



City of Richmond

Report to Council

To:	Richmond City Council	Date:	April 6 th , 2006
From:	Councillor Harold Steves Chair, Planning Committee	File:	08-4045-20-10- MS/2006-Vol 01
Re:	MCLENNAN SOUTH SUB-AREA ROAD IMPLEMENTATION STRATEGY FINANCING EQUITY		

The Planning Committee, at its meeting held on Tuesday, April 4th, 2006, considered the attached report, and recommends as follows:

Committee Recommendation

- (1) *That latecomer agreements be offered to rezoning applicants having to dedicate and construct the following new roads east of Ash Street in the McLennan South Sub-Area Plan:*
 - (a) *the north-south local road between Ash Street, Bridge Street, Keefer Avenue and development; and,*
 - (b) *where the full width of Keefer Avenue, Sills Avenue or Bennett Road is required; and*
- (2) *That administration costs of the latecomer agreements be incorporated into the fees.*

Councillor Harold Steves, Chair
Planning Committee

Attach.

VARIANCE

Please note that staff recommended the following:

That new development (rezoning applications) in the McLennan South Sub-Area continue to be fully responsible for the costs of dedicating and constructing new roads and continue to receive Development Cost Charge (DCC) Credits for Keefer Avenue, Sills Avenue (the east-west portions of the "Ring Road"), Jones Road and Bennett Road.

Staff Report

Origin

Purpose

The purpose of this report is to comment on:

- appropriate ways to address the perceived financial inequities of the development of roads in the McLennan South Sub-Area, east of Ash Street; and
- the possibility of using latecomer agreements to address these inequities.

Background

On October 18th, 2005, staff brought forward to Planning Committee the report from the Manager, Policy Planning entitled "McLennan South Sub-Area Road Implementation Strategy". This report reviewed the results of the public consultation process which indicated that a majority of residents wanted the north/south road to be constructed between Ash Street, Bridge Street, General Currie Road and Keefer Avenue and wanted the continuation of Keefer Avenue as part of the "Ring Road". Specifically, the majority of residents preferred the "A1 option" on the survey which allows "an east/west road configuration which connects Bridge Street to Ash Street" (**Attachment 1**).

At the Planning Committee meeting, discussion ensued on the possible inequitable funding of roads in this area and whether costs could be assessed and funding arranged through latecomer agreements or some other mechanism, to ensure equity for developers. It was agreed that the issues of the funding responsibility for new roads be referred back to staff to investigate and report on appropriate ways to address the financial inequities of the development of roads in this area and on the possibility of using latecomer agreements to address these inequities.

On October 24th, 2005, Council adopted the following motion:

- (1) That (as per the report from the Manager, Policy Planning dated October 11th, 2005), City Council re-affirms its support for the existing "Circulation Map" as contained in the "McLennan South Sub-Area Plan" (Schedule 2.10D of Official Community Plan Bylaw No. 7100); and*
- (2) That rezoning applications in the area bounded by General Currie Road, Bridge Street, Blundell Road and Ash Street are to be considered subject to the following:*
 - (a) New single-family development shall be required to provide land dedication and construction for a north/south road aligned half-way between Ash and Bridge Streets, from General Currie Road to the future extension of Keefer Avenue;*
 - (b) New multi-family development, on the west side of Bridge Street, shall be required to provide land dedication and construction for the Keefer Avenue "ring road" from the new north/south road to Bridge Street, to be aligned in a straight line with the existing portions of Keefer Avenue; and*
 - (c) New single-family development on the east side of Ash shall be required to provide land dedication and construction for the Keefer Avenue "ring road" from Ash Street to the new north/south road, located to the north of the existing portions of Keefer Avenue*
- (3) That future development east of Bridge Street dedicate land and construct the portion of the "ring road" between Bridge Street and Le Chow Street, to align in a straight line with the existing portions of Keefer Avenue, be referred to staff for further review of equity within the area as it related to financial issues.*

Findings of Fact

McLennan South Sub-Area Road Network

The McLennan South Sub-Area Plan proposes to improve circulation in McLennan South by strengthening connections and establishing the street network to promote good community design and interactions in an enhanced pedestrian environment. The Plan directs that developers will build a number of new roads, with alignments generally as shown on the Circulation Map (**Attachment 2**). The new roads consist of:

- 1) a "Ring Road" (Sills Avenue, Turnill Street, Keefer Avenue, and Le Chow Street);
- 2) new east-west roads connecting the "Ring Road" to the surrounding arterials (Bennett Road and Jones Road); and
- 3) a new north/south local road midway between Ash and Bridge Streets, from Sills Ave to Keefer Ave to provide access to new single-family lots created through subdivision (as yet, un-built and un-named).

Keefer Avenue

When completed, Keefer Avenue will constitute the southern portion of the McLennan South Sub-Area "Ring Road". To date, lands have been dedicated and the roadway constructed for Keefer Avenue in the townhouse area in the western portion of the Sub-Area, from Turnill Street to Ash Street. As well, a smaller portion has been dedicated and scheduled for construction in the eastern townhouse area, between No. 4 Road and Le Chow Street. **Attachment 3** illustrates the location of the various new roads that have been dedicated and constructed in the McLennan South area.

