

NO: R223 COUNCIL DATE: November 30, 2009

REGULAR COUNCIL

TO: Mayor & Council **DATE: November 27, 2009**

FROM: General Manager, Engineering **FILE: 7808-0021-00**
General Manager, Planning & Development

SUBJECT: Development Application No. 7808-0021-00 Related to Properties
at 10672 and 10708 - 140 Street – Street and Lane Requirements

RECOMMENDATIONS

The Engineering Department recommends that Council:

1. Receive this report as information;
2. Endorse the proposed strategies as documented in this report to facilitate the subject development project while satisfying the transportation needs in the neighbourhood; and
3. authorize staff to forward a copy of this report and the related Council resolution to the delegation that appeared before Council.

INTENT

The purpose of this report is to advise Council about Development Application No. 7808-0021-00 for property at 10672 and 10708 – 140 Street and to obtain Council endorsement of an approach to address the applicant's concerns while satisfying the transportation needs of the neighbourhood.

BACKGROUND

In January 2008, the City received a development application, which proposed the rezoning from RF (Single Family Residential Zone) to CD (Comprehensive Development Zone) of the properties at 10672 and 10708 - 140 Street that would permit the development of these properties with a 4-storey apartment building. The applicant indicated that this project would be marketed as rental housing. The subject properties are shown on the air photo attached as Appendix I. A site plan of the proposed development is illustrated in Appendix II.

During the review of the application, the Engineering Department identified a need for an east-west half-road along the north limit of the development site along the alignment of 107 Avenue and a north-south lane paralleling and east of 140 Street.

At its meeting on November 16, 2009, Council received a delegation from Mr. Don Andrew of Creekside Architects, the architect for the project, who advised Council of the applicant's

concerns related to the City's road and lane requirements for the project. After hearing the delegation, Council requested a report from staff on the matter.

The architect for the application raised the following specific concerns:

- The road dedication and related setbacks compromise the building footprint;
- The road and lane dedications reduce the buildable area on the site;
- The cost to construct the east-west half-road make the development uneconomic; and
- The north-south lane bisects the site separating the parking area from the building and creates security and safety concerns in relation to the future occupants of the building.

DISCUSSION

Neighbourhood Redevelopment and Transportation Needs

107 Avenue

The City's Transportation Strategic Plan identifies the importance of improving accessibility to and connectivity within the community. The development of a denser grid of streets in the City's neighbourhoods especially when they are being redeveloped to higher densities improves accessibility and mobility within the community through improved transit and walking options and by providing more direct routes for motorists, pedestrians and cyclists. This policy of creating a denser grid of streets is also embedded as a primary objective within the City Centre Plan on which this site borders.

The neighbourhood within which the subject property is located is currently characterized as having long north-south blocks with limited east-west road connections. The existing road network in the immediate area and the proposed new linkage is shown on the map attached as Appendix III. The establishment of a new road along an alignment coincident with the north boundary of the subject development site (107 Avenue) does not bisect any parks as was suggested by the delegation that appeared before Council. The new road will, as redevelopment of the subject block occurs, provide another link to 140 Street for the neighbourhood to the east of 140 Street.

The block within which the subject application is located, although it currently contains single family detached houses, will over time be redeveloped to higher density multi-family residential uses (apartments and townhouses). In fact the current application that proposes a 4 storey apartment building will act as a precedent in this regard. It is expected that the lands to the west of 140 Street in the adjacent City Centre area will also redevelopment to higher density multi-family residential uses. This densification of development in the subject block and the neighbouring blocks will be supported by future rapid transit on the 104 Avenue corridor which is less than 800 m away (walking distance) to the north.

The creation of a new east-west street connection at the 107 alignment along the north limit of the subject site will provide a direct walking route for students attending the elementary school on the west side of 140 Street and will provide a mid-block alternative route for individuals walking to take transit that will be routed on 140 Street. The 107 Street connection to 140 Street will provide current and future residents of the area with improved vehicular access to/from

140 Street, which will result in shorter trips and will give area residents alternative access to Hawthorne Park. This local street connection will also act to relieve the traffic volumes on 108 Avenue by providing a local route to allow circulation within the neighbourhood as opposed to forcing motorists to use the perimeter arterial roads for short trips from one part of the immediate neighbourhood to another.

