



City of Richmond
Urban Development Division

Report to Committee

To: Planning Committee
From: Terry Crowe
Manager, Policy Planning
Joe Erceg
Manager, Development Applications
Date: 29 January 2003
File: RZ 02-219330
Re: **Proposed Amendment to the Lane Establishment Policy No. 5038, and;
Application by Rocky Sethi for Rezoning at 11851 No. 2 Road from Single-Family Housing District, Subdivision Area E (R1/E) to Single-Family Housing District, Subdivision Area A (R1/A)**

Staff Recommendation

That:

1. The Lane Establishment Policy No. 5038, be amended as shown in **Attachment 2**.
2. Bylaw No.7483, for the Rezoning of 11851 No. 2 Road from "Single-Family Housing District, Subdivision Area E (R1/E)" to "Single-Family Housing District, Subdivision Area A (R1/A)", be introduced and given first reading.

Terry Crowe
Manager, Policy Planning

Joe Erceg
Manager, Development Applications

JE:dcb
Att. 4

FOR ORIGINATING DIVISION USE ONLY

CONCURRENCE OF GENERAL MANAGER

Staff Report

Origin

This report addresses two issues.

The first proposes amendments to the Lane Establishment Policy No. 5038 wherein several sections of arterial roadways would be added to the Lane Establishment Policy.

The second addresses an application by Rocky Sethi for Rezoning at 11851 No. 2 Road to permit the future development of two single-family lots plus a dedicated rear laneway.

The decision on whether to permit the proposed Rezoning may be affected by the proposed amendments to the Lane Establishment Policy.

The first part of this report focuses on **where** lanes should be required rather than the issue of **what design standards** laneways should be built to. This latter issue was the focus of a prior report from the Manager, Development Applications and the Director of Engineering to the General Purposes Committee that examined construction standards and implementation approaches with the intent of creating more cost effective means for developers to fulfill the lane requirements.

PROPOSED AMENDMENTS TO THE LANE ESTABLISHMENT POLICY No. 5038

Prompted by the residential rezoning application for 11851 No. 2 Road and general enquiries for locations on Steveston Highway west of No. 1 Road, - neither area being in the defined lane establishment policy areas - Staff from the Transportation, Development Applications, and Policy Planning sections conducted a review of the City's overall arterial network in relation to the current Lane Establishment Policy No. 5038.

The current Lane Establishment Policy (**shown in Attachment 1**) applies 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 "Lane Establishment Policy Development Areas map (see **Attachment 1**).

In these areas the City requires the applicant to:

- provide land (e.g. dedicate) at the rear and/or side of the properties for a lane and/or mid-block lane access; and
- pay for construction, to City standards, of such lane and/or mid-block lane access.

Through the Staff review, it was noted that several locations not included in the Lane Establishment Policy Development Areas map, would warrant consideration due to anticipated increases in traffic over time, anticipated Subdivision of properties into small lots along an arterial, or for overall consistency of the implementation of the policy. Staff revisited the

existing criteria (a through d above) and developed the following modified criteria to better respond to the broader issues being observed:

Modified Lane Establishment Criteria

The proposed criteria would apply where the City approves Rezoning, Development Permit and/or Subdivision applications for properties which meet all of the following criteria:

- a) are located outside the City Centre;
- b) are designated by the Official Community Plan as “Neighbourhood Residential”;
- c) front a local or major arterial road;
- d) are suitable in terms of character, potential, trend, demand, etc., for smaller lots;
- e) are in an area where existing or anticipated future traffic demands warrant a rear laneway (e.g. development would create additional driveways); and
- f) are illustrated generally on the amended “Lane Establishment Policy Development Areas map (see **Attachment 2**).

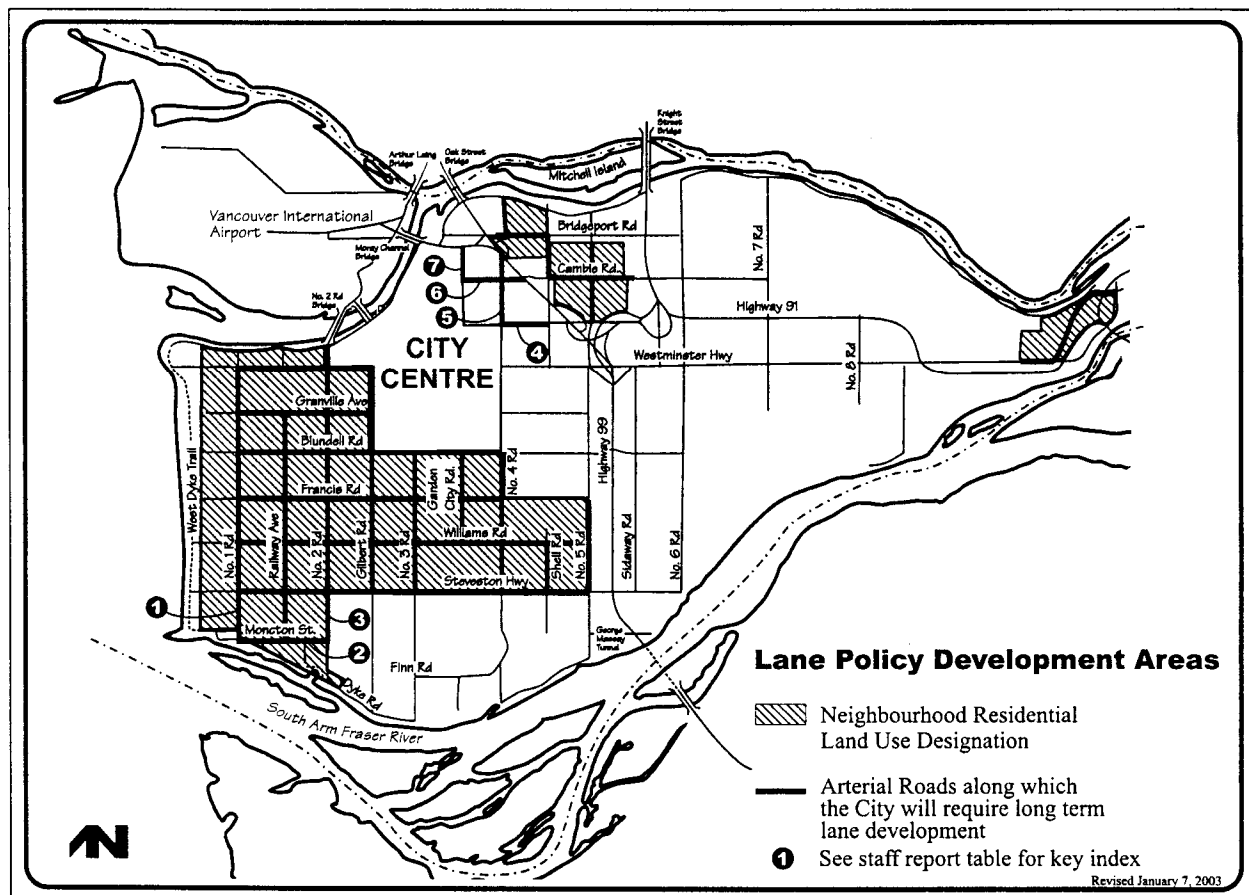
Criteria “d and e” above provides for analysis of specific arterials to ensure their suitability for subdivision into smaller lots based upon aspects such as the character of the area, development potential, anticipated traffic flows, etc. Based upon this criteria, arterials west of No. 1 Road and along River Road were dropped from inclusion in the proposed lane additions to the Lane Policy.

