

NO: R212

COUNCIL DATE: **November 28, 2011**

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## REGULAR COUNCIL

TO: **Mayor & Council**

DATE: **November 22, 2011**

FROM: **General Manager, Engineering**

FILE: **7911-0053-00**

SUBJECT: **Strategy for Sharing the Costs of the Dedications Required for a New East-West Lane North of 96 Avenue Between 137A Street and King George Boulevard**

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## RECOMMENDATIONS

The Engineering Department recommends that Council:

1. Receive this report as information; and
2. Endorse the strategy described in this report as the means to equitably share the costs of establishing the road dedication for a new east-west lane that is to be located north of and parallel with 96 Avenue between 137A Street and King George Boulevard as generally illustrated on Appendix II attached to this report.

## BACKGROUND

At its meeting of July 25, 2011, Council approved the recommendations of Corporate Report No. R151; 2011 that provided information on the status of Surrey City Centre Plan Update - Stage 2 component. One of these recommendations was that Council endorse the Surrey City Centre Road Network Concept (RNC). The Road Network Concept as approved by Council for Surrey City Centre is illustrated on the map attached as Appendix I. The RNC will assist in achieving one of the fundamental planning and transportation goals of the Surrey City Centre Plan, which is the creation of a finer-grained road network in the City Centre area to create a walkable, pedestrian and cyclist friendly, transit oriented downtown. The large blocks that currently characterize much of the City Centre are barriers to comfortable, direct and pleasant pedestrian and cycling circulation and the efficient movement of vehicles. A fine grain system of roads and lanes is broadly recognized as a fundamental element in creating a livable downtown in any City.

Achieving this finer-grained road network within an environment characterized by large areas of smaller single family residential lots is challenging and requires the application of a series of strategies to help ensure the impact of dedicating and constructing the new streets and lanes is as equitable as possible between land owners. While there are locations within the City Centre where large, comprehensive developments are achievable, many areas within the City Centre are characterized by small, older, single family homes on lots approximately 18-20 metres wide. As the width of most of the roads in the RNC ranges between 20 to 27 metres, entire lots, or significant proportions of lots, can be impacted by the need to achieve full road dedications.

A number of strategies are employed to reduce the impact on development sites of road dedications, including such things as setback relaxations, transfers in density to remainder development sites and modified road cross sections. Even with these strategies, the development industry is loath to purchase lots simply to have to dedicate them as roads. One consequence of this is that those lots identified as being needed for road connections are not purchased by developers and the consolidation of properties to establish viable development sites excludes them. While the City has the power to purchase the lands required for new road connections, the City does not have the financial means based on the current DCC program and associated DCC rates to purchase the 75 properties that have been identified within the City Centre as being wholly or partially required to achieve the approved road network concept.

## **DISCUSSION**

The area covered by Development Application No. 7911-0053-00 involving 12 lots north of 96 Avenue between 137 and 137A Streets is illustrated on the map attached as Appendix II. Two 12-storey commercial buildings are proposed to be constructed on this site. The application was considered by Council at its Regular Land Use meeting on June 27, 2011 (RES. No. R11-1075) and given approval to proceed. The recommended conditions of approval for the application included a requirement for the applicant to dedicate a new 12 m wide east-west road through the development site north of and parallel to 96 Avenue. As part of its deliberations regarding the application, Council requested that staff ensure equity was achieved in securing the road dedication and road construction requirements between developments in this area of redevelopment north of Surrey Memorial Hospital.

In response to Council's request, a number of alignment options for the new road connection were evaluated to facilitate the proposed development while achieving the road network goals. An alignment for the road located mid-way between 96 and 97A Avenues just north of the subject site on the adjoining lots at 9664 - 137 Street and 9661 - 137A Street best met these objectives. The alignment of the new lane is illustrated on the map attached as Appendix II. To the west of 137 Street this lane will be extended to King George Boulevard through the lot at 9661 - 137 Street and along the common property line between the lots known as 9656 and 9666 King George Boulevard as illustrated on Appendix II. To the east of 137A Street a lane connection has already been constructed at a slight offset, which will connect with the future extension of Whalley Boulevard.

### **Recommended Funding Strategy**

The benefitting catchment of the new east-west road has been defined as the lands bounded by 96 Avenue, 97A Avenue, 137A Street and King George Boulevard as outlined on the map attached as Appendix II. As all of the lands in this benefitting area are designated for the same land use and density (Mixed Use 3.5 FAR) the cost of the road dedication should be allocated on the basis of the net development area of each lot within the benefitting catchment area in comparison to the total development area within the benefitting area.

The applicant related to Development Application No. 7911-0053-00 as referenced above has agreed to this funding strategy. The entity providing the land for any section of the subject road will recover the costs for such dedication from the owners of other lots within the same block within the benefitting area (see Appendix II) at the time that such other lots are redeveloped.

