



City of Richmond

Report to Committee

To: Planning Committee
From: Raul Allueva
Director of Development

To Planning - Mar 22, 2005
Date: March 4, 2005
File: 08-4105-00/Vol 01
10-6360-00

Re: **Review of the Lane Establishment and Arterial Road Redevelopment Policies-
Proposed Public Consultation and Revised Interim Strategy**

Staff Recommendation

That:

1. *“Option 2: Specific Public Consultation On Selected Arterial Roads and Active Application Areas”*; and
2. *“Revised Interim Strategy for Managing Rezoning Applications During the Review of the Lane Establishment and Arterial Road Redevelopment Policies”*

outlined in the report dated March 4, 2005 from the Director of Development, be approved.

Raul Allueva
Director of Development

HB:blg

FOR ORIGINATING DIVISION USE ONLY		
CONCURRENCE OF GENERAL MANAGER		
REVIEWED BY TAG	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>
REVIEWED BY CAO	YES <input type="checkbox"/>	NO <input type="checkbox"/>

Staff Report

Origin

The purpose of this report is to:

- Outline the public consultation options regarding the review of the Lane Establishment and Arterial Road Redevelopment Policies as directed by the Planning Committee on January 18, 2005; and
- Introduce changes to the *“Interim Strategy For Managing Townhouse And Single-Family Residential Rezoning Applications During The Review Of The Lane Establishment And Arterial Road Redevelopment Policies”* to manage new and existing rezoning applications based on recent actions by Planning Committee and Council.

Findings of Fact

The following provides a brief summary of the recent events regarding to the Lane Establishment and Arterial Road Redevelopment Policies.

Council Referrals and Public Concerns

From June to August 2004, Council, Planning Committee, and the public raised numerous concerns regarding several development applications, resulting in four (4) separate referrals to staff to review the Arterial Road and Lane Establishment Policies. These referrals identified the following public concerns related to developments on arterial roads as per the existing policies:

- Establishment of a Rear Lane is problematic in many cases (where a lane does not presently exist; where the development is the first of its kind; where there are newly developed lots around the site impeding future lane development, etc.);
- Aesthetics, Streetscape, Quality Concerns related to narrow, shared-access single family lots, which may be out of character with existing development, and may result in lower quality development (paved site, “bowling alley” driveway, lower marketability of product, etc.); and
- Adjacency Issues related to removal of vegetation from the rear of the properties and paving of rear lane, creating concerns related to security, privacy, parking, garbage, vandalism, impact on liveability of adjacent properties, and concerns about quality of life.

Interim Strategy- August 30, 2004

The majority of the concerns associated with arterial road development involved the introduction of a rear access lane, which is a requirement of single family development. Townhouse developments, on the other hand, were considered to provide a viable alternative to address many of the concerns. On this basis, staff recommended an interim strategy to deal with development applications under these policies until a full review could be conducted. On August 30, 2004, 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”* (**Attachment 1**).

This strategy only permits consideration of townhouse developments (30 m frontage land assembly); single family development where lanes presently exist, or single family development in compliance with an existing Lot Size Policy.

Staff Policy Review

From September 2004 to January 2005, staff conducted a review of these Policies, including consultation with the development community. A technical committee of building and development industry representatives was established to review issues and possible alternatives to address concerns and establish an appropriate direction for the revised policies. As a result of these discussions, staff presented the following recommendations at the Planning Committee Meeting of January 18, 2005 (**Attachment 2**):

1. Multiple-family residential development without a lane will be the preferred 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 50 m on major arterial roads).
3. Multiple-family residential development on smaller sites will be considered for in-stream applications where a consolidation is proven impossible, no lane exists and there is no other viable long term development option.
4. Multiple-family residential developments will be required to have improved standards, and provide a variable rear yard setback and step down in height along the side and rear property lines.
5. Single-family residential development 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/payment will not be permitted.
7. A distinction will be made between local and major arterial roads when determining land assembly requirements, permitted density and number of access points.

On January 18, 2005, Planning Committee discussed these recommendations, and identified the following issues and concerns:

- A broad community consultation process for these policies is necessary;
- Opportunities for single family development are too limited;
- Proliferation of townhousing as the preferred development form along arterial roads is a concern;
- The need to distinguish between Major Arterial Roads (Numbered Roads, Steveston Highway, etc.), where redevelopment may be more appropriate, and Local Arterial Roads (Granville, Francis) where it may not be;
- The need for some level of neighbourhood consultation as part of any development application; and
- The need to provide due consideration to existing applications that have been held up pending the completion of the review of these policies.

