



**City of Richmond**  
Urban Development Division

**Report to Committee**

**To:** Planning Committee  
**From:** Joe Erceg  
Manager, Development Applications  
**Re:** APPLICATION BY T. TAM AND ANNE LO FOR REZONING AT  
8180 RAILWAY AVENUE FROM SINGLE-FAMILY HOUSING DISTRICT,  
SUBDIVISION AREA E (R1/E) TO SINGLE-FAMILY HOUSING DISTRICT,  
SUBDIVISION AREA B (R1/B)

*To Council - Dec 15, 2003*  
*to Planning - Dec. 09, 2003.*  
**Date:** December 3, 2003  
**File:** RZ 03-233573  
*File: 8060-20-7636.*

*Xref: 8060-20*  
*7550*

**Staff Recommendation**

1. That Bylaw No. 7559 for the rezoning of 8180 Railway Avenue be abandoned.
2. That Bylaw No. 7636 for the rezoning of 8180 Railway Avenue from "Single-Family Housing District, Subdivision Area E (R1/E)" to "Single-Family Housing District, Subdivision Area B (R1/B)", be introduced and given first reading.

*Joe Erceg*  
Joe Erceg  
Manager, Development Applications

JE:jmb  
Att.

<b>FOR ORIGINATING DIVISION USE ONLY</b>
<b>CONCURRENCE OF GENERAL MANAGER</b>
<i>[Signature]</i>

## Staff Report

### Origin

Anne Lo and T. Tam have applied to the City of Richmond for permission to rezone 8180 Railway Avenue (**Attachment 1**) from Single-Family Housing District, Subdivision Area E (R1/E) to Single-Family Housing District, Subdivision Area B (R1/B) in order to permit a two lot single-family residential subdivision with a lane (**Attachment 2**).

An earlier application was reviewed on the site by Council but was referred back to staff at the October 20<sup>th</sup>, 2003 Public Hearing in order to relocate the lane access between the two new lots.

### Findings of Fact

Item	Existing	Proposed
Owner & Applicant	Anne Lo and T. Tam	To be determined
Site Size	One lot 1646 m <sup>2</sup> (17,718 ft <sup>2</sup> )	Two lots approx. 740 m <sup>2</sup> (7965 ft <sup>2</sup> ) + a lane
Land Uses	One large single family lot	Two smaller single family lots
OCP Designation	Low Density Residential	No change
Zoning	R1/E	R1/B

### Surrounding Development

Other than the multi-family housing located across Railway Avenue to the west, the site is surrounded by single family homes. The homes to the south of the site back on to Railway Avenue with their fronts on Calder Court, therefore, there is no need for a lane system to continue south past the subject lot.

Of note is the fact that the lots to the north of the subject lot to Blundell Road are set back over 15m from what would normally be the edge of the road right-of-way. One possible reason for this is that it may have been to accommodate an interurban tram station. There are no plans for this area and the individual property owners use and maintain the area up to the road.

### **Related Policies & Studies**

#### Arterial Road Redevelopment Policy

The Arterial Road Policy supports redevelopment for a range of uses along Richmond's major roads in conjunction with lane development. The subject proposal is consistent with the policy.

#### Lane Policy

Redevelopment along Arterial Roads requires access to be obtained from rear lanes. Therefore, a 6m dedication is required at the rear of subject property. Additionally, a 6m right-of-way (3m on each lot) is required to provide an access into the lane at the southern end of the block.

Construction of the lane and the lane access will be a requirement of the future subdivision of the site. This access will then serve the rest of the block to the north when redevelopment occurs.

### **Staff Comments**

#### Policy Planning

It is important that an access into the lane system be established with the development of the subject lot as it is wider than all of the other lots in this area and it is located at the southern end of this part of the block which is the ideal location for an access point.

There are two options for the introduction of this lane access. An earlier option that would see a 4m right-of-way on the north side of the subject site, joined in the future with 2m from the lot to the north, was referred back at Public Hearing in order that the lane be wholly contained on the subject site. Therefore, the other option, which is proposed as part of this updated application, is for the entire 6m wide lane access to be located between the two new lots (3m on each lot).

