm UC#1
 - 50mm LC#1
 - 150mm BASE GRAVELS
 - 300mm SUB-BASE GRAVELS
- BARRIER CURB PER MMCD STD. DWG. C5
- 1.50m WIDE CONCRETE SIDEWALK AS PER MMCD STD. DWG. C1
 - 100mm THICK CONCRETE
 - 100mm THICK - BASE GRAVELS
- EX. DITCH TO BE OVER-EXCAVATED AND REPLACED WITH STRUCTURAL FILL
(TO BE CONFIRMED BY GEOTECHNICAL ENGINEER)
- PROP. STREET LIGHT

NOTE: PAVEMENT STRUCTURE TO BE CONFIRMED BY GEOTECHNICAL ENGINEER

NOTE: CROSS SECTION OF HARRIS ROAD NORTH OF AIRPORT
WAY IS UNDER REVIEW AND SUBJECT TO CHANGE

DRAFT

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No.	DATE	REVISION	BY

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Langley, BC V1M 4A6
TEL 604 574 3336
BINNIE.com

CLIENT	ONNI GROUP 200-1010 SEYMOUR STREET, VANCOUVER, BC, V6B 3M6
DRAWING DESCRIPTION	GOLDEN EARS BUSINESS PARK 19265 & 19300 AIRPORT WAY HARRIS ROAD ROADWORKS

SURVEYED BY	
DRAWN BY	KF
DESIGNED BY	VL
CHECKED BY	NP

SCALES	
H 1:500	20m
V 1:50	2m

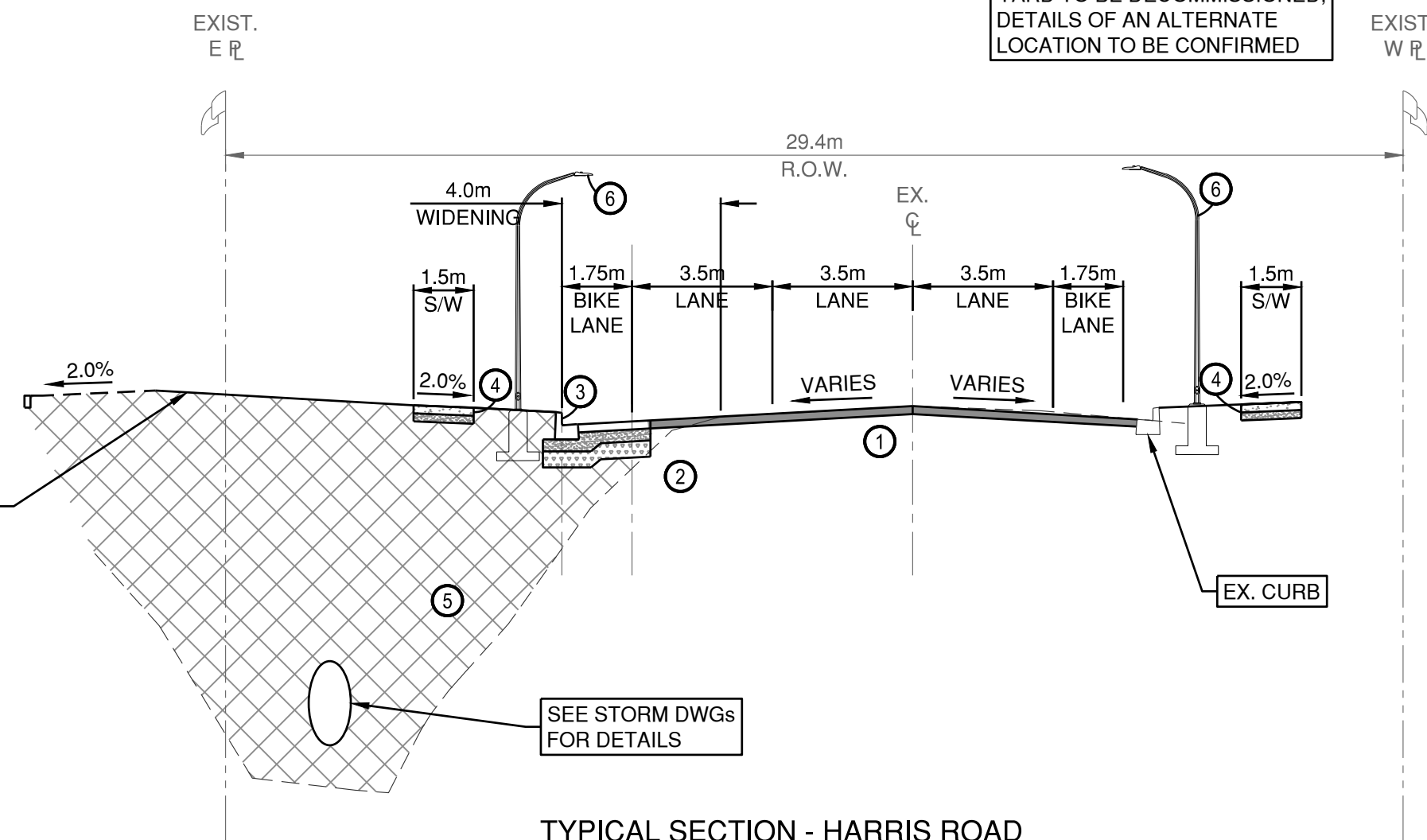
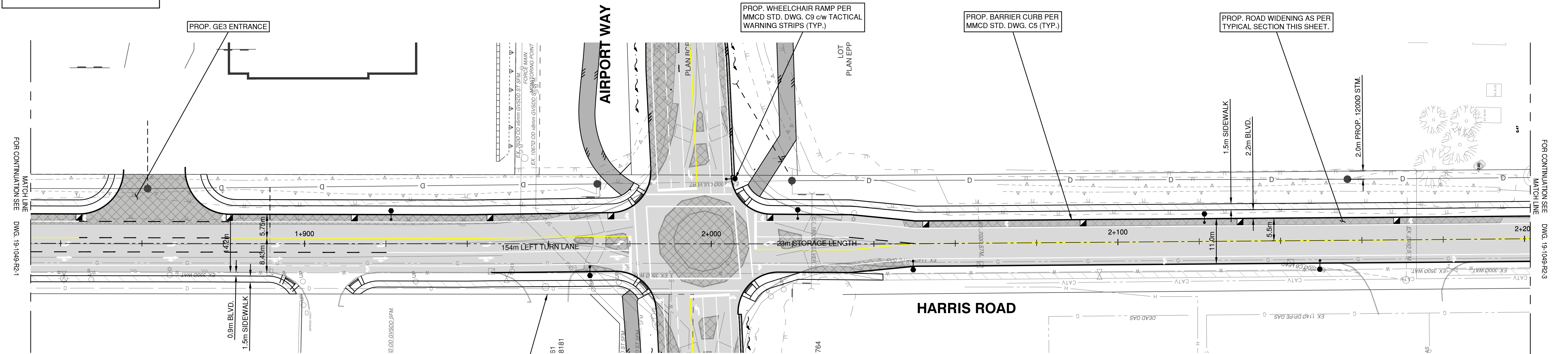
DATE	2020-05-07
DRAWING No.	19-1049-R2-1
SHEET 12 OF 16	REV.
DESTROY ALL PRINTS BEARING PREVIOUS No.	

