



**To:** Planning Committee **Date:** January 5, 2005  
**From:** Raul Allueva **File:** 08-4105-00/Vol 01  
 Director of Development  
**Re:** Review of the Lane Establishment and Arterial Road Redevelopment Policies

**Staff Recommendation**

That Council:

1. Endorse the recommendations attached to the report dated January 5, 2005 from the Director of Development regarding the review of the Lane Establishment and Arterial Road Redevelopment Policies; and
2. Direct staff to bring forward the necessary amendments to the Official Community Plan, Zoning & Development Bylaw and Single-Family Lot Size Policies to implement the recommendations.

Raul Allueva  
Director of Development

HB:blg  
Att.

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<b>ROUTED TO:</b>	<b>CONCURRENCE</b>	<b>CONCURRENCE OF GENERAL MANAGER</b>	
Engineering .....	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>		
<b>REVIEWED BY TAG</b>	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>	<b>REVIEWED BY CAO</b>	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>

## Staff Report

### Origin

On July 19, 2004, Council directed staff to review the City's Arterial Road Redevelopment Policy with regard to the establishment of new lanes in areas where there is no existing laneways. Similarly, the Planning Committee passed a motion on July 20, 2004 requesting that staff investigate the use of internal lanes in multiple family developments as an alternative to regular lane access.

Around the same time, Council referred a couple of specific applications back to staff to deal with on-going concerns about the resulting development, including the introduction of a lane, adjacency issues often raised by the public, and the aesthetics/streetscape/quality of the single-family residential developments along arterial roads.

As a result of these referral motions and concerns, Council adopted the *Interim Strategy for Managing Townhouse and Single-Family Residential Rezoning Applications During the Review of the Lane Establishment and Arterial Road Redevelopment Policies* on August 30, 2004 (**Attachment 8**).

Over the past four months, staff have undertaken a block-by-block review of the development potential along the arterial roads as part of the review of the Lane Establishment and Arterial Road Redevelopment Policies.

Based on this review, a series of recommendations are presented for Planning Committee and Council consideration (**Attachment 1**).

If supported, staff will prepare another report outlining a number of detailed amendments to the Official Community Plan, Zoning & Development Bylaw and Single-Family Lot Size Policies to implement these recommendations.

These amendments will provide greater certainty for future development applications and will be subjected to the input of the public and development community.

The purpose of this report is to present Council with the staff recommendations arising from the review of the Lane Establishment and Arterial Road Redevelopment Policies prior to initiating the corresponding regulatory amendments to implement these recommendations.

A separate staff report dealing with rezoning applications that were submitted prior to this review ("in-stream applications") is being brought forward under a separate cover.

### Findings Of Fact

Staff are recommending that:

1. Multiple-family residential development without a lane will be the preferred development option along arterial roads;

2. Multiple-family residential developments will be required to assemble larger sites (minimum 40 m frontage on local arterial roads and minimum 50 m frontage on major arterial roads);
3. Multiple-family residential development on smaller sites (i.e. less than 40 m frontage) will be considered for in-stream applications where a multiple-family residential consolidation (minimum 40 m frontage) is proven impossible, no lane exists and no other viable long-term development options;
4. Multiple-family residential developments adjacent to single-family housing will be required to provide a variable rear yard setback based on development height (4.5 m for two-storeys and 6 m for two-and-half storeys) and will be required to step down to a maximum two-and-half storey height along side yards and prohibited a three-storey height along the rear yard interface with the single-family housing.
5. Single-family residential subdivision (including coach houses) will only be permitted where there is an existing lane network or where a frontage road exists as part of the arterial road;
6. Single-family residential subdivision involving a temporary cross access easement to garages in the back with a lane dedication and payment of neighbourhood improvement charges will no longer be permitted; and
7. A distinction will be made between local and major arterial roads when determining the land assembly requirements, permitted density and number of access points.

### Analysis

To assist with the review, staff assembled a “technical committee” of representatives from the Urban Development Institute (UDI), Greater Vancouver Home Builders Association (GVHBA) and Real Estate Board of Greater Vancouver (REBGV) along with a couple of local house designers (see **Attachment 2**).

The comments of the “technical committee”, staff rationale, and the pros and cons of each recommendation is included in **Attachment 1**.

It is staff’s impression that the development industry is generally receptive to the following:

- preference for multiple-family residential development without a lane on arterial roads (although concerns were expressed about the difficulty of assembling larger sites and providing greater setbacks);
- the use of cross-access agreements for multiple townhouse sites to reduce the number of access points;
- the introduction building design guidelines for single-family residential development;

- moving away from a shared access between two (2) single-family residential lots to garages in the back; and
- permitting multiple-family residential developments for “in-stream” applications that were submitted prior to the review of the Lane Establishment and Arterial Road Redevelopment Policies if they do not meet the minimum frontage requirement and there is no potential land assembly (staff have dealt with “in-stream” applications in a separate report).

**Financial Impact**

None at this point in time.

**Conclusion**

Staff have undertaken a block-by-block review of the Lane Establishment and Arterial Road Redevelopment Policies. Attached to this report are the recommendations being proposed. If supported by the Planning Committee and Council, a more detailed report will follow outlining the Official Community Plan, Zoning & Development Bylaw and Single-Family Lot Size Policies amendments that will be required.



