



To: Planning Committee **Date:** August 12, 2005
From: Holger Burke **File:** 08-4105-00/Vol 01
Acting Director of Development
Re: **Public Consultation Results and Recommendations Regarding the Review of the Lane Establishment and Arterial Road Redevelopment Policies**

Staff Recommendations

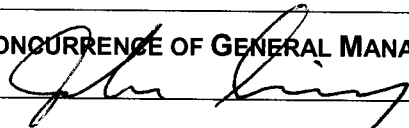
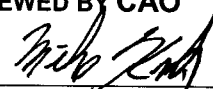
1. That, based on the results of the public consultation meeting held for the Blundell and Gilbert Road area, the following recommendations be forwarded to Public Hearing:
 - (a) That Single-Family Lot Size Policy 5442 for Mirabel Court, the south side of Blundell Road and west side of Gilbert Road:
 - i. be amended to include the east side of Gilbert Road south of Blundell Road; and
 - ii. that rezoning and subdivision be restricted to the Single-Family Housing District, Subdivision Area E (R1/E) zone, except that:
 - 8091 Gilbert Road and 6760 and 6800 Blundell Road be restricted to Single-Family Housing District, Subdivision Area D (R1/D) provided that the lots are accessible by a lane which would not be connected to Mirabel Court; and
 - 8233 and 8239 Gilbert Road and 8226 and 8228 Mirabel Court be restricted to Single-Family Housing District, Subdivision Area D (R1/D) provided that no new accesses are created to Gilbert Road.
 - (b) That Single-Family Lot Size Policy 5408 for the area bounded by Comstock Road, Gilbert Road, Blundell Road and No. 2 Road:
 - i. be amended to permit rezoning and subdivision to Single-Family Housing District (R1-0.6) along Blundell Road and Gilbert Road provided that access is to a constructed lane and not to either arterial road;
 - ii. be amended to delete the properties fronting Blundell Road between Cheviot Place and No. 2 Road; and
 - iii. that all other properties be restricted to the Single-Family Housing District, Subdivision Area E (R1/E) zone, except for properties with duplexes which may be permitted to subdivide into the Single-Family Housing District, Subdivision Area B (R1/B) zone.

2. That, based on the results of the public consultation meeting held for the Steveston Highway area:
 - (a) A revised staff report be brought forward on rezoning application RZ 04-268223 for a proposed multiple-family residential development at 5411 and 5431 Steveston Highway before a decision is made on the preferred land use along the north side of Steveston Highway between Lassam Road and Ransford Gate; and
 - (b) That single-family residential development with a lane continue to be the preferred development option on the south side of Steveston Highway between Railway Avenue and Ransford Gate as reflected in the existing Steveston Area Plan.
3. That, based on the results of the public consultation meeting held for the Williams Road area, staff be directed to bring forward amendments to the Official Community Plan (OCP) to:
 - (a) encourage multiple-family residential development along Williams Road between No. 3 Road and No. 4 Road provided that a minimum frontage of 40 m is obtained; and
 - (b) permit only single-family residential development with a lane along the north side of Williams Road between Ash Street and No. 4 Road.
4. That staff be directed to continue to work with the applicants of the other outstanding rezoning applications (Attachment 14) to pursue solutions to their sites only, such as permitting garages in the front yard on the condition that a contribution to the affordable housing fund be made equal to the value of land normally dedicated for a lane and the neighbourhood improvement charges that would have been collected for the lane construction.
5. That staff initiate the process of amending the Official Community Plan (OCP) to incorporate:
 - (a) the *“Revised Interim Strategy For Managing Rezoning Applications During The Review Of The Lane Establishment And Arterial Road Redevelopment Policies”*; and
 - (b) the following requirements where multiple-family residential developments are permitted on an arterial road:
 - i. assembly of larger sites (minimum 40 m frontage on local arterial roads and minimum 50 m frontage on major arterial roads);
 - ii. stepping down to a maximum 2 1/2 storey height along side yards and prohibiting three-storey heights along the rear yard interface with the single-family housing; and

- iii. requiring variable rear yard setbacks based on the development height (4.5 m for two-storeys and 6 m for 2 1/2 storeys).



Holger Burke
Acting Director of Development
(4164)
Att.

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

Staff Report

Origin

The purpose of this report on the review of the Lane Establishment and Arterial Road Redevelopment Policies is to:

- 1) present the results of the three public consultation meetings staff held as directed by the Planning Committee and Council;
- 2) recommend what to do with the outstanding rezoning applications in these three (3) areas;
- 3) summarize the key points from this consultation process and how the public will be consulted in the future;
- 4) propose some conclusions and options for managing the other outstanding rezoning applications along arterial roads; and
- 5) initiate the process of amending the Official Community Plan (OCP) to incorporate the City's revised policies on lane establishment and arterial road development.

Findings Of Fact

Results of The Blundell and Gilbert Road Area Public Consultation Meeting:

Attachment 1 illustrates the first area that was consulted and the location of the two (2) rezoning applications in this neighbourhood, one (1) potential application that staff have received a number of enquiries about and two (2) outstanding rezoning applications just outside the consultation area.

Attachment 2 contains a summary of the results of the public consultation meeting that was held on May 10, 2005.

A copy of all of the comment sheets and letters received from this area will be available in the Councillor's office and will be posted on the City's website.

There is a lot of opposition to the application to rezone 6760 and 6800 Blundell Road and 8091 Gilbert Road for a multiple-family residential development (RZ 04-287193). In fact, 22 (58%) of the 38 property owners on Mirabel Court have submitted comment sheets or signed petitions opposing this development.

Although there appears to be less opposition to the multiple-family residential rezoning application at 7671 and 7691 Gilbert Road (RZ 05-288372), some of the concerns are the same – increased traffic; the safety concerns of the Blundell and Gilbert Road intersection; parking problems; etc.

Only six (14%) of the respondents supported multiple-family residential development in this area (and four (4) of those have a vested interest in such development).

Because the focus of the meeting was on the multiple-family residential developments, the option of allowing single-family residential development on small lots with a rear lane or two-family residential development on unique lots without a rear lane was largely ignored.

Recommendations Regarding the Outstanding Rezoning Applications in the Blundell and Gilbert Road Area:

In light of the very strong response from the Mirabel Court area, staff recommend that the existing Single-Family Lot Size Policy 5442 (**Attachment 3**) for this neighbourhood be reconfirmed. This would limit rezoning and subdivision to 15 m to 18 m wide lots.

For clarity, it is also proposed that the Policy be amended to note that multiple-family residential development will not be permitted. This being the case, RZ 04-287193 at 6760 and 6800 Blundell Road and 8091 Gilbert Road could not be supported.

Furthermore, it is proposed that the east side of Gilbert Road be included in this Single-Family Lot Size Policy.

Attachment 4 is a copy of the amended Policy 5442 being recommended by staff (8231 Gilbert Road has been readdressed as 8233, 8239 Gilbert Road and 8226, 8228 Mirabel Court because it was subdivided in accordance with the R1/D zone and existing Single-Family Lot Size Policy).

There is an existing Single-Family Lot Size Policy 5408 on the north side of Blundell Road too (see **Attachment 5**). This Policy allows rezoning and subdivision to 12 m wide lots provided direct accesses are not created to Blundell or Gilbert Roads.

Lanes have already been started off Curzon Street, Chatterton Road, Donald Road and Chelmsford Street. In order to continue these lanes and to allow the older houses in this area to subdivide, it is recommended that Policy 5408 be amended to permit narrower single-family residential lots (e.g. 9 m to 10 m wide lots) where they can be connected to a constructed lane.

This would allow the rezoning application at the corner of Mang Road and Gilbert Road (RZ 04-273100) to proceed. It would also provide an alternative development option to RZ 05-288372 at 7671 and 7691 Gilbert Road should the properties along Blundell Road develop as single-family residential lots with access to the existing lane off Curzon Street.

The only place where staff envision continuing to encourage multiple-family residential development is across from the Blundell Shopping Centre. There is one (1) outstanding rezoning application at the corner of Cheviot Place and Blundell Road for a townhouse development (RZ 04-285004).

In order to avoid having to amend the Single-Family Lot Size Policy twice, it is recommended that this block be taken out of Policy 5408 (similar to what was done on No. 2 Road). The immediate neighbourhood would still be consulted about RZ 04-285004 before bringing the staff report forward to the Planning Committee.

Attachment 6 is a copy of the amended Policy being recommended by staff.

It is believed this recommendation is worthy of taking to a Public Hearing in order to better gauge the response of the neighbourhood on the north side of Blundell Road to single-family residential development with a lane (and potentially multiple-family residential development without a lane).

Results of The Steveston Highway from Lassam Road to Ransford Gate Public Consultation Meeting:

The second area that was consulted is illustrated on **Attachment 7**, as is the location of the two outstanding rezoning applications in this neighbourhood.

A summary of the results of this public consultation meeting that was held on May 26, 2005 is contained in **Attachment 8**.

Again, a copy of all of the comment sheets and letters received from this area will be available in the Councillor's office and on the City's website.

Having heard from only 19 (or 7%) of the 263 properties in the area notified of the public consultation meeting, it is more difficult to reach any definitive conclusions in this area.

On the one hand, it could be argued that the lack of feedback indicates a general satisfaction with the development that has occurred along Steveston Highway between Lassam Road and Ransford Gate.

This argument would be supported by the fact that there was little opposition to the townhouse rezoning at 5171 Steveston Highway (RZ 04-278754) at the Public Hearing on January 17, 2005. Furthermore, the townhouse development that was recently built and is now occupied at 4791 Steveston Highway appears to have fit in well with the neighbourhood (RZ 01-196910 and DP 02-221446).

On the other hand, one could argue that the majority of the respondents (10 out of 19 or 53%) want to retain the existing single-family residences along Steveston Highway without a lane.