Development Applications

Prior to final reading of Rezoning, the developer is to:

1. Dedicate land at the rear (east side) of the subject property for a lane to access the two new lots. The lane is required to cross the northerly of the two new lots but only needs to connect to, not cross, the southerly of the two new lots;
2. Grant a 6m wide public rights of passage right-of-way (3m on each lot) between the two new lots linking the new lane with Railway Avenue, and
3. Provide a covenant to setback the first floor of the buildings 1.2m from the 6m right-of-way.

With the future subdivision the developer is to enter into the City's standard Servicing Agreement, to design and construct:

- a lane at the rear of the property; and
- a lane connecting Railway to the rear lane.

**Analysis**

Staff is supportive of the subject application because:

- the proposal is consistent with both the Lane and Arterial Road polices;
- the proposal is consistent with redevelopment activity occurring along arterial roads; and
- the subject application provides a lane connecting the rear lane system with Railway Avenue which will facilitate redevelopment for the rest of the block.

**Financial Impact**

None.

**Conclusion**

The proposal is to subdivide the subject lot into two lots, provide a rear lane and a lane access connecting the rear lane with Railway Avenue. Staff is supportive of the proposal as it is consistent with policies and practice and provides a lane access for the rest of the block.



Jenny Beran, MCIP  
Planner, Urban Development

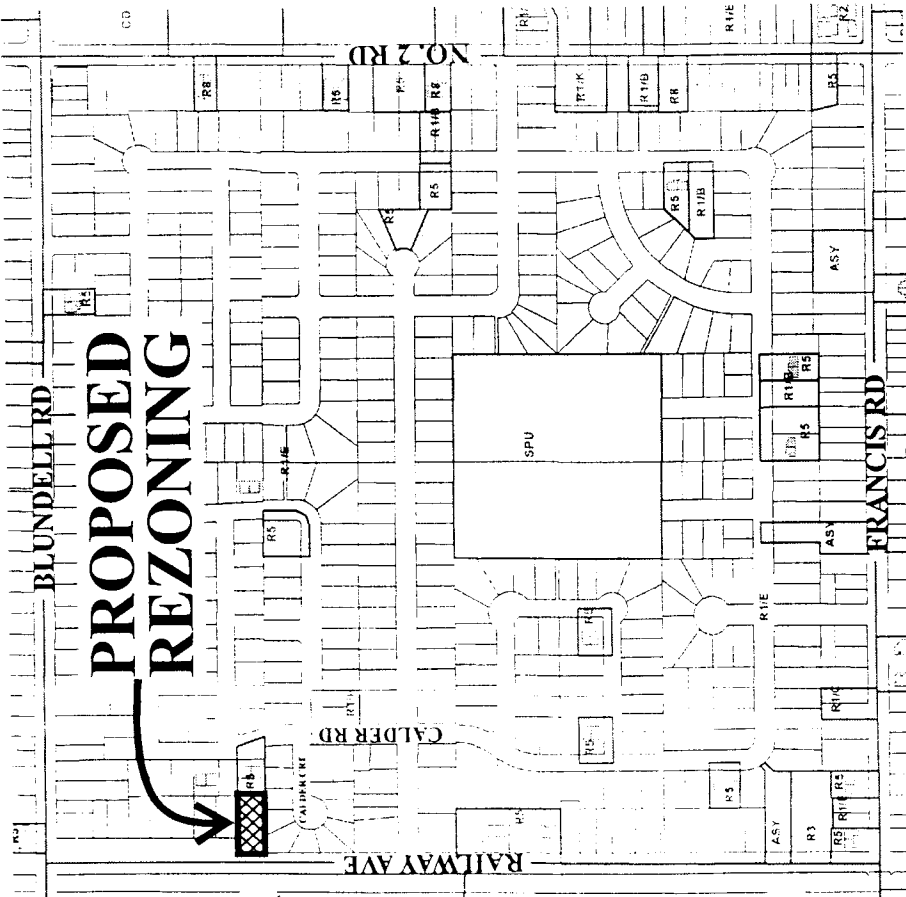
JMB:cas

Prior to final reading of Rezoning, the developer is to:

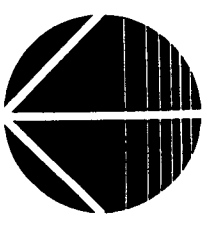
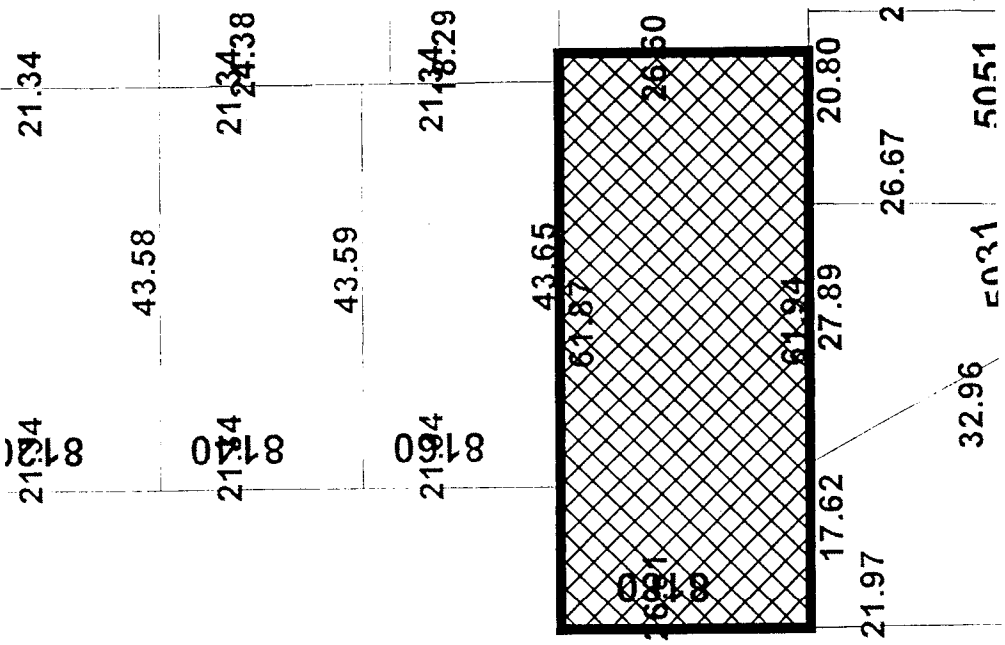
1. Dedicate land at the rear (east side) of the subject property for a lane to access the two new lots. The lane is required to cross the northerly of the two new lots but only needs to connect to, not cross, the southerly of the two new lots;
2. Grant a 6m wide public rights of passage right-of-way between the two new lots (3m on each lot) linking the new lane with Railway Avenue, and
3. Provide a covenant to setback the first floor of the buildings 1.2m from the 6m right-of-way.



