

City of Surrey  
**3<sup>RD</sup> ADDITIONAL PLANNING COMMENTS**

File: 7913-0284-00

Planning Report Date: March 23, 2015

**PROPOSAL:**

- **Rezoning** from RS (By-law No. 5942) and RA to RF and RF-12

in order to allow subdivision into 17 single family lots.

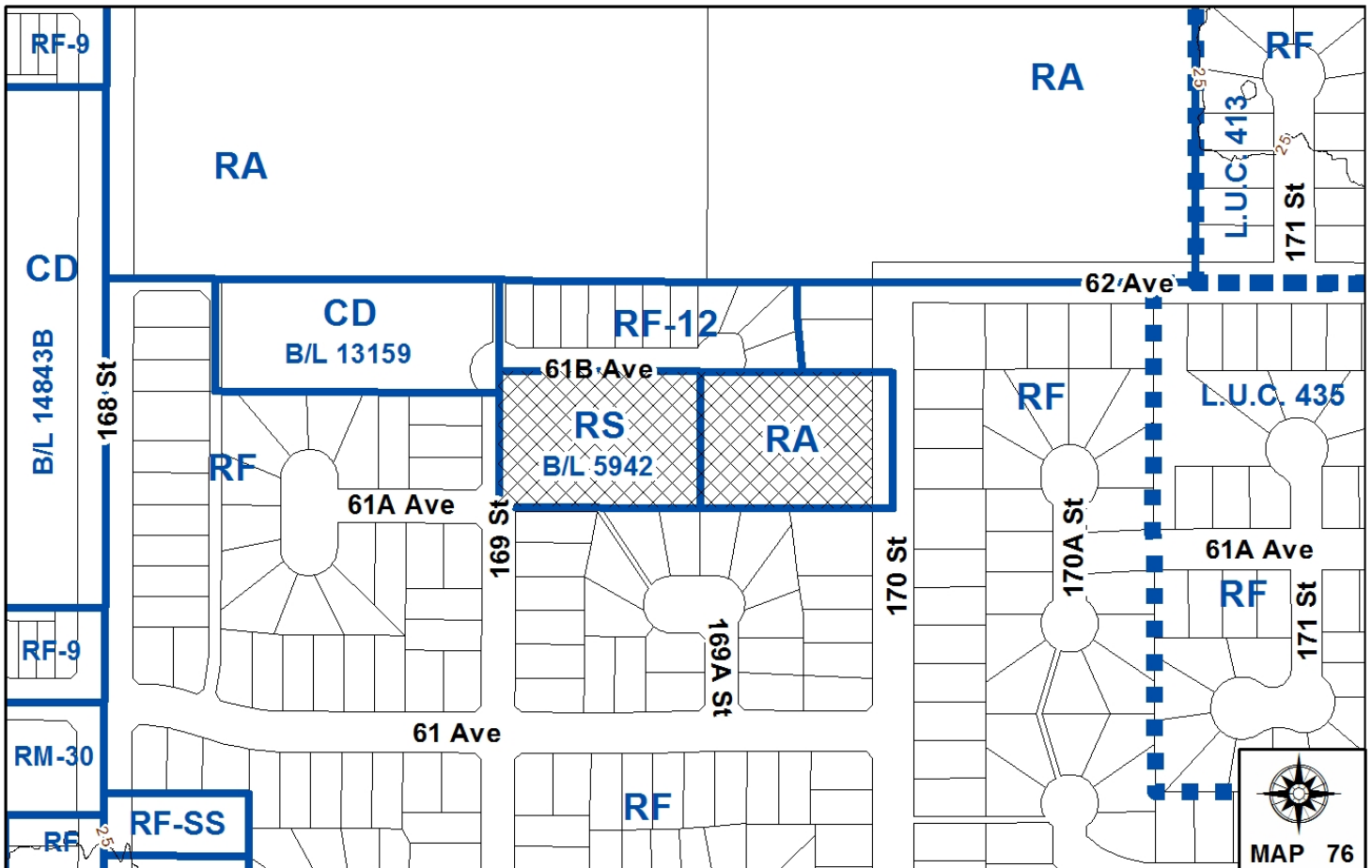
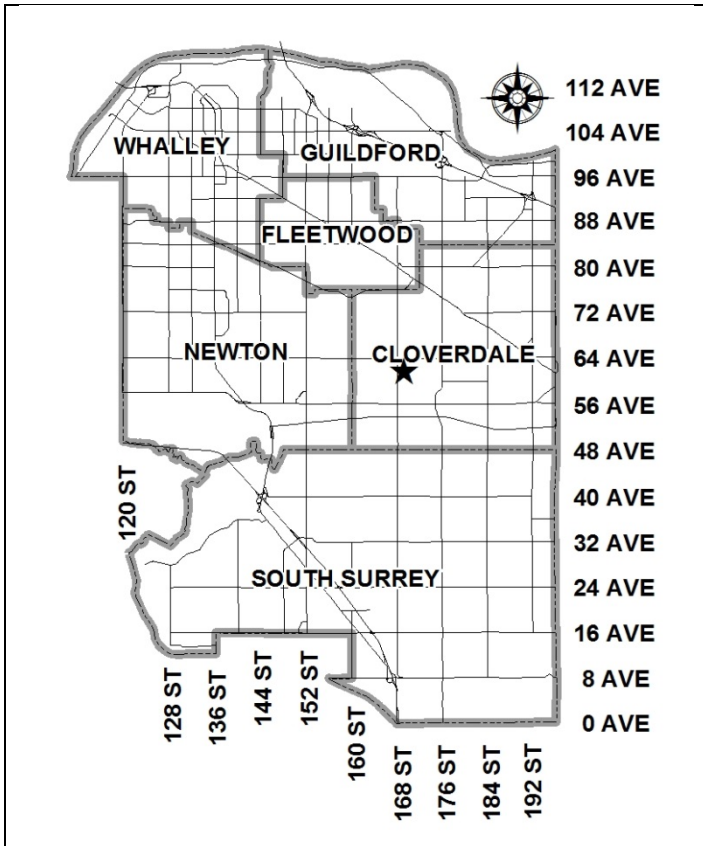
**LOCATION:** 6159 - 170 Street

**OWNER:** Ujjal Dosanjh

**ZONING:** RA, RS

**OCP DESIGNATION:** Urban

**LAP DESIGNATION:** Urban Residential



### RECOMMENDATION SUMMARY

- File Rezoning By-law No. 18279.
- By-law introduction and set date for Public Hearing for rezoning.

### DEVIATION FROM PLANS, POLICIES OR REGULATIONS

- None.

### RATIONALE OF RECOMMENDATION

- At the September 28, 2014 Public Hearing for Rezoning By-law No. 18279, which proposed to rezone the subject property to RF and RF-12 to permit the creation of 20 single family lots, residents expressed concerns with regard to traffic and parking. Council referred the application back to staff in order to address the concerns raised during the Public Hearing.
- The applicant considered the concerns raised at the Public Hearing and provided rationale to staff, justifying support for the 20-lot layout with access from 169 Street and completion of an expanded 169A Street cul-de-sac bulb.
- On September 29, 2014, Council considered an Additional Planning Report, which recommended the original 20-lot layout. As no Public Information Meeting (PIM) had been conducted, Council subsequently referred the application back for further public consultation.
- In accordance with Council's direction, the applicant held a PIM on November 6, 2014. Residents voiced strong opposition to the original 20-lot layout with 61B Avenue accessed from 169 Street. Concerns regarding traffic and parking were expressed and most in attendance indicated a preference for access to 61B Avenue to be from 170 Street.
- The applicant addressed some of the issues raised at the Public Hearing and the subsequent PIM, and on January 12, 2015, Council considered a 2<sup>nd</sup> Additional Planning Report, which recommended the original 20-lot layout. Council referred the application back to staff to review the density transitioning between the RF lots to the south and the RF-12 lots to the north and to conduct additional public consultation with the Cloverdale Community Association.
- The applicant has revised the layout and is now proposing a rezoning to RF and RF-12 to permit 4 lots (2 RF and 2 RF-12) fronting 170 Street, 4 RF lots fronting 169 Street and 9 lots (8 RF and 1 RF-12) fronting an expanded cul-de-sac bulb (169A Street), for a total of 17 lots.
- The applicant has worked with the Cloverdale Community Association to address issues related to density transitioning, traffic and parking, and has revised their layout accordingly.
- Following the latest mailing of pre-notification letters, staff did not receive any responses from the neighbourhood.

RECOMMENDATION

The Planning & Development Department recommends that:

1. Council file Rezoning By-law No. 18279.
2. a By-law be introduced to rezone Block A of the subject site from "One-Acre Residential Zone (RA)" (By-law No. 12000) and "Suburban Residential Zone (RS)" (By-law No. 5942) to "Single Family Residential Zone (RF)" and Block B of the subject site from "One-Acre Residential Zone (RA)" (By-law No. 12000) to "Single Family Residential (12) Zone (RF-12)" and a date be set for Public Hearing (Appendix I).
3. Council instruct staff to resolve the following issues prior to final adoption:
  - (a) ensure that all engineering requirements and issues including restrictive covenants, dedications, and rights-of-way where necessary, are addressed to the satisfaction of the General Manager, Engineering;
  - (b) submission of a subdivision layout to the satisfaction of the Approving Officer;
  - (c) submission of a finalized tree survey and a statement regarding tree preservation to the satisfaction of the City Landscape Architect;
  - (d) the applicant address the concern that the development will place additional pressure on existing park facilities to the satisfaction of the General Manager, Parks, Recreation and Culture;
  - (e) registration of a Section 219 Restrictive Covenant for "no build" on a portion of proposed Lot 14 until future consolidation with the adjacent property at 6183 - 170 Street; and
  - (f) the applicant satisfy the deficiency in tree replacement on the site, to the satisfaction of the Planning and Development Department.

REFERRALS

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

School District: **Projected number of students from this 17-lot development:**  
 9 Elementary students at George Greenaway Elementary School  
 4 Secondary students at Lord Tweedsmuir Secondary School  
 (Appendix IV)

The applicant has advised that the dwelling units in this project are expected to be constructed and ready for occupancy by July 2016.

Parks, Recreation & Culture: No concerns.

### SITE CHARACTERISTICS

Existing Land Use: Vacant 3.0-acre lot with single family dwelling under construction, fronting 170 Street.

#### Adjacent Area:

Direction	Existing Use	OCP Designation	Existing Zone
North (Across 61B Avenue):	Single family dwellings and Cloverdale Athletic Park beyond	Urban	RF-12 and RA
East (Across 170 Street):	Single family dwellings	Urban	RF
South:	Single family dwellings	Urban	RF
West (Across 169 Street):	Single family dwellings	Urban	RF & CD (By-law No. 13159)

### DEVELOPMENT CONSIDERATIONS

#### Background

- On July 23, 2014, the Initial Planning Report (Appendix IV) was presented to Council that recommended rezoning the subject site from RS (By-law No. 5942) and RA to RF and RF-12, to accommodate a 20-lot single family subdivision, accessed from 169 Street.
- Following consideration of the Initial Planning Report, Council gave First and Second Readings to the Rezoning By-law No. 18279 and set September 8, 2014 as the date for Public Hearing.
- Nine (9) residents spoke at the Public Hearing on September 8, 2014 and 3 area residents submitted written comments to Council. Residents expressed concern about ingress and egress to the subject site, on-street parking, secondary suites and the proposed east-west walkway.
- In response to the neighbourhood concerns raised at the September 8, 2014 Public Hearing, Council referred the application back to staff.
- Council considered an Additional Planning Comments Report (Appendix V) on September 29, 2014, which incorporated the applicant's rationale for support of the layout initially presented to Council. In response, Council referred the application back to staff to host an additional community consultation meeting to mitigate concerns raised by residents.

- In accordance with Council's direction, the applicant held a Public Information Meeting (PIM) on November 6, 2014. Twenty-five (25) residents attended the PIM and voiced strong opposition to the original 20-lot layout with 61B Avenue accessed from 169 Street. Concerns regarding traffic and on-street parking were expressed and most in attendance indicated a preference for access to 61B Avenue to be from 170 Street.
- Council considered a 2<sup>nd</sup> Additional Planning Comments Report (Appendix VI) on January 12, 2015, in which the applicant's layout remained unchanged from that previously considered by Council, however information was provided to address some of the residents' concerns around traffic volume, on-street parking, pedestrian safety and secondary suites. In response, Council passed the following resolution:

*"Amendment Bylaw, 2014, No. 18279 be referred back to staff to:*

- 1. Review the density transitioning between the RF and RF-12 lots;*
- 2. Work with the Applicant to conduct additional Public Consultation with both the Cloverdale Community Association and area residents; and*
- 3. Review traffic patterns associated with the proposed development and explore the possibility of diverting road access to 170 Street." [RES.R15-24]*

### Current Proposal

- The applicant has worked with the Cloverdale Community Association and has proposed a revised single family layout that addresses their concerns.
- The applicant is now proposing a rezoning to RF and RF-12 to accommodate 17 single family lots. The proposal includes 4 lots (2 RF and 2 RF-12) fronting 170 Street, 4 RF lots fronting 169 Street and 9 lots (8 RF and 1 RF-12) fronting an expanded cul-de-sac bulb (169A Street) accessed via 169 Street, for a total of 17 lots (Appendix II).
- The revised layout necessitated a modified cul-de-sac design which will accommodate a parking stall area with 12 parking spaces, which is a reduction from the previously proposed 18 parking spaces.
- The revised layout maintains the pedestrian walkway along the 3.0-metre (10-ft.) wide engineering right-of-way, which is required to connect water services from 169A Street to 170 Street.

### DISCUSSION

#### *Density Transitioning*

- In response to Council's concern regarding the density transition between the existing RF-12 lots to the north and the RF lots to the south, the applicant has revised their layout and is now proposing 14 RF lots adjacent to the existing RF lots to the south, and 3 RF-12 lots adjacent to the existing RF-12 lots to the north.

- The proposed RF lots range in size from 560 square metres (6,028 sq. ft.) to 720 square metres (7,750 sq. ft.).
- The proposed RF-12 lots range in size from 458 square metres (4,930 sq. ft.) to 544 square metres (5,856 sq. ft.).

#### *Traffic Pattern & Access to 170 Street*

- The proposed 17-lot subdivision layout consisting of a cul-de-sac accessed from 169 Street (Appendix II) is generally consistent with the cul-de-sac concept plan that was developed when the adjacent RF-12-zoned lands to the north were rezoned as part of Development Application No. 7902-0218-00, which was approved by Council on December 1, 2003 (Appendix VIII).
- Traffic volume, on-street parking and pedestrian safety were the main concerns raised at the Public Hearing and Public Information Meeting (PIM). The applicant explored alternative layouts to have traffic access via 170 Street, however was unsuccessful in establishing a layout that would meet Planning and Engineering requirements. Proposed lots were double fronting, and the road geometry did not meet Design Criteria standards.
- The concept plan presented to Council at the time the lands to the north developed also allowed for the RF lot proposed at that time (6183 – 170 Street) to subdivide with the subject site in the future, and therefore a "no-build" Restrictive Covenant was registered over the southern portion of the RF lot. The proposed subdivision layout for the subject site allows for 6183 - 170 Street to develop in accordance with the concept plan. Modifying the road concept would be contrary to the expectations of the owner of 6183 – 170 Street and of those owners who purchased homes along the northern portion of 61B Avenue and along 170 Street.
- Relocating access to the cul-de-sac to 170 Street (rather than 169 Street) and creating a dead end cul-de-sac at the western end of 61B Avenue would direct traffic onto 170 Street which is contrary to the expectations of residents on 170 Street.
- Engineering staff have advised that the existing road network can adequately service the traffic generated by the proposed 17-lot subdivision, consisting of 13 lots accessing 169 Street and 4 lots accessing 170 Street.

