



Corporate NO: R023

Report COUNCIL DATE: February 4, 2002

REGULAR COUNCIL			
TO:	Mayor & Council	DATE:	January 28, 2002
FROM:	General Manager, Planning & Development	FILE:	7901-0158-00
SUBJECT:	Rezoning By-law No. 14335 (Application No. 7901-0158-00)Proposed Road Pattern in the Vicinity of 89A Avenue and 156 Street -8897 and 8909 – 156 Street		

RECOMMENDATION

The Planning & Development Department recommends that Council:

1. Authorize staff to continue processing application no. 7901-0158-00 on the basis of the subdivision pattern illustrated in Appendix VI of this report;
2. Instruct staff to proceed with the relocation of the driveway access to the Barkerville townhouse development from 88 Avenue to 155A Street in conjunction with the construction of 155A Street, all in accordance with the Restrictive Covenant registered on the title of the Barkerville townhouse development; and
3. Instruct the Acting City Clerk to forward a copy of this report to each of the speakers who appeared before Council at the Public Hearing on November 19, 2001 related to the subject application.

BACKGROUND

One of the rezoning applications considered by Council at the Public Hearing on Monday, November 19, 2001 was a rezoning from RF “Single Family Residential” to CD “Comprehensive Development” (based on the RF-12 zoning provisions) to allow a subdivision involving approximately 20 small lots at 8897 and 8909 – 156 Street (Appendix I illustrates the location of the property). After the Public Hearing, Council gave Third Reading to the rezoning by-law and directed staff to *“review the requirement for [the proposed] 155A Street and provide a report to Council.”*

DISCUSSION

The subject site is located west of 156 Street and north of 88 Avenue. The neighbouring land uses consist of standard single family lots to the north and east, a church to the south and two large townhouse sites to the south and west. On the south side of 88 Avenue are commercial uses. Given the surrounding land uses, the proposal to create small residential lots on the subject sites based on the provisions of the RF-12 Zone is considered appropriate.

Access for Adjoining Townhouse Sites

The townhouse site to the south consists of 46 units. Currently this townhouse development (named “Barkerville”) has driveway access onto 88 Avenue. At the time this site was rezoned in 1986 a Restrictive Covenant was registered on title providing notice that the driveway off 88 Avenue serving the Barkerville development would be closed when an alternate driveway access is available at the northeast corner of the site. A portion of a cul-de-sac bulb was dedicated at the northeast corner of that site as part of that development, with the remainder of the bulb to be dedicated at the time of development of the adjacent properties to the north.

The townhouse site to the west consists of 92 units. This development (named “Avondale”) was approved in 1989. Due to the proximity of this site to the intersection of 88 Avenue and Fraser Highway, vehicular access to this townhouse development is only available from 89A Avenue. However, when the Avondale townhouse development was first constructed, vehicular access was initially provided from 88 Avenue and a Restrictive Covenant was registered on the title of that development giving notice that the 88 Avenue driveway would be closed when 89A Avenue was dedicated and constructed to provide alternate access to that development. The construction of 89A Avenue west of 156 Street occurred in conjunction with the 9-lot subdivision on the north side of 89A Avenue at which time the driveway to the Avondale townhouse development off 88 Avenue was closed and a new driveway serving the development was constructed off 89A Avenue.

Alternate Subdivision Layouts

The original subdivision layout proposed for the current site, as illustrated in Appendix II, is consistent with the Concept Plan for the area as illustrated in Appendix III. The concept plan illustrates that 155A Street will allow access to the Barkerville townhouse site to the south and will link to 89A Avenue. It also illustrates that a public lane is to be implemented on the west side of and parallel to 156 Street. The lane was intended to provide vehicular access to lots fronting on 156 Street, a designated arterial street.

As is normal practice, staff circulated a pre-notification letter to the neighbourhood related to the subject application. As a result of the pre-notification letter, the residents of dwellings on 89A Avenue west of 156 Street submitted a petition to the City opposing the subdivision proposal. The petition indicated that the residents' concerns were primarily related to the potential traffic impact on 89A Avenue from the Barkerville townhouse site. In response to this petition, the applicant prepared several alternative subdivision layouts, three of which met basic by-law requirements. The following is a brief description and evaluation of the three alternative subdivision options:

- Alternate Layout 1 (illustrated in Appendix IV) includes an east-west road, 89 Avenue, linking the Barkerville townhouse site to 156 Street, but with no road link between 89 Avenue and 89A Avenue west of 156 Street.