LEGEND

WIDENING/NEW ROAD
(FULL ROAD STRUCTURE)

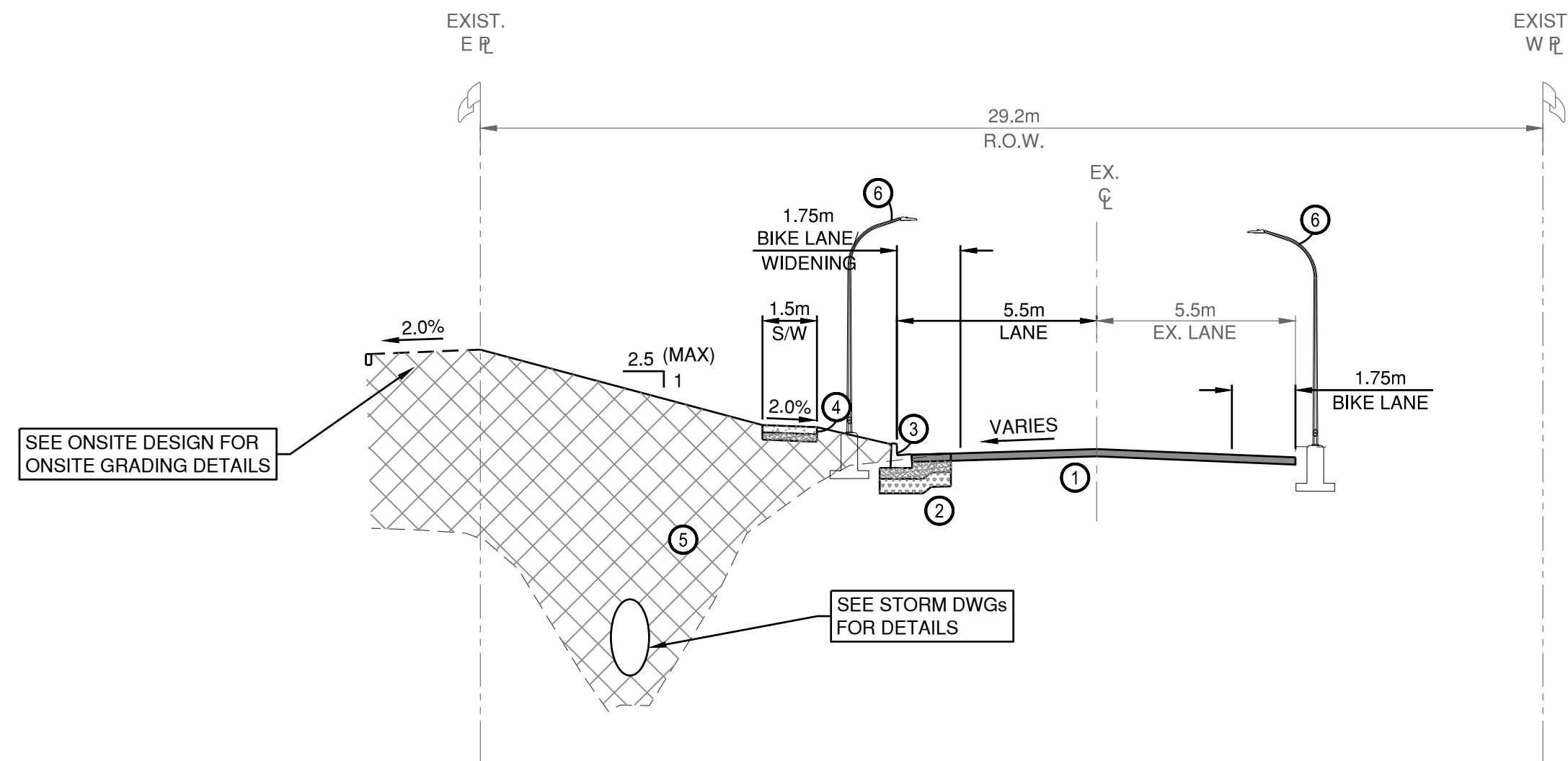
MILL & PAVE

BENCHMARK:
82HAW017
NORTH WESTERLY CORNER OF THE ELECTRICAL
HOUSE FOR THE PUMPSTATION AT THE INTERSECTION
OF BAYNES ROAD AND AIRPORT WAY
5.429