#### ADDITIONAL PUBLIC CONSULTATION

- In accordance with Council's direction, the applicant worked with the Cloverdale Community Association in order to address their concerns. Comments from the Cloverdale Community Association (Appendix IX) are summarized as follows (with staff comments in italics):
  - Sidewalks should be provided on the north and south side of 61B Avenue and should extend around the cul-de-sac, where possible. Sidewalks should also be installed along 169 Street from 61 Avenue to 61B Avenue.

*(Sidewalks already exist on the north side of 61B Avenue and will be required on the south side as part of this development. Sidewalks around the cul-de-sac will be considered as part of the Engineering design review if they follow pedestrian desire lines.)*

*The applicant will be required to construct a sidewalk along 169 Street from 61A Avenue to 61B Avenue. In conjunction with their frontage obligations, staff have requested the applicant to extend the sidewalk from 61 Avenue to 61A Avenue to connect existing pedestrian infrastructure on 61 Avenue, providing a safe and continuous walking connection between the Cloverdale Athletic Park and the existing sidewalks on 61 Avenue. The sidewalk will be constructed within the City road allowance and will not impact off-street parking on private properties along 169 Street. These additional works will be funded by the City.)*

- 61B Avenue should be widened to accommodate parking on both sides of the street and the cul-de-sac should include the 18 additional on-street parking stalls. Driveways should be placed so that maximum on-street parking can be achieved on 61B Avenue and 169 Street.

*(The applicant will be required to complete the frontages of 61B Avenue and 169 Street to their ultimate width including wider pavement, which will provide opportunities for additional on-street parking in addition to the 4 parking spaces per lot.)*

*The revised layout eliminates five driveways along the south side of 61B Avenue and should accommodate approximately 8 on-street parking spaces. Driveways along 169 Street have been paired in order to accommodate 3 on-street parking spaces.*

*The revised layout necessitated a modified cul-de-sac design which will accommodate a parking stall area with 12 on-street parking spaces, which is a reduction from the previous 18 proposed parking stalls. The parking spaces proposed in the 169A Street cul-de-sac bulb will comply with the standards in the Zoning By-law.*

*It is not anticipated that the proposed development will exacerbate any existing parking issues.)*

- Residents are concerned with speeding cars along 169 Street and 61B Avenue, with particular concern about cars from the existing townhouse complex to the west entering the intersection without stopping. Speed humps should be installed in front of 16911 – 61B Avenue and 6167 – 169 Street to address these concerns.

*(In response to resident concerns, the applicant's consultant has proposed to modify the existing cul-de-sac fronting 6177 – 169 Street into a curved roadway by significantly reducing the amount of asphalt within the intersection. The proposed configuration will clearly indicate that the cars travelling on 169 Street and 61B Avenue will have the right-of-way over users exiting the townhouse complex. Any further traffic calming measures will be facilitated through the City's Traffic Calming process.)*

- The Cloverdale Community Association does not support connecting 61B Avenue to 170 Street or relocating cul-de-sac access to 170 Street as it would reduce on-street parking.

*(The applicant is not proposing to modify the road network. See Traffic Pattern section of this report.)*

- Lots within the cul-de-sac should be wider in order to reduce the amount of paved area and to increase landscaped area. Having the front yards dominated by driveways is not aesthetically pleasing.

*(The applicant has modified their layout and are now proposing RF-zoned lots within the cul-de-sac, which are wider than the previously proposed RF-12 lots.)*

- In anticipation of possible secondary suites, a parking pad should be included on the RF lots, where possible. There is no need to include parking pads on the RF-12 lots since secondary suites are not likely. Restrictive Covenants should be placed on all lots with parking pads.

*(Due to basements not being proposed, secondary suites are not anticipated in the proposed 17 new homes. A minimum of 4 off-street parking spaces will be provided on all of the lots in accordance with the Zoning By-law and the applicant is providing a 12-stall parking area within the cul-de-sac bulb. Staff do not support the use of Restrictive Covenants to require more on-site parking than stipulated in the Zoning By-law.)*

- All garages, regardless of the zoning, should be a minimum of 6.4 metres (21 ft.) deep by 6.1 metres (20 ft.) wide, which is equivalent to 39 square metres (420 sq. ft) in area. Restrictive Covenants should be registered on all lots to ensure garage size.

*(The Zoning By-law requires that 39 square metres (420 sq. ft.) of floor area is reserved for the garage in the RF Zone. The applicant has included a provision in the Building Design Guidelines that the minimum garage size on all proposed RF lots be 6.4 metres (21 ft.) deep by 6.1 metres (20 ft.) wide. The Building Scheme will be registered on title of all proposed lots.*

*The Zoning By-law requires that the maximum width of a garage shall be 5.5 metres (18 ft.) for RF-12 lots less than 14 metres (46 ft.) in width. Increasing the width of the garage from 5.5 metres (18 ft.) to 6.1 metres (20 ft.) for proposed lots 13 through 15 would require a variance that would be contrary to the intent of the 5.5-metre (18-ft.) maximum width regulation, which is to ensure that the garage does not dominate the front façade of the house.)*

- Revised pre-notification letters were mailed on March 5, 2015, and staff received no responses.



## CONCLUSION

- In response to concerns raised by residents and Council, the applicant has revised their layout from that previously considered by Council. The applicant is now proposing a rezoning to RF and RF-12 to permit 4 lots (2 RF and 2 RF-12) fronting 170 Street, 4 RF lots fronting 169 Street and 9 lots (8 RF and 1 RF-12) fronting an expanded cul-de-sac bulb (169A Street).
- The revised layout remains generally consistent with the cul-de-sac concept plan developed when the lands to the north were rezoned as part of Development Application No. 7902-0218-00, which was approved by Council in 2003, and allows for future development of 6183 – 170 Street.
- The revised layout responds to Council’s concerns of providing an appropriate density transition between the existing RF-12 lots to the north and the existing RF lots to the south.
- Traffic volume, parking and pedestrian safety were the main concerns raised at the Public Hearing and Public Information Meeting (PIM), however realigning 61B Avenue to function as a cul-de-sac accessed from 170 Street would not resolve these issues. In addition, realignment of 61B Avenue would eliminate the development potential of 6183 – 170 Street and would be contrary to the expectations of owners on the northern portion 61B Avenue and those along 170 Street, who purchased their homes with the expectations that 61B Avenue would not daylight onto 170 Street.
- The applicant will be required to widen 169 Street and 61B Avenue to City standards, which will provide opportunities for on-street parking in addition to the 12 on-street parking spaces proposed in the expanded 169A Street cul-de-sac bulb and the 4 off-street parking spaces that will be provided on each of the proposed single family lots.
- The requested completion of the sidewalk along 169 Street will provide a safe and continuous walking connection between Cloverdale Athletic Park and the existing sidewalks on 61 Avenue, and the proposed modification at the intersection adjacent to the townhouse complex to the west should alleviate residents’ concerns regarding intersection and pedestrian safety.
- Secondary suites will be unlikely due to the lack of basements on the 17 proposed lots.
- Staff have worked with the applicant in proposing a layout that generally conforms to the concept plan developed when the single family lots to the immediate north were approved.
- The applicant has revised the proposed layout to address the concerns raised previously at the Public Hearing and the subsequent Public Information Meeting, as well as by the Cloverdale Community Association and Council.
- It is recommended that the previous rezoning by-law (No. 18279) be filed and a new rezoning by-law be introduced to rezone the site to RF (Block A) and RF-12 (Block B).

INFORMATION ATTACHED TO THIS REPORT

The following information is attached to this Report:

- Appendix I. Lot Owners, Action Summary and Project Data Sheets and Survey Plan
- Appendix II. Proposed Subdivision Layout
- Appendix III. Revised Engineering Summary
- Appendix IV. Revised School District Comments
- Appendix V. Initial Planning Report, dated July 21, 2014 (*with no attachments, except 20-lot layout*)
- Appendix VI. Additional Planning Comments, dated September 29, 2014 (*with no attachments, except 20-lot layout*)
- Appendix VII. 2<sup>nd</sup> Additional Planning Comments, dated January 12, 2015 (*with no attachments, except 20-lot layout*)
- Appendix VIII. Concept Plan for Development Application No. 7902-0218-00
- Appendix IX. Letter from Cloverdale Community Association, dated March 9, 2015

*original signed by Judith Robertson*

Jean Lamontagne  
General Manager  
Planning and Development

LM/da

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Information for City Clerk

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

1. (a) Agent:      Name:                    Theresa Rawle  
                                Address:                  H.Y. Engineering Ltd.  
    9128 - 152 Street, Unit 200  
    Surrey, BC V3R 4E7  
  
                                Tel:                        604-583-1616
  
2.      Properties involved in the Application
  - (a)      Civic Address:                  6159 - 170 Street
  
  - (b)      Civic Address:                  6159 - 170 Street  
            Owner:                        Ujjal Dosanjh  
            PID:                            011-094-699  
            Lot 9 Except: North 145.38 Feet, Section 7 Township 8 New Westminster District Plan  
            6872
  
3.      Summary of Actions for City Clerk's Office
  - (a)      File Rezoning By-law No. 18279.
  
  - (b)      Introduce a By-law to rezone the property.

# SUBDIVISION DATA SHEET

Proposed Zoning: RF and RF-12

Requires Project Data	Proposed
<b>GROSS SITE AREA</b>	
Acres	3.0
Hectares	1.21
<b>NUMBER OF LOTS</b>	
Existing	1
Proposed	17
<b>SIZE OF LOTS</b>	
Range of lot widths (metres)	13.4 – 17.2
Range of lot areas (square metres)	458 – 720
<b>DENSITY</b>	
Lots/Hectare & Lots/Acre (Gross)	14 lots/ha & 5.6 lots/acre
Lots/Hectare & Lots/Acre (Net)	18.9 lots/ha & 7.5 lots/acre
<b>SITE COVERAGE (in % of gross site area)</b>	
Maximum Coverage of Principal & Accessory Building	30.6
Estimated Road, Lane & Driveway Coverage	32.4
Total Site Coverage	62.7
<b>PARKLAND</b>	
Area (square metres)	
% of Gross Site	
	<b>Required</b>
<b>PARKLAND</b>	
5% money in lieu	YES
<b>TREE SURVEY/ASSESSMENT</b>	
	YES
<b>MODEL BUILDING SCHEME</b>	
	YES
<b>HERITAGE SITE Retention</b>	
	NO
<b>BOUNDARY HEALTH Approval</b>	
	NO
<b>DEV. VARIANCE PERMIT required</b>	
Road Length/Standards	NO
Works and Services	NO
Building Retention	NO
Others	NO

**SURVEY PLAN TO ACCOMPANY CITY OF SURREY  
REZONING BYLAW No: \_\_\_\_\_ OVER  
LOT 9 EXCEPT: NORTH 145.38 FEET,  
SECTION 7 TOWNSHIP 8 NWD PLAN 6872**

FOR THE PURPOSE OF REZONING  
BCGS 92G.017

**LEGEND**

SCALE 1:500

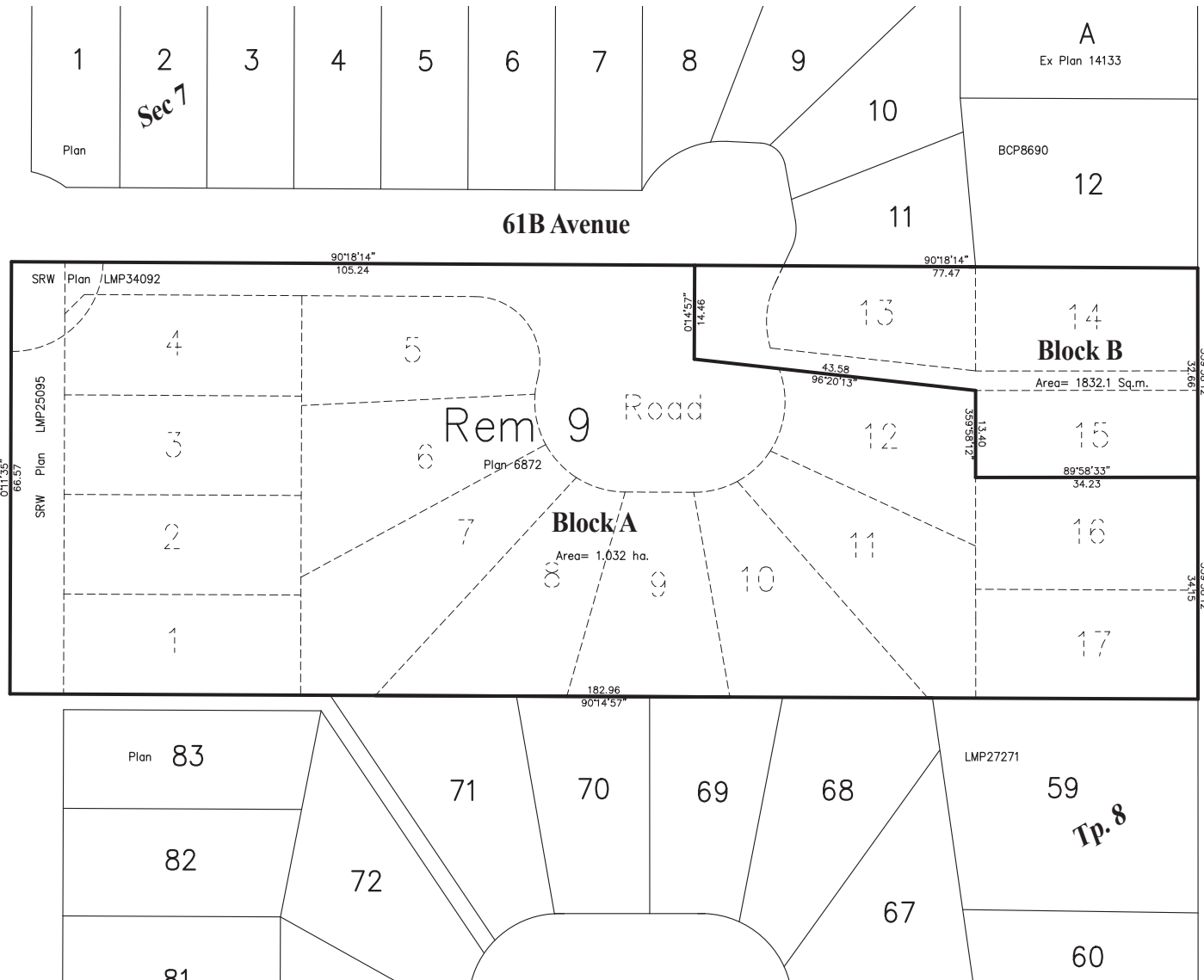


ALL DISTANCES ARE IN METRES

THE INTENDED PLOT SIZE OF THIS PLAN IS  
432mm IN HEIGHT BY 560mm IN WIDTH ("C" SIZE)  
WHEN PLOTTED AT A SCALE OF 1:500



169th Street



170th Street

**BOOK OF REFERENCE**

ZONE	LEGAL DESCRIPTION	TOTAL AREA
BLOCK A (RF ZONE)	PART OF LOT 9 EXCEPT: NORTH 145.38 FT, SEC 7 TP 8 NWD PLAN 6872	1,032 ha.
BLOCK B (RF-12 ZONE)	PART OF LOT 9 EXCEPT: NORTH 145.38 FT, SEC 7 TP 8 NWD PLAN 6872	1832.1 Sq.m.

**H.Y. AND ASSOCIATES  
LAND SURVEYING LTD.**

200, 9128 - 152nd STREET  
SURREY, B.C. V3R 4E7  
(ph) 604-583-1616

File: 123514\_ZONE2.DWG

DATED: THIS 3rd DAY OF MARCH 2015.