This argument would be supported by the fact that some of the residents in the Westwind area are preparing to rally their neighbours when this report and any specific developments along this section of Steveston Highway are considered by Council. It is expected that the rezoning application at the corner of Lassam Road and Steveston Highway (RZ 04-268223) will not be supported by these residents nor by one of the immediately adjacent neighbours.

Recommendations Regarding the Outstanding Rezoning Applications Along Steveston Highway from Lassam Road to Ransford Gate:

The north side of Steveston Highway from Lassam Road to Railway Avenue is covered by Single-Family Lot Size Policy 5420 (see **Attachment 9**). Little opposition was received from this neighbourhood when asked about excluding Steveston Highway from the Policy.

The entire area is also governed by the Steveston Area Plan, which designates Steveston Highway from Lassam Road to Ransford Gate as “Single-Family” (except 4791 and 5171 Steveston Highway which have, or are in the process of being redesignated “Multiple-Family” – see **Attachment 10**).

The rezoning application (RZ 04-268223) at the corner of Steveston Highway and Lassam Road originally was for a four-lot single-family residential subdivision with a lane. This application was referred back to staff by Council at the August 23, 2004 Public Hearing to await the results of the review of the Lane Establishment and Arterial Road Redevelopment Policies.

The applicant has since revised his application to a multiple-family residential development at the direction of staff. Because the results of the public consultation process are inconclusive, it is recommended that a revised staff report be brought to Planning Committee and Council so that the applicant and the public can have their official say on the matter. Until the status of this application can be determined, no recommendation is being made on what the preferred land use is on the north side of Steveston Highway between Lassam Road and Ransford Gate.

On the other hand, staff continue to have reservations about allowing rezoning application RZ 04-287968 at 4400 and 4408 Steveston Highway to proceed. These lots were recently rezoned and subdivided for a single-family residential development with a lane at the back. This is consistent with development to the east on the south side of Steveston Highway. The applicant’s proposal to rezone the site to permit two (2) three-storey duplexes is not consistent with the surrounding area nor with the feedback received at any of the public consultation meetings. Therefore, no further action should be taken on this application.

Results of the Williams Road Between No. 3 Road and No. 4 Road Public Consultation Meeting:

Attachment 11 illustrates the third area that was consulted and the location of the five (5) rezoning applications in this neighbourhood.

Attachment 12 contains a summary of the results of the public consultation meeting that was held on June 8, 2005.

A copy of all of the comment sheets and letters received from this area will be available in the Councillor’s office and on the City’s website.

Again, it is difficult to reach any definitive conclusions when staff have only heard from only 22 (8%) of the 277 properties in the area notified of this public consultation meeting.

However, of the responses received, it would appear that all of the property owners along Williams Road support some form of development (no one favoured the status quo other than one property owner on Pinewell Crescent).

There is less clear consensus from the respondents as to whether or not a lane is supported, with nine (9) of the responses from the area wanting a lane and 11 of the responses from the area not wanting a lane (including a petition from 13 individuals who would oppose coach houses between Ash Street and Garden City Road).

These results are also skewed by the fact that four (4) of the comment sheets came from individuals with active or pending rezoning applications along Williams Road.

Recommendations Regarding the Outstanding Rezoning Applications Along Williams Road Between No. 3 Road and No. 4 Road:

It is recommended that the City continue to encourage multiple-family residential development along Williams Road between No. 3 Road and No. 4 Road (except east of Ash Street on the north side of Williams Road).

This area is in close proximity to the South Arm Community Centre and Park and/or the Broadmoor Shopping Centre. It primarily consists of older housing stock and 20 m wide lots.

However, in order to ensure quality developments, a minimum frontage of 40 m should be required (which would mean that two (2) lots would have to consolidate to get the recommended frontage).

Therefore, four (4) out of the five (5) rezoning applications in this area still would not be able to proceed and no further action is proposed to be taken on them at this time.

This is not a change for RZ 03-254986 at 8111 Williams Road or RZ 03-242716 at 8191 Williams Road, which staff have always maintained were better suited for multiple-family residential development. However, neither applicant has been able to secure an adjacent parcel in order to have the 30 m frontage currently required for a townhouse site.

RZ 04-272170 at 9131 Williams Road was also proposing a single-family residential development with a future lane. Unfortunately, this lane would be difficult to implement because of the irregular rear property lines in this area and because there is now an adjacent site which is being proposed for a multiple-family residential development without a lane (9071 & 9091 Williams Road).

The fourth application (RZ 04-287969 at 8411 Williams Road) involves a townhouse proposal that never did have the required 30 m frontage.

The one (1) rezoning application in this area that could proceed is a townhouse proposal involving 9071 and 9091 Williams Road (originally RZ 04-272320, now replaced with RZ 05-308086).

Single-family residential development with a lane would continue to be encouraged along the north side of Williams Road between Ash Street and No. 4 Road. A number of rezoning applications with the traditional shared driveway between the houses to the garages in the back and a future lane have already been approved in this block.

It is proposed that these recommendations would be incorporated into the Official Community Plan (OCP) when rezoning application RZ 05-308086 is brought forward. This way, some certainty can be provided to both the public and development community for this section of Williams Road.

It should be noted that Single-Family Lot Size Policies 5431 and 5441 have already been amended to exclude the lots fronting Williams Road between No. 3 Road and No. 4 Road.

Analysis

Key Points from the Public Consultation Process:

Based on the results of these three (3) public consultation meetings, staff have concluded that:

- each neighbourhood is unique and presents its own issues and solutions;
- multiple-family residential development is not necessarily more supportable on major arterial roads (such as at the intersection of Blundell and Gilbert Roads) nor wanted along an entire arterial road (e.g. all of Steveston Highway);
- single-family residential development with a lane is not always the preferred development option along a local arterial road (such as Williams Road between No. 3 Road and No. 4 Road);
- one (1) rezoning application can unite a neighbourhood to oppose a development that they do not support (e.g. Mirabel Court residents);
- the turnout for public consultation meetings where there is not a contentious application is less than overwhelming; and
- traffic and parking seem to be the biggest recurring issues regarding development along arterial roads (and lanes are not viewed by many to be the solution to these issues).

How Will The Public Consulted In The Future:

It is not recommended that staff undertake any further public consultation regarding the review of the Lane Establishment and Arterial Road Redevelopment Policies. It is felt that the results of the three (3) meetings held to date (and the fourth one previously reported on in the Granville Avenue and No. 1 Road area) are indicative of what could be expected.

However, the public will be consulted on most applications along an arterial road. According to the "*Revised Interim Strategy For Managing Rezoning Applications During The Review Of The Lane Establishment And Arterial Road Redevelopment Policies*" (**Attachment 13**), either staff or the applicant is responsible for preparing a development concept plan for the block in question and for soliciting the input of the neighbourhood prior to bringing forward a rezoning application to the Planning Committee.

It should be noted that staff have not initiated this public consultation process nor asked the applicant to do so for the other outstanding rezoning applications because we first wanted to present this report and receive input from the Planning Committee or Council.

The public will also be consulted on the Official Community Plan amendments recommended later in this report.

Proposed Conclusions and Options with Respect to Other Outstanding Rezoning Applications:

There are 12 other rezoning applications that were submitted prior to the initiation of the review of the Lane Establishment and Arterial Road Redevelopment Policies.

Attachment 14 identifies the location of these “in stream applications”. None of these applications are simple ones to process.

Based on the feedback received from the public, development community, Planning Committee and Council, staff have come to the following conclusions:

1. No one really wants to build garages in the rear yard with a temporary driveway between the two (2) single-family residences.
2. It is definitely preferable that a single-family residential development along an arterial road connect to an operational lane or a side street.
3. Garages in the front yard are not a preferred solution from a design and access perspective.
4. Unless there is a compelling argument, it is preferable not to amend existing Single-Family Lot Size Policies along an arterial road.
5. There is little appetite to approve multiple-family residential developments where they are the “first one” on the block.
6. Multiple-family residential rezoning applications are becoming more difficult to approve because of neighbourhood concerns.
7. Where a multiple-family residential development is being considered, it is still recommended that the minimum frontage be increased from the existing 30 m to a new standard of 40 m to 50 m.
8. There appears to be little public support for innovative housing forms such a duplexes on lots with less than 30 m frontage.

Basically, Planning Committee and Council has two (2) options with regard to these 12 applications. Staff are recommending Option 2.

- Option 1 - Take a “firm” approach and deny them if they do not comply with the above-noted conclusions and don’t fit in with the surrounding neighbourhood. The advantage of this option is that it would provide certainty to the neighbouring properties and avoid introducing a form of development that is not envisioned elsewhere. If this option were selected, staff would be willing to offer a full refund of the application fee.
- Option 2 - Grant these applications a bit of “grace” and allow them to pursue other creative solutions. For example, perhaps garages in the front yard would be permitted in some cases only on the subject application, provided that the applicant contribute to the affordable housing fund an amount equal to the value of land normally dedicated for a lane and the neighbourhood improvement charges that would have been collected for the lane construction. The advantage of this option is that it recognizes that these applications were caught under a change of policies.

Proposed Amendments to The Official Community Plan:

Over the past year, staff have found that the number of rezoning applications along arterial roads has greatly declined.

In fact, the "*Revised Interim Strategy For Managing Rezoning Applications During The Review Of The Lane Establishment And Arterial Road Redevelopment Policies*" (see **Attachment 13**) has been very successful in managing growth in areas outside the City Centre or the McLennan North and South Areas.

Therefore, it is proposed that this Policy be imbedded into the Official Community Plan (OCP) in order to provide greater clarity and certainty for the public and development community.

At the same time, staff would still like to initiate the process of putting some of the principles recommended in the January 5, 2005 staff report into the Official Community Plan (OCP).