Based upon this revised set of criteria, seven new segments would be added to the Lane Establishment Policy Development Areas map. These areas are listed in the table below.

	LOCATION	SEGMENT	IMPLICATION
1	No. 1 Road	between Steveston Hwy and Moncton Street	Limited given that most properties front side streets
2	Moncton Street	between Railway Ave. and No. 2 Road	Most significant in the medium term for the south side of Moncton between No. 2 Rd and Trites Road
3	No. 2 Road	between Moncton Street and Steveston Hwy (west side of road only)	Likely application as development pressure appears to be commencing in this area.
4	Alderbridge Way	between No. 4 Road and Shell Road (north side of road only)	Long term as most lots currently front away from the arterial.
5	No. 4 Road	between Alderbridge Way and Highway 99	Long term as most lots currently front away from the arterial.
6	Cambie Road	between Garden City Road and Highway 99	Long term as most lots currently front away from the arterial.
7	Garden City Road	between Cambie Road and Sea Island Way (east side of road only)	Long term as most lots currently front away from the arterial.

The locations of these Road Segments are shown on the following map.

Proposed Road Additions Location Map



It is suggested that segments 1 – 3 are warranted due to the anticipation of future traffic movements that will result from developments such as B.C. Packers / London Princess. Segment 3 is the area where the proposed Rezoning for 11851 No. 2 Road is located. Segments 4 – 7 are proposed more for reasons of ensuring a consistent approach in applying the overall policy. There are no immediate pressures for redevelopment along segments 4 through 7 as most existing dwellings along these segments do not currently front onto the arterials.

The proposed modified lane establishment criteria provide for a more consistent application of the Policy, and help to respond to the anticipated future needs along key segments of the City’s arterial road system.

Staff propose that the existing Policy 5038 be amended to incorporate the modified lane establishment criteria and the new Lane Establishment Areas map as shown in **Attachment 2**. The implication of this action would be that where new developments occur along the arterial roads in these areas, the construction and dedication of a rear laneway would be required or arrangements made. Over time, this would result in new lane networks being established in these areas.

APPLICATION BY ROCKY SETHI FOR REZONING AT 11851 NO. 2 ROAD

An application has been submitted by Rocky Sethi for Rezoning at 11851 No. 2 Road to permit the future development of two single-family lots plus a dedicated 6 m (19.68 ft.) wide rear laneway. The subject property is located in Section 1 of 3-7 at the south-west corner of No. 2 Road and Kittiwake Drive. The two proposed lots would conform to the R1/A lot size standard with an extra allowance in width as required under the Zoning Bylaw for the corner lot adjacent to Kittiwake Dr. The property location map is shown in **Attachment 3**.

Findings of Fact

Item	Existing	Proposed
Owner	Karam Singh Dhinjal and Surjit Kaur Dhinjal	Same
Applicant	Rocky Sethi	N/A
Site Size	780 sq m. (8396.12 sq. ft.)	Approximate Dimensions: Lot 1 362.31 m ² (3900 ft ²) Lot 2 287.99 m ² (3100 ft ²) Dedicated Laneway 128.04 m ² (1378.26 ft ²)
Land Uses	Single-Family	Single-Family
OCP Designation	Neighbourhood Residential	Same
Area Plan Designation	Single-Family	Single-Family
Zoning	R1/E	R1/A
Parking Required	2.0 per dwelling	Same
Parking Actual	2.0 per dwelling	Same

Reference: Lot Widths – Small Lot Size Policies

Single Family R1 Zone	
Type	Lot Width
Sewered Areas	
A	9m (29.527 ft.)*
B	12m (39.370 ft.)*
C	13.5m (44.291 ft.)*
D	15m (49.213 ft.)*
E	18m (59.055 ft.)*
H	16.5m (54.134 ft.)*
K	10m (32.808 ft.)
Unsewered Areas	
F	18m (59.055 ft.)*
G	20m (65.617 ft.)*
* For corner lots, add 2m (6.562 ft.) to width	

Surrounding Development

To the south and west are adjacent single family dwellings on large lots.

North of Kittiwake Drive are single family dwellings on large lots.

Along the east side of No. 2 Road are farm properties within the Agricultural Land Reserve (ALR). It is noted that the subject property is outside the ALR.

Related Policies & Studies

With the exception of 5831 Moncton Street at the corner of Moncton Street and No. 2 Road, there are no lot size policies in effect between Steveston Hwy and No. 2 Road. The property at 5831 Moncton Street fronts onto Moncton Street rather than No. 2 Road and lies within Lot Size Policy 5429 (adopted in 1989).

