



City of Richmond
Urban Development Division

Report to Committee

To: Planning Committee

Date: December 19, 2002

From: Terry Crowe
Manager, Policy Planning

File: RZ 02-207199

Re: Amendments to R1/C Lot Size Policies

Staff Recommendation

That Council direct staff to amend the R1/C Lot Size Policies on Arterial Roads in batches over the next year and bring forward the revised policies by the end of 2003.

Terry Crowe
Manager, Policy Planning

JE:jmb
Att.

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CONCURRENCE OF GENERAL MANAGER

Staff Report

Origin

Clarity is required regarding the standard City requirement for a lane in cases where a lot is intending to rezone or subdivide to R1/C, especially in areas where a Lot Size Policy supports R1/C size lots. This report presents this issue and a number of options.

Findings of Fact

History of the R1/C Size Lot

For the past fifteen years, prior to the adoption of the Lane Policy, in order that additional driveways were not created along the major and local arterial roads:

- an R1/E size lot (18m or 59 feet wide) was the smallest lot size permitted on a *major* arterial road; and
- an R1/C size lot (13.5 m or 44 feet wide) was the smallest lot permitted along a *local* arterial road. In fact, the R1/C lot was created for this purpose as it enabled on site vehicular turnaround by requiring a 9m, rather than a 6m, setback.

New Development Direction

Since the Lane and Arterial Road Policies have been adopted in 2000 and 2001, a broader range of redevelopment options has now become available (for example Coach Houses or R1/K size lots - 10m or 33 feet wide) along major and local Arterial Roads in conjunction with the requirement to provide a lane. The impact on an average lot for the lane requirement is the dedication of approximately 120m² or 1300 ft² of land at the rear of the property and the payment of approximately \$10,000 to construct the lane.

Use of the R1/C Lot Size

There are approximately 220 lots zoned R1/C throughout the City. There is no issue with most of these lots. The types of R1/C lots of concern are those where:

- a lot has rezoned to R1/C but has not yet subdivided; and
- there is a Lot Size Policy which supports R1/C lots and a lot has sufficient width to rezone to R1/C. While it is possible for requirements of both the Lane Policy and the Lot Size Policies to be met, (e.g., the lot can be subdivided to an R1/C size and a lane provided) the R1/C Lot Size Policies limit the redevelopment potential of the lots to only R1/C size lots. For example, if the R1/C Lot Size Policy along local arterial roads is kept, the owner cannot take advantage of other zones, for example the new coach house zone or the smaller R1/K (33 ft wide lot) zone which might be more advantageous. There are 16 Lot Size Policies which directly support R1/C lots and a number of other policies that refer to R1/C lots.

The following chart details the number of affected R1/C lots. The attached maps highlights the Lot Size Policy Areas (**Attachment 1**) and the lots outside of the policy areas that are zoned R1/C but have not yet subdivided (**Attachment 2**).

	Lots Within a Lot Size Policy area which supports R1/C	Lots Outside a Lot Size Policy Area
Lots That Have Rezoned to R1/C but not yet subdivided	8	10
Lots That Have the Potential to Rezone to R1/C	16	not applicable

Analysis

The following options have been identified to deal with the issue of requiring lanes with the redevelopment of R1/C size lots.

Option 1: Keep R1/C Lot Size Policies – Permit Rezoning to R1/C Without a Lane

Under this option:

- for the sixteen areas with R1/C Lot Size Policies, only R1/C lots would be permitted, no lane would be required, a shared driveway would be required at rezoning and these 18 blockfaces would be removed from the Lane Policy; and
- for the 8 lots within the policy areas and the 10 lots outside of policy areas that have already rezoned to R1/C, subdivision without a lane would be permitted preferably with a shared driveway, however, no further rezonings to R1/C would be permitted outside R1/C Policy areas.

The benefits of this option are:

- to the property owners:
 - that the 34 property owners that have lots that can be rezoned or subdivided to R1/C will not have the added cost of the lane associated with their applications;
- to the City:
 - the Lot Size Policies need not to be amended.

However, the negative aspects are:

- to the property owners:
 - that the only type of single family subdivision permitted would be limited to R1/C size lots, which most existing lots cannot take advantage of;
- to the City:
 - that the arterial road system will not be protected in some areas through the use of lanes which remove the individual access driveways.