As a result, Planning Committee referred the recommendations back to staff in order that public consultation options on these Policies could be provided. Subsequent discussions with Planning Committee has confirmed that the consideration of locational factors, such as proximity to commercial services and public transit, and whether other similar developments have been approved in the area, is important in determining the appropriateness of a certain development.

On the basis of the above, staff propose to initiate public consultation in specific areas to solicit input on these policies, including possible options for developments along arterial roads, and will report back to Council with the findings as a basis for future direction on these policies. In addition, staff are recommending amendments to the *“Interim Strategy for Managing Townhouse and Single-Family Residential Rezoning Applications During the Review of the Lane Establishment and Arterial Road Redevelopment Policies”* (August, 2004) to establish Locational Criteria and Procedural Requirements in order to assist in processing existing and new development applications under these policies until their review is completed.

Analysis

Public Consultation Options- Lane Establishment and Arterial Road Redevelopment Policies

Attachment 3 contains three (3) public consultation options for the overall review of the Lane Establishment and Arterial Road Redevelopment Policies.

- Option 1 keeps the public consultation to a broader, policy level and does not entail the notification of individual property owners.
- Option 2, which is being recommended by staff, focuses on specific arterial roads and active application areas (see map attached to **Attachment 3**). It involves notifying individual property owners and would result in a second staff report on public consultation options after the first phase of consultation is completed.
- Option 3 is a comprehensive and prolonged public consultation process involving entire neighbourhoods in a block-by-block review of every arterial road.

Of the three (3) public consultation options, staff are recommending that Option 2 be selected for the following reasons:

- Property owners, realtors and the development community have all indicated that they have been adversely affected by the uncertainty arising from the review of the Lane Establishment and Arterial Road Redevelopment Policies. Option 2 will achieve effective, immediate feedback for specific areas in a timely way.
- A number of neighbourhoods have already accepted that redevelopment would occur along their arterial roads (e.g. the Shellmont area has agreed to a certain form of townhouse development along Steveston Highway across from the Ironwood Shopping Centre and to single-family development along Williams Road). Detailed consultation and notification of entire neighbourhoods in these areas is probably unnecessary.

- By targeting specific “hot spots” (e.g. Granville Avenue; Mirabel Court) and selected arterial roads, staff will be able to focus resources where public attention already exists. Fourteen (14) rezoning applications that are currently being processed by staff are located in Phase 1 and would benefit from the public consultation process.
- Staff can report specific findings to Council for a direction on public perception and subsequent notification options and issues on a phased basis, and assess possible direction of on-going consultation phases appropriately (rather than embark immediately on the detailed, prolonged block-by-block review for entire neighbourhoods under Option 3).

Staff are also recommending that applicants conduct a public consultation process as part of the processing of any new and existing rezoning applications, as discussed below.

Proposed Revised Interim Strategy

Council approved 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 . This was intended to address concerns raised by Council and Planning Committee regarding several applications and to assist staff in managing rezoning applications along arterial roads until the review of the Lane Establishment and Arterial Road Redevelopment Policies was completed.

In order to respond to recent comments and direction from Planning Committee and Council, and in to provide greater certainty to the development community, staff and Council, staff are proposing amendments to the *Interim Strategy* to include Procedural Requirements for a public consultation process for each application (new and existing), and adoption of Locational Criteria to guide new rezoning applications under the Lane Establishment And Arterial Road Redevelopment Policies.

All of these proposed changes are contained within the proposed “*Revised Interim Strategy For Managing Rezoning Applications During The Review Of The Lane Establishment And Arterial Road Redevelopment Policies*” (Attachment 4).

Public Consultation- Procedural Requirements

The following Procedural Requirements are proposed as part of the *Revised Interim Strategy* to ensure adequate public consultation on each application:

- That a development concept plan be prepared for the area along the arterial road on which the rezoning application has been submitted; and
- The property owners along the arterial road and immediately adjacent neighbourhood be consulted about the development concept plan and the specific rezoning application prior to the application being considered by Planning Committee and Council.

Locational Criteria

In addition to changing the *Interim Strategy* to include the aforesaid public consultation process on individual rezoning applications, staff are proposing to introduce certain Locational Criteria for new rezoning applications based on recent actions by Planning Committee and Council.

