



City of Richmond

Report to Council

To:	Richmond City Council	Date:	October 19 th , 2005
From:	Councillor Bill McNulty Chair, Planning Committee	File:	08-4045-20-10- MS/2005-Vol 01
Re:	MCLENNAN SOUTH SUB-AREA ROAD IMPLEMENTATION STRATEGY		

The Planning Committee, at its meeting held on Tuesday, October 18th, 2005, considered the attached report, and recommends as follows:

Committee Recommendation

- (1) That as per the report from the Manager, Policy Planning (dated October 11th, 2005) entitled: "McLennan South Sub-Area Road Implementation Strategy," dated October 11, 2005, Richmond City Council re-affirms its support for the existing "Circulation Map" as contained in the "McLennan South Sub-Area Plan" (Schedule 2.10D of Bylaw 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;*
 - (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.*

Bill McNulty, Chair
Planning Committee

Attach.

VARIANCE

Please note that staff recommended all of the above as well as the following:

- 2 (d) New development will be fully responsible for the costs of providing roads and utility services, subject to DCC program credits, where applicable for east/west roads; and
- 2 (e) The City will not be responsible for funding local area roads or utilities for new development.

Staff Report

Origin

Background

On July 18, 2005, staff brought forward to Planning Committee the report from the Manager, Policy Planning entitled: "McLennan South Sub-Area Road Implementation Strategy Update," dated June 28, 2005. Mr. Terry Crowe, Manager, Policy Planning, advised that staff had conducted public consultations in the McLennan South sub-area. He noted that development of the backlands was supported by 85% of the residents, and approximately 81% did not support smaller pedestrian blocks. He stated that in August 2005, staff would like to mail a survey to residents in the area to get a better consensus on the layout of roads, and a report on the results would be submitted to Committee in September 2005. In response to a query from the Committee, he advised that the location of the survey respondents would be identified on a map (**Attachment 1**).

On July 25, 2005, Council adopted the following motion:

That (as per the report dated June 28th, 2005, from the Manager, Policy Planning), 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:

- (1) Option A - a north/south and east/west road configuration;*
- (2) Option A(1) - an east/west road configuration which connects Bridge Street to Ash Street (as submitted by the delegation, A. Locke);*
- (3) Option B - a north/south and east/west road configuration with cul-de-sacs;*
- (4) Option C - an east/west road configuration; and*
- (5) Option D - a north/south road configuration.*

As directed by Council, staff have prepared and mailed a questionnaire to 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 2**).

Findings of Fact

McLennan South Sub-Area Plan

The subject area is situated between Ash and Bridge Streets, south of General Currie Road, where the McLennan South Sub-Area Plan (**Attachment 3**) directs that newly created single-family lots be developed along new roads from the "back lands" of existing single-family homes on large lots. 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).

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 “back lands” 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” (**Attachment 4**) based on four criteria, without requiring an OCP amendment, where the new road:

- Does not result in significant traffic impacts on 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”;
- Results in a coherent pattern that maintains the intended pedestrian-scale of the area’s blocks and facilitates pedestrian and vehicle circulation in a manner that is consistent with the neighbourhood’s intended residential character; and
- Provides a recognizable benefit to the area (i.e. enhance “back land” access, facilitate development, retain trees, etc.).

To date, new roads have varied from the Circulation Map in three instances:

- The creation of Shields Avenue between, Le Chow Street and Bridge Street, and the elimination a comparable portion of Le Chow Street to General Currie Road, to permit the development of six single-family lots (RZ 03-227858);
- The elimination (or relocation to the north with future development) of Keefer Avenue between Ash Street and the future north/south road, to permit the retention of a newer single-family home which was deemed uneconomic to demolish and re-develop, and to permit the development of 29 townhouse units on its “back lands” and adjacent lots to the south, at 7788 Ash Street (RZ 03-254898); and
- To shift Keefer Avenue between Le Chow Street and No 4 Road further to the south to align with other portions of Keefer Avenue to the west, to permit the development of 42 townhouse units at 9833 Keefer Avenue (RZ 04-276421).

Summary of Comments from the Questionnaire

Questionnaires were mailed 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 (**Attachment 1**), to review and comment on five road options for their block (**Attachment 2**).

There were 39 completed questionnaires and letters returned to staff (25 with written comments). The response rate within the subject block was 96% (25 of 26 surveyed, and the response rate in the surrounding properties was 25% (15 of 60 surveyed).

The comments are summarized, as follows:

- Stay with the existing Official Community Plan and Area Plan, and ensure developers work within these plans made through public consultation;
- Retain existing trees;
- Limit the size of new development;
- Develop additional parks to meet the needs of the increased population;
- Derelict rental properties should be torn down or cleaned up;
- Development should be economic to implement;
- Existing homes which have invested in improvements should be retained, and back lands allowed to re-develop;
- Protect homeowners in the area from the damage done to their properties and trees during site preparation by adjacent development;
- Cul-de-sacs are very attractive but not likely to happen;
- The existing plan requires too much cooperation to implement;
- Who is going to pay for that lots required for the “ring road”?
- An east/west road option will create congestion in the area;
- Further redevelopment of Ash/Bridge/General Currie is not necessary at this time;
- Traffic calming circles are currently needed as well as no parking on the street, as a result of the increased traffic in this area; and
- Will this decision affect the east side of Bridge Street between Granville Avenue and Blundell Road?

The overall results of the questionnaire for preference of a specific option are as follows:

Options	Responses	A	A1	B	C	D
SUBJECT BLOCK	25	0	9	3	6	7
PERCENTAGE OF RESPONSES	100%	0%	36%	12%	24%	28%
NEIGHBOURING PROPERTIES OUTSIDE SUBJECT BLOCK	14	2	1	4	3	4
PERCENTAGE OF RESPONSES	100%	14%	7%	29%	21%	29%
TOTAL	39	2	10	7	9	11
PERCENTAGE OF RESPONSES	100%	5%	26%	18%	23%	28%

The results indicated that:

- There was not a single option with a majority of support, either within the subject block or overall for the neighbourhood;
- Option A1 (the existing OCP Circulation Map with the addition of east/west roads from the north/south road east to Bridge and west to Ash Street) had the most support within the subject block, at 36%, but had only 7% support by neighbours outside the subject block (26% overall);
- Option D (a north south road, east portion of Keefer Avenue, and no mid-block east/west roads) had a 28% support both within the subject block and overall, though from comments received, four respondents (10% of the total) indicated that while they would select this option, they would prefer to see no new re-development in the area;

- Option C (three east/west roads and no north/south road) received 24% support within the subject block, and 21% support outside (23% overall);
- Option B (cul-de-sacs) had 12% support within the subject block and 18% support, overall; and
- Option A, the existing OCP Map, with an east/west road to Bridge Street, but no east/west road to Ash street, received the least support, with no support at all within the subject block (5% overall).