Option 2: Remove R1/C Lot Size Policies from Arterial Roads & Permit a range of Redevelopment Options & Require a Lane

Under this option:

- for the sixteen areas with R1/C Lot Size Policies, the policies would be removed from the arterial roads enabling a range of redevelopment options for most lots; and
- for the 8 lots within the policy areas and the 10 lots outside of policy areas that have already rezoned to R1/C, subdivision with a lane would be permitted and no further rezonings to R1/C would be permitted outside R1/C Policy areas.

The benefits of this option are:

- to the property owners:
 - there is a greater range of redevelopment potential for all property owners within the Lot Size Policy areas;
- to the City that:
 - the arterial road network is made more efficient through the removal of individual access driveways;
 - it is consistent with the development direction occurring along other arterial roads in Richmond. At least five lot size policies have been amended by removing the lots that front the City's arterial roads from the Lot Size Policies in order that redevelopment along these roads can be considered.

However, the negative aspects are:

- to the property owners:
 - that there will be additional costs for developing the lane associated with the redevelopment of their properties;
- to the City:
 - the minor administrative aspect of amending Lot Size Policies.

Option 3: Remove R1/C Lot Size Policies from Arterial Roads & Permit a range of Redevelopment Options Including R1/C without a lane (for those who ask) - Recommended

Under this option:

- for the sixteen areas with R1/C Lot Size Policies, the policies would be removed from the arterial roads enabling a range of redevelopment options for most lots, however, if a property owner in the former policy areas requested a rezoning to R1/C without a lane Council would consider it and if acceptable grant it; and
- for the 8 lots within the policy areas and the 10 lots outside of policy areas that have already rezoned to R1/C, subdivision without a lane would be permitted, with a shared driveway where appropriate, however, no further rezonings to R1/C would be permitted outside R1/C Policy areas.

The benefits of this option are:

- to the property owners:
 - there is a greater range of redevelopment potential for all property owners within the Lot Size Policy areas (**Attachments 3, 4 & 5**) show three different block faces with and without the R1/C Lot Size Policy);
 - those property owners who wish to rezone to R1/C without a lane still can;
- to the City that:
 - the arterial road network is made more efficient through the removal of individual access driveways; and
 - it is consistent with the development direction occurring along other arterial roads in Richmond. At least five lot size policies have been amended by removing the lots that front the City's arterial roads from the Lot Size Policies in order that redevelopment along these roads can be considered.

However, the negative aspects are:

- to the property owners:
 - that, in most cases (non R1/C applications) there will be additional costs associated with the redevelopment of their properties;
- to the City:
 - where rezonings occur to R1/C without a lane, the integrity of the arterial road system is somewhat jeopardized with individual driveways;
 - the administrative aspect of amending Lot Size Policies; and
 - the administrative aspect of keeping track of where the old Lot Size Policies used to be, in case property owners request R1/C without a lane in the future.

Implementation

It is recommended that the Lot Size Policies which permit R1/C lot sizes be amended to remove the policies from the arterials to open up redevelopment options and that these amendments occur batches over the next year, as staff time permits, in order that all policies be amended by the end of 2003. Letters would first be sent to those property owners within the policy areas and then a report would be presented to Planning Committee with the revised Lot Size Policies and summarizing any public feedback.

Financial Impact


The administrative cost of updating the Lot Size Policies.

Conclusion

In regards to the rezoning and subdivision of R1/C lots, there is an expectation from some property owners that redevelopment is permitted without a lane, based on a Lot Size Policy. This expectation is contrary to the Lane Policy. While both policies can both exist from a legal perspective (eg. a lot can redevelop to R1/C and provide a lane), the problems of expectations have raised the possibility of a compromise for certain lots.

This compromise would permit those lots that request rezoning to R1/C without a lane to do so as long as they are within an area that is/was covered by an R1/C Lot Size Policy. However, by removing the Lot Size Policy, the other lots in the block will not be penalized and can also potentially redevelop. In addition, this approach would permit those lots outside of policy areas that have already rezoned to R1/C, to subdivide without a lane. However, no further rezoning to R1/C would occur outside Lot Size Policy areas that currently permit R1/C.

It is possible to uphold the principles of the Lane Policy while still permitting a few lots to redevelop with out providing a lane based on the commitment that was made through Lot Size Policies. This compromise option meets the greatest number of the property owners and the City's objectives.