Specifically, where multiple-family residential developments are permitted, they be required to:

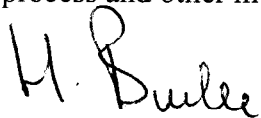
- assemble larger sites (minimum 40 m frontage on local arterial roads and minimum 50 m frontage on major arterial roads);
- step down to a maximum 2 1/2 storey height along side yards and prohibit a three-storey height along the rear yard interface with the single-family housing; and
- provide a variable rear yard setback based on the development height (4.5 m for two-storeys and 6 m for 2 1/2 storeys).

Financial Impact

There is no unbudgeted financial impact to any of the recommendations in this report.

Conclusion

As directed by Planning Committee and Council, public consultation meetings were held regarding the review of the Lane Establishment and Arterial Road Redevelopment Policies. Based on the results of these meetings, various recommendations are being made with regard to the outstanding rezoning applications within these areas and elsewhere in the City and with respect to amending the Official Community Plan (OCP). No further public consultation is proposed at this time, although the public would continue have input through the Public Hearing process and other means.

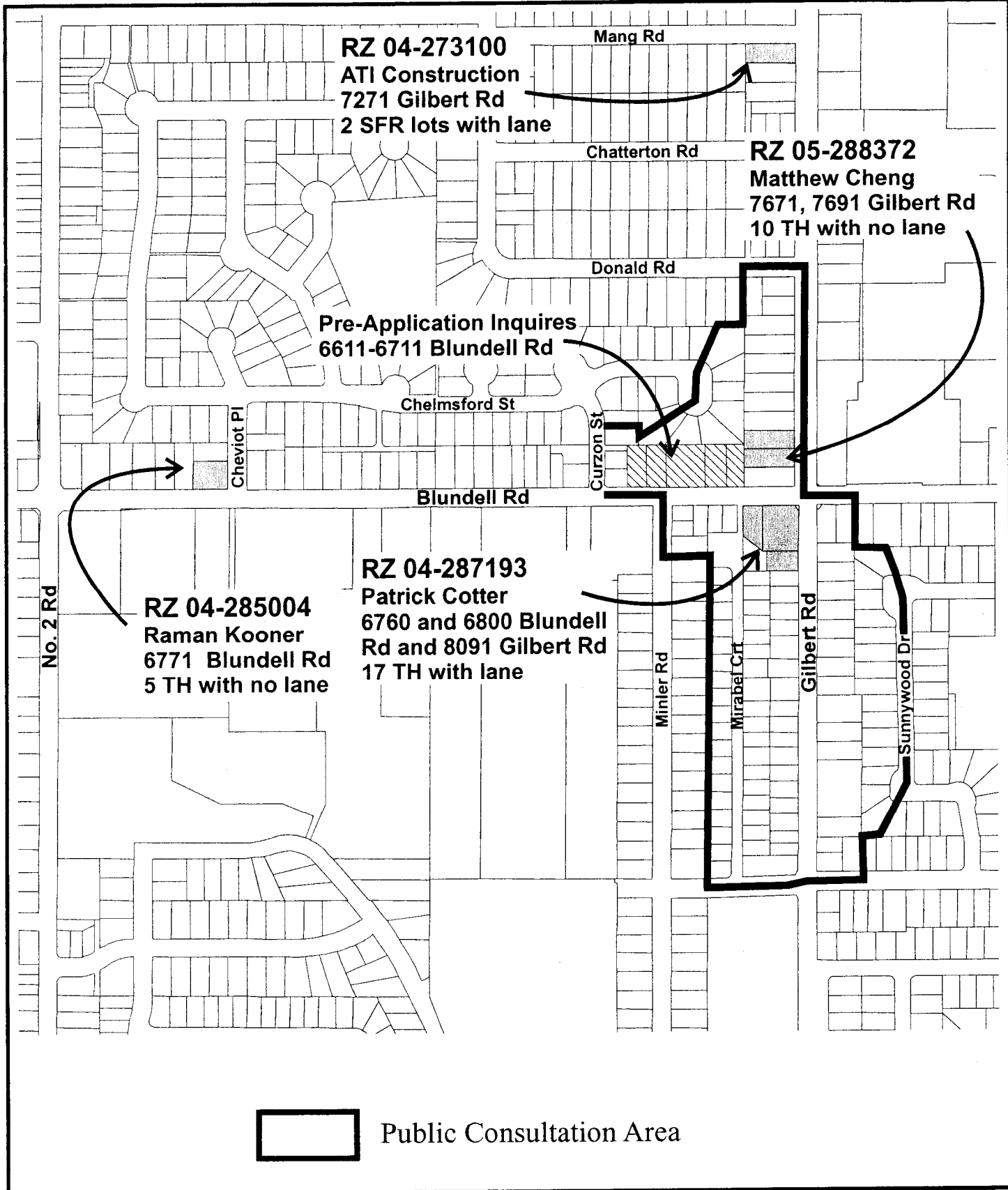


Holger Burke
Acting Director of Development
(4164)

HB:blg

List of Attachments

- Attachment 1** - Blundell and Gilbert Road Public Consultation Area
- Attachment 2** - Summary of Results from the Blundell and Gilbert Road Public Consultation Meeting (May 10, 2005)
- Attachment 3** - Existing Single-Family Lot Size Policy 5442 (Mirabel Court, south side of Blundell Road and west side of Gilbert Road)
- Attachment 4** - Proposed Single-Family Lot Size Policy 5442 (Mirabel Court, south side of Blundell Road, and west and east sides of Gilbert Road)
- Attachment 5** - Existing Single-Family Lot Size Policy 5408 (Blundell Road and Gilbert Road between Comstock Road and No. 2 Road)
- Attachment 6** - Proposed Single-Family Lot Size Policy 5408 (Blundell Road and Gilbert Road between Comstock Road and Cheviot Place)
- Attachment 7** - Steveston Highway from Lassam Road to Ransford Gate Public Consultation Area
- Attachment 8** - Summary of Results from the Steveston Highway Public Consultation Meeting (May 26, 2005)
- Attachment 9** - Existing Single-Family Lot Size Policy 5420 (Steveston Highway, Railway Avenue, Williams Road and the rear of the properties along No. 2 Road)
- Attachment 10** - Steveston Area Plan Land Use Map
- Attachment 11** - Williams Road from No. 3 Road to No. 4 Road Public Consultation Area
- Attachment 12** - Summary of Results from the Williams Road Public Consultation Meeting (June 8, 2005)
- Attachment 13** - Revised Interim Strategy for Managing Rezoning Applications During the Review of the Lane Establishment and Arterial Road Redevelopment Policies
- Attachment 14** - Location Map of All Other Outstanding (In Stream) Rezoning Applications



Blundell and Gilbert Rd Public Consultation Area

Original Date: 08/17/05

Amended Date:

Note: Dimensions are in METRES

Attachment 2

Blundell And Gilbert Road Area (May 10, 2005)

Number of properties involved in the public consultation area	126
Number of property owners and tenants invited to the public consultation meeting	155
Number of people who attended the public consultation meeting and submitted a comment sheet	42
Number of properties who support multiple-family residential development on larger lots with no rear lane <ul style="list-style-type: none"> ○ 4 own property along Blundell Road, 1 of which who owns the properties under application and the other 3 own properties that are a potential townhouse site ○ 1 owns property on Gilbert Road ○ the 1 other property is on Chelmsford Street, but does not back onto any of the lots fronting an arterial road 	6
Number of properties who support single-family residential development on small lots with a rear lane <ul style="list-style-type: none"> ○ this respondent is from outside the affected area 	1
Number of properties who support two-family residential development on unique lots with no rear lane <ul style="list-style-type: none"> ○ this 1 owns property on the east side of Gilbert Road 	1
Number of properties who want to retain single-family residences on existing lots with no rear lane <ul style="list-style-type: none"> ○ 20 own property on Mirabel Court ○ 4 own property on Gilbert Road, including 1 adjacent to the townhouse rezoning near Mirabel Court, 1 just north of the townhouse rezoning on the north side of Blundell Road, and 2 on the east side of Gilbert Road ○ 3 own property on Chelmsford Street, including 1 who backs onto the lots fronting the arterial road ○ major concerns from the Mirabel Court residents with regard to the proposed townhouse development at the corner of Blundell and Gilbert Roads were: <ul style="list-style-type: none"> ➤ insufficient visitor parking on the development site; ➤ traffic/parking safety issues on Mirabel Court and at the Blundell and Gilbert Road intersection; ➤ traffic congestion and pedestrian safety on the fire lane; ➤ too many units and privacy concerns; and ➤ ruin the existing neighbourhood 	28

Attachment 3



City of Richmond

Policy Manual

Page 1 of 2	Adopted by Council: September 17, 1990 Renewed by Council: February 19, 1996	EXISTING POLICY 5442
File Ref: 4045-00	SINGLE-FAMILY LOT SIZE POLICY IN QUARTER-SECTION 19-4-6	