Holger Burke, MCIP  
Development Coordinator  
(Local 4164)

HB:blg

**Review of the Lane Establishment  
and Arterial Road Redevelopment Policies**

**ATTACHMENTS**

- Attachment 1 -** Recommendations Arising From the Review of the Lane Establishment and Arterial Road Redevelopment Policies
- Attachment 2 -** Technical Committee of Representatives from the Urban Development Institute, Greater Vancouver Home Builders Association, Real Estate Board of Greater Vancouver and Local House Designers
- Attachment 3 -** Technical Committee Meeting Notes:  
- November 17, 2004; and  
- December 20, 2004
- Attachment 4 -** Map of Local Arterial and Major Arterial Roads Within the Lane Establishment Policy
- Attachment 5 -** Official Community Plan, Area and Sub-Area Plans that May Require Amendment to Implement the Recommendations Arising From the Review of the Lane Establishment and Arterial Road Redevelopment Policies
- Attachment 6 -** Zoning & Development Bylaw Sections that May Require Amendment to Implement the Recommendations Arising From the Review of the Lane Establishment and Arterial Road Redevelopment Policies
- Attachment 7 -** Single-Family Lot Size Policies that May Require Amendment to Implement the Recommendations Arising From the Review of the Lane Establishment and Arterial Road Redevelopment Policies
- Attachment 8 -** Interim Strategy for Managing Townhouse and Single-Family Residential Rezoning Applications During the Review of the Lane Establishment and Arterial Road Redevelopment Policies
- Attachment 9 -** Existing Lane Establishment Policy
- Attachment 10 -** Existing Arterial Road Redevelopment Policy

**Attachment 1****Review of the Lane Establishment and Arterial Road Redevelopment Policies****RECOMMENDATIONS ARISING FROM THE REVIEW OF THE LANE ESTABLISHMENT AND ARTERIAL ROAD REDEVELOPMENT POLICIES****Recommendation 1:**

*Multiple-family residential development without a lane will be the preferred option along arterial roads.*

**Rationale:**

- facilitates higher densities near neighbourhood service centres and along arterial roads.
- increases the amount of “affordable” housing in Richmond.
- reduces the number of access points to an arterial road.
- eliminates the need for a lane (use cross-access agreements instead).
- more compatible form of development for the volume of traffic on arterial roads.
- provides the opportunity to control the design through the Development Permit process.

**Pros:**

- simplifies the number of development options and issues.
- provides staff, the development community and public with a clearer vision of the future and improves the overall aesthetics and quality of development.

**Cons:**

- reduces the amount of land available for single-family residential development.
- could increase the price of “developable” land along an arterial road.

**Technical Committee Comments:**

- the Technical Committee generally supported this recommendation for new applications.

**Implementation:**

- amend the Official Community Plan and necessary Area or Sub-Area Plans (e.g. adopt this and the other recommendations under the OCP; clarify the appropriate land use maps in the Area or Sub-Area Plans).

**Attachment 1****Review of the Lane Establishment and Arterial Road Redevelopment Policies****RECOMMENDATIONS ARISING FROM THE REVIEW OF THE LANE ESTABLISHMENT AND ARTERIAL ROAD REDEVELOPMENT POLICIES****Recommendation 2:**

*Multiple-family residential developments will be required to assemble larger sites (minimum 40 m frontage on local arterial roads and minimum 50 m frontage on major arterial roads).*

**Rationale:**

- reduces the number of access points to an arterial road.
- makes it easier to secure cross-access agreements through multiple sites.
- provides more opportunity for useable outdoor amenity space.
- avoids the “tunnel” appearance of a narrow site.
- increases the number of dwelling units facing the arterial road.
- provides for a more attractive and consistent building form.

**Pros:**

- results in a better building product.
- small, narrower development sites are more difficult to properly design.

**Cons:**

- could slow the amount of development activity along arterial roads.
- will increase the pressure to sell on certain “developable” properties.

**Technical Committee Comments:**

- it is more difficult to assemble larger sites; small sites can be properly designed.

**Implementation:**

- amend the Zoning & Development Bylaw (e.g. require a minimum 40 m frontage (R2 - 0.6) on local arterial roads and a minimum 50 m frontage (R2-0.7) on major arterial roads).

**Attachment 1****Review of the Lane Establishment and Arterial Road Redevelopment Policies****RECOMMENDATIONS ARISING FROM THE REVIEW OF THE LANE ESTABLISHMENT AND ARTERIAL ROAD REDEVELOPMENT POLICIES****Recommendation 3:**

*Multiple-family residential development on smaller sites (i.e. less than 40 m frontage) will be considered for in-stream applications where a multiple-family residential consolidation (minimum 40 m frontage) is proven impossible, no lane exists and no other viable long-term development options exist.*

**Rationale:**

- provides some flexibility where a land assembly definitely cannot be achieved or where a parcel is isolated by adjacent development.
- can be used as a “last resort” for applications that were in-stream prior to proposed changes to the Lane Establishment and Arterial Road Redevelopment Policies.
- eliminates the need for a lane or shared access between two single-family residential lots.
- requires pre-planning of the adjacent lots and their development potential.
- enables staff to use design controls on sites that would not require a Development Permit.

**Pros:**

- provides fairness to in-stream applications.
- can be used where all other options have been fully explored and failed.
- allows test cases for future review to assess whether further policy revisions are required.

**Cons:**

- could be used as a means to avoid the consolidation of larger development sites.
- would complicate access issues by encouraging more driveways to an arterial road.

**Technical Committee Comments:**

- agreed that the development community should be allowed to design innovative projects where a land assembly is impractical.

**Implementation:**

- bring forward the “in-stream” applications as soon as possible if a multiple-family residential consolidation is proven impossible.



## Attachment 1

**Review of the Lane Establishment and Arterial Road Redevelopment Policies****RECOMMENDATIONS ARISING FROM THE REVIEW OF THE LANE ESTABLISHMENT AND ARTERIAL ROAD REDEVELOPMENT POLICIES****Recommendation 4:**

*Multiple-family residential developments adjacent to single-family housing will be required to provide a variable rear yard setback based on the development height (4.5 m for two-storeys and 6 m for two-and-half storeys) and will be required to step down to a maximum two-and-half storey height along side yards and prohibited a three-storey height along the rear yard interface with the single-family housing.*

**Rationale:**

- reduces the impact on the adjacent single-family housing.
- reflects the rear yard setback and building height permitted on the adjacent single-family residential lots (6 m setback and two-and-half storeys).
- provides more useable outdoor space for the dwelling units along the rear property line.
- makes up for the 6 m setback that would have been obtained by a rear lane.
- reflects recent practice by staff on townhouse developments which has shown success.
- addresses shadowing and overlook concerns typically heard from the adjacent properties.