EUGENE O. WONG  
BCLS 718



Planning & Development Department  
 14245 - 56 Avenue, Surrey,  
 British Columbia, Canada V3W 1K2  
 Tel. (604) 591-4441 Fax. (604) 591-2507

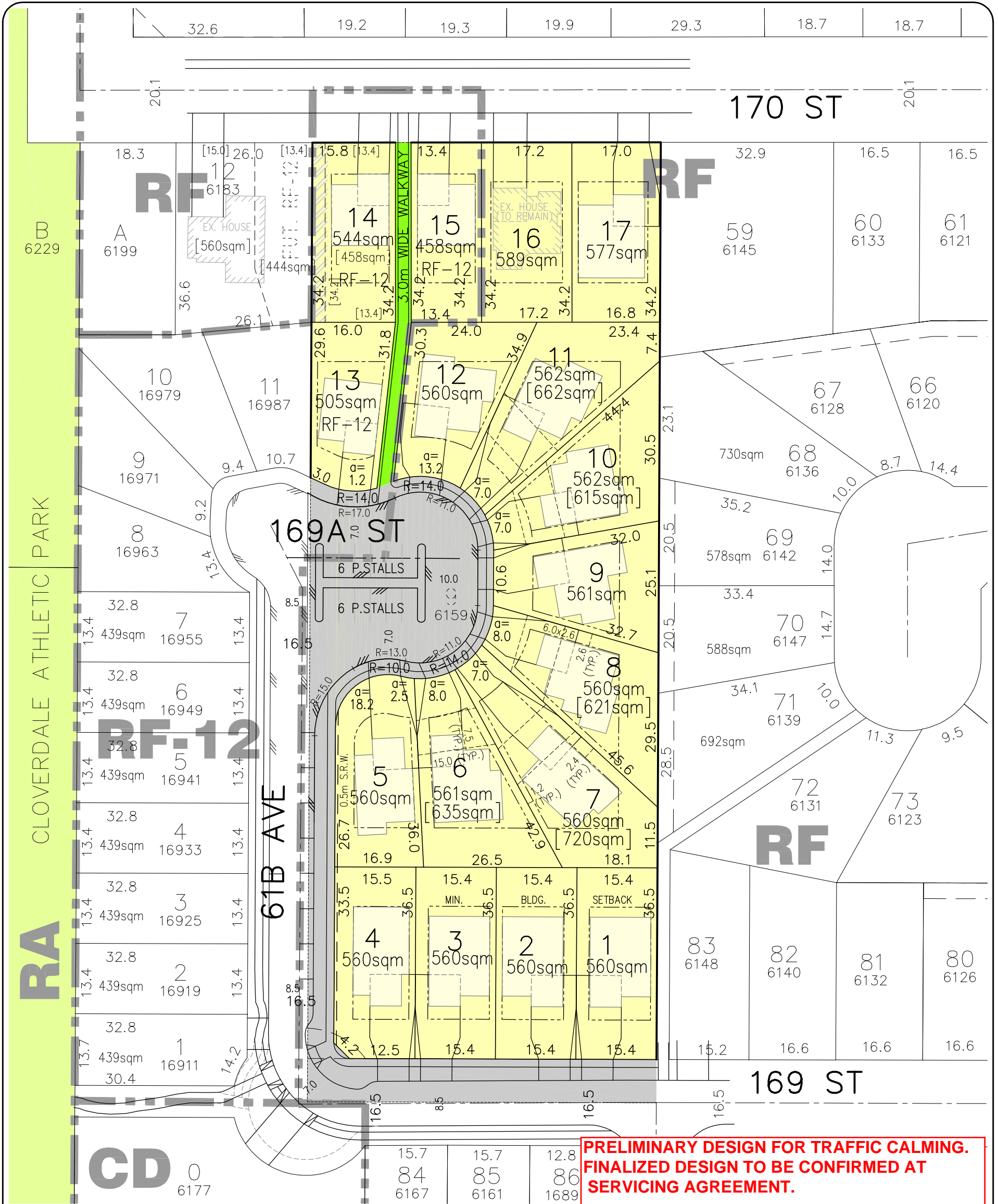
# PROPOSED SUBDIVISION LAYOUT

APPENDIX II

File No: 79 - 0 - 00  
 MAP #: 076  
 EXIST. ZONE: RS/RA/RF  
 PROP. ZONE: RF/RF-12



CIVIC ADDRESS: 6159 - 170 ST, SURREY, BC  
 LEGAL: LOT 9, SECTION 7, TOWNSHIP 7, N.W.D., PLAN 6872



**H.Y. ENGINEERING LTD.**

#200-9128-152nd. ST. Surrey, BC V3R 4E7 • TEL 604-583-1616  
 Website: www.hyengineering.com • FAX 604-583-1737

GROSS SITE AREA: 12,152sqm (3.00ac)  
 PARK DEDICATION: 608sqm (CASH-IN-LIEU)

NO-BUILD R/C FOR FUTURE SUBDIVISION OF 6183 - 170 ST.

ALL PARKING STALLS WITHIN THE ISLAND ARE 6.5m x 3.0m

NOTE: PROPOSED BUILDING FOOTPRINTS ARE SHOWN FOR ILLUSTRATIVE PURPOSES ONLY

NOTE: ALL EXISTING ONSITE STRUCTURES ARE TO BE REMOVED UNLESS NOTED OTHERWISE

**H.Y.#:133873 | ALTERNATIVE#04A | DATE: 16 FEB/15 | SCALE: 1:750**

Please dimension lot frontages & areas, name existing roads and indicate north  
 Preferred scales: 1:500, 1:1000, 1:2500, 1:10,000 Metric  
 Larger format drawings may be attached as required

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

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

**DATE:** March 18, 2015 (revised from July 15, 2014)    **PROJECT FILE:** 7813-0284-00

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**RE:** Engineering Requirements  
Location: 6159 170 Street

**REZONE/SUBDIVISION**

***Property and Right-of-Way Requirements***

- dedicate 8.25-metres on 169 Street for a 16.5 m local road;
- dedicate 5.0-metres along 61B Avenue for a 16.5 m local road and dedicate cul-de-sac bulb;
- dedicate 3.0-metre x 3.0-metre corner cut at the intersection of 169 Street and 61B Avenue;
- dedicate 3.0-metre for the engineering walkway connecting 169A Street to 170 Street; and
- register 0.5-metre statutory right-of-way along 169 Street, 170 Street, and 61B Avenue.

***Works and Services***

- construct 170 Street to the 20.0 metre local road standard with 8.0-metre pavement, curb and gutter; and 1.5-metre sidewalk;
- construct 169 Street to the 16.5-metre limited local road standard with 8.0-metre pavement, curb and gutter; and 1.5-metre sidewalk;
- construct 61B Avenue including the cul-de-sac bulb to the 16.5-metre limited local road standard with 8.0-metre pavement, curb and gutter; and 1.5-metre sidewalk;;
- construct 2.0-metre walkway connection from 61B Avenue to 170 Street;
- construct sidewalk along the east side of 169 Street from 61A Avenue to 61 Avenue, at City's cost;
- provide on-lot stormwater measures to mitigate impacts of the development;
- construct watermain through the engineering walkway connecting 61B Avenue to 170 Street;
- provide each lot with storm, water, and sanitary service connections.

A Servicing Agreement is required prior to Rezone/Subdivision.



*fa* Rémi Dubé, P.Eng.  
Development Services Manager

sk



Monday, March 02, 2015  
 Planning

**THE IMPACT ON SCHOOLS**

APPLICATION #: 13 0284 00

**School Enrolment Projections and Planning Update:**

The following tables illustrate the enrolment projections (with current/approved ministry capacity) for the elementary and secondary schools serving the proposed development.

The Georges Greenaway Elementary catchment was expanded in 2013 to include some of the Surrey Centre Elementary catchment. The school is not expected to exceed capacity in the near future. The school district has received capital project approval for a new Clayton North Area secondary School (Site #215) to help relieve overcrowding at Lord Tweedsmuir and Clayton Heights. The proposed application will not have an impact on these projections.

**SUMMARY**

The proposed 17 Single family with suites are estimated to have the following impact on the following schools:

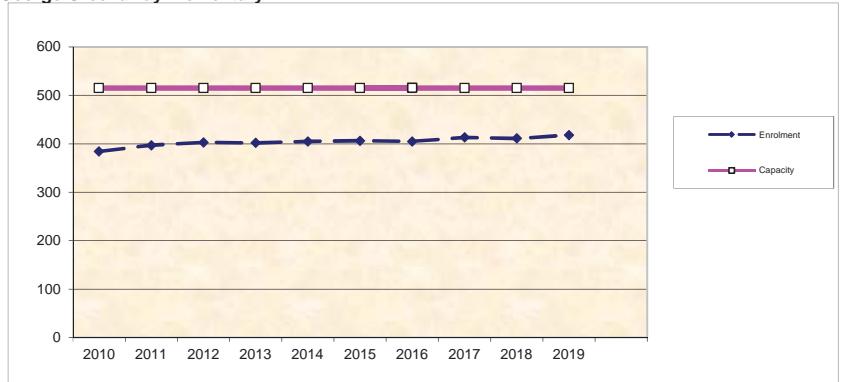
**Projected # of students for this development:**

Elementary Students:	9
Secondary Students:	4

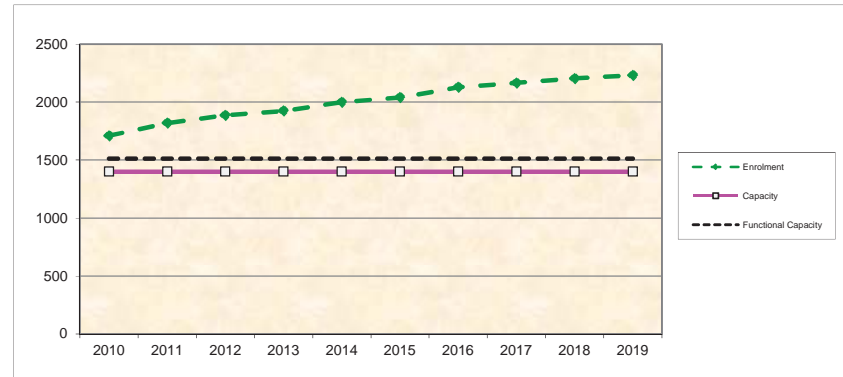
September 2014 Enrolment/School Capacity

<b>George Greenaway Elementary</b>	
Enrolment (K/1-7):	50 K + 355
Capacity (K/1-7):	40 K + 475
<b>Lord Tweedsmuir Secondary</b>	
Enrolment (8-12):	2001
Nominal Capacity (8-12):	1400
Functional Capacity*(8-12):	1512

**George Greenaway Elementary**



**Lord Tweedsmuir Secondary**



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



## City of Surrey PLANNING & DEVELOPMENT REPORT

File: 7913-0284-00

Planning Report Date: July 21, 2014

### PROPOSAL:

- **Rezoning** from RS (By-law No. 5942) and RA to RF and RF-12

in order to allow subdivision into 20 single family lots.

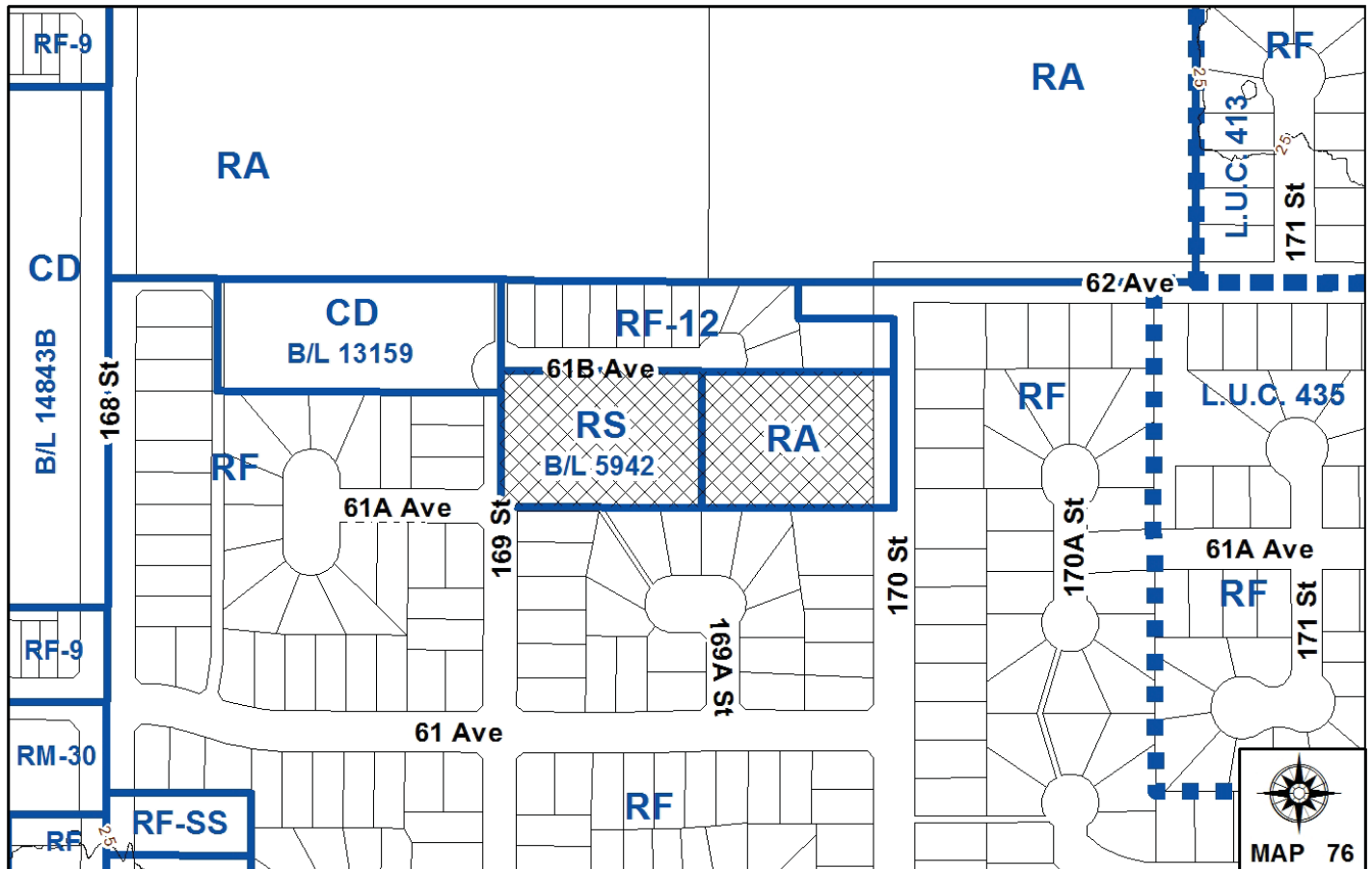
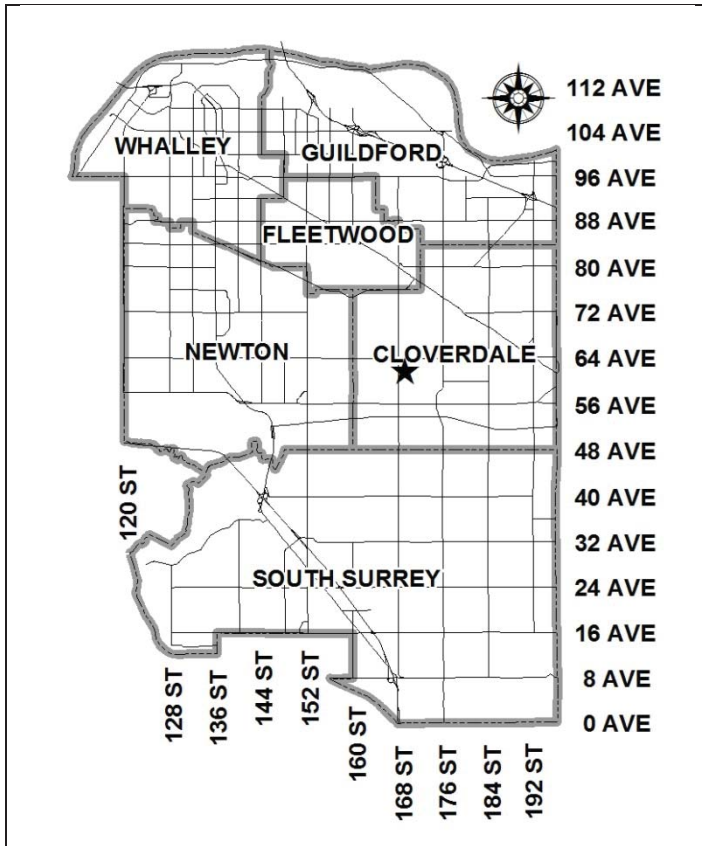
**LOCATION:** 6159 - 170 Street

**OWNER:** Ujjal Dosanjh

**ZONING:** RA and RS (By-law No. 5942)

**OCP DESIGNATION:** Urban

**LAP DESIGNATION:** Urban Residential



RECOMMENDATION SUMMARY

- By-law Introduction and set date for Public Hearing for rezoning.