Specifically, it is proposed to limit new multiple-family residential development to:

- major arterial roads only;
- where 30 m frontage is obtained;
- the application is not the first one in the block;
- there is other redevelopment potential on that section of arterial road;
- public transit is available; and
- the development is within walking distance (e.g. 800 m) of commercial services or City Community Centre.

By introducing the Locational Criteria for new multiple-family residential rezoning applications, staff can provide certainty to the development community and the public on where new developments may be entertained in the interim, until public consultation on the broader policies is completed.

These criteria would only apply to new rezoning applications, and would hopefully direct future multiple-family residential development to more suitable locations until the review of the Lane Establishment and Arterial Road Redevelopment Policies is completed. The proposed Locational Criteria are based on a discussion that staff had with the Planning Committee on February 22, 2005, and if acceptable, may provide the foundation for permanent criteria as part of the future Lane Establishment and Arterial Road Redevelopment Policies.

Exemptions to Procedural Requirements and Locational Criteria for Existing Applications

Several measures are proposed to assist in processing existing (“in-stream” and “interim”) rezoning applications, and to reduce further impact to developers caught between the previous and as yet undefined future policies.

Public Consultation for Existing Applications:

While the need to consult the immediate neighbourhood for “in-stream” applications (received prior to the August 30, 2004 approval of the *Interim Strategy*) will still apply, it is proposed that City staff would assess whether an overall concept plan for the surrounding area is needed, and if so, would assist in the preparation of that plan so as to keep the process moving on these applications, limit additional costs to the applicants who have already been affected by the review of these policies, and avoid further hardship.

At the same time, it is proposed to clarify that “in-stream” rezoning applications will be processed as directed by the Planning Committee and not deferred until the review of Lane Establishment and Arterial Road Redevelopment Policies is complete. In addition, recognizing that these applications were submitted under the previous policies, in many cases for single-

family development, they will not be required to have a 30 m frontage for a multiple-family residential development if a land assembly is proven impossible and the development concept plan indicates there is similar development potential on the adjacent properties.

Locational Criteria for Existing Applications:

In order to clarify that these Locational Criteria are not being applied to applications that have already been submitted, staff are proposing to distinguish between “in-stream” applications (that were submitted prior to the *Interim Strategy* being approved by Council on August 30, 2004) and “interim” applications (that were submitted after the *Interim Strategy* was approved by Council).

The existing *Interim Strategy* specifies that townhouses require a land assembly of at least 30 m frontage. This requirement is consistent with the minimum frontage required in the Townhouse Districts (R2, R2-0.6 and R2-0.7 zones). The 30 m minimum frontage requirement is reiterated in the proposed *Revised Interim Strategy*.

Unfortunately, there are three (3) “interim” rezoning applications that were submitted after August 30, 2004 and did not comply with the required 30 m frontage. Two (2) of these applications are included in the areas recommended in Option 2: Specific Public Consultation On Selected Arterial Roads And Active Application Areas. In doing so, staff envision that the 30 m frontage requirement can be discussed with the public in these neighbourhoods and can be used to determine its appropriateness for the third application as well as other future townhouse developments where a land assembly of 30 m is proven impossible.

This same requirement for a 30 m frontage cannot be summarily applied to “in-stream” rezoning applications received before August 30, 2004, as these applications were already in the door, and in most cases were submitted for single family development under the previous policies. This will give staff greater flexibility in dealing with applications where a single-family residential development is not preferred (a lane does not exist and/or has not been started in that area) and a land assembly has proven impossible but the adjacent properties have similar redevelopment potential for multiple-family residential development.

Financial Impact

All of the public consultation options involve advertising and/or notification costs which will have to be absorbed into and impact the existing Urban Development budget. Option 2, which is recommended, would cost approximately \$3,250 for advertising in the local papers and notifying the property owners along the selected arterial roads and active application areas in Phase 1.

Similarly, each of the recommendations in this report involve staff resources and potential overtime expenses, all of which will reconcentrate staff resources to varying degrees, and possibly affect existing priorities. The longer and more in-depth the public consultation process (Option 3), will have the greatest impact on other work priorities (e.g. the processing time for some development applications may increase).

