



Your Cycling Connection

# OCP Amending Bylaw Feedback 20738 - 123 Ave

File # 2013-041-RZ

HUB, Maple Ridge/Pitt Meadows

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# Summary

## **Objection**

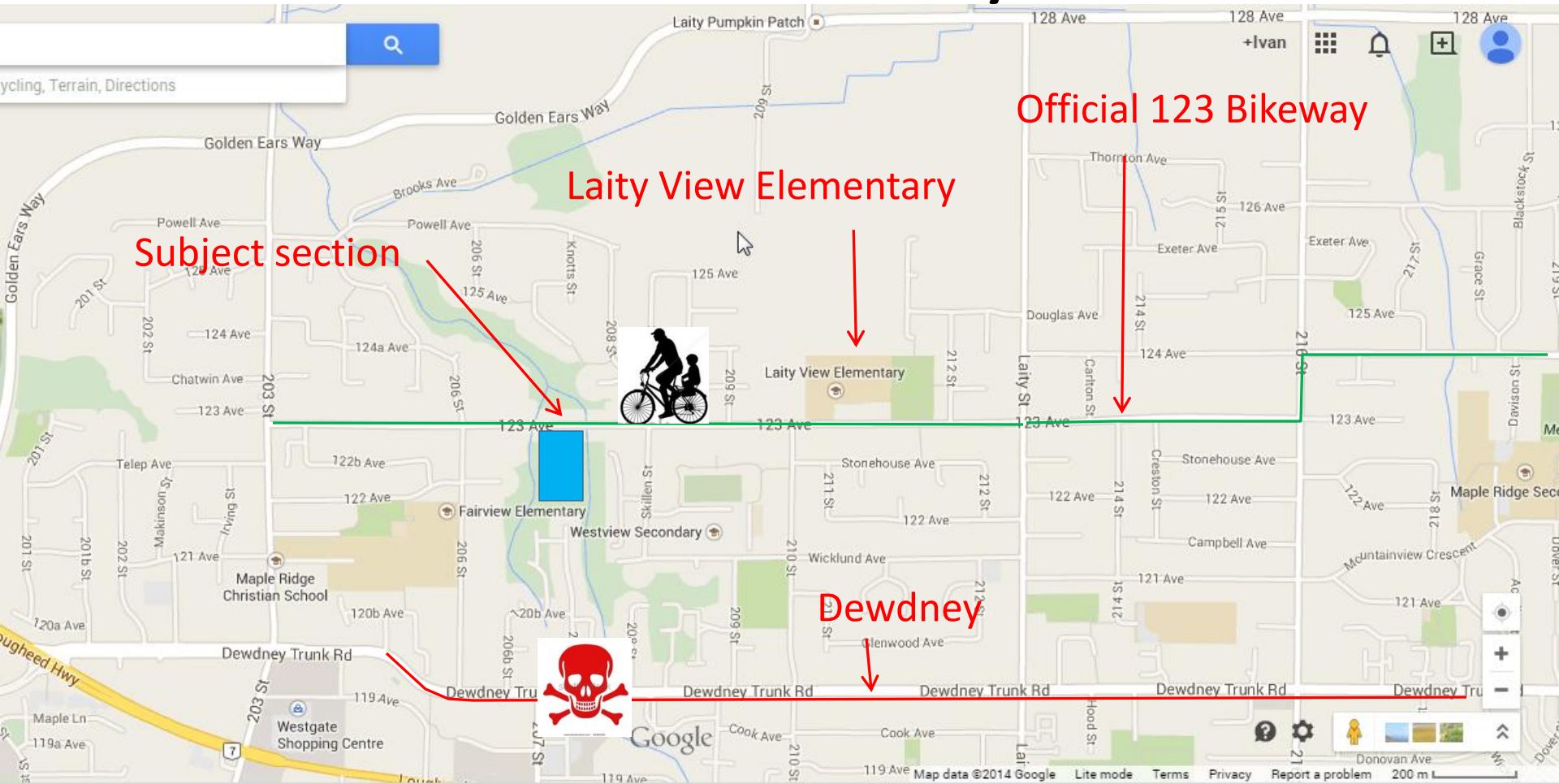
Proposed variance #1 to reduce 123 Ave collector road right of way from 20m to 16 m

## **Request**

That Variance #1 not be granted



# 123 Bikeway



# Context

- 123 Bikeway is official designated bike route and ONLY east-west bikeway north of Loughheed Hwy considered reasonably safe
- Subject section road width is currently sub-standard (narrow) and considered dangerous even for 'strong & fearless' cyclists
- Traffic expected to significantly pick up in years to come
- Should use opportunity to widen section to at least minimum standard width







# Environmental Justification

## **Variance #1 justification**

To minimize the impact on McKenney Creek

## **While**

Applicant also proposes variance to reduce setback requirement from 30m to 12 – 22.5m along entire length of both creeks to maximize development potential