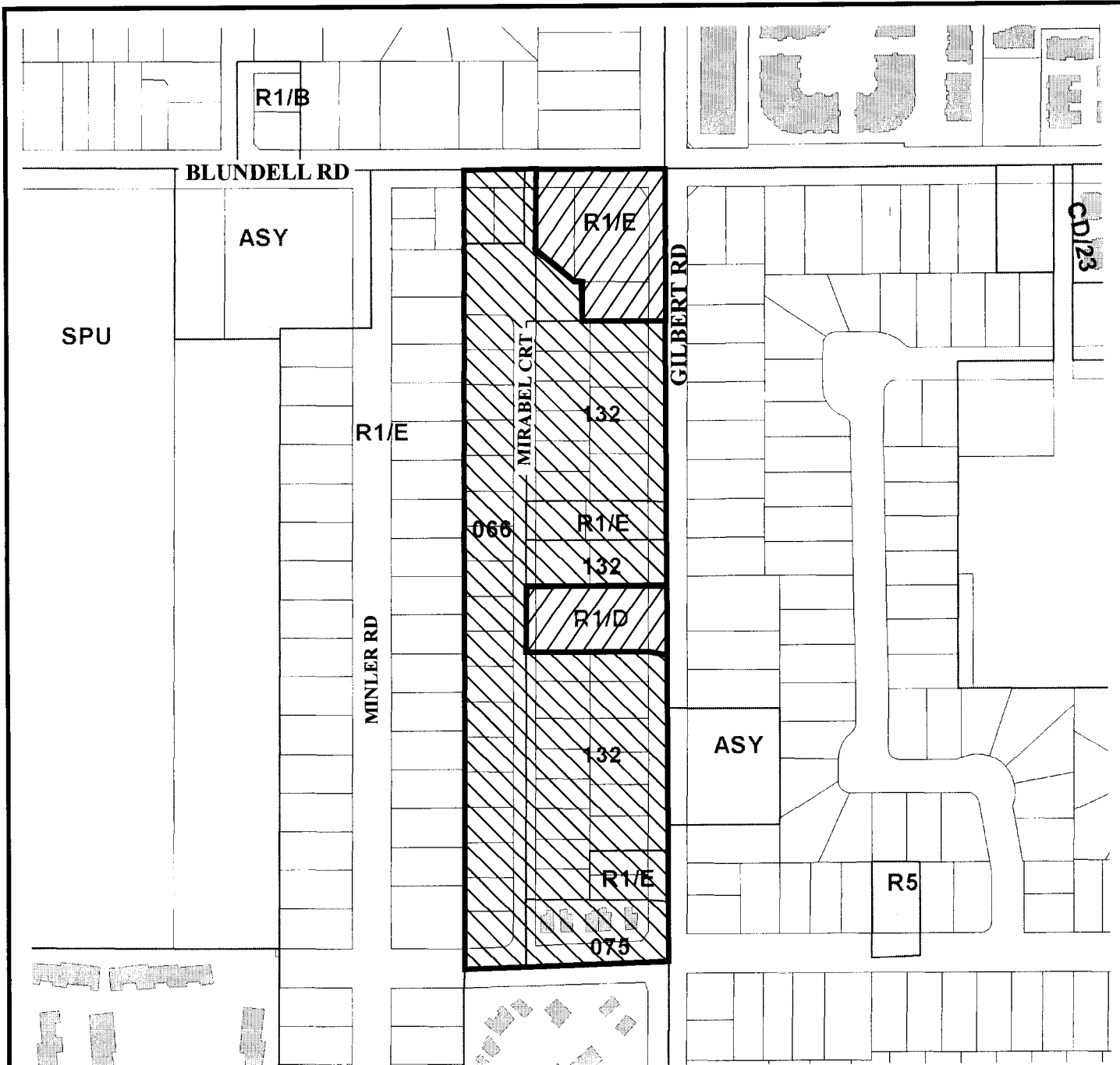
EXISTING POLICY 5442:

The following policy establishes lot sizes in a portion of Section 19-4-6 located on **Mirabel Court south of Blundell Road and west of Gilbert Road:**

That properties within the area of Mirabel Court south of Blundell Road and west of Gilbert Road, in a portion of Section 19-4-6, be permitted to subdivide in accordance with the provisions of Single-Family Housing District (R1/E) in Zoning and Development Bylaw 5300, with the following provisions:

1. That 8231 Gilbert Road be permitted to subdivide as per Single-Family Housing District (R1/D), provided that no new accesses are created onto Gilbert Road; and
2. That 8091 Gilbert Road, 6800 and 6760 Blundell Road be permitted to subdivide as per Single-Family Housing District (R1/D), provided that the lots are accessible by a lane which would not be connected to Mirabel Court;

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/E



Subdivision permitted as per R1/D at 6800, 6760 Blundell Rd. and 8091 Gilbert Rd., provided that new lots access a lane not connected to Mirabel Crt.; And at 8231 Gilbert Rd, provided that no new accesses are created onto Gilbert Rd.



Existing Policy 5442 Section 19-4-6

Adopted Date: 09/17/90

Amended Date: 02/19/96

Note: Dimensions are in METRES



City of Richmond

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Page 1 of 2	Adopted by Council:	PROPOSED POLICY 5442
File Ref: 4045-00	SINGLE-FAMILY LOT SIZE POLICY IN QUARTER-SECTIONS 19-4-6 AND 20-4-6	

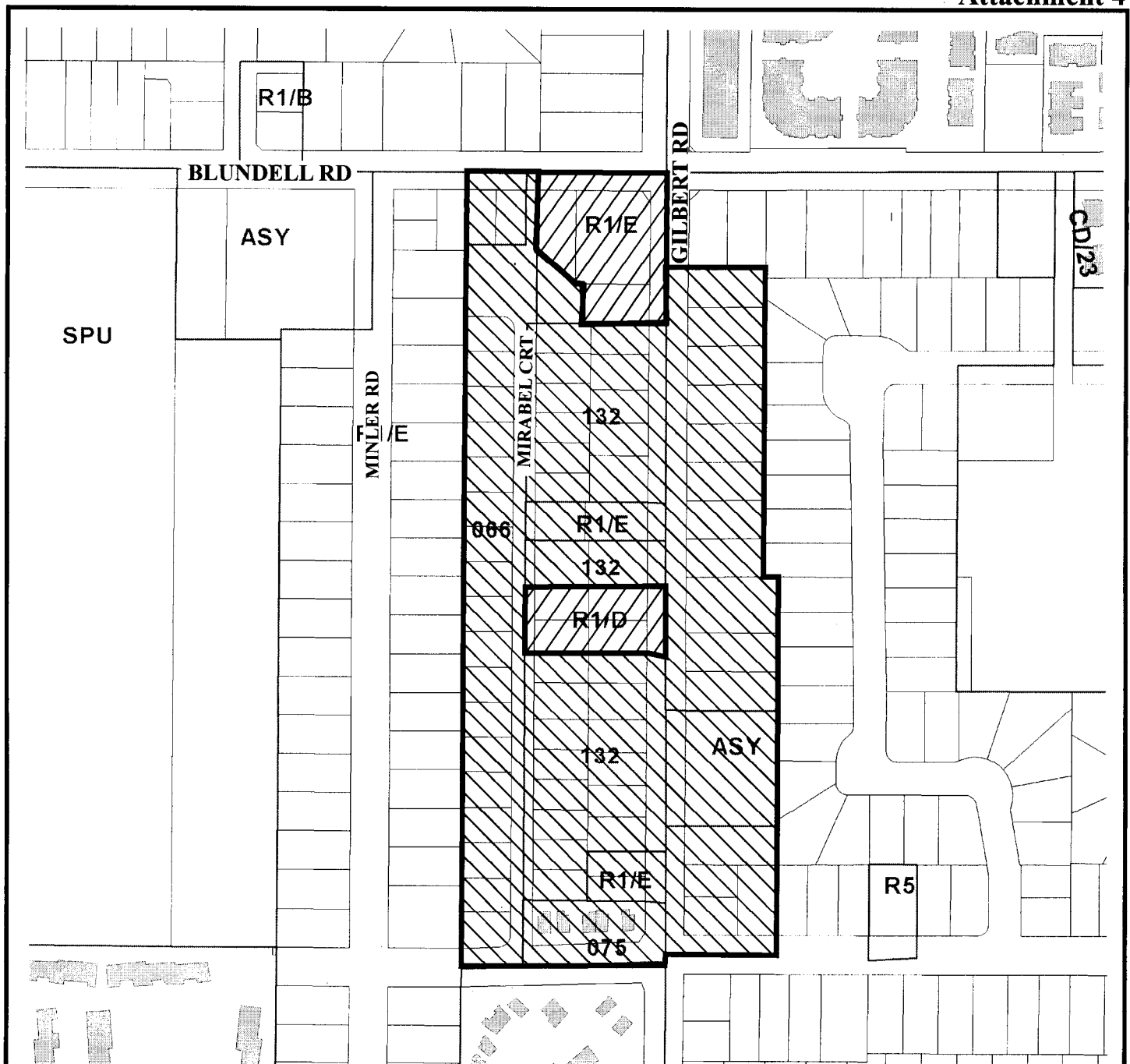
PROPOSED POLICY 5442:

The following policy establishes lot sizes in a portion of Section 19-4-6 and Section 20-4-6 located on **Mirabel Court, the south side of Blundell Road, and the west and east sides of Gilbert Road south of Blundell Road:**

1. That properties within the area of Mirabel Court, the south side of Blundell Road, and the west and east sides of Gilbert Road, in a portion of Section 19-4-6 and Section 20-4-6, be permitted to subdivide in accordance with the provisions of Single-Family Housing District (R1/E) in Zoning and Development Bylaw 5300, with the following provisions:
 - a) That 8233, 8239 Gilbert Road and 8226, 8228 Mirabel Court be permitted to subdivide as per Single-Family Housing District (R1/D), provided that no new accesses are created onto Gilbert Road; and
 - b) That 8091 Gilbert Road, 6800 and 6760 Blundell Road be permitted to subdivide as per Single-Family Housing District (R1/D), provided that the lots are accessible by a lane which would not be connected to Mirabel Court;

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.

2. That multiple-family residential development shall not be permitted.



Subdivision permitted as per R1/E



Subdivision permitted as per R1/D at 6800, 6760 Blundell Rd. and 8091 Gilbert Rd. provided that new lots access a lane not connected to Mirabel Crt.; and 8233, 8239 Gilbert Rd and 8226, 8228 Mirabel Crt. provided that no new accesses are created onto Gilbert Rd.