Conclusion

In response to a referral motion from the Planning Committee on January 18, 2005, staff have identified two ways in which to involve the public in the review of the Lane Establishment and Arterial Road Redevelopment Policies. One way is to consult the public regarding the policies themselves and the other way is introduce a public consultation process on each rezoning application. Staff are also recommending the adoption of Locational Criteria for new rezoning applications along arterial roads and Procedural Requirements for new and existing rezoning applications. These are contained within the ***Revised Interim Strategy For Managing Rezoning Applications During The Review Of The Lane Establishment And Arterial Road Redevelopment Policies.***

A handwritten signature in black ink, appearing to read "H. Burke". The signature is written in a cursive style with a large, looped initial "H".

Holger Burke, MCIP
Development Coordinator
(4164)
HB:blg

ATTACHMENT 1

**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, August 30, 2004

ATTACHMENT 2

RECOMMENDATIONS ARISING FROM THE REVIEW OF THE LANE ESTABLISHMENT AND ARTERIAL ROAD REDEVELOPMENT POLICIES

(Reviewed by the Planning Committee on January 18, 2005)

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).

**RECOMMENDATIONS ARISING FROM THE REVIEW OF THE LANE
ESTABLISHMENT AND ARTERIAL ROAD REDEVELOPMENT POLICIES**

(Reviewed by the Planning Committee on January 18, 2005)

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).

RECOMMENDATIONS ARISING FROM THE REVIEW OF THE LANE ESTABLISHMENT AND ARTERIAL ROAD REDEVELOPMENT POLICIES

(Reviewed by the Planning Committee on January 18, 2005)

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.

**RECOMMENDATIONS ARISING FROM THE REVIEW OF THE LANE
ESTABLISHMENT AND ARTERIAL ROAD REDEVELOPMENT POLICIES**

(Reviewed by the Planning Committee on January 18, 2005)

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).

RECOMMENDATIONS ARISING FROM THE REVIEW OF THE LANE ESTABLISHMENT AND ARTERIAL ROAD REDEVELOPMENT POLICIES

(Reviewed by the Planning Committee on January 18, 2005)

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.

**RECOMMENDATIONS ARISING FROM THE REVIEW OF THE LANE
ESTABLISHMENT AND ARTERIAL ROAD REDEVELOPMENT POLICIES**

(Reviewed by the Planning Committee on January 18, 2005)

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.

**RECOMMENDATIONS ARISING FROM THE REVIEW OF THE LANE
ESTABLISHMENT AND ARTERIAL ROAD REDEVELOPMENT POLICIES**

(Reviewed by the Planning Committee on January 18, 2005)

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).

PUBLIC CONSULTATION OPTIONS
REGARDING THE REVIEW OF THE LANE ESTABLISHMENT AND
ARTERIAL ROAD REDEVELOPMENT POLICIES

Option 1: General Public Consultation At An Overall Policy Level

Purpose:

- To gain the public's input on the proposed policies arising from the review of the lane establishment and arterial road redevelopment policies (i.e. the recommendations in the January 5, 2005 staff report).

Format:

- High level consultation focusing on the existing and proposed lane establishment and arterial road redevelopment policies, rather than on selected arterial roads, active application areas or specific neighbourhoods.

Method:

- 5 public open houses held at the:
 - Thompson Community Centre
 - West Richmond Community Centre
 - South Arm Community Centre
 - Cambie Community Centre
 - City Hall

Timing:

- April – June 2005
- One week apart, from 4:00 to 8:00 p.m.

Notification:

- Advertisements in the Richmond Review
- City Notice Board in the Richmond News
- No individual notices sent to property owners

Staff Resources:

- 3 staff members (same project manager but different planners/transportation engineers)

Financial Cost:

- Approximately \$3,250 for advertising costs

Outcome:

- Staff report to the June or July, 2005 Planning Committee

Advantages:

- Keeps the review and public consultation to the specific (draft) policies proposed by staff on January 5, 2005.
- Only requires one report on the public consultation process.
- Recognizes that the Lane Establishment and Arterial Road Redevelopment Policies have already been accepted by some neighbourhoods.

Disadvantages:

- The public may not agree with the directions recommended by staff in the January 5, 2005 staff report, and may want to go back to first principles.
- Individual property owners are not notified of each and every public open house.
- The public may want to know what specifically is planned for their neighbourhood, and how the policies address their area's need for individual consultation.

Option 2: Specific Public Consultation On Selected Arterial Roads and Active Application Areas (RECOMMENDED)

Purpose:

- To gain the public's input on specific planning options under the Lane Establishment and Arterial Road Redevelopment Policies focusing first on selected arterial roads and active application areas.

