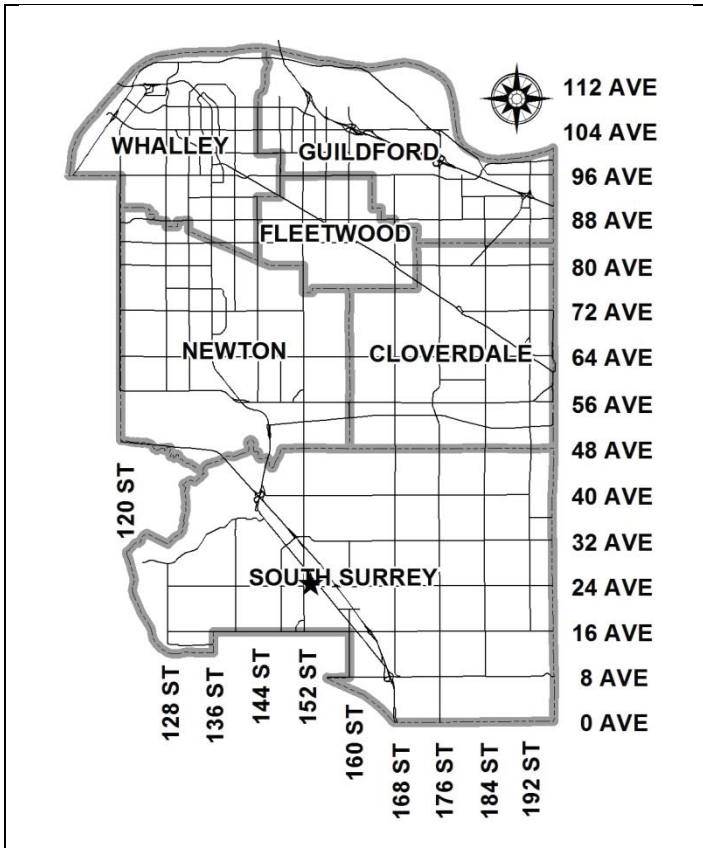


City of Surrey
PLANNING & DEVELOPMENT REPORT

File: 7916-0286-00

Planning Report Date: October 23, 2017



PROPOSAL:

- **Rezoning** from RF to CD (based on RM-70)
- **Development Permit**

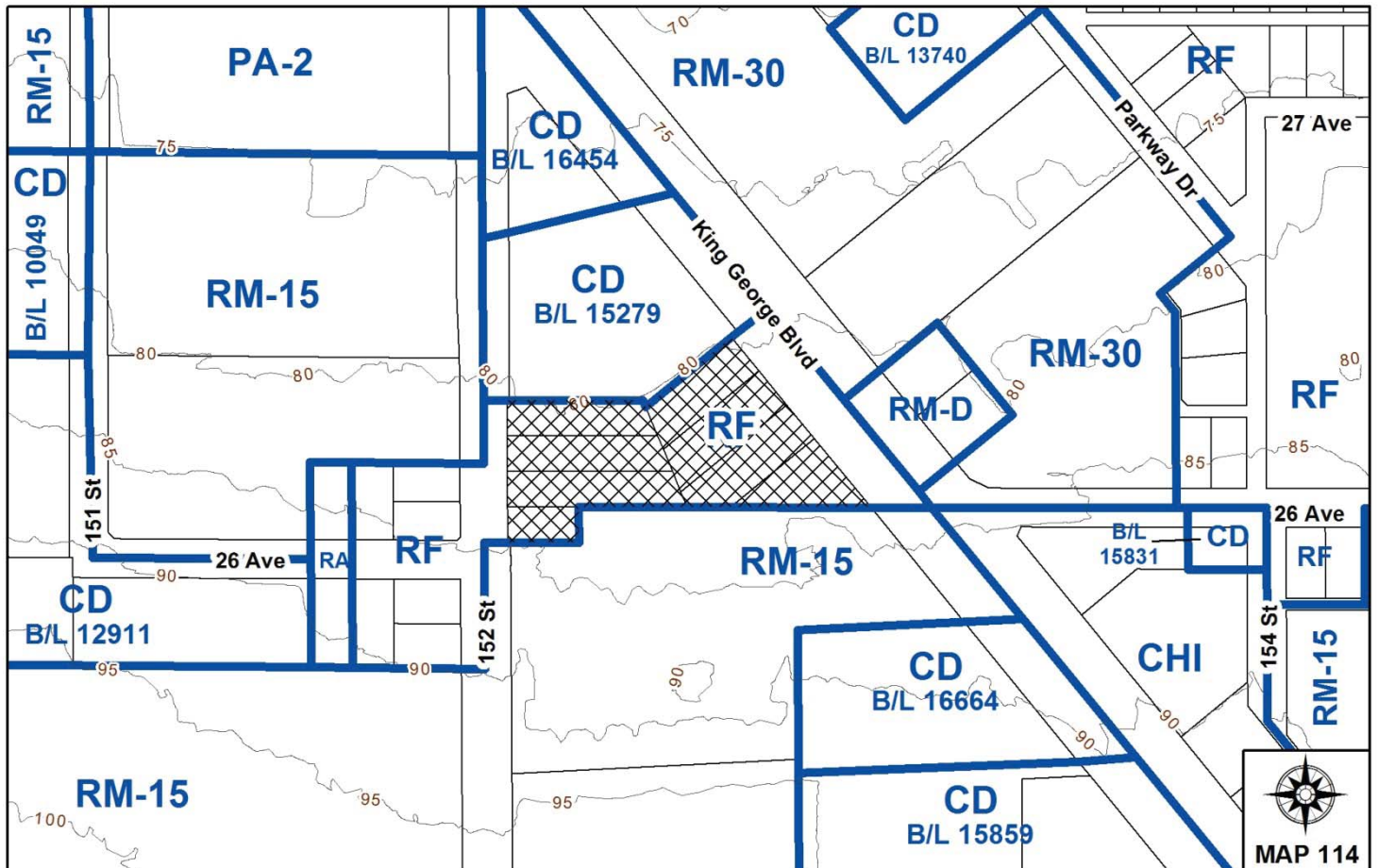
to permit the development of two 4-storey apartment buildings containing 132 residential units.

LOCATION: 2619, 2641, 2645 and 2649 - King George Boulevard
 2594, 2608, 2614 and 2622 - 152 Street

ZONING: RF

OCP DESIGNATION: Multiple Residential

LAP DESIGNATION: Apartment (45 upa)



RECOMMENDATION SUMMARY

- By-law Introduction and set date for Public Hearing for rezoning.
- Approval to draft Development Permit.

DEVIATION FROM PLANS, POLICIES OR REGULATIONS

- The applicant proposes to amend the King George Highway Corridor Land Use Plan (1995) to redesignate the subject site from "Apartments (45 upa)" to "Apartments (1.5 FAR)".

RATIONALE OF RECOMMENDATION

- Complies with OCP Designation.
- The proposal is consistent with the intent of the King George Highway Corridor Land Use/Development Concept Plan (1995), which envisioned higher intensity residential development in the form of apartments and/or garden apartments, at this location. The land use designation for the subject site was developed 22 years ago as part of the King George Plan in 1995. Over the past 22 years, the development trend and market affordability has moved away from a lower density / larger unit size apartment housing product toward a smaller size unit type of multi-family development. The proposed development responds to today's market while achieving the intent of the King George Land Use Plan.
- The subject site is located on a Frequent Transit Network corridor, where future Bus Rapid Transit is planned along this section of King George Boulevard in the last phase of the Mayors' 10 Year Plan (2022-2026). The site is therefore an appropriate location for higher densities to support the existing frequent transit and future rapid transit.
- The proposed development will help to increase and diversify housing choice in the neighbourhood.

RECOMMENDATION

The Planning & Development Department recommends that:

1. a By-law be introduced to rezone the subject site from "Single Family Residential Zone (RF)" to "Comprehensive Development Zone (CD)" and a date be set for Public Hearing.
2. Council authorize staff to draft Development Permit No. 7916-0286-00 generally in accordance with the attached drawings (Appendix II).
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) submission of a landscaping plan and landscaping cost estimate to the specifications and satisfaction of the Planning and Development Department;
 - (e) resolution of all urban design issues to the satisfaction of the Planning and Development Department;
 - (f) the applicant address the concern that the development will place additional pressure on existing park facilities to the satisfaction of the General Manager, Parks, Recreation and Culture;
 - (g) demolition of existing buildings and structures to the satisfaction of the Planning and Development Department;
 - (h) submission of an acoustical report for the units adjacent to 152 Street and King George Boulevard and registration of a Section 219 Restrictive Covenant to ensure implementation of noise mitigation measures;
 - (i) registration of a Section 219 Restrictive Covenant to adequately address the City's needs with respect to public art, to the satisfaction of the General Manager Parks, Recreation and Culture; and
 - (j) the applicant satisfy the deficiency in tree replacement on the site, to the satisfaction of the Planning and Development Department.
4. Council pass a resolution to amend King George Highway Corridor Land Use Plan to redesignate the land from "Apartments (45 upa)" to "Apartments (1.5 FAR)" when the project is considered for final adoption.

REFERRALS

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

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

7 Elementary students at Jessie Lee Elementary School
4 Secondary students at Earl Marriott 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 September 2020.

Parks, Recreation & Culture: Parks Planning is concerned about the pressure this proposal will place on existing amenities in the surrounding neighbourhood. The applicant has agreed to provide a Parks, Recreation & Culture amenity contribution of \$300 per unit for a total amenity contribution of \$39,900, which satisfies Parks concerns with this project.

Surrey Fire Department: No concerns.

SITE CHARACTERISTICS

Existing Land Use: Eight (8) single family lots, of which two (2) have single family dwellings and six (6) are vacant.

Adjacent Area:

Direction	Existing Use	OCP/NCP Designation	Existing Zone
North:	Commercial development	Commercial/Commercial	CD By-law No. 15279
East (Across King George Blvd):	Townhouses and Duplexes	Multiple Residential/Garden Apartments (30 upa)	RM-30 and RM-D
South:	Townhouses	Urban/Apartments (45 upa)	RM-15
West (Across 152 Street):	Townhouses and Single Family Homes	Urban/Townhouse (15 upa)	RM-15 and RF

JUSTIFICATION FOR PLAN AMENDMENT

- The subject site is designated "Apartments (45 upa)" in the King George Highway Corridor Land Use Plan (1995). The applicant proposes to amend the King George Plan to "Apartments (1.5 FAR)" in order to construct two (2) four-storey apartment condominium buildings with 132 residential units.
- The proposal is consistent with the intent of the King George Highway Corridor Land Use/Development Concept Plan (1995), which envisioned higher intensity residential development in the form of apartments and/or garden apartments, at this location. The land use designation for the subject site was developed 22 years ago as part of the King George Plan in 1995. Over the past 22 years, the development trend and market affordability has moved away from a lower density / larger unit size apartment housing product toward a smaller size unit type of multi-family development. The proposed development responds to today's market while achieving the intent of the King George Land Use Plan.
- The subject proposal is consistent with the general intent of the King George Land Use Plan, and reflective of the current context. The subject site is located on a frequent transit corridor, for which the City plans on achieving Bus Rapid Transit in the future. The proposal is aligned with the goal of encouraging higher densities along transit corridors, while also being sensitive to the existing neighbourhood context.

DEVELOPMENT CONSIDERATIONS

Background

- The subject 1.07 hectare (2.66 acre) site is comprised of eight (8) properties located within the King George Highway Corridor Land Use Plan area. The site is designated "Multiple Residential" in the OCP and "Apartments (45 upa)" in the King George Highway Corridor Plan. The site is currently zoned "Single Family Residential (RF)".
- The subject site is located between 152 Street and King George Boulevard. A commercial development exists to the north of the subject site, and a townhouse development (Woodgrove) to the south.
- When the King George Highway Corridor Plan was approved in 1995, the commercial site to the north and a portion of the Woodgrove townhouse site to the south were also designated "Apartments (45 upa)". The King George Plan was amended to allow a commercial development on the northern site under Development Application No. 7903-0099-00, and to allow a lower-density townhouse site on the southern site (Woodgrove) under Development Application No. 7997-0113-00.

Proposal

- The applicant is proposing:
 - to amend the King George Highway Corridor Land Use Plan designation from "Apartments (45 upa)" to "Apartments (1.5 FAR)";

- to rezone the site from "Single Family Residential Zone (RF)" to "Comprehensive Development Zone (CD)" (based on "Multiple Residential 70 Zone (RM-70)"); and
 - a Form and Character Development Permit to allow the development of two four-storey apartment buildings containing 132 residential units.
- A subdivision is also required for the consolidation of the eight (8) parcels into one (1) parcel.