DEVIATION FROM PLANS, POLICIES OR REGULATIONS

- None.

RATIONALE OF RECOMMENDATION

- Complies with Urban designation in the OCP.
- The proposed subdivision conforms to the City's infill policy.
- The proposed subdivision continues the pattern of small lot development that was established to the north (across 61B Avenue), in 2003, under Development Application No. 7902-0218-00.
- The proposed development is appropriate for this part of Cloverdale.

RECOMMENDATION

The Planning & Development Department recommends that:

1. a By-law be introduced to rezone Block A of the subject site from "One-Acre Residential Zone (RA)" (By-law No. 12000) and "Suburban Residential Zone (RS)" (By-law No. 5942) to "Single Family Residential (12) Zone (RF-12)", Block B of the subject site from "Suburban Residential Zone (RS)" (By-law No. 5942) to "Single Family Residential Zone (RF)" and Block C of the subject site from "One-Acre Residential Zone (RA)" (By-law No. 12000) to "Single Family Residential Zone (RF)" and a date be set for Public Hearing (Appendix I).
2. Council instruct staff to resolve the following issues prior to final adoption:
  - (a) ensure that all engineering requirements and issues including restrictive covenants, dedications, and rights-of-way where necessary, are addressed to the satisfaction of the General Manager, Engineering;
  - (b) submission of a subdivision layout to the satisfaction of the Approving Officer;
  - (c) submission of a finalized tree survey and a statement regarding tree preservation to the satisfaction of the City Landscape Architect;
  - (d) registration of a Section 219 Restrictive Covenant for "no build" on a portion of proposed Lot 20 until future consolidation with the adjacent property at 6183 - 170 Street; and
  - (e) the applicant satisfy the deficiency in tree replacement on the site, to the satisfaction of the Planning and Development Department.

REFERRALS

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

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

7 Elementary students at George Greenaway Elementary School  
3 Secondary students at Lord Tweedsmuir Secondary School

(Appendix IV)

The applicant has advised that the dwelling units in this project are expected to be constructed and ready for occupancy by July 2015.

Parks, Recreation & Culture: No concerns.

SITE CHARACTERISTICS

Existing Land Use: Vacant 3.0-acre lot with single family dwelling under construction.

Adjacent Area:

Direction	Existing Use	OCP Designation	Existing Zone
North (Across 61B Avenue):	Single family dwellings and Cloverdale Athletic Park beyond	Urban	RF-12 and RA
East (Across 170 Street):	Single family dwellings	Urban	RF
South:	Single family dwellings	Urban	RF
West (Across 169 Street):	Single family dwellings	Urban	RF & CD (Bylaw No. 13159)

DEVELOPMENT CONSIDERATIONSBackground

- The 1.21-hectare (3.0-acre) subject site consists of one vacant lot located at 6159 – 170 Street in the Cloverdale area. The site fronts 169 Street to the west and 170 Street to the east and is within the Infill Area of the West Cloverdale North Neighbourhood Concept Plan (NCP) as indicated in Schedule F (Area X) of Zoning By-law No. 12000.
- The property is designated "Urban" in the Official Community Plan (OCP), "Urban Residential" in the West Cloverdale Local Area Plan and is split-zoned "One-Acre Residential Zone (RA)" on the eastern portion and "Suburban Residential Zone (RS)" (By-law No. 5942) on the western portion.
- The subject site is the last large remaining property within this Infill Area (east of 168 Street, west of 170A Street, north of 60 Avenue and south of Cloverdale Athletic Park) with development potential. The remainder of the Infill Area has been built-out with the development of primarily single family housing (with townhouses at 60 Avenue and 168 Street).
- There are existing RF-12 lots along the north side 61B Avenue, which were created in 2003 under Development Application No. 7902-0218-00. At the time of the application, the applicant's engineer prepared a concept plan for the subject site which included RF-12 lots along the southern portion of 61B Avenue.
- A house is currently under construction on the south-eastern portion of the site, fronting 170 Street.

### Current Proposal

- The applicant proposes to rezone the portion of the subject site, shown as Block A in Appendix I, from "One-Acre Residential Zone (RA)" and "Suburban Residential Zone (RS)" to "Single Family Residential (12) Zone (RF-12)", the portion of the subject site shown as Block B in Appendix I, from "Suburban Residential Zone (RS)" to "Single Family Residential Zone (RF)", and the portion of the subject site shown as Block C in Appendix I, from "One-Acre Residential Zone (RA)" to "Single Family Residential Zone (RF)" in order to permit subdivision into four (4) RF-zoned single family lots and 16 RF-12-zoned single family small lots.
- The proposed subdivision will complete this portion of 61B Avenue and the adjoining cul-de-sac at 169A Street.
- The layout proposes 4 lots fronting onto 170 Street and 2 lots fronting 169 Street. The remaining 14 lots will front onto 61B Avenue and the 169A Street cul-de-sac.
- A pedestrian walkway is proposed along the 3.0-metre (10-ft) wide engineering walkway which is required to connect water services from 169A Street to 170 Street.
- The proposed rezoning is consistent with the Urban designation of the OCP and the Urban Residential designation in the West Cloverdale Local Area Plan. The combination of RF-zoned and RF-12-zoned lots is consistent with the established subdivision pattern in the area.

### Design Guidelines and Lot Grading

- The applicant has retained Tynan Consulting Ltd. as the Design Consultant. The Design Consultant conducted a character study of the surrounding homes and based on the findings of the study, proposed a set of design guidelines for the proposed lots (Appendix V). The new homes will be consistent in theme, representation and character with the newer homes constructed on the RF-12-zoned lots on the north side of 61B Avenue.
- Based on the proposed grading, basements cannot be achieved on any of the proposed lots. A preliminary lot grading plan was submitted by H.Y. Engineering Ltd. and reviewed by staff and was determined to be adequate.

### PRE-NOTIFICATION

Pre-notification letters were mailed on May 21, 2014, and staff has received six (6) responses, which are summarized below (with staff's responses in italics):

- Five (5) respondents were concerned about whether basements would be permitted. The callers were concerned that allowing basements would allow for secondary suites, resulting in increased traffic and on-street parking pressures.

*(Basements will not be permitted on any of the proposed lots as part of this development. Additional on-street parking is being provided by the applicant through provision of an 18-stall parking area within the 169A Street cul-de-sac.)*

- Two (2) respondents expressed concern about the lack of sidewalks along 169 Street. Many pedestrians access Cloverdale Athletic Park via 169 Street. Increased density in this area will increase traffic, which will make it more dangerous for pedestrians.

*(A sidewalk will be required along the 169 Street frontage as part of this application.)*

- Three (3) respondents wanted more information about the proposed layout and density. They had no concerns.

*(The proposed layout is generally in keeping with the concept that was provided as part of Development Application No. 7902-0218-00, and is consistent with the established subdivision pattern in the surrounding neighbourhood.)*

## TREES

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

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

Tree Species	Existing	Remove	Retain
<b>Alder and Cottonwood Trees</b>			
Alder	0	0	0
Cottonwood	13	13	0
<b>Deciduous Trees (excluding Alder and Cottonwood Trees)</b>			
Cherry	1	1	0
Silver Maple	3	3	0
Trembling Aspen	1	1	0
<b>Total (excluding Alder and Cottonwood Trees)</b>	<b>5</b>	<b>5</b>	<b>0</b>
<b>Additional Trees in the proposed Open Space / Riparian Area</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Total Replacement Trees Proposed (excluding Boulevard Street Trees)</b>		<b>60</b>	
<b>Total Retained and Replacement Trees</b>		<b>60</b>	
<b>Contribution to the Green City Fund</b>		<b>N/A</b>	

- The Arborist Assessment states that there are a total of five (5) protected trees on the site, excluding Alder and Cottonwood trees. Thirteen (13) existing trees, approximately 72 % of the total trees on the site, are Alder and Cottonwood trees. It was determined that no trees can be retained as part of this development proposal. The proposed tree retention was assessed

taking into consideration the location of services, building footprints, road dedication and proposed lot grading.

- For those trees that cannot be retained, the applicant will be required to plant trees on a 1 to 1 replacement ratio for Alder and Cottonwood trees, and a 2 to 1 replacement ratio for all other trees. This will require a total of 23 replacement trees on the site. The applicant is proposing 60 replacement trees, meeting this requirement.
- In summary, a total of 60 trees are proposed to be replaced on the site.

#### SUSTAINABLE DEVELOPMENT CHECKLIST

The applicant prepared and submitted a sustainable development checklist for the subject site on December 17, 2013. The table below summarizes the applicable development features of the proposal based on the seven (7) criteria listed in the Surrey Sustainable Development Checklist.

<b>Sustainability Criteria</b>	<b>Sustainable Development Features Summary</b>
1. Site Context & Location (A1-A2)	<ul style="list-style-type: none"> <li>• The proposed development is consistent with the Urban designation in the Official Community Plan (OCP).</li> <li>• The proposed development is within an Infill Area.</li> </ul>
2. Density & Diversity (B1-B7)	<ul style="list-style-type: none"> <li>• N/A</li> </ul>
3. Ecology & Stewardship (C1-C4)	<ul style="list-style-type: none"> <li>• N/A</li> </ul>
4. Sustainable Transport & Mobility (D1-D2)	<ul style="list-style-type: none"> <li>• N/A</li> </ul>
5. Accessibility & Safety (E1-E3)	<ul style="list-style-type: none"> <li>• CPTED principles to be applied for homes constructed adjacent to the proposed walkway.</li> </ul>
6. Green Certification (F1)	<ul style="list-style-type: none"> <li>• N/A</li> </ul>
7. Education & Awareness (G1-G4)	<ul style="list-style-type: none"> <li>• N/A</li> </ul>

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INFORMATION ATTACHED TO THIS REPORT

The following information is attached to this Report:

- Appendix I. Lot Owners, Action Summary, Project Data Sheets and Survey Plan
- Appendix II. Proposed Subdivision Layout
- Appendix III. Engineering Summary
- Appendix IV. School District Comments
- Appendix V. Building Design Guidelines Summary
- Appendix VI. Summary of Tree Survey and Tree Preservation

*original signed by Judith Robertson*

Jean Lamontagne  
General Manager  
Planning and Development

LM/da

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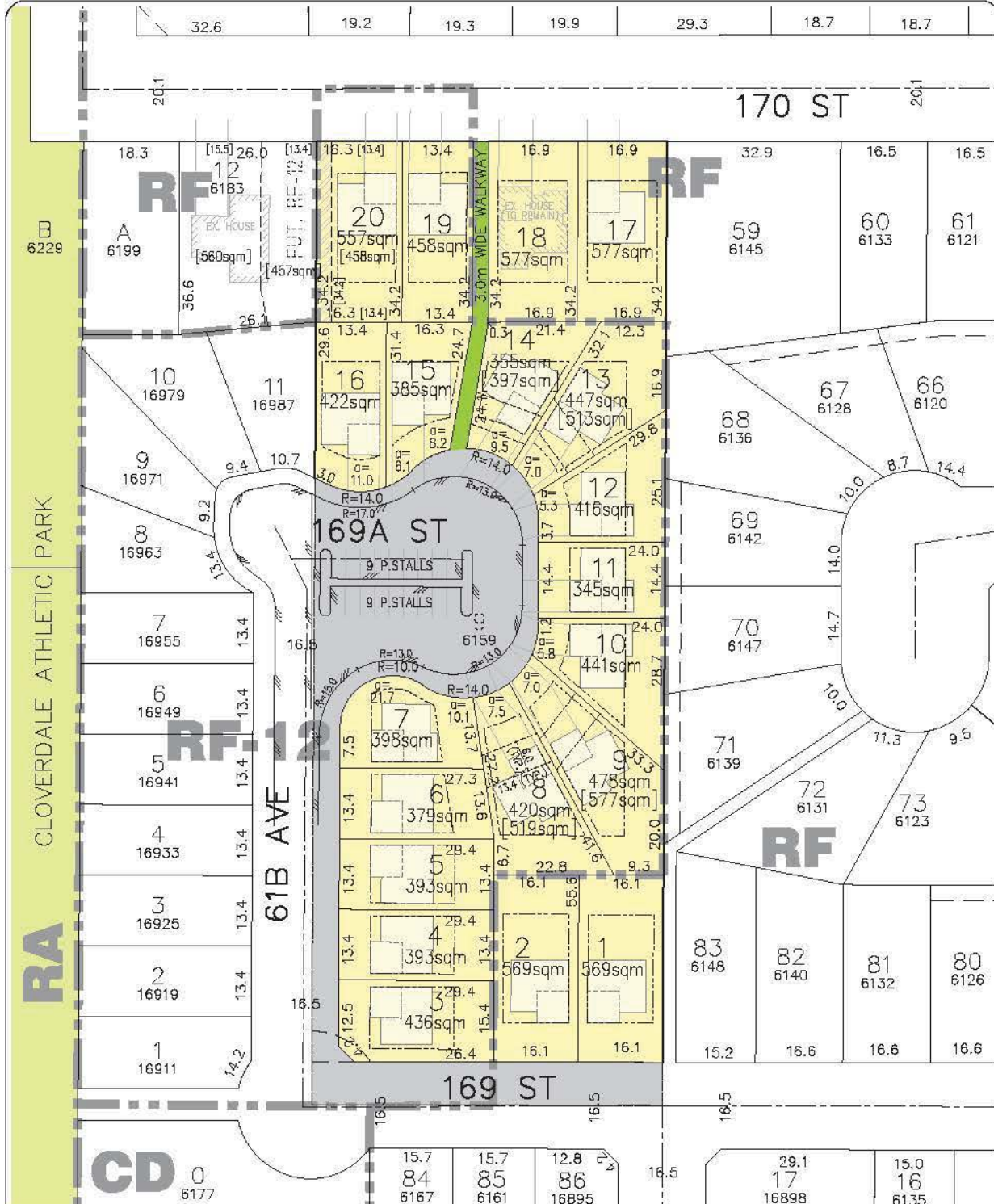
Planning & Development Department  
 14245 - 56 Avenue, Surrey,  
 British Columbia, Canada V3W 1K2  
 Tel. (604) 591-4441 Fax. (604) 591-2507

# PROPOSED SUBDIVISION LAYOUT

File No: 79 -0 -00  
 MAP #: 076  
 EXIST. ZONE: RS/RA/RF  
 PROP. ZONE: RF/RF-12



CIVIC ADDRESS: 6159 - 170 ST, SURREY, BC  
 LEGAL: LOT 9, SECTION 7, TOWNSHIP 7, N.W.D., PLAN 6872



**H.Y. ENGINEERING LTD.**  
 #200-8128-152nd. ST. Surrey, BC V3R 4E7 • TEL 604-583-1616  
 Website: www.hyengineering.com • FAX 604-583-1737

GROSS SITE AREA: 12,152sqm (3.00ac)  
 PARK DEDICATION: 608sqm (CASH-IN-LIEU)

NOTE: PROPOSED BUILDING FOOTPRINTS ARE SHOWN FOR ILLUSTRATIVE PURPOSES ONLY

NO-BUILD R/C FOR FUTURE SUBDIVISION OF 6183 - 170 ST.