# City of Richmond



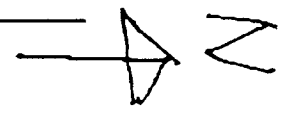
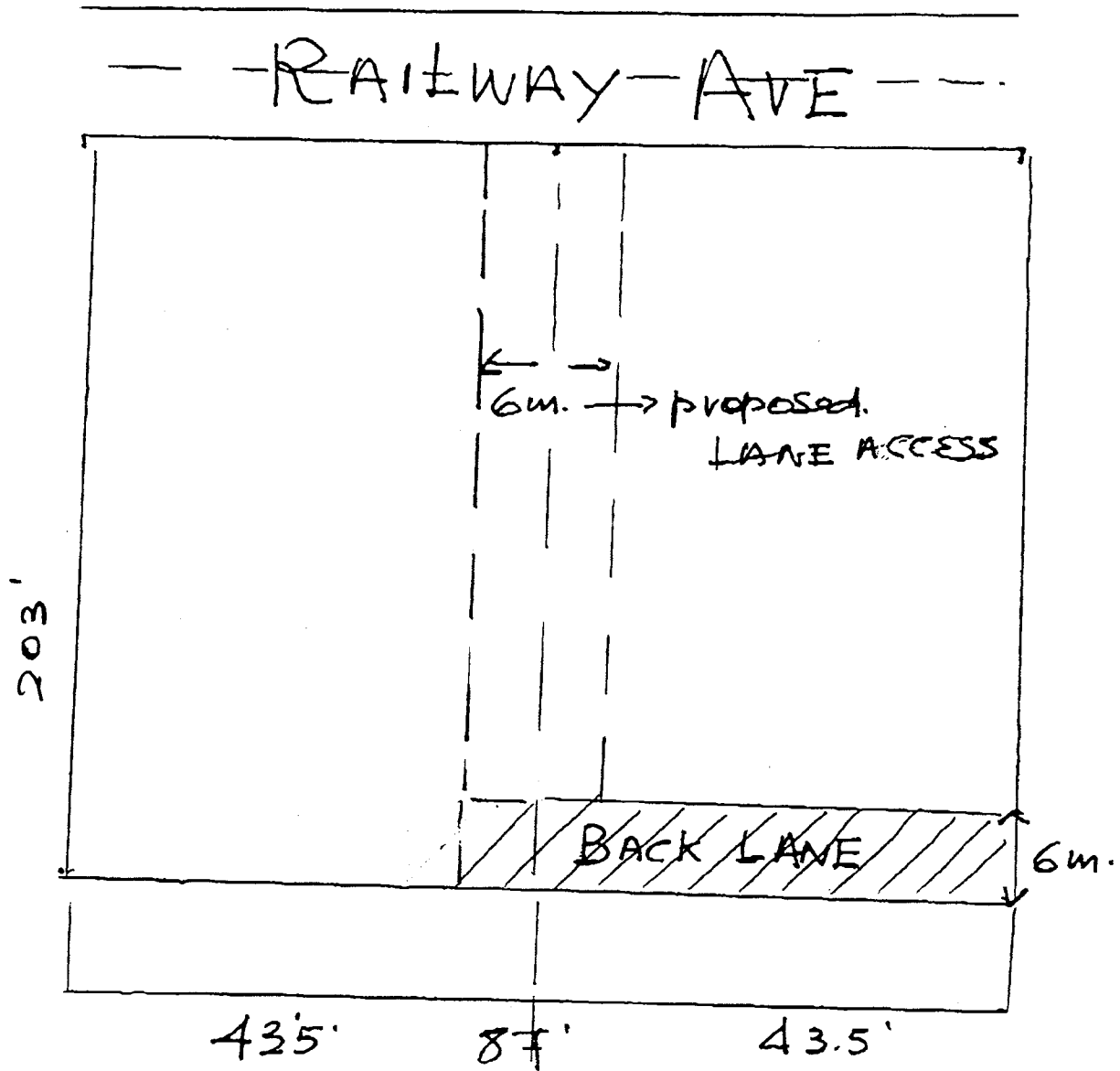
## RAILWAY AVE



# RZ 03-233573

Original Date: 04/29/03  
 Revision Date:  
 Note: Dimensions are in METRES

ATTACHMENT 2



8180 RAILWAY  
 AVE.  
 Lot 221.  
 Sec 24-4-7.  
 PL 53917 LDR  
 PID 003-694-700  
 Roll # 097997000



**Richmond Zoning and Development Bylaw 5300  
Amendment Bylaw 7636 (RZ 03-233573)  
8180 RAILWAY AVENUE**

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 B (R1/B)**.

P.I.D. 003-694-704

Lot 221 Section 24 Block 4 North Range 7 West New Westminster District Plan 53917

- 2. This Bylaw may be cited as **“Richmond Zoning and Development Bylaw 5300, Amendment Bylaw 7636”**.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED

DEC 15 2003

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

CITY OF RICHMOND
APPROVED for content by originating dept.
<i>HB</i>
APPROVED for legality by Solicitor
<i>[Signature]</i>

\_\_\_\_\_  
MAYOR

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