The common features for the Options are summarized in the following Table, and summary below:

AREA:	Immediate Block	Surrounding Blocks	Total
RESPONSES:	25	14	39
PERCENT OF TOTAL RESPONSES:	64%	36%	100%
Support North/South Road (A, A1, B, D)	76%	79%	77%
Support East/West Roads, Only (Option C)	24%	21%	23%
Support East/West Road at 7511 Bridge (A, A1, B, C)	72%	71%	72%
Support East portion of E/W Ring Road to Align with Keefer Avenue (A,A1,D)	64%	50%	59%
Support E/W Road to Ash, North of Ring Road (A1,B,C)	72%	57%	67%

From these questionnaires and comments, conclusions are as follows

- The majority (77%) agree that there should be a north/south road to provide access to develop the back lands;
- There is not sufficient support for an east/west roads, only, option C (23%);
- The majority would support the proposed new east/west road at 7511 Bridge Street (72%), with a portion of the north/south road also provided;
- The majority of those in the subject block (64%) support the provision of the east/west ring road to Bridge Street, on the Keefer Avenue alignment as per the Circulation Map (59% overall); and
- The majority support a new east/west road to Ash Street, north of the original “ring road” location.

Analysis

Issues

The underlying issues, which gave rise to the above referral, include residents' concerns regarding:

- the possible elimination of the north/south road;
- the relocation or elimination of the "ring road"; and
- the ability to provide access to the "back lands" for subdivision and redevelopment.

Recommendations

Based on a review of the above findings, which achieved a high degree of consensus to implement the current Circulation Map, staff recommend the following (**Attachment 5**):

- 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;
- 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;
- 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;
- new development will be fully responsible for the costs of providing roads and utility services, subject to DCC program credits, where applicable for east/west roads, only; and
- the City will not be responsible for funding local area roads or utilities for new development.

The Circulation Map and Policies with the Area Plan provide direction to achieve the above recommendations. An amendment to the Area Plan is therefore not required. The Circulation Map will be updated as new roads are added through future rezonings.

Additionally, staff have analyzed the impact of the above recommendations on future road requirements for the adjacent block to the east of Bridge Street, where there is a current rezoning application for a townhouse development (RZ 05-296361). This application proposes a driveway access through the site in lieu of the Keefer Avenue extension as shown on the Circulation Map. Staff recommend 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, as identified in the Area Plan and shown on the Circulation Map. (**Attachment 6**).

Staff conclude that additional consultation is not necessary as:

- the residents and property owners on the east side of Bridge Street have been included in both the previous public meetings and the more recent neighbourhood survey;

- a high degree of consensus was achieved in the recent survey on the preferred road alignments;
- based on the recommended alignment of Keefer Avenue on the west side of Bridge Street, and the alignment of the existing portion of Keefer Avenue from Le Chow Street to No. 4 Road, a continuation of the Keefer Avenue “ring road” between these two segments is required to complete this portion of the “ring road” for safe and efficient vehicle and pedestrian circulation; and
- staff do not support a driveway right-of-way with multiple driveway crossings and without sidewalks, as currently proposed at 7720, 7740, 7760 Bridge Street (RZ 05-296361), in place of a dedicated street, due to safety and access concerns.

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 road at 7511 Bridge Street are on Richmond’s Development Cost Charge (DCC) program. With the exception of the future portion of Keefer Avenue, these 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 the new north/south road. The new roads must be constructed at the developers’ cost.

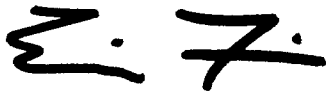
Any over sizing of the utilities in the east/west roads to service future development in the area will also be paid for by the developers, although they are eligible for possible reimbursement through a Latecomers Agreement. Latecomers Agreements are not applicable to the north/south sections of road.

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

- Staff conducted a public survey of neighbouring residents and property owners of the block between Bridge and Ash Streets and south of General Currie Road, to comment on road options so as to provide access to the “back lands” for future development;
- There was a 95% response rate from within the subject block (47% overall);
- Staff presented five alternative road layout options, including summaries of the potential lot yield and amount of new road required;

- There was a strong consensus that the final road layout should adhere closely to the existing Circulation Map in the Sub-Area Plan;
- The majority of those surveyed support a north/south road option, from General Currie Road to the ring road on the Keefer Avenue alignment;
- The majority of those surveyed support a new east/west road at 7511 Bridge Street to create single-family lots.
- The majority would support a new east/west road from Ash Street to the north/south road, located equally on 7680 and 7700 Ash Street, with new single-family lots fronting the new road;
- Staff recommend that future development provide the land and construction of the roads according to the Circulation Map.
- Based on the support for the existing Area Plan, staff recommend that an OCP Amendment Bylaw is not required;
- Based on the findings from this survey, and additional staff analysis, staff recommend that future development dedicate land and construct the portion of the ring road between Bridge Street and Le Chow Street, to align with the existing portions of Keefer Avenue.



Eric Fiss
Policy Planner (4193)

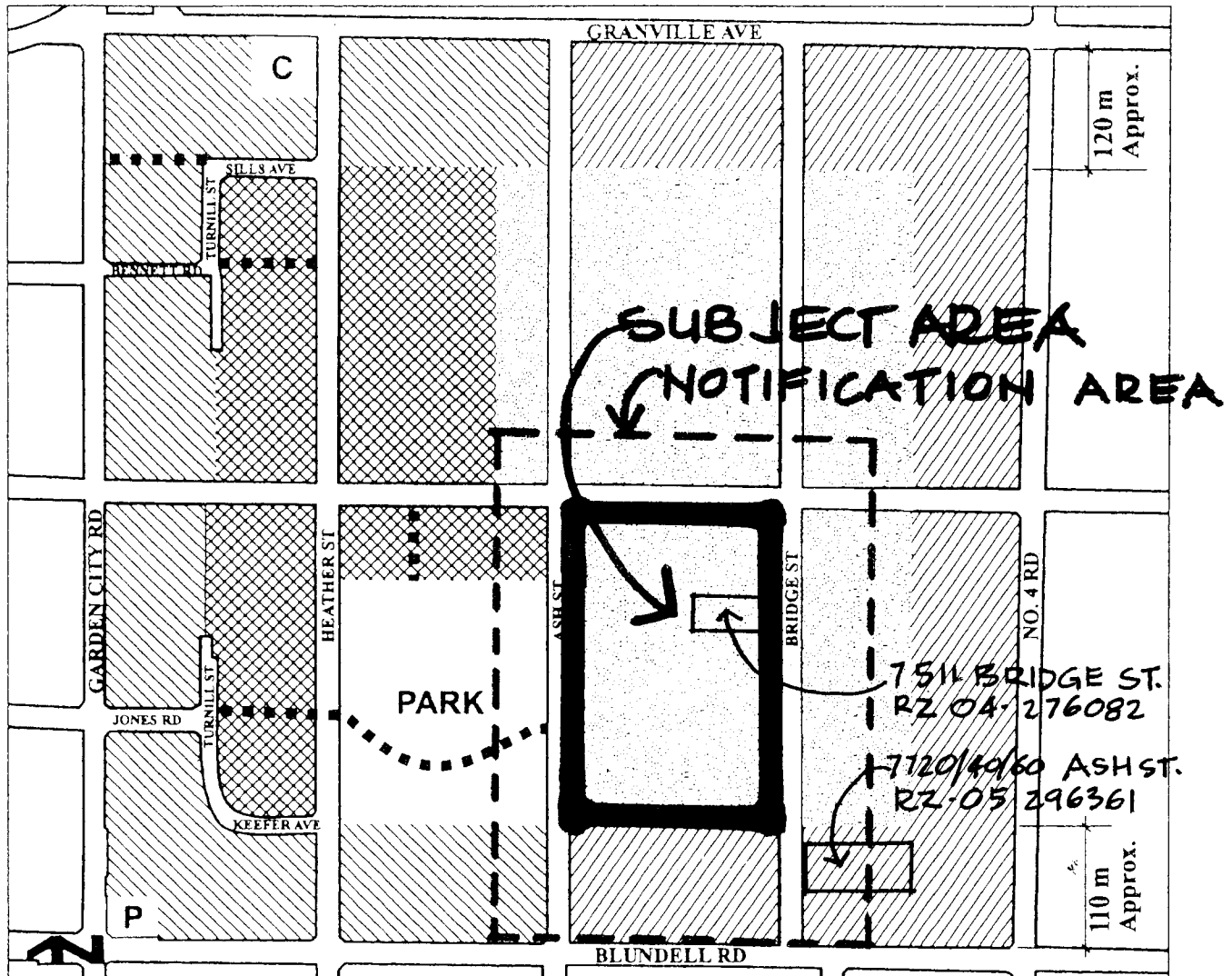
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LIST OF ATTACHMENTS

