



CITY OF RICHMOND
URBAN DEVELOPMENT DIVISION

REPORT TO COMMITTEE

TO: Planning Committee
FROM: Joe Erceg
Manager, Development Applications
DATE: July 25, 2001
FILE: RZ 01-188957
RE: APPLICATION BY JOE UPPAL FOR REZONING AT 7500 RAILWAY AVENUE
FROM SINGLE-FAMILY HOUSING DISTRICT, SUBDIVISION AREA E (R1/E) TO
SINGLE-FAMILY HOUSING DISTRICT, SUBDIVISION AREA A (R1/A)

STAFF RECOMMENDATION

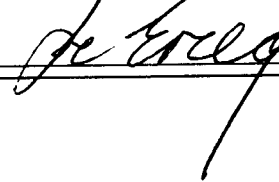
- 1) That the following recommendation be forwarded to Public Hearing:

That Single-Family Lot Size Policy 5463, adopted by Council in February 1996 be amended to exclude those properties fronting Railway Avenue between Granville Avenue and Blundell Road.
- 2) That Bylaw No. 7268, for the rezoning of 7500 Railway Avenue 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.


Joe Erceg
Manager, Development Applications

JE:jmb
Att.

FOR ORIGINATING DIVISION USE ONLY
CONCURRENCE OF GENERAL MANAGER



STAFF REPORT**ORIGIN**

Joe Uppal has applied to the City of Richmond for permission to rezone 7500 Railway Avenue (**Attachment 1**) from Single-Family Housing District, Subdivision Area E (R1/E) (18 m or 59 feet minimum width) to Single-Family Housing District, Subdivision Area A (R1/A) (9 m or 29.5 feet minimum width) in order to permit a two lot subdivision (**Attachment 2**) with potential for a third lot in the future when a right-of-way for a lane access is removed.

FINDINGS OF FACT

ITEM	EXISTING	PROPOSED
Owner	Helen Campbell & Frank Schmidt	To be determined
Applicant	Joe Uppal	No change
Site Size	1560.7 m ² (16,800 ft ²)	482 m ² (5,188 ft ²) and 901 m ² (9,699 ft ²) after lane dedication
Land Uses	Single Family	No change
OCP Designation	Neighbourhood Residential	No change
702 Policy Designation	R1/B	Remove properties fronting Railway Ave. from policy
Zoning	R1/E	R1/A

Development surrounding the site is primarily older single-family homes however, one new larger home has been built along the same block.

RELATED POLICIES & STUDIES**Lot Size Policy**

There is an existing Lot Size Policy for the area, adopted in February 1996 (**Attachment 3**), which permits lots along Railway Avenue to subdivide to R1/B (minimum 12 m or 39.4 ft. width) with lane access. The application is contrary to the policy, therefore letters were sent to all properties in the existing policy area to inform them of the application and of the intent to remove the lots facing Railway Avenue from the policy area.

Lane Policy

The applicant will be required to provide dedicated land for a lane as well as build a lane and the lane access which will be secured through a right-of-way (R.O.W.) agreement.

Arterial Road Redevelopment Policy

The proposed redevelopment of the lots for smaller lot single family is consistent with the Arterial Road Redevelopment Policy.

STAFF COMMENTS

Transportation

A 6.0 m dedicated lane is required at the rear of the property (running north-south). Additionally, as this is the largest parcel to subdivide in the 7000 block of Railway Avenue a lane access is also required.

Engineering

Prior to final adoption of the rezoning the developer shall:

- 1) Grant a 6 m lane dedication across the entire rear portion of the lot, plus a 6 m wide Public Rights of Passage (P.R.O.P.) R.O.W. along the north property line of the proposed south lot, from Railway to the 6 m lane dedication;
- 2) Enter a restrictive covenant ensuring sole vehicular access is to the dedicated lane; i.e. no vehicular access to Railway or the temporary (P.R.O.P.) lane.

Then with future subdivision, the developer is responsible to enter our standard Servicing Agreement for design and construction of:

- 1) The full lane network. The dedicated portion is to be to full standard including roll curb & gutter and street lighting. The P.R.O.P. portion of lane does not require street lights, and extruded curb is okay. The storm sewer line must run at 0.75 m from the proposed property line, as this lane should be closed off in the future, and become the third lot. The storm will require a 3 m R.O.W., split into two 1.5 m portions along the new property line.
- 2) A new sidewalk on Railway. Remove the existing 1 m asphalt walk behind the curb and gutter, and create a 2 m grassed (but NO trees) boulevard and install a new 1.5 m concrete sidewalk behind that. The existing pole line is 4 m behind the curb. Recommend no trees in the boulevard as two or three new trees would really "stick out". The new sidewalk will stick out too, but work as a marker for the lane access.

