



City of Richmond

Report to Committee

To: Planning Committee
From: Joe Erceg
Manager, Development Applications
Date: October 30, 2001
File: RZ 01-188957
(Bylaw 7280)
Re: **REZONING APPLICATION BY JOE UPPAL AT 7500 RAILWAY AVENUE**

Staff Recommendation

That the report from the Manager, Development Applications dated October 30, 2001 regarding Rezoning Application RZ 01-188957 (Bylaw 7280) by Joe Uppal at 7500 Railway Avenue be received.

H. Bullee

for
Joe Erceg
Manager, Development Applications

Att.

FOR ORIGINATING DIVISION USE ONLY

CONCURRENCE OF GENERAL MANAGER

David Smith

Staff Report

Origin

At the October 15th Public Hearing, direction was given to staff to report to Planning Committee on the following items prior to consideration of adoption of Bylaw 7280 for the rezoning of 7500 Railway Avenue:

- i) the alignment of the proposed lane and how the rear portions of existing lots will be utilized;
- ii) timing for construction of the lane and how existing new houses will be accommodated; and
- iii) the process for deletion of the lane from the existing 702 Policy.

The purpose of the report is to present the requested information.

Findings Of Fact

Lane Alignment

Attachment 1 provides a schematic diagram for the future lane alignment for the 7000 block of Railway Avenue. The access point of the northern end of the lane will be determined as redevelopment occurs. It is possible that it could exit through to Linfield Gate, Lindsay Road or Railway Avenue.

Rear Portions of Lots

Due to the uneven rear property lines, the implementation of the lane would result in some leftover pieces of land for the rear portions of 7520, 7480 and 7460 Railway Avenue. The ideal scenario would be for these “leftover” pieces to be consolidated with 7491 and 7451 Lindsay Road. In the case of 7451 Lindsay Road, the additional lot area would enable this lot to subdivide to R1/B as permitted in the existing Lot Size Policy. Other options would be for these areas to be utilized as parking spaces or for garages.

Timing of Lane Implementation

The lane will be constructed over time as redevelopment occurs. In some cases, where new homes have been constructed, lane implementation will not be completed for a considerable period of time. In the interim there will be “pieces” of the lane that will be operational. The older homes will continue to use Railway Avenue for access to their lots while the redeveloped lots will use the lane or combination of driveway and lane for access.

Development without Lane

Attachment 2 shows the existing 702 Policy for the area. The policy requires lots along Railway Avenue that subdivide to R1/B to have a lane or internal road access. It would not be consistent with the current Lot Size Policy, past practice, the Lane Policy or the Arterial Road Redevelopment Policy to permit subdivision of lots along an arterial road without providing alternative access options. Therefore, without a lane, redevelopment of the subject property and surrounding area would be difficult and the existing Lot Size Policy would need to be revisited.

Process for Amending 702 Policy

Should Council or the neighbourhood wish to delete the lane from the existing 702 Policy, this Policy will have to be amended through a public consultation process. Staff would not support retaining the R1/B option without a lane because that would be contrary to the Lane Policy, Arterial Road Redevelopment Policy and past practice. Therefore, the only other zoning option would be the R1/C zone with shared driveways or retaining the existing R1/E zone. Under the first option, only 7500 Railway Avenue could subdivide into two R1/C lots. Retaining the R1/E zone wouldn't allow any of these lots to subdivide – an option which the neighbourhood has not supported in the past.

Analysis

Impacts of Lane Implementation

The main impacts of lane implementation will be the noise and activity of vehicles on the properties next to the lane. However, this is not considered to be significant and Council has approved similar developments in the 7000 and 8000 blocks of No.2 Road, where smaller lots developments have been implemented with a lane and lane access from the arterial road.

Options

Option 1 – Deny Rezoning Application

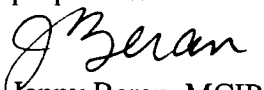
Given that there are concerns about how the lane will be integrated into the neighbourhood as redevelopment occurs, it has been suggested that this rezoning application be supported without a lane. However, supporting smaller lots along an arterial road without a lane would not be consistent with the current Lot Size Policy, the Lane Policy, the Arterial Road Redevelopment Policy and past practice. Therefore, Option 1 would be to deny the application because it is premature. The applicant could reapply to zone the subject property R1/C, but this would require an amendment to the 702 policy which would only benefit himself.