Proposed Policy 5442

Section 19-4-6 & 20-4-6

Adopted Date:

Amended Date:

Note: Dimensions are in METRES



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Policy Manual

Page 1 of 2	Adopted by Council: April 10, 1989 Amended by Council: January 15, 2001	EXISTING POLICY 5408
File Ref: 4045-00	SINGLE-FAMILY LOT SIZE POLICY IN QUARTER-SECTION 18-4-6	

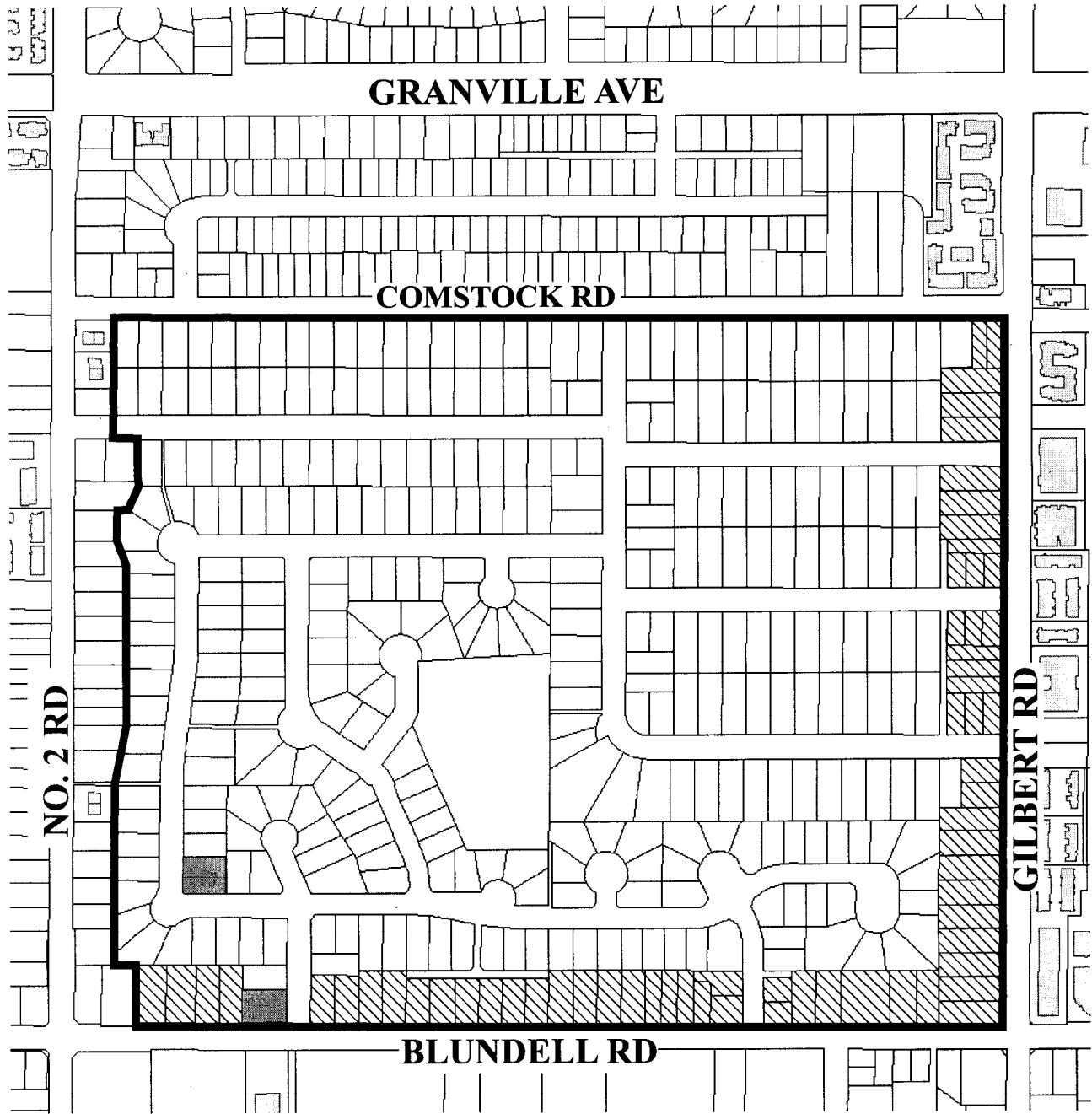
EXISTING POLICY 5408:




The following policy establishes lot sizes in Section 18-4-6 located in the area generally bounded by **Comstock Road, Blundell Road, Gilbert Road and No. 2 Road** as shown on the attached map:

All properties shall meet the requirements of Single-Family Housing District, Subdivision Area E (R1/E) as per the Zoning and Development Bylaw 5300, with the following exceptions:

- (a) properties with duplexes may be permitted to be subdivided into two equal halves, provided that lots created from the subdivision of a duplex with access to Blundell Road or Gilbert Road meet the requirements of Single-Family Housing District, Subdivision Area C (R1/C), and all others meet the requirements of Single-Family Housing District, Subdivision Area B (R1/B).
- (b) properties with frontage on Gilbert Road and Blundell Road may be allowed to be subdivided as per Single-Family Housing District, Subdivision Area B (R1/B), provided direct accesses are not created to these arterial roads.

This policy is to be used in determining the disposition of future rezoning applications in this area for a period of not less than five years, except as per the amending procedures in the Zoning and Development Bylaw 5300.



-  Subdivision Permitted as Per **R1/B** Providing no direct access are created to arterial roads
-  Subdivision Permitted as Per **R1/E**
-  Duplexes eligible to be split into two lots



Existing Policy 5408
Section 18-4-6

Adopted Date: 04/10/89
Amended Date: 01/15/01



City of Richmond

Policy Manual

Page 1 of 2	Adopted by Council: April 10, 1989 Amended by Council: January 15, 2001 Amended by Council:	PROPOSED POLICY 5408
File Ref: 4045-00	SINGLE-FAMILY LOT SIZE POLICY IN QUARTER-SECTION 18-4-6	

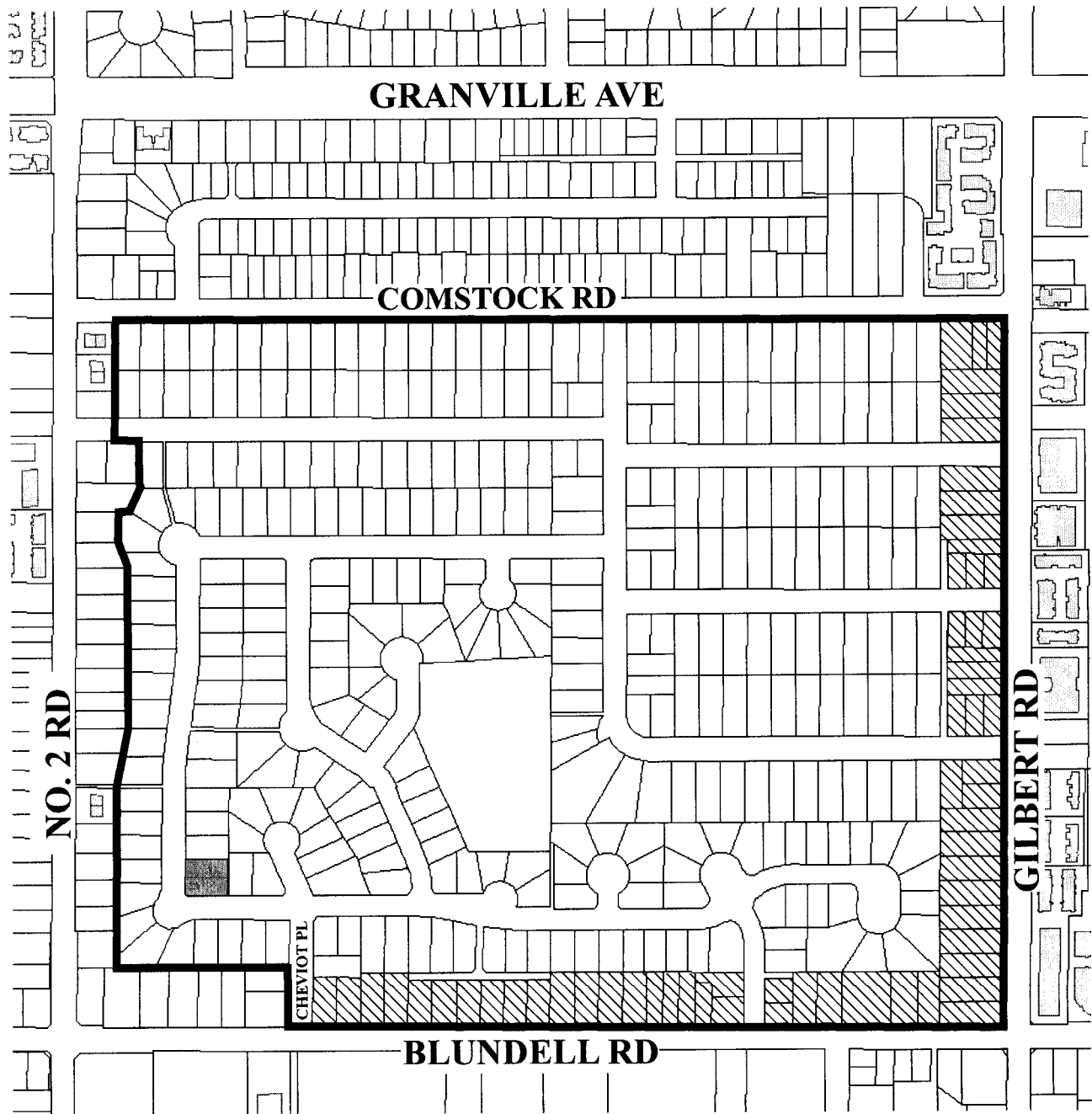
PROPOSED POLICY 5408:




The following policy establishes lot sizes in Section 18-4-6 located in the area generally bounded by **Comstock Road, Gilbert Road and Blundell Road to Cheviot Place** as shown on the attached map:

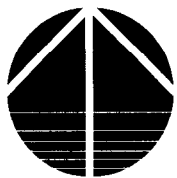
1. All properties shall meet the requirements of Single-Family Housing District, Subdivision Area E (R1/E) as per the Zoning and Development Bylaw 5300, with the following exceptions:
 - (a) properties with duplexes may be permitted to be subdivided into two equal halves, provided that lots created from the subdivision of a duplex meet the requirements of Single-Family Housing District, Subdivision Area B (R1/B).
 - (b) properties with frontage on Gilbert Road and Blundell Road may be allowed to be subdivided as per Single-Family Housing District (R1-0.6), provided that access is provided to a constructed lane and not to the arterial roads.