Policy Planning

Redevelopment of this blockface with smaller lots and a lane is supported by the existing Lot Size Policy as well as by the recently adopted Arterial Road Redevelopment Policy. However, under the existing policy, which supports subdivision to R1/B size lots, only four lots of the fifteen lots can subdivide. There are six lots that would require an R1/K zone (10 m or 32.8 ft. minimum width) to subdivide and two lots that would require an R1/A zone (9 m or 29.5 ft. minimum width) in order to subdivide. Implementation of a lane is complicated by the fact that four of the existing lots have no subdivision potential as well as by the irregular back lot lines.

ANALYSIS

There are two options for the redevelopment of the subject lot:

Option 1 – Rezone to R1/B

If the subject property were to be zoned R1/B, it would be possible to create two lots from the subject parcel in addition to a lane access at 5.7 m rather than the full 6 m. One day, when the lane right-of-way is released, one of the properties would benefit from an additional side yard.

Option 2 – Rezone to R1/A - Recommended

If the subject property were to be zoned R1/A, it would be possible to create three lots. However, because a right-of-way is required to access the lane, it is only proposed to create two lots at this time. In the future, the southerly lot could be subdivided if and when an alternative access is acquired for the lane.

Under this option, the lane access would be a full 6 m in width. Furthermore, twelve of the fifteen lots along this blockface would have similar development potential.

Staff is supportive of this option as it provides a more useful purpose for the area of the lane right-of-way should it be released in the future. Also, this option, with a revision to the Lot Size Policy (as shown on **Attachment 4**), provides some flexibility with the redevelopment of the blockface and implementation of the lane.

FINANCIAL IMPACT

None.

CONCLUSION

- 1) An application has been received to rezone 7500 Railway Avenue to R1/A in order to create two lots, one of which will accommodate a lane access. Should this lane access not be required in the future, one of the lots could be subdivided into two.
- 2) The proposal requires the Lot Size Policy for the area to be amended to remove the lots fronting Railway Avenue from the Policy area.
- 3) Staff is supportive of the application as it is consistent with the Lane Policy and the Arterial Road Redevelopment Policy.

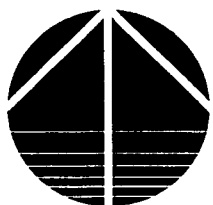
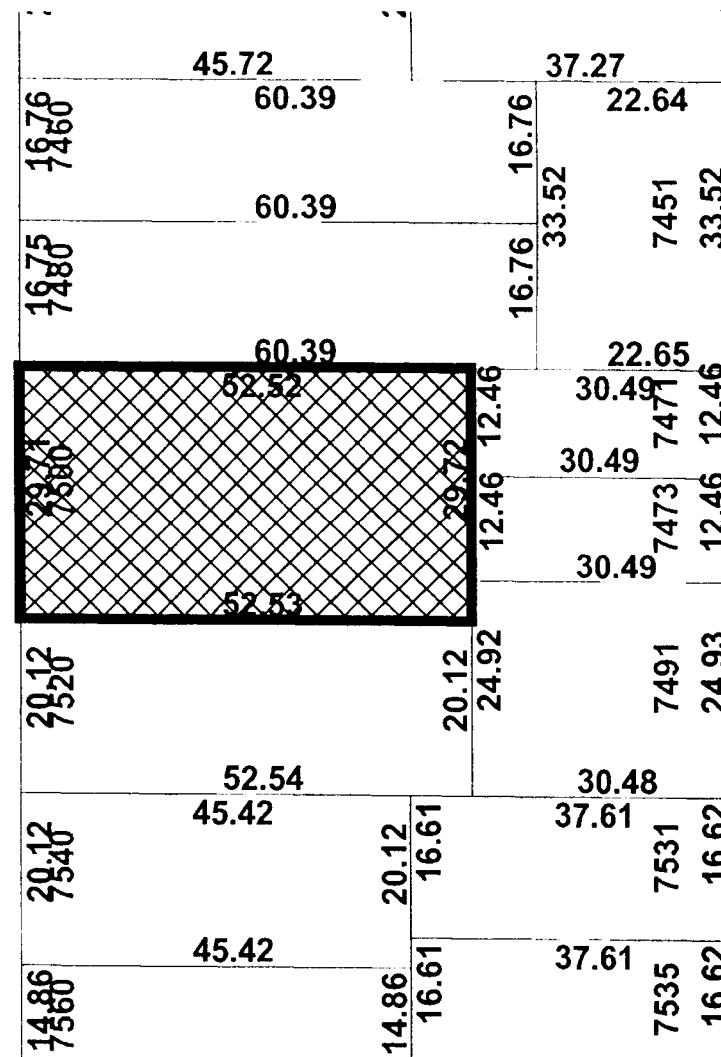


Jenny Beran, MCIP
Planner

JMB:sk

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

- 1) Grant a 6 m lane dedication across the entire rear portion of the lot, plus a 6 m wide Public Rights of Passage Right-of-Way along the northern property line of the centre lot from Railway Avenue to the 6 m lane dedication; and
- 2) Enter a restrictive covenant ensuring sole vehicular access is to the dedicated lane; i.e. no vehicular access to Railway Avenue or the Public Right of Passage Right-of-Way lane access.