The un-built and un-dedicated remainder of Keefer Avenue, from Ash Street to LeChow Street, is comprised of four sections (shown as road segments A, B, C and D on **Attachment 3**), and the alignment and financing responsibilities, as endorsed by Council, are summarized in the following table:

Undeveloped Portions of Keefer Avenue

Road Segment	Location	Alignment	Developer Financing Responsibility
A	From Ash Street to the new north/south local road (7680 & 7700 Ash St)	East/west, centred on the property line between 7680 & 7700 Ash St	New single-family development on the east side of Ash to provide land dedication and construction
B	South portion of the north/south local road, joining road segments A and C (7700, 7720 Ash St & 7611, 7651, 7671 Bridge St)	North/south on the backlands of 7700, 7720 Ash St & 7611, 7651, 7671 Bridge St	New single-family development between Ash and Bridge Streets to provide land dedication and construction
C	From the new north/south local road (B) to Bridge Street (7691 Bridge St)	Aligned in a straight line with the existing portions of Keefer Avenue.	New multi-family development required to provide land dedication and construction
D	From Bridge Street to Le Chow Street (7700 Bridge St)	Aligned in a straight line with the existing portions of Keefer Avenue.	New multi-family development required to provide land dedication and construction subject to financial equity review

Analysis

Road Development Financing Options

Attachment 4 provides a summary of the financing options for growth-related roads and infrastructure under the *Local Government Act*. In preparing this report, a number of different options were examined as a means to address the developers' concerns regarding the ability to pay for new roads. As directed by Planning Committee and Council, the latecomer agreement option in particular was reviewed.

Option 1: Status Quo – Developer Responsible for Road Acquisition and Construction (Recommended)

In the past, new roads have been dedicated and primarily financed (land and construction) by the development community. **Attachment 5** summarizes how much land the development community had to dedicate for any new roads, the estimated cost of these roads based on the servicing agreement security, and any means in which the City assisted the developer with these costs.

Similarly, for the area west of Ash Street, the development community has dedicated and constructed significant new sections of road. Staff have focussed its analysis on the east side of Ash Street because this area only permits single-family subdivisions or multiple-family developments at a lower density than in the western half of the McLennan South Sub-Area Plan (see **Attachment 6**). Therefore, the financial impact of new roads is more substantive on the east side of Ash Street.

In order to assist with the financial costs of these roads, Keefer Avenue, Sills Avenue, Bennett Road and Jones Road were added to the City-wide Development Cost Charge (DCC) Program. This was done because it was recognized that the "Ring Road" serves more as a collector road than a local road. Only the east-west portion of the "Ring Road" was added to the DCC Program because it requires more land from individual properties than the north-south sections of the "Ring Road" (Turnill Street and Le Chow Street). As a result, all new development along Keefer Avenue, Sills Avenue, Bennett Road and Jones Road get DCC credits up to the maximum amount of DCCs they paid towards roads.

Staff are reluctant to change the City's approach "mid stream", especially where some developers have already paid the full cost for new roads. To do so, could be considered unfair or inequitable, and could create a precedent elsewhere in the City.

It is common practice in other Lower Mainland municipalities that the dedication and construction of local roads is the responsibility of the developer. The north-south road between Ash Street, Bridge Street, Keefer Avenue and Sills Avenue is clearly a local road. Furthermore, unlike the east-west portions of the "Ring Road" (Keefer Avenue and Sills Avenue), this local road does not take up a significant portion of land along the back lands of the properties fronting either Ash Street or Bridge Street.

Therefore, staff are recommending that new development continue to be responsible for the cost of dedicating and constructing new roads subject to the DCC credits for Keefer Avenue, Sills Avenue, Bennett Road and Jones Road.

Option 2: Latecomer Agreements – Financed by Proposed and Future Development

According to the *Local Government Act*, latecomer agreements can only be used for “excess” or “extended” services. For example, this would include where access is provided to lands beyond the development site or services are built to a larger standard than required for the specific development.

Normally, under a latecomer agreement, the developer constructs the road (and utilities) at their own expense and may recover the cost (with interest) from future benefiting development within a maximum payback period of 10 years. Traditionally, the City has tended not to use latecomer agreements because of the high administrative burden (e.g., long term tracking) which they put on staff.

There are only two instances where staff believe that latecomer agreements could be used east of Ash Street in the McLennan South Sub-Area Plan.

1. North-South Local Road (Between Ash Street, Bridge Street, Keefer Avenue and Sills Avenue)

A latecomer agreement could be used where a developer provides the north-south local road between Ash Street and Bridge Street and this road is solely for the benefit of other properties (i.e., an “excess” or “extended” service). Staff do not envision using latecomer agreements for Le Chow Street because this road can be used and has already been partially paid for by the multiple-family development, without latecomer agreements, along No. 4 Road.

So, for example, the rezoning application at 7511 Bridge Street (RZ 04-276082 from Sandhill Development Ltd) could be eligible for a latecomer agreement for both the cost of the land and the road construction if the north-south local road is not used to provide access to any of the proposed single-family lots.

However, in order to qualify for this latecomer agreement, the applicant would have to dedicate and pay for the construction of the north-south local road. This being the case, all of the single-family residential lots between Bridge Street, Ash Street, General Currie Road and Blundell Road would reimburse the applicant when they redevelop their property. The new east-west local road which the applicant is building would not be eligible for a latecomer agreement because the road services the subject development.

2. Keefer Avenue, Sills Avenue, Bennett Road (Full Road Dedication and Construction)

The other instance where a latecomer agreement could be used is where a developer is required to dedicate and construct a full road as part of their development. Under normal circumstances, developers dedicate half a road to the City and build two thirds of the road surface in order to make it functional. Where a full road is required, the property on the other side of the road (who would normally have to dedicate half a road and build the remaining one third of the road) would be asked to pay the original developer back if their properties develop within the 10 year period of a latecomer agreement.

This approach could be used for the rezoning application at 7700, 7720, 7740, 7760 Bridge Street (RZ 05-296361 from Patrick Cotter Architect). As directed by Council, Keefer Avenue has to align in a straight line with the existing portion of the road currently being built off No. 4 Road and to avoid the new house on 7671 Bridge Street that was built assuming the road alignment to the south. This being the case, the full road has to be built on 7700 Bridge Street, which is part of this application.

So, in this example, the applicant would get their normal road DCC credits because Keefer Avenue is in the City-wide DCC Program and they could get reimbursed by the potential development to the north via a latecomer agreement (it should be noted that typically latecomer agreements are not used for items in the DCC Program since these items are already getting a DCC credit).