Proposed CD Zone

- The proposed CD By-law (Appendix VII) is between the RM-45 and RM-70 Zones, as illustrated in the table below. The proposed FAR of 1.5 is consistent with the RM-70 Zone. The proposed lot coverage and building height are comparable with the RM-45 Zone. Reduced setbacks are proposed.

	RM-45 Zone	RM-70 Zone	Proposed CD Zone (Based on RM-70)
Density (unit density and FAR)	45 units per acre 1.3 FAR	No unit density specified 1.5 FAR	No unit density specified 1.5 FAR
Lot Coverage	45%	33%	45%
Setbacks	7.5 m (25 ft.)	7.5 m (25 ft.)	North 2.1 m (7 ft.) East 5.5 m (18 ft.) & 3.0 m (10 ft.) South 3.65 m (12 ft.) West 6.2 m (20 ft.)
Building Height	15 metres (50 ft.)	50 metres (164 ft.)	15 metres (50 ft.)

- The proposed minimum setbacks, as illustrated on the Site Plan attached in Appendix II, are reflective of the site context and areas for tree preservation. The applicant is proposing a high level of tree preservation on-site, including the retention of a number of trees in the outdoor amenity area, along the south property line, and along King George Boulevard.
 - Reduced setbacks on King George Boulevard and 152 Street create a more urban, pedestrian-oriented environment along these street frontages;
 - The reduced 2.1 metre (7 ft.) setback along the north property line pertains to one point only, where the north property line jogs into the subject site. This setback is measured to the edge of decks. The setback to the building face at this location is approximately 4.5 metres (15 ft.). The majority of the two (2) buildings are setback at least 5.5 metres (18 ft.) from the north property line, and does not negatively impact the commercial development to the north of the site;
 - On the south side, the majority of the building greatly exceeds the typically required 7.5 metre (25 ft.) setback. Proposed Building A is set back a minimum of 10.25 metres (34 ft.) from the south property line. The majority of Building B is separated from the townhouse development to the south of the subject site by the large outdoor amenity area, which includes a high amount of tree preservation; and

- The portion of the proposed development where reduced setbacks are proposed adjacent to the townhouse development (Woodgrove) to the south are at the southwest corner of the site, adjacent to Woodgrove's main entrance on 152 Street and existing statutory right-of-way area. Because the proposed building is adjacent to the existing statutory right-of-way area at this location, the building separation will be over 22 metres (72 ft.) to the south and 10 metres (33 ft.) to the east.

TREES

- Aelicia Otto, ISA Certified Arborist of M2 Landscape Architecture prepared an Arborist Assessment for the subject property. The table below provides a summary of the tree retention and removal by tree species:

Table 1: Summary of Tree Preservation by Tree Species:

Tree Species	Existing	Remove	Retain
Alder and Cottonwood Trees			
Alder	11	11	0
Cottonwood	4	4	0
Deciduous Trees (excluding Alder and Cottonwood Trees)			
Paper Birch	3	2	1
Weeping Willow	1	1	0
Oak	1	1	0
Lombardy Poplar	1	1	0
Big Leaf Maple	1	1	0
Norway Maple	1	0	1
Coniferous Trees			
Excelsa Cedar	1	1	0
Deodar Cedar	1	1	0
Western Red Cedar	2	2	0
Douglas Fir	50	23	27
Lawson's Cypress	1	0	1
White Spruce	3	3	0
Norway Spruce	1	1	0
Total (excluding Alder and Cottonwood Trees)	67	37	30
Total Replacement Trees Proposed (excluding Boulevard Street Trees)		157	
Total Retained and Replacement Trees		187	

- The Arborist Assessment states that there are a total of 67 protected trees on the site, excluding Alder and Cottonwood trees. 15 existing trees, approximately 18% of the total trees on the site, are Alder and Cottonwood trees. It was determined that 30 trees, or 45% excluding Alder and Cottonwood 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 89 replacement trees on the site. The applicant is proposing 157 replacement trees, which significantly exceeds the City requirement.
- There are four (4) heritage oak trees within the King George Boulevard road allowance fronting the subject site. These trees will be retained.
- The new trees on the site will consist of a variety of trees including Vine Maple, Japanese Maple, Maple Autumn Blaze, Golden Fastigate Beech, Saucer Magnolia, and Douglas Fir.
- In summary, a total of 187 trees are proposed to be retained or replaced on the site.

DESIGN PROPOSAL AND REVIEW

Building Design

- The applicant proposes to construct two four-storey apartment condominium buildings with a total of 132 residential dwelling units with two levels of underground parking. One building (Building A) fronts onto King George Boulevard and the other (Building B) fronts onto 152 Street (Appendix II).
- The proposal includes 31 one-bedroom units and 101 two-bedroom units.
- Building siting and massing was determined with the objective of retaining three main significant stands of trees within the site. The preservation of the existing tree stands in the centre of the site, south of the buildings, also allows for a sensitive interface between the proposed development and the existing townhouse development to the south of the subject site.
- The proposal sensitively addresses the approximate 4 metre (13 ft.) grade change across the site. Floor elevations are set to match the average grade across both property frontages. A series of stepped retaining walls at the north side of the property allow for a grade transition from the patios off the main floor to the finished grade at the property line.
- Both buildings have been articulated to break the long elevations into separate masses. Unit decks have been boxed out to create an expression repeated throughout the proposal.
- Each building has a lobby, and each has been treated as a unique element to clearly express each building's main entry.
- Building materials have been selected to complement the urban aesthetic of the design. Durable finish materials include cementitious cladding panels with aluminum reveals, horizontally applied cementitious cladding with a grain appearance, corrugated metal cladding and metal guardrails with glass infill panels for the decks.

- Colours have been selected to provide visual interest and a dynamic presence along 152 Street and King George Boulevard.

Access, Parking and Circulation

- Vehicular access to the site is proposed via a right-in-right-out access on 152 Street, and via the existing access statutory right-of-way through the Woodgrove townhouse site to the south, for access to King George Boulevard.
- The applicant had the option to secure a full movement access via the 152 Street statutory right-of-way through the neighbouring townhouse development, Woodgrove. However, after consultation with the Woodgrove strata, the applicant decided against this option and has elected to access 152 Street independently but is limited to right-in/right-out only. The Engineering Department supports the independent access as it meets the driveway spacing requirements.
- The two vehicular access points both lead to parking below grade. Continuous circulation allows vehicles to exit to either King George Boulevard or 152 Street.
- Pedestrian access from the street is provided to each building entry lobby. A pathway system has been further developed across the site giving residents access to the centrally located outdoor amenity space.
- The applicant is proposing to provide 226 vehicle parking spaces and 172 bicycle parking spaces, which both exceeds the By-law requirement.

Indoor and Outdoor Amenity

- The Zoning By-law requires 396 square metres (4,263 sq. ft.) of indoor amenity area and outdoor amenity area be provided for this project, based on a requirement of 3 square metres (32 sq. ft.) per dwelling unit.
- The applicant is proposing an indoor amenity space in each building, with a total indoor amenity area of 461 square metres (4,962 sq. ft.), which exceeds the By-law requirement. The Building A indoor amenity space is located at grade and opens out to an outdoor patio area with seating, which is connected to the large outdoor amenity space. The Building B indoor amenity space includes a lounge area, fitness area, and craft/workshop.
- The applicant is proposing to provide 661 square metres (7,123 sq. ft.) of outdoor amenity space, which also exceeds the By-law requirement. The outdoor amenity area is centrally located and includes both active and passive areas. It has been designed as the focal point for outdoor gathering, walking and play.

PRE-NOTIFICATION

Pre-notification letters were mailed out on September 14, 2016. Fifteen (15) responses were received. The respondents indicated the following concerns:

- The Strata Manager and residents of the adjacent Woodgrove townhouse complex to the south expressed opposition to the use of the access statutory right-of-way over their driveway entrance on 152 Street.

The applicant is not proposing to utilize the existing statutory right-of-way for access onto 152 Street.

- Eight (8) respondents indicated concern regarding the proposed four-storey apartment use. A preference for townhouses was conveyed. Three (3) of these respondents also expressed concern regarding the proposed four-storey form and the impact to their privacy.

The subject site is designated "Apartments (45 upa)" in the King George Highway Corridor Land Use/Development Concept Plan (1995). While the applicant is requesting a density higher than what the Plan calls for, the proposal is generally consistent with this land use designation. It is also supportable given the site's location on a current frequent transit route and a planned future bus rapid transit route.

- Ten (10) respondents expressed concern regarding increased traffic on King George Boulevard and 152 Street, which are already busy streets that have become much busier in recent years.

The proposed density is supportable at this location given its location on a current frequent transit route and a planned future bus rapid transit route, and given its proximity to the existing commercial node at 24 Avenue and King George Boulevard.

- One (1) respondent requested a pedestrian controlled signal at 26 Avenue and 152 Street to provide safe street crossing.

A pedestrian signal is currently under construction, and is anticipated to be completed by late Fall of 2017.

- One (1) respondent requested that the development have its own access from King George Boulevard instead of utilizing the existing statutory right-of-way through the Woodgrove townhouse site.

In 1996, the City commissioned a study to review land use and access along King George Boulevard in South Surrey. This study identified the need for a frontage road to serve the properties along this section of King George Boulevard by providing full movement access at 26 Avenue and King George Boulevard. When the Woodgrove site developed, the developer provided a statutory right-of-way to facilitate this future joint access/frontage road. The subject proposal conforms to the original plan, which was established in 1996, and enables safe, full movement access to King George Boulevard from the signalized intersection at 26 Avenue.

- One (1) respondent expressed concern regarding the pressure the proposal would put on schools in the area.

The subject site is located in the Jessie Lee Elementary School and Earl Marriott Secondary School catchment areas. Jessie Lee Elementary currently has some capacity to accommodate enrollment growth, however as of September 2017, enrollment has significantly increased over what was projected in 2016, and could be at capacity as early as 2020. Earl Marriott Secondary is under extreme enrolment pressure; however, the School District has capital project approval for a new 1,500 student secondary school in the Grandview area (likely opening 2020) that will help relieve enrolment pressure.

- Two (2) respondents expressed concern regarding the maintenance of the statutory right-of-way through the Woodgrove site, which provides access to the proposed development. This access is used by Woodgrove as emergency access only; therefore the Woodgrove strata expressed concern about their responsibility to maintain the area when they are not the primary users of it.

Staff have reviewed the statutory right-of-way agreement with Legal Services and have determined that the City is responsible for the maintenance of the right-of-way area providing access from King George Boulevard.

- One (1) respondent asked for clarification on the housing tenure proposed and indicated concern regarding a rental housing proposal.

Staff clarified to the respondent that the proposal is for stratified condominium units, not for rental housing.

- Two (2) respondents indicated that the buses that serve the area are already at capacity and that they would like to see increased transit in the area.

This section of the King George Boulevard corridor (south of Highway 99) is currently served by a number of bus routes; the 321 Surrey Central Station/White Rock Centre, the 352 Crescent Beach/Bridgeport, 354 White Rock/Bridgeport Station, and the 394 King George Station/White Rock Centre. Both the 321 and 351 are on the Frequent Transit Network (services that operate every 15 minutes or better seven days a week from early morning into the evening), with the 351 service operating every 10-12 minutes during peak periods.

In September 2017, the 351 service was improved during peak periods with one additional trip per hour during the morning and afternoon peaks. This improvement is also planned for the 321 service in 2018.

As part of the last phase of the Mayors' 10 Year Plan (2022 to 2026), B-Line service (the 96 B-Line) is planned to be extended from the Newton Exchange to White Rock Centre along King George Boulevard. This additional service will further improve the bus services along this section of King George Boulevard.

- One (1) respondent requested a traffic light at the intersection of 152 Street and 26 Avenue.

Staff is currently evaluating a fully signalized intersection due to U-turns concerns raised by adjacent property owners. Additional lands are required to facilitate the full signal and negotiations are underway with the Woodgrove strata. Should the land acquisition be unsuccessful, other traffic control options, including restricting the strata's access to right-in/right-out, will be considered.

Public Information Meeting (November 22, 2016)

- A Public Information Meeting (PIM) was conducted on November 22, 2016 to obtain input from adjacent residents with regard to the proposed townhouse development. The applicant estimated that 33 residents attended the meeting and 18 residents provided feedback in the form of comment sheets. Of these, nine (9) attendees indicated support for the proposal, five (5) indicated non-support, and four (4) provided both support and non-support for the proposal.
- Supportive respondents indicated an appreciation for the proposed tree preservation and landscape scheme, and the placement of buildings. Respondents were also supportive of the decision to not use the statutory right-of-way over the Woodgrove site on 152 Street.
- PIM respondents raised the following concerns regarding the proposal:
 - illegal U-turning on 152 Street;
 - responsibility for the maintenance of the access right-of-way on King George Boulevard;
 - public transit improvements are needed to help alleviate traffic congestion from increased density;
 - increased density and traffic;
 - the use of the access statutory right-of-way on King George Boulevard;
 - increased noise; and
 - building height.