NOTE: ALL EXISTING ONSITE STRUCTURES ARE TO BE REMOVED UNLESS NOTED OTHERWISE

H.Y.#:133873 | ALTERNATIVE#02C | DATE: 30 APR/14 | SCALE: 1:750

Please dimension lot frontages & areas, name existing roads and indicate north  
 Preferred scales: 1:500, 1:1000, 1:2500, 1:10,000 Metric  
 Larger format drawings may be attached as required

H.Y. DWG. No. E:\PROJECTS\133873\PLANNING\133873-ALT02C.DWG

# APPENDIX VI

City of Surrey  
**ADDITIONAL PLANNING COMMENTS**

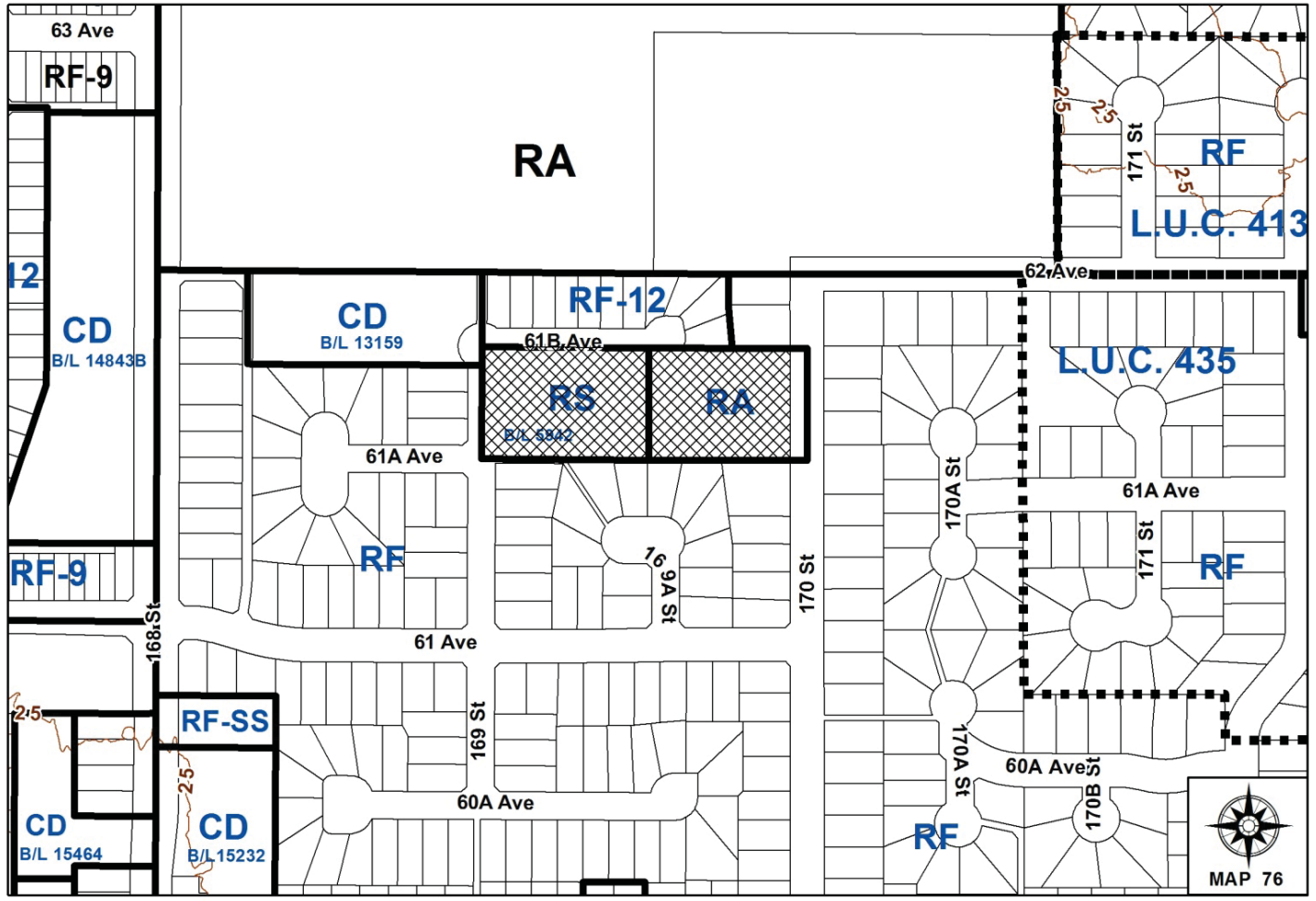
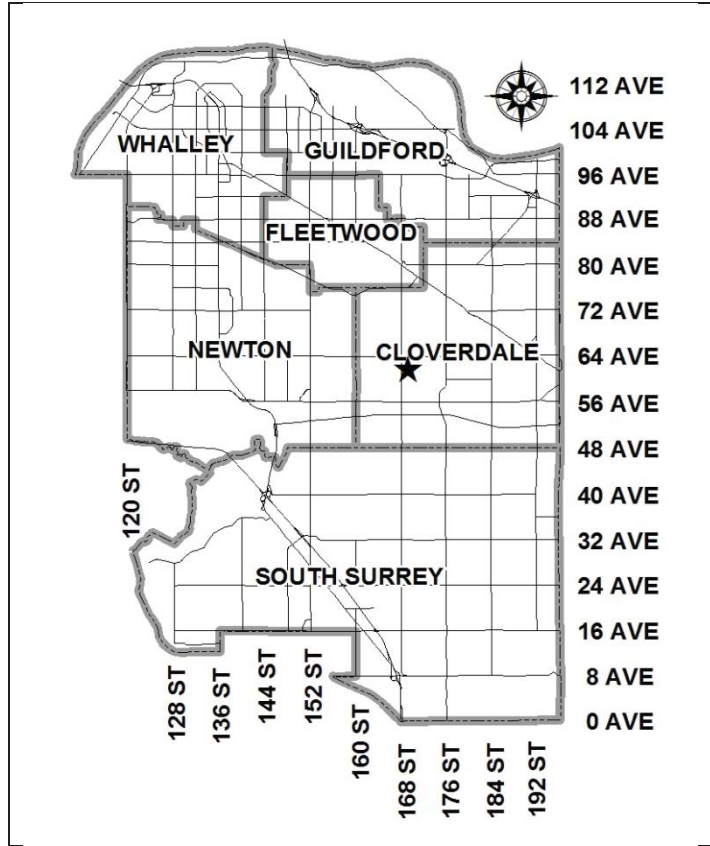
File: 7913-0284-00

Planning Report Date: September 29, 2014

**PROPOSAL:**

- **Rezoning** from RS (By-law No. 5942) and RA to RF and RF-12 in order to allow subdivision into 20 single family lots.

**LOCATION:** 6159- 170 Street  
**OWNER:** Ujjal Dosanjh  
**ZONING:** RA, RS  
**OCP DESIGNATION:** Urban  
**LAP DESIGNATION:** Urban Residential



RECOMMENDATION SUMMARY

- Council consider Third Reading of Rezoning By-law No. 18279, rezoning the site from RS (By-law No. 5942) and RA to RF and RF-12.

DEVIATION FROM PLANS, POLICIES OR REGULATIONS

- None.

RATIONALE OF RECOMMENDATION

- The applicant is proposing a rezoning to RF and RF-12 to permit the following:
  - 2 RF lots fronting 169 Street;
  - 4 lots (2 RF and 2 RF-12) fronting 170 Street; and
  - 14 RF-12 lots fronting 61B Avenue and the cul-de-sac bulb (169A Street).
- Following the September 8, 2014, Public Hearing for the subject rezoning, Council referred the application back to staff in order to address the concerns raised during the Public Hearing including the issues relative to traffic.
- Alternative layouts were considered and the layout presented at the September 8, 2014 is considered the most reasonable.
- The proposed 20-lot subdivision for the subject site is consistent with the concept plan prepared as part of the rezoning to RF-12 of the lands to the north, under Development Application No. 7902-0218-00, which was approved by Council in 2003.
- The applicant has provided additional information clarifying the impacts of the proposed project based on the concerns raised at the Public Hearing and has demonstrated that the proposed layout is the preferred option from an access, parking and community expectation perspective.

## RECOMMENDATION

The Planning & Development Department recommends that Council consider Third Reading of "Surrey Zoning By-law, 1993, No. 12000, Amendment By-law, 2013, No. 18279", rezoning Block A of the subject site from "One-Acre Residential Zone (RA)" (By-law No. 12000) and "Suburban Residential Zone (RS)" (By-law No. 5942) to "Single Family Residential (12) Zone (RF-12)", Block B of the subject site from "Suburban Residential Zone (RS)" (By-law No. 5942) to "Single Family Residential Zone (RF)" and Block C of the subject site from "One-Acre Residential Zone (RA)" (By-law No. 12000) to "Single Family Residential Zone (RF)".

## DEVELOPMENT CONSIDERATIONS

### Background

- The applicant initially proposed a rezoning to develop the subject site into 6 RF lots and 13 RF-12 lots. In order to increase the number of on-street parking stalls and to accommodate the requirement for a water main and pedestrian walkway, the application was revised to rezone the site to create 4 RF lots and 16 RF-12 lots.
- On July 23, 2014, the Initial Planning Report (Appendix D) was presented to Council that recommended rezoning the site from RS (By-law No. 5942) and RA to RF and RF-12, to accommodate the proposed 20-lot single family subdivision.
- The layout presented consists of two (2) RF lots fronting 169 Street, four (4) lots (2 RF and 2 RF-12) fronting 170 Street and fourteen (14) RF-12 lots fronting 61B Avenue and its cul-de-sac bulb (169A Street).
- Following consideration of the Initial Planning Report, Council gave First and Second Readings to the Rezoning By-law and set September 8, 2014 as the date for the Public Hearing.
- A total of nine (9) area residents and the owner's agent spoke at the Public Hearing on September 8, 2014. In addition, three (3) area residents submitted written comments to Council. The concerns expressed by the area residents are summarized below:
  - Traffic along 169 Street is already very busy, and having access to the proposed development from 169 Street will increase the pressure on 169 Street and will increase the risk to pedestrians accessing Cloverdale Athletic Park, as there are currently no sidewalks along 169 Street. In the opinion of most speakers, access to the development should come from 170 Street;
  - Some park users park their vehicles along 169 Street and 170 Street instead of in the designated parking areas for the park. Adding more homes on the subject site will add to the parking issues in the neighbourhood;
  - Owners will have secondary suites which will add to the traffic and parking issues in the neighbourhood; and

- The proposed east-west walkway connecting 61B Avenue to 170 Street will create security issues for the neighbourhood as it may enable loitering and may become unsightly with litter and limited maintenance.
- In response to the neighbourhood concerns raised at the September 8, 2014 Public Hearing, Council passed the following resolution:

*"Amendment Bylaw, 2014, No. 18279 by referred back to staff to address the concerns raised during the Public Hearing and address the issues relative to ingress and egress of vehicular traffic." [RES.R14-1617]*

#### Applicant's Responses to the Concerns:

- The applicant has considered each of the concerns raised at the Public Hearing and consider the layout initially presented to Council is supportable for the following reasons (with staff comments in italics):

#### *Road Alignment*

- The proposed subdivision layout consisting of a cul-de-sac accessed from 169 Street (Appendix B) was prepared in accordance with the concept plan for a cul-de-sac that was supported by Council in 2003 when the adjacent lands to the north were approved (Appendix C).

*(Development Application No. 7902-0218-00 was approved on December 1, 2003, rezoning the lands to the north to permit 11 RF-12 lots fronting a new 61B Avenue and 1 RF lot fronting 170 Street.)*

- The concept plan presented at the time the lands to the north developed also allowed for the proposed RF lot (6183 – 170 Street) to subdivide with the subject site in the future, and therefore a “no-build” Restrictive Covenant was registered over the southern portion of the RF lot. The proposed subdivision layout for the subject site allows for 6183 – 170 Street to develop in accordance with the concept plan. Modifying the road concept would be contrary to the expectations of the owner of 6183 – 170 Street and of those owners who purchased homes along the northern portion of 61B Avenue.

*(The proposed layout is generally consistent with the cul-de-sac concept plan developed when the lands to the north were rezoned as part of Development Application No. 7902-0218-00, which was approved by Council in 2003. As part of the development to the north, a no-build Restrictive Covenant was registered over the southern portion of 6183 – 170 Street to allow the owner to subdivide in the future, in cooperation with the subject site. The subject application makes provisions for further subdivision potential of proposed Lot 20 with 6183 – 170 Street.)*

- This area of Cloverdale is predominantly cul-de-sac developments.

*(The proposed cul-de-sac is consistent with the pattern of development in the area, which generally occurred in the 1990s, with the exception of the single family lots to the north.)*

- Allowing 61B Avenue to be completed as a through road is impractical and would exacerbate traffic volume, parking and pedestrian safety issues in the neighbourhood. A through road alignment would generate more traffic volume from drivers taking shortcuts through the

neighbourhood and would lead to an increased number of park-users parking in the neighbourhood. In addition, the alignment of a through-road would be unsafe for drivers.

Moving the access to the cul-de-sac to 170 Street and creating a dead end cul-de-sac at the western end of 61B Avenue would increase traffic volumes along 170 Street, which is already a busy street. This option would also decrease the number of achievable parking spaces in the proposed “bulb” parking area and would not alleviate parking concerns in the neighbourhood. In addition, the alignment of 61B Avenue would be unsafe for drivers and would create difficulty for home-owners who are adjacent to dead end barricades to exit their driveways.

*(The existing road network can adequately service the traffic generated by the proposed 20-lot subdivision without the need to create a new through local road connection onto 170 Street.*

*The applicant will be required to complete the frontages of 61B Avenue and 169 Street to their ultimate width including wider pavement, which will provide opportunities for additional on-street parking.*

*Engineering requirements will also include sidewalk along 169 Street from 61A Avenue to 61B Avenue. In conjunction with their frontage obligations, staff requested the applicant extend the sidewalk from 61 Avenue to 61A Avenue to connect existing pedestrian infrastructure. These additional works will be funded by the City.)*

### Parking

- There are six (6) existing on-street parking spaces on the northern portion of 61B Avenue. The completion of the proposed cul-de-sac would create an additional six (6) on-street parking spaces on the eastern portion of 169 Street and an additional eighteen (18) parking spaces in the proposed parking stall area within the 169A Street cul-de-sac. In addition, there will be four (4) parking spaces on each lot, based on two (2) in the garage and two (2) in the driveways. The proposed development will not exacerbate any existing parking issues.

*(The widening of 169 Street and 61B Avenue will provide opportunities for additional on-street parking in addition to the four (4) parking spaces per lot and the proposed parking stall area with 18 spaces. The parking stalls proposed in the 169A Street cul-de-sac will comply with the standards in the Zoning By-law.)*

### Basements and Secondary Suites

- Based on the proposed grading, basements cannot be achieved on any of the 20 proposed lots.