Format:

- Higher level consultation on the possible options, general implications and Citywide issues related to the Lane Establishment and Arterial Road Redevelopment Policies.
- Specific discussion regarding the issues on existing applications.

Method:

- 4 public open houses in Phase 1 for the following areas (see attached map):
 - Thompson Community Centre - Granville Avenue between Railway Avenue and No. 1 Road
- No. 1 Road between Tyson Place and Thompson Elementary School
 - City Hall - Gilbert Road from Donald Road to Lucas Road (Mirabel Court)
- Blundell Road from Gilbert Road to Curzon Street
 - South Arm Community Centre - Williams Road between No. 3 Road and No. 4 Road
 - Steveston Community Centre - Steveston Highway from Lassam Road to Ransford Gate
- Results of Phase 1 would be brought forward to Planning Committee for discussion of the issues and to assess the direction of on-going consultation process.

- Subsequent public open houses could be held for other high priority, major arterial roads and active application areas.

Timing:

- April - June 2005 (Phase 1)
- Each open house from 4:00 to 8:00 p.m.

Notification:

- Individual notices sent to all property owners along the arterial road as well as the immediately adjacent neighbourhood
- Advertisements in the Richmond Review
- City Notice Board in the Richmond News

Staff Resources:

- 3 staff members (one of two project managers and different planners/transportation engineers)

Financial Cost:

- Approximately \$3,250 for advertising and notification of properties

Outcome:

- Staff report to Planning Committee in June or July, 2005

Advantages:

- Enables the public to have immediate input on the known hot spots and active application areas.
- Individual property owners are notified and have the opportunity to have input on the specific planning options in their neighbourhood.
- Enables staff and the Planning Committee to hear the public's input in contentious areas and, if deemed appropriate, to determine subsequent action based on the results, which may include an extended, phased public consultation process as per Option 3 below.

Disadvantages:

- Do not specifically focus on areas that have not yet had development activity.
- Could prolong the review process depending on the outcome of the Phase 1 public consultation.

Option 3: Detailed Public Consultation On A Block-By-Block And Neighbourhood Basis

Purpose:

- To gain the public's input on the specific planning options under the Lane Establishment and Arterial Road Redevelopment Policies on a block-by-block basis for the entire City.

Format:

- Similar to the 702 Lot Size Policy process, this option envisions an extended, phased, public consultation process with individual neighbourhoods to explore detailed planning options for localized areas.

Method:

- A minimum of 12 to 20 public open houses for specific enclaves in each neighbourhood as needed, which may include:
 - Thompson and Blundell areas @ Thompson Community Centre & City Hall
 - Seafair and Steveston areas @ West Richmond Community Centre & City Hall
 - Broadmoor and Shellmont areas @ South Arm Community Centre & City Hall
 - Bridgeport and Cambie areas @ Cambie Community Centre & City Hall

Timing:

- April - December 2005, or longer
- Two open houses a month every second month

Notification:

- Individual notices sent to all property owners in each neighbourhood
- Advertisements in the Richmond Review
- City Notice Board in the Richmond News

Staff Resources:

- A minimum 4 staff members necessary (2 project managers and different planners/transportation engineers)
- Likely will require re-deployment from current priorities due to extended process and/or additional consulting resources

Financial Cost:

- A minimum of \$19,000 for advertising and notification of properties (more depending on extended length of this process)

Outcome:

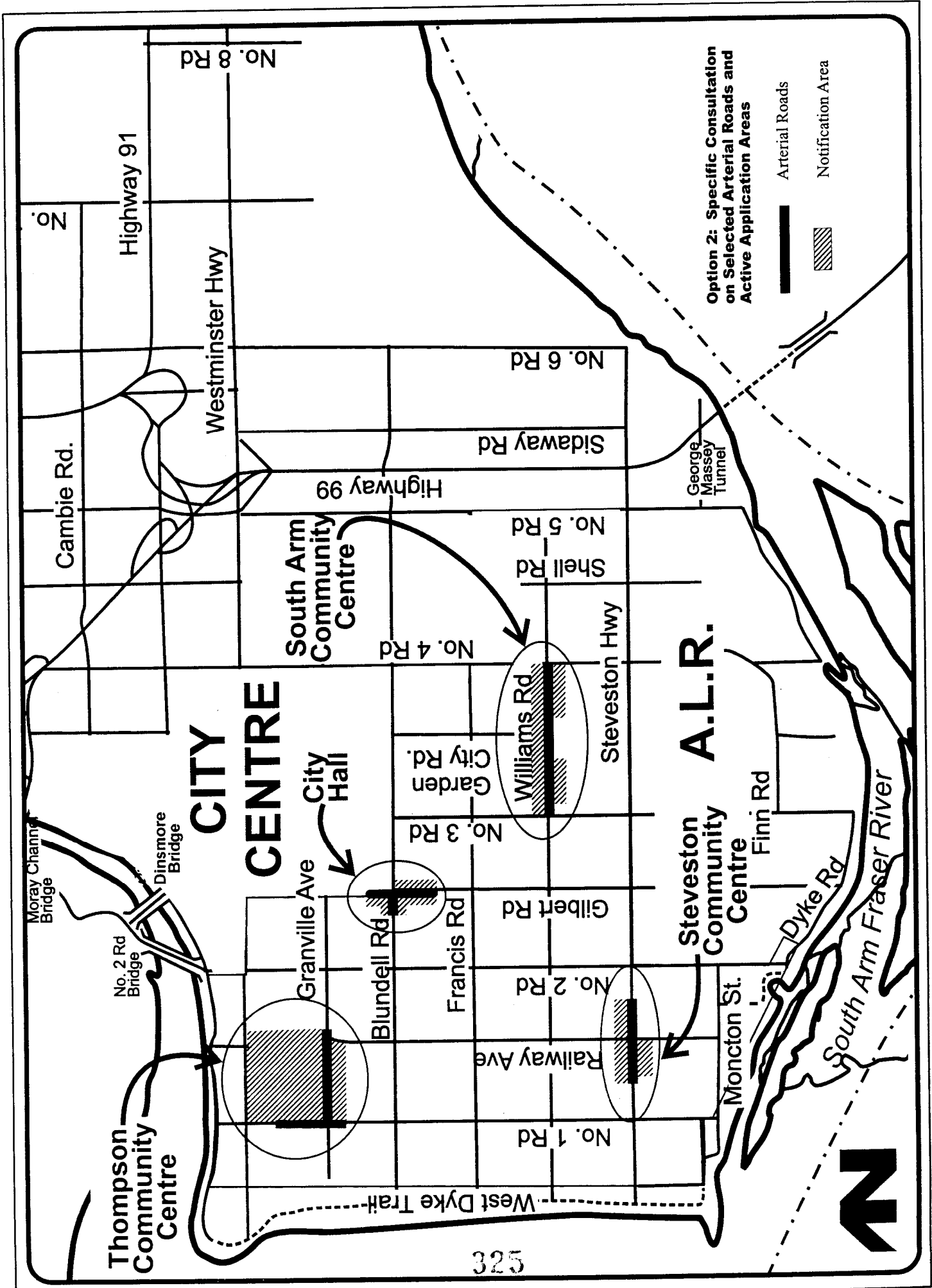
- Staff report to Planning Committee after each set of public open houses

Advantages:



- Individual property owners are notified and have the opportunity to have input on the planning options in their neighbourhood.
- Focuses the review and public consultation process down to the block-by-block level, allowing individual neighbourhoods to provide valuable contribution to these policies as it affects their neighbourhood.
- Enables staff and the Planning Committee to make adjustments to the process or review.

Disadvantages:

- Prolongs the review process by at least 9 months, likely into 2006.
- Significant staff time and resources required to send out notices to entire neighbourhoods, prepare the block-by-block options, write the various staff reports, to collect the public's input, etc.
- Could require a significant shift in current policies if a "no growth" preference is expressed for arterial roads.



Option 2: Specific Consultation on Selected Arterial Roads and Active Application Areas

-  Arterial Roads
-  Notification Area

CITY CENTRE

A.L.R.

Thompson Community Centre

South Arm Community Centre

Steveston Community Centre

City Hall

ATTACHMENT 4

**Revised Interim Strategy for Managing 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.
- 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.
- To respond to recent Planning Committee and Council decisions on specific rezoning applications since the Interim Strategy was initially approved in August, 2004 and to facilitate the processing of in-stream rezoning applications.
- To provide additional opportunities for public input into rezoning applications along arterial roads besides the statutory requirement for a Public Hearing.