This policy is to be used in determining the disposition of future rezoning applications in this area for a period of not less than five years, except as per the amending procedures in the Zoning and Development Bylaw 5300.

2. That multiple-family residential development shall not be permitted.



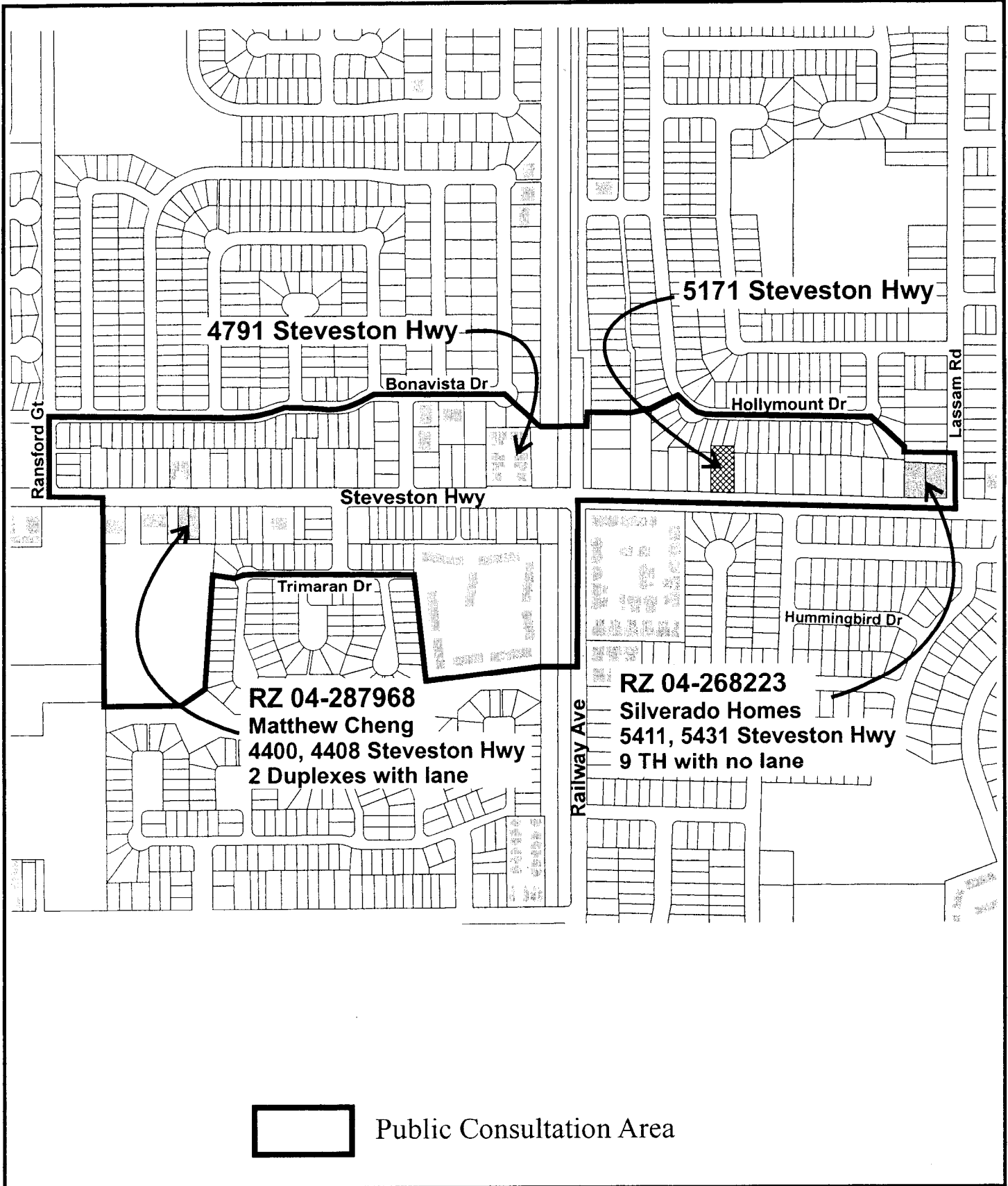
-  Subdivision Permitted as Per **R1-0.6** provided that access is to a constructed lane and not to the arterial roads.
-  Subdivision Permitted as Per **R1/E**
-  Duplexes eligible to be split into two lots



Proposed Policy 5408
Section 18-4-6

Adopted Date:

Amended Date:



Steveston Highway Public Consultation Area

Original Date: 08/17/05

Amended Date:

Note: Dimensions are in METRES

Attachment 8

Steveston Highway from Lassam Road to Ransford Gate (May 26, 2005)

Number of properties involved in the public consultation area	263
Number of property owners and tenants invited to the public consultation meeting	376
Number of people who attended the public consultation meeting and submitted a comment sheet	21
Number of properties who support multiple-family residential development on larger lots with no rear lane <ul style="list-style-type: none"> ○ 3 own property along Steveston Highway, including 1 immediately adjacent to a townhouse rezoning application on the corner of Lassam Road ○ 3 own property on Hollymount Drive and want to ensure that any multiple-family residential development does not adversely affect them (e.g. a privacy and noise screen is built on the townhouse development; there is no lane; the rear units are kept to two-storeys) 	6
Number of properties who support single-family residential development on small lots with a rear lane <ul style="list-style-type: none"> ○ 2 own property along Steveston Highway 	2
Number of properties who support two-family residential development on unique lots with no rear lane <ul style="list-style-type: none"> ○ no one responded positively to this development option 	0
Number of properties who want to retain single-family residences on existing lots with no rear lane <ul style="list-style-type: none"> ○ 1 owns property on Steveston Highway ○ 1 immediately adjacent to the townhouse rezoning application on Lassam Road would support smaller lot single-family residential development without a lane adjacent to their property ○ 2 own property on Hollymount Drive and don't want a back lane or townhouses overlooking their back yard ○ 1 owns property on the north side of Hollymount Drive and wants to retain the existing two-storey single-family residential character ○ 3 own properties on Hummingbird Drive and have major concerns about increased traffic, parking on Swallow Drive, lack of consultation of the Westwind neighbourhood, change of the character of Richmond, impact on property values, etc. ○ 1 owns property on Egret Court in the Westwind neighbourhood ○ only 1 response was received from the area between Railway Avenue and No. 1 Road and their main concern was the need for traffic improvements 	10
Number of properties who have no stated preference for development along Steveston Highway as long as there is no rear lane <ul style="list-style-type: none"> ○ 1 of respondents owns property on Hollymount Drive adjacent to the potential lane 	1



City of Richmond

Policy Manual

Page 1 of 2	Adopted by Council: October 16, 1989 Amended by Council: August 17, 1992 Lassam Rd. Adopted by Council: August 21, 1995	EXISTING POLICY 5420
File Ref: 4045-00	SINGLE-FAMILY LOT SIZE POLICY IN QUARTER-SECTION 36-4-7	

EXISTING POLICY 5420:

The following policy establishes lot sizes for the area, bounded by **Steveston Highway, Railway Avenue, Williams Road and the rear of the properties located along No. 2 Road** in Section 36-4-7:

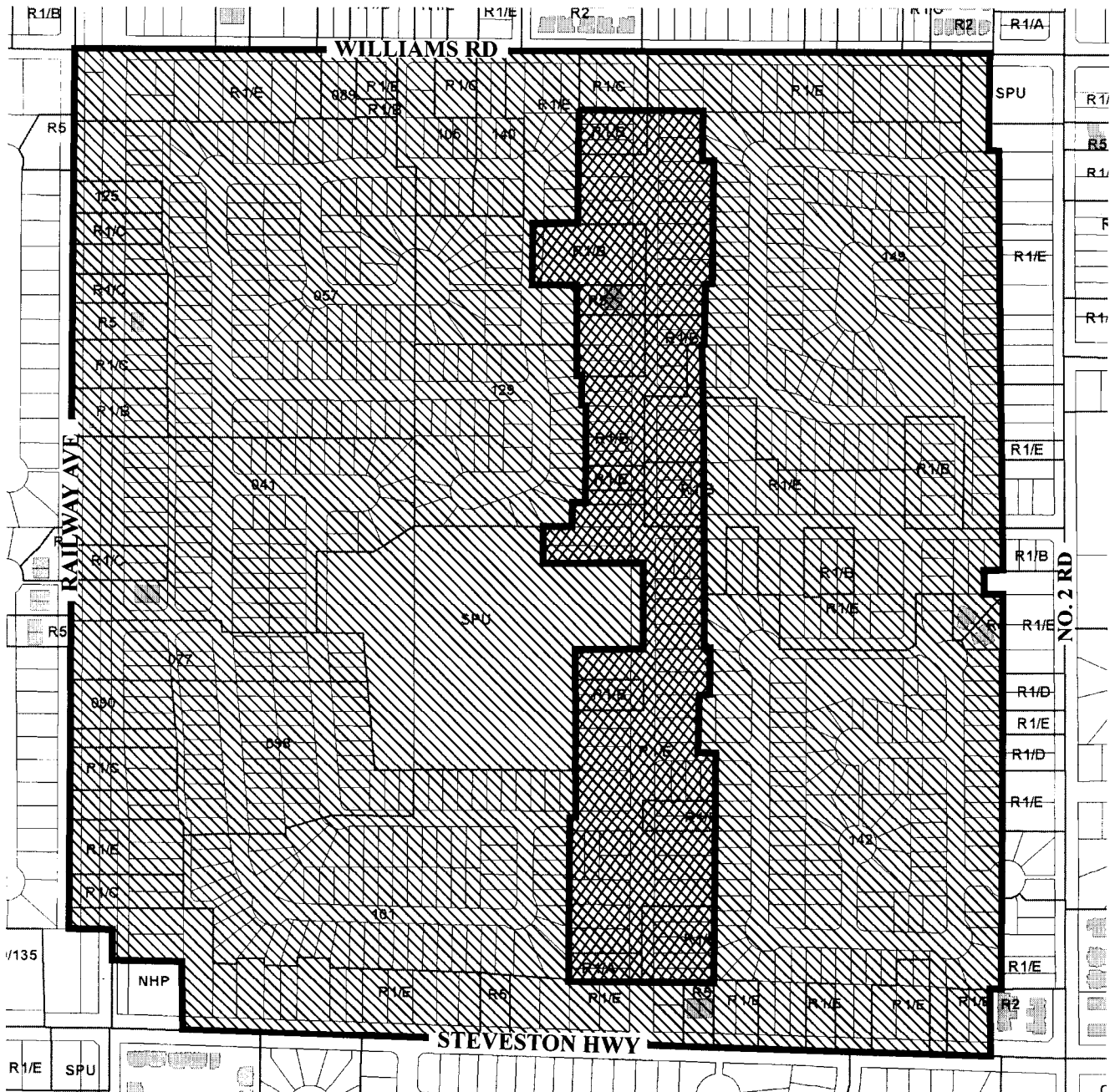
That properties within the area bounded by Steveston Highway, Railway Avenue, Williams Road and the rear property lines of the properties located along No. 2 Road (Section 36-4-7), be permitted to subdivide in accordance with the provisions of Single-Family Housing District (R1/B) in Zoning and Development Bylaw 5300, with the following provisions:

- (a) If there is no lane or internal road access, then properties along Railway Avenue and Steveston Highway will be restricted to Single-Family Housing District (R1/E);
- (b) Properties along Williams Road will be permitted 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 allowed;
- (c) The Policy for the properties along Lassam Rd. (as cross-hatched on the attached map) was adopted on August 21, 1995;

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.

Note: Council adopted the above noted Single-Family Lot Size Policy, with an amendment clarifying that the western boundary of the policy area is the middle of Railway Avenue.

Note: There are two adoption dates for two separate portions of Policy 5420.

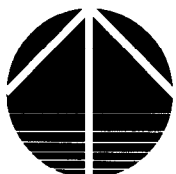


Subdivision permitted as per **R1/B** (date of adoption 08/21/95).



Subdivision permitted as per **R1/B** (date of adoption 10/16/89).

1. Williams Road - R1/C unless there is a lane or internal access then R1/B
2. Railway Avenue & Steveston Highway - R1/E unless there is lane or internal access then R1/B.



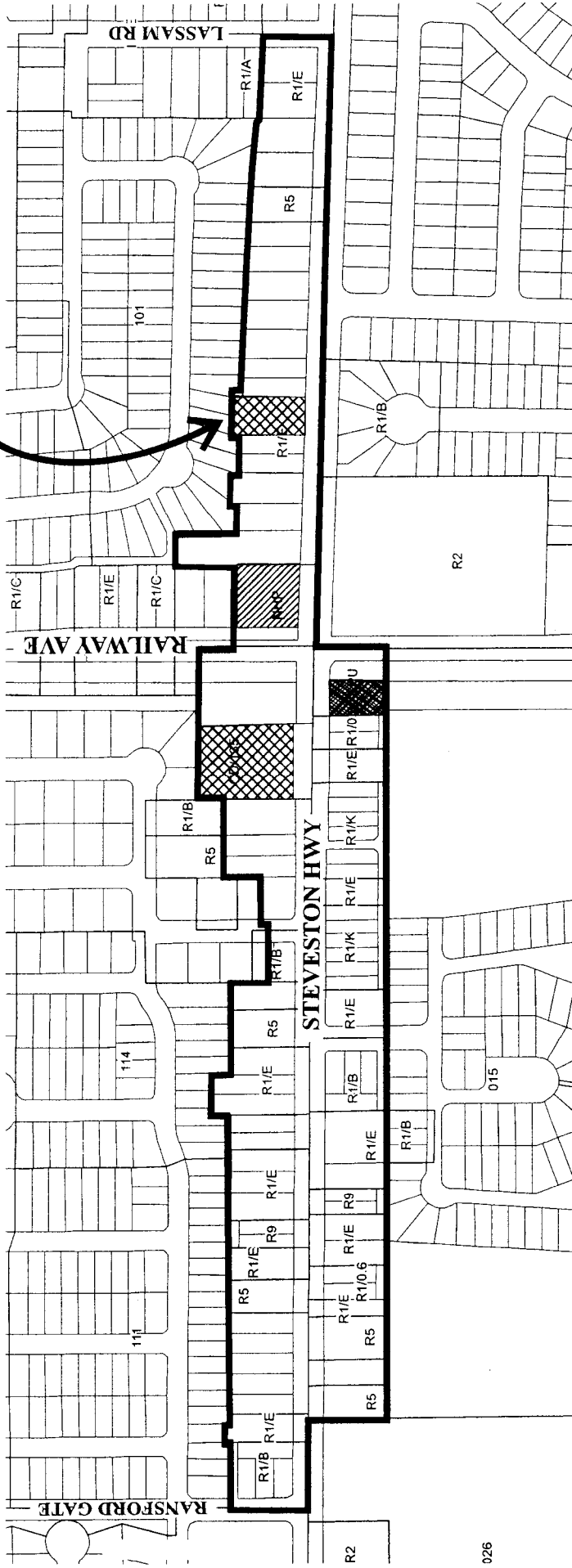
Existing Policy 5420 Section 36-4-7





Adopted Date: 10/16/89
 Amended Date: 08/17/92
 Lassam Rd.
 Adopted Date: 08/21/95
 Note: Dimensions are in METRES

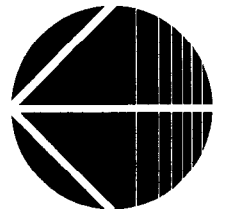


City of Richmond

PENDING
MULTIPLE
FAMILY



-  Single-Family
-  Multiple-Family
-  Commercial
-  Public Open Space

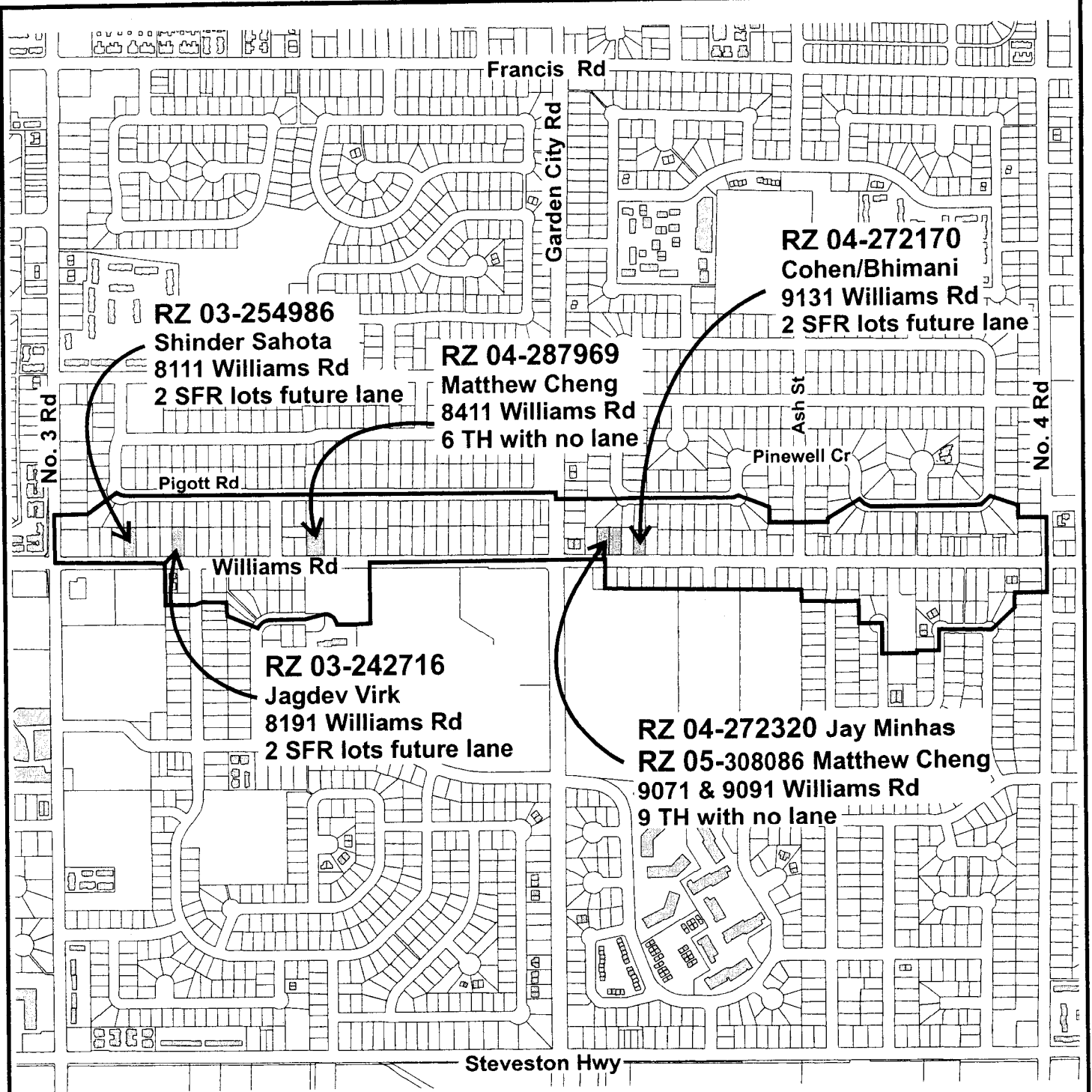


Steveston Area Plan Land Use Map

Original Date: 08/17/05

Revision Date:

Note: Dimensions are in METRES



RZ 03-254986
 Shinder Sahota
 8111 Williams Rd
 2 SFR lots future lane

RZ 04-287969
 Matthew Cheng
 8411 Williams Rd
 6 TH with no lane

RZ 04-272170
 Cohen/Bhimani
 9131 Williams Rd
 2 SFR lots future lane

RZ 03-242716
 Jagdev Virk
 8191 Williams Rd
 2 SFR lots future lane

RZ 04-272320 Jay Minhas
RZ 05-308086 Matthew Cheng
 9071 & 9091 Williams Rd
 9 TH with no lane



Public Consultation Area



Williams Rd Public Consultation Area

Original Date: 08/17/05

Amended Date:

Note: Dimensions are in METRES

Attachment 12**Williams Road between No. 3 Road and No. 4 Road (June 8, 2005)**

Number of properties involved in the public consultation area	277
Number of property owners and tenants invited to the public consultation meeting	273
Number of people who attended the public consultation meeting and submitted a comment sheet	22
Number of properties who support multiple-family residential development on larger lots with no rear lane <ul style="list-style-type: none"> ○ 4 own property along Williams Road ○ 1 owns property on Pinewell Crescent and would prefer existing single-family residential zoning. However, of the development options, they would prefer multiple-family residential. Had a petition from other residents in the neighbourhood opposing coach house rezoning on Williams Road between Ash Street and Garden City Road. ○ 4 own property elsewhere in Richmond 	9
Number of properties who support single-family residential development on small lots with a rear lane <ul style="list-style-type: none"> ○ 7 own property along Williams Road ○ 1 owns property on Williams Road and had a concern about drainage ○ 1 owns property on Pinewell Crescent 	9
Number of properties who support two-family residential development on unique lots with no rear lane <ul style="list-style-type: none"> ○ 1 who owns property on Williams Road 	1
Number of properties who want to retain single-family residences on existing lots with no rear lane <ul style="list-style-type: none"> ○ 1 owns property on Pinewell Crescent 	1
Number of properties who support single-family residential without a lane <ul style="list-style-type: none"> ○ 1 owns property on Williams Road ○ 1 owns property elsewhere in Richmond 	2

Attachment 13**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.

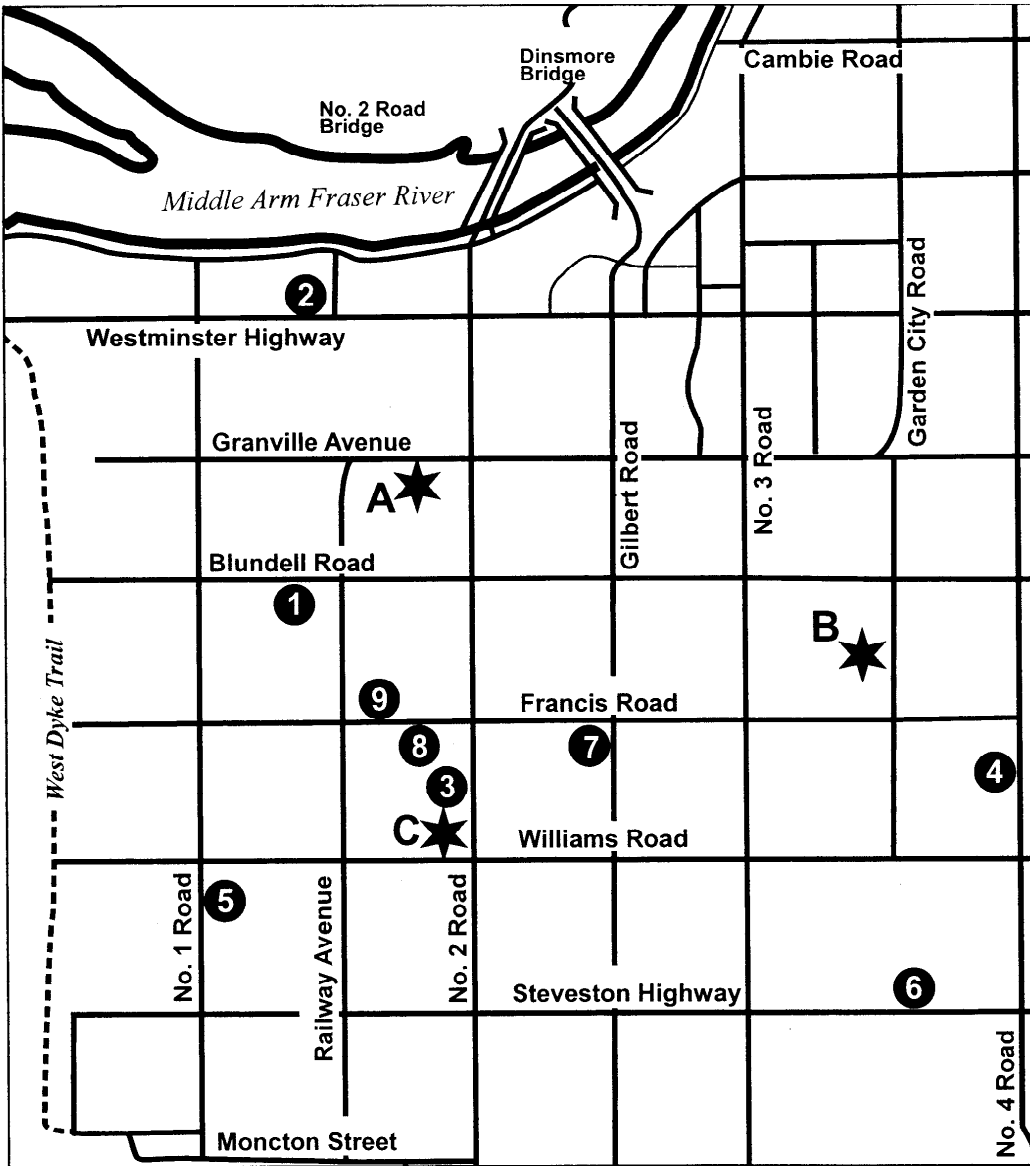
B. Interim Rezoning Applications (Received After The Interim Strategy Was Approved On August 30, 2004 And When This Revised Interim Strategy Is Approved)

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.



Location Map of all other outstanding (In Stream) Rezoning Applications

- Single-Family residential rezoning application
 1. RZ 03-236490, Winnie Li - 4680 Blundell Rd
 2. RZ 04-255365, Raj Takhar - 5988 Riverdale Dr
 3. RZ 04-267411, All Star Development
5728 Woodwards Rd & 9531 No. 2 Rd
 4. RZ 04-268688, Cohen/Bhimani
10351 No. 4 Rd
 5. RZ 04-271169, Shinder Sahota
10260 No. 1 Rd
 6. RZ 04-272324, Jay Minhas
9211 Steveston Hwy
 7. RZ 04-273560, Jadeep Uppal - 6680 Francis Rd
 8. RZ 04-274895, Manjit Moore - 5400 Francis Rd
 9. RZ 04-274078, Cohen/Bhimani
5091 & 5111 Francis Rd
- ★ Multiple-Family residential rezoning application
 - A. RZ 04-270312, Cohen/Bhimani
5420 Granville Ave
 - B. RZ 04-272345, Dave Sandhu
8691 Garden City Rd
 - C. RZ 04-274842, Rav Bains - 9711, 9731,
9751 No. 2 Rd





Monday, September 19, 2005 – 7 pm

**Council Chambers, 1st Floor, Richmond City Hall
6911 No. 3 Road, Richmond, BC V6Y 2C1**

Single-Family Lot Size Policy 5442 (Section 19-4-6 & 20-4-6)

Location/s: Mirabel Court, the south side of Blundell Road, and the west and east sides of Gilbert Road south of Blundell Road

Applicant/s: City of Richmond

Recommendation: That Single-Family Lot Size Policy 5442:

- 1) be amended to include the east side of Gilbert Road south of Blundell Road; and
- 2) that rezoning and subdivision be restricted to the Single-Family Housing District, Subdivision Area E (R1/E) zone, except that:
 - a) 8091 Gilbert Road and 6760 and 6800 Blundell Road be restricted to the Single-Family Housing District, Subdivision Area D (R1/D) provided that the lots are accessible by a lane which would not be connected to Mirabel Court; and
 - b) 8233 and 8239 Gilbert Road and 8226 and 8228 Mirabel Court be restricted to the Single-Family Housing District, Subdivision Area D (R1/D) provided that no new accesses are created onto Gilbert Road.

City Contact: Holger Burke, 604-276-4164 or Sara Badyal, 604-276-4282
Urban Development Division

Single-Family Lot Size Policy 5408 (Section 18-4-6)

Location/s: Blundell Road, Gilbert Road, Comstock Road and No. 2 Road

Applicant/s: City of Richmond

Recommendation: That Single-Family Lot Size Policy 5408:

- 1) be amended to permit rezoning and subdivision to Single-Family Housing District (R1-0.6) along Blundell Road and Gilbert Road provided that access is to a constructed lane and not to either arterial road;