



**City of Richmond**

**Report to Committee**

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**To:** Planning Committee **Date:** November 12, 2002  
**From:** Joe Erceg **File:** RZ 02-205510  
Manager, Development Applications  
**Re:** **APPLICATION BY JERRY AND KARIN GIESBRECHT FOR REZONING AT  
10291 BRIDGEPORT ROAD FROM SINGLE-FAMILY HOUSING DISTRICT,  
SUBDIVISION AREA D (R1/D) TO SINGLE-FAMILY HOUSING DISTRICT,  
SUBDIVISION AREA B (R1/B)**

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**Staff Recommendation**

That the rezoning of 10291 Bridgeport Road from "Single-Family Housing District, Subdivision Area D (R1/D)" to "Single-Family Housing District, Subdivision Area B (R1/B)", be denied.

Joe Erceg  
Manager, Development Applications

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Att.

**FOR ORIGINATING DIVISION USE ONLY**

**CONCURRENCE OF GENERAL MANAGER**

## Staff Report

### Origin

Jerry and Karin Giesbrecht have applied to the City of Richmond for permission to rezone 10291 Bridgeport Road (**Attachment 1**) from Single-Family Housing District, Subdivision Area D (R1/D) (15 m or 49.21 ft minimum width) to Single-Family Housing District, Subdivision Area B (R1/B) (12 m or 39.37 ft minimum width) in order to permit a two lot residential subdivision with a future lane. (**Attachment 2**)

### Findings Of Fact

ITEM	EXISTING	PROPOSED
Owner	Jerry and Karin Giesbrecht	To be determined
Applicant	Jerry and Karin Giesbrecht	N/A
Site Size	1039.94 m <sup>2</sup> (11199.19 ft <sup>2</sup> )	2 lots with 6 m lane dedication across north property line.  Lot 1 -445.42 m <sup>2</sup> (4794.61 ft <sup>2</sup> ) Lot 2 -443.43 m <sup>2</sup> (4773.19 ft <sup>2</sup> )
Land Uses	Single-Family	No Change
OCP Designation	Neighbourhood Residential (City OCP)  Residential (Single-Family) – Bridgeport Area Plan	No Change
702 Policy Designation	R1/B	No Change
Zoning	R1/D	R1/B

Surrounding development includes:

- Single-Family homes to the north, east and west; and
- Commercial development and townhouses to the south across Bridgeport Road

### Related Policies and Studies

#### **Lot Size Policy**

An established Single Family 702 Lot Size Policy for this area permits lots along Bridgeport Road to subdivide to R1/B (minimum width of 12 m or 39.37 ft) on the condition that lane access is provided. (**Attachment 3**). While the proposed lot sizes are consistent with this policy, the applicants are not prepared to comply with the policy requirement to construct the lane access as a condition of the rezoning. In lieu of lane construction, the applicants want to

pay a Neighbourhood Improvement Charge (NIC) on the basis that the subject property is at a "mid-block" location between McLeod and McLennan Avenues and that it may be several years before neighbouring properties redevelop and adjacent portions of the lane are dedicated and constructed. While the applicants plan on building a garage at the rear of the lot in the future, they want to retain existing vegetation at the rear of the property until a rear lane is eventually constructed along this block face.

### **Arterial Road Redevelopment Policy and Lane Policy**

The single family character of housing being proposed in the rezoning is consistent with the form of development generally envisioned in Council's Arterial Road Redevelopment Policy. An integral part of this policy however is that lanes will be provided as part of the approval of development projects. As noted, the applicants object to the construction of the required rear lane as a condition of the rezoning and as a result, the proposed rezoning does not fully comply with the Arterial Road Redevelopment Policy.

Council's Lane Policy also applies to this application since the subject property is located along an arterial road and designated in the Official Community Plan for "Neighbourhood Residential" uses. This policy also requires the dedication and construction of a lane at the rear of the property at time of rezoning and/or subdivision. The rezoning does not fully comply with the Lane Policy since the applicants do not support the requirement to construct the lane as a condition of rezoning.

### **Airport Noise Insulation Policy**

Council's Airport Noise Insulation Policy applies to the subject site and requires a noise abatement covenant for sites being rezoned or subdivided for new residential development. The applicant would be required to sign this covenant if the application was supported.

