




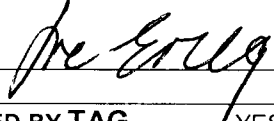
**To** Planning Committee **Date** June 28, 2005  
**From** Terry Crowe **File** 08-4045-20-10-MS/2005-  
 Manager, Policy Planning Vol 01  
**Re** **MCLENNAN SOUTH SUB-AREA ROAD IMPLEMENTATION STRATEGY  
 UPDATE**

**Staff Recommendation**

- 1 That as per the Manager, Policy Planning the report entitled “McLennan South Sub-Area Road Implementation Strategy Update,” dated June 28, 2005, the public be consulted through a questionnaire, to be mailed out to those residents and property owners located within the area bounded by General Currie Road, Bridge Street, Blundell Road and Ash Street, and those residents and property owners whose properties front General Currie Road, Bridge Street and Ash Street, to review and comment on the following options
- Option A - a north/south and east/west road configuration,
  - Option B - a north/south and east/west road configuration with cul-de-sacs,
  - Option C - an east/west road configuration, and
  - Option D - a north/south road configuration

  
 Terry Crowe  
 Manager, Policy Planning

Att 6

<b>FOR ORIGINATING DIVISION USE ONLY</b>		
<b>CONCURRENCE OF GENERAL MANAGER</b>		
		
<b>REVIEWED BY TAG</b>	YES <input checked="" type="checkbox"/> <i>dw</i>	NO <input type="checkbox"/>
<b>REVIEWED BY CAO</b>	YES <input checked="" type="checkbox"/> <i>GD</i>	NO <input type="checkbox"/>

## Staff Report

### Origin

#### Background

At the Public Hearing on April 18<sup>th</sup>, 2005 for the proposed rezoning of 7511 Bridge Street, for an eight lot single-family subdivision, Council directed staff to meet with the neighbouring residents and property owners to review road configuration options for the block between Bridge and Ash Streets, south of General Currie Road (**Attachment 1**)

#### Public Information Meeting

As directed, staff held a Public Information meeting on May 9<sup>th</sup>, 2005, at Richmond City Hall (**Attachment 2**) The three-hour meeting was attended by approximately 60 people, including both residents of the subject block as well as others outside the immediate study area City staff presented several road options for discussion (**Attachment 3**) The consensus at the meeting, as well as in the follow-up questionnaires (**Attachment 4**), was that the existing Circulation Plan, to provide access to the “back lands” for future development remain via a north/south road, remain in effect

Assuming implementation of a north/south road, as shown in the Area Plan, and a lack of support for a network of east/west roads on this block, the rezoning application for 7511 Bridge Street as currently proposed is contrary to these directions

Based on an initial staff review of alternative options, road layouts which minimise new roads, permit a north/south road, and allow for east/west roads have been identified (**Attachments 5 and 6**) These alternatives could allow for a 7 lot subdivision at 7511 Bridge Street The option for three east/west roads (**Attachment 7**), which would optimise development, and the north/south road alignment (**Attachment 8**), as currently shown in the Area Plan, are also shown

### Findings of Fact

#### Surrounding Development

The subject area is situated between Ash and Bridge Streets, south of General Currie Road, where the McLennan South Sub-Area Plan (**Attachment 6**) directs that newly created single-family lots be developed along new roads from the “back lands” of existing single-family homes on large lots This part of the “Historic Single-Family” residential neighbourhood is currently characterized by a mix of older and newer homes on large lots, most of which include areas of mature trees The plan intends that developers will build a number of new roads, with the final alignments “subject to development” (e.g. their locations may vary as a result of opportunities and/or constraints that arise as residential development proceeds)

### Analysis

#### Issues

The underlying issues which gave rise to the above referral include residents’ concerns regarding

- the elimination of the north/south road,
- the relocation of the “ring road”, and

- the ability to provide access to the “back lands” for subdivision and redevelopment

Note that no mention was made of proposed east/west roads at previous public information meetings

#### New Road Network

The McLennan South Sub-Area Plan permits subdivision of the large existing lots to provide for new serviced single-family lots, with access from a new road between Ash and Bridge Streets

The primary role of this new road will be to provide access to the backlands of existing single-family lots so that they may be subdivided. It is expected that additional traffic may be generated. However, the relative increase in traffic is not expected to be significant enough to require road improvements on the overall road network in the area.

To alleviate any concerns created by this potential increase in traffic, staff would continue to pursue traffic-calming measures in the neighbourhood as requirements of any development applications, including but not limited to traffic circles, curb extensions, speed humps, etc.

The McLennan South Sub-Area Plan was amended April 25, 2005, with the rezoning at 7591 No. 4 Road (RZ 04-276421), to provide direction regarding the flexibility of new road alignments. The Area Plan permits new roads to deviate from the “Circulation Map” based on four criteria, without requiring an OCP amendment, where the new road

- Does not result in significant traffic impacts or compromise access to adjacent properties,
- Does not result in a significant net increase in the amount of new road envisioned under the “Circulation Map” (e.g., the new east/west road may permit the development of properties directly to the north without requiring a portion of the north/south road to connect to General Currie Road, which is currently unopened). Staff have analysed several future development scenarios for the road network and subdivision patterns (**Attachments 5, 6, 7, and 8**);
- Results in a coherent pattern that maintains the intended pedestrian-scale of the area’s blocks, and
- Provides a recognizable benefit to the area (i.e. enhance back land access, facilitate development)

#### Summary of Comments from Public Information Meeting

Questionnaires were distributed to those attending the May 9, 2005 Public Information Meeting. There were 34 completed questionnaires and letters returned to staff (30 with written comments). From discussions and surveys with the public, conclusions are as follows:

- Most of those in attendance have been to previous meetings to review the Area Plan, and many are feeling frustrated that additional amendments to the Plan are being presented for consideration.
- There is general support for the existing Circulation Map.
- The majority (85%) agree that there should be opportunities to develop the back lands.
- Most (81%) do not want smaller pedestrian-scaled blocks.
- The majority in the study block area (62%) believe that the existing Plan with north/south roads allows for earlier re-development of the back lands than would east/west roads. (Staff

note, however, that back lands development has not proceeded to date as envisioned under the current plan, that is, with subdivision fronting new north/south roads )

- A majority (65%) do not support a combination of north/south and east/west roads to facilitate re-development (Staff note that some area residents oppose any form of re-development )

#### Next Steps

Following the public information meeting, staff reviewed the neighbourhood concerns, and have prepared alternative road options, which include a combination of a north/south road with an east/west road, shown as Option A (**Attachment 5**), a combination of a north/south road, east/west roads and cul-de-sacs, shown as Option B (**Attachment 6**), an east/west road option shown as Option C (**Attachment 7**) and the north/south road option according to the existing OCP Circulation Map, shown as Option D (**Attachment 8**)

If so directed by Council, staff will prepare a follow-up information letter to be mailed out to the affected neighbourhood, providing them with a summary of the Public Information Meeting, identifying the proposed alternatives, and asking for their comments in a questionnaire to be mailed back to City Hall

#### **Financial Impact**

##### Road Development

The City typically requires developers to pay for the construction of new roads that cross their property frontage Applicants in the single-family sub-area of McLennan South are required to dedicate a portion of a north-south road along their subject site's rear property lines The purpose of these roads is to facilitate the subdivision of single-family lots

Neither the north/south roads nor the proposed new east/west roads associated with the options reviewed by staff (**Attachments 5, 6, 7 and 8**) are on Richmond's Development Cost Charge (DCC) program All of the new roads are local roads and not part of the "ring road" and therefore not included in the DCC program for the sub-area As such, the current applicant for the proposed rezoning at 7511 Bridge Street and future developers will not be eligible for DCC credits towards the cost of land and construction for these new roads The new roads must be constructed at the developers' cost