- MIN. 40mm MILL AND PAVE c/w UC#1 (DEPTH TO BE CONFIRMED)
- WIDENING c/w FULL STRUCTURE:
 - 50mm UC#1
 - 50mm LC#1
 - 150mm BASE GRAVELS
 - 300mm SUB-BASE GRAVELS
- BARRIER CURB PER MMCD STD. DWG. C5
- 1.50m WIDE CONCRETE SIDEWALK AS PER MMCD STD. DWG. C1
 - 100mm THICK CONCRETE
 - 100mm THICK - BASE GRAVELS
- EX. DITCH TO BE OVER-EXCAVATED AND REPLACED WITH STRUCTURAL FILL (TO BE CONFIRMED BY GEOTECHNICAL ENGINEER)
- PROP. STREET LIGHT

NOTE: PAVEMENT STRUCTURE TO BE CONFIRMED BY GEOTECHNICAL ENGINEER



- MIN. 40mm MILL AND PAVE c/w UC#1 (DEPTH TO BE CONFIRMED)
- WIDENING c/w FULL STRUCTURE:
 - 50mm UC#1
 - 50mm LC#1
 - 150mm BASE GRAVELS
 - 300mm SUB-BASE GRAVELS
- BARRIER CURB PER MMCD STD. DWG. C5
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 - 100mm THICK - BASE GRAVELS
- EX. DITCH TO BE OVER-EXCAVATED AND REPLACED WITH STRUCTURAL FILL (TO BE CONFIRMED BY GEOTECHNICAL ENGINEER)
- PROP. STREET LIGHT

NOTE: PAVEMENT STRUCTURE TO BE CONFIRMED BY GEOTECHNICAL ENGINEER

NOTE: CROSS SECTION OF HARRIS ROAD NORTH OF AIRPORT WAY IS UNDER REVIEW AND SUBJECT TO CHANGE

DRAFT

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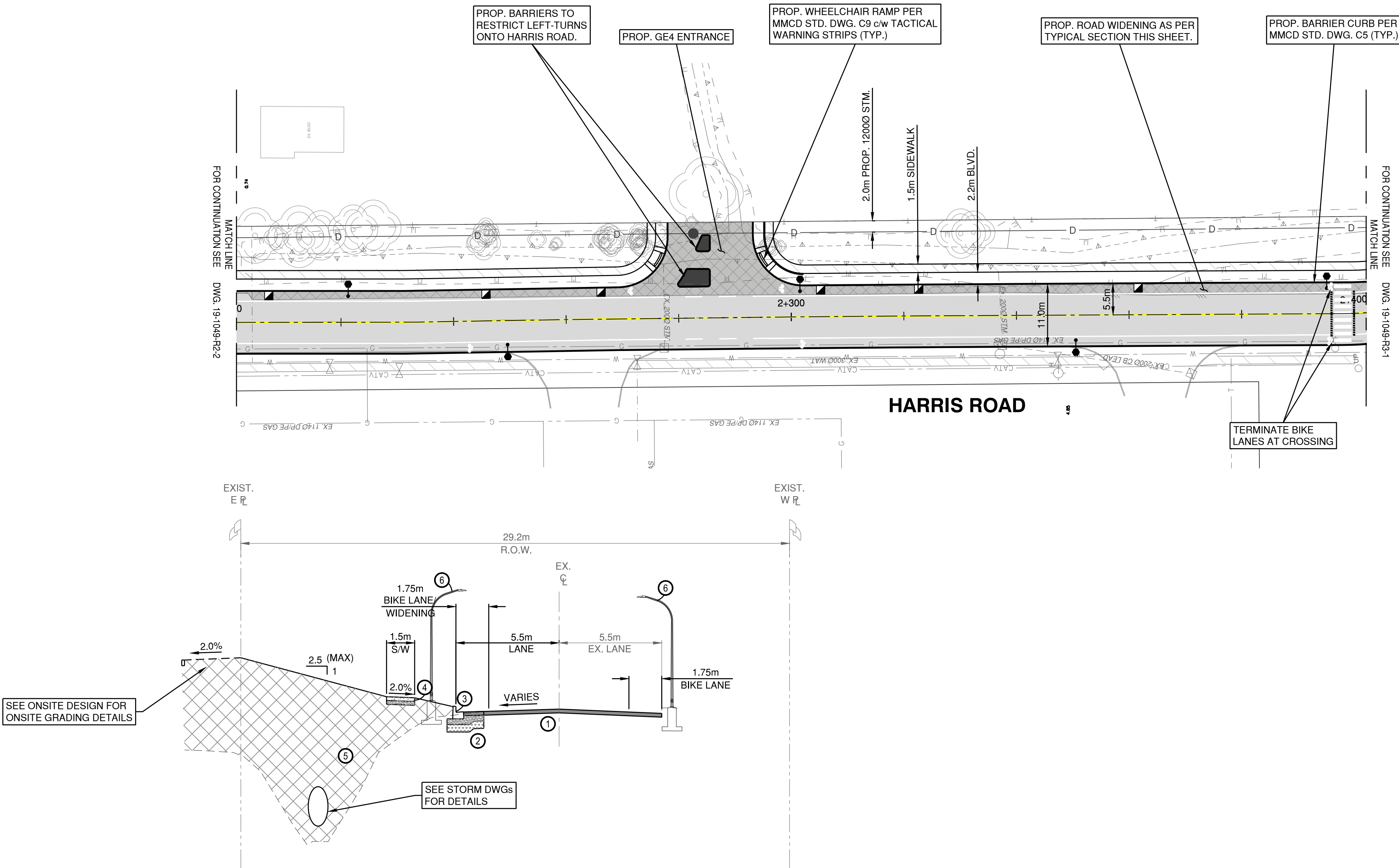
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314-9440 202 Street
Langley, BC V1M 4A6
TEL 604 574 3336
BINNIE.com

