



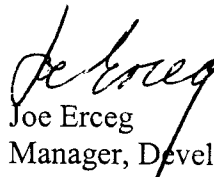
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**To:** Planning Committee **Date:** February 3, 2003  
**From:** Joe Erceg **File:** RZ 02-205510  
Manager, Development Applications  
**Re:** **APPLICATION BY JERRY AND KARIN GIESBRECHT FOR REZONING AT 10291 BRIDGEPORT ROAD FROM SINGLE-FAMILY HOUSING DISTRICT, SUBDIVISION AREA D (R1/D) TO SINGLE-FAMILY HOUSING DISTRICT, SUBDIVISION AREA B (R1/B)**

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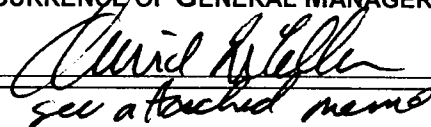
**Staff Recommendation**

That Bylaw 7489 for 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 introduced and given first reading.

  
Joe Erceg  
Manager, Development Applications

JE:ri  
Att.

FOR ORIGINATING DIVISION USE ONLY  
CONCURRENCE OF GENERAL MANAGER

  
*see attached memo*

## 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**)

At its regular meeting of January 7, 2003, Planning Committee considered a report on this application which recommended that the rezoning be denied since it did not comply with Council's Lot Size Policy requirement to construct the lane access as a condition of rezoning.

Planning Committee referred the rezoning report back to staff to await a report examining potential cost savings associated with lane construction and options for payment of Neighbourhood Improvement Charges (NIC) in lieu of immediate lane construction. Staff will be reporting back with analysis and recommendations on these issues to Planning Committee at its meeting on February 18, 2003.

Staff have re-considered this application in the context of these proposed recommendations.

### Findings Of Fact

ITEM	EXISTING	PROPOSED
Owner	Jerry and Karin Giesbrecht	To be determined
Applicant	Jerry and Karin Giesbrecht	N/A
Site Size	1,039.94 m <sup>2</sup> (11,199.19 ft <sup>2</sup> )	2 lots with 6 m lane dedication across north property line.  Lot 1 – 445.42 m <sup>2</sup> (4,794.61 ft <sup>2</sup> ) Lot 2 – 443.43 m <sup>2</sup> (4,773.19 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.

## 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.

#### *Official Community Plan/Area Plan Policies*

The proposed rezoning is consistent with the City's Official Community Plan (OCP) and Bridgeport Area Plan land use designations for the area.

#### *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**). The proposed lot sizes are consistent with this policy. 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 to build 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 the existing policy is that lanes will be provided as part of the approval of development projects. The applicant has objected to construction of the required rear lane as a condition of rezoning.

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 currently requires the dedication and construction of a lane at the rear of the property at time of rezoning and/or subdivision. While the applicants agree to dedicate the lane, they do not support its construction as a condition of rezoning but rather are willing to pay a NIC.

As noted, staff will be reporting to Planning Committee at its regular meeting of February 18, 2003 on lane policy implementation options including accepting NIC payments in certain circumstances. Staff have re-considered this application in the context of these proposed recommendations.

### *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.

### **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 (i.e. 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).

Transportation staff prefer to see lanes constructed as soon as possible but also recognize the issues related to implementation of the lane policy in mid-block situations and where there is not an existing lane to connect to. In these situations, Transportation supports payment of a NIC.

### **Utilities and Roadworks**

The utilities and roadwork requirements for the rezoning include:

- Dedication of the 6m lane corridor along the rear property line;
- 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;
- Payment of a Neighbourhood Improvement Charge (NIC) for the future construction of the lane (complete with curb and gutter, post top lighting and storm sewer).

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; and
- Pay a deposit for the future reinstatement of the driveway access when the lane connects to a permanent location.

## **Analysis**

Staff's initial recommendation to deny this application was based on its non-compliance with Council's Lot Size Policy for this area, which 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.

Planning Committee referred this application back to staff to await a report on lane policy implementation options, including the payment of NIC's in certain situations. Staff from Policy Planning, Transportation, Development Applications and Engineering have examined these issues and are recommending in a separate report to Planning Committee that NIC's be accepted as an alternative to the construction of a lane, in development situations where there are no means to connect a lot to an existing lane nor enough width to provide public lane access. A NIC would be applicable with this particular rezoning application since it deals with mid-block lots and there is no means to connect into an existing lane. Planning Committee will be considering these recommendations at its meeting of February 18, 2003.