REVISED INTERIM STRATEGY:

A. New Rezoning Applications (Received After This Revised Interim Strategy Is Approved)

1. Except as noted in Sections 2 and 3 below, all new 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.
2. New rezoning applications for multiple-family residential development, involving two or more dwelling units on a property, will be considered based on the following locational criteria:
 - a) along a major arterial road only;
 - b) on a land assembly with least 30 m frontage;
 - c) the application is not the first one in the block to introduce a new form of development along that section of the major arterial road;
 - d) at least 50% of the lots along that section of the major arterial road have redevelopment potential (i.e. have a frontage of over 18 m and/or a house over 10 years old);
 - e) public transit is available on the major arterial road; and

- f) within walking distance (e.g. 800 m) of commercial services or City community centre.
3. New rezoning applications for single-family residential development, including coach houses, will only be considered where the following locational criteria are met:
 - a) A municipal lane already exists and is operational; or
 - b) The single-family residential proposal is in compliance with an existing Lot Size Policy that does not require a rear lane.
 4. All new rezoning applications for multiple-family residential development, involving two or more dwelling units on a property, that meet the locational criteria in Section 2 will be required to go through the following public consultation process unless one has already been undertaken by a previous application in that block:
 - a) A development concept plan of the development potential along that section of the major arterial road must be prepared by the applicant to the satisfaction of City staff, including shared access for adjacent sites; and
 - b) The applicant will undertake a public consultation process with the neighbourhood regarding their specific rezoning application and the development concept plan for the area along the major arterial road.

B. Interim Rezoning Applications (Received After The Interim Strategy Was Approved On August 30, 2004 And When This Revised Interim Strategy Is Approved)

1. Except as noted in Sections 2 and 3 below, all interim 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.
2. Interim rezoning applications for multiple-family residential development, involving two or more dwelling units on a property, will be considered on both local and major arterial roads only if they are located on a land assembly with least 30 m frontage.
3. Interim rezoning applications for single-family residential development, including coach houses, will only be considered where:
 - a) A municipal lane already exists and is operational; or
 - b) The single-family residential proposal is in compliance with an existing Lot Size Policy that does not require a rear lane.
4. All interim rezoning applications for multiple-family residential development, involving two or more dwelling units on a property, that meet the locational criteria in Section 2 will be required to go through the following public consultation process unless one has already been undertaken by a previous application in that block:
 - a) A development concept plan of the development potential along that section of the local or major arterial road must be prepared by the applicant to the satisfaction of City staff, including shared access for adjacent sites; and

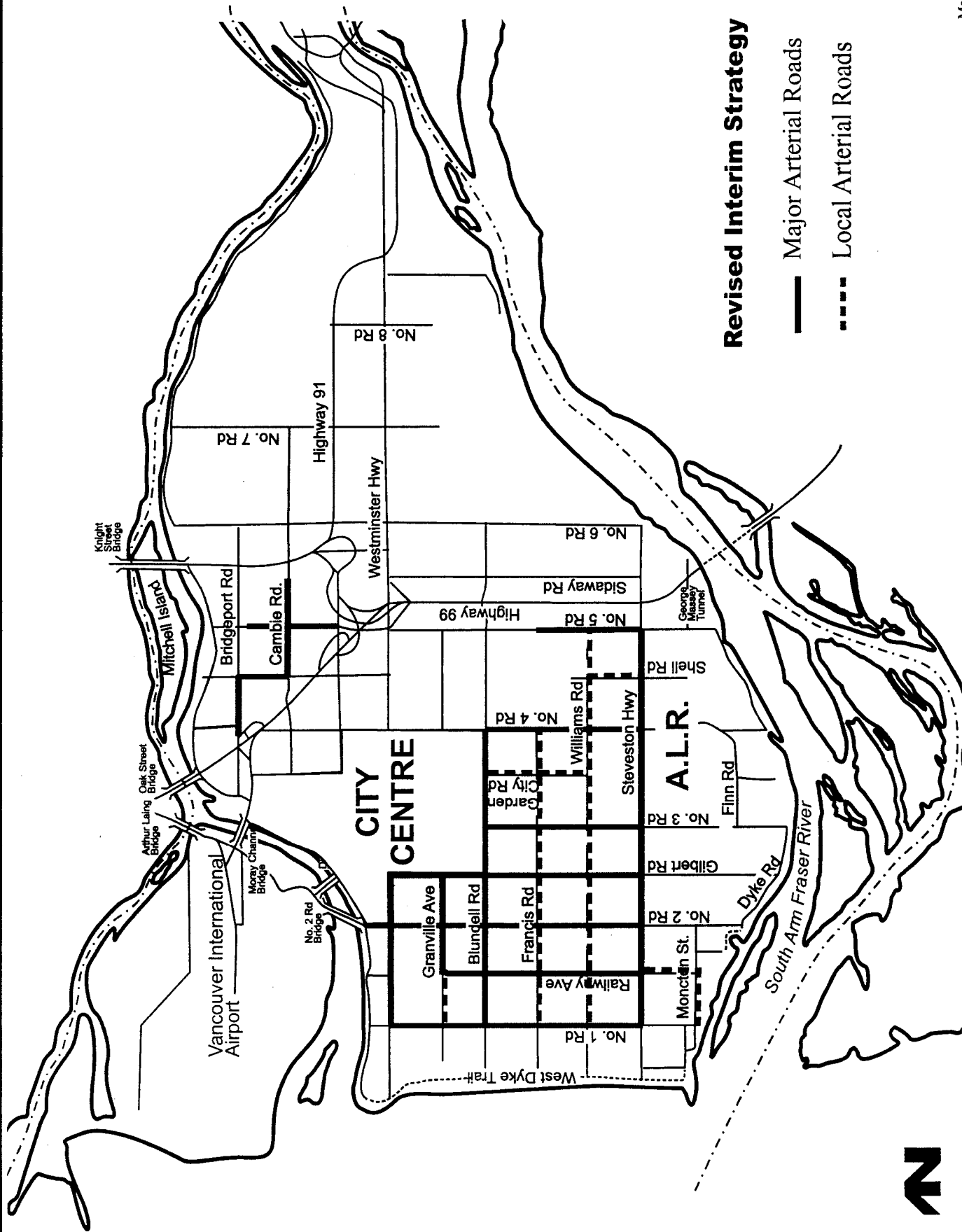
- b) The applicant will undertake a public consultation process with the neighbourhood regarding their specific rezoning application and the development concept plan for the area along the local or major arterial road.