Jenny Beran, MCIP
Planner, Urban Development

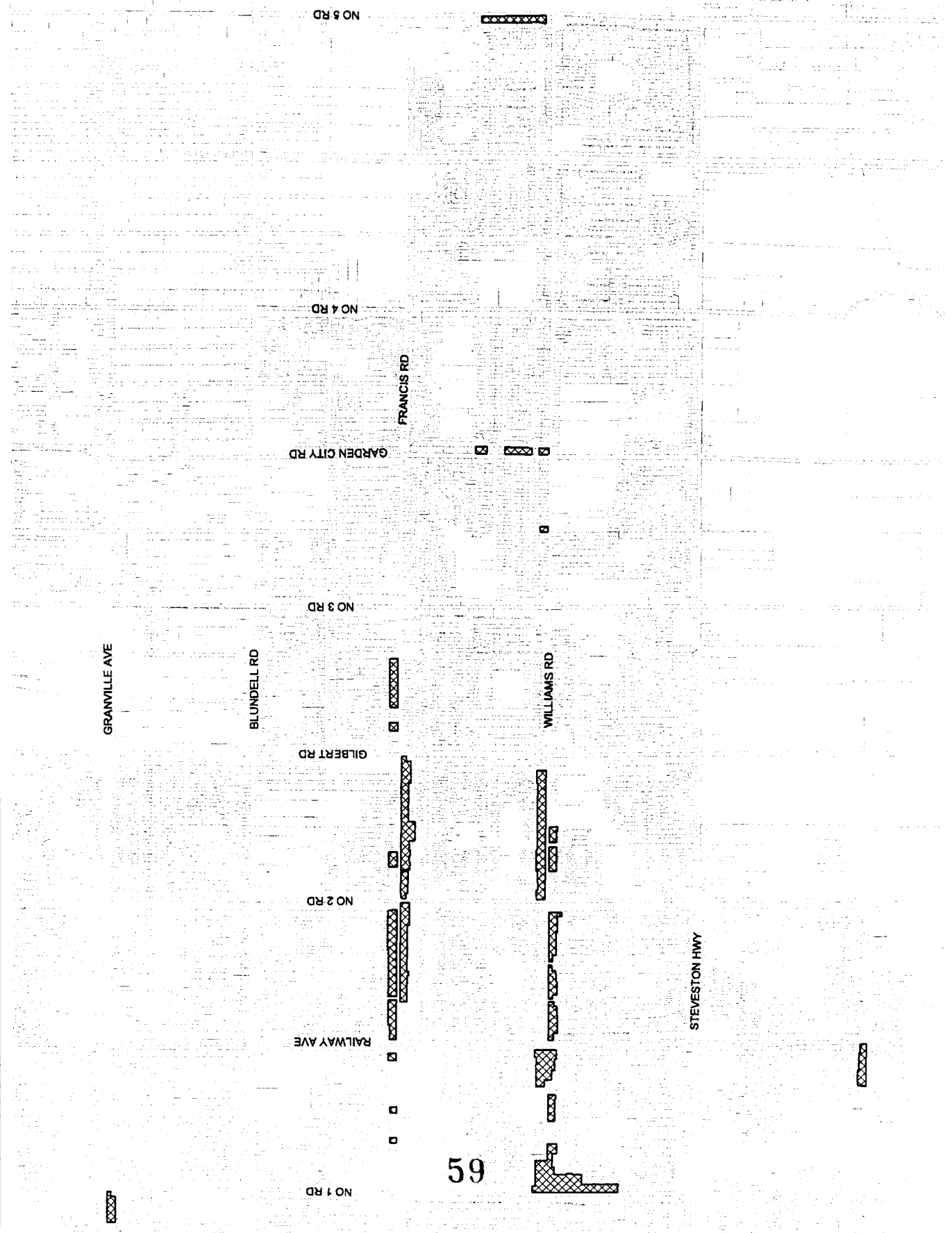
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City of Richmond Policy Planning - R1/C Lot Size Policy Areas



Legend
 Non Strata Lots
 R1/C Lot Size
 Policy Areas



Note:
 This information shown on this map is compiled from various sources and IS NOT warranted as to its accuracy by the City. Users are advised that lot size and legal descriptions are not intended to be used for legal purposes in New Westminster.
 The Zoning information sheet forms a consideration of the zoning map of the City of Richmond, and is intended to be used in conjunction with the zoning map.
 This IS NOT a legal document, and is published for information and convenience purposes only.