- | | |
|--------------|---|
| Attachment 1 | Map of Survey Area |
| Attachment 2 | Public Questionnaire |
| Attachment 3 | Land Use Map for McLennan South Sub-Area Plan |
| Attachment 4 | Circulation Map for McLennan South Sub-Area Plan |
| Attachment 5 | Proposed Alignment of New North/South Road and Keefer Avenue for the Area Bounded by General Currie Road, Bridge Street, Blundell Road and Ash Street |
| Attachment 6 | Proposed Alignment of Keefer Avenue, Bridge Street to No. 4 Road |

City of Richmond

Land Use Map

Bylaw 7892
2005/04/18

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 ½ 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".

August 8, 2005

File:

Urban Development Division
Fax: (604) 276-4052

Dear McLennan South Property Owner and/or Resident:

**Re: Survey: Road Options for Single-Family Lot Development
McLennan South Sub-Area Plan**

Purpose

The purpose of this letter is to:

- Provide information regarding five possible Road Options for the McLennan South Sub-Area, for the area between Bridge and Ash Streets and south of General Currie Road, and
- Present a Survey for you to complete and return, to determine which Road Option you prefer.

Your views will be considered by Council as it establishes a final Road Option for the McLennan South area.

Requests

Please:

- Review the attached background information (**Attachments 1 - 6**),
- Complete the attached Survey Form (**Attachment 7**),
- Identify yourself and your property to ensure an accurate interpretation of the Survey results.

Return Deadline

Please return your completed the Survey, by mail in the envelope provided to Eric Fiss, Planner at the City of Richmond by 5:00 PM, Friday August 19, 2005.

Your cooperation is appreciated. If you have any questions, please call: Terry Brunette, Planner at 604-276-4279 or Eric Fiss, Planner at 604-276-4193.

Yours truly,

Terry Crowe, Manager, Policy Planning

TTC:cas

pc: - Joe Erceg, MCIP, General Manager, Urban Development
 - Terry Crowe, Manager Policy Planning
 - Holger Burke, Acting Director of Development
 - Victor Wei, Manager Transportation Planning
 - Eric Fiss, Planner
 - Terry Brunette, Planner



Information Sheet
McLennan South Sub-Area Road Options

Purpose

The purpose of this Information Sheet is to explain the proposed McLennan South Sub-Area Road Options and the attached Survey.

Background

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

- Establish a new road along the north edge of the property at 7511 Bridge Street,
- Eliminate the "Ring Road" on this block, and
- Establish three new east/west roads.

Following public comments, Council directed staff to hold a public information meeting with those residents located within the immediate area, to review the Road Options of both a north/south road configuration and an east/west road configuration.

Summary of May 9th, 2005 Public Meeting

As directed, 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, the majority of who were residents or landowners in the area. Many had attended previous meetings to review directions for the Area Plan. 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.

Questionnaire Results

From the May 9, 2005 Public Meeting, 34 completed questionnaires and letters were returned to staff (30 with written comments). The conclusions are as follows:

- Most of those in attendance had been to previous meetings to review the Area Plan, and many are feeling frustrated that additional amendments to the Area Plan are being presented for consideration.
- There is general support for the existing Circulation Plan with a north/south road from the future Ring Road at the south to General Currie Road (currently un-developed) in the north in order 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%). Support for the Current Plan is 62% within the study area.
- 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 support a combination of north/south and east/west roads to facilitate re-development.

A report on the findings of this meeting, along with several Road Options, entitled: "McLennan South Sub-Area Road Implementation Strategy Update", was presented to Council on July 25, 2005.

Council has directed staff to consult with the residents through a Survey regarding their preferences concerning five possible Road Options: A, A1, B, C, or D (**Attachments 2, 3, 4, 5, 6**), for the block between Ash and Bridge Streets and south of General Currie Road.

Interpretation of the Road Options

As the long-term goal is to eventually have all roads fully developed as 17 m (56 feet) wide roads, the Road Options show interim roads and retained lots.

Due to the general scale of the Road Options, all statistics are to be interpreted generally, subject to change.

Generally, all proposed roads are 17 m (56 feet) wide and the new lots are 11.3 (37 feet) wide.

The statistics are calculated according to the Road Options, as shown, in each case.

Once the public's preferences are known, a final Road Option will be determined with more accurate statistics, and road and lot layout.

The Options

As directed by Council at the July 25, 2005 Council meeting, the following five Road Options are being presented for consideration:

- **Option A** - the Ring Road, a north/south road, and an east/west road at 7511 Bridge Street;
- **Option A1** - a combination of a north/south road and east/west road;
- **Option B** - a combination of a north/south road, east/west roads, and cul-de-sacs;
- **Option C** - three new east/west roads; and
- **Option D** - the option currently shown in the Area Plan.

Summary Of Road Options

	A	A1	B	C	D
Existing Lots	26	26	26	26	26
Retained Lots	25	22	21	13	26
New Lots	48	56	59	82	44
Total Lots	73	77	80	95	70
Corner Lots	8	12	7	12	4
Total Area of New Lots (sq. metres)	20,132	22,747	23,668	29,857	18,575
New Road Area (sq. metres)	7,683	9,170	6,075	8,406	6,523
Lots per Acre (Gross)	5.7	6	6.5	7.7	5.5

Notes;

1. Study Area: For calculations, the Study Area is bounded by Ash St., General Currie Road and Bridge St.:
 - Including the road at 7691 Bridge St., and
 - Excluding 7740 Ash Street.
2. Shaded Box = the Option with the most of that factor (e.g., retained lots, total lots).