Public Lane along 140 Street

The location of private driveways directly on arterial roads tends to significantly reduce the safety and capacity of the arterial road for moving traffic and undermines the significant investment that the City makes in constructing arterial roads to move traffic through the City. The traffic activity associated with the private driveway slows traffic down as motorists move in and out of the driveway. As such, it is the City's policy to require the dedication and construction of paralleling lanes along arterial roads to provide access to development that fronts the arterial road in lieu of a driveway directly off the arterial road. With respect to the subject development application, there is another development application to the immediate north of the subject site for which a public lane will be constructed on the east side of 140 Street. These lane connections will provide opportunity for full movement access to the arterial network for the developments as opposed to restricted driveway access.

With respect to the subject application, if the dedication of the 107 Avenue half road (11 m) and north-south public lane (6m) was waived, there would still be a need for the applicant to provide a 6 m wide access/drive aisle off 140 Street on the 107 Avenue alignment to provide access to the parking area under the hydro corridor on the east half of the site and a pedestrian walkway would still also be necessary. As such, there would be little or no difference in the corridor width required on the north boundary of the site for moving traffic. Similarly, with respect to the north-south lane, the applicant will need to install a 6 m wide private drive aisle along the edge of the proposed private parking area as shown on the site plan in Appendix II. Whether this drive aisle is a private road or a public lane it will still absorb the same area of land.

Strategies to Facilitate this Development

Staff has been working with the applicant throughout the process to present options to assist in ensuring that the site development is viable while at the same time satisfying the overall transportation needs of the area (i.e., 107 Avenue and the north-south shared lane). The following measures are proposed to offset the impacts of the street/lane requirements:

To address the concern with the loss of buildable area on the site:

- The Planning Department is supporting an increased density on the subject site from 5 units per acre (upa) that is permitted under the site's current zoning to a maximum of 70 upa and a floor area ratio of 1.5 with the density and floor area calculated based on the gross developable area of the site prior to the dedication of the street and lane; and
- The Planning Department is supporting a reduction in the normal building setbacks to the adjacent streets, which will act to increase the available building area on the site.

To address the concern with the cost to construct the half road on 107 Avenue and the north-south lane:

- The Planning Department is supportive of allowing at-grade parking under the adjacent hydro corridor;
- The Planning Department is supportive of a relaxation by 20% in the number of parking stalls provided for the development based on its proximity to the City Centre and future rapid transit on 104 Avenue; and
- The Engineering Department is prepared to waive the requirement for the construction of underground water and sewer utilities within the new 107 Avenue half road.

To address security and the concern with the north-south lane bisecting the development site:

- The Engineering Department is supportive of shifting the alignment of the north south lane to the easterly edge of the development site under the hydro power lines and staff is actively working with BC Hydro to allow the lane alignment at this location.

SUSTAINABILITY CONSIDERATIONS

A denser grid of roads and lanes will act to reduce the length of vehicle trips in the area by providing more direct routing for motorists to local destinations thus reducing vehicle emissions. The increased street connectivity will also reduce trip lengths for pedestrians and cyclists, thereby encouraging people to use more sustainable modes of transportation for both short and long trips and will support the provision of efficient transit service in the area. By providing vehicular access off a lane the subject development will reduce congestion on 140 Street and will therefore reduce trip travel times and related emissions on 140 Street, which is an arterial street and carries high traffic volumes.

CONCLUSION

Based on the above discussion, it is recommended that Council:

- endorse the proposed strategies as documented in this report to facilitate the subject development project while satisfying the transportation needs in the neighbourhood; and
- authorize staff to forward a copy of this report and the related Council resolution to the delegation that appeared before Council.