Consultation

Given the potential future implications of a new rear laneway running between Steveston Highway and Moncton Street to the Lane Establishment Policy, a letter advising of the proposed Rezoning and the proposal to add the west side of No. 2 Road between Steveston Hwy and Moncton Street has been sent to all of the property owners within 50 m of the lots fronting No. 2 Road. A copy of the letter was also sent to the Richmond Farmers Institute. The letter appears in **Attachment 4**. No additional notifications or consultations have been undertaken.

Staff CommentsEngineering Works and Design

Should this application proceed positively, dedication of a 6 m lane across the entire rear property would be required prior to final approval of the Rezoning. No other concerns with Rezoning.

Then at Subdivision stage, the developer would be responsible for design and construction of the lane works. Works include curb & gutter (both sides), post top street lighting and storm sewer. The lane construction would cross a BC Hydro underground kiosk at Kittiwake. Offsite works may include the relocation of the sidewalk along No 2 Road to the Property Line. This would allow the creation of a 1.07 m grass & treed boulevard. Engineering Department drawings indicate that there is a pole line in this proposed sidewalk corridor - if that is the case staff would drop the No. 2 Road improvements. Per Bylaw No. 7222, the existing driveway would be reinstated at Subdivision stage with access to both lots coming from the lane. No other concerns.

Transportation

Transportation supports the proposed additions to the Lane Establishment Policy to include roadways that have similar functions as arterial roads such as the section of No. 2 Road (west side) between Steveston Hwy and Moncton Street. The establishment of lanes would protect the affected roads by reducing the number of driveways fronting on No. 2 Road in the long-term.

Policy Planning

The location of this lot across from the ALR has been reviewed by staff. In the ideal world new owners purchasing such properties should be made aware that the properties lie across from ALR where farming activities will take place. Noise and odours associated with these farming activities come with the territory. Unfortunately, there are currently no permitted mechanisms by which to place notices on title. To mitigate the situation somewhat, subsequent development should be encouraged to retain and plant a range of vegetation on the property fronting No. 2 Road.

Neither the Steveston Area Plan, nor the City's Official Community Plan dictate single-family lot sizes in this area. Rezoning to Single Family Residential District Subdivision Area A (R1/A) seems reasonable given the proposed lane dedication. With Imperial Landing (formerly BC Packers) and the London Princess lands now under redevelopment, it is anticipated that No. 2 Road traffic will continue to increase over time. This being the case, from a safety standpoint as well as a desire to minimize disruptions to the flow of traffic along No. 2 Road, the removal of direct accesses to No.2 Road through the installation of a rear laneway is highly desirable. As noted earlier, however, that the rear lane will only be installed with redevelopment over time. This process could take many years.

No objections to the Rezoning providing that favourable consideration is given by Council for the addition of the west side of No. 2 Road between Steveston Hwy and Moncton Street to the Lane Establishment Policy.

Analysis

This is the first application for Subdivision to small lots along the west side of No. 2 Road between Steveston Highway and Moncton Street. Rezoning approval will likely result in other proposals for Rezoning and Subdivision in this area. The Rezoning is generally supported by staff with the condition that a future laneway is also constructed as redevelopment occurs over time, for those properties fronting No. 2 Road.

Options

- Option 1:** That the Lane Establishment Policy, No. 5038, be amended as shown in **Attachment 2**, and that Bylaw No. 7483 for the rezoning of 11851 No. 2 Road from “Single-Family Housing District, Subdivision Area E (R1/E)” to “Single-Family Housing District, Subdivision Area A (R1/A)”, be introduced and given first reading. (*Recommended*)
- Option 2:** That both the proposed amendments to the Lane Establishment Policy and the proposed Rezoning 11851 No. 2 Road be rejected.

Financial Impact

None determined.

Conclusion

Staff have reviewed and recommended modifications to the criteria for the Lane Establishment Policy No. 5038 to permit more consistent and responsive implementation of the Policy. These changes would potentially result in seven additional arterial road segments being added to the Lane Establishment Policy.

In consideration of the above proposed amendments to the Lane Establishment Policy, staff have also recommended approval of the proposed Subdivision of 11851 No. 2 Road from “Single-Family Housing District, Subdivision Area E (R1/E)” to “Single-Family Housing District, Subdivision Area A (R1/A)”.



David Brownlee
Special Projects Planner

DCB:dcb

There are requirements to be dealt with prior to final adoption:
Legal requirement, specifically,

1. dedication of a 6m lane across the entire rear property;
2. a covenant to restrict vehicle access to No. 2 Road.

LIST OF ATTACHMENTS

- ATTACHMENT 1 Existing Lane Establishment Policy No. 5038 (Aug 27, 2001)
- ATTACHMENT 2 Proposed Amended Lane Establishment Policy
- ATTACHMENT 3 Proposed Rezoning Site Location Map
- ATTACHMENT 4 Letter to the Residents / Property Owners regarding the Proposed Amendments to the Lane Establishment Policy and the Proposed Rezoning for 11851 No. 2 Road. This letter was sent to all property owners/residents within 50 metres of the properties abutting No. 2 Road between Steveston Hwy and Moncton Street. A copy of the letter was also sent to the Richmond Farmers Institute.