Two options to address this rezoning application are presented for Council's consideration:

### *Option 1*

Should Council support the staff recommendations to accept payment of NIC's in mid-block situations and where there is no existing lane to connect to, staff recommend that this rezoning application be supported and the rezoning bylaw be introduced and given first reading.

### *Option 2*

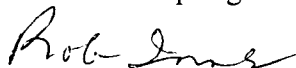
If Council does not support the recommendation to accept payment of NIC's, staff recommend that this rezoning be denied on the basis that the application does not comply with Council's Lot Size Policy for the area.

## **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 have reviewed this application in the context of recommendations addressing lane policy implementation options, including payment of a NIC which will be considered by the Planning Committee at its meeting of February 18, 2003. Two options to address this rezoning application are presented for consideration based on Council's pending decision on accepting NIC payments.



Rob Innes  
Planner

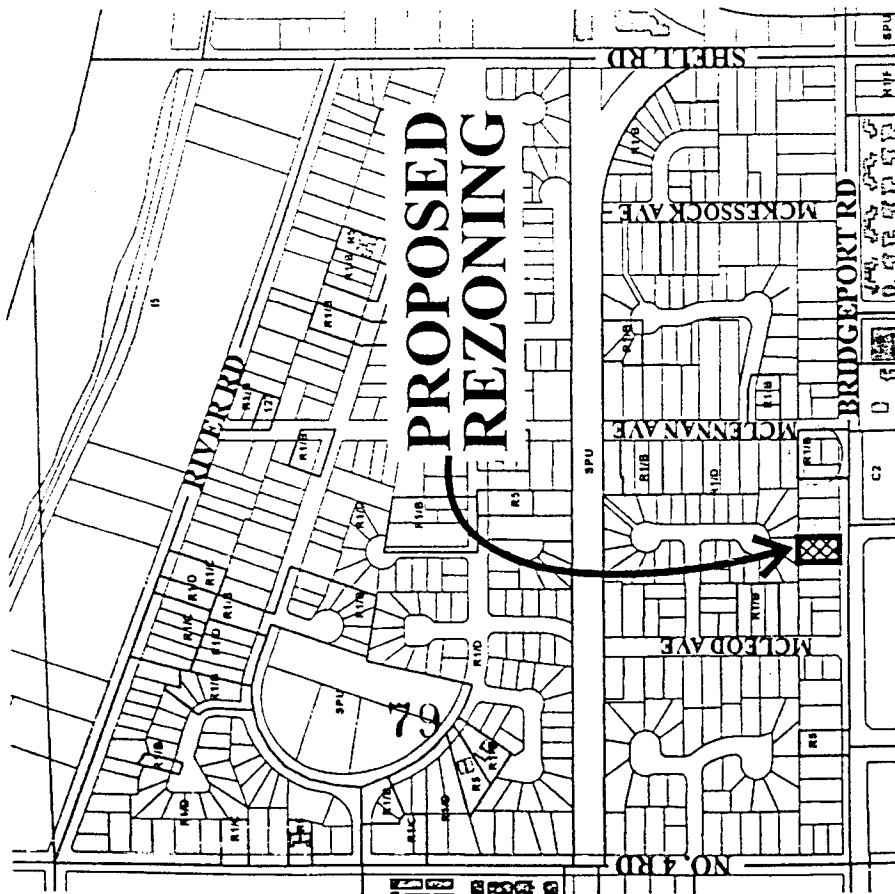
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Conditions to be satisfied prior to final reading of the rezoning bylaw:

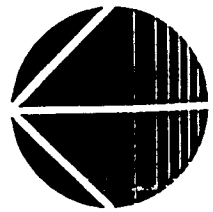
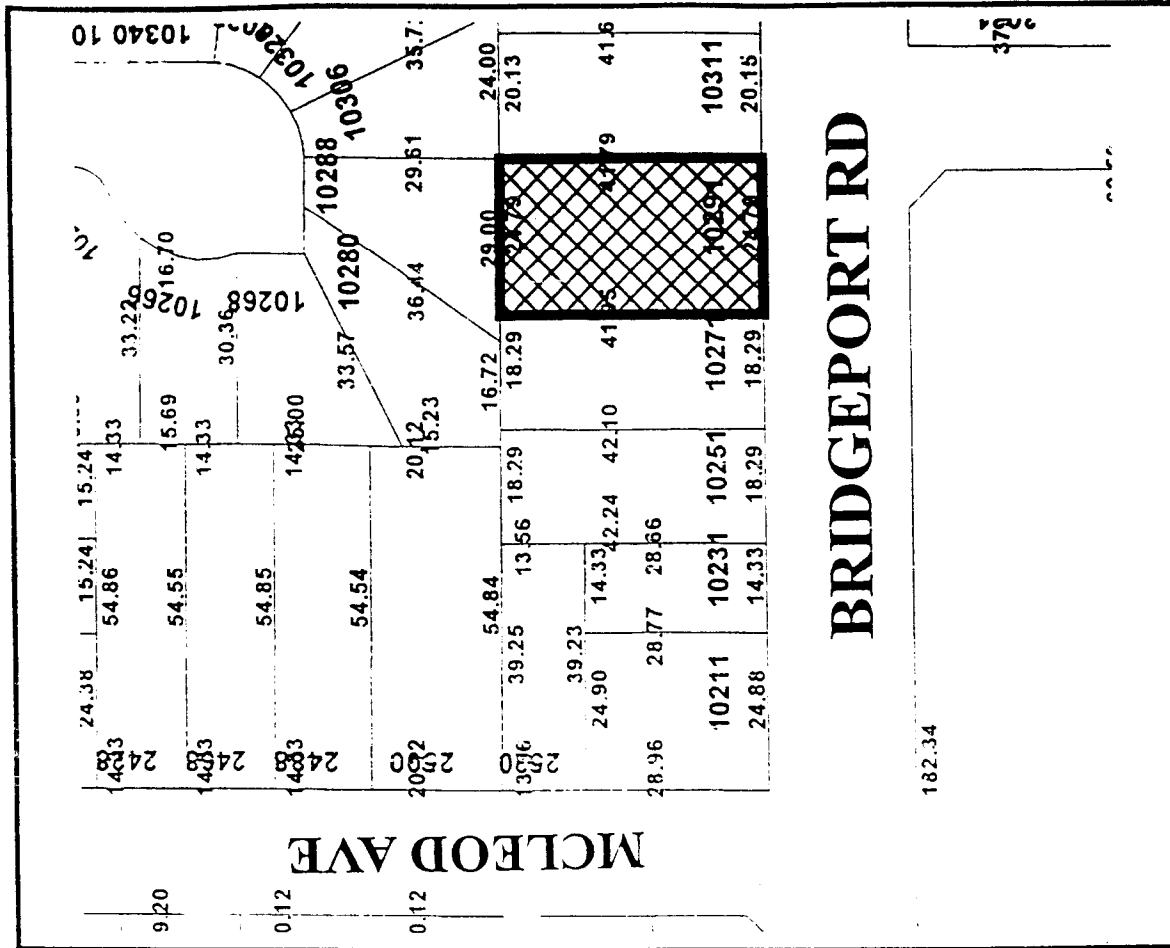
- Dedication of the 6m lane corridor along the rear property line;
- Payment of a Neighbourhood Improvement Charge (NIC) for the future construction of the lane (complete with curb and gutter, post top lighting and storm sewer);
- Registration of a Restrictive Covenant ensuring that only one temporary 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 signed Noise Abatement covenant consistent with Council's Airport Noise Insulation Policy; and,
- Ministry of Transportation Approval.