These items are discussed in the previous section, on pre-notification.

Discussions with the Woodgrove Strata

- Staff and the applicant have worked with the Woodgrove Strata to resolve their concerns regarding access and circulation. When the Woodgrove townhouse site to the south was developed, two (2) statutory rights-of-way were registered, one on 152 Street and one on King George Boulevard, to facilitate future access to adjacent properties to the north and south of the Woodgrove site. It should be noted that Woodgrove only uses its 152 Street access; the King George Boulevard access is for emergency vehicles only.
- In early 2016, at the pre-application stage of the project, staff met with the applicant to review the proposal. One of the key issues at the time was access, and the utilization of the Statutory Right of Way (LMP37224), providing access on 152 Street through the Woodgrove Strata site. Staff requested that the applicant consult with the Woodgrove Strata on this issue.

- In April 2016, the applicant met with a Woodgrove Strata Council member to discuss two proposals prepared by their architect, providing design options for vehicular access to the proposed development. The Strata Council member expressed concern and opposition to the design option utilizing the existing 152 Street SRW.
- In consideration of the opposition and concerns raised by Woodgrove at the pre-application stage, staff worked with the applicant on a proposal which provides for a separate, right-in/right-out access to 152 Street.
- Another key on-going concern raised by area residents is U-turning on 152 Street at the entrance to the Woodgrove complex. Many residents indicated that numerous vehicles heading south on 152 Street are illegally U-turning at their driveway entrance in order to access the commercial development to the north of the subject site, which has right-in/right-out access only on 152 Street.
- In order to work toward resolving Woodgrove's concerns, City staff, the applicant, and the applicant's architect met with members of the Woodgrove Strata on their site on March 17, 2017. Woodgrove made several requests, as follows:
 - The existing statutory right-of-way, permitting access through the Woodgrove site to the subject site from 152 Street, be discharged;
 - A letter from the City indicating that the City is responsible for the maintenance of the SRW through their site providing access to King George Boulevard. In response, staff have confirmed in writing that the City is responsible for the maintenance of the SRW area on King George Boulevard; and
 - That the proposed development be permitted left turning movements on 152 Street, instead of right-in and right-out access only.

King George Boulevard Access and Statutory Right of Way

- The Woodgrove Strata requested that the existing access road and statutory right-of-way area on King George Boulevard be relocated further east, so that some additional landscaping could be planted adjacent to the end townhouse units, which are very close to the existing statutory right-of-way / frontage road area.
- Moving the statutory right-of-way area would require the removal of trees and vegetation on the east side of the frontage road. This vegetation provides buffering to King George Boulevard, which is a busy arterial road. Further, it would benefit only one (1) townhouse unit.
- The Woodgrove site was planned, designed, constructed and sold with the frontage road plan in place in its current location, and the statutory right-of-way for the frontage road is registered on the title of the Woodgrove property. Consequently, staff are of the view that the developer of the subject site should not be burdened with the cost of relocating the frontage road / right-of-way area.

152 Street Access, Statutory Right of Way, and U-Turning Issue

- On April 21, 2017, staff had a conference call follow-up meeting with representatives from Woodgrove. Transportation Engineering staff indicated at the meeting that they had reviewed the request for the proposed development to be permitted to have left turning movements on 152 Street, instead of right-in/right-out access only, and that this would not be permitted. 152 Street is a busy arterial road, and left turning movements are limited along arterial roads. Furthermore, the original intention of the SRW was to provide for left turning movements for both the Woodgrove site and the subject site. Given the context, staff did agree to allow for the subject development site to have its own right-in/right-out access on 152 Street. The subject site has full movement access onto King George Boulevard.
- As a result of Woodgrove's concerns regarding illegal U-turning, the Engineering Department reviewed the intersection and found evidence of the U-turning movements. As such, Engineering staff can support a fully signalized intersection that will provide broader benefits to the road network, will permit the U-turn movement in a safer manner, and will address concerns raised by the residents at Woodgrove.
- Transportation Engineering staff engaged the developer regarding providing funding to upgrade the intersection from a pedestrian signal to a full signalized intersection. The developer has agreed to fund this upgrade.
- Staff has had continuing dialogue with the Woodgrove Strata through conference calls, meetings, and letters, regarding the land acquisition to facilitate the signalized intersection at 26 Avenue and 152 Street. A detailed chronology of discussions with the Woodgrove Strata is documented in Appendix VIII.
- The following options were developed as a result of the discussions between staff and the Woodgrove Strata:
 - Option 1:** Discharge and replace the existing SRW and allow for a full U-turn movement to occur at a signalized intersection. In this scenario, legally permitted U-turns would be able to occur completely within the road (City property) for drivers traveling southbound on 152 Street. A SRW area of approximately 70 square metres (753 sq. ft.) would be required in order to permit the sidewalk to be relocated further east, in order to allow for a third lane to be created along 152 Street Northbound.
 - Option 2:** Remove the left-turn lane southbound on 152 Street into the Woodgrove site, to eliminate any potential U-turn movements. As a result of the removal, Woodgrove would be restricted to right-in/right-out movements only.
 - Option 3:** As a last resort, the City would propose to expropriate the 70 square metre (753 sq. ft.) piece of land required for the crosswalk, which would allow for the implementation of full movements and signals at the intersection as detailed in Option 1.
- In order to decide between the above options, Woodgrove's legal counsel has indicated that Woodgrove will hold a Special General Meeting (SGM) to make a decision on which of the three (3) options the Strata will pursue.

- On October 5, 2017, Woodgrove's legal counsel confirmed their SGM will be held on November 1, 2017. City staff will attend to answer any questions regarding the three (3) options that Strata members may have.
- The applicant has been waiting for resolution on this issue for many months and has come to a point where they cannot wait any longer. They have requested to proceed to Council for consideration without resolution on this issue. However, they have agreed to contribute to either the cost of constructing a full movement signalized intersection which would permit legal U-turning, or the removal of the left-turn lane southbound which would restrict access.

SUSTAINABLE DEVELOPMENT CHECKLIST

The applicant prepared and submitted a sustainable development checklist for the subject site on June 6, 2016. The table below summarizes the applicable development features of the proposal based on the seven (7) criteria listed in the Surrey Sustainable Development Checklist.

Sustainability Criteria	Sustainable Development Features Summary
1. Site Context & Location (A1-A2)	<ul style="list-style-type: none"> • The site is within the King George Highway Corridor Land Use Plan area.
2. Density & Diversity (B1-B7)	<ul style="list-style-type: none"> • The proposal includes 101 2-bedroom units and 31 1-bedroom units.
3. Ecology & Stewardship (C1-C4)	<ul style="list-style-type: none"> • Absorbent soils greater than 30 cm (1 ft.) in depth, natural landscaping and a green roof area over the underground parking slab are proposed. • Recycling and organic waste pick-up will be made available.
4. Sustainable Transport & Mobility (D1-D2)	<ul style="list-style-type: none"> • Electric vehicle charging stations and secure bicycle parking will be provided.
5. Accessibility & Safety (E1-E3)	<ul style="list-style-type: none"> • The design incorporates CPTED design principles by clearly defining the public and private realm at 152 Street and King George Boulevard through planting and retaining, providing clear and unobstructed views into and out of the site, and providing sufficient nighttime lighting. • Outdoor and indoor amenity spaces are provided, including playground space for children.
6. Green Certification (F1)	<ul style="list-style-type: none"> • N/A
7. Education & Awareness (G1-G4)	<ul style="list-style-type: none"> • Pre-notification to area residents occurred, in the form of a development proposal sign being erected on the property and pre-notification letters being mailed out. • The applicant held a Public Information Meeting on November 22, 2016.

ADVISORY DESIGN PANEL

- This application was referred to the Advisory Design Panel (ADP) on September 22, 2016 and November 4, 2016 (Appendix VI). The second ADP submission as an electronic review with written responses provided by the ADP panel members.
- The ADP noted that the revised submission, which was reviewed electronically in November 2016, had responded to the ADP comments from September 2016 in a positive way and that the proposal improved significantly. Some minor revisions were suggested and the applicant has revised the proposal accordingly.

INFORMATION ATTACHED TO THIS REPORT

The following information is attached to this Report:

Appendix I.	Lot Owners and Action Summary (Confidential) and Project Data Sheets
Appendix II.	Site Plan, Building Elevations, Landscape Plans and Perspective
Appendix III.	Engineering Summary
Appendix IV.	School District Comments
Appendix V.	Summary of Tree Survey and Tree Preservation
Appendix VI.	ADP Comments and Applicant's Response
Appendix VII.	Proposed CD By-law
Appendix VIII.	Chronology of Discussions with the Woodgrove Strata

original signed by Ron Hintsche

Jean Lamontagne
General Manager
Planning and Development

HK/da

APPENDIX I HAS BEEN
REMOVED AS IT CONTAINS
CONFIDENTIAL INFORMATION

DEVELOPMENT DATA SHEET

Proposed Zoning: CD (based on RM-70)

Required Development Data	Minimum Required / Maximum Allowed	Proposed
LOT AREA* (in square metres)		
Gross Total		10764.88m ²
Road Widening area		351.79m ²
Undevelopable area		
Net Total		10413.09m ²
LOT COVERAGE (in % of net lot area)		
Buildings & Structures	33 ⁰ %	44.7 ⁰ %
Paved & Hard Surfaced Areas		17.47 ⁰ %
Total Site Coverage		62.17 ⁰ %
SETBACKS (in metres)		
Front (King George Blvd/East)	7.5m	9.14m to bldg face Bldg A 6.1m to deck Bldg A
Rear(152 ND ST/West)	7.5m	7.78m to bldg. face Bldg B 6.19m to deck Bldg B
Side #1 (N)	7.5m	2.1m to bldg face 4.5m to deck
Side #2 (S)	7.5m	3.69m to bldg face Bldg B
BUILDING HEIGHT (in metres/storeys)		
Principal	50m	15m
Accessory	4.5m	N/A
NUMBER OF RESIDENTIAL UNITS		
Bachelor		
One Bed		31
Two Bedroom		101
Three Bedroom +		
Total		132
FLOOR AREA: Residential (Excluding Indoor Amenity)		14995.57m ²
TOTAL BUILDING FLOOR AREA (including Indoor Amenity)		15456.84m ²

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

Development Data Sheet cont'd

Required Development Data	Minimum Required / Maximum Allowed	Proposed
DENSITY		
# of units/ha /# units/acre (gross)		122.7 u/ha 49.62 u/a
# of units/ha /# units/acre (net)		126.8 u/ha 51.36 u/a
FAR (gross)		1.39
FAR (net)		1.44
AMENITY SPACE (area in square metres)		
Indoor	3x132=396m ²	406m ²
Outdoor	3x132=396m ²	661m ²
PARKING (number of stalls)		
Residential Bachelor + 1 Bedroom	40	
2-Bed	152	
3-Bed		
Residential Visitors	26	
Total Number of Parking Spaces	218	226
Number of accessible stalls	3 (1 per each 100)	4
Number of small cars		30

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

MULTIPLE BUILDINGS DATA SHEET

Proposed Zoning: CD (based on RM-70)

Required Development Data	Building #1/Bldg A	Building #2/Bldg B
SETBACK (in metres)		
Front (East @ Bldg 1) (West @ Bldg 2)	9.14m to bldg face 6.1m to deck	7.78m to bldg. face 6.19m to deck
Rear (West @ Bldg 1) (East @ Bldg 2)	88.77m to bldg face 87.42m to deck	3.82m to bldg. face 3.03m to deck
Side #1 (North @ Bldg 1 and Bldg 2)	6.1m	4.5m to bldg. face 2.1m to deck
Side #2 (South @ Bldg 1 and Bldg 2)	10.25m to bldg face 8.02m to deck	3.65m
Side #3 (N,S,E, or W)		
BUILDING HEIGHT (in metres/storeys)		
	14m/ 4 storeys	15m/ 4 storeys
NUMBER OF RESIDENTIAL UNITS/ SIZE RANGE		
Bachelor		
One Bedroom	3	28
Two Bedroom	47	54
Three Bedroom +		
TOTAL FLOOR AREA (Including Indoor Amenity)	6453.88m ²	9007.86m ² ¹⁵¹ 4

SYNOPSIS

ZONING:
CD

CIVIC ADDRESS:

2594/2608/2614/2622 - 152ND STREET SURREY, B.C.
2619/2641/2645/2649 - KING GEORGE BOULEVARD SURREY, B.C

LEGAL DESCRIPTION:

LOT 6 EXCEPT: PARCEL "H" (BYLAW PLAN 62660), PARCEL "H" (BYLAW PLAN 62660) OF LOT 6,
LOT 7 EXCEPT: PARCEL "G" (BYLAW PLAN 62660), PARCEL "G" (BYLAW PLAN 62660) OF LOT 7,
LOT 8 EXCEPT: PARCEL "F" (BYLAW PLAN 62660), PARCEL "F" (BYLAW PLAN 62660) OF LOT 8,
AND LOTS 1 TO 4, ALL SECTION 23 TOWNSHIP 1
NEW WESTMINSTER DISTRICT PLAN 13340

SITE AREA:

GROSS SITE AREA: 10764.88 SM (115 872.20 SF)
DEDICATED AREA: 351.79 SM (3786.63 SF)

NET SITE AREA: 10413.09 SM (112 085.56 SF)

SITE COVERAGE:

BUILDING A: 1943.53 SM (20 920 SF)
BUILDING B: 2708.40 SM (29 153 SF)

TOTAL SITE COVERAGE: 1943.53 + 2708.40 / 10413.09 = .447

DENSITY:

PROVIDED:
132 UNITS / 1.041 Ha: 126.80 UPHa
132 UNITS / 2.57 ACRES: 51.36 UPA

FLOOR AREA RATIO: (EXCL. AMENITY)

PROVIDED F.A.R.: 14,995.57 SM / 10,413.09 SM = **1.44**

UNIT TYPES			GROSS AREA (EXCLUDING AMENITY)	
AREA UNIT TYPE	Count	Area	Level	Area
Building A				
1 BR + DEN	3	2,781 SF	LEVEL 1 - BLDG B	20288 SF
2BR + DEN	47	55,653 SF	LEVEL 1 - BLDG B	170 SF
			LEVEL 1 - BLDG A	16267 SF
Building B				
1 BR + DEN	28	21,472 SF	LEVEL 2 - BLDG A	17088 SF
2BR	17	18,762 SF	LEVEL 2 - BLDG B	24231 SF
2BR + DEN	37	41,184 SF	LEVEL 3 - BLDG B	24215 SF
			LEVEL 3 - BLDG A	17454 SF
			LEVEL 4 - BLDG A	17466 SF
			LEVEL 4 - BLDG B	24231 SF
			Grand total: 9	161411 SF

BUILDING HEIGHT (AVG. EXIST. GRADE TO T/O PARAPET)

BUILDING A:
AVERAGE EXISTING GRADE: 81.505m (GEODETIC)
T/O PARAPET ELEVATION: 95.509m (GEODETIC)
PROPOSED BLDG HT ABOVE AVG. GRADE: 14.0m

BUILDING B:
AVERAGE EXISTING GRADE: 81.44m (GEODETIC)
T/O PARAPET ELEVATION: 96.44m (GEODETIC)
PROPOSED BLDG HT ABOVE AVG. GRADE: 15.0m

AMENITY:

	REQUIRED	PROVIDED
INDOOR:	132 UNITS x 3.0 SM = 396 SM	BLDG A: 110.93 SM BLDG B: 350.34 SM TOTAL 461.27 SM
OUTDOOR:	132 UNITS x 3.0 SM = 396 SM	661 SM

SETBACKS

BLDG A	(TO BLDG FACE)	(TO FACE OF DECK/CANOPY)
EAST	9.14m (29.98 FT)	6.1m (20.03 FT)
WEST	88.77m (291.25 FT)	87.42m (286.83 FT)
NORTH	6.1m (20.03 FT)	
SOUTH	10.25m (33.62 FT)	8.02m (26.31 FT)

BLDG B	(TO BLDG FACE)	(TO FACE OF DECK/CANOPY)
EAST	3.82m (12.53 FT)	3.03m (9.94 FT)
WEST	7.78m (25.52 FT)	6.19m (20.30 FT)
NORTH	7.95m (26.08 FT)	5.51m (18.07 FT)
SOUTH	3.65m (11.97 FT)	

PARKING - CITY CENTRE

	REQUIRED	PROVIDED
31 - 1BR UNITS x 1.3 STALL/UNIT = 40.3	40 STALLS	
101 - 2BR UNITS x 1.5 STALL/UNIT = 151.5	152 STALLS	
VISITOR 132 UNITS X .2 = 26.4	26 STALLS	
	218 STALLS	226 STALLS

BICYCLE PARKING

	REQUIRED	PROVIDED
RESIDENTIAL 1.2 x 132 DU	158 SPACES	160 SPACES (MIN)
VISITOR	6 SPACES PER BUILDING (12 TOTAL)	12 SPACES
TOTAL	170 SPACES	172 SPACES (MIN)

8	OCT 13, 2017	RE-ISSUED FOR RE-ZONING/DP -AMENITY AREA UPDATE	ML
7	JAN 24, 2017	RE-ISSUED FOR RE-ZONING/DP -P.A.R. REVISED	ML
6	JAN 11, 2017	RE-ISSUED FOR RE-ZONING/DP	ML
5	NOV 15, 2016	RE-ISSUED FOR ADP	ML
4	SEP 14, 2016	ISSUED FOR ADP	ML
3	AUG 26, 2016	ISSUED FOR REVIEW	ML
2	AUG 17, 2016	RE-ISSUED FOR RE-ZONING/DP	ML
1	MAY 31, 2016	ISSUED FOR RE-ZONING/DP	ML
REV	DATE	DESCRIPTION	BY



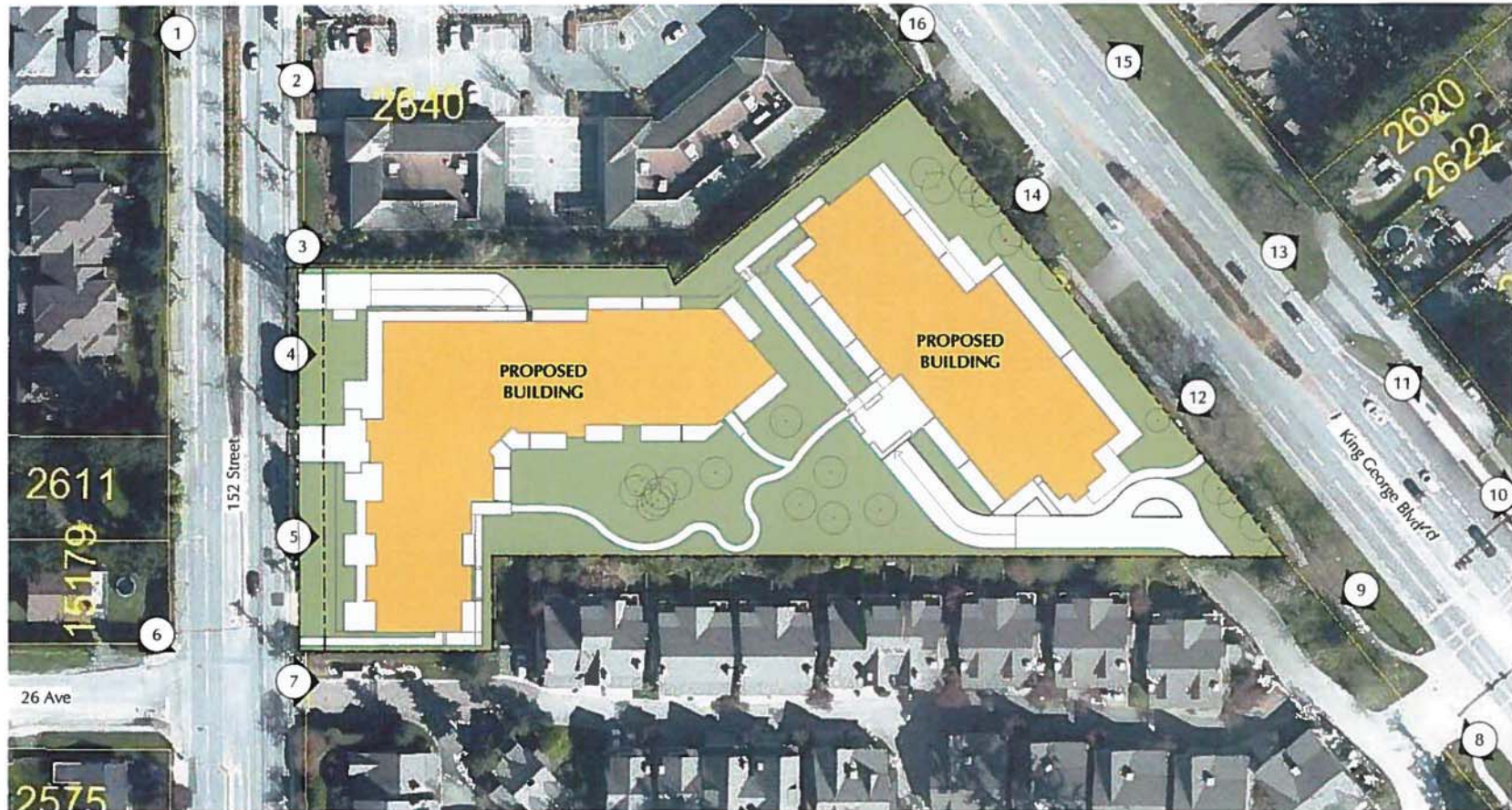
PROPOSED DEVELOPMENT 152nd Street & King George Blvd

SYNOPSIS

1514

SCALE: 3/4" = 1'-0"
OCTOBER 13, 2017

A1.1



1 CONTEXT PLAN
A0.1 SCALE: 1/32" = 1'-0"

AA PROPOSED DEVELOPMENT

Ankenman Associates Architects Inc.
12321 Beecher St., Crescent Beach, BC V4A 3A7 604.536.1600