Any over sizing of the utilities in the east/west roads to service future development in the area will also be paid for by the developers, although they are eligible for possible reimbursement through a Latecomers Agreement Latecomers Agreements are not applicable to the north/south sections of road

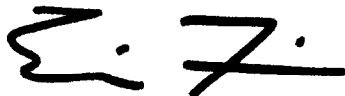
Neighbourhood Improvement Charges (NIC) are not applicable in the McLennan South Sub-Area, either The purpose of the NIC is to collect developer funds for frontage improvements where construction of the improvements is deferred to a later date to achieve an efficient servicing sequence A NIC fund has not been established for the McLennan South Sub-Area

The applicant for 7511 Bridge Street has requested that the City pay for the proposed north/south road and for the potential over sizing of utilities in the east/west road This request was reviewed by TAG and was not supported It is TAG's position that these items are the developer's responsibility and are part of the cost of development TAG noted that some of the road layout

options being considered by staff will result in additional situations similar to 7511 Bridge Street, and could lead to additional similar requests

**Conclusion**

- 1 Staff held a Public Information meeting on May 9<sup>th</sup>, 2005, at Richmond City Hall, for the neighbouring residents and property owners of the block between Bridge and Ash Streets and south of General Currie Road, to discuss road options so as to provide access to the “back lands” for future development
- 2 The consensus of those who attended the meeting is that the existing Circulation Plan, to provide access to the “back lands” for future development, remain mainly via a north/south road
- 3 Consensus on a final road layout to implement development on this block remains inconclusive
- 4 Staff have reviewed alternative road layout options, which minimize new roads, permit a north/south road, and allow for east/west roads
- 5 Staff recommend that Options A, B, C and D (**Attachments 5, 6, 7 and 8**) be reviewed by the community, through a mail-out questionnaire, and that these results be reported back to Council
- 6 Following a review of the follow-up survey, staff will prepare an OCP Amendment Bylaw to finalize the road alignments for this block and to clarify developer responsibilities and obligations
- 7 Once the review of this block has been concluded, confirmation of the Circulation Plan for the remaining blocks in the single-family sub-area in McLennan South will follow



Eric Fiss  
Policy Planner (4193)

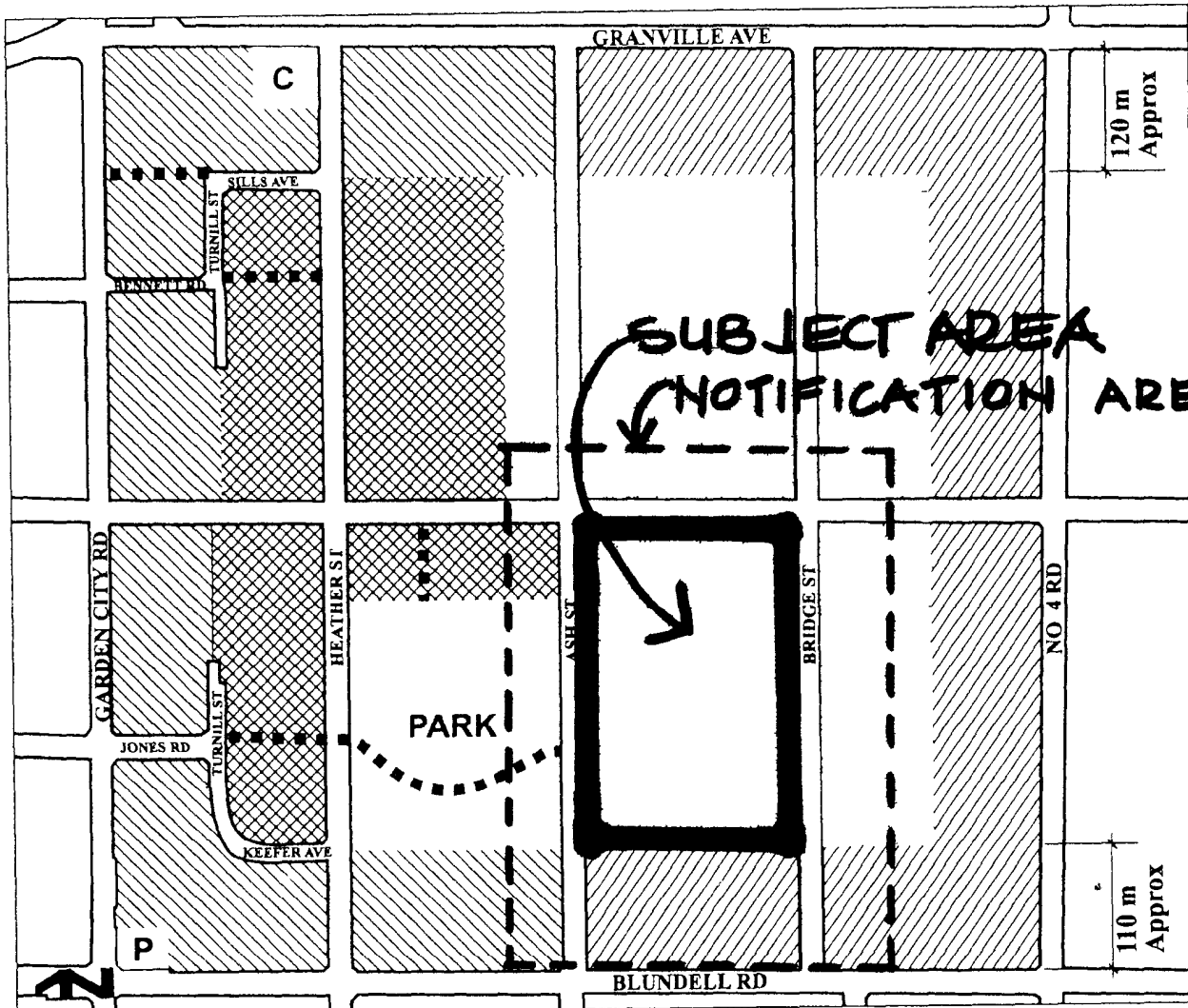
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



## LIST OF ATTACHMENTS

- Attachment 1 Map of Notification Area
- Attachment 2 Notice of Public Information Meeting, May 9, 2005
- Attachment 3 Road Options Presented at Public Information Meeting, May 9, 2005
- Attachment 4 Summary of Questionnaire, May 9, 2005
- Attachment 5 Redevelopment Option A - Possible Future Road Network and Subdivision Pattern Existing OCP Circulation Plan plus East/West Road at 7511 Bridge Street
- Attachment 6 Redevelopment Option B - Possible Future Road Network and Subdivision Pattern North/South Road with Cul-de-Sacs and East/West Roads at 7511 Bridge Street and at Ash Street
- Attachment 7 Redevelopment Option C - Possible Future Road Network and Subdivision Pattern Three East/West Roads between Bridge Street and Ash Street
- Attachment 8 Redevelopment Option D - Possible Future Road Network and Subdivision Pattern Existing OCP Circulation Plan with North/South Road between General Currie Road and the Ring Road