**Pros:**

- should reduce the number of concerns at Council and Public Hearing.
- provides more certainty to the developer and neighbourhood.

**Cons:**

- the number of variances on shallow sites may increase.
- will result in requests to eliminate the requirement for an outdoor amenity space.

**Technical Committee Comments:**

- will be difficult to increase the rear yard setback on shallow lots and may result in the need to reduce the front yard setback and/or drive aisle width; no objection to reduced building height for rear units.

**Implementation:**

- amend the Zoning & Development Bylaw (e.g. R2, R2-0.6 and R2-0.7 zones to require a rear yard setback of 6 m for two-and-half storeys and 4.5 m for two storeys; alter the building height permitted along the rear and side yard to a maximum two-and-half storeys).

**Attachment 1****Review of the Lane Establishment and Arterial Road Redevelopment Policies****RECOMMENDATIONS ARISING FROM THE REVIEW OF THE LANE ESTABLISHMENT AND ARTERIAL ROAD REDEVELOPMENT POLICIES****Recommendation 5:**

*Single-family residential subdivision (including coach houses) will only be permitted where there is an existing lane network or where a frontage road exists as part of the arterial road.*

**Rationale:**

- concentrates single-family residential development with garages in the back where a lane is already constructed or could be completed.
- completes the lane network already started in a neighbourhood.
- in cases where a lane has been started and single-family development is preferred, will require the assembly of enough land for a 6 m access between the arterial road and lane.
- eliminates the use of cross-access easements between two single-family residential lots.
- opens up frontage roads to some additional single-family residential development.
- directs multiple-family residential development to other more suitable locations (unless the existing lane is near a neighbourhood service centre).

**Pros:**

- eliminates “bowling alley” easements and “no man’s land” undeveloped rear lanes.
- avoids the incompatible mixture of single-family residential lots and townhouse development along an arterial road.
- ensures design controls for front access, single-family residential lots on a frontage road through a statutory building scheme.

**Cons:**

- reduces the amount of land available for single-family residential development.
- could be opposed by neighbourhoods not expecting development along a frontage road.

**Technical Committee Comments:**

- did not object to restricting new single-family residential development on arterial roads and implementing design controls; suggested that areas accessed by an internal road but backing onto an arterial road be allowed to develop.

**Implementation:**

- amend the Zoning & Development Bylaw and Single-Family Lot Size Policies (e.g. only use the R1-0.6 and R9 zones only where lane access is provided) and develop a statutory building scheme for front access lots on frontage roads.

**Attachment 1****Review of the Lane Establishment and Arterial Road Redevelopment Policies****RECOMMENDATIONS ARISING FROM THE REVIEW OF THE LANE ESTABLISHMENT AND ARTERIAL ROAD REDEVELOPMENT POLICIES****Recommendation 6:**

*Single-family residential subdivision involving a temporary cross-access easement to garages in the back with a lane dedication and payment of Neighbourhood Improvement Charges will no longer be permitted.*

**Rationale:**

- no one likes this form of development (Council; builders; realtors; purchasers; etc.).
- problems have arisen with the use of the lane.
- the appearance of these houses has led to the call for building design guidelines.
- properties are developed on a piecemeal basis.
- the construction of the lane is delayed until some undetermined time in the future.
- it is yet to be seen if residents will object when the lane is finally constructed.

**Pros:**

- eliminates a housing form that has not been very successful.
- lanes will be constructed now rather than in the future.

**Cons:**

- takes away a housing form that has been recently built along arterial roads.
- the development community will have to look to consolidating properties into larger sites.

**Technical Committee Comments:**

- agreed to this recommendation but wants “in-stream” applications to be “grand-fathered”.

**Implementation:**

- amend the Official Community Plan (e.g. clearly indicate that this form of development is no longer permitted).
- staff have prepared a separate report recommending options for dealing with “in-stream” applications.

**Attachment 1****Review of the Lane Establishment and Arterial Road Redevelopment Policies****RECOMMENDATIONS ARISING FROM THE REVIEW OF THE LANE ESTABLISHMENT AND ARTERIAL ROAD REDEVELOPMENT POLICIES****Recommendation 7:**

*A distinction will be made between local and major arterial roads when determining the land assembly requirements, permitted density and number of access points.*

**Rationale:**

- the amount of traffic on local and major arterial roads differs significantly and should be reflected in the new policies regarding development.
- the need to control the number of access points on a local arterial road is less critical.
- staff are willing to be more flexible regarding the development options on a local arterial road.
- the consolidation of larger development sites is a higher priority on major arterial roads.

**Pros:**

- allows staff to apply different development standards on different types of roads.
- focuses staff priorities on arterial roads that really need them.
- encourages larger assemblies to achieve higher density, which will result in more aesthetic development product.

**Cons:**

- lower density will result if a minimum 40 m to 50 m assembly is not achieved.

**Technical Committee Comments:**

- very supportive of the distinction between local and major arterial roads; in fact, would like to see single-family residential development permitted on local arterial roads with garages in the front subject to building design guidelines.

**Implementation:**

- amend the Official Community Plan and Zoning & Development Bylaw (e.g. distinguish between local and major arterial roads; use the R2 and R2-0.6 zones on local arterial roads and utilize the R2-0.7 zone to encourage larger consolidations on major arterial roads).