152nd Street & King George Blvd

Development For FORGE PROPERTIES

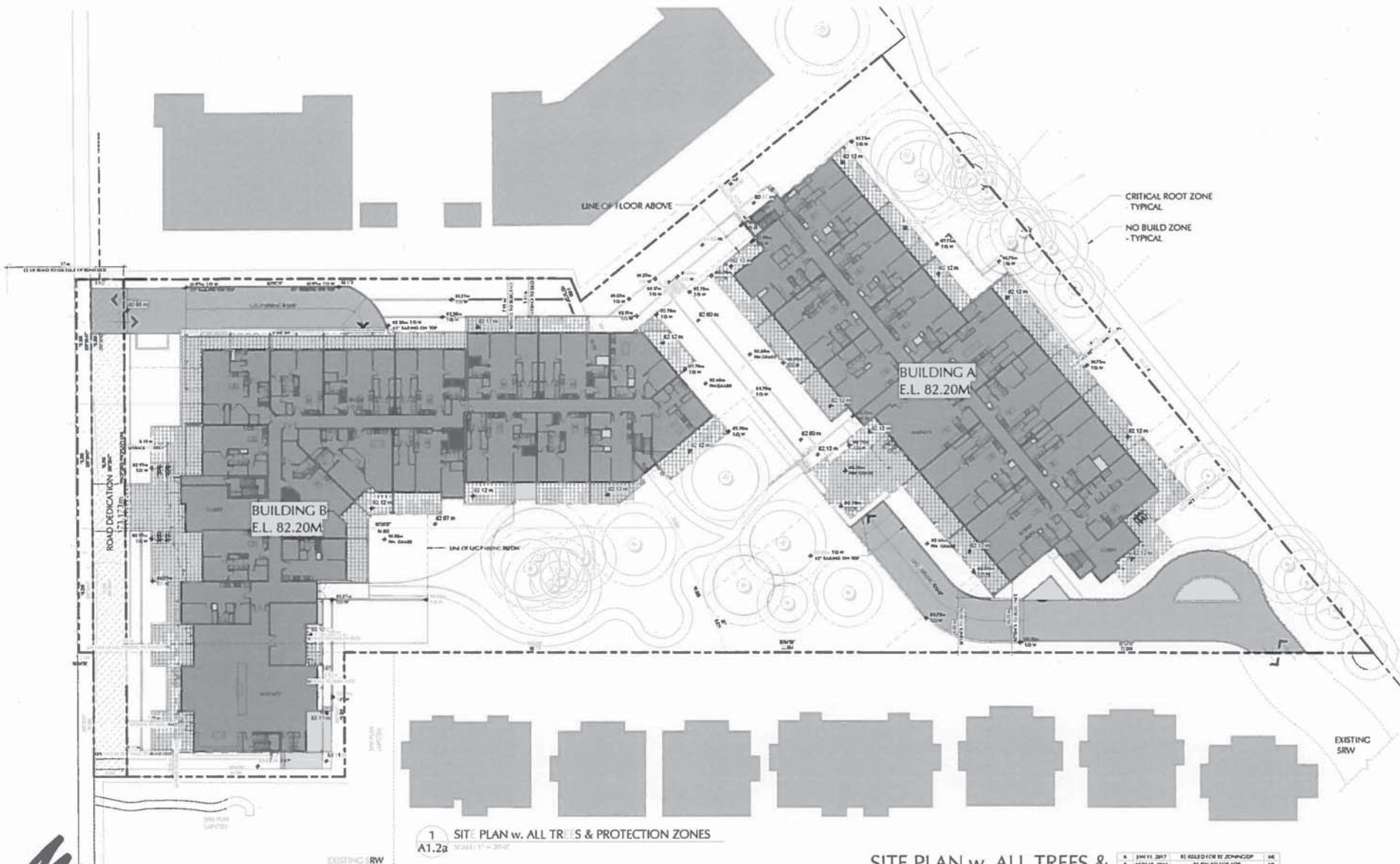
CONTEXT PLAN

1514

REV	DATE	DESCRIPTION	BY
1	JAN 11, 2017	ISSUED FOR PERMITTING	AA
2	MAY 13, 2016	BY PROPOSED DEVELOPMENT	AA
3	SEP 14, 2016	PROPOSED DEVELOPMENT	AA
4	MAY 28, 2016	PROPOSED DEVELOPMENT	AA
5	MAY 11, 2016	PROPOSED DEVELOPMENT	AA
6	MAY 11, 2016	PROPOSED DEVELOPMENT	AA
7	MAY 11, 2016	PROPOSED DEVELOPMENT	AA
8	MAY 11, 2016	PROPOSED DEVELOPMENT	AA
9	MAY 11, 2016	PROPOSED DEVELOPMENT	AA
10	MAY 11, 2016	PROPOSED DEVELOPMENT	AA
11	MAY 11, 2016	PROPOSED DEVELOPMENT	AA
12	MAY 11, 2016	PROPOSED DEVELOPMENT	AA
13	MAY 11, 2016	PROPOSED DEVELOPMENT	AA
14	MAY 11, 2016	PROPOSED DEVELOPMENT	AA
15	MAY 11, 2016	PROPOSED DEVELOPMENT	AA
16	MAY 11, 2016	PROPOSED DEVELOPMENT	AA

SCALE: 1/32" = 1'-0"
JANUARY 11, 2017

A0.1



1 SITE PLAN w. ALL TREES & PROTECTION ZONES
 A1.2a SCALE: 1" = 20'-0"



PROPOSED DEVELOPMENT

152nd Street & King George Blvd

SITE PLAN w. ALL TREES & PROTECTION ZONES

6	10/11/2017	RE ISSUED FOR RE ZONING/CP	AE
5	10/11/2016	RE ISSUED FOR ADP	AE
4	09/14/2016	PRELIM FOR ADP	AE
3	04/02/2016	ISSUED FOR REVIEW	AE
2	04/01/2016	RE ISSUED FOR RE ZONING/CP	AE
1	04/01/2016	ISSUED FOR RE ZONING/CP	AE
REV	DATE	DESCRIPTION	BY

SCALE: 1" = 20'-0"
 JANUARY 11, 2017

A1.2a



1 KING GEORGE BOULEVARD STREETSCAPE
A0.4 SCALE: 1/16" = 1'-0"



EXISTING
COMMERCIAL
DEVELOPMENT

EXISTING
WOODGROVE
TOWNHOUSE
DEVELOPMENT

2 152nd STREET STREETSCAPE
A0.4 SCALE: 1/16" = 1'-0"



PROPOSED DEVELOPMENT

152nd Street & King George Blvd

STREETSCAPES

1	10/11/2017	BY PROJECT TEAM	BY PROJECT TEAM
2	10/20/17	BY PROJECT TEAM	BY PROJECT TEAM
3	11/01/17	BY PROJECT TEAM	BY PROJECT TEAM
4	11/01/17	BY PROJECT TEAM	BY PROJECT TEAM
5	11/01/17	BY PROJECT TEAM	BY PROJECT TEAM
6	11/01/17	BY PROJECT TEAM	BY PROJECT TEAM
7	11/01/17	BY PROJECT TEAM	BY PROJECT TEAM
8	11/01/17	BY PROJECT TEAM	BY PROJECT TEAM
9	11/01/17	BY PROJECT TEAM	BY PROJECT TEAM
10	11/01/17	BY PROJECT TEAM	BY PROJECT TEAM
11	11/01/17	BY PROJECT TEAM	BY PROJECT TEAM
12	11/01/17	BY PROJECT TEAM	BY PROJECT TEAM
13	11/01/17	BY PROJECT TEAM	BY PROJECT TEAM
14	11/01/17	BY PROJECT TEAM	BY PROJECT TEAM
15	11/01/17	BY PROJECT TEAM	BY PROJECT TEAM
16	11/01/17	BY PROJECT TEAM	BY PROJECT TEAM
17	11/01/17	BY PROJECT TEAM	BY PROJECT TEAM
18	11/01/17	BY PROJECT TEAM	BY PROJECT TEAM
19	11/01/17	BY PROJECT TEAM	BY PROJECT TEAM
20	11/01/17	BY PROJECT TEAM	BY PROJECT TEAM

Ankenman Associates Architects Inc.
12321 Beecher St., Crescent Beach, BC V4A 3A7 604.536.1600

Development For FORGE PROPERTIES

1514

SCALE: 1/16" = 1'-0"
JANUARY 11, 2017

A0.4



PROPOSED DEVELOPMENT 152nd Street & King George Blvd

Ankenman Associates Architects Inc.
12321 Beecher St., Crescent Beach, BC V4A 3A7 604.536.1600

Development For FORGE PROPERTIES

RENDERING

1514

4	JAN 11, 2017	REVISION FOR RE-PLANNING/ASP	AE
3	NOV 18, 2016	RE-DESIGN FOR ASP	AE
2	SEP 14, 2016	REVISION FOR ASP	AE
1	JUL 20, 2016	REVISION FOR REVIEW	AE
0	JUL 17, 2016	REVISION FOR RE-PLANNING/ASP	AE
1	MAY 21, 2016	REVISION FOR RE-PLANNING/ASP	AE
REV	DATE	DESCRIPTION	BY
		SCALE:	
		JANUARY 11, 2017	

A0.0



PROPOSED DEVELOPMENT 152nd Street & King George Blvd

Ankenman Associates Architects Inc.
 12321 Beecher St., Crescent Beach, BC V4A 3A7 604.536.1600

Development For FORGE PROPERTIES

RENDERING

1514

8	JAN 11, 2017	RE SUB FOR RE-ZONING/CP	AS
7	NOV 15, 2016	RE SUB FOR ADP	AS
6	SEP 14, 2016	FOR REVIEW ADP	AS
5	AUG 02, 2016	FOR REVIEW ADP	AS
4	MAY 17, 2016	RE SUB FOR RE-ZONING/CP	AS
3	MAY 11, 2016	FOR REVIEW ADP	AS
2	MAY 11, 2016	FOR REVIEW ADP	AS
1	MAY 11, 2016	FOR REVIEW ADP	AS
REV	DATE	DESCRIPTION	BY

SCALE:
 JANUARY 11, 2017

A0.0a



1 NORTH ELEVATION VIEW
A0.4a SCALE



2 WEST ELEVATION VIEW
A0.4a SCALE



3 EAST ELEVATION VIEW
A0.4a SCALE



4 SOUTH ELEVATION VIEW
A0.4a SCALE



PROPOSED DEVELOPMENT

Ankenman Associates Architects Inc.
12321 Beecher St., Crescent Beach, BC V4A 3A7 604.536.1600

152nd Street & King George Blvd

Development For FORGE PROPERTIES

BLDG A - VIEWS

1514

6	JAN 11, 2017	REVISION FOR 44-2074-CP	JAL
5	NOV 10, 2016	FOR PRELIMINARY	JAL
4	SEP 14, 2016	FOR PRELIMINARY	JAL
3	AUG 20, 2016	FOR PRELIMINARY	JAL
2	AUG 11, 2016	FOR PRELIMINARY	JAL
1	JAN 11, 2016	FOR PRELIMINARY	JAL
REV	DATE	DESCRIPTION	BY

SCALE:
JANUARY 11, 2017

A0.4a



1 WEST ELEVATION VIEW
A0.4b SCALE



2 NORTH ELEVATION VIEW
A0.4b SCALE



3 EAST & NORTH INTERIOR
A0.4b SCALE



4 PARTIAL SOUTH ELEV.
A0.4b SCALE



PROPOSED DEVELOPMENT

Ankenman Associates Architects Inc.
12321 Beecher St., Crescent Beach, BC V4A 3A7 604.536.1600

152nd Street & King George Blvd

Development For FORGE PROPERTIES

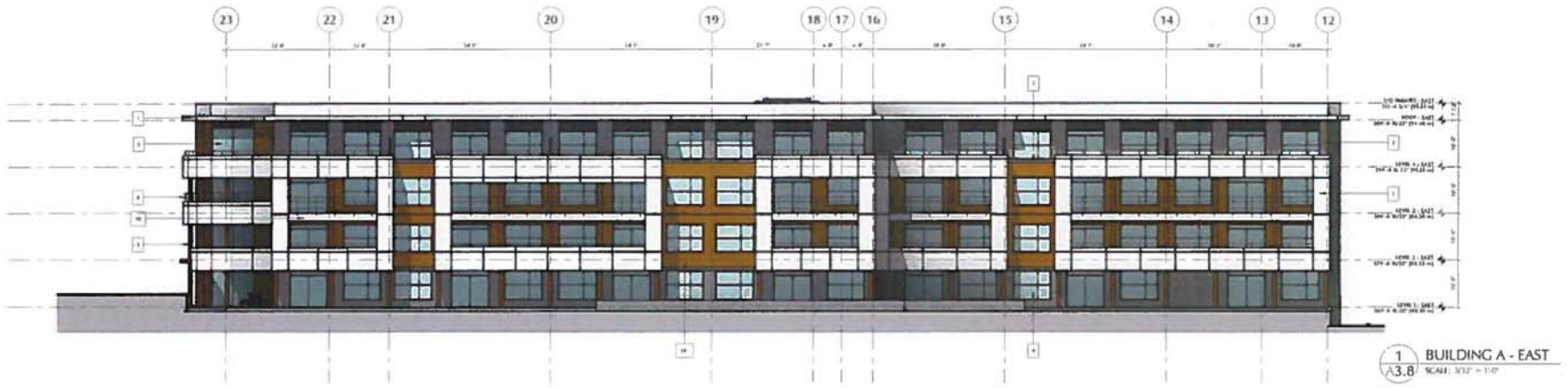
BLDG B - VIEWS

1514

6	JAN 11, 2017	REVISION FOR REV. PERMITS	AA
5	MAY 18, 2016	REVISION FOR PERMITS	AA
4	SEP 14, 2016	PERMITS FOR PERMITS	AA
3	MAY 28, 2016	PERMITS FOR PERMITS	AA
2	MAY 17, 2016	REVISION FOR PERMITS	AA
1	MAY 11, 2016	REVISION FOR PERMITS	AA
REV	DATE	DESCRIPTION	BY

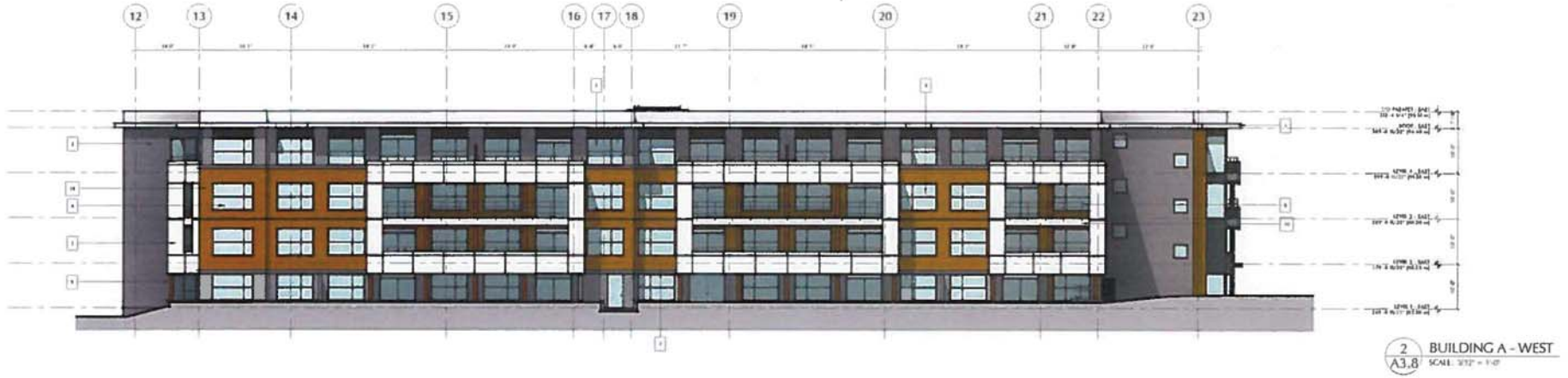
SCALE:
JANUARY 11, 2017

A0.4b



MATERIAL LEGEND:

1. POLYURETHANE METAL FINISH EXTERIOR TO INTERIOR EXTERIOR: METAL INTERIOR: METAL	2. BRICK, RED, 2 1/2" x 8" x 4" (SEE PLAN) EXTERIOR TO INTERIOR EXTERIOR: BRICK INTERIOR: BRICK	3. CLAY TILE, RED, 12" x 18" x 3/8" EXTERIOR TO INTERIOR EXTERIOR: CLAY TILE INTERIOR: CLAY TILE	4. METAL CLADDING, ALUMINUM EXTERIOR TO INTERIOR EXTERIOR: METAL INTERIOR: METAL	5. POLYURETHANE METAL FINISH EXTERIOR TO INTERIOR EXTERIOR: METAL INTERIOR: METAL
6. POLYURETHANE METAL FINISH EXTERIOR TO INTERIOR EXTERIOR: METAL INTERIOR: METAL	7. METAL CLADDING, ALUMINUM EXTERIOR TO INTERIOR EXTERIOR: METAL INTERIOR: METAL	8. METAL CLADDING, ALUMINUM EXTERIOR TO INTERIOR EXTERIOR: METAL INTERIOR: METAL	9. METAL CLADDING, ALUMINUM EXTERIOR TO INTERIOR EXTERIOR: METAL INTERIOR: METAL	10. POLYURETHANE METAL FINISH EXTERIOR TO INTERIOR EXTERIOR: METAL INTERIOR: METAL



AA PROPOSED DEVELOPMENT
 Ankenman Associates Architects Inc.
 12321 Beecher St., Crescent Beach, BC V4A 3A7 604.536.1600

152nd Street & King George Blvd COLOURED ELEVATIONS
 Development For FORGE PROPERTIES 1514

6	1/11/17	BY REVISED DRAWING	DATE
5	1/11/17	BY REVISED DRAWING	DATE
4	1/11/17	BY REVISED DRAWING	DATE
3	1/11/17	BY REVISED DRAWING	DATE
2	1/11/17	BY REVISED DRAWING	DATE
1	1/11/17	BY REVISED DRAWING	DATE
REV	DATE	DESCRIPTION	DATE

SCALE: As indicated
 JANUARY 11, 2017

A3.8



1 BUILDING B - EAST
SCALE: 3/32" = 1'-0"

MATERIAL LEGEND:

1	REDWOOD W/ 1/2" FACE CLASH TO W/ 1/2" CONCRETE W/ 1/2" W/ 1/2"	4	3/4" BRICK W/ 1/2" GAP ON BRICK CLASH TO 1/2" GAP CLASH TO 1/2" W/ 1/2"	8	CLAY BRICK W/ 1/2" GAP ON BRICK CLASH TO 1/2" GAP CLASH TO 1/2" W/ 1/2"	12	1/2" PINE STRIP BRICKS CLASH TO 1/2" W/ 1/2" CLASH TO 1/2" W/ 1/2"
2	CONCRETE W/ 1/2" FACE CLASH TO W/ 1/2" W/ 1/2"	5	1/2" BRICK W/ 1/2" GAP ON BRICK CLASH TO 1/2" GAP CLASH TO 1/2" W/ 1/2"	9	1/2" BRICK W/ 1/2" GAP ON BRICK CLASH TO 1/2" GAP CLASH TO 1/2" W/ 1/2"	13	1/2" PINE STRIP BRICKS CLASH TO 1/2" W/ 1/2" CLASH TO 1/2" W/ 1/2"
3	CLAY BRICK W/ 1/2" GAP ON BRICK CLASH TO 1/2" GAP CLASH TO 1/2" W/ 1/2"	6	1/2" BRICK W/ 1/2" GAP ON BRICK CLASH TO 1/2" GAP CLASH TO 1/2" W/ 1/2"	10	1/2" BRICK W/ 1/2" GAP ON BRICK CLASH TO 1/2" GAP CLASH TO 1/2" W/ 1/2"	14	1/2" PINE STRIP BRICKS CLASH TO 1/2" W/ 1/2" CLASH TO 1/2" W/ 1/2"
7	CLAY BRICK W/ 1/2" GAP ON BRICK CLASH TO 1/2" GAP CLASH TO 1/2" W/ 1/2"	7	1/2" BRICK W/ 1/2" GAP ON BRICK CLASH TO 1/2" GAP CLASH TO 1/2" W/ 1/2"	11	1/2" BRICK W/ 1/2" GAP ON BRICK CLASH TO 1/2" GAP CLASH TO 1/2" W/ 1/2"	15	1/2" PINE STRIP BRICKS CLASH TO 1/2" W/ 1/2" CLASH TO 1/2" W/ 1/2"



2 BUILDING B - WEST
SCALE: 3/32" = 1'-0"

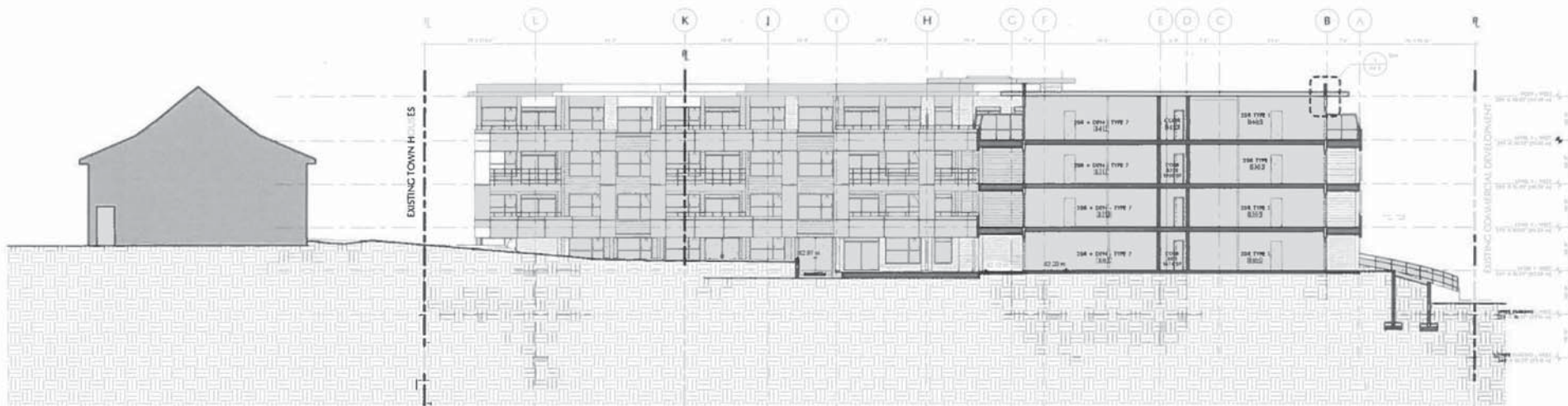
AA PROPOSED DEVELOPMENT
Ankenman Associates Architects Inc.
12321 Beecher St., Crescent Beach, BC V4A 3A7 604.536.1600

152nd Street & King George Blvd COLOURED ELEVATIONS
Development For FORGE PROPERTIES 1514

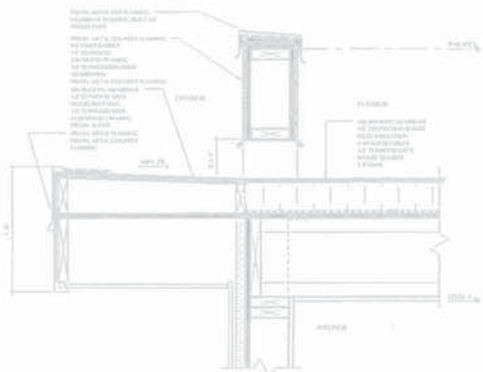
1	JUN 13, 2017	RE PLACED FOR BY 2D WORKSHOP	AK
2	MAY 22, 2016	RE PLACED FOR BY 2D WORKSHOP	AK
3	SEP 14, 2016	RE PLACED FOR BY 2D WORKSHOP	AK
4	JAN 26, 2016	RE PLACED FOR BY 2D WORKSHOP	AK
5	JUN 22, 2015	RE PLACED FOR BY 2D WORKSHOP	AK
6	JUN 22, 2015	RE PLACED FOR BY 2D WORKSHOP	AK
7	JUN 22, 2015	RE PLACED FOR BY 2D WORKSHOP	AK
8	MAY 11, 2015	RE PLACED FOR BY 2D WORKSHOP	AK
REV 1	01/11/17	01/11/17	AK

SCALE: As indicated
JANUARY 11, 2017

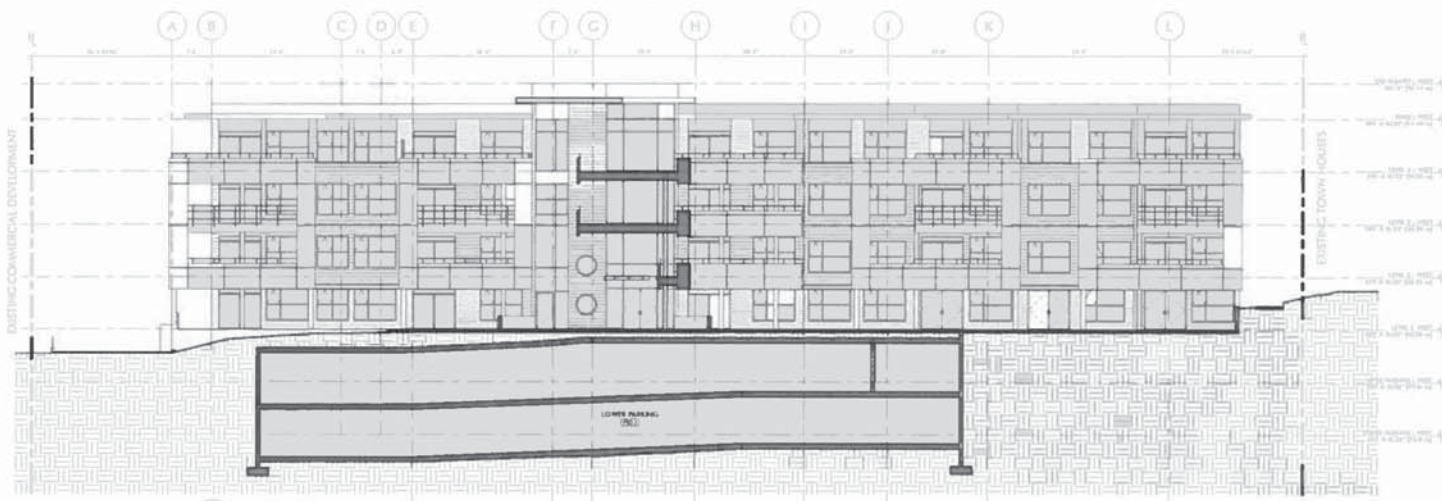
A3.10



2 WEST CROSS SECTION
SCALE: 3/32" = 1'-0"



3 TYP. SECTION DETAIL FOR ROOF OVERHANGS
SCALE: 1/8" = 1'-0"



1 WEST SECTION
SCALE: 3/32" = 1'-0"

AA PROPOSED DEVELOPMENT

152nd Street & King George Blvd

SECTIONS

Ankenman Associates Architects Inc.
12321 Beecher St., Crescent Beach, BC V4A 3A7 604.536.1600

Development For FORGE PROPERTIES

1514

NO.	DESCRIPTION	DATE
1	ISSUED FOR PERMIT	11/11/2017
2	REVISION	
3	REVISION	
4	REVISION	
5	REVISION	
6	REVISION	
7	REVISION	
8	REVISION	
9	REVISION	
10	REVISION	

