



**City of Richmond**  
Urban Development Division

## Report to Committee

**To:** Planning Committee  
**From:** Joe Erceg  
Manager, Development Applications

*To Council: Mar 24, 2003*  
*To Planning - Mar 18, 2003*  
**Date:** February 10, 2003  
RZ 02-221142

**Re:** **APPLICATION BY STEPHEN YIU-TONG LAM FOR REZONING AT 9811 WILLIAMS ROAD FROM SINGLE-FAMILY HOUSING DISTRICT, SUBDIVISION AREA E (R1/E) TO SINGLE-FAMILY HOUSING DISTRICT, SUBDIVISION AREA K (R1/K)**

*File: 8060-20-7492*

### Staff Recommendation

That Lot Size Policy 5441, adopted by Council in May 1990, be amended to exclude those properties fronting No. 4 Road, Williams Road and Garden City Road (as shown on Attachment 3 to the report dated February 10, 2003 from the Manager, Development Applications) and be forwarded to Public Hearing.

That Bylaw No. 7492, for the rezoning of 9811 Williams Road, from "Single-Family Housing District, Subdivision Area E (R1/E)" to "Single-Family Housing District, Subdivision Area K (R1/K)", be introduced and given first reading.

*H. Bulee*

*bor* Joe Erceg  
Manager, Development Applications

JE:jmb  
Att.

FOR ORIGINATING DIVISION USE ONLY  
CONCURRENCE OF GENERAL MANAGER  
*Alvin Kelle*

## Staff Report

### Origin

Stephen Yiu-Tong Lam has applied to the City of Richmond for permission to rezone 9811 Williams Road (**Attachment 1**) from Single-Family Housing District, Subdivision Area E (R1/E) (18m or 59 foot minimum width) to Single-Family Housing District, Subdivision Area K (R1/K) (10m or 33 foot minimum width) in order to permit a two lot residential subdivision with a new lane.

### Findings of Fact

Item	Existing	Proposed
Owner & Applicant	Stephen and Linda Lam	To be determined
Site Size	One lot 780 m <sup>2</sup> (8,396 ft <sup>2</sup> )	After lane dedication, two lots 326 m <sup>2</sup> (3,512 ft <sup>2</sup> )
Land Uses	Large Lot Single Family	Small Lot Single Family
OCP Designation	Low Density Residential	No change
702 Policy Designation	R1/E	Amend Policy to remove lots along arterial road
Zoning	R1/E	R1/K

### Related Policies & Studies

#### Arterial Road Redevelopment Policy

The Arterial Road Redevelopment Policy supports redevelopment along arterial roads in conjunction with lane development. The subject proposal is consistent with the policy.

#### Lane Policy

The Lane Policy requires the upgrading of existing lanes or the creation of new lanes with redevelopment along arterial roads. The subject application is along a stretch of Williams Road with no existing back lane. Therefore, requirements for the rezoning include dedication and construction (or payment of NIC) for a rear 6m (20 ft) lane and the construction of the garages at the rear of the property to enable the easy access from the lane once it is operational.

#### Lot Size Policy

Lot Size Policy 5441 (**Attachment 2**), adopted by Council in 1990 and renewed in 1996, restricts the subdivision of lots in the neighbourhood to R1/E. However, as has been the practice in other areas, it is proposed that properties along the arterial roads be removed from the policy in order to allow for redevelopment along the arterial roads but still protecting the neighbourhood within (see revised policy in **Attachment 3**). Letters were sent to the property owners within the policy area informing them of the proposed change (**Attachment 4**).

## Staff Comments

### Policy Planning

Due to the relatively shallow lots, the lots will be smaller in nature and will result in homes that are only slightly larger than 1900 ft<sup>2</sup>. Also of note is the fact that there is a large tree on the property that will be lost at the time of redevelopment.

### Engineering

There are no significant storm drainage or sanitary sewer issues in this area as have been experienced in the Williams Road area between No. 4 Road and No. 5 Road.