**Attachment 2**

**Review of the Lane Establishment and Arterial Road Redevelopment Policies**

**TECHNICAL COMMITTEE REPRESENTATIVES**

**Urban Development Institute:**

- Bob Ransford
- Dana Westermarck
- Steve Kurrein

**Greater Vancouver Home Builders Association:**

- Amar Sandhu
- Jay Minhas

**Real Estate Board of Greater Vancouver:**

- Azim Bhimani
- Charin Sethi
- Albert Wong

**Local House Designers:**

- Rafik Shaik
- Rod Lynde

**Attachment 3**

**Review of the Lane Establishment and Arterial Road Redevelopment Policies**

**TECHNICAL COMMITTEE MEETING NOTES**  
**NOVEMBER 17, 2004**

Meeting held on Wednesday, November 17, 2004 from 3:00 to 5:00 p.m. at Richmond City Hall.

Everyone present except Bob Ransford. Alison Davies in attendance for Steve Kurrein and Parm Dhinjal in attendance for Jay Minhas.

City staff went over the background to the review of the Lane Establishment and Arterial Road Redevelopment Policies.

They indicated that a distinction was being made between Local Arterials and Major Arterials.

On Local Arterials (e.g. Williams Road; Francis Road; etc.) it was suggested that no lane be required except where one already exists or has been partially started and that both single-family residential and townhouse development be permitted.

This being the case, the following issues have been identified for single-family development on a Local Arterial:

- garages in the front
- minimum sizes
- design/green space.

On Major Arterials (e.g. Steveston Highway; Blundell Road; Westminster Highway; No. Roads; etc.) it was suggested that townhouse development without a lane be preferred. Where this is not possible, single-family residential, two-family residential and townhouse developments with a lane would continue be allowed.

The issues staff have identified with townhouse developments on a Major Arterial included:

- multiple cross access
- minimum sizes
- lane access/construction.

The following discussion and comments were made by the Technical Committee:

- it was generally agreed that building design guidelines were required for single-family residential development on Arterial Roads (either monitored by the developer or the City).
- these design guidelines could address matters such as garages in the front, materials, colour, repetitiveness, security, etc.

- some design suggestions for single-family residential development included: recessing the garages; pillars in the front entry; and, reducing one side yard down to 0.6 m (2 ft.).
- where design guidelines are implemented, the floor area ratio for the single-family residence should be 0.6 (not 0.55).
- no one liked the shared access to garages in the back of a single-family residential development (even without a lane).
- there were differing opinions on whether the front yard setback for a single-family residence on a Local Arterial should be 9 m (in order to accommodate a vehicular turn-around on a 36 m deep site) or reduced to approximately 4.5 m (in order to reduce the amount of hard surface in the front yard and increase the private rear yard space).
- Maple Ridge was suggested as a good example of where a separate “nanny suite” or “granny flat” was permitted in the back yard of a single-family residence.
- everyone was okay with the requirement for a cross-access agreement for multiple townhouse sites on a Major Arterial.
- the City was encouraged to consider allowing water, storm and sewer services to cross property lines where a cross access easement is required (staff will follow this suggestion up - apparently hydro and telephone can cross property lines).
- the minimum size for a three-unit townhouse development was 20 m by 36 m and a three-unit townhouse development was generally preferred to the subdivision of two 10 m wide single-family residential lots.
- it was suggested that outdoor amenity space not be required on a small townhouse development on a narrow lot where a minimum 6 m rear yard setback is provided (to which staff indicated cash-in-lieu of outdoor amenity space may be required).
- there was disagreement on the height limit for townhouses fronting the Arterial Road (it was agreed that the townhouses backing onto a single-family residential neighbourhood should be two storeys or a maximum of two and half storeys).
- one Committee member thought three storey townhouses should be allowed fronting the Arterial Road provided the grade of the lot was lower than the road (giving the appearance of a two or two and half storey unit from the street).
- another member thought townhouses fronting the Arterial Road should be limited to two and half storeys in order to protect the value of larger single-family residences in the neighbourhood.
- it was suggested that a credit should be given for existing single-family dwellings when collecting Development Cost Charges on a townhouse development.

**Review of the Lane Establishment and Arterial Road Redevelopment Policies**

**TECHNICAL COMMITTEE MEETING NOTES**  
**DECEMBER 20, 2004**

Meeting held on Monday, December 20, 2004 from 3:00 to 5:00 p.m. at Richmond City Hall.

Missing from the meeting were Bob Ransford, Rod Lynde and Albert Wong.

Ranjit Singh attended for Jay Minhas. Ajit Dhaliwal was also in attendance.

City staff provided an overview of the main directions being recommended and showed two maps of the block-by-block review that had been undertaken since the last meeting.

The key points staff made and the response of the Committee members was as follows:

1. The review was being limited to the existing Lane Establishment and Arterial Road Redevelopment Policies.
  - as result, certain arterial roads were not included in the review at this time (e.g. No. 2 Road south of Steveston Highway; Moncton Road between No. 2 Road and Railway Avenue; No. 1 Road north of Westminster Highway; etc.).
  - similarly, the collector streets west of No. 1 Road were not included in the review.
  - *the Committee members seemed okay with this approach.*
2. Staff's preference was to encourage multiple-family residential development along arterial roads on consolidated sites.
  - it was proposed by staff that the minimum frontage requirement be raised from the current 30 m to a new standard of 50 m.
  - *Committee members indicated that the consolidation of 3 properties was much more difficult than 2 properties.*
  - *in light of the large number of 20 m wide lots, it was recommended that the minimum frontage requirement be raised to 40 m if necessary.*
  - *it was suggested that on a local arterial road a 20 m wide lot be allowed to develop on its own if the neighbouring property can not be acquired provided that the neighbouring property is accessed through the development site and has a pre-plan prepared for it (e.g. the 3 unit development at 8491 Blundell Road and the neighbouring lot 8511 Blundell Road).*
4. Staff were proposing that the rear yard setback be raised from 3 m to 6 m for any two or two-and-half storey townhouses backing onto a single-family residential neighbourhood.