Option 2 - Approve Rezoning Application

The application to rezone 7500 Railway Avenue to R1/B is consistent with the Lot Size Policy that was adopted by the neighbourhood in 1996. While there has been some concern expressed about the lane, implementation will be a long term endeavour in this block, as in other blocks, which will not result in significant negative impacts on the neighbourhood.

Conclusion

Staff have provided additional information regarding the lane alignment, use of rear portions of lots, lane implementation timing, and development without a lane. Staff support the application as the lane implementation will not result in unreasonable impacts, it will increase vehicular and pedestrian safety by moving individual driveways from a major arterial road and it will improve the streetscape and the pedestrian environment by moving garages from the front to the rear of properties.


Jenny Beran, MCIP
Planner

JMB:cas

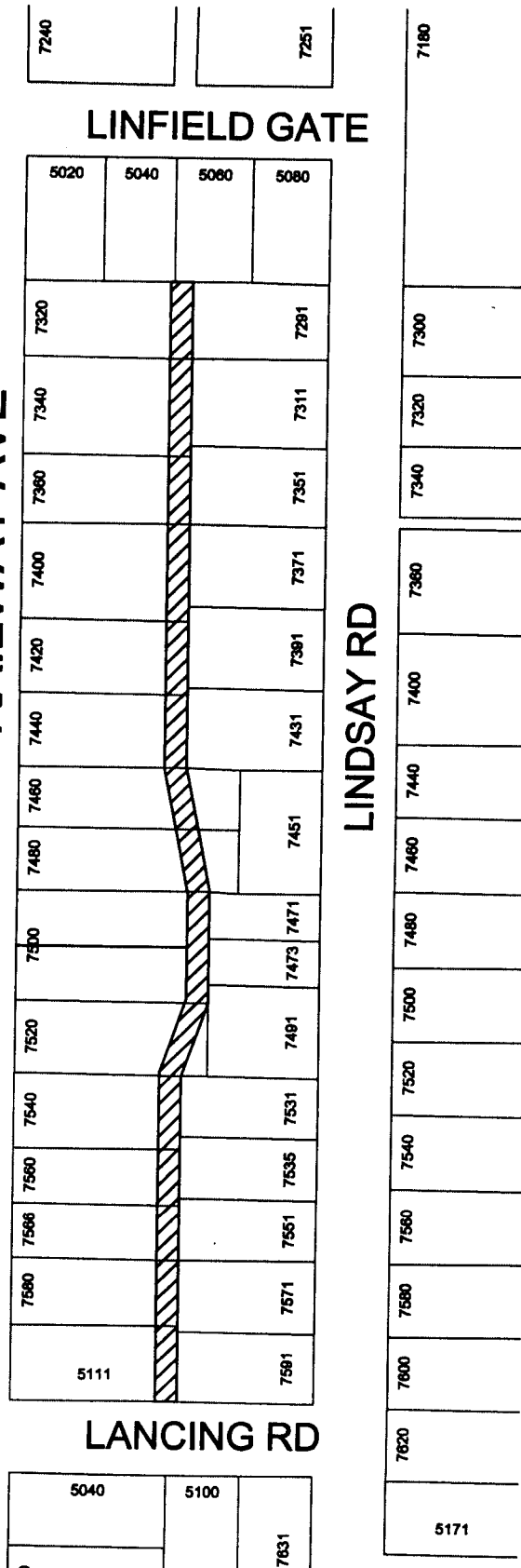


RAILWAY AVE

LINFIELD GATE

LINDSAY RD

LANCING RD



City of Richmond

6911 No. 3 Road Richmond B.C. V6Y 2C1

TITLE:

7500 RAILWAY AVENUE
LOT DIVISION AND BACK LANE

DESIGN:

DRAWN: T.G.S.

CHECKED:

ENGINEER:

DWG. No. RW-BACKLANE

SCALE: N.T.S.

SEC. No.