CLIENT	ONNI GROUP 200-1010 SEYMOUR STREET, VANCOUVER, BC, V6B 3M6
DRAWING DESCRIPTION	GOLDEN EARS BUSINESS PARK 19265 & 19300 AIRPORT WAY HARRIS ROAD ROADWORKS

SURVEYED BY	
DRAWN BY	KF
DESIGNED BY	VL
CHECKED BY	NP
SCALES	
0 1:500 20m	
0 1:50 2m	

DATE	2020-05-07
DRAWING No.	19-1049-R2-2
SHEET 13 OF 16	REV.
DESTROY ALL PRINTS BEARING PREVIOUS No.	

BENCHMARK:
82HAW017
NORTH WESTERLY CORNER OF THE ELECTRICAL
HOUSE FOR THE PUMPSTATION AT THE INTERSECTION
OF BAYNES ROAD AND AIRPORT WAY
5.429



TYPICAL SECTION - HARRIS ROAD
(STN. 2+040 - 2+402)
SCALE: 150H
75V

- ① MIN. 40mm MILL AND PAVE c/w UC#1 (DEPTH TO BE CONFIRMED)
- ② WIDENING c/w FULL STRUCTURE:
 - 50mm UC#1
 - 50mm LC#1
 - 150mm BASE GRAVELS
 - 300mm SUB-BASE GRAVELS
- ③ BARRIER CURB PER MMCD STD. DWG. C5
- ④ 1.50m WIDE CONCRETE SIDEWALK AS PER MMCD STD. DWG. C1
 - 100mm THICK CONCRETE
 - 100mm THICK - BASE GRAVELS
- ⑤ EX. DITCH TO BE OVER-EXCAVATED AND REPLACED WITH STRUCTURAL FILL.
(TO BE CONFIRMED BY GEOTECHNICAL ENGINEER)
- ⑥ PROP. STREET LIGHT

NOTE: PAVEMENT STRUCTURE TO BE CONFIRMED BY GEOTECHNICAL ENGINEER

DRAFT

PRELIMINARY

DATE		2020-05-07	
DRAWING No.			
19-1049-R2-3			
SHEET 14		OF 16	
		REV.	
DESTROY ALL PRINTS BEARING PREVIOUS No.			

No.	DATE	REVISION	BY



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Langley, BC V1M 4A6
TEL 604 574 3336
BINNIE.com

CLIENT	ONNI GROUP 200-1010 SEYMOUR STREET, VANCOUVER, BC, V6B 3M6
DRAWING DESCRIPTION	GOLDEN EARS BUSINESS PARK 19265 & 19300 AIRPORT WAY HARRIS ROAD ROADWORKS