**POLICY 5038:**

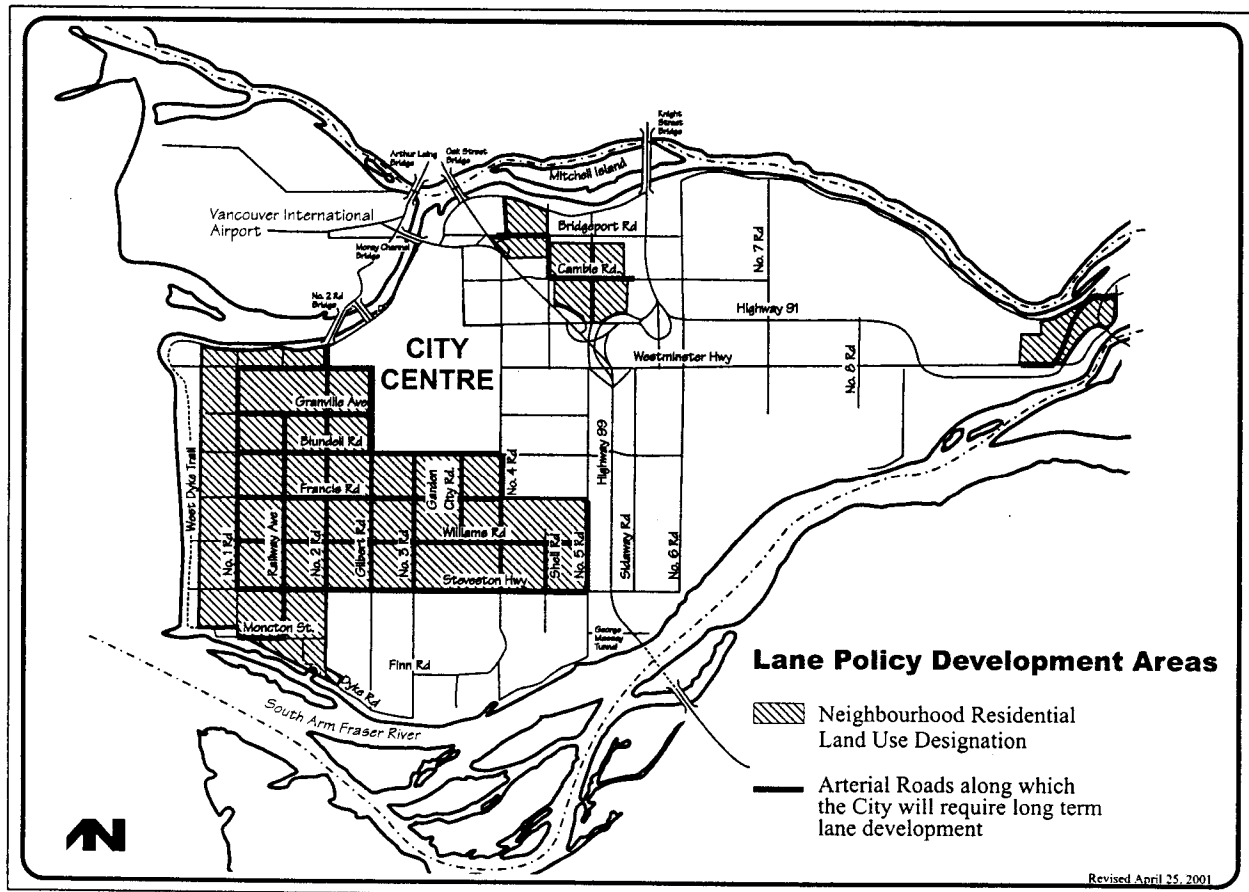
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 - d) are illustrated generally on the attached map, "Lane Establishment Policy Development Areas";the City requires the applicant to:
 - e) provide land (eg, dedicate) at the rear and/or side of the properties for a lane and/or mid-block lane access; 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;
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 - 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.





City of Richmond

Policy Manual

Page 1 of 2

Proposed Amended Policy (*amendments in italics*)

POLICY

File Ref:

LANE ESTABLISHMENT

POLICY xxxx:

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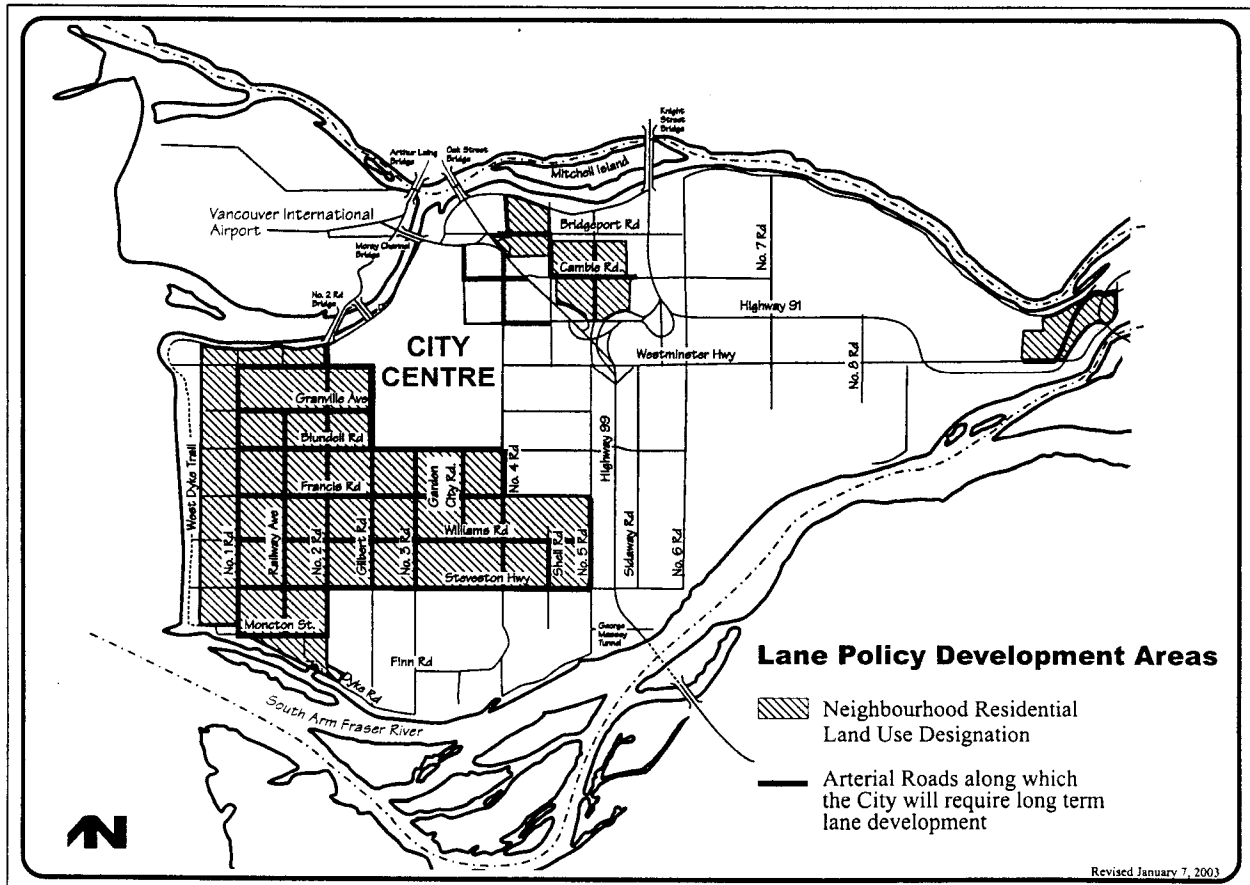
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- e) the Subdivision Approving Officer authorizes an exemption through the subdivision process.
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 6. Notwithstanding the provisions of this policy, the City will continue to examine development applications in terms of meeting OCP objectives, Lot Size Policies, the Residential Lot Vehicular Access Regulation Bylaw and other requirements, standards and factors.