### **Staff Comments**

#### **Policy Planning**

In the absence of a complete application submission from the applicant, staff have prepared the attached proposed site plan/subdivision sketch based largely on information provided by the applicant. (**Attachment 2**) The sketch includes required lane, setback and easement dimensions.

While the proposed rezoning is consistent with the City's Official Community Plan (OCP) and Bridgeport Area Plan land use designations for the area, the application does not comply with the area's Lot Size Policy which permits subdivision to smaller lots on the condition that lane access is provided. Staff have worked closely with the applicant to discuss and review the rezoning proposal and have tried to seek consensus on the conditions that would need to be satisfied in order to support the rezoning. An agreement to construct the necessary lane works as a condition of this rezoning however has not been reached. Staff are therefore recommending that the application be denied.

## **Transportation**

Bridgeport Road is one of the busiest arterial roads in the City and serves the airport and the development along the Bridgeport Corridor. Therefore, it is very important that new development provide alternate means of access to Bridgeport Road as soon as possible to protect the primary function of this roadway. For this reason, a new lane has been constructed three lots to the east for the recent subdivision at the corner of McLennan Avenue. Similarly, a new lane was required at the corner of McLeod Avenue to the west. Likewise, the commercial and townhouse developments across the street were required to access off Beckman Place and St. Edwards Drive (which they had to upgrade as a condition of rezoning). Elsewhere in the City, developers are asking that block faces be removed from a Lot Size Policy to facilitate even smaller lot subdivisions with a lane. This could easily occur on the three intervening lots between the subject property and the existing lane at McLennan Avenue (ie. these 20 m or 60 ft. wide lots could apply for rezoning to the R1/K zone which has a 10 m or 33 ft. width requirement). For these reasons, Transportation staff do not support the request to delay the construction of the lane at the rear of the subject property.

## **Utilities and Roadworks**

The utilities and roadwork requirements for the rezoning include:

- Dedication of the 6m lane corridor along the rear property line;
- Granting of a 3m utilities ROW through the centre of the site from the street to the lane;
- A Restrictive Covenant ensuring that only one temporary shared access be provided for the use of both future properties. Once the lane connects to a permanent access point, the existing temporary access to the street must be closed;
- Ensuring sole vehicular access to future garages be provided via the lane;
- A standard Servicing Agreement for the design and construction of the laneworks, complete with curb and gutter (both sides), storm sewer and post top street lighting. The storm and street lighting must be serviced from the street via the utility ROW.

The applicants have indicated that they support these conditions with the exception of the construction of necessary lane works.

At the time of subdivision, the developer would be required to:

- Provide a 4m cross access easement, centred on the new property line for temporary driveway access between the street and the lane;
- Pay a deposit for the future reinstatement of the driveway access when the lane connects to a permanent location.

## **Analysis**

The principal issue with this application is its non-compliance with Council's Lot Size Policy for this area. This policy permits lots along Bridgeport Road to subdivide to R1/B (minimum width of 12 m or 39.37 ft) on the condition that lane access is provided. The applicants' objection to compliance with the area's Lot Size Policy is based primarily on their position that the subject lots are located "mid block" between McLeod and McLennan Avenues and it will be therefore

several years before neighbouring properties redevelop and adjacent portions of the lane are dedicated and constructed. The applicants indicate that they would be able to save existing trees at the rear of the subject property until a lane is constructed.

Staff note however that a portion of the rear lane along this block face has already been established through the previous rezoning and subdivision of properties at the northwest corner of Bridgeport Road and McLennan Avenue. Extension of the lane east and west of the subject property will depend on the future assembly of adjacent lots and subsequent rezoning and subdivision. With the exception of the three new houses built at the northwest corner of Bridgeport Road and McLennan Avenue, most of the housing stock along this block face ranges from 30 to 35 years of age. It appears that the house at 10351 Bridgeport Road, two lots east of the subject property, has undergone relatively recent upgrading and renovation. It is reasonable however to expect that as market conditions continue to improve, development opportunities, including lane dedication and construction, exist for much of this block face.

Staff are not aware of any previous rezoning applications to permit smaller lots within established 702 Lot Size Policy Areas where Council has supported the payment of Neighbourhood Improvement Charge (NIC) in lieu of lane construction. Staff maintain that allowing a NIC payment in lieu of lane construction in policy areas permitting smaller lots on the condition of lane access is a precedent which could complicate the City's long range goal of requiring lanes in select areas along arterial roads. Lane construction at a future, undetermined date has the potential to disrupt and potentially frustrate future property owners who may be unaware of the requirement for the lane works on the proposed lots.