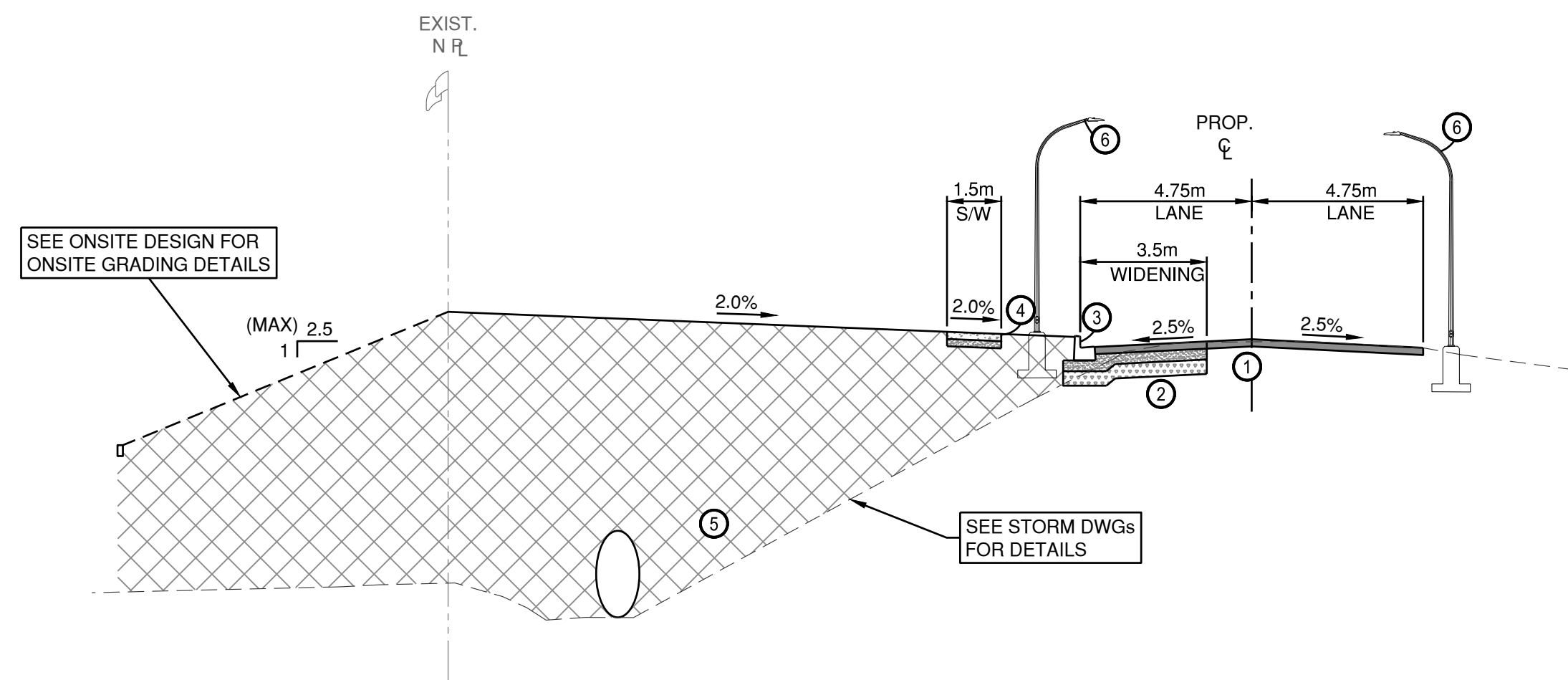
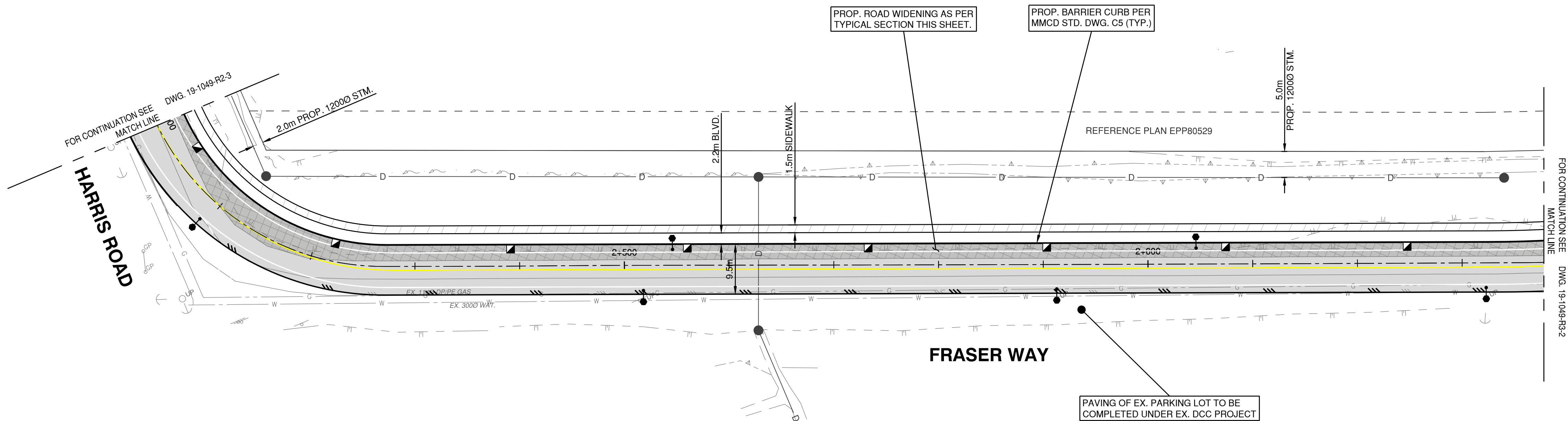
SURVEYED BY
DRAWN BY KF
DESIGNED BY VL
CHECKED BY NR

SCALES

0 H 1:500 20m

0 V 1:50 2m

BENCHMARK:
82HAW017
NORTH WESTERLY CORNER OF THE ELECTRICAL
HOUSE FOR THE PUMPSTATION AT THE INTERSECTION
OF BAYNES ROAD AND AIRPORT WAY
5.429



LEGEND	
	WIDENING/NEW ROAD (FULL ROAD STRUCTURE)
	MILL & PAVE

TYPICAL SECTION - FRASER WAY
(STN. 2+040 - 2+722)
SCALE: 150H
75V

- MIN. 40mm MILL AND PAVE c/w UC#1 (DEPTH TO BE CONFIRMED)
- WIDENING c/w FULL STRUCTURE:
 - 50mm UC#1
 - 50mm LC#1
 - 150mm BASE GRAVELS
 - 300mm SUB-BASE GRAVELS
- BARRIER CURB PER MMCD STD. DWG. C5
- 1.50m WIDE CONCRETE SIDEWALK AS PER MMCD STD. DWG. C1
 - 100mm THICK CONCRETE
 - 100mm THICK - BASE GRAVELS
- EX. DITCH TO BE OVER-EXCAVATED AND REPLACED WITH STRUCTURAL FILL (TO BE CONFIRMED BY GEOTECHNICAL ENGINEER)
- PROP. STREET LIGHT