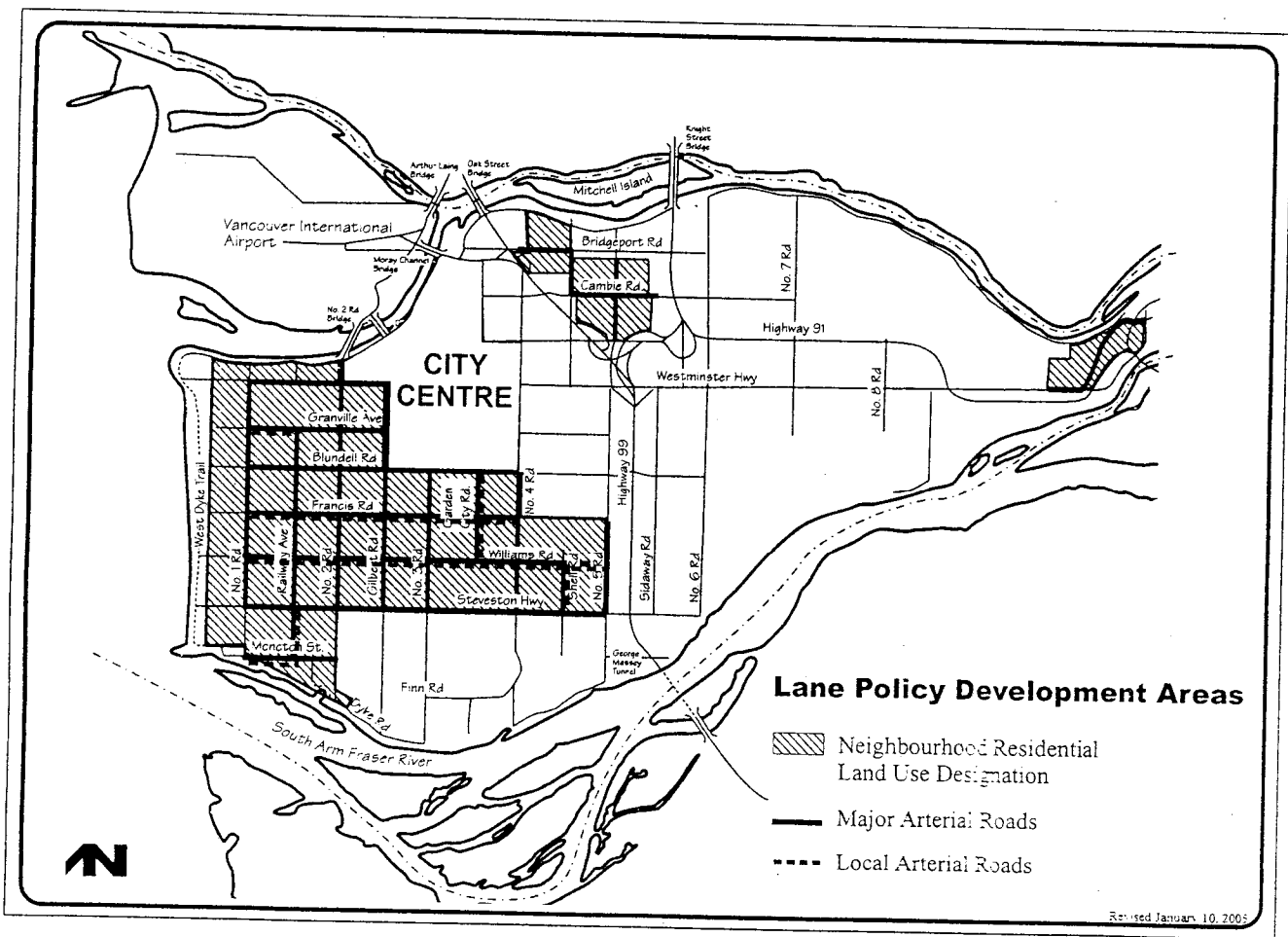
- *the Committee indicated that this might be difficult to achieve for any lots less than 33.5 m deep.*
  - *it was proposed that if a 6 m rear yard was required on a lot around 33.5 m deep, that the front yard would have to be reduced from 6 m to 4 m and the drive aisle should be reduced from 7.5 m to 6.7 m.*
  - *again it was recommended that if a 6 m rear yard was required, the outdoor amenity space requirement should be dropped.*
  - *it was suggested that if multiple-family residential development was being encouraged on the adjacent sites, that a 1.2 m side yard setback be permitted for units that have front or rear yard space.*
  - *there was a bit of debate as to whether or not three storey townhouses should be permitted along the arterial road frontage.*
5. Single-family residential development (including coach houses) would be limited to where there is an existing lane network or a frontage road along an arterial road.
- design guidelines would only be implemented for new single-family residential development on a frontage road due to concerns about garages in the front yard (not development where there is an existing lane, which seems to be developing to an acceptable standard).
  - *the Committee did not seem to have any major objection to restricting the amount of single-family residential development on arterial roads.*
  - *however, a number of Committee members felt that existing applications in-stream should not be affected by this change (i.e. it should only apply to new applications after the existing Interim Strategy was adopted by Council).*
  - *the Committee suggested that staff revisit the assumption that single-family residential lots accessed from an internal road be excluded from the review since these lots have their backs to the arterial road which is often not the most attractive or safe.*
6. Innovative multiple-family residential development only will be permitted where a consolidation is proven to be impossible and no lane exists.
- staff would propose that design guidelines apply to those developments that do not require a development permit (e.g. duplex; triplex; granny flat) and single-family residential development on a frontage road.
  - *the Committee debated whether the City should enforce the better design of small projects rather than require consolidations and if staff should establish fewer rules rather than prescribe a design solution for each lot size.*
  - *it was noted Development Cost Charges apply to developments with four units.*

7. It was proposed to bring a staff report to the January 18, 2005 Planning Committee on both the review and the status of the in-stream applications.