City of Richmond Policy Planning

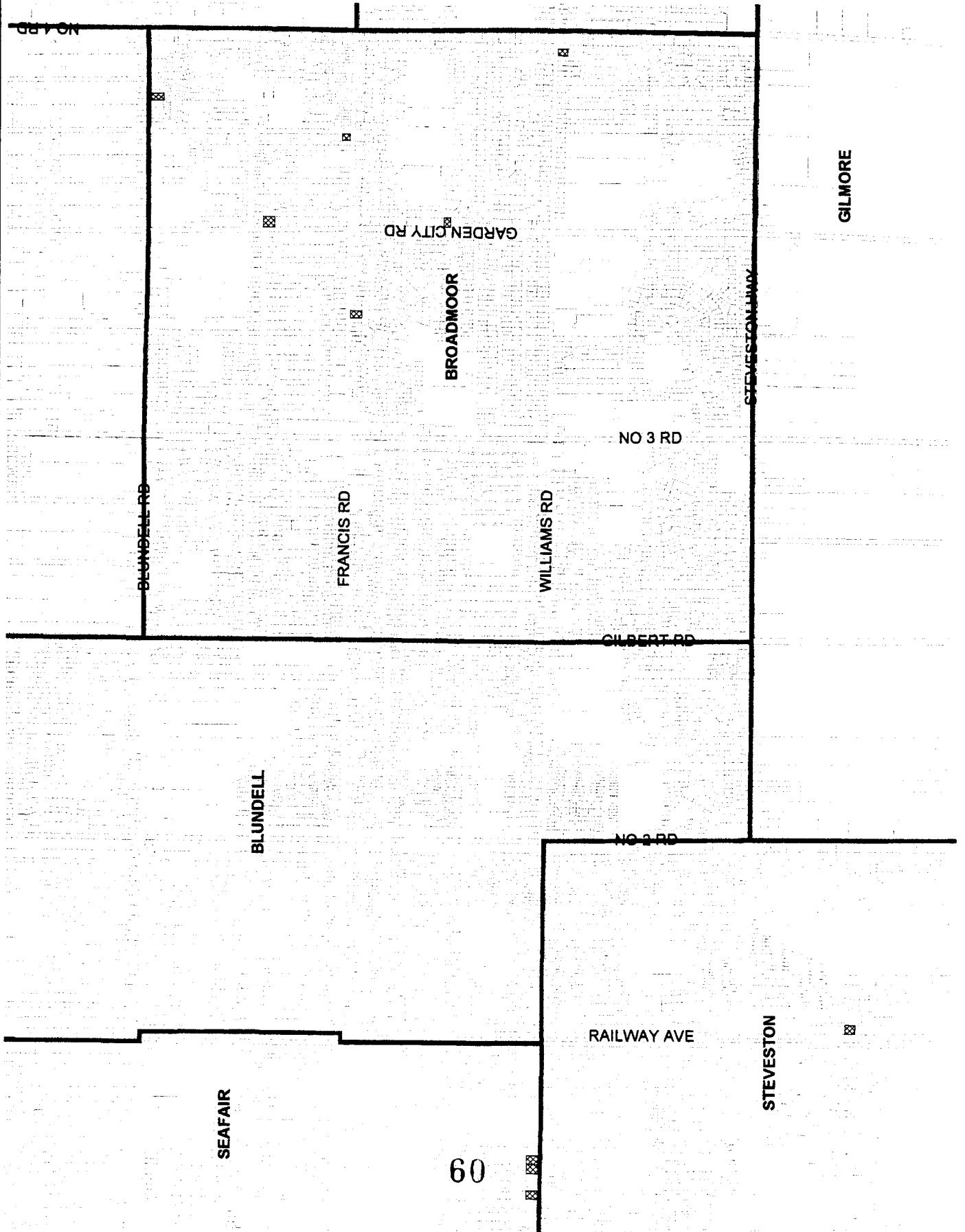
R1/C Zoned Properties Outside Lot Size Policy Areas