SCALE: As Indicated
JANUARY 11, 2017

A4.3

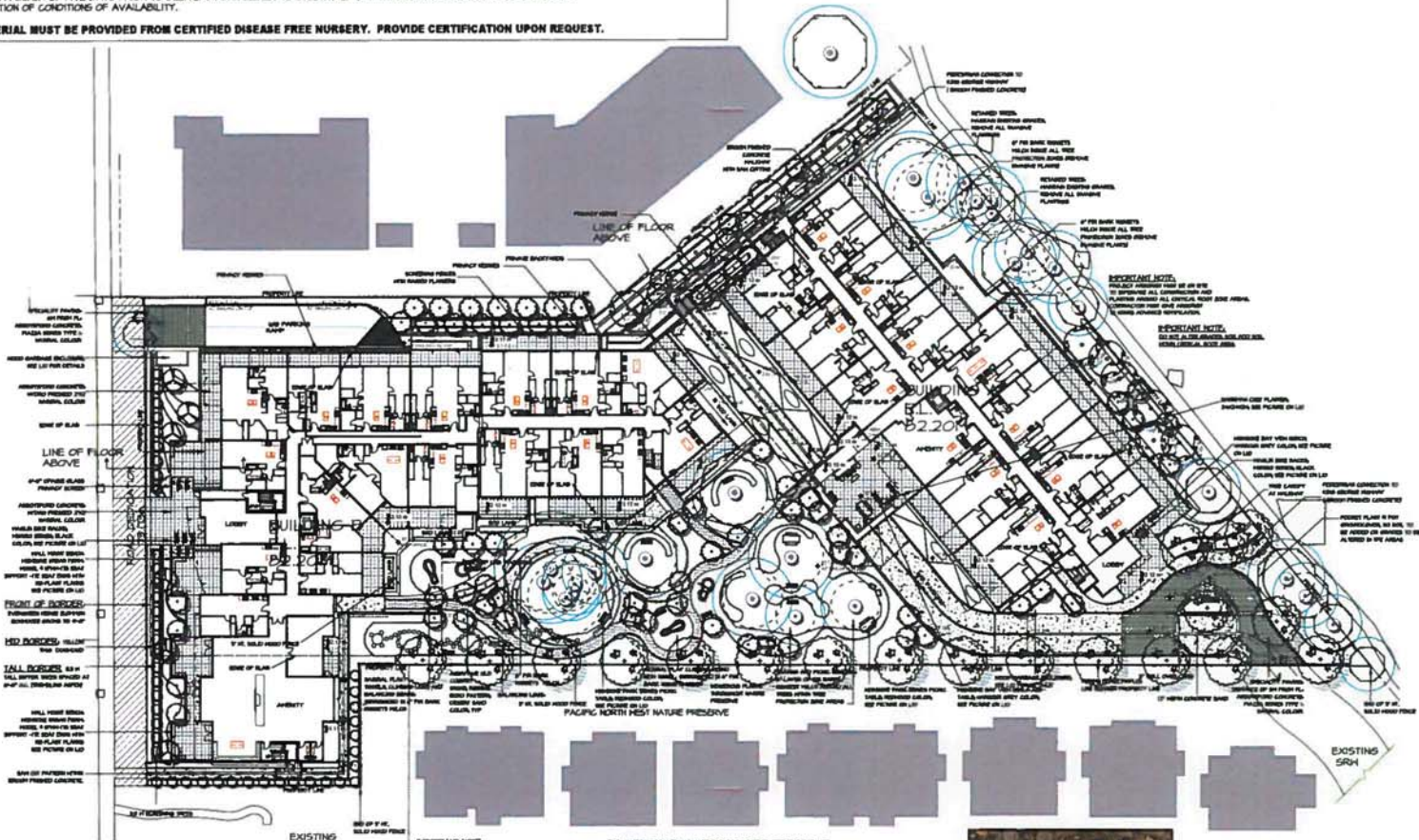
PLANT SCHEDULE

M2 JOB NUMBER: 15-030			
KEY QTY	BOTANICAL NAME	COMMON NAME	PLANTED SIZE / REMARKS
73	ACER CIRCINATUM	VINE MAPLE	6CM GAL, B4B, 5 STEM CLUMP
6	ACER PALMATUM	JAPANESE MAPLE	6CM GAL, 2H HT, B4B
11	ACER X FREEMANI JEFFERSON	MAPLE AUTUMN BLAZE	6CM GAL, 2H 5TD, B4B
45	FAGUS SYLVATICA DANFORDI GOLD	GOLDEN FASTIGIATE BEECH	35 METER B4B
4	MAGNOLIA SOULANGIANA	SAUCER MAGNOLIA	3H HT, B4B 5TD
10	PSUEDOTSUGA HENDESI	DOUGLAS FIR	3H HT, B4B

NOTES: * PLANT SIZES IN THIS LIST ARE SPECIFIED ACCORDING TO THE BC LANDSCAPE STANDARD, LATEST EDITION. CONTAINER SIZES SPECIFIED AS PER CANADA STANDARDS. BOTH PLANT SIZE AND CONTAINER SIZE ARE THE MINIMUM ACCEPTABLE SIZES. * REFER TO SPECIFICATIONS FOR DEFINED CONTAINER MEASUREMENTS AND OTHER PLANT MATERIAL REQUIREMENTS. * SEARCH AND REVIEW MAKE PLANT MATERIAL AVAILABLE FOR OPTIONAL REVIEW BY LANDSCAPE ARCHITECT AT SOURCE OF SUPPLY. AREA OF SEARCH TO INCLUDE LOWER MAINLAND AND PRASER VALLEY. * SUBSTITUTIONS - OBTAIN WRITTEN APPROVAL FROM THE LANDSCAPE ARCHITECT PRIOR TO MAKING ANY SUBSTITUTIONS TO THE SPECIFIED MATERIAL. UNAPPROVED SUBSTITUTIONS WILL BE REJECTED. ALLOW A MINIMUM OF FIVE DAYS PRIOR TO DELIVERY FOR REQUEST TO SUBSTITUTE. SUBSTITUTIONS ARE SUBJECT TO BC LANDSCAPE STANDARD - DEFINITION OF CONDITIONS OF AVAILABILITY.

ALL PLANT MATERIAL MUST BE PROVIDED FROM CERTIFIED DISEASE FREE NURSERY. PROVIDE CERTIFICATION UPON REQUEST.

GROWING MEDIUM IN PLANTING BED BETWEEN RETAINING WALLS IS TO BE MIN. 1M DEPTH



PACIFIC NORTH WEST NATURE PRESERVE CRITERIA:

1. USING ONLY INDIGENOUS PLANTS
2. CLEAR ALL INVASIVE PLANTS AND WEEDS
3. ONLY POCKET PLANTINGS, # 1 POTS
4. NO GRADE CHANGES, DO NOT ADD SOIL INSIDE TREE PROTECTION AREAS
5. 3" INCH LAYER OF DOUGLAS FIR NUGGETS INSIDE TREE PROTECTION ZONES (NON PLANTED AREAS)



DOUGLAS FIR NUGGETS TO BE APPLIED TO ALL AREAS INSIDE THE TREE PROTECTION ZONES (WHERE POCKET PLANTING IS NOT SPECIFIED)

IMPORTANT NOTE: PROJECT ARCHITECT MUST BE ON SITE TO SUPERVISE ALL CONSTRUCTION AND PLANTING AROUND ALL CRITICAL ROOT ZONE AREAS. CONTRACTOR MUST GIVE ARCHITECT 12 HOURS ADVANCE NOTIFICATION.

©Copyright reserved. This drawing and design is the property of M2 Landscape Architects and may not be reproduced or used for other projects without their permission.



#220 - 26 Lorne Mews
New Westminster, British Columbia
V3M 3L7
Tel: 604.553.0044
Fax: 604.553.0045
Email: office@m2la.com



NO.	DATE	REVISION DESCRIPTION	DR.

PROJECT:
152ND & KING GEORGE BLV
SURREY, BC

TREE PLAN

DATE:	04/08/2008	DRAWING NUMBER:	L1
SCALE:	AS SHOWN		
DRAWN BY:	TK		
CHECKED BY:	TK		
DATE:	04/08/2008		
DRAWN BY:	TK		
CHECKED BY:	TK		
DATE:	04/08/2008		

INTER-OFFICE MEMO

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

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

DATE: **October 12, 2017
(replaces April 17, 2017)** PROJECT FILE: **7816-0286-00**

RE: **Engineering Requirements
Location: 2594 152 Street**

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

- Dedicate varying width from 4.805 m to 4.838 m on 152 Street for ultimate 34.0 m wide Arterial Road allowance.
- Register 0.5 m Statutory Right-of-way on King George Boulevard and on 152 Street.

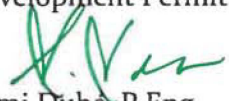
Works and Services

- Enhance the existing pedestrian signal at 152 Street/26 Avenue to a full movement signal.
- Widen 152 Street to accommodate southbound U-turn movement, along with the northbound bus bay north of 26 Avenue.
- Construct driveway letdown on 152 Street.
- Provide onsite connectivity to the existing access SRW along King George Boulevard.
- Remove existing, unused, driveways and reinstate boulevards, sidewalks and curbs.
- Confirm downstream drainage and sanitary system capacities, upgrade if required.
- Provide onsite sustainable drainage works as required in the Elgin, Anderson & Barbara Creeks Integrated Stormwater Management Plan.
- Construct adequately sized sanitary and storm service connections, each complete with inspection chamber, to service the proposed development. ***The inspection chamber (or manhole) must be located within the 0.5 m SRW.***
- Provide an adequately-sized metered service connection from the 300mm water main on King George Boulevard with appropriate backflow prevention device.

A Servicing Agreement is required prior to Rezone/Subdivision.

DEVELOPMENT PERMIT

There are no engineering requirements, beyond those noted above, relative to issuance of the Development Permit.

For 
Rémi Dubé, P.Eng.
Development Services Manager
IK1

NOTE: Detailed Land Development Engineering Review available on file



Planning October-18-17

THE IMPACT ON SCHOOLS

APPLICATION #: 16 0286 00

SUMMARY

The proposed 133 lowrise units are estimated to have the following impact on the following schools:

Projected # of students for this development:

Elementary Students:	7
Secondary Students:	4

September 2017 Enrolment/School Capacity

Jessie Lee Elementary	
Enrolment (K/1-7):	51 K + 329
Capacity (K/1-7)	40 K + 400
Earl Marriott Secondary	
Enrolment (8-12):	1857
Nominal Capacity (8-12):	1500
Maximum Operating Capacity*(8-12);	1620

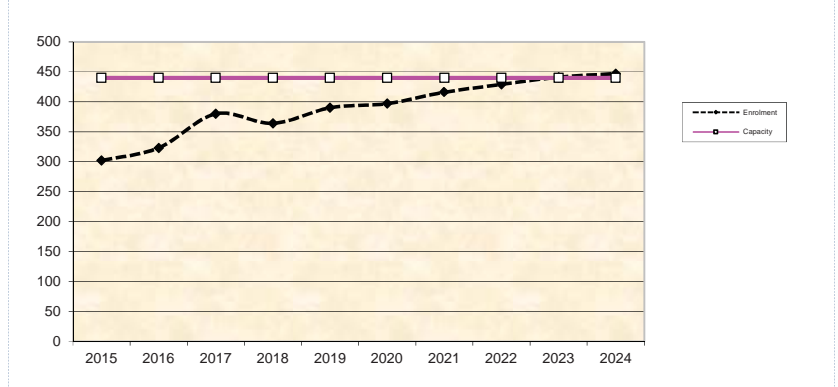
School Enrolment Projections and Planning Update:

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

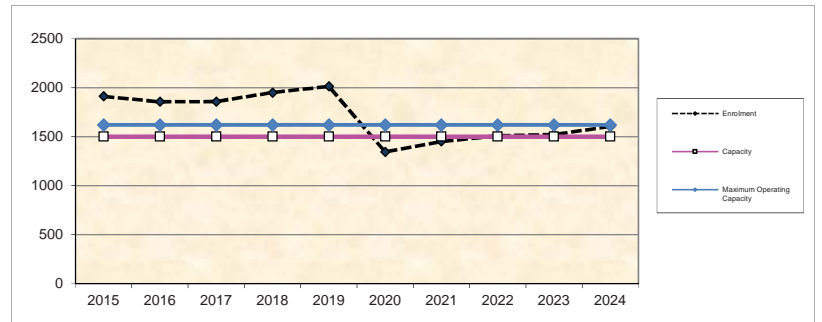
As of September 2017, actual enrollment to Jessie Lee Elementary has significantly increased than what was projected in 2016. This may be an indication that the projected growth trend is happening faster and is growth is coming faster than what was previously projected. Based on this, Jessie Lee Elementary could be at 100% capacity as early as 2020. Currently there are no capital expansion project requests for Jessie Lee.

A new high school in the Grandview area is currently in design and construction and is targeted to open September 2020. This new facility will relieve the overcrowding at Earl Marriot Secondary.