January 8, 2003

File: -

Urban Development Division

Fax: (604) 276-4177

Dear Resident / Property Owner:

Re: Proposed Amendment to the Lane Establishment Policy / Rezoning Application for 11851 No. 2 Road

This letter is to provide you with information about the above two actions that will be considered by Richmond's Planning Committee on February 18, 2003 and which may have a future impact upon your property.

The first action, is the proposed amendment to the City's Lane Establishment Policy No. 5038. On August 27, 2001, Richmond's Council adopted a Lane Establishment Policy which requires new development sites to design, construct and dedicate rear vehicle access lanes when new Rezoning and Subdivisions are requested along most major roadways within the City. The intent of this policy is primarily to reduce the number of driveways directly accessing these major roadways. This typically results in improved safety and traffic flow but also has the benefit of creating a more appealing streetscape over time as garages are typically relocated to the back of the lot.

In part prompted by several Rezoning applications in different parts of the City, staff have conducted a review of the Lane Establishment Policy and have prepared a report to Council recommending the addition of seven new road segments to the Lane Establishment Policy. Five of the seven additional road segments are primarily for administrative reasons (i.e. ensuring a consistent approach across Richmond). A copy of the existing Lane Establishment Policy and a map showing the seven new segments recommended for addition are attached for your reference (see **Letter Attachments A and B**).

Of particular relevance to you, the west side of No. 2 Road between Steveston Hwy. and Moncton Street is included in the list of seven segments proposed for addition to the Policy. Should Council approve the proposed modifications to the Policy, this would mean that as applications for Rezoning or Subdivision are approved on the west side of No. 2 Road between Steveston Hwy and Moncton Street, the City will require the developers to also design and construct their portion of the laneway. The lane will not be constructed all at once, but incrementally at the natural pace of redevelopment. The newly created lots would typically be smaller than the existing lots fronting No. 2 Road. Nine or ten metre wide lots are typical in these types of situations as opposed to the average existing lot width in the area of just over 18 metres in width.

This letter is intended to inform you that Council's Planning Committee are scheduled to undertake an initial review of the staff report that outlines staff's recommendations and rationale for the changes to the Lane Policy on February 18, 2003 at 4:00 pm in the Anderson Room. At that time, the Committee has a number of options open to it, including forwarding the report and their recommendations to the next Council meeting on February 24, 2003, or referring the report back to staff for further review.

The second action, the Rezoning application for 11851 No. 2 Road (RZ 02-219330), will be reviewed in conjunction with the proposed changes to the Lane Policy since the Rezoning proposal relies on the provision of a lane. For your reference, a map showing the location of the proposed Rezoning appears in **Letter Attachment C**.

Note that staff reports to Planning Committee are typically made available to the public on the City's web site the Friday prior to the date of the Planning Committee meeting where the issues are addressed. The City's web site is as follows: http://www.city.richmond.bc.ca/council/planning/2003/pl2003_list.htm

Should you have questions about the review process, or the implications relative to your property for either of the above items, you may wish to contact me at (604) 276-4200. Alternatively, if you have concerns regarding the proposed inclusion of the No. 2 Road segment in the Lane Policy or the rezoning application, you may wish to attend the Planning Committee meeting or submit your concerns in writing via the City Clerk at the following address:

City Clerk
City of Richmond
6911 No. 3 Road
Richmond, B.C.
V6Y 2C1

Yours truly,

David Brownlee
Planner 2

DCB:dcb
Att. 3



POLICY 5038:

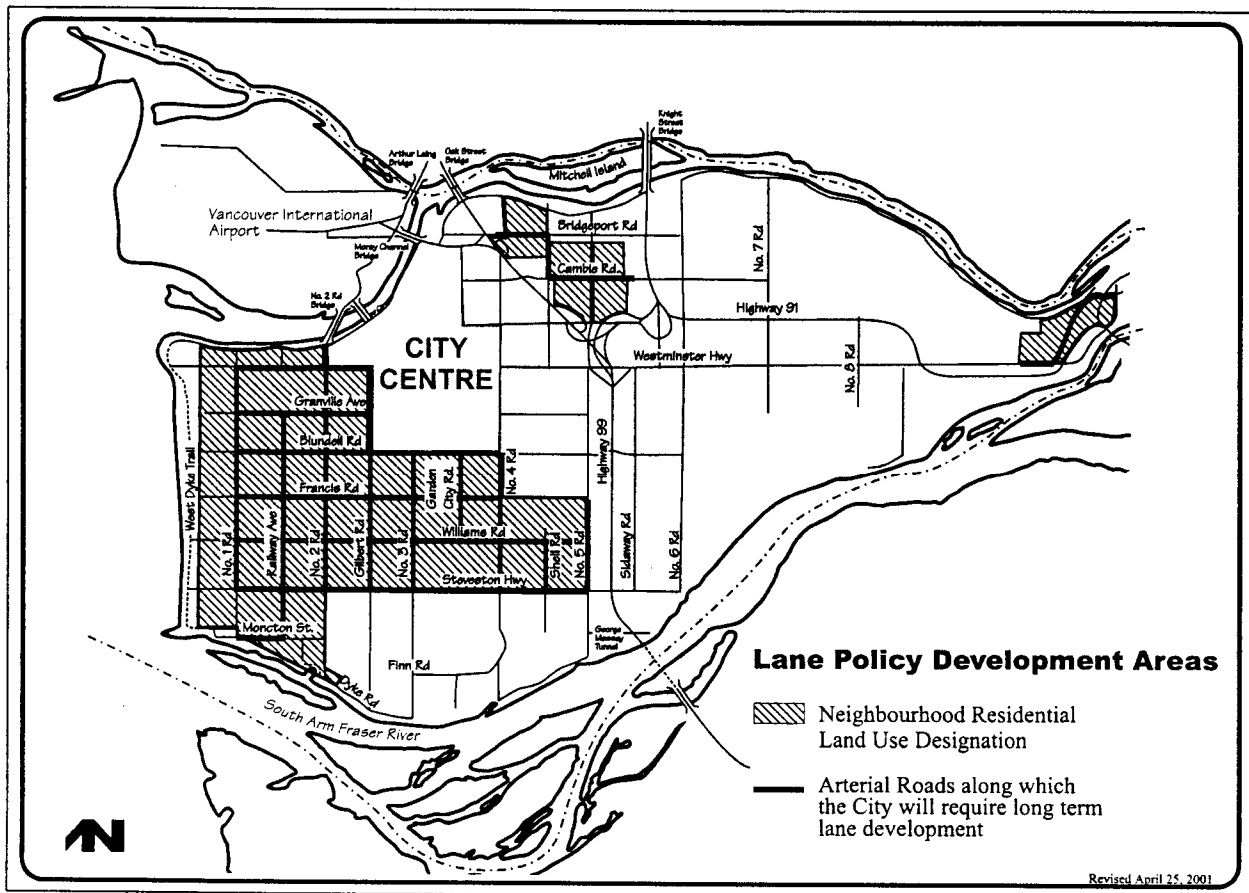
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5. The main principles used by staff to determine the suitability of an alternate access referred to in clause c) of section 4 are that:
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City of Richmond

Policy Manual