Those developers of those lands having direct frontage on this new road would be responsible for the construction of the improvements within the road dedication along their frontage.

## **Future Applicability of the Funding Strategy**

Staff anticipates that a similar strategy will be recommended to achieve new road dedications within other blocks of land within the Surrey City Centre where new roads are needed to achieve a finer grained road network.

## **SUSTAINABILITY CONSIDERATIONS**

The creation of a finer grained network of roads in the Surrey City Centre area will assist in achieving the objectives of the City's Sustainability Charter; more particularly action item:

- SC13: Create a Fully Accessible City.

## **CONCLUSION**

Based on the above discussion, it is recommended that Council endorse the strategy described in this report as the means to equitably share the costs of establishing the road dedication for a new east-west lane that is to be located north of and parallel with 96 Avenue between 137A Street and King George Boulevard as generally illustrated on Appendix II attached to this report.

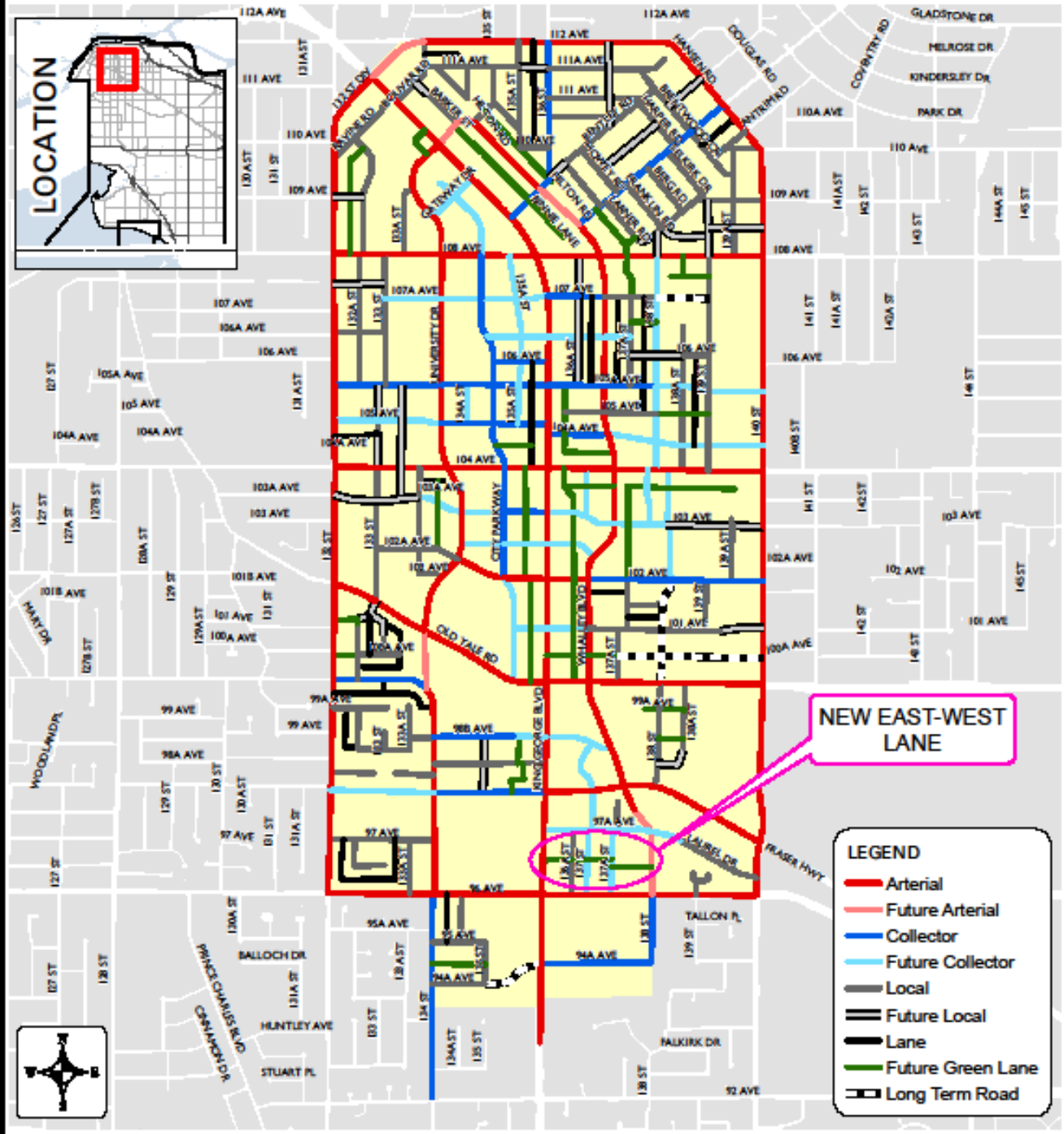
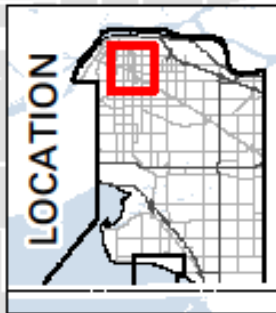
Vincent Lalonde, P.Eng.  
General Manager, Engineering