RZ 01-188957

Original Date: 07/10/01

Revision Date:

Note: Dimensions are in METRES

PLAN SHOWING PROPOSED SUBDIVISION
OF LOT 6 SECTION 13 BLOCK 4 NORTH
RANGE 7 WEST NEW WESTMINSTER DISTRICT
PLAN 20458



RAILWAY AVENUE

257
Plan

46362
258
Exp. Plan
46363

12
Plan 20458

1
482m²
46.534
46.535
GARAGE
LANE
6.000
10.354
10.365

2
901m²
46.536
HOUSE
EXISTING BUILDINGS TO BE REMOVED
Plan 20458
PROPOSED S.R.W.
6.00
13.354
(19.354)
13.365
(19.365)
SHED
29.733
6.000
6.000

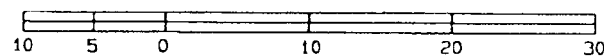
A
Plan
LMP34544
B

5
S.R.W.
Plan 38968
Plan

14
20458

James R. Enders
British Columbia Land Surveyor
Langley, B.C. 533-4666
File 0133710.APP

SCALE 1: 500



ALL DISTANCES ARE IN METRES AND DECIMALS THEREOF.



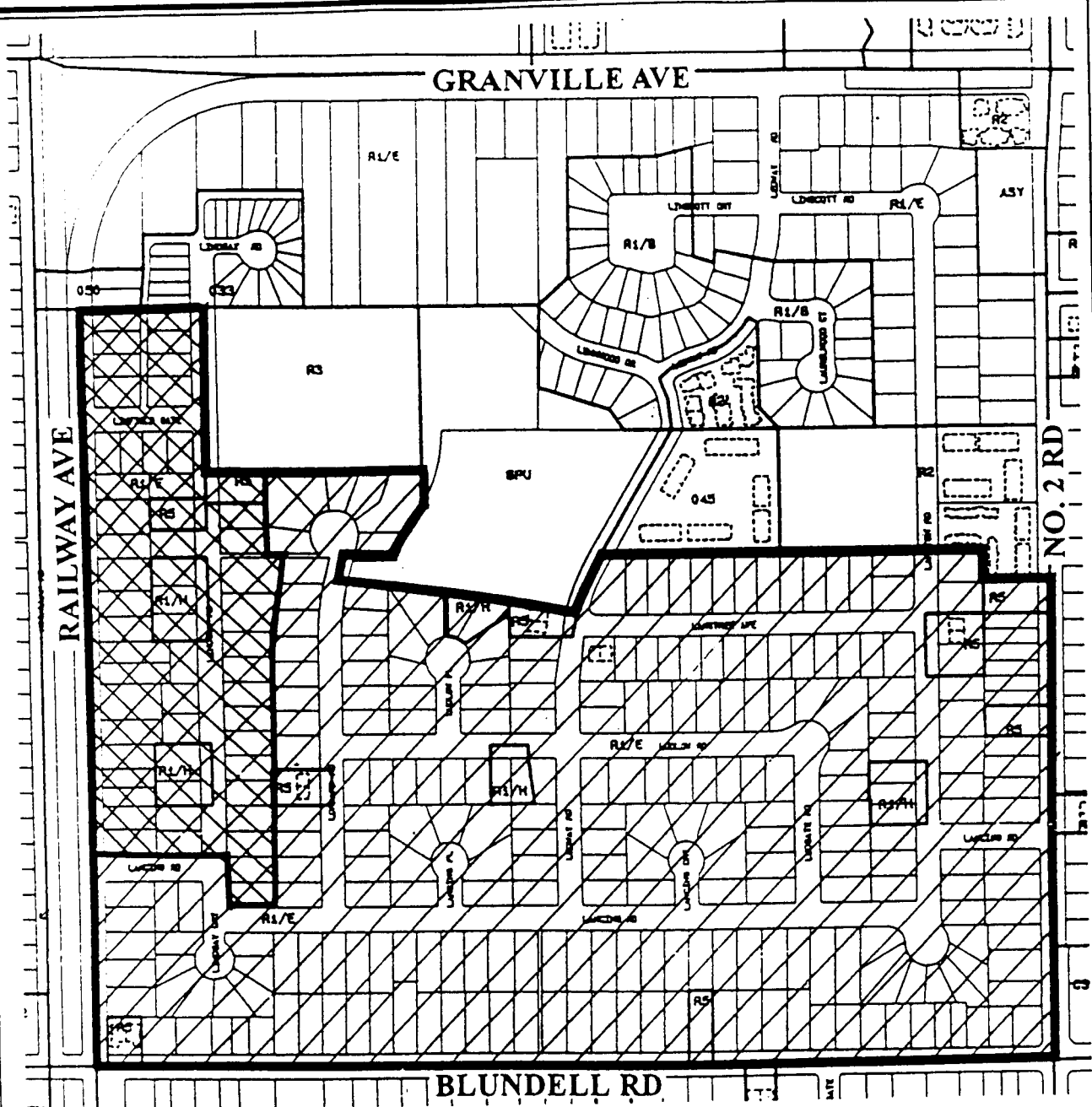
POLICY 5463:

The following policy establishes lot sizes for properties within the area generally bounded by Railway Avenue, Blundell Road and No. 2 Road, in a portion of Section 13-4-7:

That properties within the area generally bounded by Railway Avenue, Blundell Road and No. 2 Road, in a portion of Section 13-4-7, be permitted to subdivide in accordance with the provisions of Single-Family Housing District, Subdivision Area H (R1/H) in Zoning and Development Bylaw 5300, with the exception that:

1. Single-Family Housing District, Subdivision Area E (R1/E) applies to lots with frontage on No. 2 Road, Railway Avenue and Blundell Road that do not have a lane or internal road access;
2. Single-Family Housing District, Subdivision Area B (R1/B) applies to properties with duplexes on them with the exception that Single-Family Housing District, Subdivision Area E (R1/E) applies to those properties with frontage on No. 2 Road, Railway Avenue and Blundell Road that do not have lane or internal road access;
3. Single-Family Housing District, Subdivision Area B (R1/B) applies to properties generally fronting Lindsay Road, Linfield Gate and Railway Avenue in the western portion of Section 13-4-7 with the exception that Single-Family Housing District, Subdivision Area E (R1/E) applies to those properties fronting Railway Avenue that do not have lane or internal road access; and

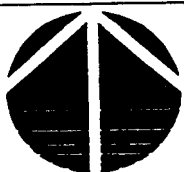
That this policy be used to determine the disposition of future single-family rezoning applications in this area, for a period of not less than five years, unless amended according to Bylaw No. 5300.



Subdivision permitted as per R1/H with the exception that R1/B applies to existing duplexes and R1/E applies to lots facing No. 2 Road, Railway Avenue and Blundell Road that do not have a lane or internal road access.



Subdivision permitted as per R1/B with the exception that R1/E applies to lots facing Railway Avenue that do not have a lane or internal road access.



POLICY 5463

SECTION 13, 4-7

Adopted Date: 02/19/96



Page 1 of 2

Adopted by Council: February 19, 1996

POLICY 5463

Area Boundary Amended: *

File Ref: 4045-00

SINGLE-FAMILY LOT SIZE POLICY IN QUARTER-SECTION 13-4-7

POLICY 5463:

The following policy establishes lot sizes for properties within the area generally bounded by **Railway Avenue, Blundell Road and No. 2 Road**, in a portion of Section 13-4-7 as shown on the attached map:

That properties within the area generally bounded by Railway Avenue, Blundell Road and No. 2 Road, in a portion of Section 13-4-7, be permitted to rezone in accordance with the provisions of Single-Family Housing District, Subdivision Area H (R1/H) in Zoning and Development Bylaw 5300, with the exception that:

1. Single-Family Housing District, Subdivision Area E (R1/E) applies to lots with frontage on No. 2 Road and Blundell Road that do not have a lane or internal road access;
2. Single-Family Housing District, Subdivision Area B (R1/B) applies to properties with duplexes on them with the exception that Single-Family Housing District, Subdivision Area E (R1/E) applies to those properties with frontage on No. 2 Road and Blundell Road that do not have lane or internal road access;
3. Single-Family Housing District, Subdivision Area B (R1/B) applies to properties generally fronting Lindsay Road and Linfield Gate in the western portion of Section 13-4-7; and

That this policy 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 amended according to Bylaw No. 5300.

* Original Adoption Date In Effect

CITY OF RICHMOND
BYLAW 7268
RICHMOND ZONING AND DEVELOPMENT BYLAW 5300
AMENDMENT BYLAW 7268 (RZ 01-188957)
7500 RAILWAY AVE

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 A (R1/A)**.

P.I.D. 008-823-502

Lot 6 Section 13 Block 4 North Range 7 West New Westminster District Plan 20458

2. This Bylaw may be cited as "**Richmond Zoning and Development Bylaw 5300, Amendment Bylaw 7268**".

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED

MAYOR

CITY CLERK

CITY OF RICHMOND
APPROVED for content by originating dept. HB
APPROVED for legality by Solicitor PD