Prior to rezoning, the following will be required:

1. Dedication of the 6m lane corridor along the rear property line;
2. 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;
3. A Restrictive Covenant ensuring that a garage for each new dwelling is required, with that garage located in such a way as to enable immediate access to the lane once it is operational;
4. A standard Servicing Agreement for the design and construction of the lane works, complete with curb and gutter (both sides), storm sewer and post top street lighting; and
5. Granting of a 3m utilities right-of-way through the centre of the site from the street to the lane for the storm sewer and street lighting.

### **OR**

Payment of a Neighbourhood Improvement Charge for the cost of building the lane at a future date in lieu of items 4 and 5.

At the time of subdivision, the developer will be required to:

1. Provide a 4m cross access easement, centred on the new property line for temporary driveway access between the street and the lane; and
2. Pay a deposit for the future reinstatement of the driveway access when the lane connects to a permanent location.

## Analysis

The proposed rezoning and subdivision of the subject lot is consistent with the Lane Policy and the Arterial Road Redevelopment Policy. A change is required to the Lot Size Policy, however, this change is consistent with other similar changes that have been made in other neighbourhoods to permit redevelopment to occur along arterial roads while still restricting the subdivision of the interior lots.

There is the potential for most of the lots along this blockface to undertake similar rezoning applications, resulting in the subdivision of many of the lots. Staff expect that this initial rezoning would result in a slow steady stream of similar applications in the block. While this will create some construction activity for the neighbouring lots no significant impacts are expected.


On the positive side, this type of redevelopment will introduce the opportunity for some smaller, more affordable housing as well as move toward the elimination of private driveways onto the arterial road network.

### Financial Impact

None.

### Conclusion

Staff support the application to subdivide the subject lot and provide a lane dedication as it is consistent with the Arterial Road Redevelopment and Lane Establishment Policies and will not result in any significant impacts on the neighbouring property. The proposal is the first on this block and will likely result in other similar applications.