City of Richmond

**Land Use Map** *Bylaw 7892  
2005/04/18*



 <p><b>Residential</b> Townhouse up to 3 storeys over 1 parking level Triplex Duplex Single Family 0.75 base F A R</p>	 <p><b>Residential</b> Historic Single Family 2 ½ storeys maximum 0.55 base F A R Lot size along Bridge and Ash Streets</p> <ul style="list-style-type: none"> <li>• Large sized lots (e.g. 18 m/59 ft min frontage and 550 m<sup>2</sup>/ 5 920 ft<sup>2</sup> min area)</li> </ul> <p>Elsewhere</p> <ul style="list-style-type: none"> <li>• Medium sized lots (e.g. 11.3 m/ 37 ft min frontage and 320 m<sup>2</sup>/ 3 444 ft<sup>2</sup> min area) with access from new roads and General Currie Road,</li> </ul> <p>Provided that the corner lot shall be considered to front the shorter of its two boundaries regardless of the orientation of the dwelling</p>	<p>■■■■ Trail/Walkway</p> <p><b>C</b> Church</p> <p><b>P</b> Neighbourhood Pub</p>
 <p><b>Residential</b>, 2 ½ storeys typical (3 storeys maximum) Townhouse Triplex Duplex Single Family 0.60 base F A R</p>		
 <p><b>Residential</b>, 2 ½ storeys typical (3 storeys maximum) predominantly Triplex Duplex Single Family 0.55 base F A R</p>		

**Note** Sills Avenue, Le Chow Street, Keefer Avenue, and Turnill Street are commonly referred to as the 'ring road'



## City of Richmond

6911 No 3 Road Richmond BC V6Y 2C1  
 Telephone (604) 276 4000  
 www.cityrichmond.bc.ca

April 27, 2005  
 File 08-4045-20-10-MS/2005-Vol 01

Urban Development Division  
 Fax (604) 276-4052

Dear McLennan South Property Owner and/or Resident

**Re McLennan South Sub-Area Plan Road Configuration for Single-Family Lot Development**

You are cordially invited to attend a public information meeting with City staff to discuss the McLennan South Sub-Area Plan Road Configuration for Single-Family Lot Development, on Monday May 9<sup>th</sup>, 2005, from 7 to 9 PM, in Meeting Room 2 004, at Richmond City Hall

Background

On April 18, 2005, a Public Hearing was held on Official Community Plan Amendment Bylaw 7880 and Zoning Amendment Bylaws 7903 and 7908 to amend the McLennan South Sub-Area Plan

- by introducing a number of text and map amendments aimed at permitting a re-alignment in the proposed roads between Ash and Bridge Streets and south of General Currie Road,
- to rezone the property at 7511 Bridge Street from Single-Family Housing District, Subdivision Area F (R1/F) to Comprehensive Development District (CD/140) in order to permit an eight lot subdivision, and
- for the establishment of a new road along the north edge of the subject site, in the area designated for "Residential, Historic Single-Family, 2 1/2-storeys max , 0 55 FAR

Following public comments, Council directed staff to hold a public information meeting with those residents located within the area bounded by General Currie Road, Bridge Street, Blundell Road and Ash Street, and those residents whose properties front General Currie Road, Bridge Street and Ash Street, to review an analysis of the benefits to landowners provided by both a north/south road configuration and an east/west road configuration



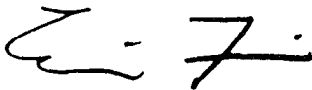
Next Steps

Staff will be hosting a public information meeting with area residents to discuss the referral. The meeting scheduled for May 9<sup>th</sup> will be an important step towards finalizing a development policy for McLennan South's single-family area.

Input gathered at the meeting will be used in staff's review of the pending rezoning application at 7511 Bridge Street (RZ 04-276082). This application, together with a proposed road alignment configuration, to be adopted as part of the McLennan South Sub-Area Plan, is scheduled to be presented for consideration by the Planning Committee of Council on Tuesday, May 17<sup>th</sup>, 2005 at 4 pm at Richmond City Hall. The recommendation of the Planning Committee would then be considered by City Council on May 24, 2005. Depending on the outcome of these meetings, Official Community Plan Amendment Bylaw 7880 and Zoning Amendment Bylaws 7903 and 7908 (or a revised version of them) could be considered again by the public at the June 20, 2005 Public Hearing.

If you have any questions or require further information, please call me at 604-276-4193. Thank you for your interest in our community.

Yours truly,



Eric Fiss  
*Policy Planner*

EF ef

pc Terry Crowe, Manager Policy Planning  
Raul Allueva, Director of Development  
Victor Wei, Manager Transportation Planning

# STUDY AREA

ATTACHMENT 3

184 m (605 ft.)

272 m (892.4 ft.)

R1/F

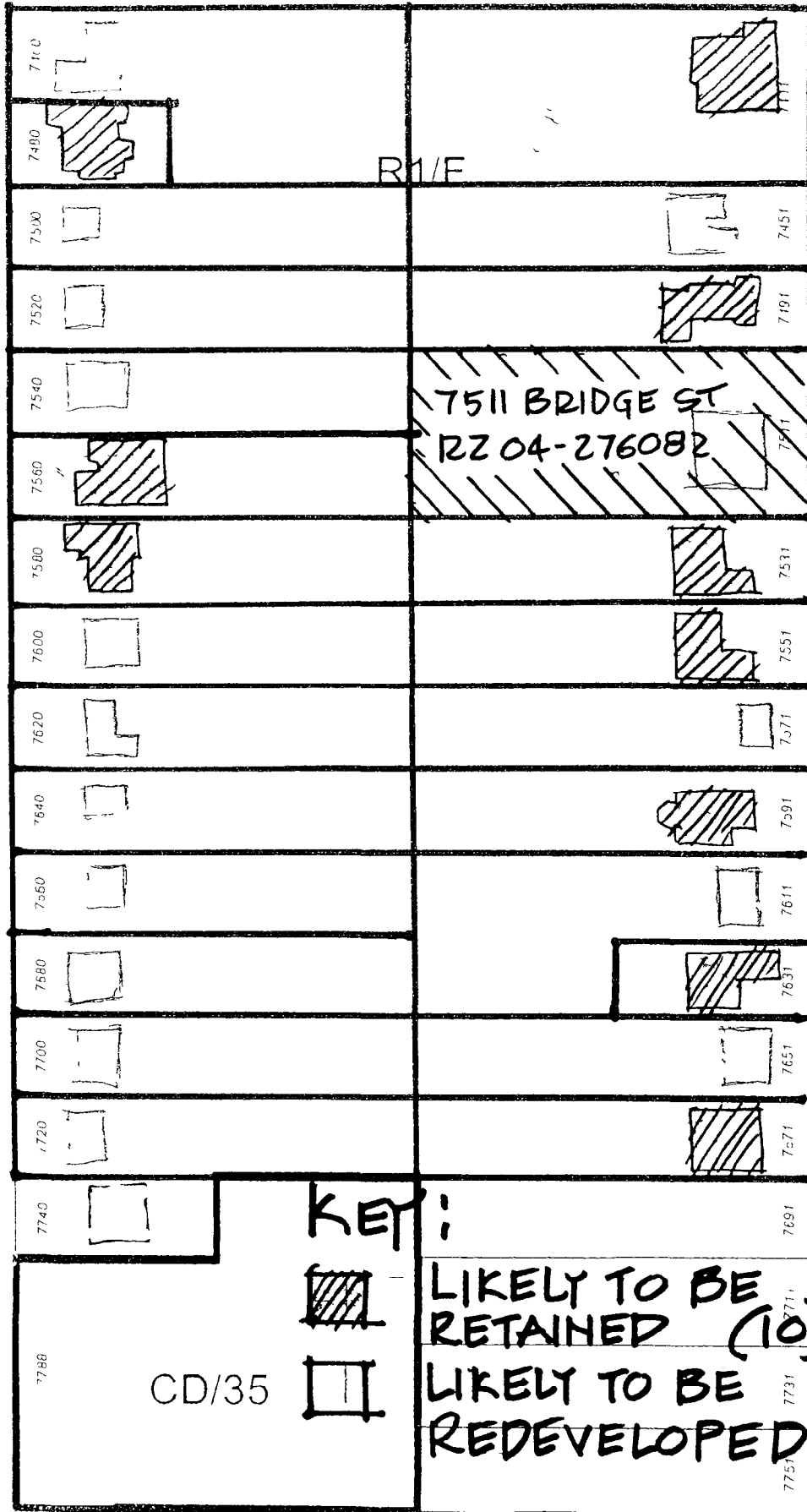
5.0 ha  
12.4 acres  
7511 BRIDGE ST  
(R2 04-276082)