*(A preliminary lot grading plan was submitted by H.Y. Engineering Ltd. and reviewed by staff and was determined to be adequate. According to the proposed grading, basements cannot be achieved on any of the proposed lots.)*

- Installing secondary suites on the first or second level of a two-storey house is not economically viable in houses of this size.

*(The maximum house sizes achievable on the proposed lots is approximately 342 square metres (3,681 sq. ft.) for the RF lots and 260 square metres (2,800 sq. ft.) for the RF-12 lots.*

*The Zoning By-law permits one secondary suite in all single family homes. There are no registered secondary suites located in the immediate area.)*

#### *Pedestrian Connection*

- The pedestrian walkway is proposed to coincide with the 3.0-metre (10-ft.) wide engineering right-of-way which is required to connect water services from 169A Street to 170 Street.

*(A right-of-way is required by Engineering in order to connect water services from 169A Street to 170 Street. A pedestrian walkway over the right-of-way is standard practice and provides pedestrian connectivity in an area that is predominantly cul-de-sacs.)*

- At the time the walkway was proposed, staff worked with the applicant to ensure that Crime Prevention Through Environmental Design (CPTED) principles such as clear sight lines, low, permeable fencing, and active rooms and windows facing the walkway were applied to the building design guidelines for proposed Lots 14, 15, 18 and 19.

*(The applicant's Design Consultant, Tynan Consulting Ltd., has applied CPTED principles to the lots adjacent to the walkway within the building design guidelines).*

#### Additional Staff Comments

- The applicant's proposed subdivision remains unchanged from that previously considered. The proposed layout is generally consistent with the cul-de-sac concept plan developed when the lands to the north were rezoned as part of Development Application No. 7902-0218-00, which was approved by Council in 2003.
- Traffic volume, parking and pedestrian safety were the main concerns raised at the Public Hearing, however realigning 61B Avenue to function as a through road or as a cul-de-sac accessed from 170 Street would not resolve these issues. In addition, realignment would eliminate the development potential of 6183 - 170 Street and would be contrary to the expectations of owners on the northern portion 61B Avenue, who purchased their homes with the expectations that 61B Avenue would be completed as a cul-de-sac.
- Widening of 169 Street and 61B Avenue will provide opportunities for on-street parking in addition to the four (4) parking spaces that will be provided per single family lot.
- The required sidewalk along 169 Street will provide a safe and continuous walking connection between Cloverdale Athletic Park and the existing sidewalks on 61 Avenue.
- Secondary suites will be impeded by the lack of basements on the 20 proposed lots.

#### CONCLUSION

- Staff have worked with the applicant in proposing a layout that conforms to the concept plan developed when the lands to the north were approved.

- City staff are generally in support of the proposed subdivision layout presented at the September 8, 2014 Public Hearing and therefore recommend that Council consider Third Reading of Rezoning By-law No. 18279.

#### INFORMATION ATTACHED TO THIS REPORT

The following information is attached to this Report:

Appendix A.	Lot Owners, Action Summary, Project Data Sheet and Survey Plan
Appendix B.	Proposed Subdivision Layout
Appendix C.	Concept Plan for Development Application No. 7902-0218-00
Appendix D.	Initial Planning Report No. 7913-0284-00, dated July 21, 2014

*original signed by Judith Robertson*

Jean Lamontagne  
General Manager  
Planning and Development

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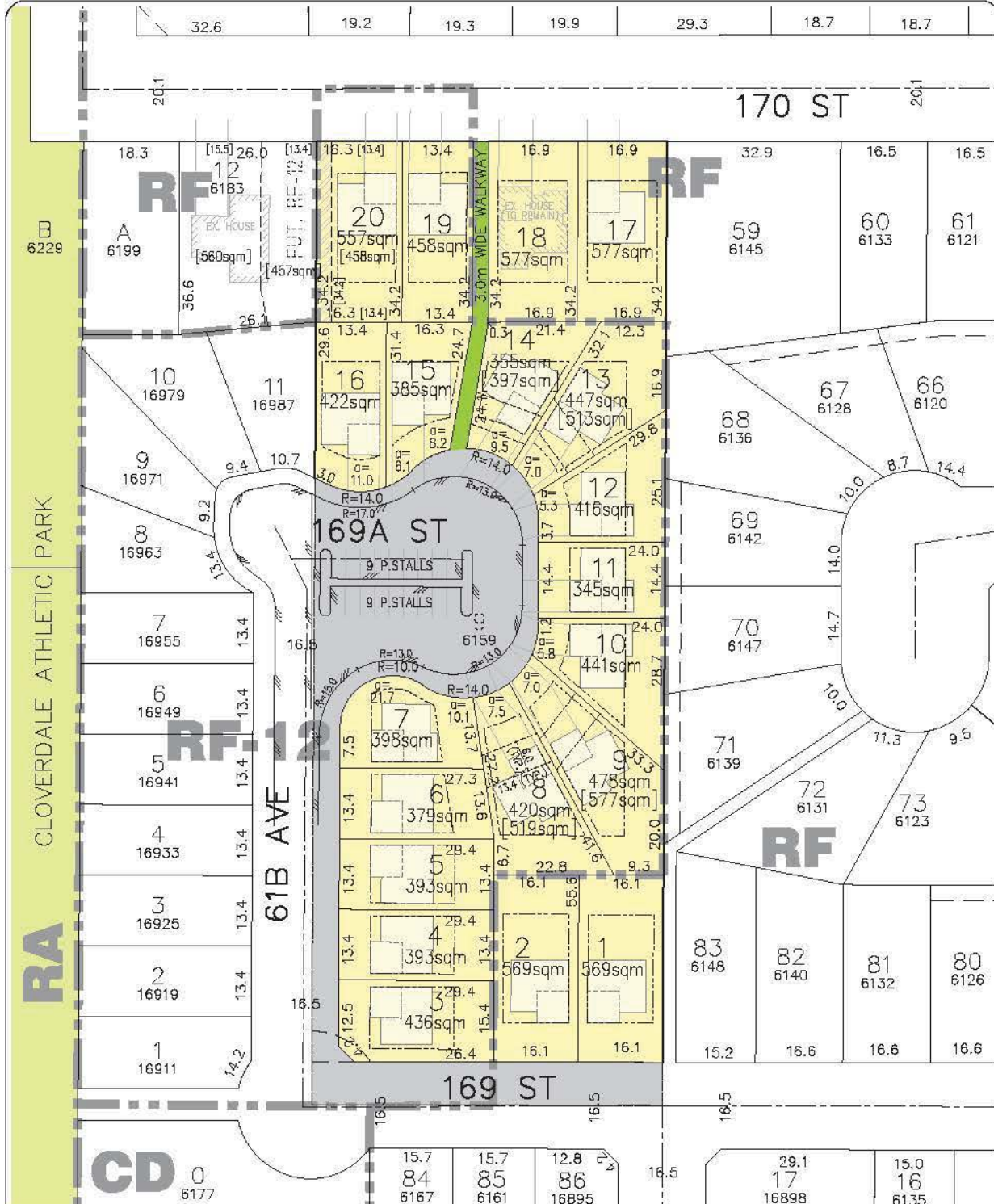
Planning & Development Department  
 14245 - 56 Avenue, Surrey,  
 British Columbia, Canada V3W 1K2  
 Tel. (604) 591-4441 Fax. (604) 591-2507

# PROPOSED SUBDIVISION LAYOUT

File No: 79 -0 -00  
 MAP #: 076  
 EXIST. ZONE: RS/RA/RF  
 PROP. ZONE: RF/RF-12



CIVIC ADDRESS: 6159 - 170 ST, SURREY, BC  
 LEGAL: LOT 9, SECTION 7, TOWNSHIP 7, N.W.D., PLAN 6872



**H.Y. ENGINEERING LTD.**  
 #200-8128-152nd. ST. Surrey, BC V3R 4E7 • TEL 604-583-1616  
 Website: www.hyengineering.com • FAX 604-583-1737

GROSS SITE AREA: 12,152sqm (3.00ac)  
 PARK DEDICATION: 608sqm (CASH-IN-LIEU)

NOTE: PROPOSED BUILDING FOOTPRINTS ARE SHOWN FOR ILLUSTRATIVE PURPOSES ONLY

NO-BUILD R/C FOR FUTURE SUBDIVISION OF 6183 - 170 ST.

NOTE: ALL EXISTING ONSITE STRUCTURES ARE TO BE REMOVED UNLESS NOTED OTHERWISE

H.Y.#:133873 | ALTERNATIVE#02C | DATE: 30 APR/14 | SCALE: 1:750

Please dimension lot frontages & areas, name existing roads and indicate north  
 Preferred scales: 1:500, 1:1000, 1:2500, 1:10,000 Metric  
 Larger format drawings may be attached as required

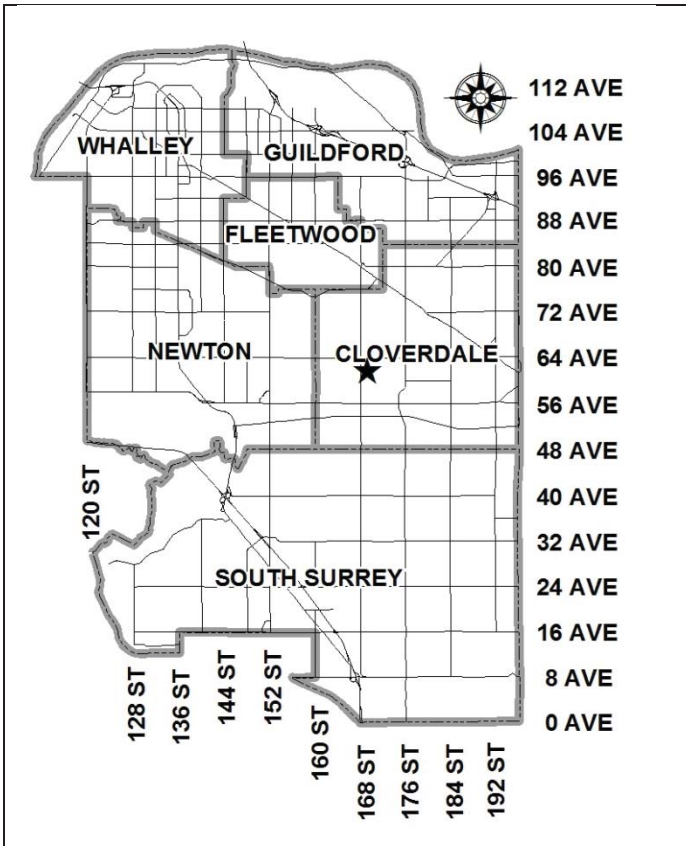
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# APPENDIX VII

City of Surrey  
2<sup>ND</sup> ADDITIONAL PLANNING COMMENTS

File: 7913-0284-00

Planning Report Date: January 12, 2015



**PROPOSAL:**

- **Rezoning** from RS (By-law No. 5942) and RA to RF and RF-12 in order to allow subdivision into 20 single family lots.

**LOCATION:**

6159 - 170 Street

**OWNER:**

Ujjal Dosanjh

**ZONING:**

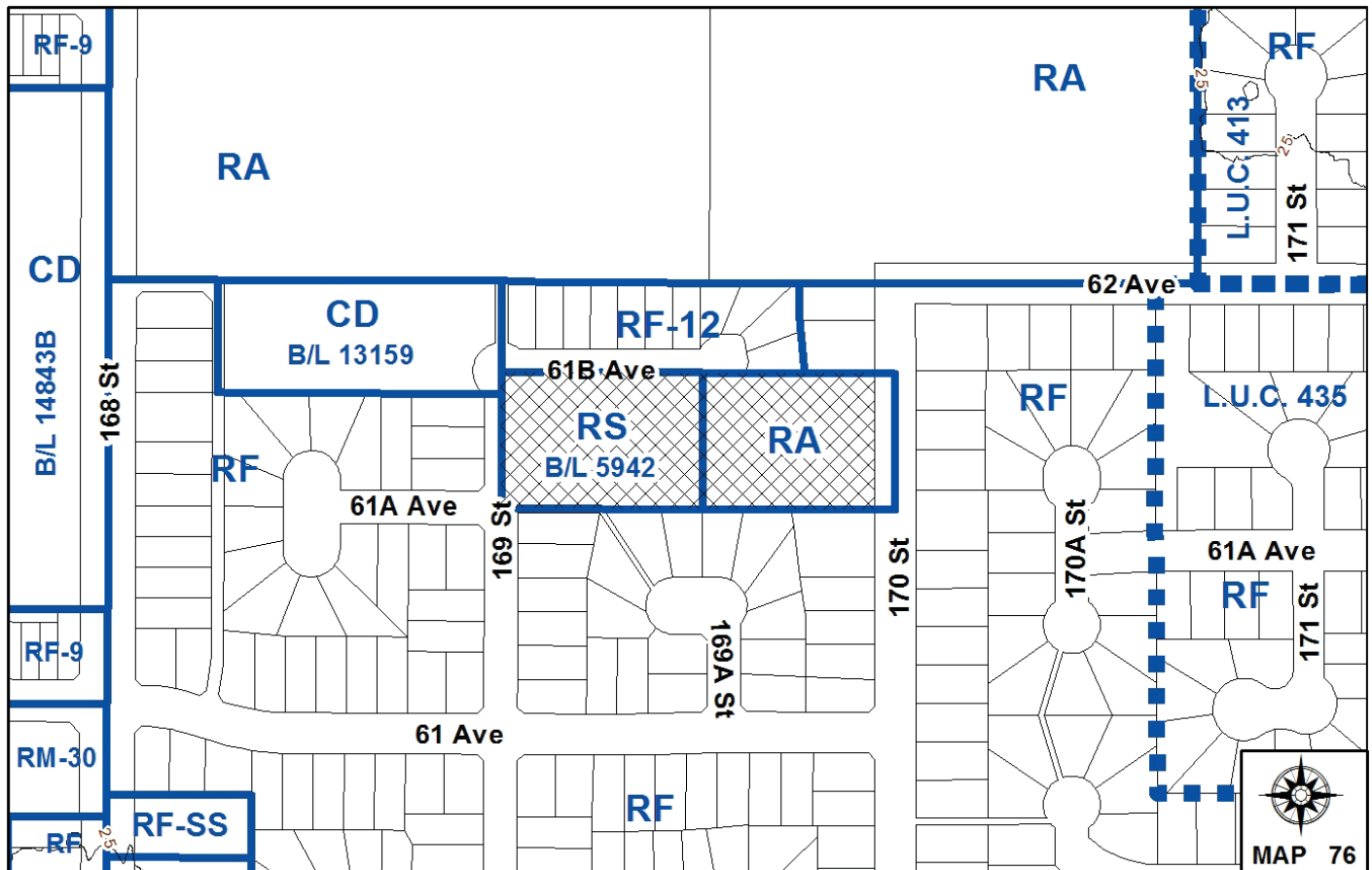
RA and RS (By-law 5942)

**OCP DESIGNATION:**

Urban

**LAP DESIGNATION:**

Urban Residential



### RECOMMENDATION SUMMARY

- Council consider Third Reading of Rezoning By-law No. 18279, rezoning the site from RS (By-law No. 5942) and RA to RF and RF-12.

### DEVIATION FROM PLANS, POLICIES OR REGULATIONS

- None.