  
Penny Beran, MCIP  
Planner, Urban Development

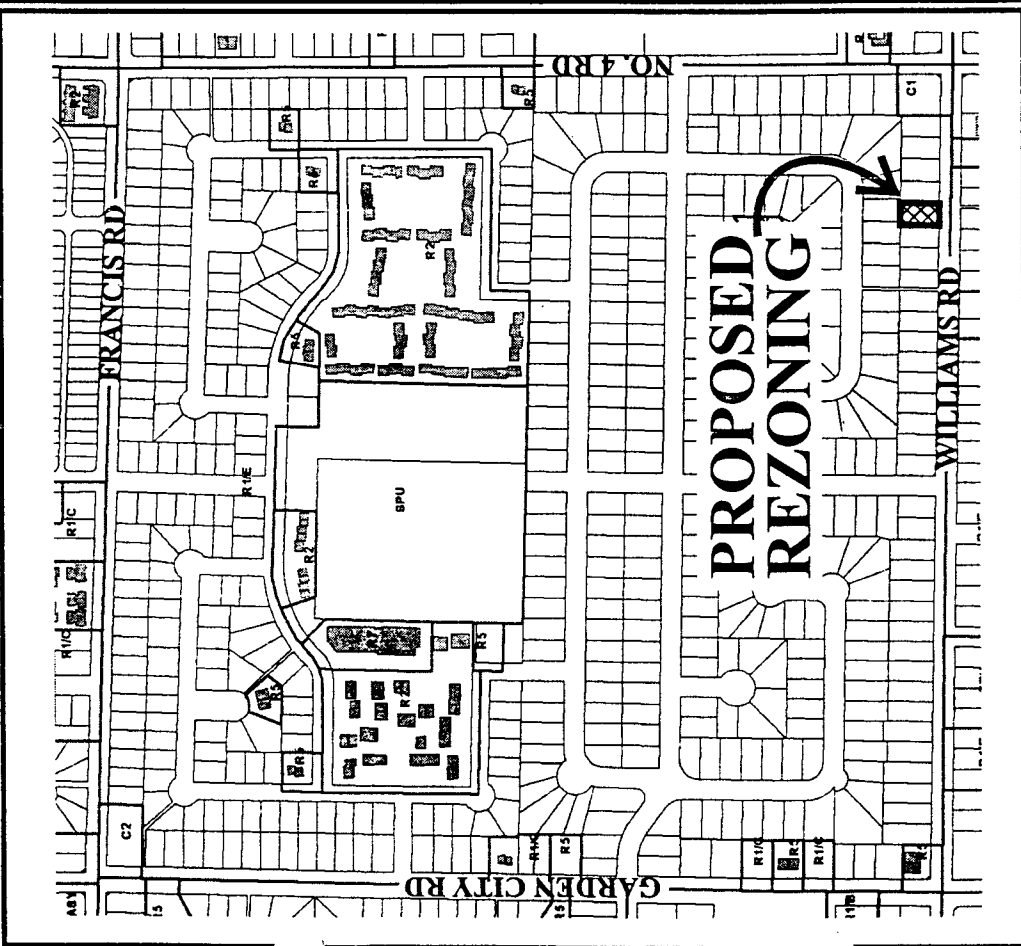
JMB:cas

There are requirements to be dealt with prior to final adoption:

1. Dedication of the 6m lane corridor along the rear property line;
2. 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;
3. A Restrictive Covenant ensuring that a garage for each new dwelling is required, with that garage located in such a way as to enable immediate access to the lane once it is operational;
4. A standard Servicing Agreement for the design and construction of the laneworks, complete with curb and gutter (both sides), storm sewer and post top street lighting; and
5. Granting of a 3m utilities right-of-way through the centre of the site from the street to the lane for the storm sewer and street lighting.

**OR**

Payment of a Neighbourhood Improvement Charge for the cost of building the lane at a future date in lieu of items 4 and 5.



35.05	35.05	35.05	37.94
21.34	21.34	21.34	28.96
21.34	21.34	21.34	21.34
21.34	21.34	21.34	21.34
36.58	36.58	36.58	36.58
36.58	36.58	36.58	36.58
771	9791	9831	9851
21.34	21.34	21.34	21.34
21.34	21.34	21.34	21.34

**WILLIAMS RD**

46	3866	3886	3786	3926
54.86	54.89	54.89	54.89	54.89
40.1				

# RZ 02-221142

Original Date: 11/27/02  
 Revision Date:  
 Note: Dimensions are in METRES



# City of Richmond

# Policy Manual

Page 1 of 2

Adopted by Council: September 17, 1990  
Renewed by Council: December 16, 1996

POLICY 5441

File Ref: 4045-00

SINGLE-FAMILY LOT SIZE POLICY IN QUARTER-SECTION 27-4-6

## POLICY 5441:

The following policy establishes lot sizes in a portion of Section 27-4-6 bounded by Williams Road, Garden City Road, the north side of Bakerview Drive and No. 4 Road:

That properties within the area bounded by Williams Road, Garden City Road, the north side of Bakerview Drive and No. 4 Road, in a portion of Section 27-4-6, be permitted to subdivide in accordance with the provisions of Single-Family Housing District (R1/E) in Zoning and Development Bylaw 5300, with the provision that properties with existing duplexes be permitted to subdivide into two single-family lots as per Single-Family Housing District (R1/C); 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 No. 5300.