It should also be noted that the unbuilt lane will potentially complicate access to future garages which will be required to have sole vehicle access to the lane once it is completed in full along this block face.

Staff recommend that, based on this analysis, the application be denied.

### **Financial Impact**

None.

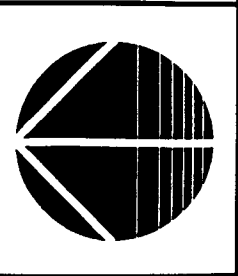
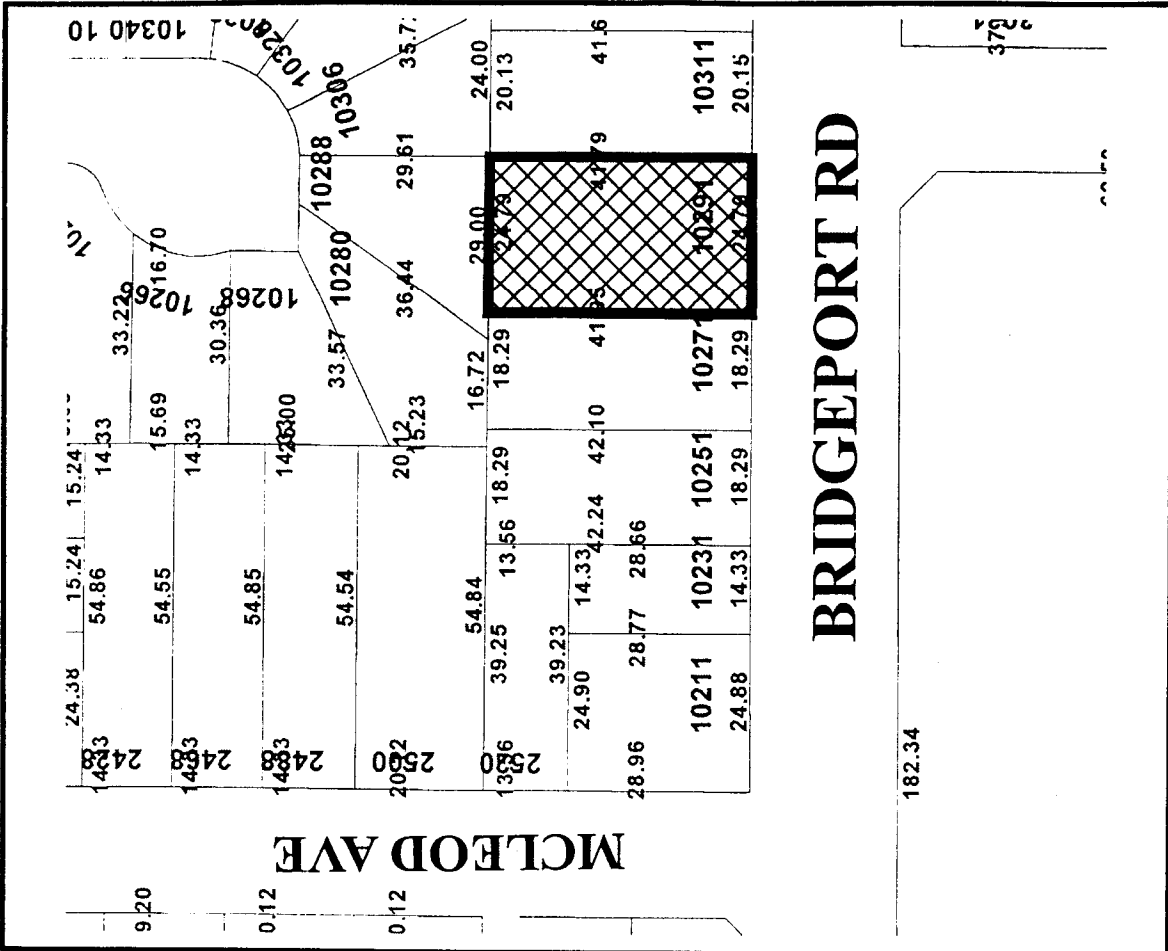
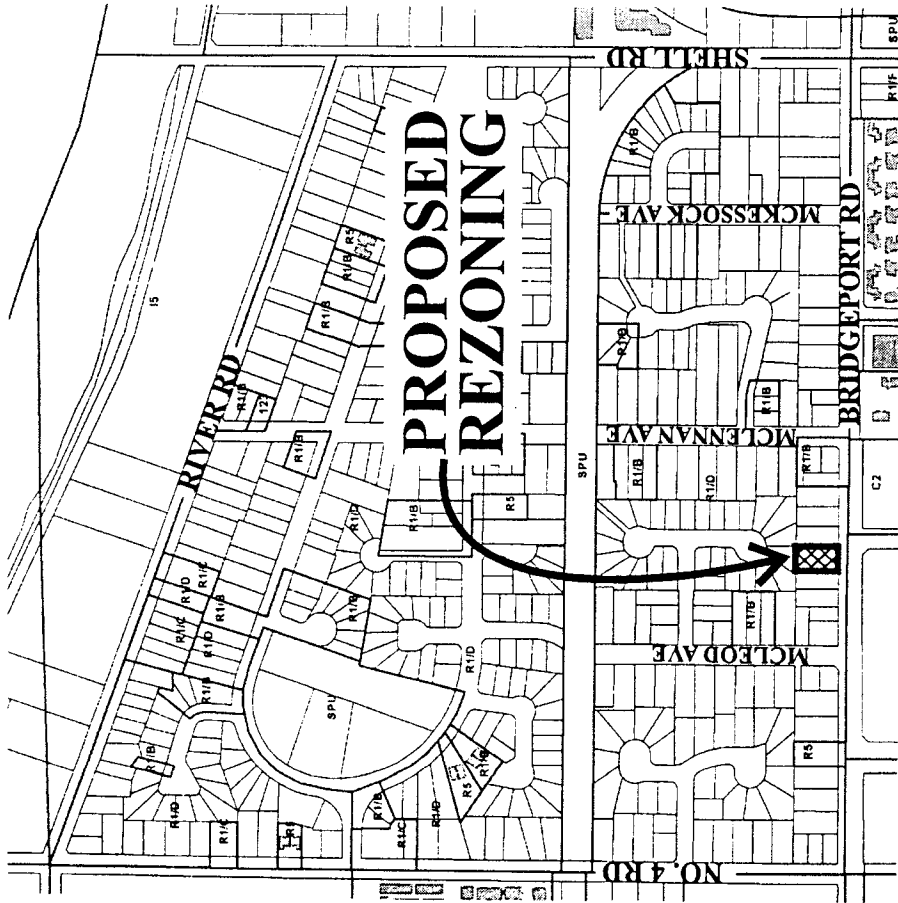
### **Conclusion**