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Proposed Amended Policy (*amendments in italics*)

POLICY

File Ref:

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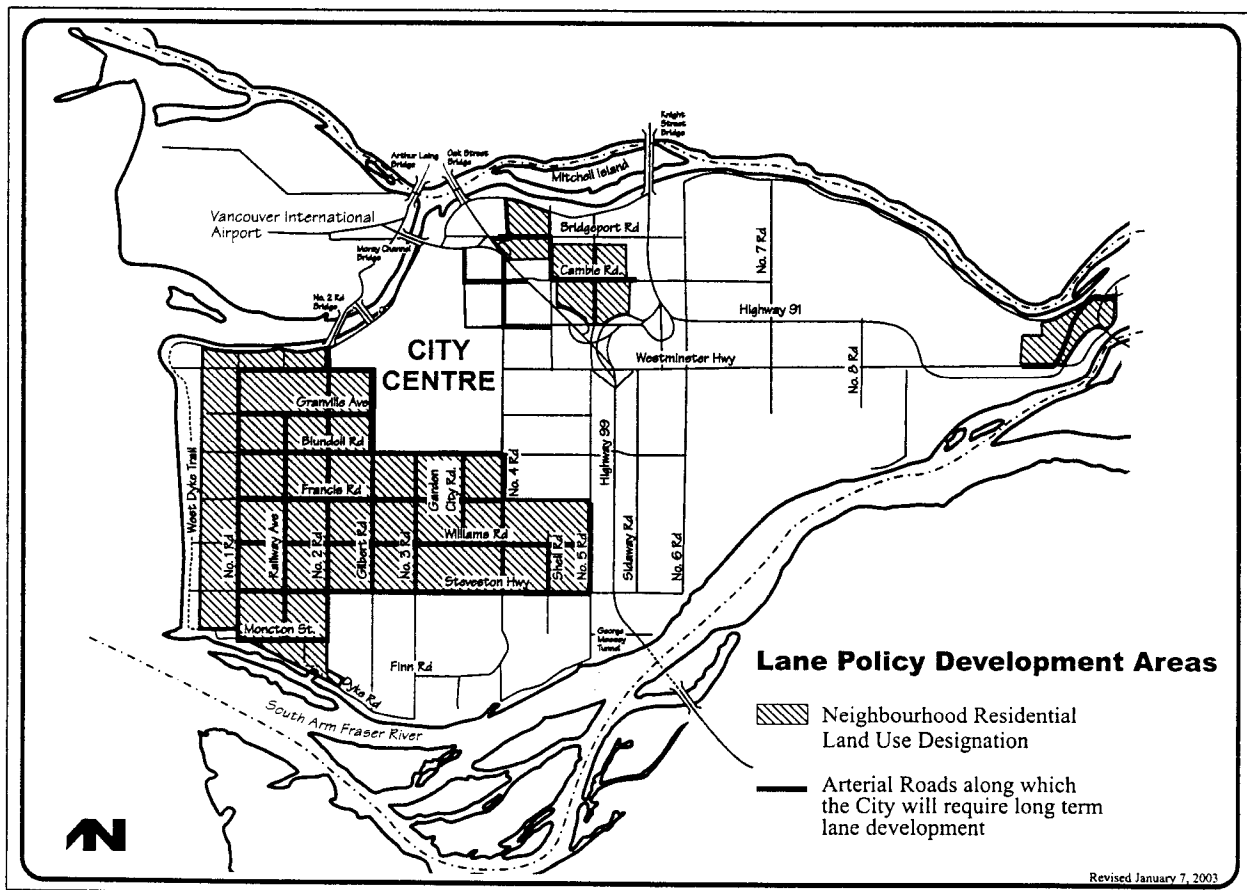
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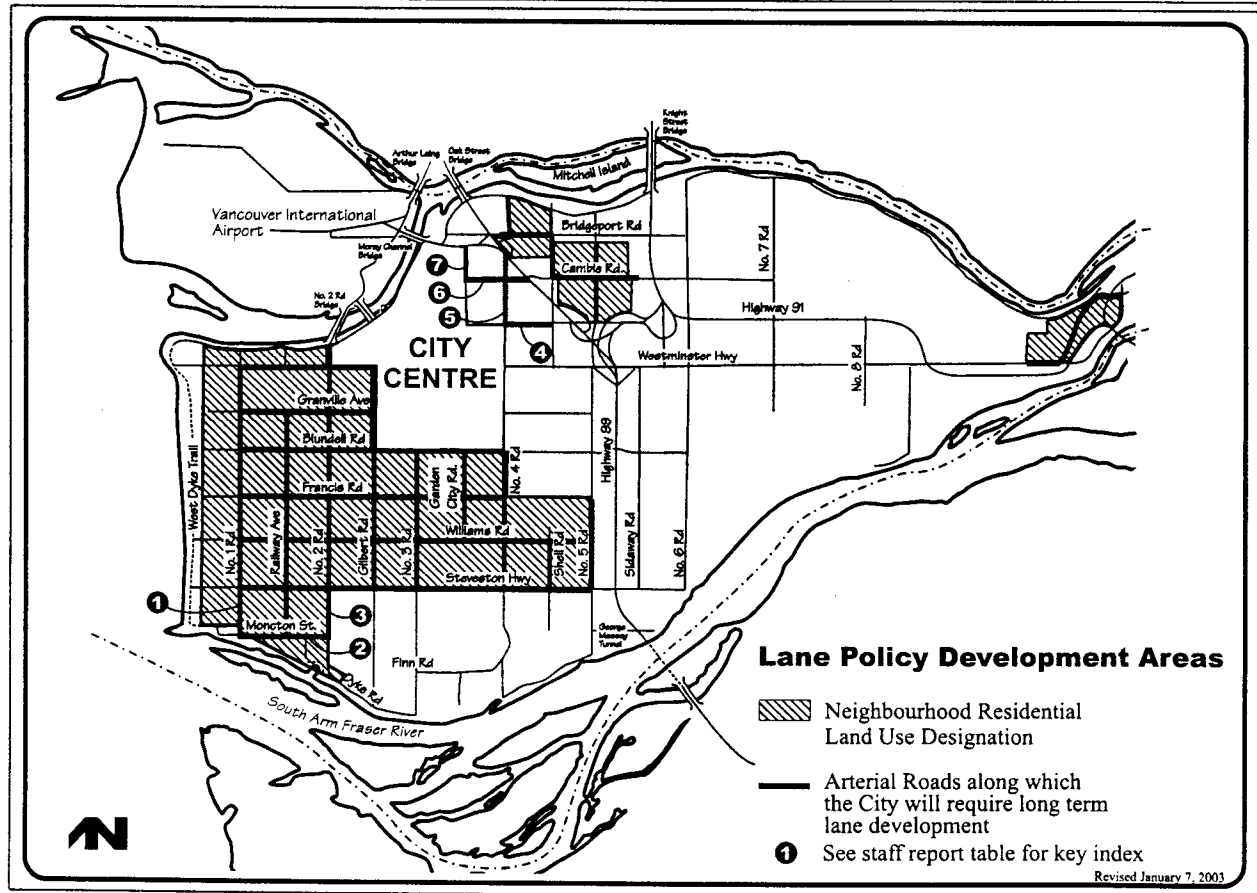


