



Corporate Report

NO: R010

COUNCIL DATE: February 9, 2009

REGULAR COUNCIL

TO: Mayor & Council DATE: February 9, 2009
FROM: General Manager, Engineering FILE: 7907-0269-00
SUBJECT: Development Application No. 7907-0269-00 Related to 2901 King George Highway – Resolution of Access

RECOMMENDATION

The Engineering Department recommends that Council:

1. receive this report as information; and
2. authorize staff to finalize the Servicing Agreement and other conditions precedent to final approval of the Rezoning By-law related to the development at 2901 King George Highway (KGH) on the basis of access to the subject development being provided in accordance with Option 1 as described in this report.

INTENT

The purpose of this report is to document access options that were considered in relation to the proposed development on the site at 2901 King George Highway (KGH) and obtain Council approval to proceed with a recommended option for the proposed development, which will also benefit the existing community and address concerns of the residents of the adjacent development known as the Gardens at Semiahmoo.

BACKGROUND

An access management strategy was developed in the 1990's for KGH to enable all properties along its frontage to have reasonable access. In 1995, the property at the northwest corner of 28 Avenue and KGH developed with a townhouse development named the 'Gardens at Semiahmoo'. As part of this application, the City required the developer to construct an access road along the west edge of the property to provide access to 28 Avenue for future multi-family development on the lands to the north. A statutory right-of-way was registered over this access road to ensure that it would be preserved and available for this purpose.

In 2007, the owner of the lands to the north initiated the rezoning process to allow a 42-unit townhouse development on that site. At the outset of reviewing the application, staff advised that all access to the proposed development should be from 28 Avenue by way of the above-referenced access road. However, after dialogue with the applicant, it was agreed that a right-in/right-out driveway to the site would be permitted off KGH in addition to the access from 28 Avenue to reduce the volume of traffic that would utilize the access road off 28 Avenue, which would minimize any impacts of the new development on the adjacent townhouse units in the Gardens at Semiahmoo. However, during the public input process, the residents of the Gardens at Semiahmoo strata development advised that this did not adequately address their concerns. Their key concerns were:

1. Proximity of the access to some of the townhouse units in their development.
2. Width and inadequacy of the access road to serve the new development.
3. Safety of the intersection of the access road with 28 Avenue and 150 Street.
4. Shortcutting traffic utilizing the access road.
5. Safety of the intersection of 28 Avenue with KGH.

Staff of the Engineering Department and Planning & Development Department reviewed these concerns and responded as follows:

1. The developer would be required to shift the access road away from the existing townhouses in the Gardens at Semiahmoo development and install an enhanced landscape buffer between the road and the nearest townhouses.
2. A 10m wide SRW exists and the access road pavement width is currently 6.7 m (22 feet), which exceeds the minimum width of 6.0 m (20 feet) permitted for multi-family sites. Thus the access road pavement width is considered satisfactory.
3. The sight distance at the intersection of the access road at 28 Avenue and the road grades at this intersection are within acceptable allowances as defined by the Transportation Association of Canada (TAC) and thus the access road intersection with 28 Avenue is considered safe. However, the City will require some trimming of vegetation in the vicinity of the intersection to provide additional motorist sight distance to enhance driver comfort.
4. The private road through the new townhouse development to the north of the Gardens at Semiahmoo will have an alignment and character that would not be conducive to shortcutting.
5. The new development to the north of the Gardens at Semiahmoo would only add a small number of daily trips to the intersection of 28 Avenue and KGH, which could be handled safely through the intersection. Upgrading of that intersection to include traffic signals was planned in the 4 to 6-year timeframe.

At the Public Hearing on December 15, 2008 related to the rezoning by-law for the new development, two additional points were raised as a concern by the residents of the Gardens at Semiahmoo. These were a concern regarding additional traffic utilizing

150 Street to the south of 28 Avenue and other adjacent local roads, and a concern with the restriction to right-in/right-out only on the KGH driveway serving the new development.

Traveling south along 150 Street leads eventually to 152 Street and forces motorists to make several 90 degree turns along single lane roads that operate with slower travel speeds than the arterial network. Drivers would typically choose the quickest routes to move through the area, which would be either the KGH driveway or the 28 Avenue connection to KGH. It is not probable that motorists from the new development would use 150 Street south of 28 Avenue as a common route into or out of the area.