Jessie Lee Elementary



Earl Marriott Secondary



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

Tree Preservation Summary

Surrey Project No:

Address: 2594 152nd Street and 2619 King George Boulevard, Surrey, BC

Registered Arborist: Meredith Mitchell, ISA # 6089A

On-Site Trees	Number of Trees
Protected Trees Identified (on-site and shared trees, including trees within boulevards and proposed streets and lanes, but excluding trees in proposed open space or riparian areas)	82
Protected Trees to be Removed	52
Protected Trees to be Retained (excluding trees within proposed open space or riparian areas)	30
Total Replacement Trees Required: <ul style="list-style-type: none"> - Alder & Cottonwood Trees Requiring 1 to 1 Replacement Ratio $\underline{\quad 15 \quad} \times \text{one (1)} = 15$ - All other Trees Requiring 2 to 1 Replacement Ratio $\underline{\quad 37 \quad} \times \text{two (2)} = 74$ 	89
Replacement Trees Proposed	157
Replacement Trees in Deficit	-68
Protected Trees to be Retained in Proposed [Open Space / Riparian Areas]	n/a

Off-Site Trees	Number of Trees
Protected Off-Site Trees to be Removed	0
Total Replacement Trees Required: <ul style="list-style-type: none"> - Alder & Cottonwood Trees Requiring 1 to 1 Replacement Ratio $\underline{\hspace{2cm}} \times \text{one (1)} = 0$ - All other Trees Requiring 2 to 1 Replacement Ratio $\underline{\hspace{2cm}} \times \text{two (2)} = 0$ 	0
Replacement Trees Proposed	0
Replacement Trees in Deficit	0

Summary, report and plan prepared and submitted by:

 _____

10/19/2017 (TK)
Date



Ankenman Associates Architects Inc.

January 11, 2017

Our File: 1514

City of Surrey
Planning & Development
13450 104th Avenue
Surrey, BC V3T 1V8

Attention: Heather Kamitakahara

Re: Response to ADP Comments (December 9, 2016) regarding Proposed Multi Family Residential Development @ 2594/2608/2614/2622 152nd Street and 2619/2641/2645/2649 King George Boulevard, Surrey for Forge Properties; City of Surrey File No. 7916-0286

Dear Heather,

The following is provided to clarify architectural revision to the proposed project based on Advisory Design Panel comments dated December 9, 2016. For clarity the initial design panel comments are provided below in red with the response in blue.

The revised entry and drop off area for Building A is improved and more consistent with overall building elevations. Suggest weather protection at building entry.
Glass canopy provided at second floor over entry doors.

The revised parking turning is improved. Suggest chamfering the wall at the bottom of the ramp on R2.
Wall at bottom of ramp has been chamfered.

Request confirmation if visitors approaching east parkade ramp adjacent to Building A will need to backup entire ramp is access is denied.
Hard surface area at top of ramp used for refuse loading has been expanded to allow for vehicle turn around in event that access to underground parking is denied.

Building B – Entry expression is improved. Weather protection at building entry is recommended.
Glass canopy provided at second floor levels over entry doors.

Suggest reconsidering the form of corrugated metal privacy screens on the fourth floor as shown the perspective on the materials board. Suggest modifying it so it does not protrude beyond the eave above and to make it translucent glass instead of metal.
Privacy screens reconfigured to curved steel frames with translucent glass panel inserts.

Respectfully submitted,

Mark Lesack, Architect AIBC
Associate

BYLAW NO. _____

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

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

1. Surrey Zoning By-law, 1993, No. 12000, as amended, is hereby further amended, pursuant to the provisions of Section 479 of the Local Government Act, R.S.B.C. 2015 c. 1, as amended by changing the classification of the following parcels of land, presently shown upon the maps designated as the Zoning Maps and marked as Schedule "A" of Surrey Zoning By-law, 1993, No. 12000, as amended as follows:

FROM: SINGLE FAMILY RESIDENTIAL ZONE (RF)

TO: COMPREHENSIVE DEVELOPMENT ZONE (CD)

Parcel Identifier: 009-804-111
 Lot 1 Section 23 Township 1 New Westminster District Plan 13340
 2619 - King George Boulevard

Parcel Identifier: 010-470-395
 Lot 1 Section 23 Township 1 New Westminster District Plan 19254
 2594 - 152 Street

Parcel Identifier: 009-804-137
 Lot 2 Section 23 Township 1 New Westminster District Plan 13340
 2641 - King George Boulevard

Parcel Identifier: 009-804-153
 Lot 3 Section 23 Township 1 New Westminster District Plan 13340
 2645 - King George Boulevard

Parcel Identifier: 009-804-161
 Lot 4 Section 23 Township 1 New Westminster District Plan 13340
 2649 - King George Boulevard

Parcel Identifier: 009-804-170
Lot 6 Except: Parcel "H" (Bylaw Plan 62660); Section 23 Township 1 New Westminster
District Plan 13340

2608 - 152 Street

Parcel Identifier: 003-597-121
Lot 7 Except: Parcel "G" (Bylaw Plan 62660), Section 23 Township 1 New Westminster
District Plan 13340

2614 - 152 Street

Parcel Identifier: 013-479-865
Lot 8 Except: Parcel "F" (Bylaw Plan 62660), Section 23 Township 1 New Westminster
District Plan 13340

2622 - 152 Street

(hereinafter referred to as the "*Lands*")

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

A. Intent

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

B. Permitted Uses

The *Lands* and *structures* shall be used for the following uses only, or for a combination of such uses:

1. *Multiple unit residential buildings* and *ground-oriented multiple unit residential buildings*.
2. *Child care centres*, provided that such centres:
 - (a) Do not constitute a singular use on the *lot*; and
 - (b) Do not exceed a total area of 3.0 square metres [32 sq.ft.] per *dwelling unit*.

C. Lot Area

Not applicable to this Zone.

D. Density

1. The *floor area ratio* shall not exceed 1.5.
2. The indoor *amenity space* required in Sub-section J.1(b) of this Zone is excluded from the calculation of *floor area ratio*.

E. Lot Coverage

The *lot coverage* shall not exceed 45%.

F. Yards and Setbacks

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

Use	Setback	North Yard	East Yard	South Yard	West Yard
<i>Principal Buildings</i>		2.1 m	5.5 m ¹	3.65 m	6.2 m
<i>Accessory Buildings and Structures</i>		[7 ft.]	[18 ft.]	[12 ft.]	[20 ft.]

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

¹ The minimum east *yard setback* may be reduced to 3.0 metres [10 ft.] from any east *lot line* that is not adjacent to a *highway*.

G. Height of Buildings

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

1. *Principal buildings*: The *building height* shall not exceed 15 metres [50 ft].
2. *Accessory buildings and structures*: The *building height* shall not exceed 4.5 metres [15 ft].

H. Off-Street Parking

1. Resident and visitor *parking spaces* shall be provided in accordance with Part 5 Off-Street Parking and Loading/Unloading of Surrey Zoning By-law, 1993, No. 12000, as amended.
2. All required resident *parking spaces* shall be provided as *underground parking* or as *parking within building envelope*.

3. Parking within the required *setbacks* is not permitted.
4. No parking shall be permitted in the front of the main entrance of a *multiple unit residential building*, except for the purpose of short term drop-off or pick-up and parking for the disabled.

I. Landscaping

1. All developed portions of the *lot* not covered by *buildings, structures* or paved areas shall be landscaped including the retention of mature trees. This *landscaping* shall be maintained.
2. Along the developed sides of the *lot* which abut a *highway*, a continuous *landscaping* strip of not less than 1.5 metres [5 ft.] in width shall be provided within the *lot*.
3. The boulevard areas of *highways* abutting a *lot* shall be seeded or sodded with grass on the side of the *highway* abutting the *lot*, except at *driveways*.
4. Garbage containers and *passive recycling containers* shall be located within the *underground parking* or within a *building*.

J. Special Regulations

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

K. Subdivision

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

<i>Lot Size</i>	<i>Lot Width</i>	<i>Lot Depth</i>
1 hectare [2.5 acre]	70 metres [230 ft.]	100 metres [328 ft.]

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

L. Other Regulations

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

1. Definitions are as set out in Part 1 Definitions of Surrey Zoning By-law, 1993, No. 12000, as amended.
2. Prior to any use, the *Lands* must be serviced as set out in Part 2 Uses Limited, of Surrey Zoning By-law, 1993, No. 12000, as amended and in accordance with the servicing requirements for the RM-70 Zone as set forth in the Surrey Subdivision and Development By-law, 1986, No. 8830, as amended.
3. General provisions are as set out in Part 4 General Provisions of Surrey Zoning By-law, 1993, No. 12000, as amended.
4. Additional off-street parking requirements are as set out in Part 5 Off-Street Parking and Loading/Unloading of Surrey Zoning By-law, 1993, No. 12000, as amended.
5. Sign regulations are as set out in Surrey Sign By-law, 1999, No. 13656, as amended.
6. Special *building setbacks* are as set out in Part 7 Special Building Setbacks, of Surrey Zoning By-law, 1993, No. 12000, as amended.
7. *Building* permits shall be subject to the Surrey Building Bylaw, 2012, No. 17850, as amended.
8. *Building* permits shall be subject to Surrey Development Cost Charge Bylaw, 2016, No. 18664, as may be amended or replaced from time to time, and the development cost charges shall be based on the RM-70 Zone.
9. Tree regulations are set out in Surrey Tree Protection Bylaw, 2006, No. 16100, as amended.

- 10. Development permits may be required in accordance with the *Surrey Official Community Plan* By-law, 2013, No. 18020, as amended.
- 11. Provincial licensing of *child care centres* is regulated by the Community Care and Assisted Living Act S.B.C. 2002, c. 75, as amended, and the Regulations pursuant thereto including without limitation B.C. Reg 319/89/213.

3. This By-law shall be cited for all purposes as "Surrey Zoning By-law, 1993, No. 12000, Amendment By-law, _____, No. _____."

PASSED FIRST READING on the _____ th day of _____, 20__ .

PASSED SECOND READING on the _____ th day of _____, 20__ .

PUBLIC HEARING HELD thereon on the _____ th day of _____, 20__ .

PASSED THIRD READING on the _____ th day of _____, 20__ .

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

_____ MAYOR

_____ CLERK

Chronology of Discussions with the Woodgrove Strata

<u>Date</u>	<u>Event</u>
Early 2016	At the pre-application stage, the applicant met with the Strata to discuss access options for the site.
14/09/2016	Pre-notification letters mailed.
22/11/2016	Public Information Meeting.
17/03/2017	On-site meeting at Woodgrove with City staff, the applicant and applicant's architect, and Woodgrove Strata members. Discussion items included: (1) 152 Street SRW; (2) King George Boulevard SRW maintenance requirements; and (3) possibility of left turning movements for the proposed development site.
21/04/2017	Conference call meeting with City staff and Woodgrove Strata members. At this meeting, Transportation Engineering staff confirmed that left-in movements to the development site would not be permitted. Woodgrove reiterated their concerns about illegal U-turning.
9/05/2017	Follow-up conference call with Woodgrove Strata members. Transportation Engineering staff explained that after further review of the intersection, staff determined that a full signal at 152 Street and 26 Avenue is warranted, and that the intersection could be designed to accommodate legal U-turns. Staff explained that in order to accommodate legal U-turn movements, the road would have to be widened and the curb moved closer to the Strata. This would necessitate the use of a small portion of the existing 152 Street SRW area. Woodgrove requested a sketch to illustrate what this would look like.
26/05/17	Meeting between City Staff and Woodgrove Strata members. At the meeting, staff went over the proposed intersection design and presented a draft sketch to illustrate the design. Woodgrove again presented an alternative solution of allowing a legal U-turn further north. Woodgrove requested some additional information to illustrate the proposed intersection design, and that staff further consider their preferred alternative of providing for U-turning further north on 152 Street.
15/06/17	Staff followed up via e-mail with Woodgrove with a more detailed preliminary design of the potential intersection at 26 Avenue and 152 Street, which would allow for legal U-turns. The design requires the use of 70 square metres (753 sq. ft.) of the Strata's property, which is already encumbered by the 744 square metre (8,008 sq. ft.) SRW area (LMP37224). In the e-mail, staff also explained that Transportation Engineering staff reviewed the option of providing for U-turning further north, and determined that it is not viable because the driveway to the proposed development is at the north end of the site and there is not sufficient property north of the access to accommodate it.
5/07/2017	Woodgrove provided a letter to staff indicating that the Strata Council is in favour of a signal at 26 Avenue and 152 Street, but opposed to the proposed U-turn facility. The primary concern with the U-turning is with allowing U-turning within Woodgrove's entrance. In fact, the U-turning would occur within the municipal road; it is the sidewalk that would be relocated within the SRW area.
15/08/2017	Conference call meeting between City staff and Woodgrove's legal counsel. At the meeting, staff outlined the three (3) available options to resolve the U-turning issue, and clarified the requirements from Woodgrove which would allow for the intersection design to be achieved. These options are discussed in Page 14 of the Planning Report.
31/08/2017	Staff provided Woodgrove's legal counsel with a written description of the three (3) options.
5/10/2017	Woodgrove's legal counsel confirmed that Woodgrove would hold a Special General Meeting to make a decision on which of the three (3) options to pursue, on November 1, 2017. Transportation Engineering staff will attend the meeting to answer any questions that the Strata members may have.