# City of Richmond



## PROPOSED REZONING



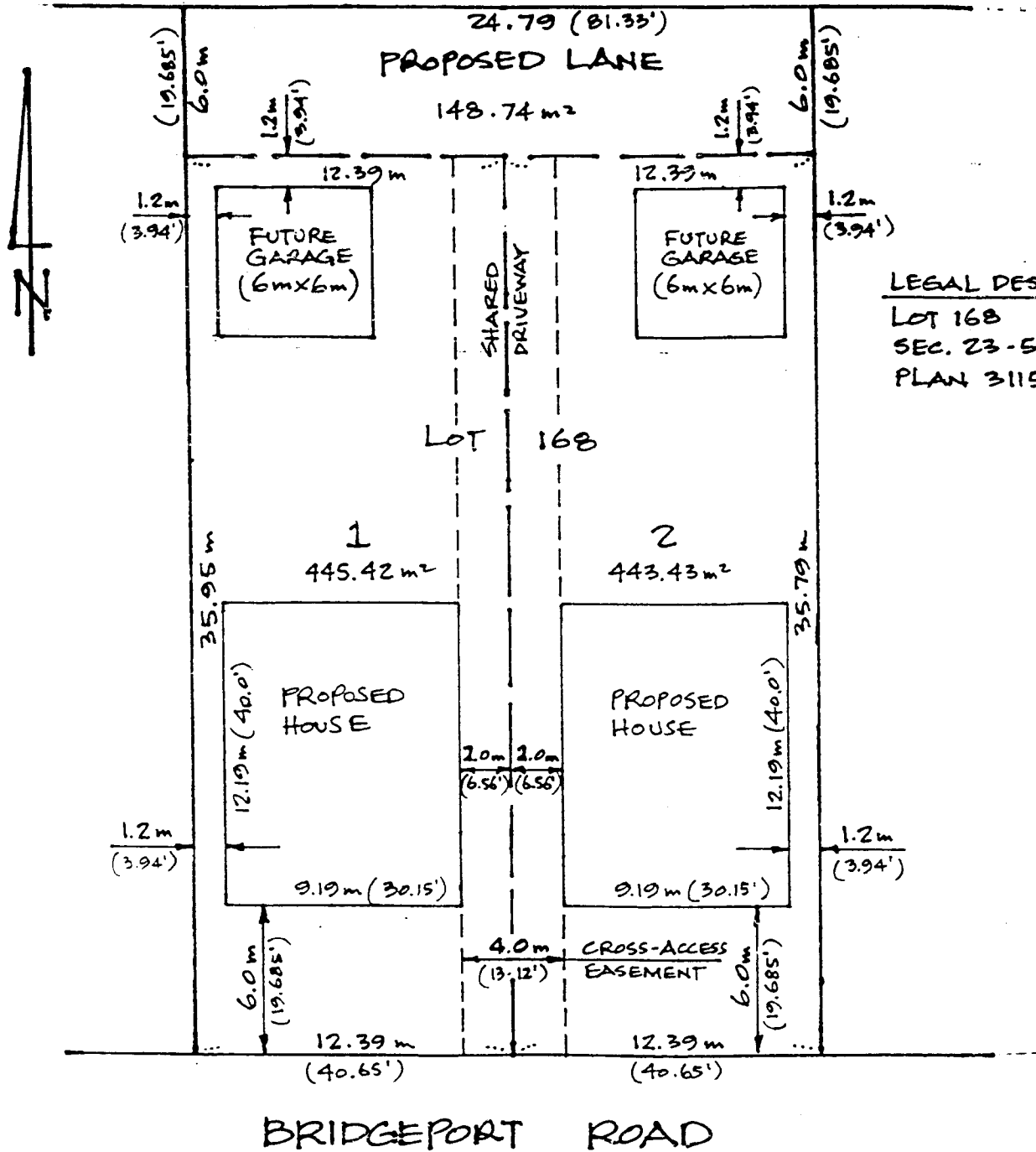
## RZ 02-205510

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

Page 1 of 2

Adopted by Council: September 16, 1991

POLICY 5448

File Ref: 4045-00

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

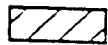
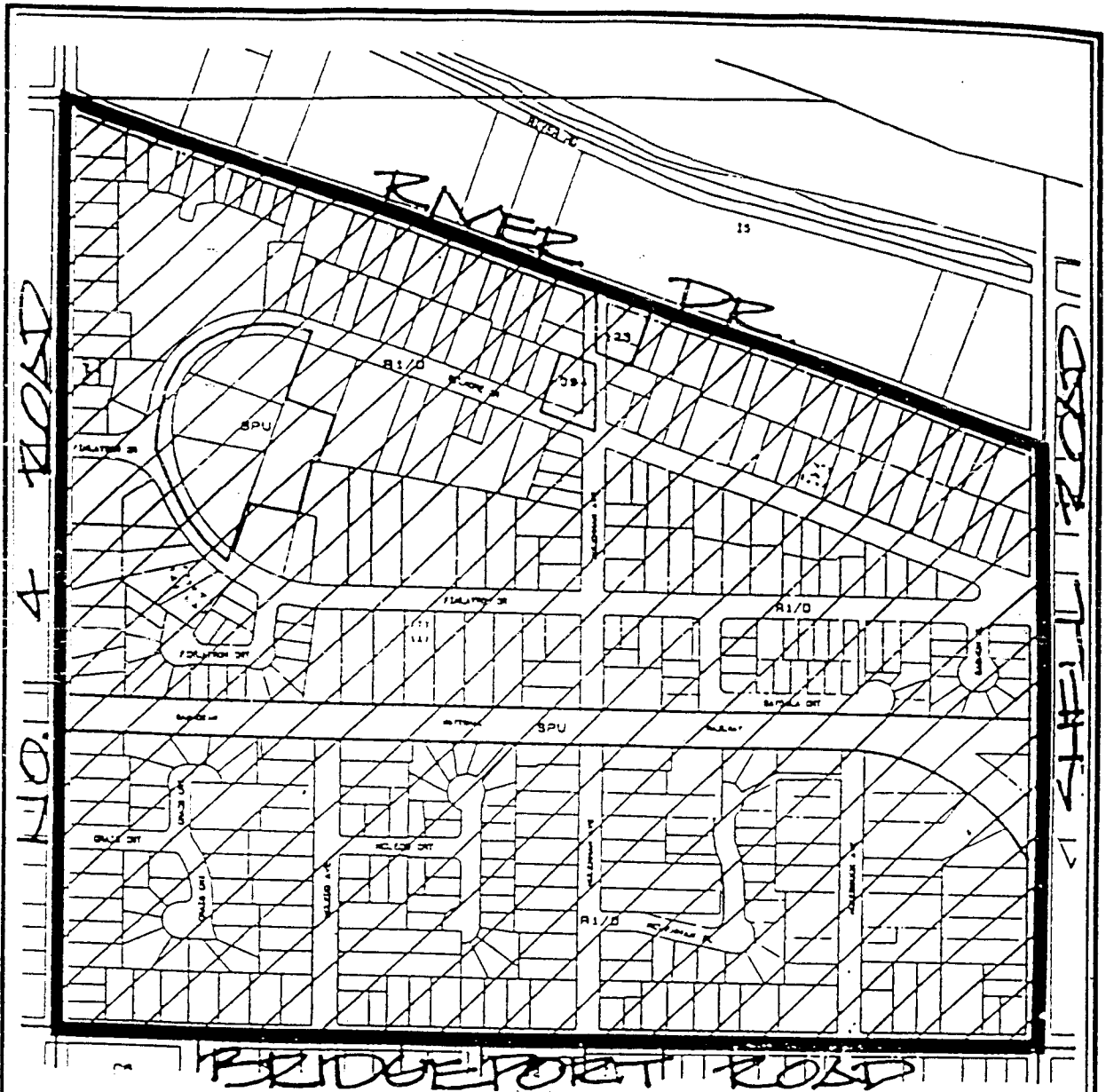
## POLICY 5448:

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 82 5448**  
**SECTION 23,5-6**

DATE  
 04/30/93



**City of Richmond**  
Urban Development Division

**Memorandum**

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**To:** Planning Committee **Date:** February 10, 2003  
**From:** David McLellan **File:** RZ 02-205510  
General Manager, Urban Development  
**Re:** **Giesbrecht Rezoning at 10291 Bridgeport Road**

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I do not support the above noted rezoning, given the intensity of traffic on Bridgeport Road and the inadequacy of the proposed access. I would recommend that the application be denied as premature until the lane can be extended to access this site.

David McLellan  
General Manager, Urban Development

DJM:djm

pc: Joe Erceg, Manager, Development Applications  
Rob Innes, Planner



**Richmond Zoning and Development Bylaw 5300  
Amendment Bylaw 7489 (RZ 02-205510)  
10291 BRIDGEPORT ROAD**

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

- 1. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning and Development Bylaw 5300, is amended by repealing the existing zoning designation of the following area and by designating it **SINGLE-FAMILY HOUSING DISTRICT (R1/B)**.

P.I.D. 003-888-681  
Lot 168 Section 23 Block 5 North Range 6 West New Westminster District Plan 31150

- 2. This Bylaw may be cited as “**Richmond Zoning and Development Bylaw 5300, Amendment Bylaw 7489**”.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

MINISTRY OF TRANSPORTATION APPROVAL

OTHER REQUIREMENTS SATISFIED

ADOPTED

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

\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
CITY CLERK