CD/35



# Existing Subdivision Pattern - Existing Homes

- 26 Single-Family Lots
- 2 Units per Acre



**KEY:**  
 LIKELY TO BE RETAINED (10)  
 LIKELY TO BE REDEVELOPED (16)

CD/35

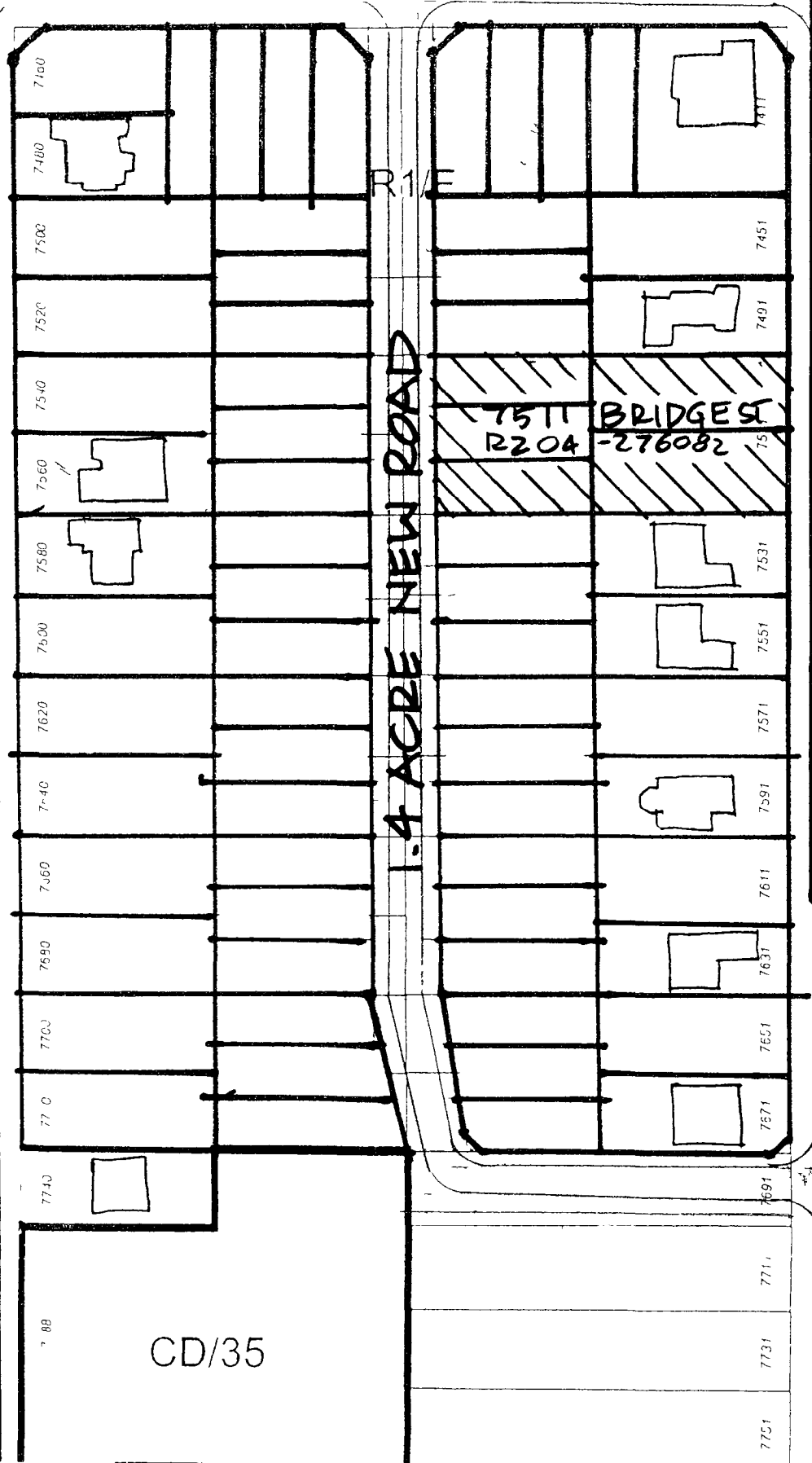
7511 BRIDGE ST  
 RZ 04-276082

R1/E

# Redevelopment Potential as per Current OCP with No Ring Road to Ash Street

- 71 Single-Family Lots
- 6.5 Units per Acre (Net of Roads)

7390	7391
7411	7391
7491	7491
7511	7511
7531	7531
7551	7551
7571	7571
759	759
7611	7611
7631	7631
7651	7651
7671	7671
7691	7691
7711	7711
7731	7731



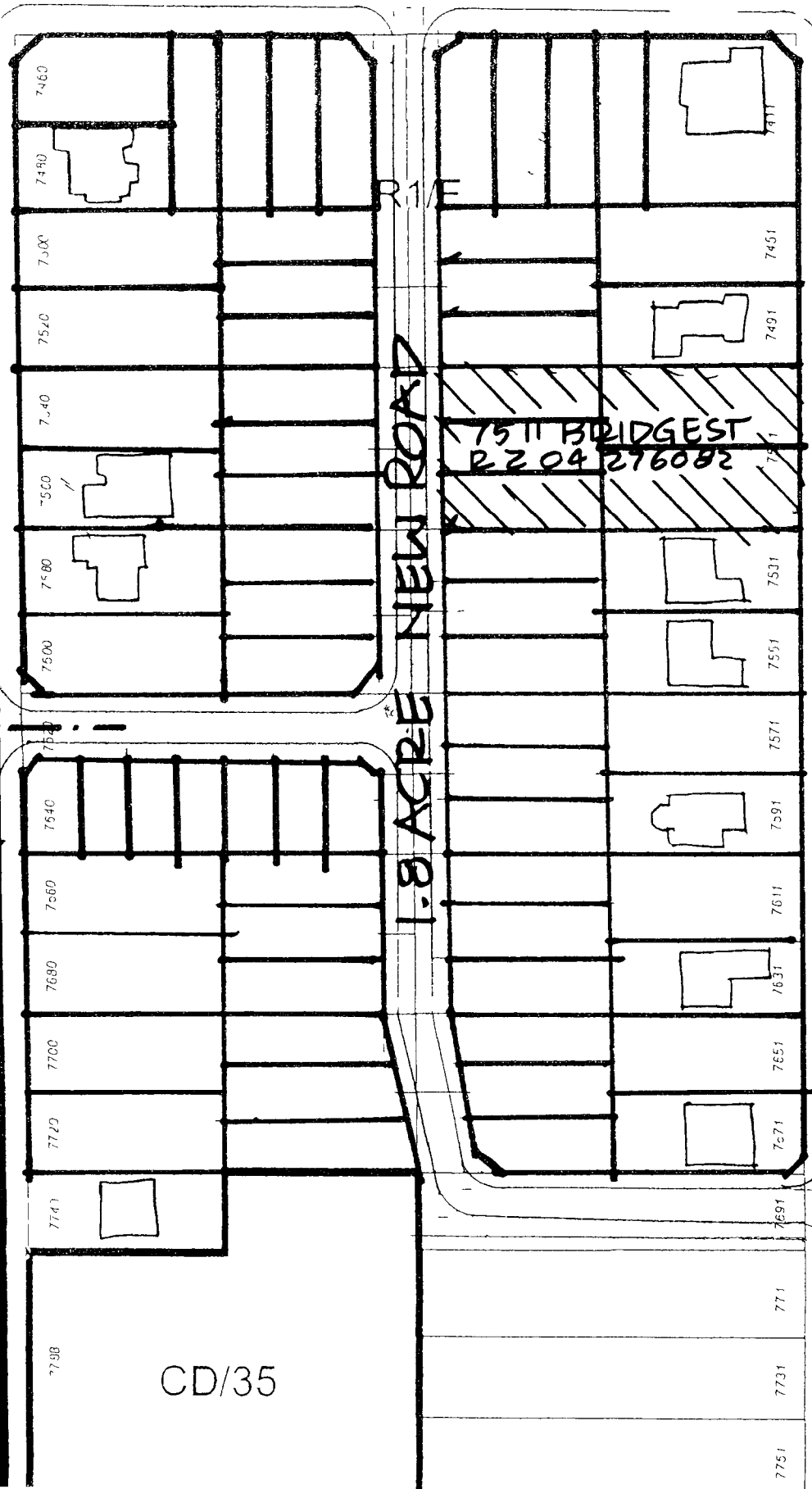
7160	7160
7300	7300
7420	7420
746	746
7438	7438
7468	7468
7480	7480
7500	7500
7520	7520
7540	7540
7560	7560
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7660	7660
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7700	7700
7720	7720
7740	7740
7760	7760