- *the Committee agreed that the Official Community Plan needed to be amended to provide greater certainty to the development community and noted the new Community Charter may have new rules about blanket rezoning.*
- *it was suggested by one member that building be permitted in loft areas and that the new Zoning Bylaw move away from floor area ratio requirements.*

Review of the Lane Establishment and Arterial Road Redevelopment Policies

MAP OF LOCAL AND MAJOR ARTERIAL ROADS WITHIN THE LANE ESTABLISHMENT POLICY



**Attachment 5****Review of the Lane Establishment and Arterial Road Redevelopment Policies****OFFICIAL COMMUNITY PLAN, AREA AND SUB-AREA PLANS THAT MAY REQUIRE AMENDMENT TO IMPLEMENT THE RECOMMENDATIONS ARISING FROM THE REVIEW OF THE LANE ESTABLISHMENT AND ARTERIAL ROAD REDEVELOPMENT POLICIES****Richmond Official Community Plan:**

- adopt the recommended changes to the Lane Establishment and Arterial Road Redevelopment Policy under the Neighbourhoods & Housing section of the OCP.
- more clearly identify where multiple-family and single-family residential development will be encouraged with and without a lane on the following "Neighbourhoods of Richmond" maps:
  - Thompson                      - Seafair                      - Steveston                      - Blundell
  - Broadmoor                      - Shellmont                      - Cambie East                      - Bridgeport
  - Hamilton
- identify under what circumstances innovative residential development will be permitted on these maps.
- amend the Transportation section to distinguish between Local Arterials and Major Arterials (rather than identifying both as Major Roads) and to clarify under what circumstances a lane, cross-access agreements, etc. will be required.
- include the building design guidelines for single-family residential developments along a frontage road that is part of an Arterial Road under the sub-section on Built Form & Amenity.

**Steveston Area Plan:**

- amend the Land Use Map to allow multiple-family residential development along the following specific Arterial Roads:
  - south side of Williams Road from No. 2 Road to No. 1 Road;
  - Steveston Highway from No. 2 Road to No. 1 Road (except the south side between Railway Avenue and No. 1 Road);
  - east side of No. 1 Road from Williams Road to Steveston Highway;
  - Railway Avenue from Steveston Highway to Moncton Street; and
  - west side of No. 2 Road from Williams Road to Steveston Highway.

Laurelwood Sub-Area Plan:

- amend the Land Use Map to include 5420 Granville Avenue (and 5460, 5480 Granville Avenue) in the Sub-Area Plan and designate them along with the front portion of 5400 Granville Avenue Residential (Townhouses).

Ash Street Sub-Area Plan:

- amend the Transportation Plan Map to more clearly identify where lanes will or will not be required.

Broadmoor Area Sub-Area Plan:

- alter the Transportation section to clarify that new lanes will not be required to new development along Williams Road or the Gilbert Road frontage road and amend the Land Use Map to permit low density residential development without a new lane along Gilbert Road.

East Cambie Area Plan:

- amend the Land Use Map to permit multiple-family residential development along No. 5 Road south of Thorpe Road and along the south side of Cambie Road and to indicate that a lane will be required for residential (single-family only) along No. 5 Road south of Woodhead Road.

Bridgeport Area Plan:

- change the Tait sub-section under Neighbourhoods & Housing, the Transportation section and Land Use Map to indicate that only single-family residential development with a lane or internal road access will be allowed along Bridgeport Road.

Hamilton Area Plan:

- remove Westminster Highway from the Lane Establishment Policy (no amendment to Hamilton Area Plan required).

## Attachment 6

**Review of the Lane Establishment and Arterial Road Redevelopment Policies****ZONING & DEVELOPMENT BYLAW SECTIONS THAT MAY REQUIRE  
AMENDMENT TO IMPLEMENT THE RECOMMENDATIONS ARISING FROM THE  
REVIEW OF THE LANE ESTABLISHMENT AND ARTERIAL ROAD  
REDEVELOPMENT POLICIES****Definitions:**

- define a local arterial road and major arterial road.

**Townhouse District (R2):**

- include that the intent of this zone to accommodate a multiple-family dwelling on a narrow site (minimum 30 frontage).
- include multiple-family dwelling as a permitted use.
- introduce a variable rear yard setback of 4.5 m for two-storey buildings and 6 m for two-and-half storey buildings.
- reduce the side yard setback to 1.2 m if a 6 m front yard and 6 m rear yard is provided and the side yard does not act as private yard space.
- continue to allow a maximum height of 9 m but specify that the maximum building height is two-and-half storeys along side and rear yards and clearly prohibit a three-storey height.
- retain the minimum width requirement of 30 m on a local arterial road (require a 50 m minimum width on a major arterial road).

**Townhouse District (R2-0.6)**

- amend the intent of this zone to accommodate townhouses along a local arterial road where a minimum width of 40 m is obtained and cross-access is provided to the adjacent sites (eliminate the reference that provision has been made for access to a lane).
- introduce a variable rear yard setback of 4.5 m for two-storey buildings and 6 m for two-and-half storey buildings.
- reduce the building height to a maximum 9 m or two-and-half storeys along side yards.
- prohibit a three-storey height along a rear yard and reduce the maximum height for the units along the rear property line from 11 m or 3 storeys to 9 m or two-and-half storeys.

- increase the minimum width requirement from 30 m to 40 m.

Townhouse District (R2-0.7)

- amend the intent of this zone to accommodate townhouses along a major arterial road only where a minimum width of 50 m is obtained and cross-access is provided to the adjacent sites.
- introduce a variable rear yard setback of 4.5 m for two-storey buildings and 6 m for two-and-half storey buildings.
- reduce the building height to a maximum 9 m or two-and-half storeys along side yards.
- prohibit a three-storey height along a rear yard and reduce the maximum height for the units along the rear property line from 11 m or 3 storeys to 9 m or two-and-half storeys.
- increase the minimum width requirement from 30 m to 50 m.

Single-Family Housing District (R1-0.6)

- amend the intent of this zone to accommodate single-family housing along a local or major arterial road only where lane access is provided.