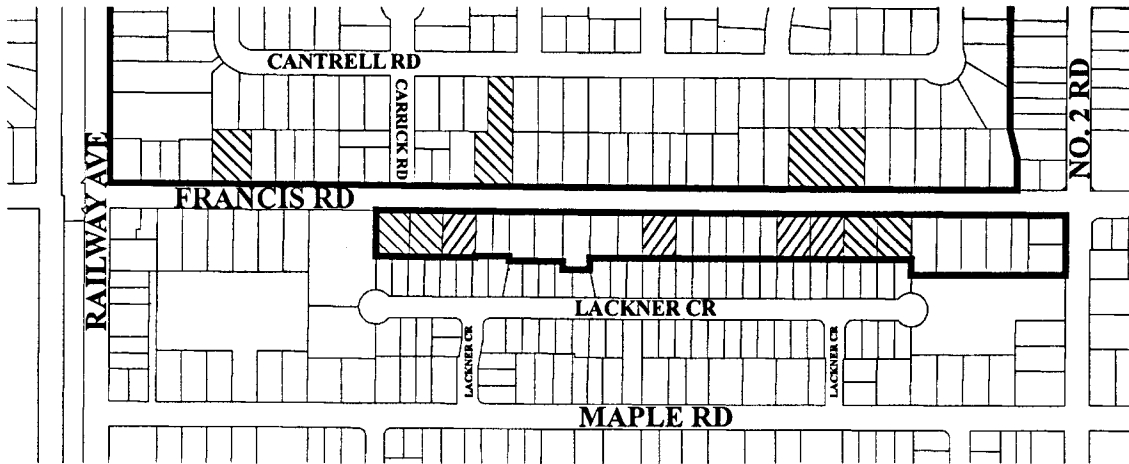
Legend

-  R1/C Lots With a Minimum Width of 27 Metres
-  Area Planning Boundary

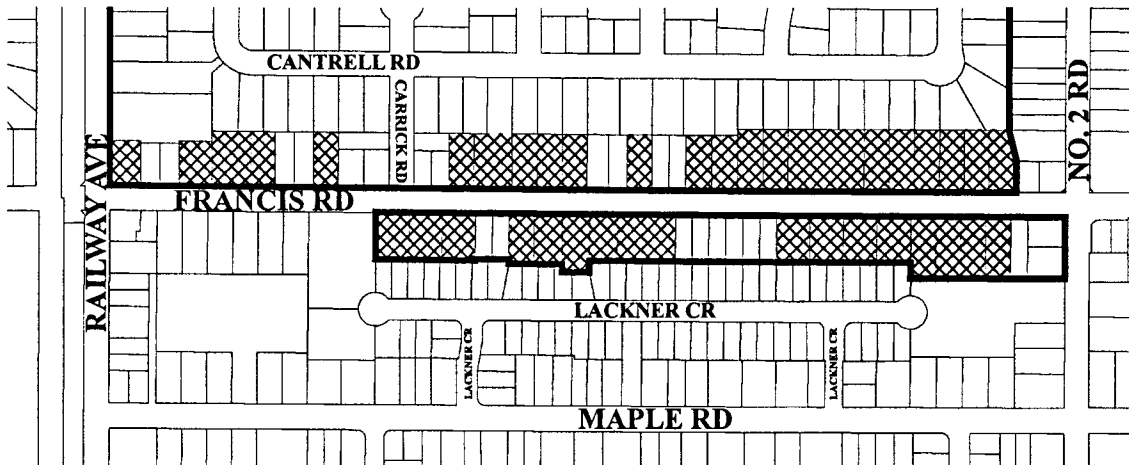
Note: The information shown on this map is compiled from various sources and IS NOT warranted as to its accuracy by the City. The information shown on this map is for informational purposes only. The City does not assume any liability for any loss or damage arising from the use of this information. The City of Richmond reserves the right to amend this information at any time without notice. The zoning information shown herein is for informational purposes only. The information shown on this map is for informational purposes only. The City does not assume any liability for any loss or damage arising from the use of this information. The City of Richmond reserves the right to amend this information at any time without notice.