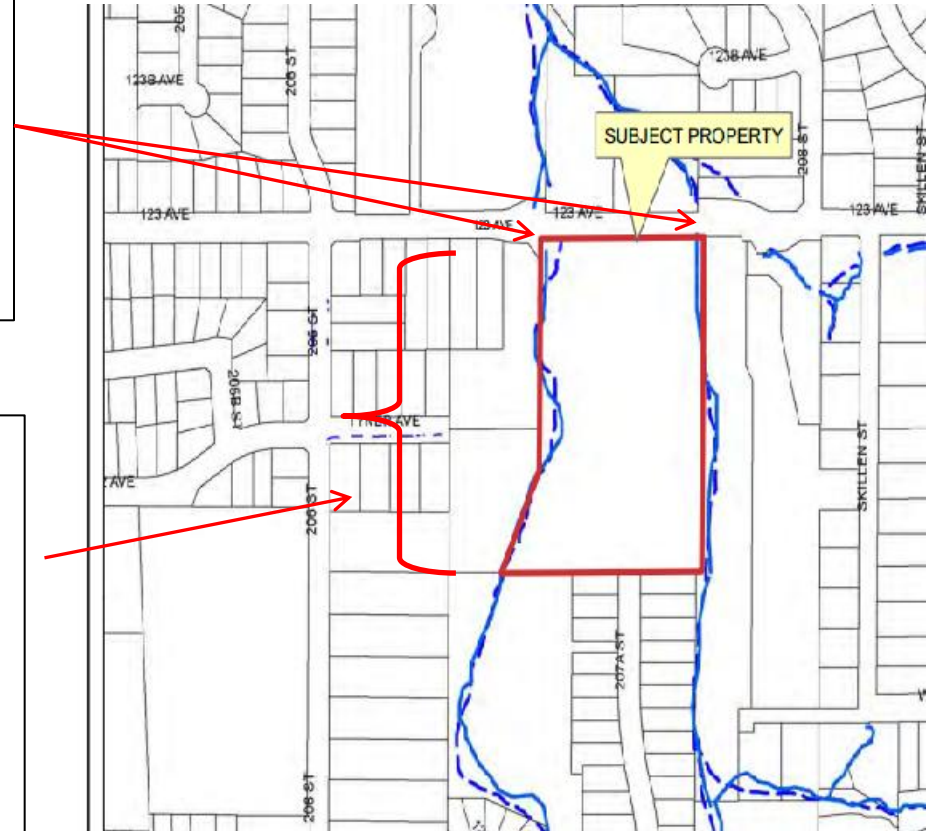
# Proposed Variances

## Variance #1

Reduce 123<sup>rd</sup> collector road ROW from 20m to 16m (creek crossings)

## Variance #2

Reduce setback from 30m to 12-15m on west side and 15-22.5m on east side of creeks



**Environmental impact of granting #2 several orders of magnitude greater than #1**



# Conclusion

## In light of

- Subject section is part of designated and ONLY east-west bike route north of Loughheed considered reasonably safe, and
- Environmental justification for not bringing road section to at least minimum standard is inconsistent with another proposal to relax setback requirement

## Therefore, we request that

Variance #1 should NOT be granted and section should be brought to standard





# Backup



# Subject Proposed Variance #1

1. Subdivision and Development Servicing Bylaw No. 4800-1993, Schedule Avenue collector road right-of-way from 20 m (66 ft) to 16 m (52.5 ft)

--- page 5

Engineering Department: The existing 123 Avenue road right-of-way is less than the collector road standard. However, the road has been fully constructed with concrete curb, gutter, and sidewalk within a narrow right-of-way to minimize the impact on McKenney Creek.

--- page 7



# Proposed setback variance along creeks

A review of the Environmental Assessment Report has determined that a 30 metre (98 ft) setback would severely limit development potential on the subject property. Additionally, the land use history of the surrounding properties, and their lack of riparian corridor width continuity due to earlier developments have decreased the environmental sensitivity. Therefore, the applicant has proposed a variance to the setback requirement from 30 metres (98 ft) to a variable setback of 12 to 15 metres (39 -49 ft) on the west side watercourse and a variable setback of 15 to 22.5 metres (49-73.8 ft) on the east side watercourse.

--- Page 6, Environmental implications



# OCP Principles - Transportation

## Principle 38

Expanding services concurrently with development is regarded by the community as good planning and development practice.

## Principle 40

A well-planned transportation network is central to providing transportation choices that accommodate multi-modal transportation within the community, and connecting with other places.

## Principle 41

The need to address the east-west road capacity issue is recognized as important.

## Principle 45

Citizens value a pedestrian friendly environment that includes a trail network for horses, walking and cycling for recreation and access to amenities, employment, and services.

(chapter 7)