Restricting driveways to right-in/right-out only on arterial streets such as KGH is necessary to limit the number of intersections on the street, which allows it to operate safely with a higher capacity to carry through traffic. In this specific case, a full movement driveway would also conflict with the City's vision for future median rapidbus along KGH in South Surrey. The rapidbus lanes preclude left turn movements except at signalized intersections.

The Gardens at Semiahmoo have forwarded a letter to the City, dated December 22, 2008, that they were agreeable to the access road along the west boundary of their site being used for emergency purposes only at this time and that Council could consider other traffic arrangements in the future with the installation of a traffic signal at 28 Avenue and KGH.

DISCUSSION

In accordance with Council's direction subsequent to the Public Hearing on December 15, 2008, staff reviewed alternatives for access to the proposed development at 2901 KGH, taking into consideration the concerns raised by the residents of the Gardens at Semiahmoo Strata. Based on that review, it is concluded that there are only two viable options:

Option 1: Permit a right-in/right-out driveway off KGH and a permanent full access driveway off 28 Avenue for the proposed development by way of the access road through the Gardens at Semiahmoo development and advance the widening and installation of traffic signals at the intersection of the KGH and 28 Avenue.

Option 2: Permit a right-in/right-out driveway off KGH and an emergency access only driveway off 28 Avenue by way of the access road through the Gardens at Semiahmoo. In the future, the City could consider reverting the emergency access driveway to a full access driveway to 28 Avenue as and when the intersection of KGH and 28 Avenue is improved and signalized.

Evaluation of Options:

Both options would allow for a right-in/right-out driveway on KGH for the new development at 2910 KGH. This driveway will be shifted to the north end of the subject site to allow it to provide access to a future development on a vacant site to the north of

2901 KGH. This will minimize the concerns that can be expected from the future owners of the subject site when the lands to the north develop.

Under both options, the access road pavement that intersects with 28 Avenue and that runs along the westerly boundary of the Gardens at Semiahmoo development would be shifted away from the existing townhouses in the Gardens at Semiahmoo and a landscaping buffer would be planted to create a better interface between the access road and the nearest townhouses in the Gardens at Semiahmoo development.

Option 1 (See Appendix I):

Pros	Cons
Provides quality access for the lands at 2901 KGH, reducing the amount of travel for motorists from that development wanting to proceed north on KGH.	Does not fully satisfy the concerns of the residents of the Gardens at Semiahmoo.
Advancing improvements to the 28 Avenue/KGH intersection including traffic signals will improve access to KGH for all area residents, including those that reside in the Gardens at Semiahmoo.	Budget would have to be shifted from other planned projects to advance the KGH improvements at this location.
Consistent with sustainable transportation principles to minimize GHG emissions and maximize driver safety and quality of life.	Additional traffic would be traveling along the access road at the west limit of the Gardens at Semiahmoo adjacent to existing townhomes but this could be buffered to some extent with additional landscaping between the road and the townhouses.

Option 2 (See Appendix II):

Pros	Cons
Fully addresses concerns of the residents of the Gardens at Semiahmoo townhouse complex.	Each trip from the new development at 2901 KGH destined to northbound KGH would be 1.5 km longer, resulting in significant driving distance per year for the average family (see Appendix II for an illustration). This is contrary to sustainable transportation principles related to minimizing GHG emissions and maximizing driver safety and quality of life.
Provides alternative access for emergency vehicles and preserves the ability to provide full access to 28 Avenue in the future.	Our experience has shown that owners of properties with restricted access such as would be the case for the development at 2901 KGH are unsatisfied with it and seek alternatives through the City Engineering Department.
	Would create a potential conflict between strata developments over access rights that would have to be resolved in the future.

Based on the above, it is concluded that Option 1, including advancing the upgrading of the 28 Avenue/KGH intersection, is the preferred option as it is consistent with sustainable transportation principles, satisfies the concerns of the broader neighbourhood

and will provide some benefit to the residents of the Gardens at Semiahmoo Strata by virtue of the improved intersection at 28 Avenue and KGH.

CONCLUSION

Based on the above discussion, it is recommended that Council authorize staff to finalize the Servicing Agreement and other conditions precedent to final approval of the Rezoning By-law related to the development at 2901 King George Highway (KGH) on the basis of access to the subject development being provided in accordance with Option 1 as described in this report.