NOTE: PAVEMENT STRUCTURE TO BE CONFIRMED BY GEOTECHNICAL ENGINEER

DRAFT

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No.	DATE	REVISION	BY

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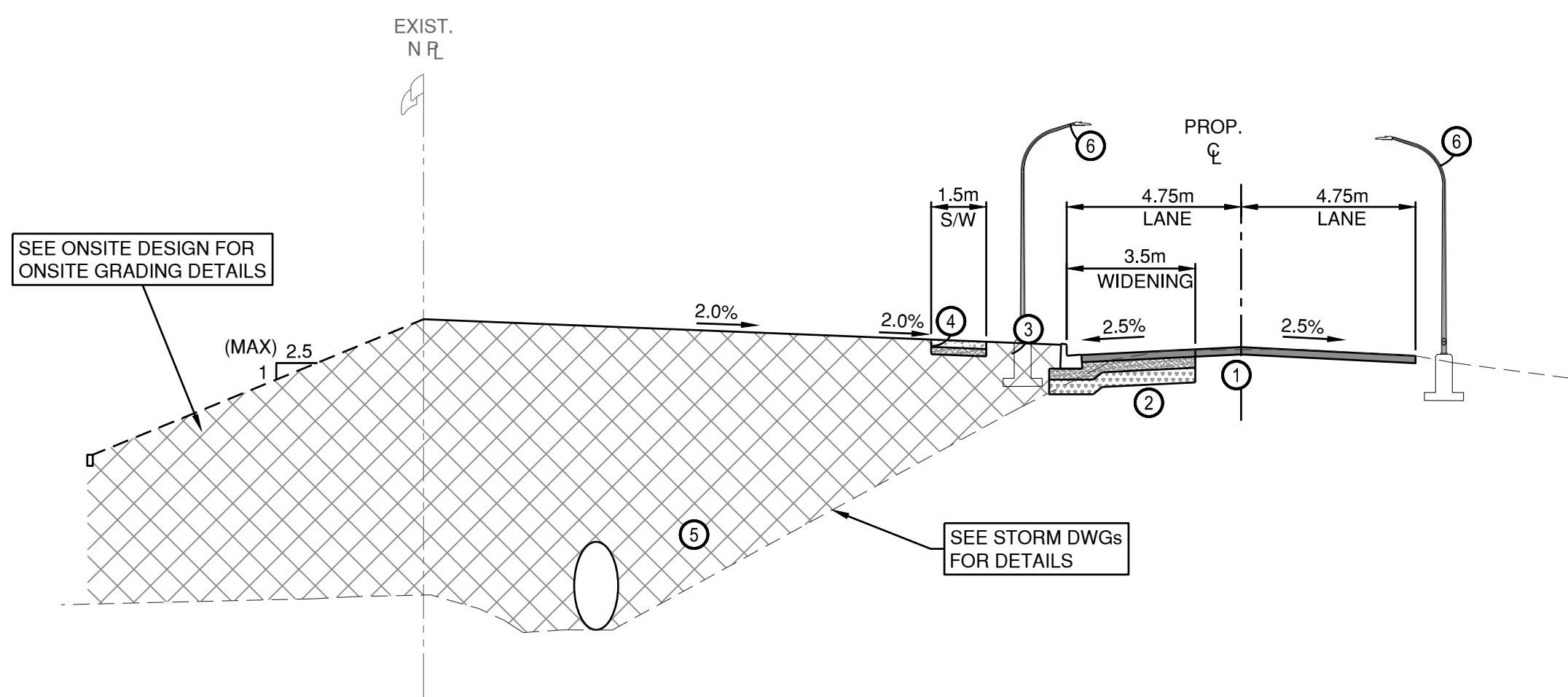
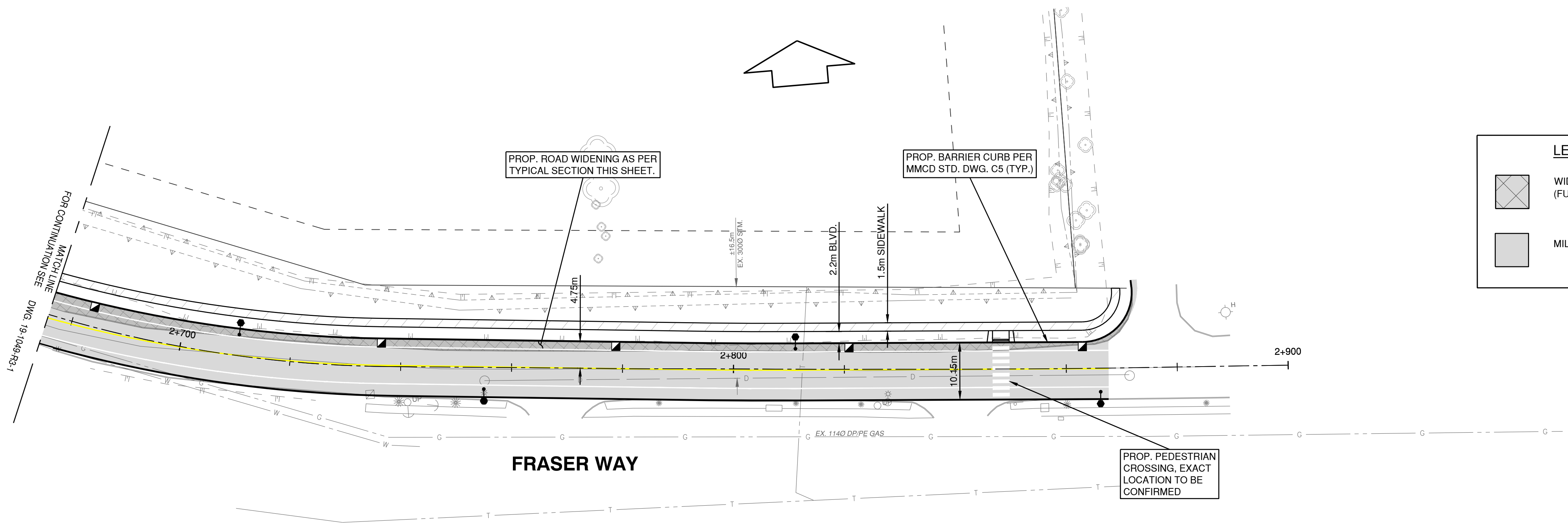
R.F. BINNIE & ASSOCIATES LTD.
314-9440 202 Street
Langley, BC V1M 4A6
TEL 604 574 3336
BINNIE.com

CLIENT	ONNI GROUP 200-1010 SEYMOUR STREET, VANCOUVER, BC, V6B 3M6
DRAWING DESCRIPTION	GOLDEN EARS BUSINESS PARK 19265 & 19300 AIRPORT WAY FRASER WAY ROADWORKS

SURVEYED BY	
DRAWN BY	KF
DESIGNED BY	VL
CHECKED BY	NP
SCALES	
0 1:500 20m	
0 1:50 2m	

DATE	2020-05-07
DRAWING No.	19-1049-R3-1
SHEET 17 OF 16	REV.
DESTROY ALL PRINTS BEARING PREVIOUS No.	