Request – Complete and Return The Survey (Attachment 7)

The City is requesting that the residents and property owners within and immediately adjacent to the block bounded by Bridge and Ash Streets, south of General Currie Road:

- Identify themselves and their property, to ensure an accurate interpretation of the Survey results,
- Indicate which Road Option they prefer, and
- Return the completed questionnaire (**Attachment 7**) to the City in the envelope provided.

Next Steps

Bylaw Amendments

As soon as possible after the City receives the completed Surveys, staff will prepare a report which will:

- Explain the findings,
- Propose a final Road Circulation Map (Area Plan Amendment Bylaw), and
- Address the rezoning application (RZ 04-276082) at 7511 Bridge Street (Zoning Amendment Bylaws 7903 and 7908).

General Bylaw Approval Sequence

1. Planning Committee will consider (e.g., Sept. 2005) the report and make recommendations to Council.
2. Then, Council will:
 - Consider the recommendations of the Planning Committee, and
 - If they accept the recommendations, send the proposed Area Plan and Zoning Bylaw amendments to a Public Hearing.
3. Then Council will hold a public hearing, at City Hall, date TBD.
4. After the Public Hearing, Council may approve the Bylaws.

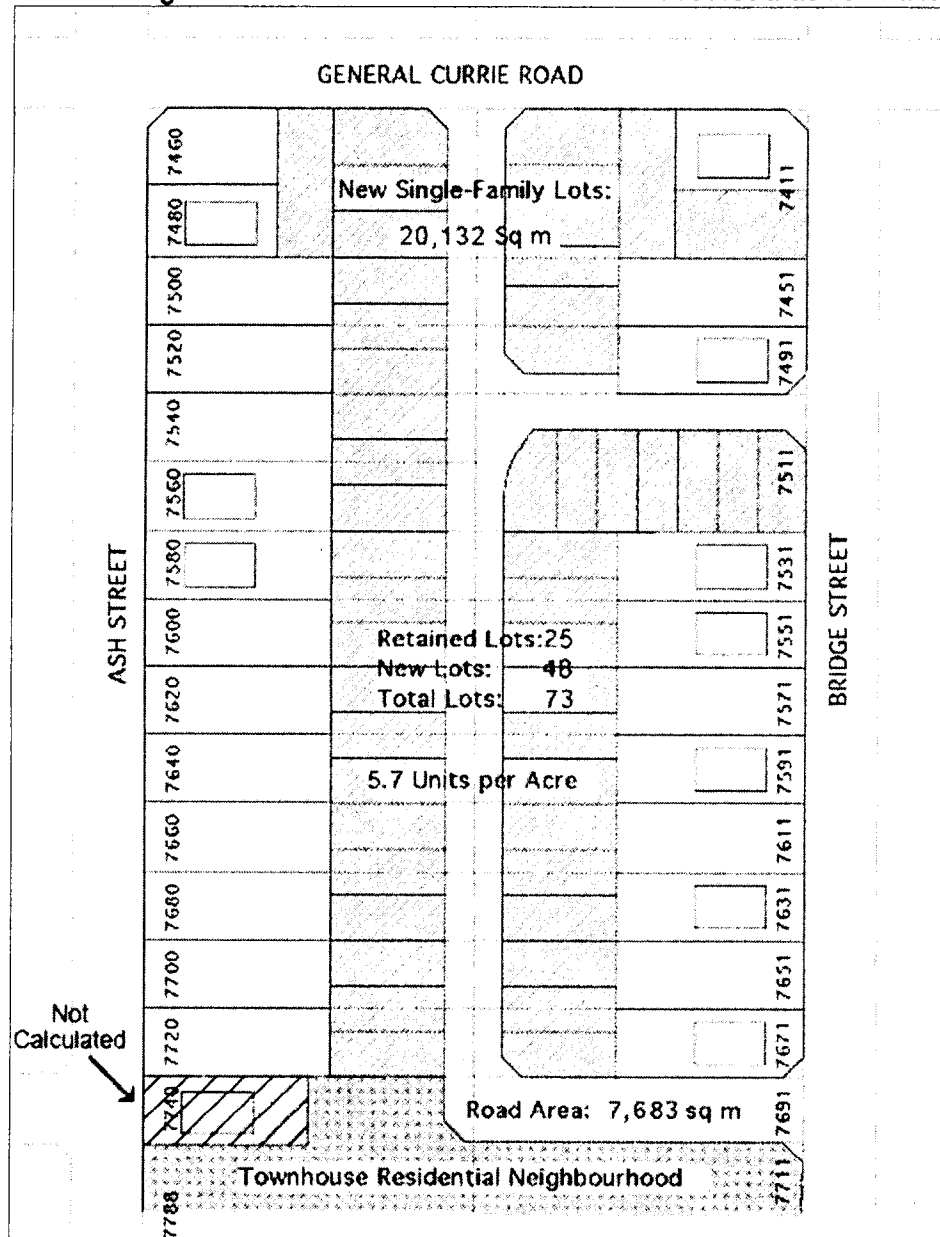
Thank you for your co-operation.

If you have any questions or require further information, please call:

- Terry Brunette, Planner at 604-276-4279, or
- Eric Fiss, Planner at 604-276-4193.

Prepared by Policy Planning, City of Richmond

Redevelopment Option A
EMPHASIS: Existing OCP Circulation Plan + An East/West Road at 7511 Bridge Street