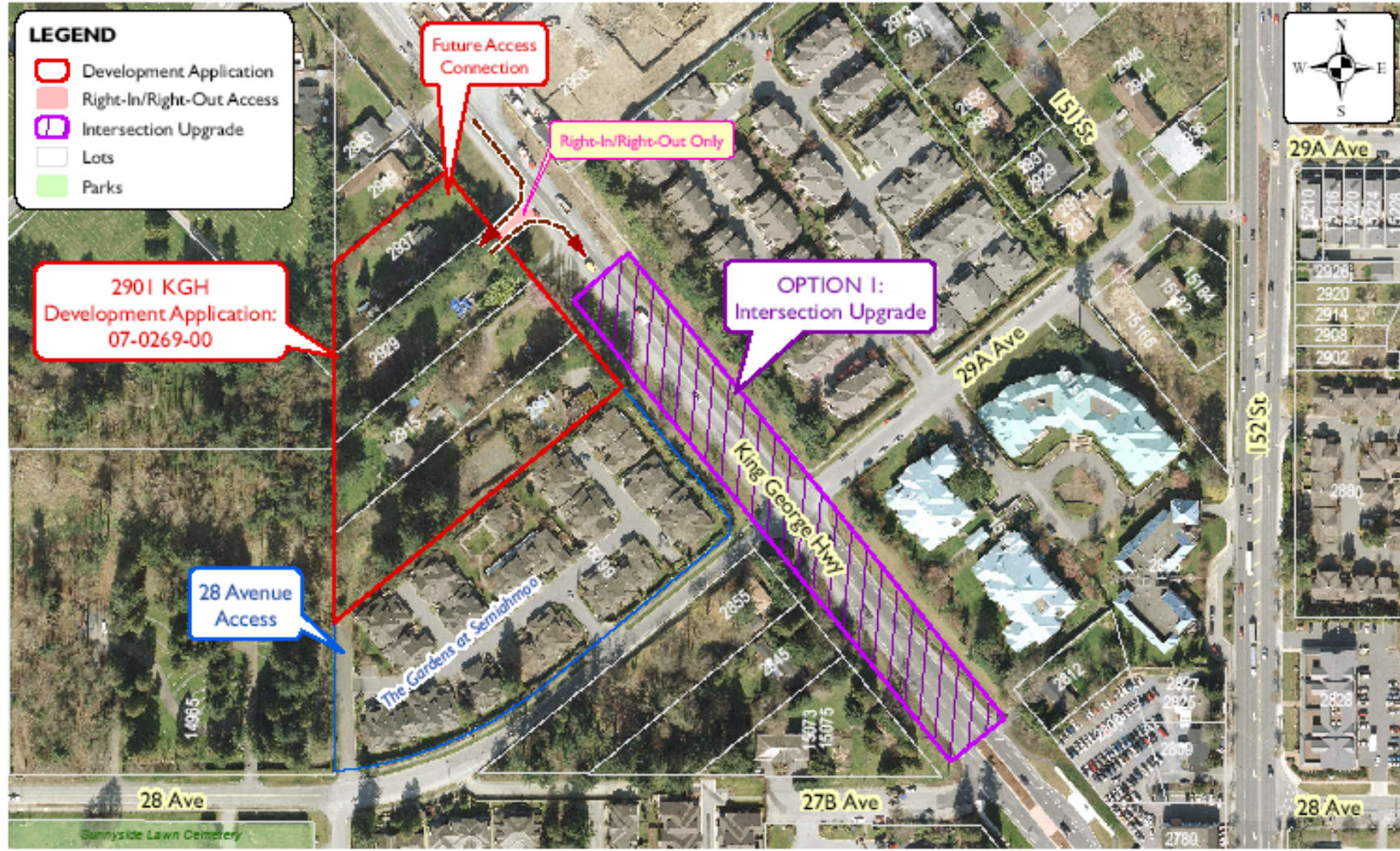
Vincent Lalonde, P.Eng.
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VL/JB:kd/brb

Appendix I - Option 1: Site Access Plan

Appendix II - Option 2: Site Access Plan

APPENDIX I



PRODUCED BY ENGINEERING, GIS SECTION: January 29, 2009, CS

Date of Aerial Photography: April 2008



OPTION 1: SITE ACCESS PLAN

ENGINEERING DEPARTMENT

The data provided is compiled from various sources and IS NOT warranted as to its accuracy or sufficiency by the City of Surrey. This information is provided for information and convenience purposes only. Lot sizes, legal descriptions and encumbrances must be confirmed at the Land Title Office.

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APPENDIX II



PRODUCED BY ENGINEERING, GIS SECTION: January 29, 2009, CS

Date of Aerial Photography: April 2008



OPTION 2: SITE ACCESS PLAN

ENGINEERING
DEPARTMENT

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