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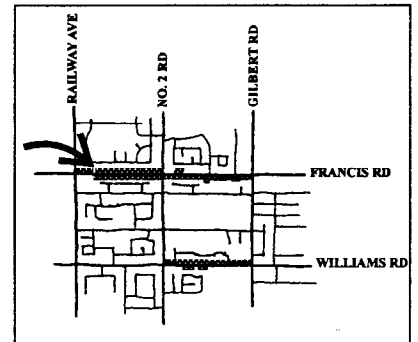


R1/C Policy - No Lane



Redevelopment with Lane

-  Lot Size Policy Area
-  Lots that can rezone to R1/C
-  Lots that would need a variance for R1/C
-  Lots with redevelopment potential under A & K zoning

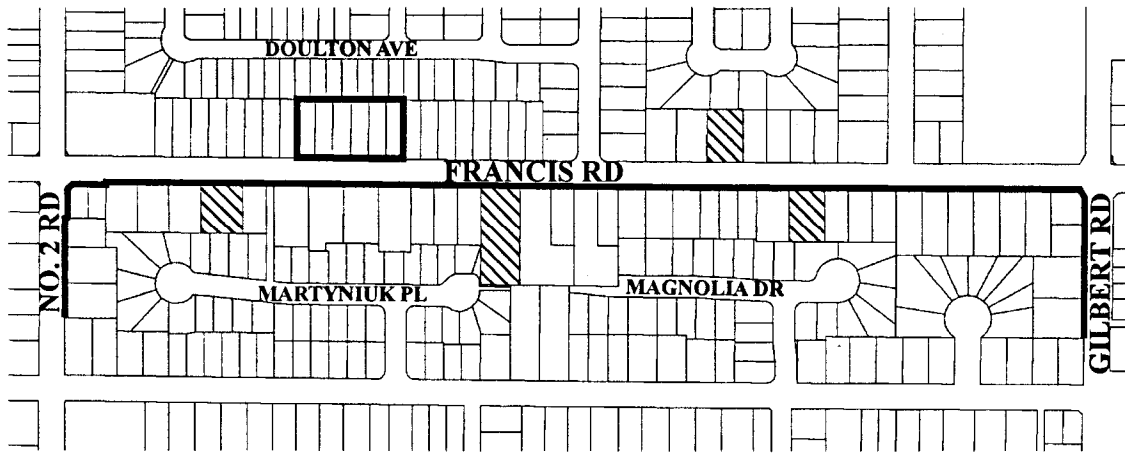


R1/C Lot Size Policy Areas
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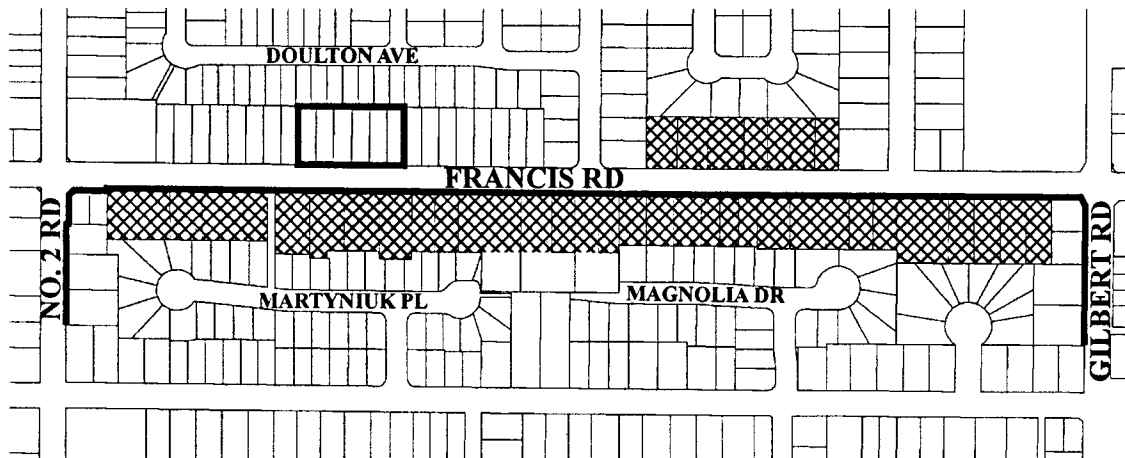
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Revision Date:

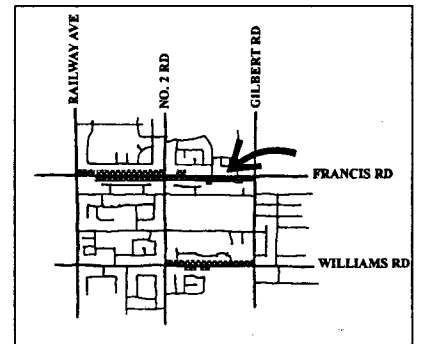
Note: Dimensions are in METRES



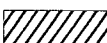



R1/C Policy - No Lane



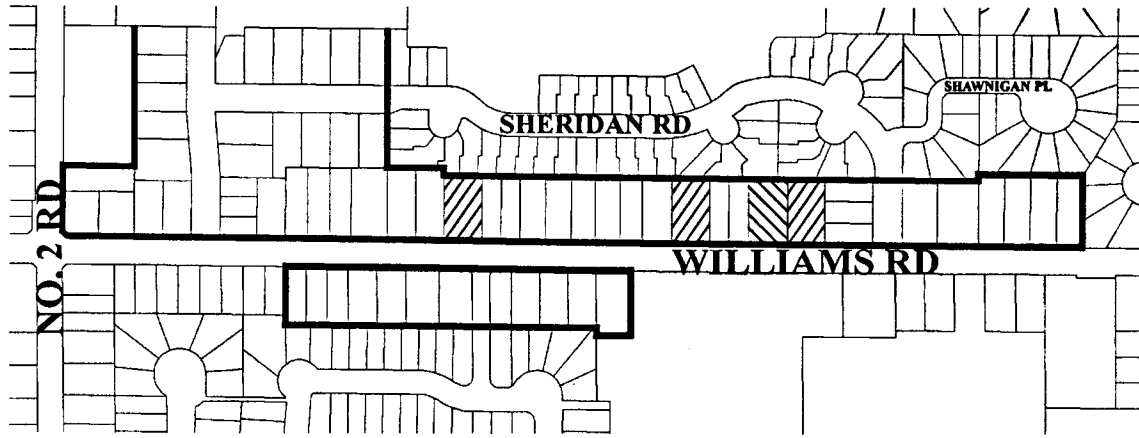
Redevelopment with Lane



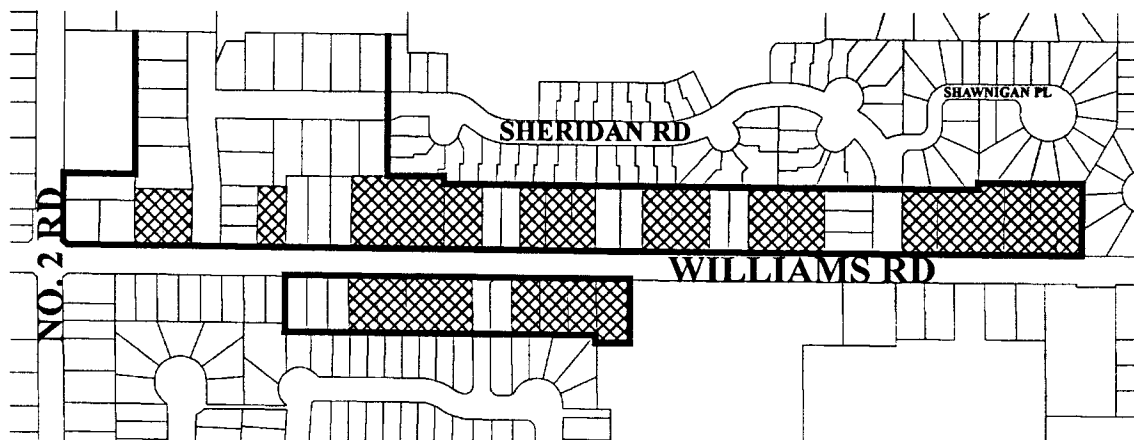
-  Lot Size Policy Area
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R1/C Lot Size Policy Areas

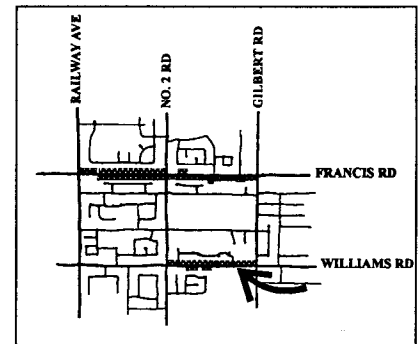


R1/C Policy - No Lane



Redevelopment with Lane

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-  Lots that can rezone to R1/C
-  Lots that would need a variance for R1/C
-  Lots with redevelopment potential under A & K zoning



R1/C Lot Size Policy Areas

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