The extension of Keefer Avenue on the west side of Bridge Street would be eligible for a similar DCC credit and latecomer agreement. This being the case, staff would require that the multiple-family residential development to the south pick up 7691 Bridge Street in order that the full road can be dedicated and built by that development.

Staff would have to work out the details of the latecomer agreement with each of these developments prior to bringing any rezoning application forward for consideration. It would not be staff's intention to use latecomer agreements for roads in other areas of the City (e.g. West Cambie or McLennan North).

If Planning Committee and/or Council wishes to pursue this latecomer agreement option where the road is financed by proposed and future development, the following motion could be passed:

“That latecomer agreements be offered to rezoning applicants having to dedicate and construct the following new roads east of Ash Street in the McLennan South Sub-Area Plan:

- a) the north-south local road between Ash Street, Bridge Street, Keefer Avenue and Sills Avenue if the application does not need this road to access their development; and***
- b) where the full width of Keefer Avenue, Sills Avenue or Bennett Road is required as part of their development.”***

Option 3: Latecomer Agreements – Financed by the City

Staff have discussed the above latecomer agreement Option 2 with the developers of 7511 Bridge Street (RZ 04-276082) and 7700, 7720, 7740, 7760 Bridge Street (RZ 05-296361). Neither of them want to “front end” the cost of dedicating and constructing the north-south local road or Keefer Avenue. Instead, they want the City to finance the “excess” or “extended” service and use the latecomer agreement process to collect its investment back from future development.

The City did agree to do this once before with one of these developers when 7131 Bridge Street was rezoned and subdivided. However, the Administrators Group (TAG) reviewed the proposal to do this again on 7511 Bridge Street in 2005 and rejected it on the grounds that the north-south local road should be paid for by the development community and not the City.

One of the reasons the developers do not want to “front end” the cost of dedicating and constructing the north-south local road or Keefer Avenue is that they recognize that they may not get their investment back in the next 10 years. This same argument applies to the City should it finance the road dedication and construction. Although the City can use the latecomer agreement approach to pay itself back, the reality is that City funds would be used, which may not be reimbursed.

There are also potentially 5 other developments in this area that could ask for the same thing. It is for these reasons that TAG has rejected the option of the City financing road dedication and construction costs and recouping its money via a latecomer agreement.

However, should Planning Committee and/or Council direct staff to utilize this option, the following motion could be passed:

“That Council ask staff to recommend funding sources for the dedication and construction of:

a) the north-south local road between Ash Street, Bridge Street, Keefer Avenue and Sills Avenue;

b) the extra one half road dedication and one third road construction of Keefer Avenue, Sills Avenue or Bennett Road where one development is required to dedicate and construct the full width of the road;

and that the City recoup this cost via the latecomer agreement process from future single-family development in the area.”

Option 4: DCC Front-End Agreement – Financed by the Development Community

Usually, this type of agreement is used for significant projects, which are on the DCC Program. Under this agreement, the developer can recover the cost in excess of the DCC credit. The advantage of this option is that, although it typically requires Council approval, the front-end agreement does not need to go through any developer or community petition process, which saves time.

The only instance where staff can envision using this mechanism is if a developer is asked to dedicate and construct the full width of Keefer Avenue, Sills Avenue or Bennett Road (not just a half road). So, for example, the rezoning application at 7700, 7720, 7740, 7760 Bridge Street could be eligible for a DCC front-end agreement where in addition to their normal road DCC credits they could be reimbursed from the City-wide DCC Program for the budgeted cost of the full road they are being required to dedicate and construct.

The extension of Keefer Avenue on the west side of Bridge Street would be eligible for a similar DCC credit and front-end agreement. This being the case, staff would require that the multiple-family residential development to the south pick up 7691 Bridge Street in order that the full road can be dedicated and constructed by that development.

Staff are not recommending this option because it puts additional pressure on already limited City-wide DCC funds for road acquisition and construction. There are other projects in the City's DCC Program that are a higher priority (e.g., the extension of Lansdowne Road to the

Olympic Oval site) and to offer a front-end agreement to developments on Keefer Avenue, Sills Avenue or Bennett Road will put an extra strain on these funds.

Staff would have to work out the details of the DCC front-end agreement before bringing any rezoning application forward for consideration that wants to take advantage of this option. Should Planning Committee and/or Council wish to pursue this option, the following motion could be passed:

“That Development Cost Charge front-end agreements be offered to rezoning applicants having to dedicate and construct the full width of Keefer Avenue, Sills Avenue or Bennett Road”.

Option 5: Density Increase – Area Plan Amendment by Developer

In addition to the aforesaid financial mechanisms, the City could offer a density increase for development that has an inordinate amount of new roads.

The McLennan South Sub-Area Plan designates the area east of Ash Street along Blundell Road, No. 4 Road and Granville Avenue for a base density of 0.55 FAR (see **Attachment 6**). The Plan also indicates that the typical building height will be 2½ storeys (3 storeys maximum) and that the housing form will be predominantly clusters of single-family, duplex and triplex. In order to maintain the predominantly single-family scale of the eastern half of the McLennan South area, buildings are supposed to be setback a minimum of 6 m along public roads.

Most of the multiple-family residential developments in this area have been rezoned to Comprehensive Development District (CD/35). This zone has a maximum FAR of 0.6, limits building height to generally 2½ storeys and has a 6 m setback from public roads (9 m from No. 4 Road).

Staff have had discussions with the developer at 7700, 7720, 7740, 7760 Bridge Street about a density increase in light of them having to dedicate and construct the full width of Keefer Avenue. According to the applicant, in order to make it work financially, a density of 0.68 FAR is required, all the townhouses would be 3 storeys, buildings larger than a triplex would be proposed along Bridge Street, and a setback of 4.5 m would be necessary along Keefer Avenue.