- e) the Subdivision Approving Officer authorizes an exemption through the subdivision process.
5. The main principles used by staff to determine the suitability of an alternate access referred to in clause c) of section 4 are that:
 - (i) there are to be no additional accesses created to residential 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.



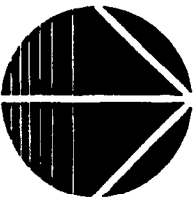
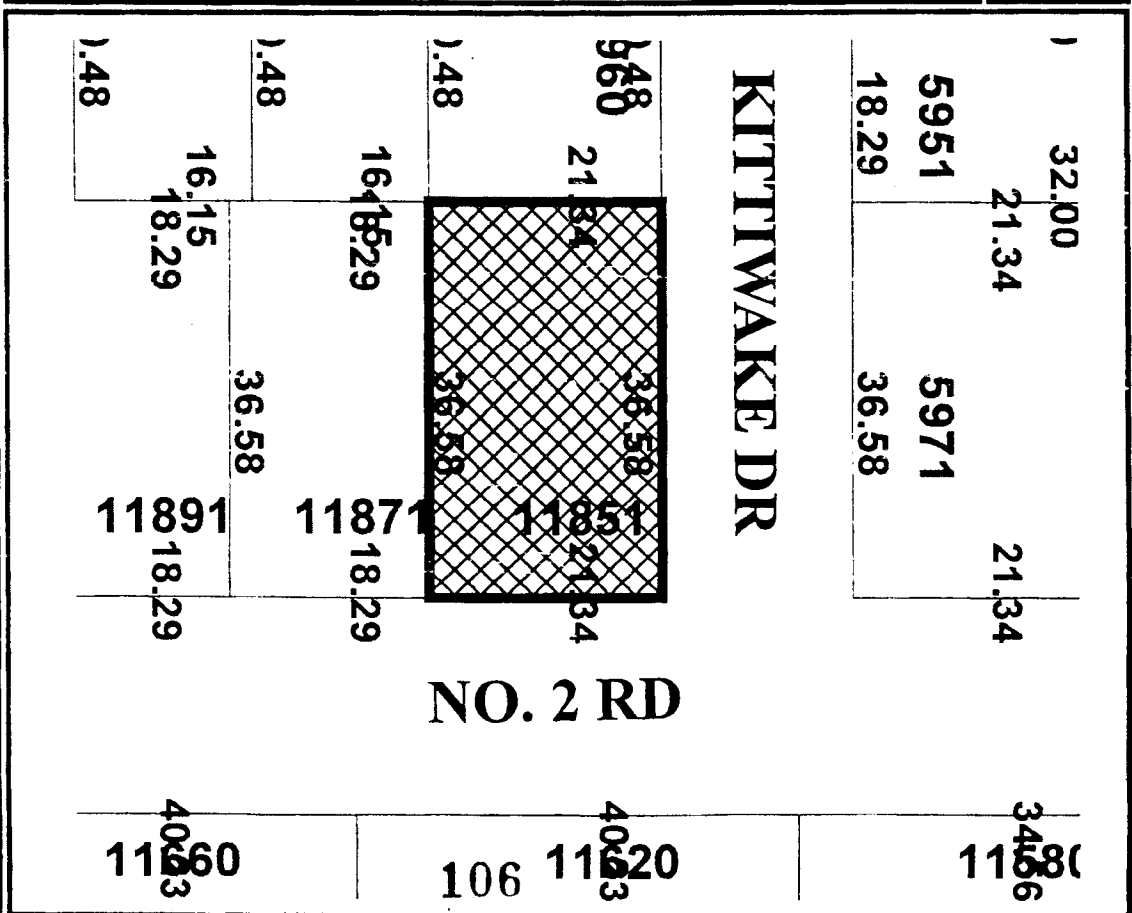
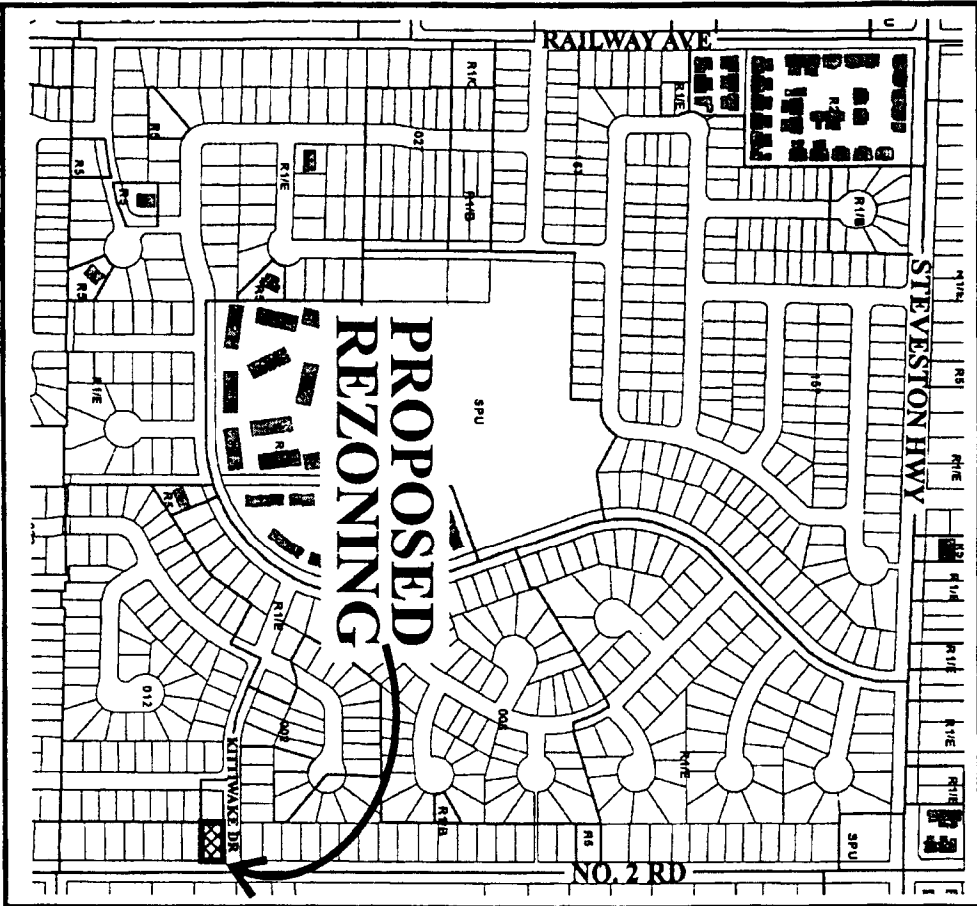
ATTACHMENT 2: New Road Segments Proposed For Addition To The Lane Establishment Policy

	LOCATION	SEGMENT	IMPLICATION
1	No. 1 Road	between Steveston Hwy and Moncton Street	Limited given that most properties front side streets
2	Moncton Street	between Railway Ave. and No. 2 Road	Most significant in the medium term for the south side of Moncton between No. 2 Rd and Trites Road
3	No. 2 Road	between Moncton Street and Steveston Hwy (west side of road only)	Likely application as development pressure appears to be commencing in this area.
4	Alderbridge Way	between No. 4 Road and Shell Road (north side of road only)	Long term as most lots currently front away from the arterial.
5	No. 4 Road	between Alderbridge Way and Highway 99	Long term as most lots currently front away from the arterial.
6	Cambie Road	between Garden City Road and Highway 99	Long term as most lots currently front away from the arterial.
7	Garden City Road	between Cambie Road and Sea Island Way (east side of road only)	Long term as most lots currently front away from the arterial.





City of Richmond



RZ 02-219330

Original Date: 10/30/02

Revision Date:

Note: Dimensions are in METRES



**Richmond Zoning and Development Bylaw 5300
Amendment Bylaw 7483 (RZ 02-219330)
11851 NO. 2 ROAD**

The Council of the City of Richmond, in open meeting assembled, enacts as follows:

1. Richmond Zoning and Development Bylaw 5300 is amended by repealing the existing zoning designation of the following area and by designated it **Single-Family Housing District, Subdivision Area A (R1/A)**.

PID: 008-581-126

Lot 42 Section 1 Block 3 North Range 7 West New Westminster District Plan 39311

2. This Bylaw may be cited as **“Richmond Zoning and Development Bylaw 5300, Amendment Bylaw 7483”**.

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

CONDITIONS SATISFIED

ADOPTED

CITY OF RICHMOND
APPROVED for content by originating dept.
HB
APPROVED for legality by Solicitor
<i>[Signature]</i>

MAYOR

CITY CLERK