C. In-Stream Rezoning Applications (Received Before The Interim Strategy Was Approved On August 30, 2004)

1. In-stream rezoning applications will not be deferred until the review of the Lane Establishment and Arterial Road Redevelopment Policies is complete and approved by Council.
2. In-stream rezoning applications for multiple-family residential development, involving two or more dwelling units on a property, will be considered on both local and major arterial roads where:
 - a) A single-family residential development is not preferred because a municipal lane does not already exist or should not be started on that particular block of the arterial road; and/or
 - b) A land assembly with at least 30 m frontage has proven impossible but the adjacent properties have similar redevelopment potential.
3. In-stream rezoning applications for single-family residential development, including coach houses, will be considered on both local and major arterial roads where:
 - a) A municipal lane has been started in the area or can be constructed by the subject application or simply is not feasible because of the site's unique location; and/or
 - b) A multiple-family residential development is not feasible because of the adjacent properties have limited redevelopment potential (i.e. have a frontage of less than 18 m and/or a house less than 10 years old).
4. All in-stream rezoning applications for either multiple-family residential development or single-family residential development will be required to go through the following public consultation process unless one has already been undertaken by a previous application in that block:
 - a) A development concept plan of the development potential along that section of the local and major arterial road may be required to be prepared with the assistance of City staff; and
 - b) City staff will assist in undertaking a public consultation process with the neighbourhood regarding the specific rezoning application and the development concept plan for the area along the local or major arterial road.

Revised Interim Strategy

- Major Arterial Roads
- - - Local Arterial Roads





REPORT TO COUNCIL

TO: Richmond City Council
FROM: Cllr. Bill McNulty, Chair
Planning Committee

DATE: March 23, 2005

FILE:

RE: WEST CAMBIE AREA PLAN UPDATE – PROPOSED ALEXANDRA AREA PLAN

The Planning Committee, at its meeting held on Tuesday, March 22, 2005, considered the attached report, and recommends as follows:

COMMITTEE RECOMMENDATION

That:

- (1) *the West Cambie Area Plan Update – Proposed Alexandra Area Plan (Attachment 4 to the report dated March 16th, 2005 from the Manager, Policy Planning) be endorsed, and*
- (2) *based on the approved Alexandra Area Plan, City staff be instructed to prepare for Council's consideration:*
 - (a) *the West Cambie area plan bylaw and*
 - (b) *the implementation strategy.*
- (3) *staff review the proposed road system in the vicinity of the proposed Ismaili Jamatkhana.*

Cllr. Bill McNulty, Chair
Planning Committee

Attach.

VARIANCE

Please note that Committee added Part 3 above