DATE: OCT/01

SHT. No. 1 OF 1



City of Richmond

Policy Manual

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Adopted by Council: February 19, 1996

POLICY 5463

File Ref: 4045-00

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

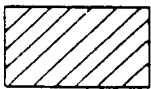
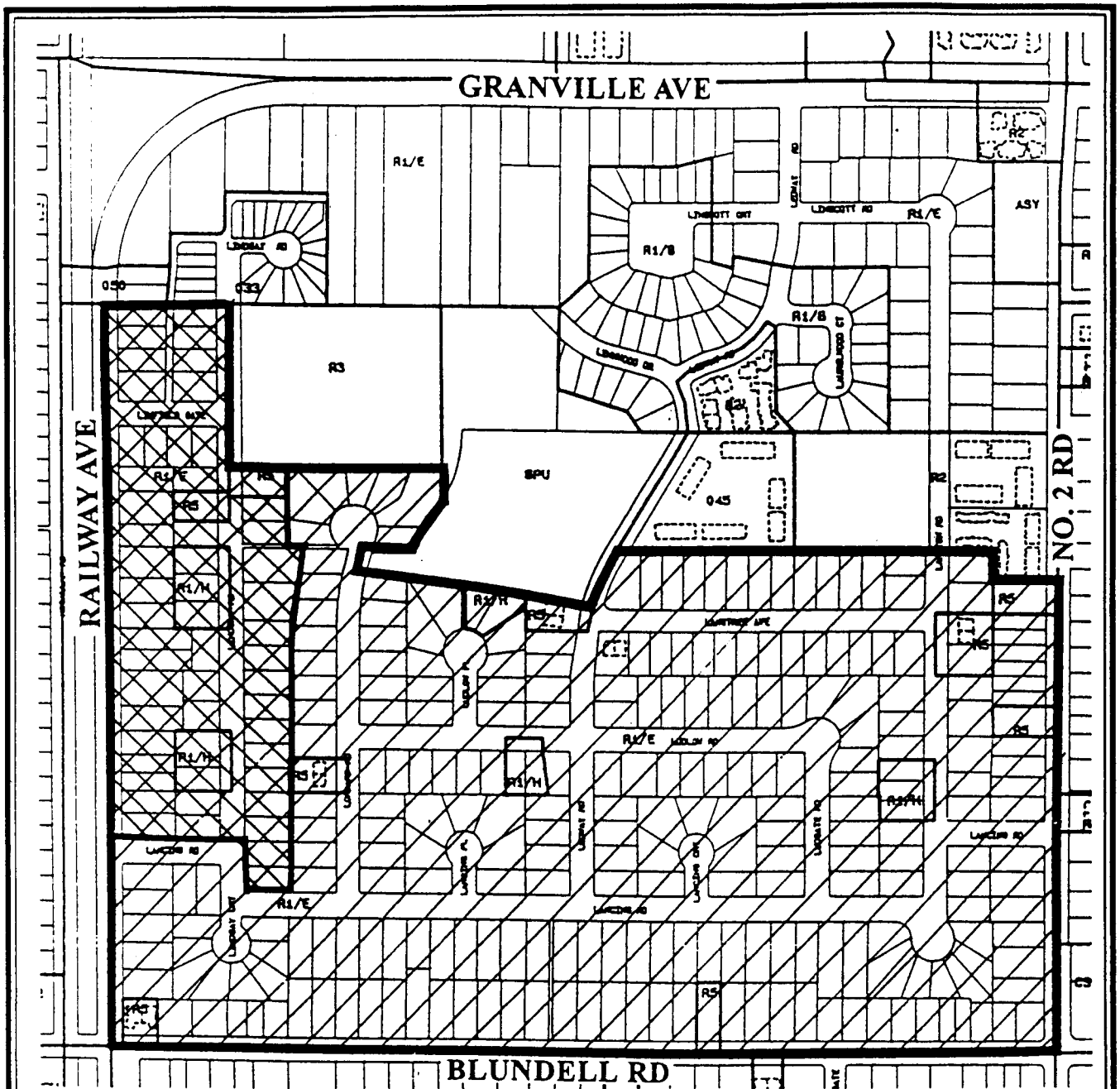
POLICY 5463:

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:

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

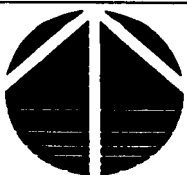
That this policy be used to determine the disposition of future single-family rezoning applications in this area, for a period of not less than five years, unless amended according to Bylaw No. 5300.



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