CD/35

# Redevelopment Potential as per Current OCP and with Ring Road to Ash Street Shifted North

- 73 Single-Family Lots
- 6.9 Units per Acre (Net of Roads)

LOCATION MAY VARY



CD/35

7731	7711	7691	7671	7651	7531	7511	7491	7391
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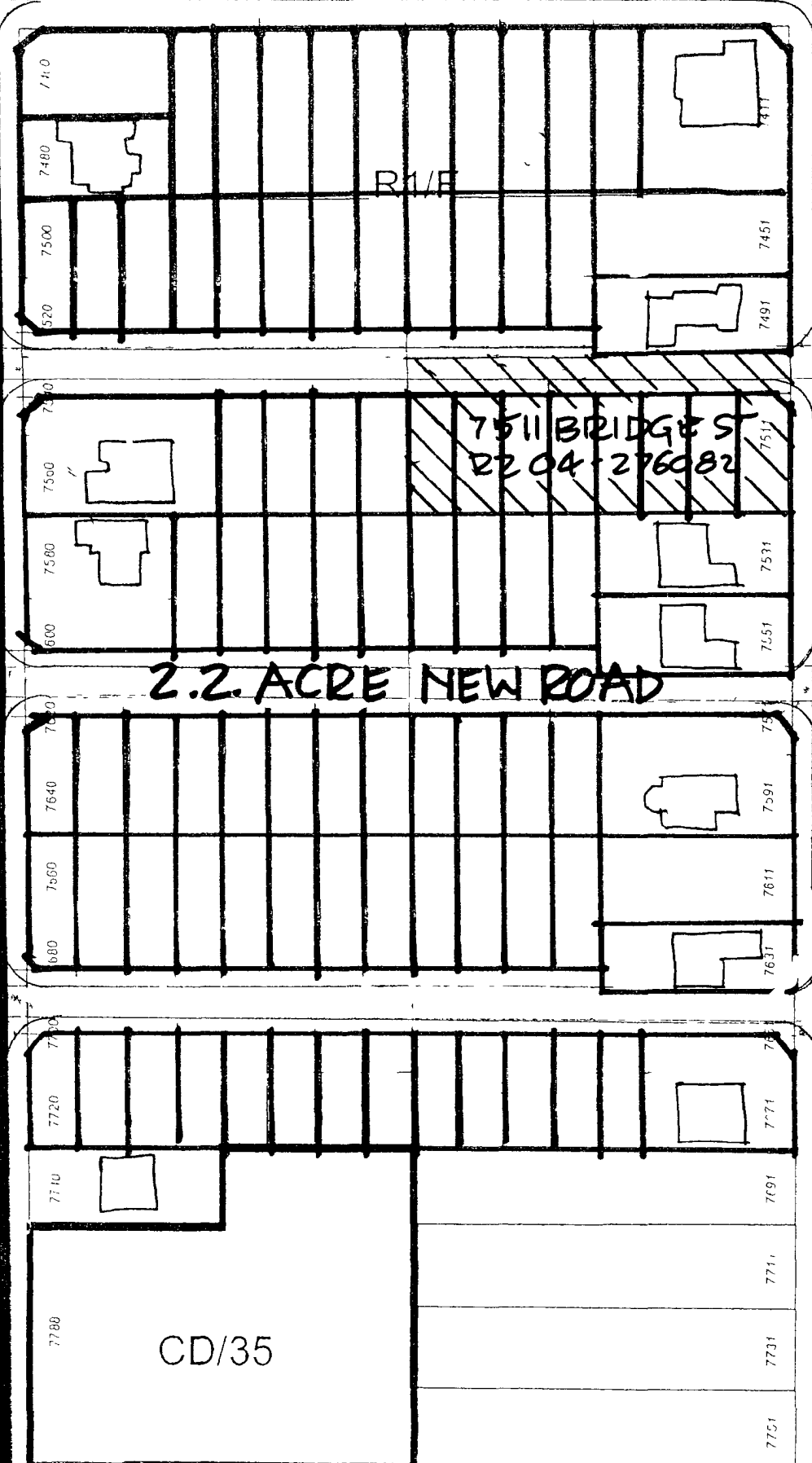
7760	7740	7720	7700	7680	7660	7640	7620	7580	7560	7540	7520	7500	7480	7468	7438	7420	7360
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# Redevelopment Potential with Amended OCP with Three East/West Roads

- 93 Single-Family Lots
- 9 Units per Acre (Net of Roads)

2.2 ac

7391  
7411  
7380  
7491  
7511  
7531  
7551  
7571  
7591  
7611  
7631  
7651  
7671  
7691  
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**McLennan South Road Design Criteria  
Public Information Meeting Findings  
May 9<sup>th</sup>, 2005**

On April 18, 2005, a Public Hearing was held on Official Community Plan Amendment Bylaw 7880 and Zoning Amendment Bylaws 7903 and 7908 to amend the McLennan South Sub-Area Plan

- by introducing a number of text and map amendments aimed at permitting a re-alignment in the proposed roads between Ash and Bridge Streets and south of General Currie Road,
- to rezone the property at 7511 Bridge Street from Single-Family Housing District, Subdivision Area F (R1/F) to Comprehensive Development District (CD/140) in order to permit an eight lot subdivision, and
- for the establishment of a new road along the north edge of the subject site,

in the area designated for “Residential, Historic Single-Family, 2 1/2-storeys max , 0.55 FAR

Following public comments, Council directed staff to hold a public information meeting with those residents located within the area bounded by General Currie Road, Bridge Street, Blundell Road and Ash Street, and those residents whose properties front General Currie Road, Bridge Street and Ash Street, to review an analysis of the benefits to landowners provided by both a north/south road configuration and an east/west road configuration

As directed, the area residents and property owners were notified (**Attachment 2**), and a Public Information Meeting was held on May 9, 2005, from 7 00 PM until 10 00 PM, at Richmond City Hall. Approximately 59 people attended.

Staff presented road options to allow for single-family subdivision and development for the block bounded by Ash Street, General Currie Road and Bridge Street, and approximately 110 m north of Blundell Road (**Attachment 3**)

There were 34 completed questionnaires and letters returned to staff (30 with written comments), with the following responses

Q1 Please indicate your interest in the McLennan South planning process

- Resident of McLennan South** 17
- Land owner in McLennan South** 11
- Identified as both Resident and Land owner** 12
- Potential developer in the McLennan South area** 1

Q2 Have you been involved in previous public processes regarding the planning of the McLennan South area?