BENCHMARK:
82HAW017
NORTH WESTERLY CORNER OF THE ELECTRICAL
HOUSE FOR THE PUMPSTATION AT THE INTERSECTION
OF BAYNES ROAD AND AIRPORT WAY
5.429

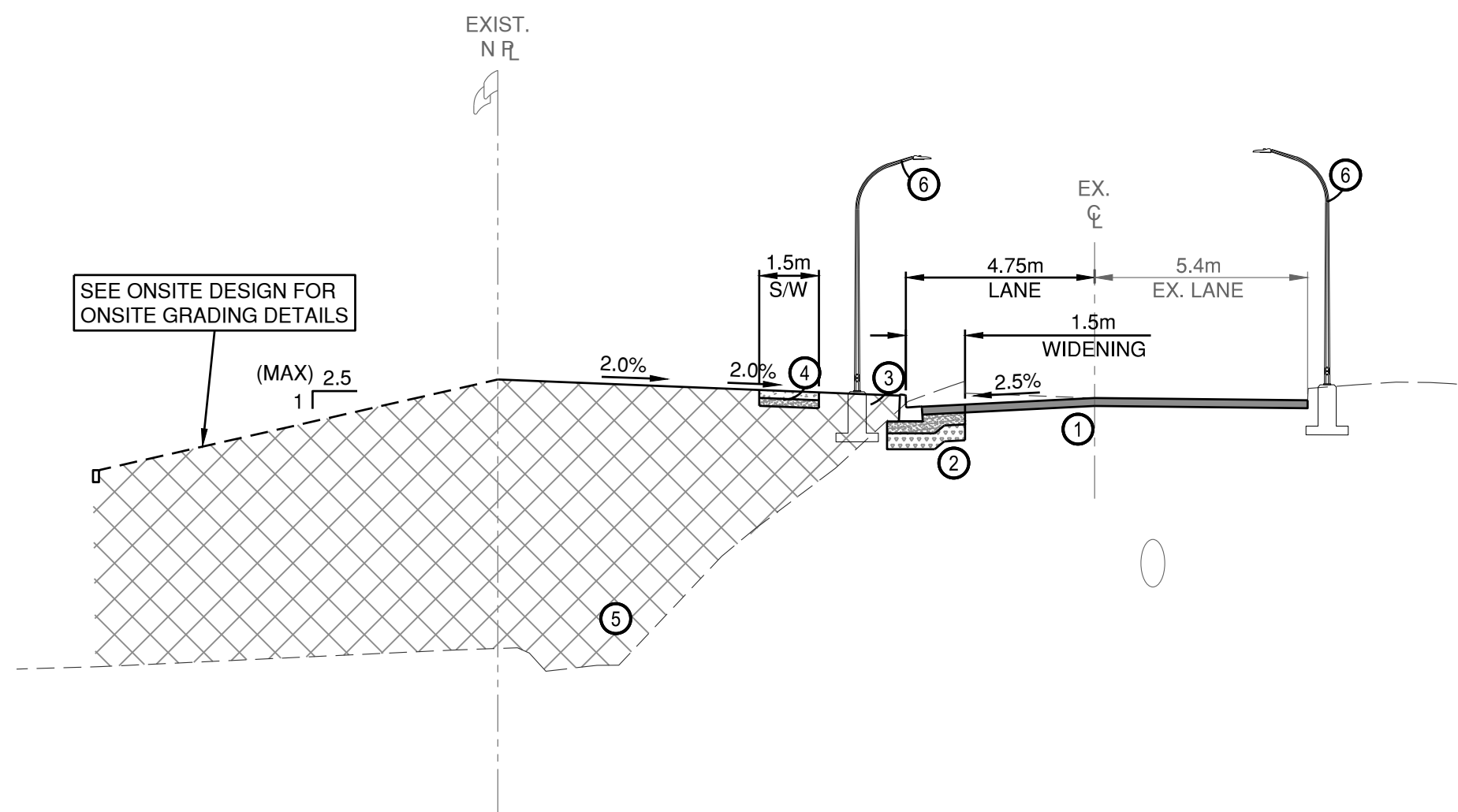


TYPICAL SECTION - FRASER WAY
(STN. 2+040 - 2+722)

SCALE: 150H
75V

- MIN. 40mm MILL AND PAVE c/w UC#1 (DEPTH TO BE CONFIRMED)
- WIDENING c/w FULL STRUCTURE:
 - 50mm UC#1
 - 50mm LC#1
 - 150mm BASE GRAVELS
 - 300mm SUB-BASE GRAVELS
- BARRIER CURB PER MMCD STD. DWG. C5
- 1.50m WIDE CONCRETE SIDEWALK AS PER MMCD STD. DWG. C1
 - 100mm THICK CONCRETE
 - 100mm THICK - BASE GRAVELS
- EX. DITCH TO BE OVER-EXCAVATED AND REPLACED WITH STRUCTURAL FILL (TO BE CONFIRMED BY GEOTECHNICAL ENGINEER)
- PROP. STREET LIGHT

NOTE: PAVEMENT STRUCTURE TO BE CONFIRMED BY GEOTECHNICAL ENGINEER



TYPICAL SECTION - FRASER WAY
(STN. 2+722 - 2+770)

SCALE: 150H
75V

- MIN. 40mm MILL AND PAVE c/w UC#1 (DEPTH TO BE CONFIRMED)
- WIDENING c/w FULL STRUCTURE:
 - 50mm UC#1
 - 50mm LC#1
 - 150mm BASE GRAVELS
 - 300mm SUB-BASE GRAVELS
- BARRIER CURB PER MMCD STD. DWG. C5
- 1.50m WIDE CONCRETE SIDEWALK AS PER MMCD STD. DWG. C1
 - 100mm THICK CONCRETE
 - 100mm THICK - BASE GRAVELS
- EX. DITCH TO BE OVER-EXCAVATED AND REPLACED WITH STRUCTURAL FILL (TO BE CONFIRMED BY GEOTECHNICAL ENGINEER)
- PROP. STREET LIGHT