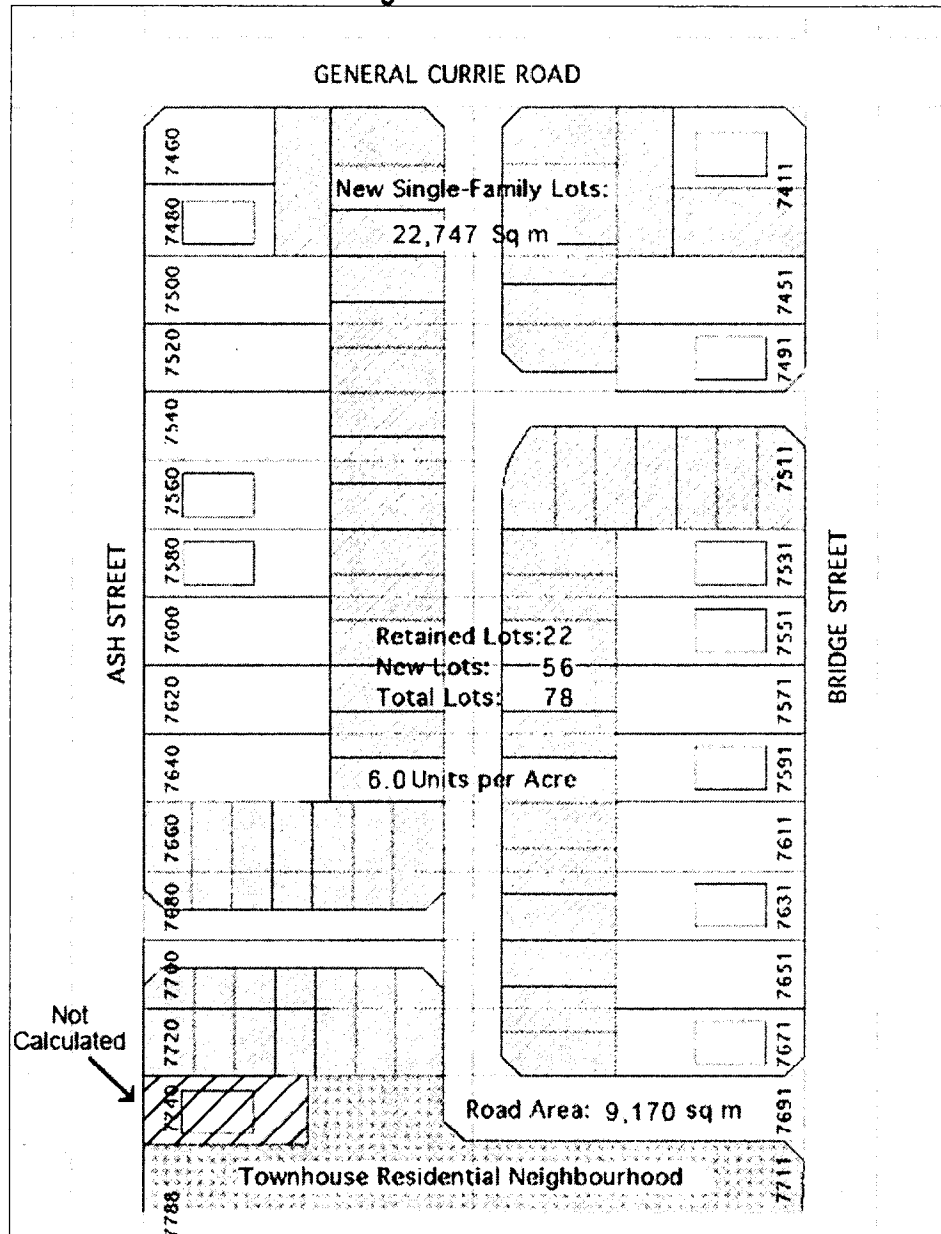
Benefits:

- 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.

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 the cooperation of the majority of homeowners to establish the North/South Road.
- Fire fighting requirements may limit re-development in middle of block until all roads are complete.
- More road required than Road Options B or D.
- Creates 8 corner lots.

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



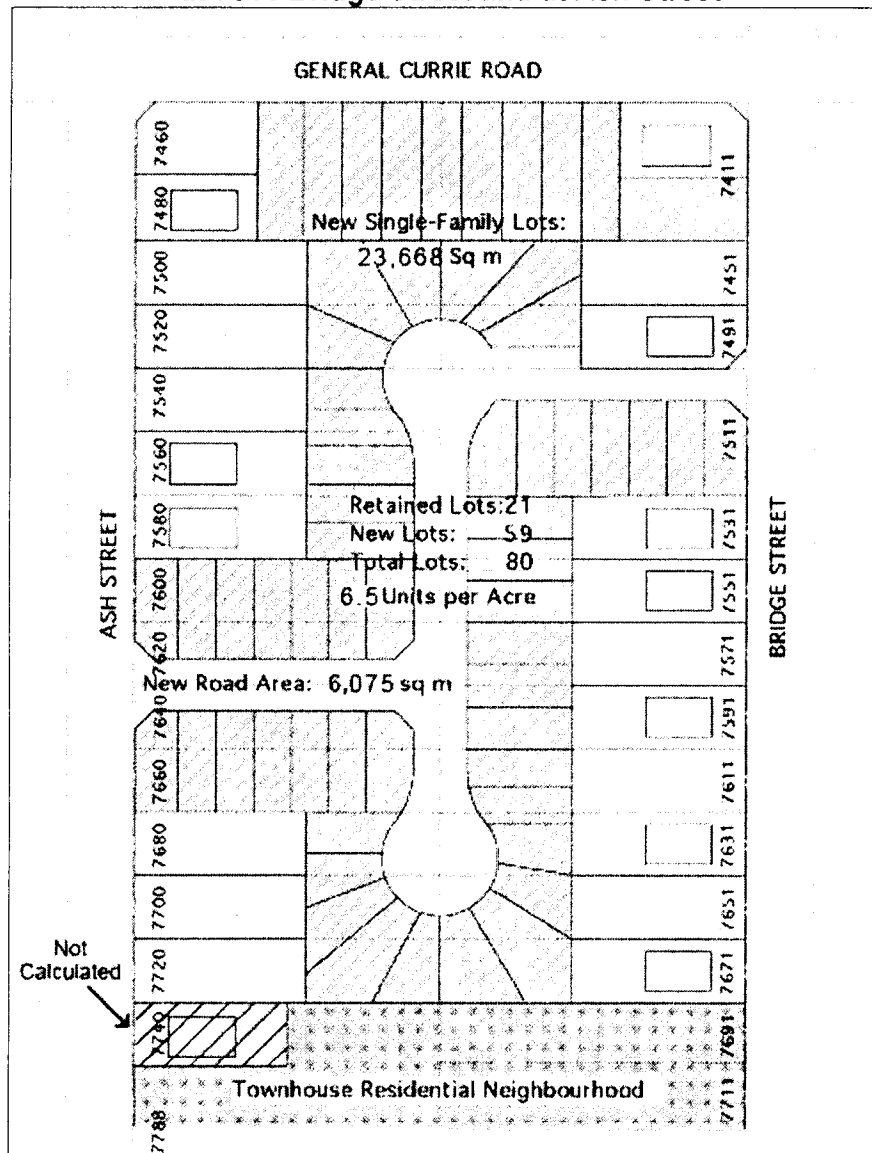
Benefits:

- 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).