The Engineering Department considers this layout inadequate in terms of traffic circulation and intersection spacing along 156 Street. 156 Street is an arterial road and there is a plan to install a raised median on this road, which will ultimately restrict left turning movements at the intersection of 156 Street and 89 Avenue. Further, the two resulting cul-de-sacs will not be connected which will restrict each enclave to one

separate route in and out of the neighbourhood.

- Alternate Layout 2 illustrated in Appendix V proposes an east-west road, 89 Avenue, linking the Barkerville townhouse site to 156 Street and a north-south road, 155A Street, linking 89A Avenue to 89 Avenue. The proposal also indicates that 89A Avenue will be closed at 156 Street, thereby diverting all vehicular traffic from the single-family homes on 89A Avenue, as well as from the Avondale townhouse site to 89 Avenue. The Engineering Department advises that the spacing between 88 Avenue (which is controlled by traffic signals) and the proposed 89 Avenue is not sufficient if the 89 Avenue/156 Street is envisioned to be serviced with traffic signals in the future.

The closure of 89A Avenue west of 156 Street will result in the imposition of significant traffic volumes on 155A Street and 89 Avenue within the proposed subdivision. The Engineering Department is of the view that 89A Avenue should remain open at 156 Street and, therefore, does not support this layout option because traffic will be limited to one route in and out of the neighbourhood.

- Alternate Layout 3 illustrated in Appendix VI proposes that a crescent be constructed south from 89A Avenue to 156 Street. The Barkerville townhouse development would gain access from this crescent. Traffic from the proposed new lots as well from the existing townhouse developments would be provided with two points of access to 156 Street at 89 Avenue and 89A Avenue, thereby distributing the traffic to both streets and minimizing the potential impact on each street. The Engineering Department advises that traffic from the Barkerville townhouse site will most likely use 89 Avenue to access 156 Street if their destination is to the south since this route is a shorter route than the 89A Avenue route. In the future, when a raised median is installed on 156 Street, there will be a median opening at 89A Avenue to allow left turning movements. It is also expected that traffic signals may be installed at the 89A Avenue/156 Street intersection. At that point in time, motorists from the area will use the 89A Avenue/156 Street intersection if their destination is to the north.

The Engineering Department supports this layout since the intersection of 89A Avenue is better located along 156 Street to support future signalization than the 89 Avenue intersection and, in general, traffic is more evenly distributed between 89 Avenue and 89A Avenue within the neighbourhood.

Community Consultation

The applicant was requested to review the three alternative layouts with the neighbourhood before the project was submitted to Council for consideration. The applicant's consultant advised that he spoke several times with the neighbourhood representative who submitted the petition to the City. The consultant further confirmed that this representative received copies of the alternative layouts and reviewed the same with other concerned residents. The representative, in a letter addressed to the consultant, confirmed his acceptance of Alternate Layout 3 (as illustrated in Appendix VI).

The Barkerville townhouse residents, through the Strata Council, have been advised of the proposed development (the subject application) and are aware that the existing driveway off 88 Avenue will be closed in conjunction with the construction of 155A Street at the north end of the development where a new driveway will be constructed to provide access to the development. The townhouse residents have no objection to this driveway relocation.

As part of the review process, staff considered delaying the relocation of the driveway for the Barkerville townhouse site from 88 Avenue to 155A Street until such time as traffic volumes on 88 Avenue warrants closure of the driveway. However, it was concluded that this option will likely create more problems in the future as there will be even more residents affected by the change in the traffic pattern (i.e., new residents on 89 Avenue) who could object to the subsequent relocation of the driveway to 155A Street.

CONCLUSION

Based on the above evaluation, it is recommended that Council authorize staff to continue processing the development application on the basis of the layout illustrated in Appendix VI and that the driveway for the Barkerville townhouse development be relocated to 155A Street as soon as 155A Street is constructed.

Resolution of the layout is required before a Preliminary Layout Approval (PLA) letter can be issued for the subdivision application and design of engineering servicing for the subject development can proceed.

It is further recommended that a copy of this report be forwarded to the speakers who appeared before Council at the Public Hearing for the subject application held on November 19, 2001.

Murray D. Dinwoodie

General Manager

JDM/kms Planning & Development Department

- c.c. - City Manager
- General Manager, Engineering Department
 - Acting City Clerk

Appendix I. Subject Site

Appendix II. Initial Subdivision Proposal

Appendix III. Road Concept Plan

Appendix IV. Alternate Layout 1

Appendix V. Alternate Layout 2

Appendix VI. Alternate Layout 3 (Preferred)

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