NOTE: PAVEMENT STRUCTURE TO BE CONFIRMED BY GEOTECHNICAL ENGINEER

DRAFT

PRELIMINARY

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CLIENT	ONNI GROUP 200-1010 SEYMOUR STREET, VANCOUVER, BC, V6B 3M6
DRAWING DESCRIPTION	GOLDEN EARS BUSINESS PARK 19265 & 19300 AIRPORT WAY FRASER WAY ROADWORKS

SURVEYED BY	
DRAWN BY	KF
DESIGNED BY	VL
CHECKED BY	NP
SCALES	
0 1:500 20m	
0 1:50 2m	

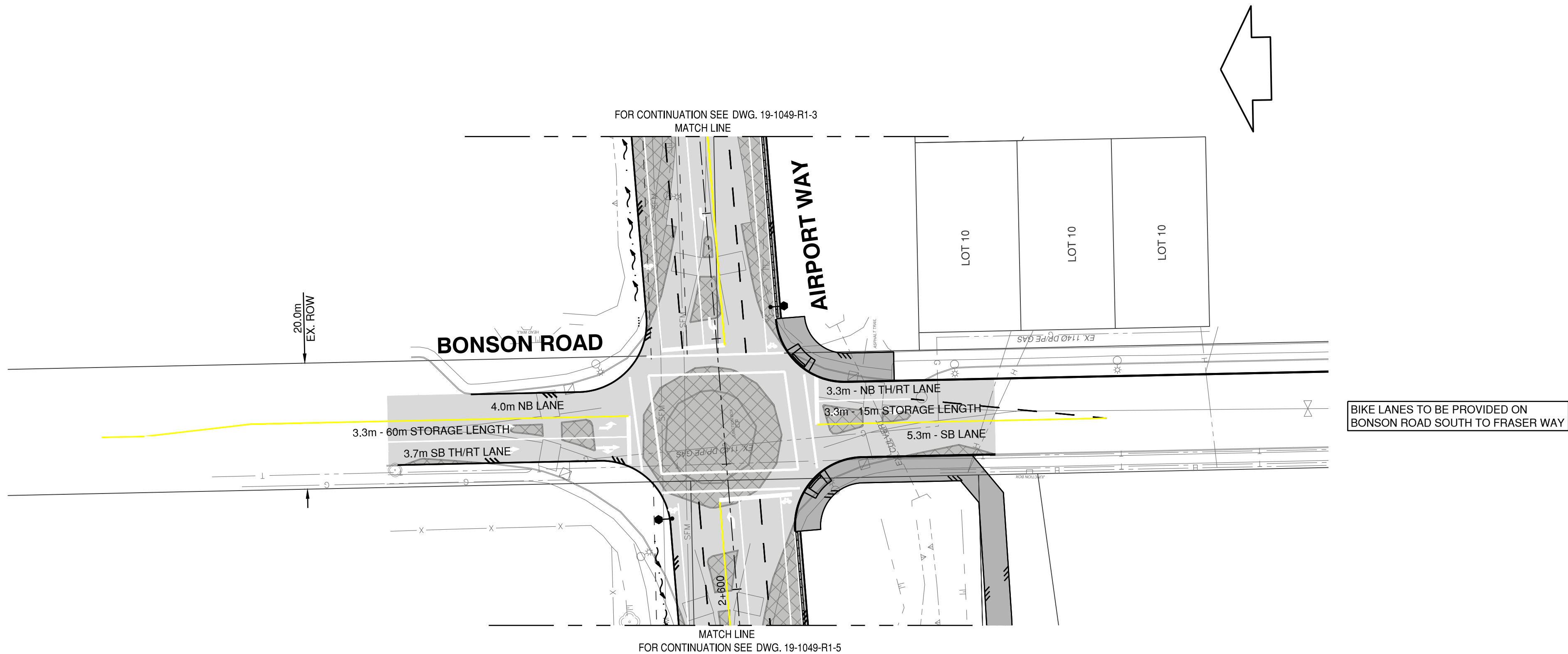
DATE	2020-05-07
DRAWING No.	19-1049-R3-2
SHEET 18 OF 16	REV.
DESTROY ALL PRINTS BEARING PREVIOUS No.	

BENCHMARK:
82HAW017
NORTH WESTERLY CORNER OF THE ELECTRICAL
HOUSE FOR THE PUMPSTATION AT THE INTERSECTION
OF BAYNES ROAD AND AIRPORT WAY
5.429

LEGEND

WIDENING/NEW ROAD
(FULL ROAD STRUCTURE)

MILL & PAVE



DRAFT

PRELIMINARY

PROJECT: 2020-11-19 11:49:49 AM USER: R. BINNIE
FILE: 19-1049-R4-1.dwg PLOT: 19-1049-R4-1.dwg PLOT DATE: 2020-11-19 11:49:49 AM PLOT BY: R. BINNIE

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The people behind your infrastructure.

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CLIENT	ONNI GROUP 200-1010 SEYMOUR STREET, VANCOUVER, BC, V6B 3M6
DRAWING DESCRIPTION	GOLDEN EARS BUSINESS PARK 19265 & 19300 AIRPORT WAY BONSON ROAD ROADWORKS

SURVEYED BY	
DRAWN BY	KF
DESIGNED BY	VL
CHECKED BY	NP
SCALES	0 1:500 20m

DATE	2020-05-07
DRAWING No.	19-1049-R4-1
SHEET 19 OF 16	REV.
DESTROY ALL PRINTS BEARING PREVIOUS No.	