Redevelopment Option B
EMPHASIS: South Road with Cul-de-Sacs and East/West Roads
at 7511 Bridge Street and at Ash Street



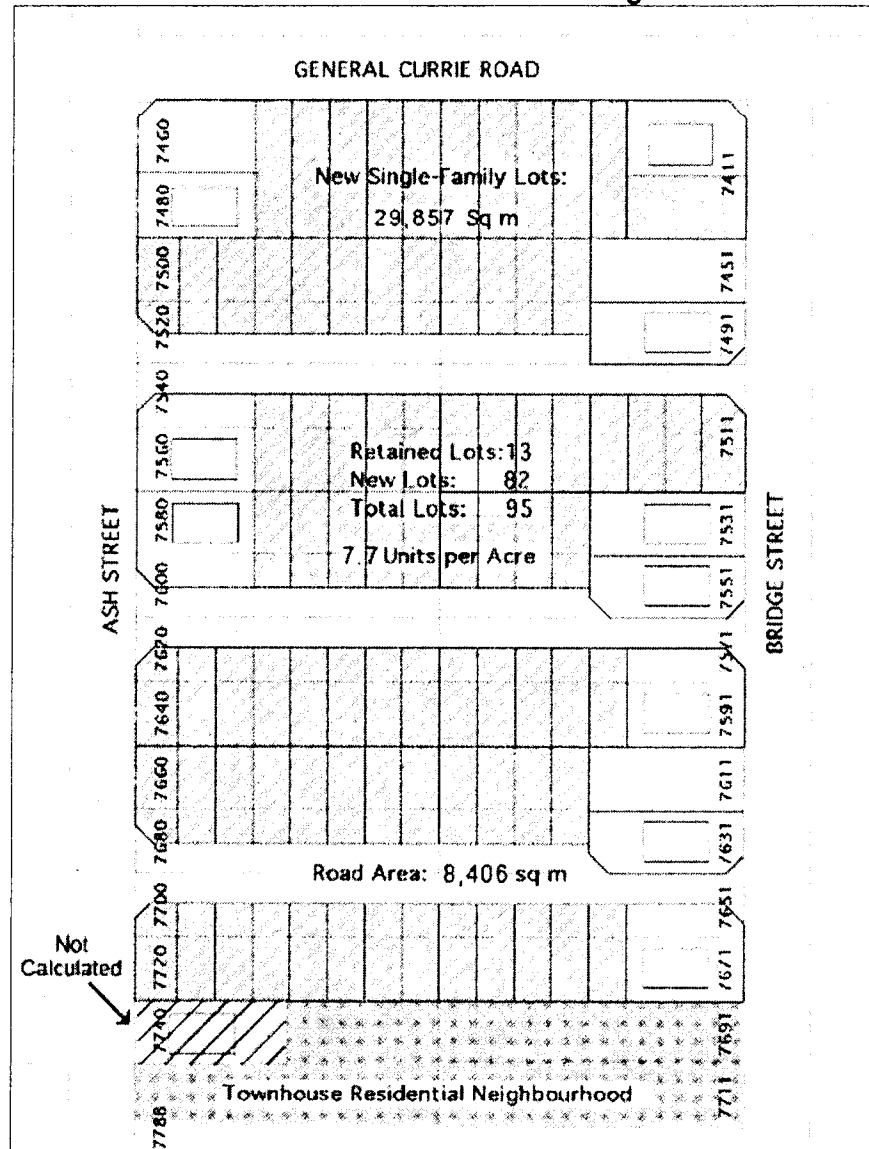
Benefits:

- Retains majority of the existing large lots (front-half) on Bridge and Ash Streets: 21 of 26 (80%).
- Allows for incremental development (several development scenarios possible).
- Achieves a potential of 59 new medium size lots
- 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.
- Least road required
- More cost effective to implement.

Disadvantages:

- Requires amendment to Area Plan "Circulation Map".
- Replaces Ring Road with two link roads.
- Creates 7 corner lots.

Redevelopment Option C
EMPHASIS: Three East/West Roads Between Bridge Street and Ash Street



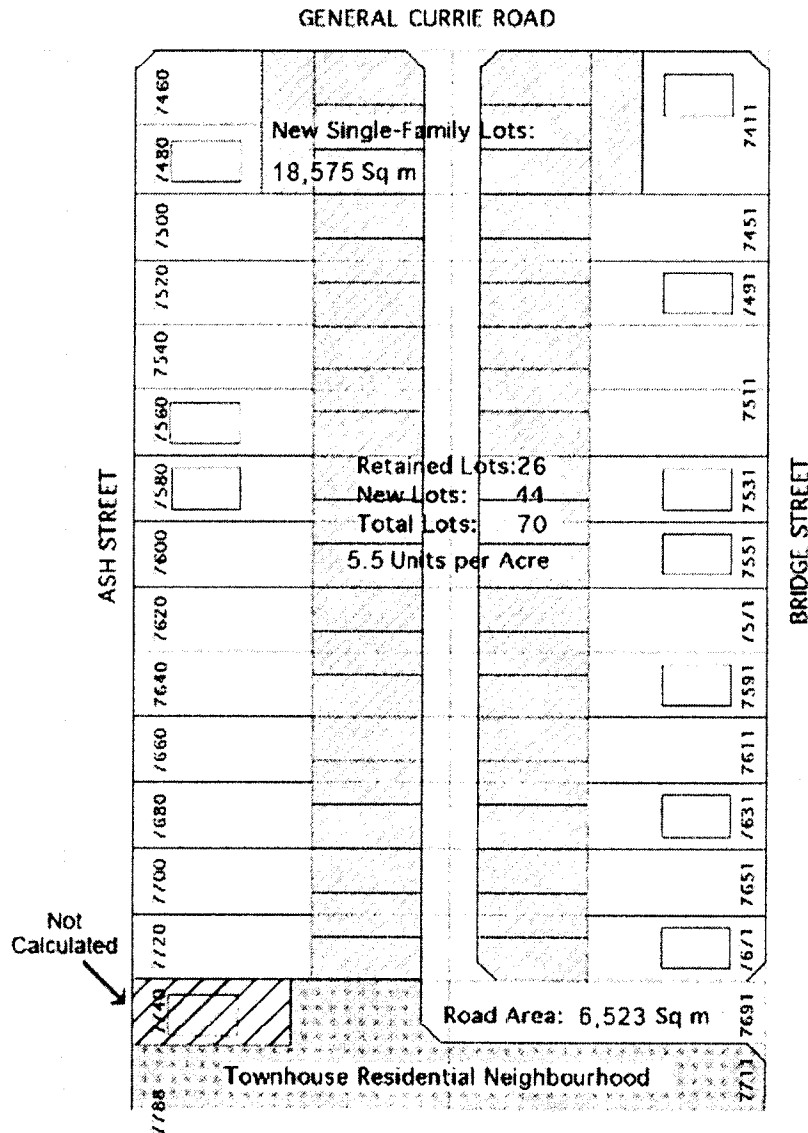
Benefits:

- Retains newer homes on existing large lots (front-half) on Bridge and Ash Streets: 13 of 26 (50%).
- Allows for incremental development
- Achieves a potential of 82 new medium lots (the most).
- Least cost per lot
- Does not depend on construction of General Currie Road for redevelopment to proceed.
- Provides three pedestrian and traffic calmed routes between Bridge and Ash Streets.
- May be the most cost effective to implement.

Disadvantages:

- Requires amendment to Area Plan "Circulation Map".
- Replaces Ring Road with three east/west local roads.
- More road required than the other Road Options.
- Creates 12 corner lots.

Redevelopment Option D
EMPHASIS: 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 (4) new corner lots.

Disadvantages:

- Achieves fewest new medium-sized (44) lots.
- May have the highest development cost per lot.
- Requires the construction of General Currie Road and Keefer Avenue "Ring Road" before additional development may proceed.
- Requires the most cooperation of homeowners to establish the North/South Road.
- Fire fighting requirements may limit re-development in middle of block until all roads are complete.