A similar option could be extended to the development at 7511 Bridge Street (i.e., instead of a FAR of 0.55, perhaps a FAR of 0.6 or 0.65 could be offered for the single-family dwellings). According to the McLennan South Sub-Area Plan, the “Residential, Historic Single-Family” designation has a base FAR of 0.55 (see Attachment 6). It also specifically limits the size of lots with access from new roads to a minimum 11.3 m frontage and 320 m² area. Therefore, the developer could not increase the number of lots being created from seven to eight to compensate for the dedication and construction of the north-south local road.

In both of the above-noted cases, an Area Plan amendment would be required. Staff are reluctant to support such a major deviation from the McLennan South Sub Area Plan. Not only would a precedent be set for other potential developments (e.g., the future multiple-family development on the west side of Bridge Street), but the historic single-family neighbourhood may oppose this denser form of the development.

Should Planning Committee and/or Council want to use this “non-financial” mechanism to compensate developments having to dedicate and construct roads as part of their development, the following motion should be passed:

“That the McLennan South Sub-Area Plan be amended to permit a density increase involving:

- a) a different building form and setbacks in the “Residential, 2½ storeys typical (3 storeys maximum), predominantly Triplex, Duplex, Single-Family 0.55 base F.A.R.” designation where a development is required to dedicate and construct a full road as part of their development; and***
- b) a higher Floor Area Ratio (FAR) in the “Residential, Historic Single-Family, 2½ storeys maximum, 0.55 base FAR” designation where a development is required to dedicate and construct the north-south local road between Ash Street, Bridge Street, Keefer Avenue and Sills Avenue .”***

West Cambie Area Plan Comparison

In the West Cambie Alexandra Area, it is proposed to utilize Option 1 (Developer Responsible for Road Acquisition and Construction) and Option 4 (DCC Front-End Agreement – Financed by the Development Community) to finance roads.

These options are appropriate in the West Cambie Area because:

- there are no City costs;
- the area is a “stand alone” area, scheduled for redevelopment where there are no previous rezonings; and
- all rezoning developers will be treated the same way regarding road financing.

The recommendation, for the McLennan South area, in this report is appropriate because it:

- it generates no City costs for roads;
- is a viable option;
- avoids Council making micro road financing adjustments for each future rezoning;
- best achieves consistency regarding how roads are financed;
- provides certainty regarding road financing;
- is normal for developers to fully pay, for certain roads, during redevelopment;
- is consistent with the practice of other Lower Mainland municipalities to not finance local roads; and
- implements the Area Plan.

Financial Impact

The only option that has a financial impact on the City is “Option 3: Latecomer Agreements – Financed by the City”. Based on the experience from 7131 Bridge Street, a total of \$150,000 was paid to the developer for approximately 384 m² of land for the north-south local road. This developer was asking for the same amount in 2005 for a similar amount of road dedication at 7511 Bridge Street. This being the case, it is expected that the developer of 7700, 7720, 7740, 7760 Bridge Street could ask for over \$300,000 for the land involved in dedicating the extra one half of Keefer Avenue.

Utilizing the most recent servicing agreements in this area, developers have bonded for approximately \$220,000 to construct two thirds of a full road across 90 to 95 meters of land. Therefore, it is estimated that the cost of constructing a full road as part of the development at 7700, 7720, 7740, 7760 Bridge Street could be approximately \$330,000. Thus, this development could ask that the additional \$110,000 be eligible for a latecomer agreement. Using these estimated figures, the cost of constructing the north-south local road at 7511 Bridge Street would be approximately \$46,000.

In other words, the City could be responsible for financing a total of \$606,000 for the dedication and construction of the roads in these two developments alone. As noted earlier in this report, there are probably 5 other future developments that could want the same option extended to them when they apply for rezoning. Accordingly, this could amount to over \$1 million. The significant financial impact of this option to the City is why staff are not recommending it.

Conclusion

Staff would prefer that new development in McLennan South continue to be fully responsible for the costs of providing roads subject to DCC Program credits (Option 1 – Status Quo).

However, if there is a desire to help some of the development community with the cost of roads, it is suggested that this be limited to:

- the north-south local road between Ash Street and Bridge Street where the road is not required for a development; and
- Keefer Avenue, Sills Avenue or Bennett Road where the developer is required to construct a full road.

This being the case, staff have identified the following options for Planning Committee and/or Council consideration:

- Latecomer agreements:
 - Financed by proposed and future development (Option 2). The two affected developers are not interested in this option.
 - Financed by the City (Option 3). This option is not supported by TAG.
- DCC front-end agreement for Keefer Avenue, Sills Avenue and Bennett Road (Option 4). This option is not supported by staff because of other road priorities.
- Density increase for some multiple-family and single-family developments (Option 5). Staff are concerned about the precedent and neighbourhood response to this option.



Eric Fiss
Policy Planner (4193)



