



**CITY OF RICHMOND**

**REPORT TO COUNCIL**

**TO:** Richmond City Council

**DATE:** May 29, 2000

**FROM:** Terry Crowe  
Manager, Land Use

**FILE:** 6360-00

**RE: Urban Development Institute Comments on Lane Policy**

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**STAFF RECOMMENDATION**

That the following comments be received for information with regard to the Lane Policy.

Terry Crowe  
Manager, Land Use

<b>FOR ORIGINATING DIVISION USE ONLY</b>
<b>CONCURRENCE OF GENERAL MANAGER</b>

STAFF REPORT

ORIGIN

At the May 2<sup>nd</sup>, 2000 Planning Committee, it was moved and seconded:

***That the Lane Policy (attached to the report dated February 16<sup>th</sup>, 2000, from the Manager, Land Use), be adopted, and that a copy of the proposed policy be forwarded to the Urban Development Institute for comments, prior to the submission of the policy to Council on June 12<sup>th</sup>, 2000.***

**CARRIED**

This report contains the comments from the Urban Development Institute (UDI).

FINDINGS OF FACT

The following comments were received from Olga Ilich, President of UDI, with regard to the lane policy.

“Thank you for allowing UDI to comment on the lane policy.

The development industry remains concerned about increased costs of development and how they impact feasibility. Our concern with mandating lanes at the rear of section line road development is, of course, the costs associated with the acquisition of land and lane construction.

When assembling land for a development, the costs of the development are simply deducted from the revenues. As you point out in your report, the variable cost is usually the land. When the costs are too high, we cannot buy the land cheap enough to proceed with the development.

Since your OCP encourages densification along section line roads, any increase in costs may delay this densification until revenues go up to compensate for the increased costs. I am pleased to see that the policy therefore allows for exceptions where warranted.”

ANALYSIS

The Urban Development Institute, while concerned that the lane policy will result in additional costs for development, points out that the likely result will be slower densification along the major arterial roads. The City considered these factors in developing the policy and while expecting that some redevelopment will occur, has no expectation with regard to when it would take place. Therefore, staff believe that it is important to adopt the policy to ensure that when this redevelopment does occur, lanes are developed.

FINANCIAL IMPACT

None.

CONCLUSION

1. The Urban Development Institute is concerned that the Lane Policy will increase the costs of, and delay redevelopment.
2. Staff considered these factors in developing the Policy but believe it is more important to ensure that there will be a lane system along arterial roads in the future.

Jenny Beran, MCIP  
Planner

JMB:cam