- Yes** 22
- No** 5

## Q3 THE McLENNAN SOUTH AREA – ROAD PLANNING PRINCIPLES

We are interested in your views about the road planning principles that will guide future development of the McLennan South area. Please check your level of agreement with each statement.

Road Planning Principle	Agree Strongly	Agree	Disagree	Disagree Strongly	No Opinion
Every property should have the potential to subdivide and develop its "backlands"	58%	27%	0%	6%	9%
Create smaller pedestrian-scaled blocks	6%	7%	26%	55%	6%
Minimize the amount of new roads	67%	15%	0%	12%	6%
The north/south road option will allow me to re-develop sooner	28%	34%	3%	19%	16%
The east/west road option will allow me to re-develop sooner	16%	3%	16%	53%	12%
A combination of east/west and north/south roads is acceptable if it allows orderly development	6%	26%	13%	52%	3%

## Q4 Do you have any comments regarding roads in the McLennan South area?

No	Address	Study Block?	Comments
1	7500 Ash St	Yes	My mother does not want to sell. Adhere to the plan.
2	7511 Bridge St	Yes	Doesn't matter either way, north/south or east/west.
3	7531 Bridge St	Yes	Supports E/W roads or a combo to permit development.
4	7540 Bridge St	Yes	North/south road development was agreed upon. Additional roads should not be allowed. There should be development but the City should stick to the plan and not create hotch-potch. It might take a little longer to develop but the plan must be maintained.
5	7551 Bridge St	Yes	Stick to the original plan, or at least proper access thru east/west roads that actually connect to north/south roads. Don't trash our neighbourhood with all these small (economy) houses. The original ring road was a good idea that is being trashed by a tax hungry Council.
6	7560 Ash St	Yes	We would like our property remain to present state and do not wish to sell, redevelop in any way.
7	7620 Ash St	Yes	I believe that the proposed east/west road configuration provides the best, and equal, opportunity for all residents to gain access to their rear properties in order to subdivide, develop, or sell their property.
8	7631 Bridge St	Yes	I do not want east/west from Bridge Street, as this would affect my property. Personally, I would like no development within the area, but at some point that will be inevitable. I strongly prefer the north/south road.



No	Address	Study Block?	Comments
9	7171 Bridge St	No	North/south road would help keep traffic off of Bridge and Ash Also limiting East/west roads to General Currie and the ring roads would keep traffic off of Bridge and Ash
10	7280 Ash	No	Please do not allow multiple east/west roads These roads should be consistent with the original ring-road concept and stay an north and south as possible (not in middle of block)
11	7280 Ash St	No	We would like the potential to develop the back half of our property via a ring road [north/south road] We do not want our property or other properties to be allowed to rezone lengthwise 60 ft wide lots should remain Minimum roads are preferable North/south ring road, only City to pay for ring road and buy portion of back land
12	7320 Ash St	No	Wants to know comparative costs of infrastructure to make a decision on road alignment
13	7331 Ash	No	Concern with increased traffic, narrow road on Ash Desires traffic calming
14	7420 Bridge St	No	The suggested (by the Planning Department) east/west roads will increase the density of the area destroying its character The OCP was developed by the area residents to preserve the character and this attempt to break the OCP has all the hallmarks of a push by developers to maximize their profits at the cost of the residents
15	7560 Bridge St	No	I support the original concept of a Ring Road where close to Blundell and Granville An east to west road was proposed dividing multi-family and single-family lots North to south road would give access to all the backlands I strongly oppose introducing new roads running east to west How many roads do we need? Official Community Plan was approved, now stick to it
16	7680 Bridge St	No	Stick with the ring road as close as possible to how it is shown in the OCP Don't allow the east/west portions of the ring roads to move any further north than where shown
17			The east/west makes more sense to me because then everyone can start to develop at their convenience The north/south road seems very costly and looks like it will take a long time to do No one seems to want to spend the money to make the road but they all want it The east/west works much more effectively
18			I believe that the east/west option is most favourable and provides equal opportunity to develop for everyone The north/south option does not allow people in the centre of the block any opportunity to develop for many years Please, do not give up!
19			There should be no other new road (east/west) to be built at 7511 Bridge St or other future development similar to 7511 Bridge St
20			Yes I want to stick to the original plans of the City and community developed about two years ago

No	Address	Study Block?	Comments
21			Yes, need to refer to current OCP and need to have north/south as well City should consider purchasing boarded house on Ash to provide for road access to backlands
22			Leave Bridge Street alone No more development
23			Stay with the OCP No East/West roads except ring road
24			Do not change the plan unless the full community agrees
25			Please quit making changes If plans are agreed upon, it creates instability in the neighbourhood to keep changing them
26			Stay with the original plan Respect the neighbourhood by staying with the original plan
27			Roads are deviating too much from O C P New plans are benefiting the developers, not the community
28			City needs to continue with the Ring Road plan
29			Leave things as originally planned
30			Stick to the ring road north and south

#### Summary of written comments

Respondent Location	Support Current Plan	Support East/West Roads
Resident of Study Block	62%	38%
Resident Outside Study Block	86%	14%
Address Unknown	86%	14%

#### Summary

From discussions and surveys with the public, many of whom are residents in addition to property owners in the area, conclusions are as follows

- Most of those in attendance have been to previous meetings to review the Area Plan, and many are feeling frustrated that additional amendments to the Plan are being presented
- There is general support for the existing Circulation Plan with a north/south road from the ring road at the south to General Currie at the north in order and to access the backlands
- The majority (85%) agree that there should be opportunities to develop the back lands
- Most (81%) do not want smaller pedestrian-scaled blocks created through the introduction of additional roads
- A majority (62%) believe that north/south roads will allow for earlier re-development of the backlands
- Support for the Current Plan, unchanged, is greatest amongst those residents outside the study area block (86%)
- Overall, only 19% responded that they believe that east/west roads would allow for earlier redevelopment of their backlands, although residents of the study area block had a higher level of support (38%) for the east/west road option than those outside the study block (14%)
- A majority (65%) do not prefer a combination of north/south and east/west roads to facilitate re-development

#### Issues

The following concerns have been raised

- Some residents do not plan to sell homes nor redevelop lots
- Changes to plan create uncertainty and are not desirable
- Opposition to smaller lots and increased density in area
- East/west roads will increase traffic on Bridge and Ash Streets
- East/west roads will allow property owners increase flexibility in timing of redevelopment

These concerns are to be addressed in the Staff Report to Planning Committee for RZ 04-276082, 7511 Bridge Street