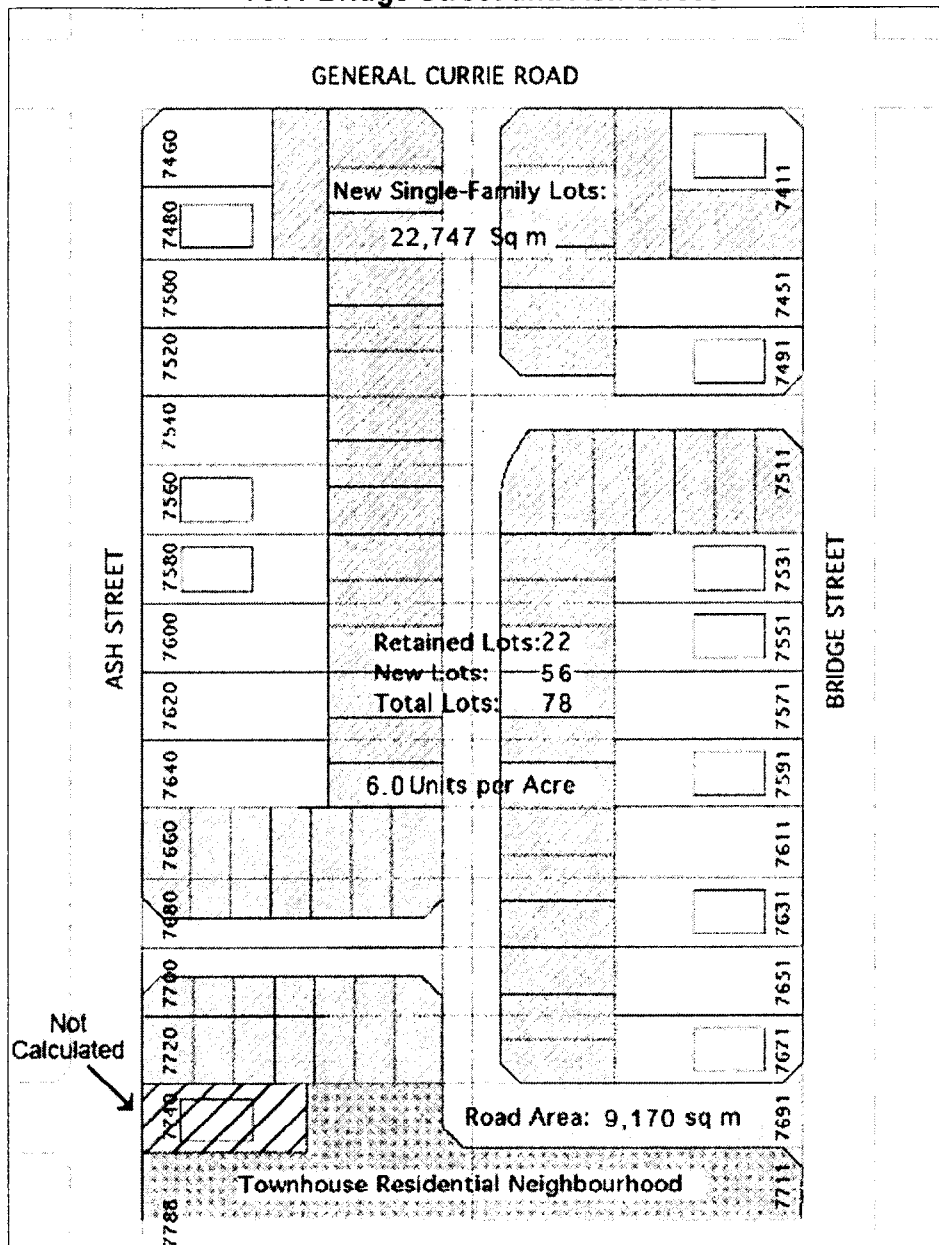
Holger Burke
Development Coordinator (4164)

EF/HB:cas

LIST OF ATTACHMENTS

- | | |
|--------------|--|
| Attachment 1 | Preferred Alignment of New North/South Local Road and Keefer Avenue for the Area Bounded by General Currie Road, Bridge Street, Blundell Road and Ash Street |
| Attachment 2 | Circulation Map for McLennan South Sub-Area Plan |
| Attachment 3 | Road Status in the McLennan South Area |
| Attachment 4 | Road Development Financing Options |
| Attachment 5 | Road Acquisition in McLennan South (East of Ash Street) |
| Attachment 6 | Land Use Map for McLennan South Sub-Area Plan |

Redevelopment Option A1
EMPHASIS: Existing OCP Circulation Plan with East/West Roads at
7511 Bridge Street and Ash Street



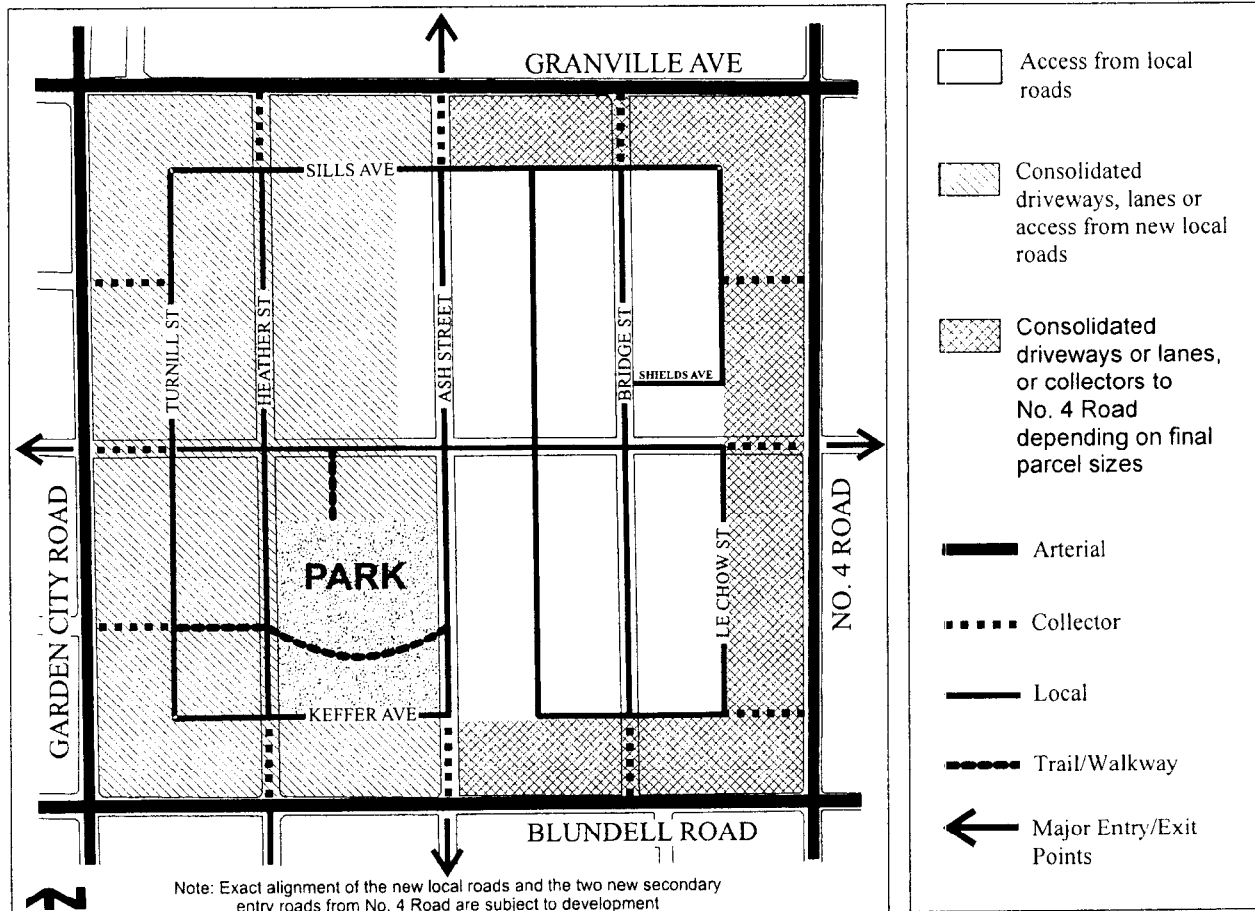
Benefits:

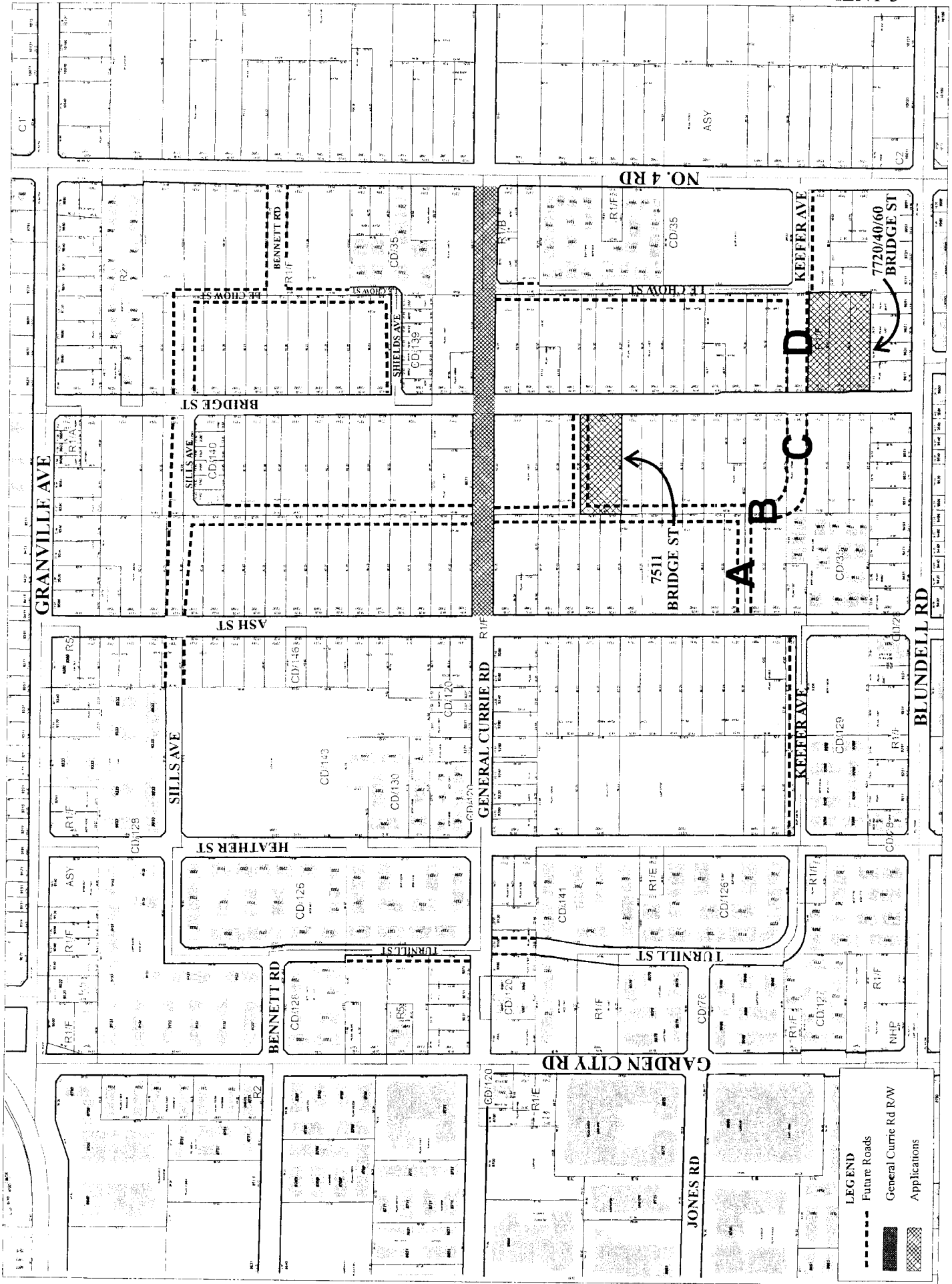
- No change to Area Plan.
- Retains most existing large lots (front-half) on Bridge and Ash Streets: 21 of 26 (80%).
- All costs borne by development of back lands.

