

"That the applicant work with the neighbourhood and staff to address the issues of access and egress and enclosed garages".

DISCUSSION

Staff arranged two meetings (the first on July 22, 2004 and the second on August 20, 2004) involving the applicant and representatives of the Ocean Bluff Residents' Association (the "Association"). The following provides a summary of the meetings:

Access/Egress to the Subject Site

City policy directs that driveways not be allowed off arterial roads and, since 140 Street is classified as an arterial road, access to the proposed development site was proposed from the north/south lane that parallels 140 Street. The Association expressed a strong objection to this lane providing the only access for the subject development. The Association expressed the view that vehicular access should be provided from 140 Street only. In response to the concerns related to vehicular access expressed by the Association, the applicant's architect developed and presented three alternative options for access to the development. The following is a brief description and evaluation of the three options:

Option A: Access/Egress for the Proposed Development Site from the Lane Only (Appendix "B")

Under this option, access/egress to and from all 10 of the seniors' cottage units is from the north/south lane only. The applicant would also construct a fence along the property line to the east of the lane, separating the lane from the properties abutting the east side of the lane if the owners of these properties consent to such a fence.

Advantages

- (a) It is consistent with the existing road layout shown in the Concept Plan for the area;
- (b) It is considered to best meet the transportation considerations of the Transportation Division as it adheres to the City policy not to allow private driveways onto arterial roads (140 Street). This policy is intended to ensure that traffic capacity of arterial roads is not compromised by driveways and is based on the fact that the City makes a relatively large investment in constructing arterial roads for the purpose of providing for the efficient flow of traffic through the City; and
- (c) It facilitates the retention of the central courtyard in the proposed development as originally planned and enhances the design quality and marketability of the proposed development.

Disadvantages

- (a) It does not satisfy the concerns expressed by the Association related to increased vehicular traffic on the lane and creation of safety, noise and privacy problems for properties adjacent to the lane.

Option B: Access/Egress to the Proposed Development from 140 Street Only (Appendix "C")

Under this option, access/egress for all 10 of the seniors' cottage units would be from a common driveway off 140 Street to an internal road.

Advantages

- (a) It fully addresses the concerns of the Association, related to potential impacts caused by additional traffic on the north/south lane.

Disadvantages

- (a) It conflicts with the road layout, as illustrated in the Concept Plan for the area;
- (b) It conflicts with the City policy not to allow driveways directly onto arterial roads; and
- (c) It eliminates the central courtyard amenity associated with the proposed development. The applicant and his architect are of the view that the central courtyard is an important design feature of the proposed development and needs to be retained in relation to the attractiveness of the proposed project.

Option C: Provide Access from Both the North/South Lane and 140 Street (Appendix "D")

Under this option, access to the five seniors' cottage units fronting 140 Street would be provided from 140 Street and access to remaining five cottage units, adjacent to the north/south lane, would be provided from the north/south lane. Under this option the applicant would also construct a fence along the property line to the east of the lane separating the lane from the properties abutting the east side of the lane if the owners of these properties consent to such a fence.

Advantages

- (a) It reduces the amount of traffic that would use the driveway off 140 Street by 50% in comparison to Option B;
- (b) It is acceptable to both the applicant and the Transportation Division as a compromise solution;
- (c) It conforms to the road layout illustrated in the Concept Plan for the area;
- (d) It mitigates, to some extent, the concerns of the Association related to additional traffic on the north/south lane; and
- (e) It provides a better site layout than is available under Option B.

Disadvantages

- (a) It conflicts with the City's policy not to allow residential driveways directly off arterial roads;
- (b) It reduces the size of the courtyard yard associated with the proposed development; and
- (c) It does not fully address the concerns of the Association related to traffic on the lane.

Assessment of Options

The following is a more detailed summary of the views of the Association, the applicant and City staff:

Ocean Bluff Residents' Association

The Association is strongly opposed to the construction of the north/south lane and, as such, strongly object to Options A and C (access /egress from the north/south lane only and the split access from 140 Street and the north/south lane) on the following grounds:

- The opening of the lane will trigger redevelopment of lands in the vicinity, which will generate more traffic on the lane;
- The opening of the lane will result in an increase in trespassers and noise;
- The lane will be used as a short cut to avoid the traffic signal at the intersection of 140 Street and 16 Avenue;
- Vehicles will park in the lane rendering two-way traffic on the lane difficult and result in traffic flow and safety problems;
- The lane will affect the security and privacy of the abutting residents to the east; and
- Access to the site by garbage and emergency vehicles from the lane will be difficult.

The Applicant

The applicant prefers Option A (access from the lane only). The applicant holds the view that Option A conforms to the road layout illustrated on the Concept Plan for the area and allows for the provision of a generous central courtyard, which would act to enhance the quality of the proposed development. The applicant, however, is willing to compromise and revise his development proposal to provide access for the development from both 140 Street and the north/south lane in accordance with Option C. The applicant objects to Option B (access/egress from 140 Street only) in that it eliminates the central courtyard from the development and diminishes the design quality of the proposed development by creating yard setback requirement problems.

City Policy

From the perspective of the City's policies and transportation interests, access to the development from the north/south lane in accordance with Option A is preferable. However, in view of the concerns expressed by the Association, Option C (access from both 140 Street and the north/south lane) is acceptable.

In view of the above evaluation, Option C is considered to be the most appropriate design for access to the proposed development. It is acceptable to the applicant and the Transportation Division staff and acts to mitigate, to some extent, the concerns of the Association in that it reduces the traffic generated by the proposed development to the north/south lane by 50 % in comparison to the original proposal. Furthermore, the applicant is willing to construct a fence along the property lines of those properties abutting the east side of the lane if the owners of those properties consent to such construction. This should further reduce the impact of the lane on the adjacent properties to the east.

Enclosure of On-site Parking

The applicant originally proposed that the parking on site would have garage doors facing the north/south lane and 140 Street, but that the sides of the parking areas facing the central courtyard would be left open to create a unified open area, achieve enhanced safety through increased surveillance and provide breezeways for hot summer days. The Association did not support this approach to the on-site parking areas on the grounds that the proposal would do little to keep enclosed cars and other items out of the view of the passing public and would increase the potential for vehicle-related break-ins on the proposed development site and the adjacent properties. As a result of the recent meetings with staff and the Association, the applicant has agreed to provide enclosed parking garages.

CONCLUSION

Based on the above, it is recommended that Council authorize staff to finalize the Development Permit for the subject development based on Option C, as described in this report, including the construction of a fence along the property line on the east side of the north/south lane, if the owners of the properties adjacent to the east side of the lane consent to the construction of such a fence and with the provision of fully enclosed parking garages for each of the dwelling units in the development. It is further recommended that Council authorize the City Clerk to forward a copy of this report to the Ocean Bluff Residents' Association.

Murray Dinwoodie
General Manager
Planning and Development

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Appendices

Appendix "A" - Proposed 10 Unit Seniors' Cottage Development

Appendix "B" - Option A (Access/Egress to the proposed development site from the Lane only)

Appendix "C" - Option B (Access/Egress to the proposed development site from 140 Street only)

Appendix "D" - Option C (Access from Both the North/South Lane and 140 Street)