### RATIONALE OF RECOMMENDATION

- The applicant is proposing a rezoning to RF and RF-12 to permit 2 RF lots fronting 169 Street, 4 lots (2 RF and 2 RF-12) fronting 170 Street and 14 RF-12 lots fronting either 61B Avenue or an expanded cul-de-sac bulb (169A Street).
- The Public Hearing for the subject rezoning was held on September 8, 2014 and 9 residents expressed concerns, particularly regarding traffic and parking. Council referred the application back to staff in order to address the concerns raised during the Public Hearing.
- The applicant considered the concerns raised at the Public Hearing and provided rationale to staff, justifying support for the 20-lot layout with access from 169 Street and completion of an expanded 169A Street cul-de-sac bulb.
- On September 29, 2014, Council considered an Additional Planning Report, which recommended the original 20-lot layout with 61B Avenue accessed from 169 Street. As no Public Information Meeting (PIM) had been conducted, Council subsequently referred the application back for further public consultation.
- In accordance with Council's direction, the applicant held a PIM on November 6, 2014. Approximately 25 residents, primarily from the area west of the subject site, attended the meeting and strong opposition was voiced to the original 20-lot layout with 61B Avenue accessed from 169 Street. Concerns regarding traffic and parking were expressed and most in attendance indicated a preference for access to 61B Avenue to be from 170 Street.
- The original proposed layout reflects the pattern of development anticipated for this area, since the creation of the 61B Avenue cul-de-sac in 2003. Shifting access to 170 Street would introduce impacts on residents along 170 Street, who may have purchased their homes with the anticipation that the 61B Avenue cul-de-sac would be completed with access to 169 Street.
- The applicant has addressed some of the issues raised at Public Hearing and the subsequent PIM. The applicant will be incorporating 18 standard-sized parking spaces within the expanded 169A Street cul-de-sac bulb, each proposed lot will accommodate 4 parking spaces and no basements are proposed and therefore secondary suites are not anticipated.
- Staff support the original 20-lot layout accessed from 169 Street as it is consistent with the concept plan developed over 12 years ago and the existing road network can adequately service the traffic generated by the proposed 16 lots accessing 169 Street and 4 lots accessing 170 Street.

## RECOMMENDATION

The Planning & Development Department recommends that Council consider Third Reading of "Surrey Zoning By-law, 1993, No. 12000, Amendment By-law, 2013, No. 18279", rezoning Block A of the subject site from "One-Acre Residential Zone (RA)" (By-law No. 12000) and "Suburban Residential Zone (RS)" (By-law No. 5942) to "Single Family Residential (12) Zone (RF-12)", Block B of the subject site from "Suburban Residential Zone (RS)" (By-law No. 5942) to "Single Family Residential Zone (RF)" and Block C of the subject site from "One-Acre Residential Zone (RA)" (By-law No. 12000) to "Single Family Residential Zone (RF)".

## BACKGROUND

- On July 23, 2014, the Initial Planning Report (Appendix IV) was presented to Council that recommended rezoning the subject site from RS (By-law No. 5942) and RA to RF and RF-12, to accommodate the proposed 20-lot single family subdivision, accessed from 169 Street.
- Following consideration of the Initial Planning Report, Council gave First and Second Readings to the Rezoning By-law and set September 8, 2014 as the date for Public Hearing.
- Nine (9) residents spoke at the Public Hearing on September 8, 2014 and 3 area residents submitted written comments to Council. Residents expressed concern about ingress and egress to the subject site, parking, secondary suites and the proposed east-west walkway.
- In response to the neighbourhood concerns raised at the September 8, 2014 Public Hearing, Council referred the application back to staff.
- Council considered an Additional Planning Comments Report (Appendix V) on September 29, 2014, which incorporated the applicant's rationale for support of the layout initially presented to Council. In response, Council passed the following resolution:

*"Amendment Bylaw, 2014, No. 18279 be referred back to staff to work with the applicant to host an additional community consultation meeting with the objective of mitigating concerns raised by residents during the September 8, 2014 Regular Council Public Hearing meeting." [RES.R14-1691]*

## PUBLIC INFORMATION MEETING

- In accordance with Council's direction, the applicant held a Public Information Meeting (PIM) at A.J. McLellan Elementary School (16545 – 61 Avenue) on November 6, 2014. The meeting was held in an open house format, as indicated in the invitation. There were 2 representatives for the application in attendance, including the applicant's consultant, HY Engineering. Representatives from the Planning & Development and Engineering Departments were also in attendance.
- Approximately 25 residents attended the PIM, 23 of which registered on the sign-in sheet. Twenty-two (22) comment sheets were submitted to City staff by the applicant's consultant following the Public Information Meeting.

- The applicant presented 3 alternative layouts at the PIM (Appendix VI), as follows:
  - Alternative 1: original 20-lot layout presented to Council on July 23, 2014, with a 61B Avenue cul-de-sac accessed from 169 Street;
  - Alternative 2: 18-lot layout with 61B Avenue as a through road connecting 169 Street and 170 Street; and
  - Alternative 3: 18-lot layout with 169 Street closed via a cul-de-sac and 61B Avenue accessed from 170 Street and not connected to 169 Street.
- The applicant provided their rationale to the residents for the original 20-lot layout as follows:
  - The proposed 20-lot layout consisting of a cul-de-sac accessed from 169 Street was prepared in accordance with the concept plan for a cul-de-sac that was supported by Council in 2003 when the adjacent lands to the north were approved (Appendix III);
  - Modifying the road concept would be contrary to the expectations of the owner of the adjacent lot to the north-east at 6183 – 170 Street and of those owners who purchased homes along the northern portion of 61B Avenue;
  - There are 6 existing on-street parking spaces on the northern portion of 61B Avenue. The completion of the proposed 20-lot layout would create an additional 6 on-street parking spaces on the eastern portion of 169 Street and an additional 18 parking spaces in the proposed parking area within the enlarged 169A Street cul-de-sac bulb. In addition, there will be 4 parking spaces on each lot, based on 2 in the garage and 2 in the driveway. The proposed development will not exacerbate any existing parking issues; and
  - Moving the access to the cul-de-sac to 170 Street and creating a dead end cul-de-sac at the western end of 61B Avenue would increase traffic volumes along 170 Street, which is already a busy street. This option would also decrease the number of achievable parking spaces in the proposed “bulb” parking area and would not alleviate parking concerns in the neighbourhood.
- Three (3) residents preferred Alternative 1, however no additional comments or rationale were provided to staff. No residents were in support of Alternative 2, and 18 residents from 15 households preferred Alternative 3.
- Comments from the residents who prefer Alternative 3 are summarized as follows (with staff comments in italics):
  - Traffic along 169 Street is already very busy, and having access to the proposed development from 169 Street will increase the pressure on 169 Street and will increase the risk to pedestrians accessing Cloverdale Athletic Park, as there are currently no sidewalks along 169 Street. 169 Street should be closed via a cul-de-sac and access to the development should come from 170 Street, which can accommodate more traffic volume and already has sidewalks.

*(The existing road network can adequately service the traffic generated by the proposed 20-lot subdivision, consisting of 16 lots accessing 169 Street and 4 lots accessing 170 Street, without the need to create a new through local road connection onto 170 Street.*

*The applicant will be required to install a sidewalk along 169 Street from 61A Avenue to 61B Avenue. In conjunction with their frontage obligations, staff have requested the applicant to extend the sidewalk from 61 Avenue to 61A Avenue to connect existing pedestrian infrastructure. These additional works will be funded by the City.)*

- Some park users park their vehicles along 169 Street and 170 Street instead of in the designated parking areas for the park. Adding more homes on the subject site will add to the parking issues in the neighbourhood.

*(The applicant will be required to complete the frontages of 61B Avenue and 169 Street to their ultimate width including wider pavement, which will provide opportunities for additional on-street parking in addition to the 4 parking spaces per lot and the proposed parking stall area with 18 parking spaces. The parking spaces proposed in the 169A Street cul-de-sac bulb will comply with the standards in the Zoning By-law.)*

- Should the new homes have secondary suites, this will add to the traffic and parking issues in the neighbourhood.

*(Based on the proposed lot grading, basements cannot be achieved on any of the proposed lots and therefore secondary suites are unlikely.*

*The Zoning By-law permits one secondary suite in all single family homes, however, there are no registered secondary suites located in the immediate area.)*

- The construction of sidewalks along 169 Street will impact the ability of owners to park additional vehicles in their driveways.

*(It should be noted that portions of the driveways which would be impacted by a new sidewalk are within the City road allowance.)*

- Staff note that there were no residents from 170 Street who attended the PIM and therefore any comments or concerns they may have with respect to a 61B Avenue cul-de-sac accessed from 170 Street have not been received by staff.

## DISCUSSION

- Subsequent to the Public Information Meeting, the applicant's proposed subdivision layout, which is recommended by staff, remains unchanged from that previously considered by Council.
- The proposed 20-lot subdivision layout consisting of a cul-de-sac accessed from 169 Street (Appendix II) is generally consistent with the cul-de-sac concept plan that was developed when the adjacent RF-12-zoned lands to the north were rezoned as part of Development Application No. 7902-0218-00, which was approved by Council on December 1, 2003 (Appendix III).

- Traffic volume, parking and pedestrian safety were the main concerns raised at the Public Hearing and Public Information Meeting (PIM), however realigning 61B Avenue to function as a cul-de-sac accessed from 170 Street would not resolve these issues.
- The concept plan presented to Council at the time the lands to the north developed also allowed for the RF lot proposed at that time (6183 – 170 Street) to subdivide with the subject site in the future, and therefore a "no-build" Restrictive Covenant was registered over the southern portion of the RF lot. The proposed subdivision layout for the subject site allows for 6183 - 170 Street to develop in accordance with the concept plan. Modifying the road concept would be contrary to the expectations of the owner of 6183 – 170 Street and of those owners who purchased homes along the northern portion of 61B Avenue and along 170 Street.
- Relocating access to the cul-de-sac to 170 Street (rather than 169 Street) and creating a dead end cul-de-sac at the western end of 61B Avenue would direct traffic onto 170 Street and create an intersection that was not part of the original development concept.
- The proposed subdivision layout also incorporates 18 standard-sized parking spaces within the expanded 169A Street cul-de-sac. Relocating access to the cul-de-sac to 170 Street would also decrease the number of achievable parking spaces in the proposed "bulb" parking.
- The existing road network can adequately service the traffic generated by the proposed 20-lot subdivision, consisting of 16 lots accessing 169 Street and 4 lots accessing 170 Street.
- Although strong opposition to the proposed layout was voiced at the PIM, the applicant has addressed the concerns raised regarding parking, secondary suites and pedestrian safety without varying the layout.

### *Parking*

- There are 6 existing on-street parking spaces on the northern portion of 61B Avenue. The required widening of 61B Avenue and the completion of the proposed cul-de-sac would create additional on-street parking opportunities on the eastern portion of 169 Street and the south side of 61B Avenue.
- The applicant has demonstrated the potential for an additional 18 standard-sized parking spaces in the proposed parking area within the enlarged 169A Street cul-de-sac bulb.
- In addition, there will be four (4) parking spaces on each lot, based on 2 in the garage and 2 in the driveway.
- It is not anticipated that the proposed development will exacerbate any existing parking issues.

### *Basements and Secondary Suites*

- Based on the proposed lot grading, basements cannot be achieved on any of the 20 proposed lots.
- There are no basements in the surrounding homes, and, although permitted by the Zoning By-law, there are no registered secondary suites in the area.

- Due to basements not being proposed, secondary suites are not anticipated in the 20 proposed new homes.

### *Pedestrian Safety*

- Currently there are no sidewalks on 169 Street between 61A Avenue and 61B Avenue, yet the neighbourhood residents advise that there is considerable pedestrian activity on 169 Street to and from the Cloverdale Athletic Park to the north.
- The applicant will be required to install a sidewalk along the east side of 169 Street between 61A Avenue and 61B Avenue.
- In addition, staff have requested that the applicant extend the sidewalk along the east side of 169 Street from 61A Avenue to 61 Avenue, which will provide a safe and continuous walking connection between Cloverdale Athletic Park and the existing sidewalks on 61 Avenue. The sidewalks will be constructed within the City road allowance and will not impact parking on private properties along 169 Street. These additional works will be funded by the City.

### CONCLUSION

- The applicant's proposed subdivision remains unchanged from that previously considered by Council. The proposed layout is generally consistent with the cul-de-sac concept plan developed when the lands to the north were rezoned as part of Development Application No. 7902-0218-00, which was approved by Council in 2003.
- Traffic volume, parking and pedestrian safety were the main concerns raised at the Public Hearing and Public Information Meeting (PIM), however realigning 61B Avenue to function as a cul-de-sac accessed from 170 Street would not resolve these issues. In addition, realignment of 61B Avenue would eliminate the development potential of 6183 – 170 Street and would be contrary to the expectations of owners on the northern portion 61B Avenue and those along 170 Street, who purchased their homes with the expectations that 61B Avenue would not daylight onto 170 Street.
- The applicant will be required to widen 169 Street and 61B Avenue to full standard, which will provide opportunities for on-street parking in addition to the 18 parking spaces proposed in the expanded 169A Street cul-de-sac bulb and the 4 parking spaces that will be provided on each of the proposed single family lots.
- The requested completion of the sidewalk along 169 Street will provide a safe and continuous walking connection between Cloverdale Athletic Park and the existing sidewalks on 61 Avenue.
- Secondary suites will be unlikely due to the lack of basements on the 20 proposed lots.
- Staff have worked with the applicant in proposing a layout that conforms to the concept plan developed when the single family lots to the immediate north were approved.



- Despite the concerns raised at the Public Hearing and the subsequent Public Information Meeting, City staff are in support of the proposed subdivision layout presented at the September 8, 2014 Public Hearing and therefore recommend that Council consider Third Reading of Rezoning By-law No. 18279.
- If, however, Council supports a layout with a new cul-de-sac accessed from 170 Street, it is recommended that Council refer the application back to staff and direct the applicant to consult the residents on 170 Street who would be impacted by the new cul-de-sac.