Disadvantages:

- Achieves fewer new medium-sized lots than Options B and C.
- Requires construction of General Currie Road or Keefer Avenue "Ring Road" before additional development may proceed.
- Requires cooperation of majority of homeowners to establish north/south road.
- Fire fighting requirements may limit re-development in middle of block until all roads are complete.
- Creates 12 corner lots (the most, tied with Option C).

Circulation Map for McLennan South Sub-Area Plan





McLennan South Sub-Area - 15-4-6

Road Development Financing Options

Financing of growth-related roads and infrastructure is an important issue for the City and the development community. The *Local Government Act* provides options for tools to finance infrastructure to accommodate growth. There are two major categories to consider:

- **Cost recovery tools:** where the City front-ends the financing of infrastructure through short- or long-term borrowing and then recovers costs (including interest) through the following options:
 - Development Cost Charges (payable at the time of building permit issuance):
 - Pros: Development can proceed quickly, and future development pays for the growth related costs.
 - Cons: City must wait for future development to be completed (Building Permits issued) before loan is repaid.
 - Local Improvement Charges (costs recovered from local property owners through a special tax):
 - Pros: Development can proceed quickly, City has less of a financial obligation, and local development pays for the growth related costs.
 - Cons: Local property owners are required to re-pay the loan, and will not recover their costs until they develop or sell their property; local property owners must agree to this program (or defeat it through counter-petition).
 - General municipal taxes (City-wide):
 - Pros: Development can proceed quickly.
 - Cons: Cost of loan repayment (including interest) is responsibility of all taxpayers; cost of development is not fully paid for by new development and is a tax burden on existing residents.
- **Developer-build agreements:** where the responsibility for financing growth-related works is transferred to the developers, through:
 - **Standard Works and Services agreements** (the developer constructs the works at their own expense).
 - Pros: Development can proceed quickly, with no cost or risk to the City. Development benefiting from the improvements directly pays the costs. The Standard Works and Services agreement is the typical vehicle for construction of local roads and services; consistent with the *Local Government Act, Section 938* and the best practices in the *Development Finances Choice Guide*; and consistent with the City's Works and Services Bylaws No. 6530 and 5720.
 - Cons: Developer front-ending the costs assumes the full financial risk, and does not receive any form of repayment or subsidy. Where the works are identified on a DCC Program, the Developer receives a credit for the works to a maximum of the DCCs payable (e.g., the Developer does not pay "twice" for the same works.)

- **Latecomers charges** (the developer constructs the works at their own expense, and may recover costs from future benefiting development, with interest, with a maximum payback period of 10 years);

Pros:

- Consistent with the Local Government Act.
- Development can proceed quickly, with little financial risk to the City. Works do not need to be added to a DCC Program.

Cons:

- Lead developer front-ending the costs assumes the full financial risk for future repayment from adjacent development.
- The benefiting area is difficult to define, and typically limited in size;
- They impose significant administrative burden on the City;
- Does not lend certainty to the developer providing the works, as payback is not certain; and
- They may actually delay development in the area as the benefiting neighbours may wait until the maximum 10-year payback period expires before initiating redevelopment.

- **Development Cost Charges (DCC) credits and rebates** (where the developer receives a “credit” against required DCCs payable for items identified on a DCC Program; and “rebates” from DCCs collected from future benefiting developments via a DCC front-end agreement).

Pros:

- Development can proceed quickly, with no cost or risk to the City. Cost is shared by development benefiting from the growth-related improvements.

Cons:

- Works must be identified on a DCC Program and all development identified in the catchment for the DCC pay to support this work.
- Lead developer front-ending the costs assumes the full financial risk for future repayment from adjacent development.
- Rebates add an administrative cost for the City.