VL/JB/PB/brb

Appendix I: Surrey City Centre Road Network Plan

Appendix II: Alignment of a New East-West Lane North of 96 Avenue between 137A Street and King George Boulevard

# APPENDIX I



Produced by GIS Section: October 12, 2011, AW8



## CITY CENTRE ROAD NETWORK CONCEPT

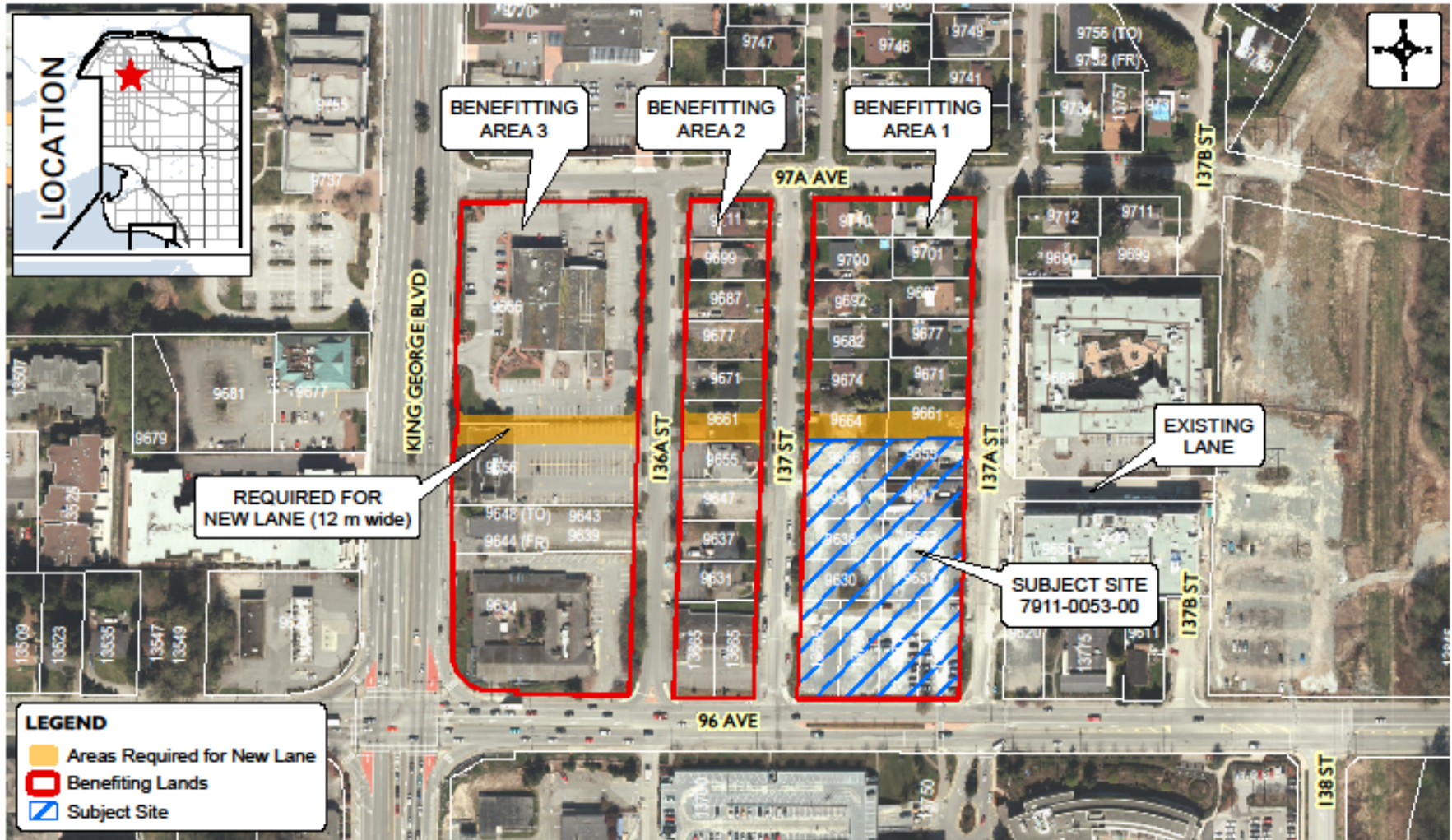
ENGINEERING DEPARTMENT

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 and Title Office.

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 AW-City Centre Road Network Concept-A.mxd



## APPENDIX II AERIAL PHOTOGRAPH OF SITE



Produced by GIS Section: October 12, 2011, AW8

Date of Aerial Photography: May 2011



# PROPOSED ALIGNMENT FOR NEW EAST WEST LANE

**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.

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