#### INFORMATION ATTACHED TO THIS REPORT

The following information is attached to this Report:

Appendix I.	Lot Owners, Action Summary and Project Data Sheet and Survey Plan
Appendix II.	Proposed Subdivision Layout
Appendix III.	Concept Plan for Development Application No. 7902-0218-00
Appendix IV.	Initial Planning Report, dated July 21, 2014 ( <i>with no attachments</i> )
Appendix V.	Additional Planning Comments Report, dated September 29, 2014 ( <i>with no attachments</i> )
Appendix VI.	Layout Alternatives presented at the November 6, 2014 Public Information Meeting

*original signed by Judith Robertson*

Jean Lamontagne  
General Manager  
Planning and Development

LM/da

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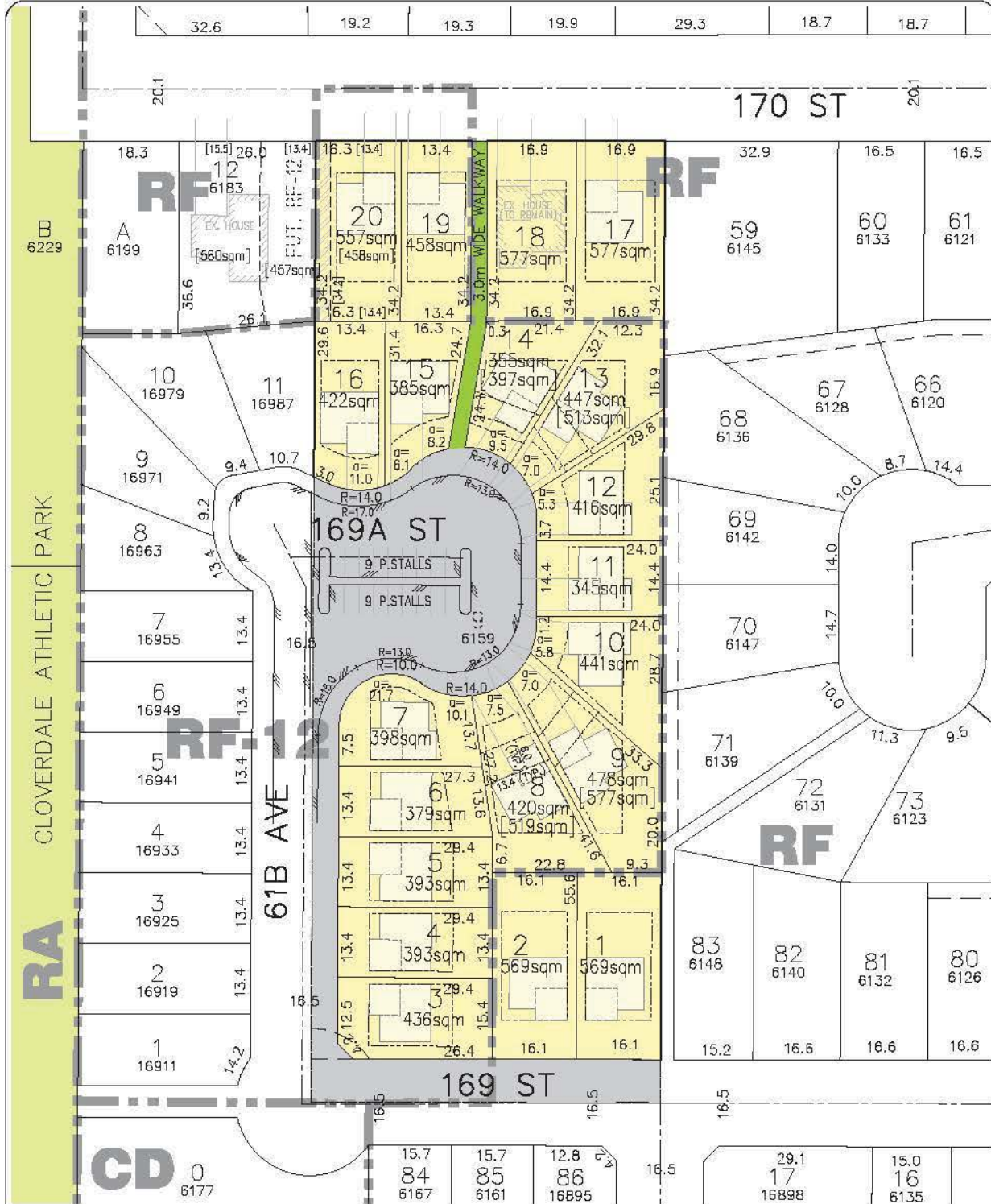
Planning & Development Department  
 14245 - 56 Avenue, Surrey,  
 British Columbia, Canada V3W 1K2  
 Tel. (604) 591-4441 Fax. (604) 591-2507

# PROPOSED SUBDIVISION LAYOUT

File No: 79 -0 -00  
 MAP #: 076  
 EXIST. ZONE: RS/RA/RF  
 PROP. ZONE: RF/RF-12



CIVIC ADDRESS: 6159 - 170 ST, SURREY, BC  
 LEGAL: LOT 9, SECTION 7, TOWNSHIP 7, N.W.D., PLAN 6872



**H.Y. ENGINEERING LTD.**  
 #200-8128-152nd. ST. Surrey, BC V3R 4E7 • TEL 604-583-1616  
 Website: www.hyengineering.com • FAX 604-583-1737

GROSS SITE AREA: 12,152sqm (3.00ac)  
 PARK DEDICATION: 608sqm (CASH-IN-LIEU)

NOTE: PROPOSED BUILDING FOOTPRINTS ARE SHOWN FOR ILLUSTRATIVE PURPOSES ONLY

NO-BUILD R/C FOR FUTURE SUBDIVISION OF 6183 - 170 ST.

NOTE: ALL EXISTING ONSITE STRUCTURES ARE TO BE REMOVED UNLESS NOTED OTHERWISE

H.Y.#:133873 | ALTERNATIVE#02C | DATE: 30 APR/14 | SCALE: 1:750

Please dimension lot frontages & areas, name existing roads and indicate north  
 Preferred scales: 1:500, 1:1000, 1:2500, 1:10,000 Metric  
 Larger format drawings may be attached as required

H.Y. ENG. No. E:\PROJECTS\133873\PLANNING\133873-ALT02C.DWG





# Cloverdale Community Association

Website: [www.cloverdalecommunity.org](http://www.cloverdalecommunity.org)

March 9, 2015

Leita Martin  
 City of Surrey  
 Planning and Development Department  
 13450-104 Avenue  
 Surrey BC V3T 1V8

**Re: 6159-170 Street / File: 7913-0284-00**

Dear Ms. Martin:

The Cloverdale Community Association (CCA) has received a revised preliminary notice for the above noted property address and project file.

The developer's agent contacted us to meet and discuss what our concerns were and how they could address them. After our meeting with the developer, we met with the local residents located across from the future development to hear what they had to say and brought their concerns to the Cloverdale Community Association so the members could discuss it further. At the end, we all agreed that the following items listed below would have to be addressed in order for the project to receive support from the Cloverdale Community Association and the local residents:

1. Sidewalks should be available on both sides of 61B Ave going all the way around in the cul-de-sac where possible connecting to 169 Street. This should also include the sidewalks which the City of Surrey has also requested the developer to install along 169 Street from 61 Avenue to 61B Avenue inclusive at the cost of the City as mentioned in the last planning report. **(AGREED TO BE DONE BY THE DEVELOPER)**
2. 61B Ave should be widened to accommodate sidewalks on both sides, Green Boulevard with trees and grass, double-sided parking and enough clearance to allow emergency vehicles to drive through. This should also include the additional 18 on-street parking stalls which the developer was going to provide in the middle of the cul-de-sac **(AGREED TO BE DONE BY THE DEVELOPER)**
3. Install one speed hump in front of 16911-61B Avenue and one speed hump in front of 6167-169 Street to address the residents' concerns with regards to speeding cars. The residents will not be submitting a petition since we are including their request in this letter. **(ALTERNATIVE PROPOSED BY THE CITY OF SURREY)**
4. We do not suggest connecting 61B Avenue traffic to 170 Street due to the fact that 170 Street is used for on-street parking by the park users and will reduce the number of on-street parking spots nor do we suggest putting concrete barriers to close off the 169 Street cul-de-sac as originally suggested by the residents. The residents have retracted this request after having further discussions with them. **(AGREED TO BE DONE BY THE DEVELOPER)**
5. To be proactive as we all should be, we would like to see a parking pad to deal with the possibility of secondary suites being built after the fact on the RF lots. Please create a separate parking pad (can be made using crushed gravel or pavers) along the side of the driveway or where ever possible. If the new homeowners aren't planning on putting in a



# Cloverdale Community Association

Website: [www.cloverdalecommunity.org](http://www.cloverdalecommunity.org)

secondary suite then the pad can be easily removed. There is no need to create a parking pad for the RF12 lots since no one will be able to build a side secondary suite due to the square footage requirements of the primary living area vs. the secondary suite area. **(AGREED TO BE DONE BY THE DEVELOPER)**

6. Driveways should be placed so maximum on-street parking can be achieved on 61B avenue and 169 Street. **(AGREED TO BE DONE BY THE DEVELOPER)**

7. All garage sizes regardless of the zoning should be 6.4m deep x 6.10m wide which is the standard now **(AGREED TO BE DONE BY THE DEVELOPER)**

8. We would also like to have a restrictive covenant placed on all the lots to ensure that the garage sizes, driveway locations, parking pads and their locations do not change or get skipped after the project receives final approval. **(AGREED TO BE DONE BY THE DEVELOPER)**

On February 2, 2015, the Cloverdale Community Association on the request of Ms. Theresa Rawle from HY Engineering met with city staff members Leita Martin, Jeff Pang and Ron Gill. Ms. Theresa Rawle advised everyone that the developer was able to address all the issues listed above and provided two revised layouts which are attached and label(**PDF Filenames: 133873-ALT04A LAYOUT and 133873-ALT04A PARKING**). The only issue which they could not resolve was item 3 as this would require City of Surrey's Engineering/Transportation dept. to address which Jeff Pang said he would look into to see if something could be done. On March 2, 2015, Jeff Pang sent the CCA a revised layout of the road infrastructure indicating how traffic calming would occur. This layout is also attached labeled (**PDF Filename: 133873-ALT04A PARKING-Traffic Calming**).

We trust the above information is satisfactory and as always, we expect our comments to be added in the planning report and project file for council to review. If any changes are being proposed outside of our agreement then please advise our association so we can review and provide our comments accordingly.

Thank you.

Sincerely,

Mike Bola  
President  
Cloverdale Community Association  
604-318-0381

Cc: Board of Directors



**SURREY**  
CITY OF PARKS

Planning & Development Department  
14245 - 56 Avenue, Surrey,  
British Columbia, Canada V3W 1K2  
Tel. (604) 591-4441 Fax. (604) 591-2507

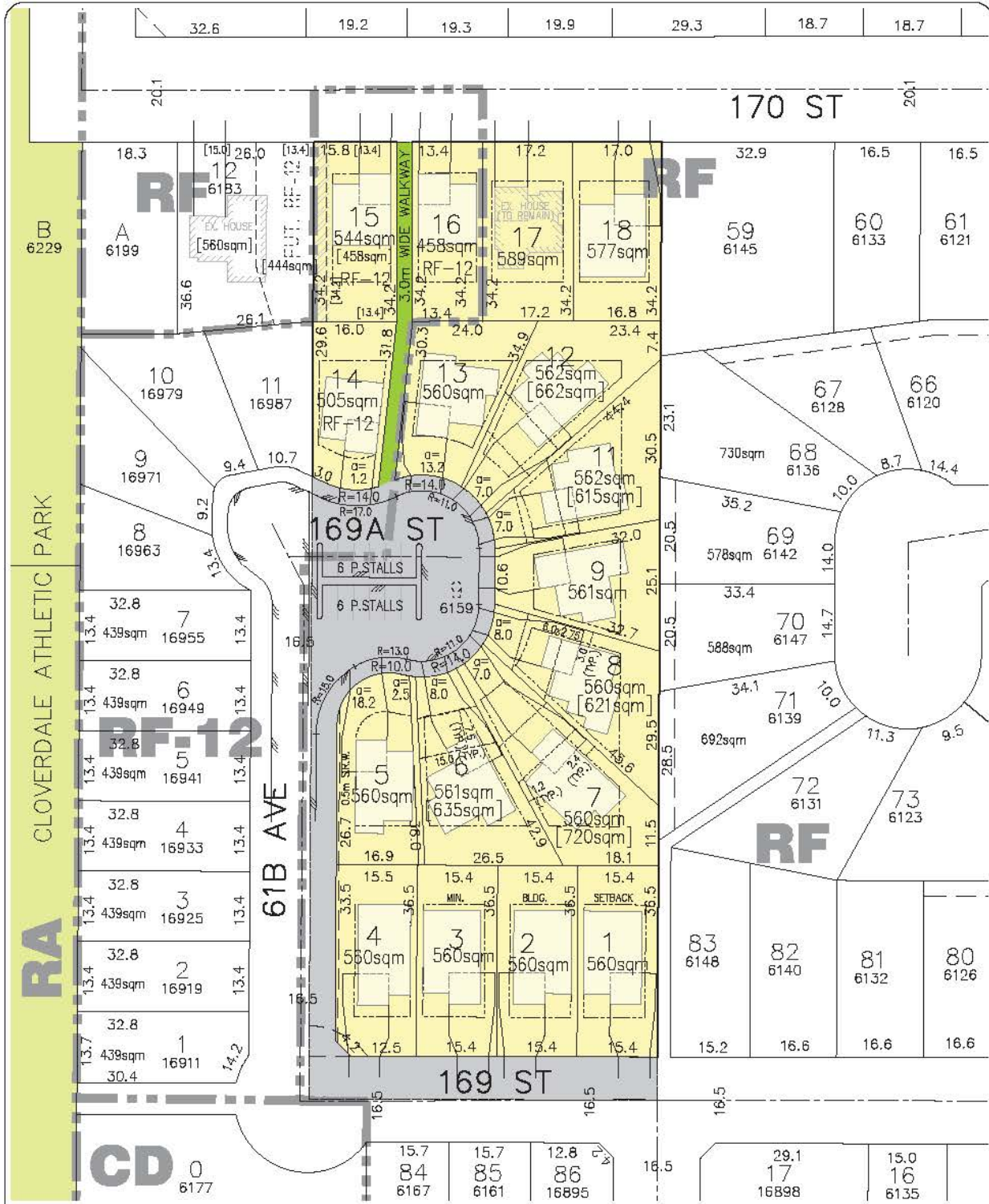
# PROPOSED SUBDIVISION LAYOUT

133873-ALTO4A LAYOUT

File No: 79 -0 -00  
MAP #: 076  
EXIST. ZONE: RS/RA/RF  
PROP. ZONE: RF/RF-12



CIVIC ADDRESS: 6159 - 170 ST, SURREY, BC  
LEGAL: LOT 9, SECTION 7, TOWNSHIP 7, N.W.D., PLAN 6872



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 Website: www.hyengineering.com • FAX 604-583-1737

GROSS SITE AREA: 12,152sqm (3.00ac)  
 PARK DEDICATION: 608sqm (CASH-IN-LIEU)  
 NO-BUILD R/C FOR FUTURE SUBDIVISION OF 6183 - 170 ST.  
 ALL PARKING STALLS WITHIN THE ISLAND ARE 6.5m x 3.0m

NOTE: PROPOSED BUILDING FOOTPRINTS ARE SHOWN FOR ILLUSTRATIVE PURPOSES ONLY  
 NOTE: ALL EXISTING ONSITE STRUCTURES ARE TO BE REMOVED UNLESS NOTED OTHERWISE

H.Y.#:133873 | ALTERNATIVE#04A | DATE: 04 FEB/15 | SCALE: 1:750

Please dimension lot frontages & areas, name existing roads and indicate north  
 Preferred scales: 1:500, 1:1000, 1:2500, 1:10,000 Metric  
 Larger format drawings may be attached as required

H.Y. ENG. No. E:\PROJECTS\133873\PLANNING\133873-ALTO4A.DWG



Planning & Development Department  
 14245 - 56 Avenue, Surrey,  
 British Columbia, Canada V3W 1K2  
 Tel. (604) 591-4441 Fax. (604) 591-2507

# PROPOSED SUBDIVISION LAYOUT

133873-ALTo4A PARKING

## PARKING

File No: 79 -0 -00  
 MAP #: 076  
 EXIST. ZONE: RS/RA/RF  
 PROP. ZONE: RF/RF-12



CIVIC ADDRESS: 6159 - 170 ST, SURREY, BC  
 LEGAL: LOT 9, SECTION 7, TOWNSHIP 7, N.W.D., PLAN 6872



**HY. ENGINEERING LTD.**  
 #200-912B-152nd. ST. Surrey, BC V3R 4E7 • TEL 604-583-1816  
 #WebSite: www.hyengineering.com #FAX 604-583-1737

GROSS SITE AREA: 12,152sqm (3.00ac)  
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SURREY  
CITY OF PARKS

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14245 - 56 Avenue, Surrey,  
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Tel. (604) 591-4441 Fax. (604) 591-2507

# PROPOSED SUBDIVISION LAYOUT

## PARKING

133873-ALTo4A PARKING-  
Traffic Calming

File No: 79 -0 -00  
MAP #: 076  
EXIST. ZONE: RS/RA/RF  
PROP. ZONE: RF/RF-12



CIVIC ADDRESS: 6159 - 170 ST, SURREY, BC  
LEGAL: LOT 9, SECTION 7, TOWNSHIP 7, N.W.D., PLAN 6872



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H.Y.#:133873 | ALTERNATIVE#04A | DATE: 16 FEB/15 | SCALE: 1:750

Please dimension lot frontages & areas, name existing roads and indicate north  
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 Larger format drawings may be attached as required

H.Y. ENG. No. E:\PROJECTS\133873\PLANNING\133873-ALTO4A.DWG