Coach House District (R9)

- amend the intent of this zone to accommodate a single-family dwelling with a second dwelling unit above the garage in the Hamilton Area and along a local or major arterial road only where lane access is provided.

## Attachment 7

**Review of the Lane Establishment and Arterial Road Redevelopment Policies****SINGLE-FAMILY LOT SIZE POLICIES THAT MAY REQUIRE AMENDMENT TO IMPLEMENT THE RECOMMENDATIONS ARISING FROM THE REVIEW OF THE LANE ESTABLISHMENT AND ARTERIAL ROAD REDEVELOPMENT POLICIES**

1. Policy 5429 (11-3-7) - Moncton Street (west of Railway Avenue only)  
- eliminate the requirement for a lane and option for R1/B;  
R1/C only
2. Policy 5408 (18-4-6) - Gilbert Road (between Comstock Road and Blundell Road)  
Blundell Road (between No. 2 Road and Gilbert Road)  
- clarify which sections of Gilbert Road and Blundell Road  
can rezone R1-0.6 with a lane; remove other sections from  
the Lot Size Policy that are identified for multiple-family  
residential development
3. Policy 5461 (18-4-6) - Granville Avenue (East Livingstone Sub-Area Plan)  
- repeal this Policy
4. Policy 5442 (19-4-6) - Gilbert Road (Blundell Road to Lucas Road)  
- clarify where multiple-family residential and single-family  
residential without a lane are permitted
5. Policy 5409 (25-4-6) - No. 5 Road (King Road to Williams Road)  
- remove this area from the Single-Family Lot Size Policy
6. Policy 5435 (29-4-6) - Gilbert Road (Afton Drive to Gilhurst Crescent)  
- amend to permit R1/K with lane access and R1/K without  
lane access along Gilbert Road frontage road subject to  
building design guidelines
7. Policy 5436 (30-4-6) - Gilbert Road (Maple Road south)  
- amend to permit R1/K without lane access along  
Gilbert Crescent frontage road subject to building design  
guidelines
8. Policy 5444 (30-4-6) - Williams Road (No. 2 Road to Gilbert Road)  
- remove Williams Road from Single-Family Lot Size Policy
9. Policy 5443 (35-4-6) - Steveston Highway, No. 4 Road, Williams Road and Shell  
Road  
- remove from Single-Family Lot Size Policy



- 10. Policy 5434 (36-4-6) - Steveston Highway, Shell Road, Williams Road,  
No. 5 Road  
- remove Steveston Highway, Williams Road and  
No. 5 Road from the Single-Family Lot Size Policy
  
- 11. Policy 5420 (36-4-7) - Railway Avenue. Williams Road and Steveston Highway  
- remove Railway Avenue from the Single-Family Lot Size  
Policy
  
- 12. Policy 5448 (23-5-6) - Bridgeport Road, No. 4 Road, Shell Road and River Road  
- clarify that R1-0.6 is allowed along Bridgeport Road with a  
lane

**Attachment 8**

**Review of the Lane Establishment and Arterial Road Redevelopment Policies**

**INTERIM STRATEGY FOR MANAGING TOWNHOUSE AND SINGLE-FAMILY RESIDENTIAL REZONING APPLICATIONS DURING THE REVIEW OF THE LANE ESTABLISHMENT AND ARTERIAL ROAD REDEVELOPMENT POLICIES**

Objectives:

- To address Council, Planning Committee, and public concerns regarding the Lane Establishment and Arterial Road Redevelopment Policies; and
- To assist staff and Council to manage townhouse and single-family residential rezoning applications along arterial roads in the interim until a review of the Lane Establishment and Arterial Road Redevelopment Policies is completed.

Interim Strategy:

Except in the following cases, rezoning applications for development along arterial roads that are subject to the Lane Establishment and Arterial Road Redevelopment Policies will be deferred until the review of these policies is complete and approved by Council:

- Townhouses (requiring a land assembly of at least 30 m frontage) where shared access for adjacent sites is provided;
- Single-family residential proposals, where a municipal lane already exists and is operational; or
- Single-family residential proposals in compliance with an existing Lot Size Policy that do not require a rear lane.