Island City, by Nature

Survey

McLennan South Sub-Area Road Options

Note: Please only complete one Survey Form per household in the area bounded by General Curie Road, Bridge Street, Blundell Road and Ash Street and those properties which front on General Curie Road, Bridge Street, and Ash Street.

We are interested in your views about which Road Option you prefer, to guide the planning and future development of the McLennan South area.

NAME AND ADDRESS PLEASE:

Please provide your name and address.

This information will assist in determining whose views are being expressed and will remain confidential:

Name(s): _____

Address: _____ Street/Ave., Richmond, BC V _____

MY PROPERTY IN THE STUDY AREA IS: _____ Street/Ave.

REQUEST

The City is requesting that you:

- complete this Survey
- offer any additional comments; and
- return the completed Survey to the City in the envelope provided, **BY 5:00 PM AUGUST 19, 2005.**

QUESTIONS:

1. Which Road Option do you prefer?

Option	Preference Please Check One Option
Option A - the Ring Road, a north/south road, and an east/west road at 7511 Bridge Street;	
Option A1 - a combination of a north/south road and east/west road;	
Option B - a combination of a north/south road, east/west roads, and cul-de-sacs;	
Option C - three new east/west roads; and	
Option D - the option currently shown in the Area Plan.	

2. Do you have any additional comments?

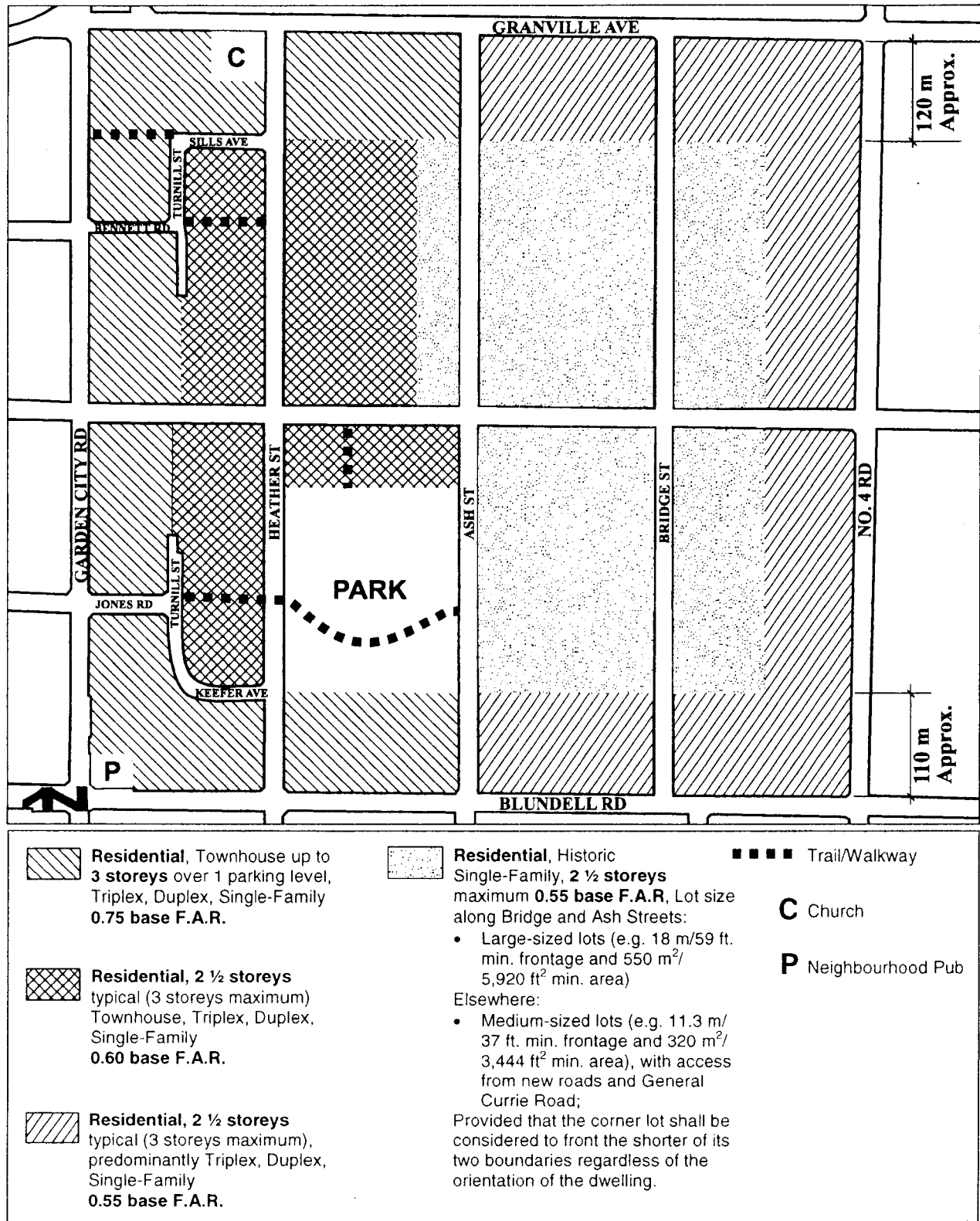
Thank-you for completing this Survey. If you have any questions, please contact:

- **TERRY BRUNETTE**, Planner at 604-276-4279, Fax: 604-276-4052 - tbrunette@richmond.ca, or
- **ERIC FISS**, Planner at 604-276-4193, Fax: 604-276-4052 - efiss@richmond.ca