Page 1 of 2

Adopted by Council: September 17, 1990  
Renewed by Council: December 16, 1996  
Area Boundary Amended: \*

**POLICY 5441**

File Ref: 4045-00

**SINGLE-FAMILY LOT SIZE POLICY IN QUARTER-SECTION 27-4-6**

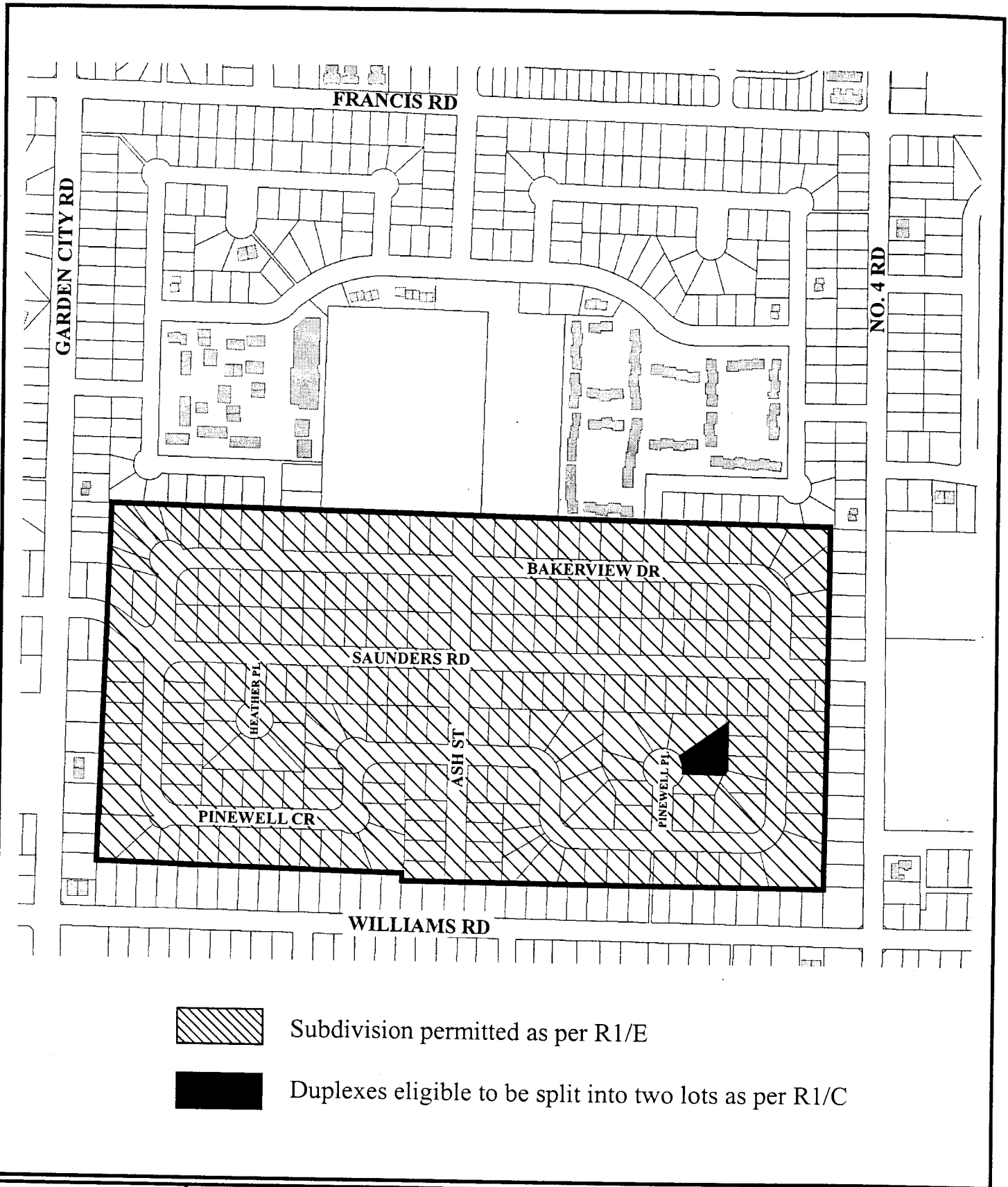
### **POLICY 5441:**

The following policy establishes lot sizes in a portion of Section 27-4-6 bounded by **Williams Road, Garden City Road, the north side of Bakerview Drive and No. 4 Road:**

That properties generally within the area bounded by Williams Road, Garden City Road, the north side of Bakerview Drive and No. 4 Road, in a portion of Section 27-4-6, be permitted to subdivide in accordance with the provisions of Single-Family Housing District (R1/E) in Zoning and Development Bylaw 5300, with the provision that properties with existing duplexes be permitted to subdivide into two single-family lots as per Single-Family Housing District (R1/C); 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 No. 5300.