Jean Lamontagne
General Manager
Planning and Development

Vincent Lalonde, P.Eng.
General Manager
Engineering

VL/JB/LFM/brb

Appendix I - Site Location Plan
Appendix II - Site Plan
Appendix III - Existing and Proposed Road Network

APPENDIX II SITE PLAN



Site Plan as designed by
Creekside Architects (Sept 2008) for Application

Produced by GIS Section: November 25, 2009, CS



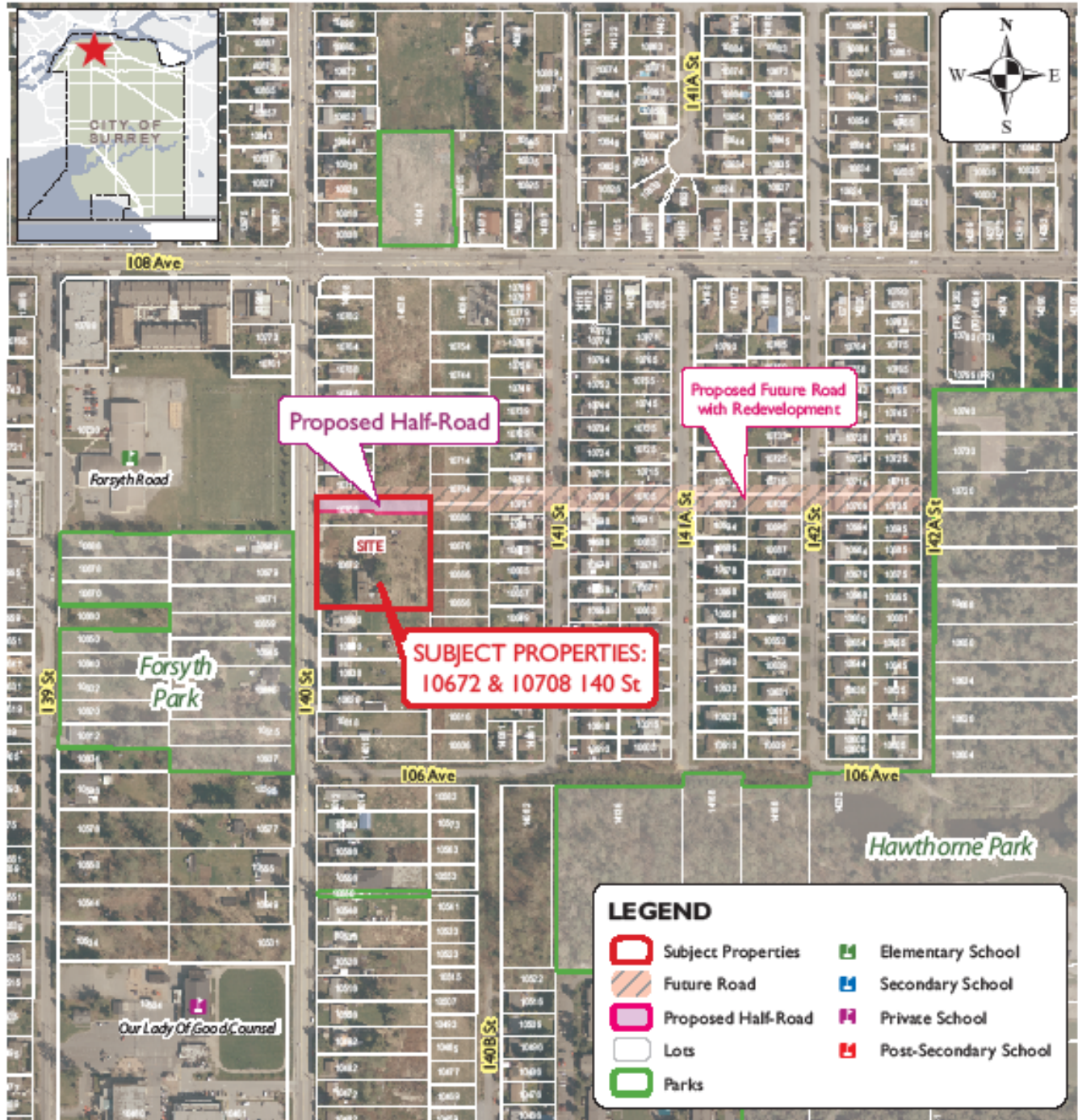
SUBJECT PROPERTY:
10672 & 10708 - 140 St
FILE: 7808-0021-00

**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 III EXISTING & PROPOSED ROAD NETWORK



Produced by GIS Section: November 25, 2009, CS

Date of Aerial Photography: April 2009



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