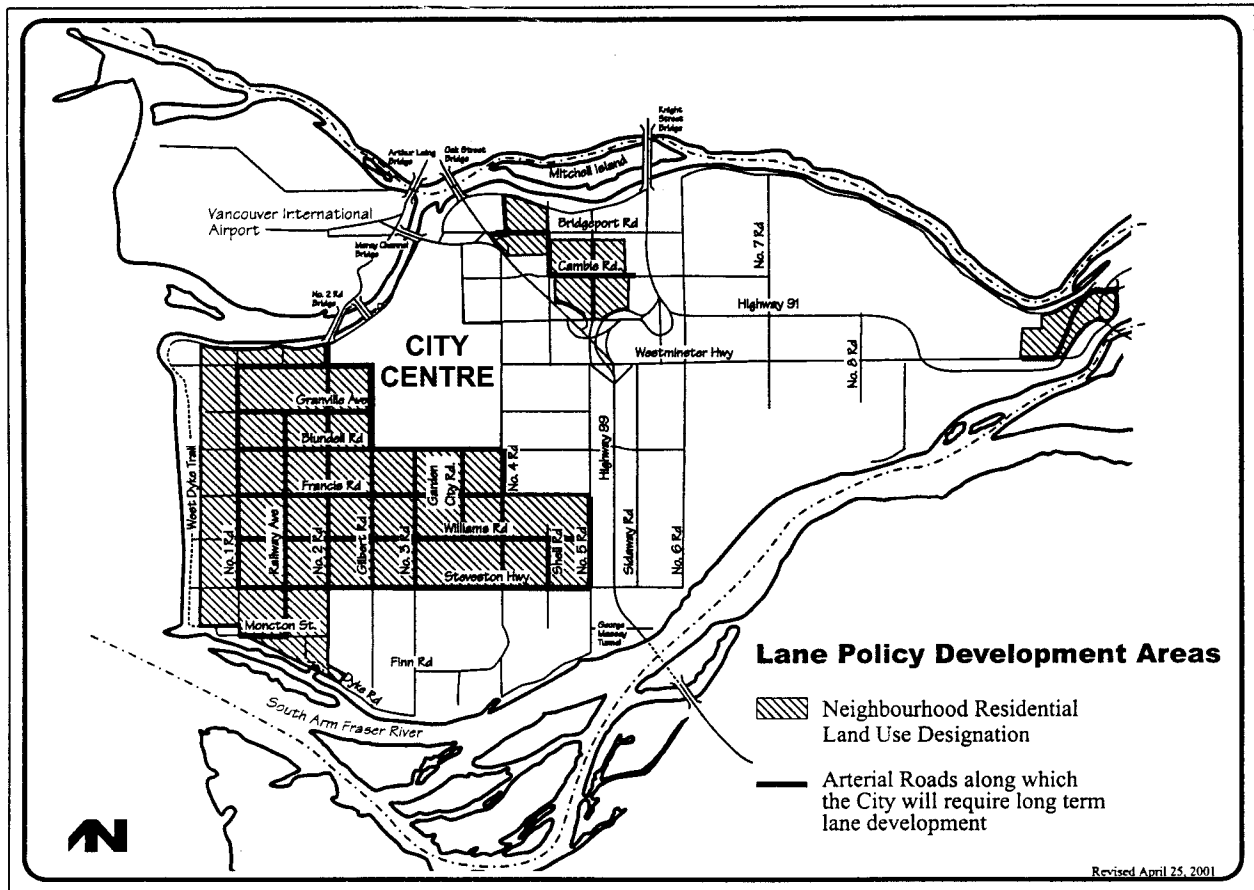
City of Richmond, Aug. 2004

**Attachment 9****Review of the Lane Establishment and Arterial Road Redevelopment Policies****EXISTING LANE ESTABLISHMENT POLICY**

It is Council policy that:

1. Where the City approves Rezoning, Development Permit and/or Subdivision applications for properties which:
  - a) are outside the City Centre;
  - b) are designated by the Official Community Plan as "Neighbourhood Residential";
  - c) front a major arterial road, or local arterial road that is part of the Bike Network or Francis Road between No.1 and No.4 Roads; and
  - d) are illustrated generally on the attached map, "Lane Establishment Policy Development Areas";the City requires the applicant to:
  - e) provide land (e.g. dedicate) at the rear and/or side of the properties for a lane and/or mid-block lane access; and
  - f) pay for construction, to City standards, of such lane and/or mid-block lane access.
2. A lane required under Section 1 must not exit directly onto a major arterial road, unless:
  - a) a mid-block vehicular access is approved by the City and constructed to current standards; or
  - b) land is dedicated and funding provided for the future construction of a lane and in the interim a temporary, single-width, shared access driveway is provided for use by vehicles accessing only those parcels located directly adjacent to the driveway on the understanding that any garage(s) is to be located at the rear of such property, to ensure that the access to the arterial road can be closed when the lane is operational.
3. In order to implement the provisions of Section 1, restrictive covenants may be required as part of a rezoning application in order to:
  - a) increase rear-yard setbacks;
  - b) ensure that where fill is added to raise the property, vehicular access to the lane is maintained;
  - c) ensure that garages, if any, are located at the rear of the property in question; and/or
  - d) ensure that when the lane is operational, access to the arterial road is closed.
4. Exceptions to the policy, which would be determined with each application, include where:
  - a) there is a lane already built to City standards;
  - b) the property is less than 30m in depth;
  - c) there is, or the City approves, an alternate access, such as a frontage road, shared access, or internal road;

- d) Council authorizes an exemption through the rezoning or development permit process; or
  - e) the Subdivision Approving Officer authorizes an exemption through the subdivision process.
5. The main principles used by staff to determine the suitability of an alternate access referred to in clause c) of section 4 are that:
- (i) there are to be no additional accesses created to residential lots along arterial roads;
  - (ii) the proposed access will not impede the intended function of the arterial road; and
  - (iii) the type of access is consistent with the existing and/or anticipated form of development.
6. Notwithstanding the provisions of this policy, the City will continue to examine development applications in terms of meeting OCP objectives, Lot Size Policies, the Residential Lot Vehicular Access Regulation Bylaw and other requirements, standards and factors.



**Attachment 10****Review of the Lane Establishment and Arterial Road Redevelopment Policies****EXISTING ARTERIAL ROAD REDEVELOPMENT POLICY**

It is Council policy that:

Along arterial roads (as shown on Attachment 1), outside the City Centre, in areas designated “Neighbourhood Residential” in the Official Community Plan, residential redevelopment will be managed and prioritized as follows:

1. For properties that are “Near” Neighbourhood Service Centres (as defined in the Official Community Plan), and City-run community centres (as shown on Attachment 1), townhouses over 0.6 FAR and low-rise apartments, rather than smaller scale forms of residential development (e.g., duplexes or small single family lots) are to be encouraged.
2. For the purposes of Section 1, “near” is defined to be generally within ½ block or 400 m of the Neighbourhood Service Centres’ main intersection; however, the following factors will affect the actual location of proposed townhouses and low-rise apartments:
  - location of intersecting streets and amenities;
  - form of development across the street;
  - local subdivision pattern;
  - form of development, uses and orientation of the centre;
  - ages of development; and
  - community objectives for redevelopment.
3. In areas not within the scope of Section 1 & 2, a range of housing options are encouraged along arterial roads including:
  - single family at 0.55 FAR or 0.6 FAR where a lane is being provided or upgraded;
  - duplexes and coach houses and similar forms of housing at a density of 0.55 FAR or 0.6 FAR; and
  - townhouses at a density in the range of 0.6 FAR.

Attachment 1