\* Original Adoption Date in Effect





Subdivision permitted as per R1/E



Duplexes eligible to be split into two lots as per R1/C



Proposed Amended Policy 5441  
Section 27-4-6

Original Date: 02/12/03

Revision Date:

Note: Dimensions are in METRES



## City of Richmond

6911 No. 3 Road, Richmond, BC V6Y 2C1

Telephone (604) 276-4000

www.city.richmond.bc.ca

February 17, 2003

Urban Development Division  
Fax: (604) 276-4177

File: RZ 02-221142

Dear Resident:

### **Re: Notice: A Change to the Single Family Lot Size Policy 5441**

The purpose of this letter is to inform you of a proposed rezoning application in your neighbourhood and a proposed change to the Lot Size Policy for your area.

An application to rezone 9811 Williams Road to permit subdivision of the lot into two single family, R1/K size lots (minimum average width of 32.8 feet) has been received by the City of Richmond (location shown on **Attachment 1**). The application is contrary to the existing Single Family Lot Size Policy 5441 (**Attachment 2**) that was adopted by Council in 1990 and renewed in 1996 which permits R1/E size lots (minimum average width of 59 feet) for the area.

### **New Approach**

In the last few years, Council has taken a new approach to better manage residential development along arterial roads. Now Council will consider the subdivision of single-family residential lots along major roads independently of the Single Family Lot Size Policy and process. The reason is to eliminate an inconsistency. Specifically, it does not make sense to use the Single Family Lot Size Policy process to restrict single family lot sizes along arterial roads on one hand, when on the other hand, the Official Community Plan and other policies encourages more intensive residential development (e.g. smaller lots, duplexes & townhouses) along arterial roads.

### **Specifics**

Therefore, it is proposed that:

1. The Lot Size Policy be amended (see **Attachment 3**) to remove the lots fronting Williams Road, No. 4 Road and Garden City Road in order that various sizes of single family lots can be considered for redevelopment; and
2. The subject application to rezone and subdivide 9811 Williams Road be viewed on its own merits.

You should note that this does not imply that staff and/or Council automatically support the proposed rezoning or future rezonings. It just means that the review process has been simplified. The subject rezoning and future applications will continue to receive the same attention and scrutiny as all other rezoning applications.

**What this means to you**

The proposed amendment to Lot Size Policy 5441 and the proposed rezoning will be considered concurrently by Planning Committee and Council in the near future.

If you have any questions regarding the above, including when Council will be reviewing the matter, please contact me at 276-4212 or Holger Burke at 276-4164.

Yours truly,



Jenny Beran, MCIP  
*Planner*

JMB:cas



**Richmond Zoning and Development Bylaw 5300  
Amendment Bylaw 7492 (RZ 02-221142)  
9811 WILLIAMS 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, SUBDIVISION AREA K (R1/K)**.

P.I.D. 001-489-275

Lot 12 Section 27 Block 4 North Range 6 West New Westminster District Plan 15322

2. This Bylaw may be cited as **“Richmond Zoning and Development Bylaw 5300, Amendment Bylaw 7492”**.

FIRST READING

A PUBLIC HEARING WAS HELD ON

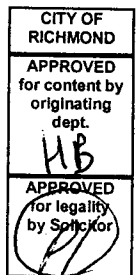
SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED

MAR 24 2003



\_\_\_\_\_  
MAYOR

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