Prepared by: City of Richmond

City of Richmond

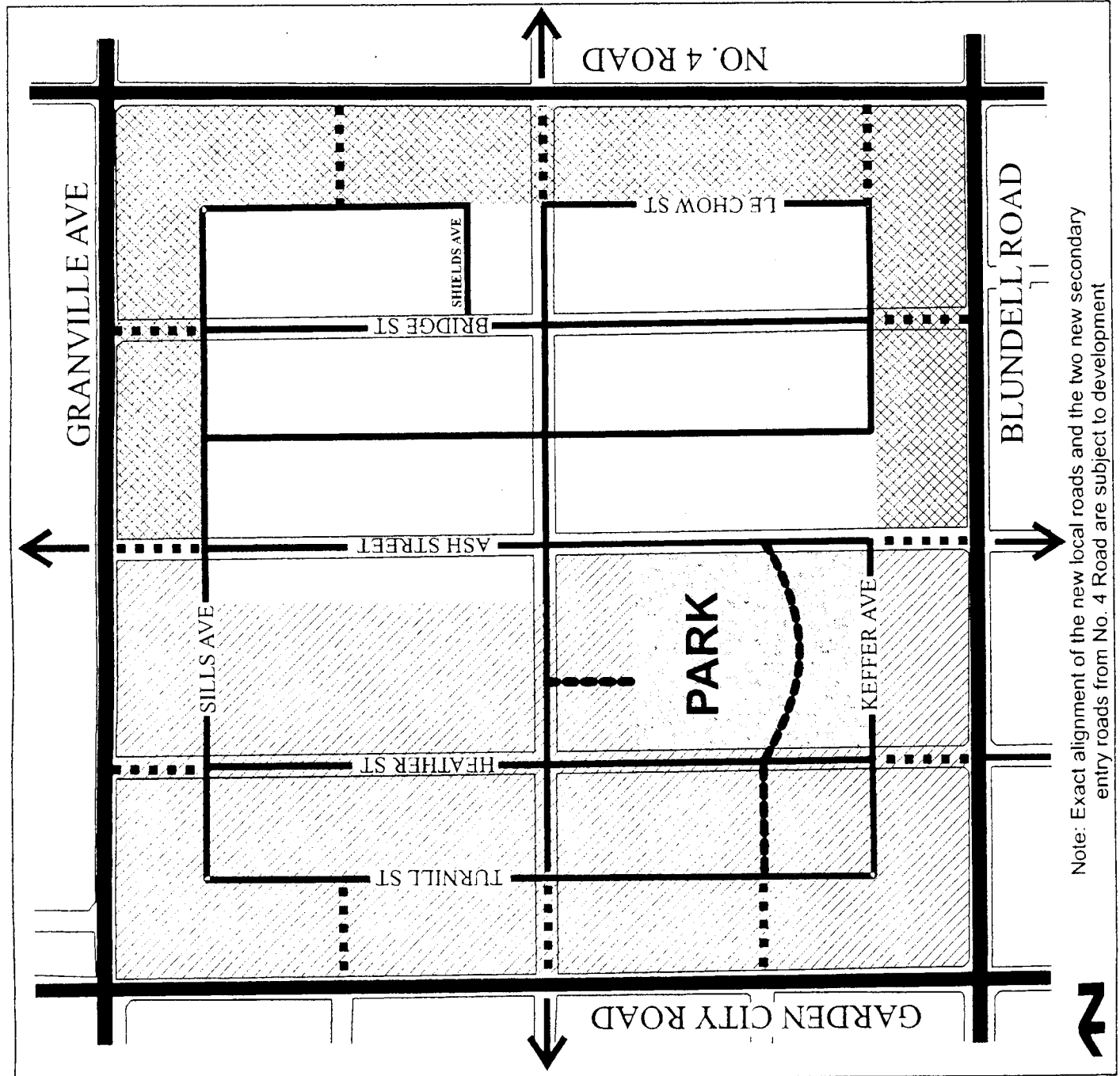
Land Use Map

Bylaw 7892
2005/04/18

Note: Sills Avenue, Le Chow Street, Keefe Avenue, and Turnill Street are commonly referred to as the "ring road".

Circulation Map

Bylaw 7876
2005/04/25



Access from local roads

Consolidated driveways, lanes or access from new local roads

Consolidated driveways or lanes, or collectors to No. 4 Road depending on final parcel sizes

Arterial

Collector

Local

Trail/Walkway

Major Entry/Exit Points

PROPOSED ALIGNMENT OF NEW ROADS

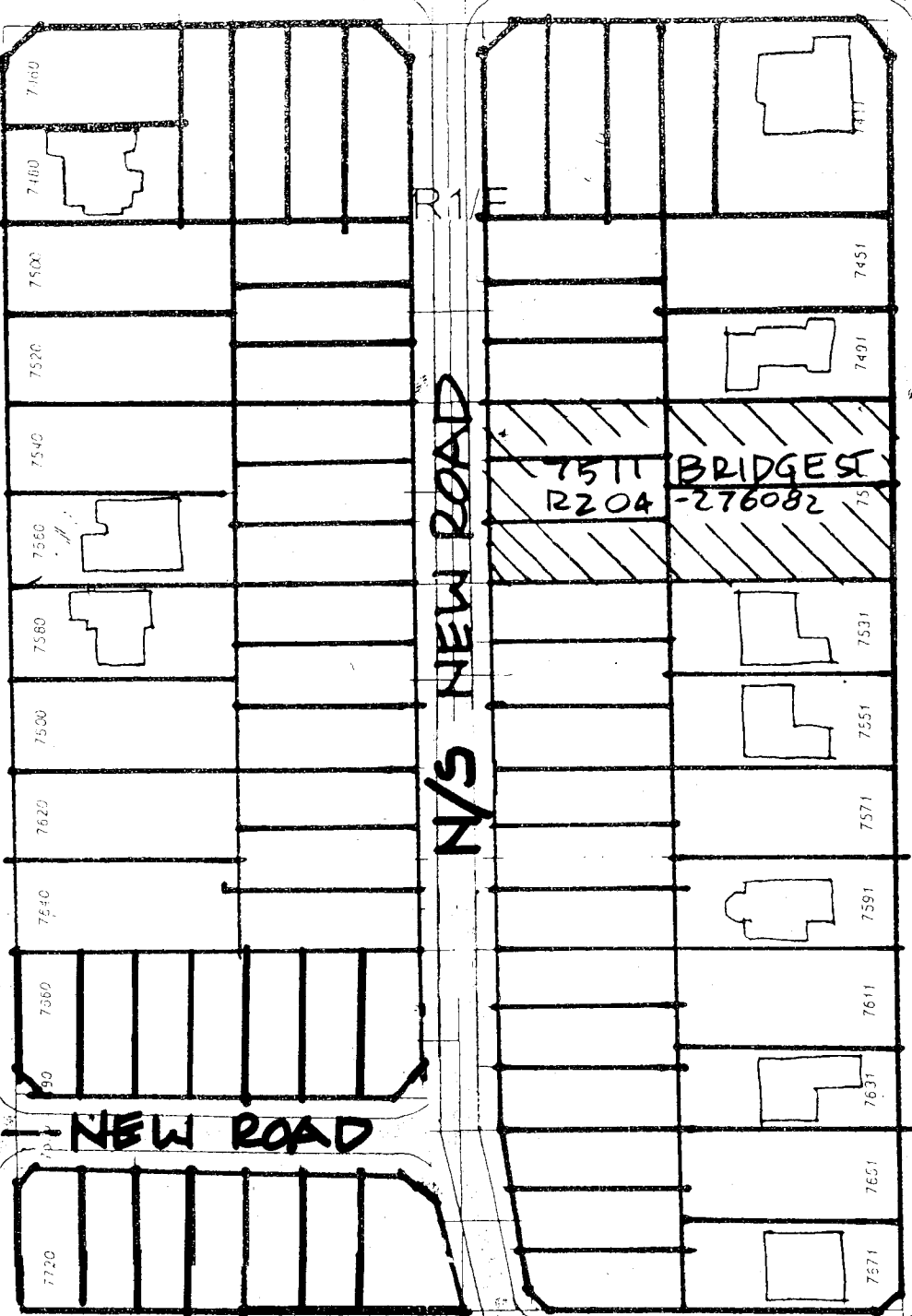
ATTACHMENT 5

GENERAL CURRIE RD.

ASH STREET

N/S NEW ROAD

BRIDGE STREET



CD/35

7720-60 BRIDGE ST
R205-296361