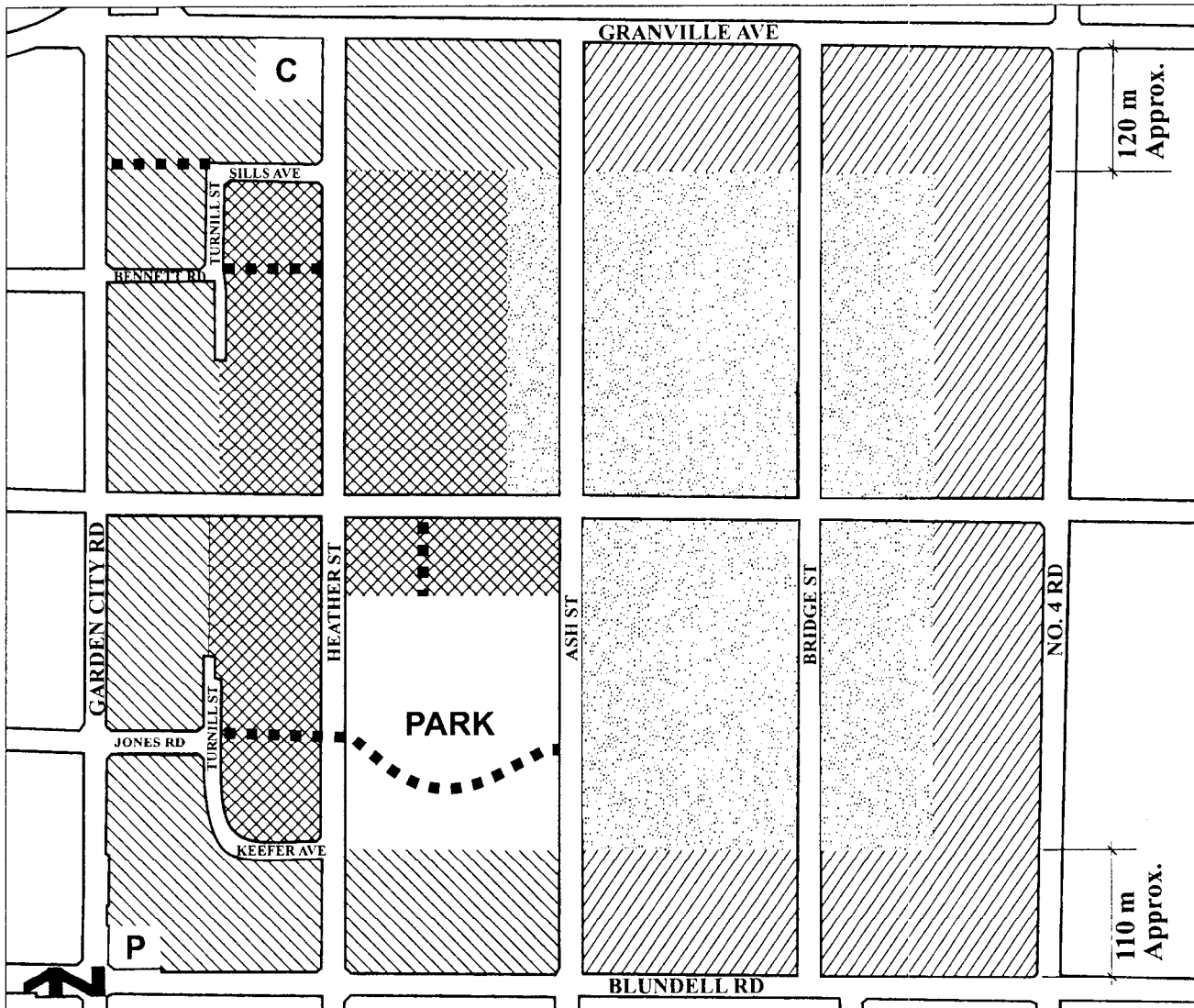
Road Acquisition in McLennan South


Map No.	File No.	Address	Developer	No. of Units	Road Name	Road Width and Area	Financing Responsibility & Method	Estimated Road (SA) Costs	DCC Credits
East of Ash Street (Single-Family Subdivisions)									
1	RZ 02-218186	7131 Bridge St	Amar Sandhu	6 SFR	Sills Ave	10m 824m ²	SA by Developer	\$132,500	\$19,537
					Bridge Street	0m 0m ²			\$0
2	RZ 03-227858	7320 Bridge St	Dreambuilt Estates	7 SFR	New N/S Rd	10m 384m ²	City purchase land (land and construction cost to be recovered from future development)	\$150,000 paid to Developer by City	\$0
					Shields Ave	10m 922m ²	SA by Developer	\$143,000	\$0
3	RZ 04-268607	7360/7380 Bridge St.	Todd Dosanj	7 SFR	Bridge St	0m 0m ²			
					General Currie Rd	0m 0m ²	SA by Developer	\$220,000	\$0
4	RZ 99-161573	7451 No. 4 Rd	Bruno DeAngelis	2 SFR	Bridge St	0m 0m ²			
					General Currie	1.75m 162m ²	Land dedication only (SA by future rezoning on site or south of site)	\$0	\$0
5	RZ 04-276082	7511 Bridge St	Sandhill Dev.	7 SFR	Le Chow St.	10m 199m ²			
					Lane	6m 114m ²	Under review. Requirements to be determined.	TBD	\$0
					New E/W Rd	10m 847m ²			
					New N/S Rd	7.5m 285m ²			


Road Acquisition in McLennan South


Map No.	File No.	Address	Developer	No. of Units	Road Name	Road Width and Area	Financing Responsibility & Method	Estimated Road (SA) Costs	DCC Credits
East of Ash Street (Multiple-Family Developments)									
6	RZ 02-213224	7511 No. 4 Rd	Porte Realty	45 TH	Le Chow St	7.5 m 864m ²	Developer paid cash-in-lieu for future construction	\$101,410	\$0
					New E/W Rd.	10m 902m ²	Land dedication only (not fronting)	\$0	\$0
7	RZ 04-276421	9833 Keefer Av	Polygon	42 TH	Keefer Ave	5m (15m) 424m ²	SA by Developer (10m land swap with City from Porte)	\$211,700	\$143,565
					Le Chow St	7.5m 895m ²	Developer paid cash in lieu for future construction	\$119,240	\$0
8	RZ 03-250285	7331 No. 4 Rd	Patrick Cotter	22 TH	Le Chow St	7.5m 351m ²	Developer paid cash-in-lieu for future construction	\$46,000	\$0
9	RZ 05-296361	7720/40/60 Bridge St	Patrick Cotter	TBD	Le Chow St	TBD	Under review.		No
					Keefer Av	TBD	Requirements to be determined		Yes
					Bridge St	0m 0m ²			No


Land Use Map for McLennan South Sub-Area Plan



 **Residential, Townhouse up to 3 storeys over 1 parking level, Triplex, Duplex, Single-Family 0.75 base F.A.R.**

 **Residential, 2 ½ storeys typical (3 storeys maximum) Townhouse, Triplex, Duplex, Single-Family 0.60 base F.A.R.**

 **Residential, 2 ½ storeys typical (3 storeys maximum), predominantly Triplex, Duplex, Single-Family 0.55 base F.A.R.**

 **Residential, Historic Single-Family, 2 ¼ storeys maximum 0.55 base F.A.R., Lot size along Bridge and Ash Streets:**

- Large-sized lots (e.g. 18 m/59 ft. min. frontage and 550 m²/ 5,920 ft² min. area)

Elsewhere:

- Medium-sized lots (e.g. 11.3 m/ 37 ft. min. frontage and 320 m²/ 3,444 ft² min. area), with access from new roads and General Currie Road;

Provided that the corner lot shall be considered to front the shorter of its two boundaries regardless of the orientation of the dwelling.

■ ■ ■ ■ Trail/Walkway

C Church

P Neighbourhood Pub

Note: Sills Avenue, Le Chow Street, Keefer Avenue, and Turnill Street are commonly referred to as the “ring road”.