#### Next Steps

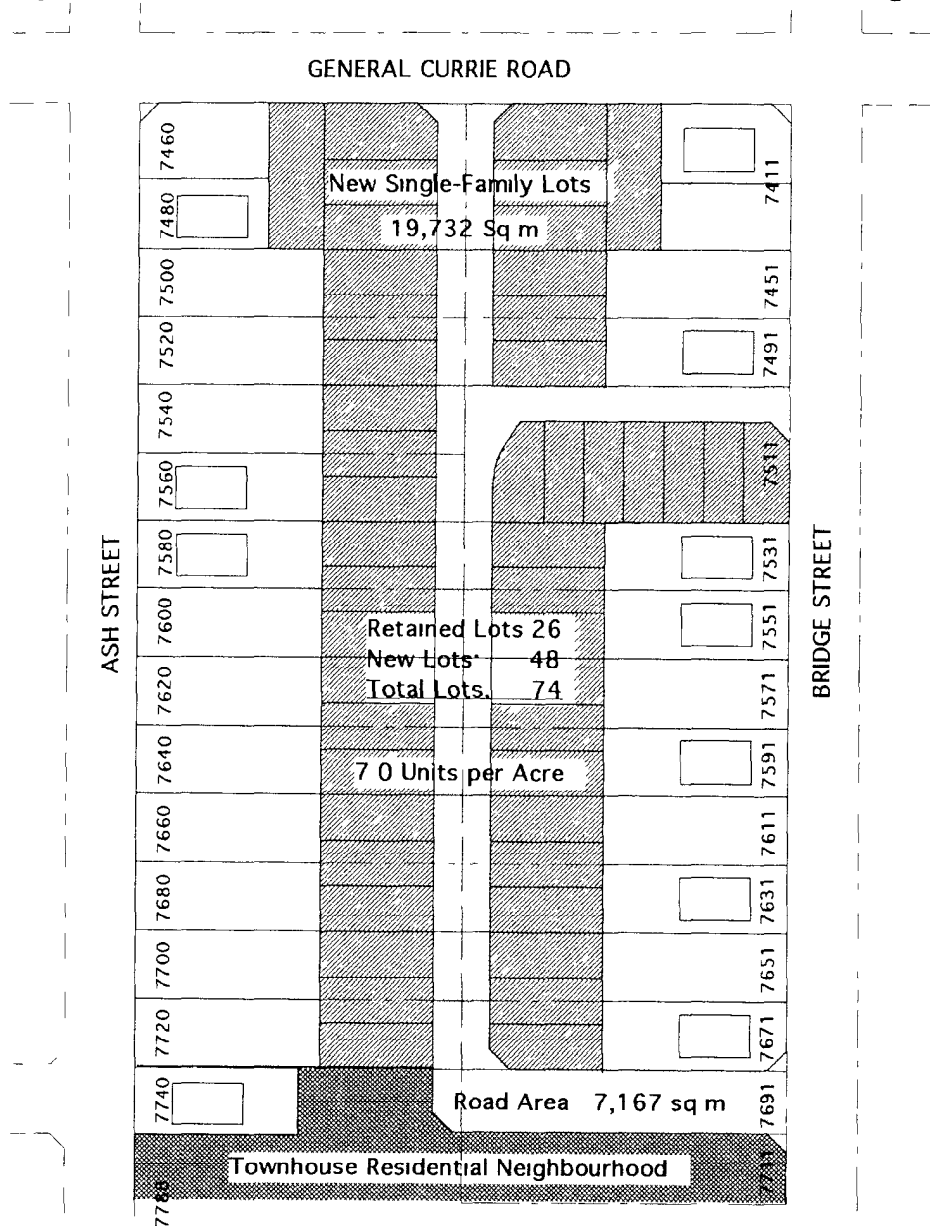
Before the rezoning report for 7511 Bridges Street may proceed to Planning Committee, the following items are to be completed

- Finalize a preferred road option (see **Attachments 5, 6, 7 and 8**)
- Confirm road costs and funding options
- Prepare information update showing revised road option and a new survey questionnaire for mail-out to the neighbourhood
- Review neighbourhood response to revised road option
- Revise rezoning report for 7511 Bridge Street

Prepared by  
City of Richmond

# Redevelopment Option A

## Possible Future Road Network and Subdivision Pattern Existing OCP Circulation Plan with East/West Road at 7511 Bridge Street



### *Benefits*

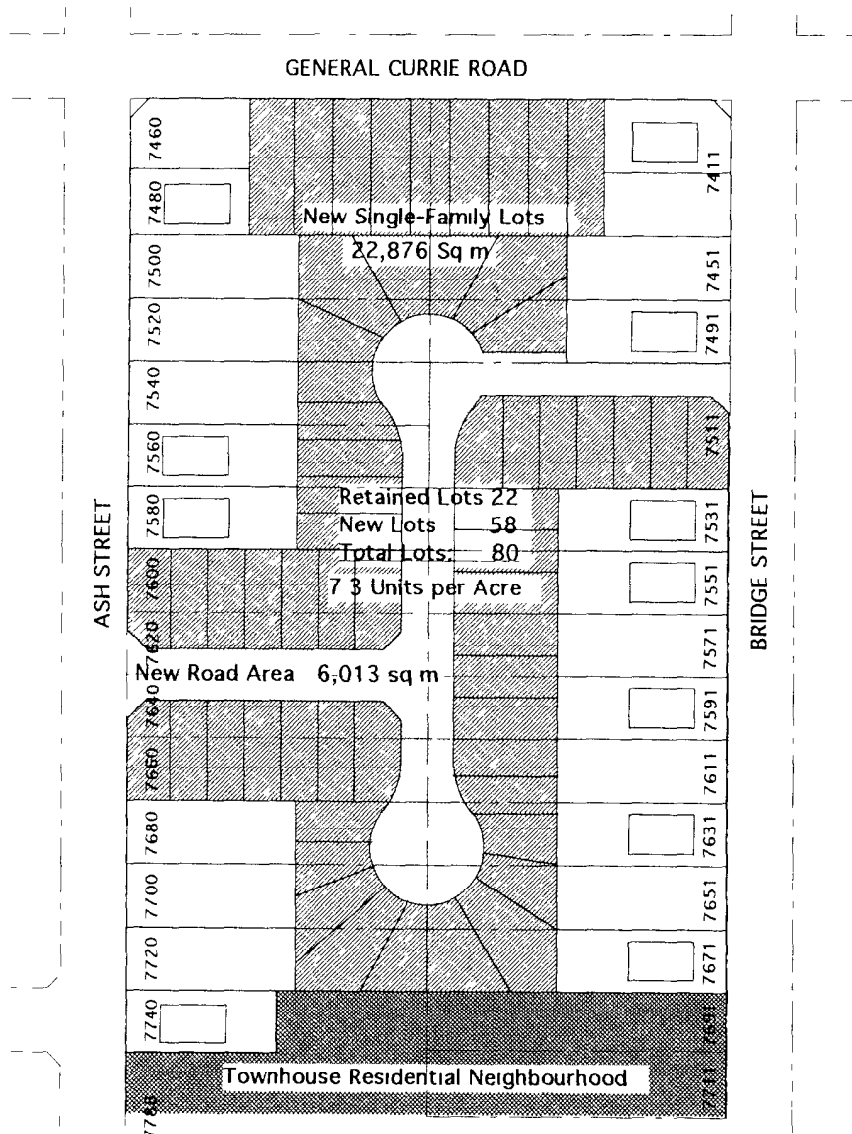
- No change to Area Plan
- Retains most existing large lots (front-half) on Bridge and Ash Streets 25 of 26 (96%)
- All costs borne by development of back lands
- Creates few (7) corner lot situations

### *Disadvantages*

- Achieves fewer new medium-sized lots 48 (higher development cost per lot)
- 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
- More road required than Cul-de-sac Option B

## Redevelopment Option B

### Possible Future Road Network and Subdivision Pattern: North/South Road with Cul-de-Sacs and East/West Roads at 7511 Bridge Street and at Ash Street