The City has received an application to rezone 10291 Bridgeport Road to R1/B in order to create two Single-Family lots. Staff recommend that the rezoning bylaw be denied on the basis that the application does not comply with Council's Lot Size Policy for the area.



Rob Innes  
Planner

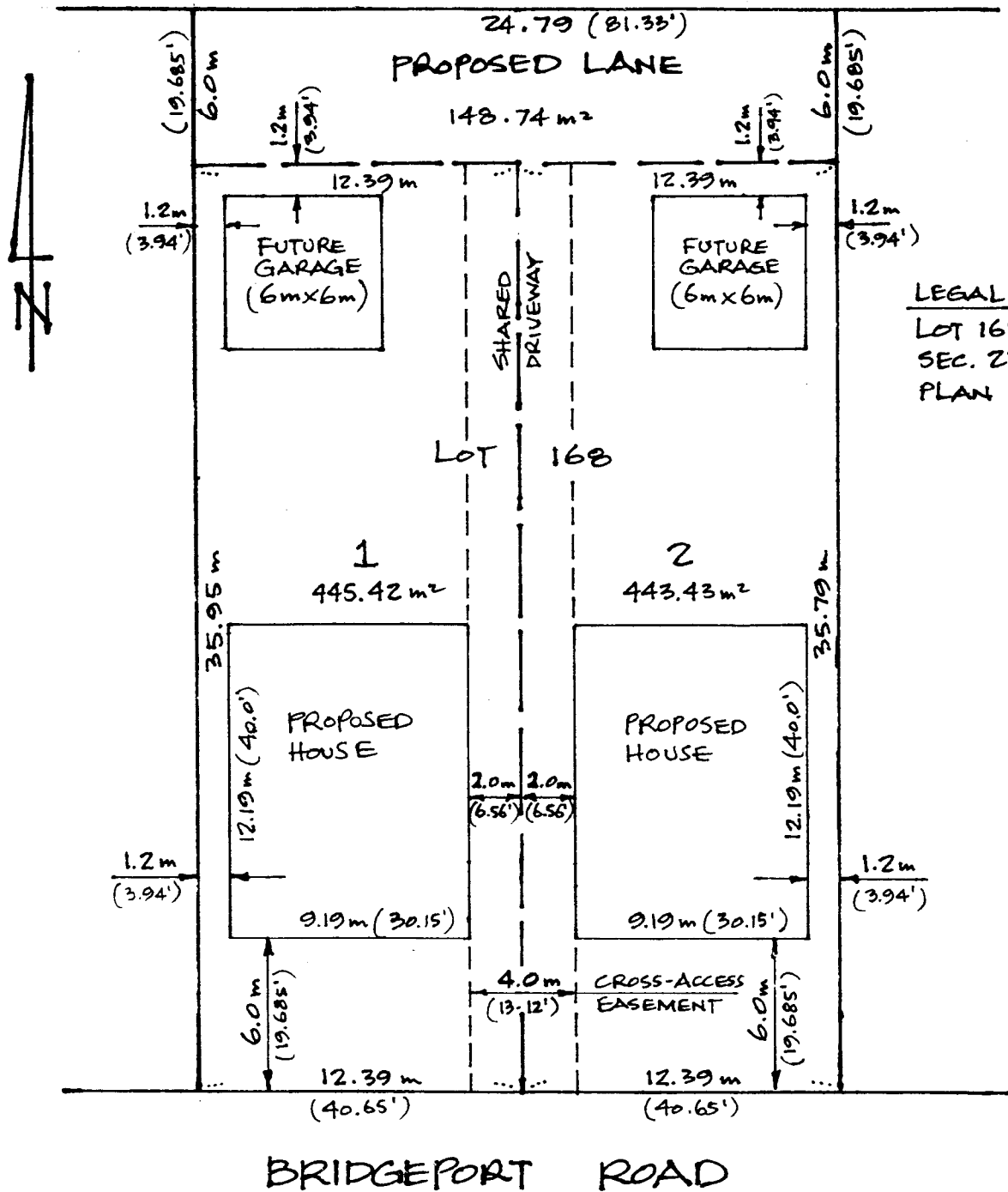
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RZ 02-205510

Original Date: 05/27/02  
 Revision Date:  
 Note: Dimensions are in METRES





LEGAL DESCRIPTION:

LOT 168  
 SEC. 23-5-6  
 PLAN 31150

SKETCH TO ACCOMPANY RZ-02-205510  
AT 10291 BRIDGEPORT ROAD



# City of Richmond

# Policy Manual

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Adopted by Council: September 16, 1991