#### **Benefits**

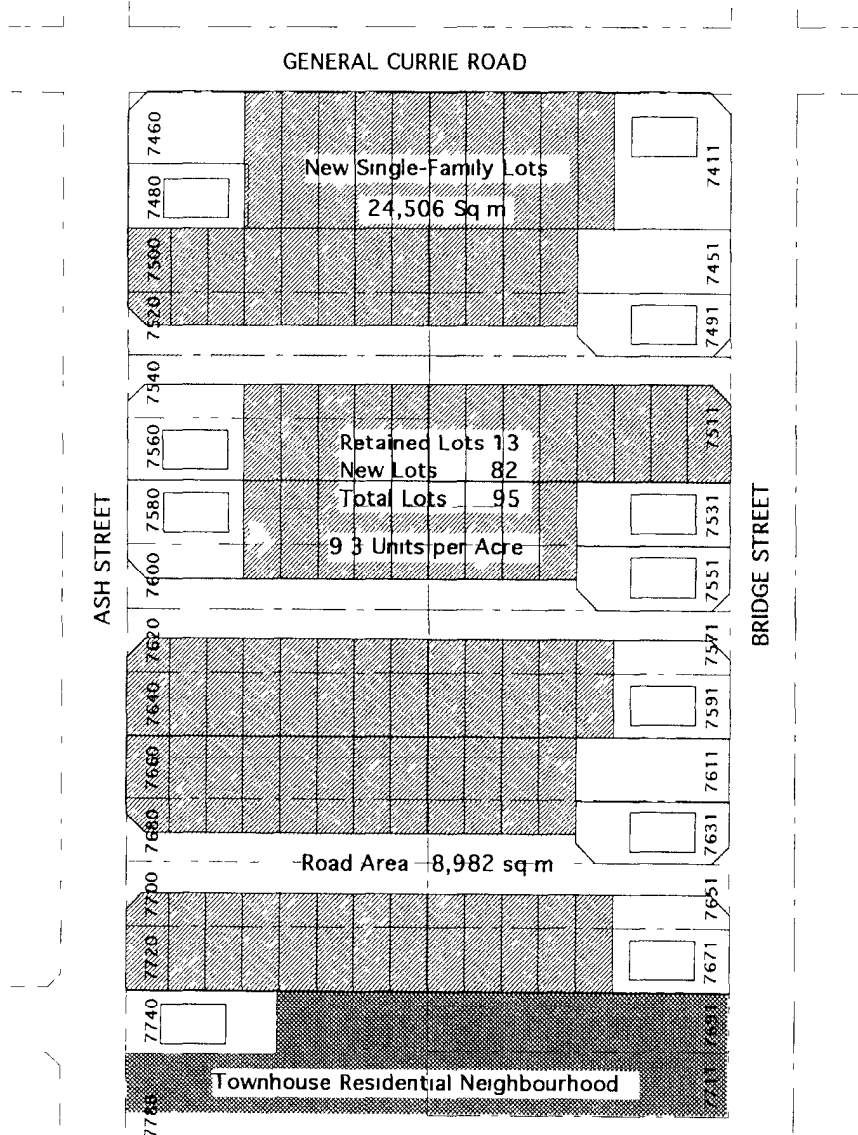
- Retains majority of the existing large lots (front-half) on Bridge and Ash Streets 20 of 26 (77%)
- Allows for incremental development (several development scenarios possible)
- Achieves a potential of 58 new medium lots (greater economic return on investment)
- Does not depend on construction of General Currie Road for redevelopment to proceed
- Provides a pedestrian and traffic calmed route between Bridge and Ash Streets
- Less road required than for Option A
- More cost effective to implement

#### **Disadvantages**

- Requires amendment to Area Plan "Circulation Map"
- Replaces ring road with two link roads
- Creates 20 corner and pie-shaped lot situations

## Redevelopment Option C

### Possible Future Road Network and Subdivision Pattern Three East/West Roads Between Bridge Street and Ash Street



#### **Benefits**

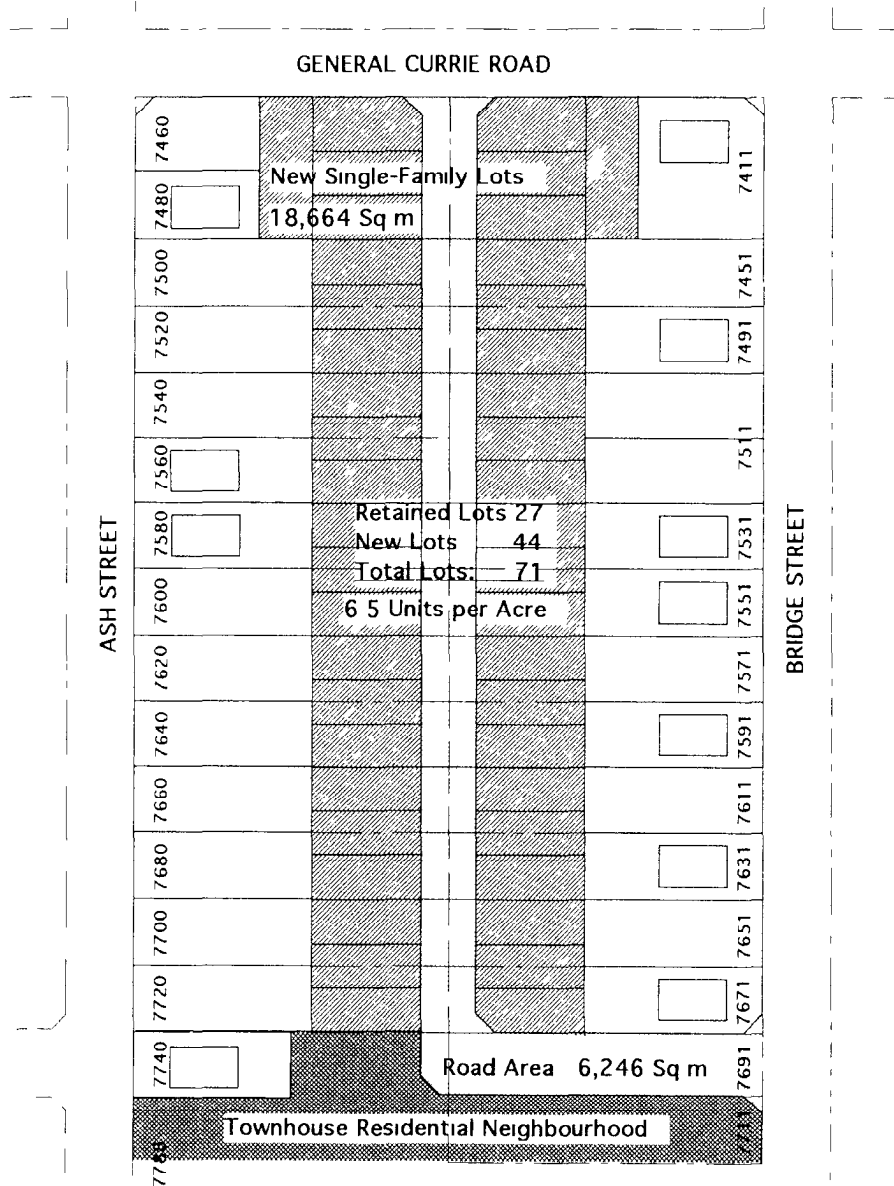
- Retains newer homes on existing large lots (front-half) on Bridge and Ash Streets 13 of 26 (50%)
- Allows for incremental development (eleven initial development scenarios possible)
- Achieves a potential of 58 new medium lots (greatest economic return on investment)
- Does not depend on construction of General Currie Road for redevelopment to proceed
- Provides three pedestrian and traffic calmed route between Bridge and Ash Streets
- Most cost effective to implement

#### **Disadvantages**

- Requires amendment to Area Plan "Circulation Map"
- Replaces ring road with three link roads
- More road required than other Options
- Creates 13 corner lot situations

## Redevelopment Option D

### Possible Future Road Network and Subdivision Pattern Existing OCP Circulation Map



#### **Benefits**

- No change to Area Plan
- Retains all existing large lots (front-half) on Bridge and Ash Streets 26 of 26 (100%)
- All costs borne by development of back lands
- Fewest new corner lot situations 4 lots

#### **Disadvantages**

- Achieves fewest new medium-sized lots 44 (highest development cost per lot)
- Requires construction of General Currie Road and 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
- More road required than Cul-de-sac Option B