POLICY 5448

File Ref: 4045-00

SINGLE-FAMILY LOT SIZE POLICY IN QUARTER-SECTION 23-5-6

## POLICY 5448:

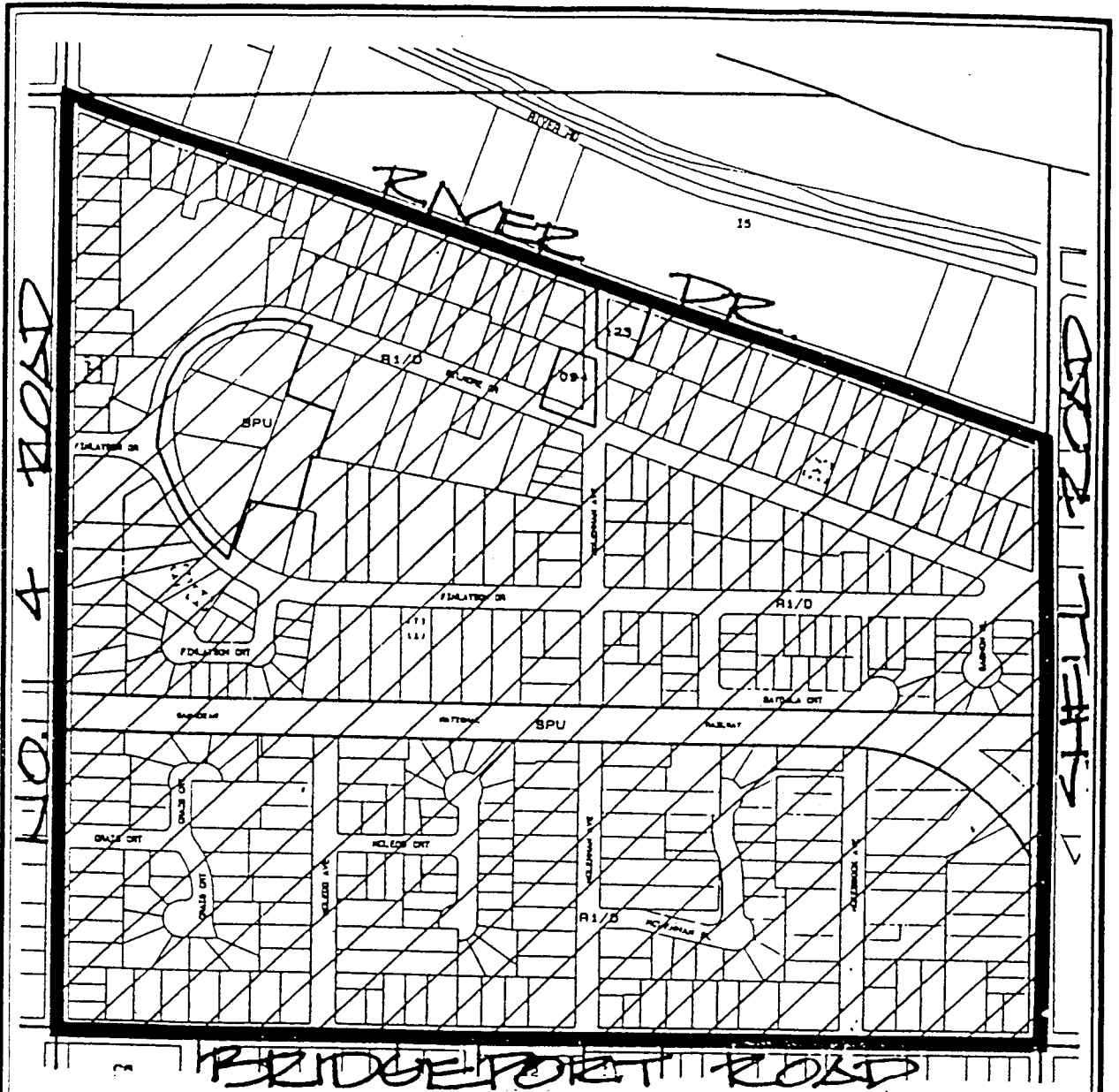
The following policy establishes lot sizes in a portion of Section 23-5-6, bounded by the Bridgeport Road, Shell Road, No. 4 Road and River Drive:

That properties within the area bounded by Bridgeport Road on the south, River Drive on the north, Shell Road on the east and No. 4 Road on the west, in a portion of Section 23-5-6, be permitted to subdivide in accordance with the provisions of Single-Family Housing District (R1/B) in Zoning and Development Bylaw 5300, with the following provisions:

- (a) Properties along Bridgeport Road and Shell Road will be restricted to Single-Family Housing District (R1/D) unless there is lane or internal road access in which case Single-Family Housing District (R1/B) will be permitted,
- (b) Properties along No. 4 Road and River Drive will be restricted to Single-Family Housing District (R1/C) unless there is lane or internal road access in which case Single-Family Housing District (R1/B) will be permitted;

and that this policy, as shown on the accompanying plan, be used to determine the disposition of future single-family rezoning applications in this area, for a period of not less than five years, unless changed by the amending procedures contained in the Zoning and Development Bylaw.





**SUBDIVISION PERMITTED AS PER R1/B EXCEPT:**

- 1) RIVER DRIVE: R1/C UNLESS THERE IS A LANE OR INTERNAL ROAD ACCESS, THEN R1/B.
- 2) SHELL ROAD: R1/D UNLESS THERE IS A LANE OR INTERNAL ROAD ACCESS, THEN R1/B.
- 3) NO 4 RD. R1/C UNLESS THERE IS A LANE OR INTERNAL ROAD ACCESS THEN R1/B.
- 4) BRIDGEPORT ROAD: R1/D UNLESS THERE IS A LANE OR INTERNAL ROAD ACCESS THEN R1/B.



**POLICY 5448**  
**SECTION 3223,5-6**

DATE  
 04/30/93