



REPORT TO COUNCIL

TO: Richmond City Council
FROM: Councillor Malcolm Brodie, Chair
Planning Committee
DATE: April 5, 2001
FILE: 8060-20-7217
RE: **APPLICATION BY CREEKSIDE ARCHITECTS FOR REZONING AT 8131 AND 8151 GENERAL CURRIE ROAD FROM TOWNHOUSE AND APARTMENT DISTRICT (R3) TO COMPREHENSIVE DEVELOPMENT DISTRICT (CD/118)**

The Planning Committee, at its meeting held on Tuesday, April 3, 2001, considered the attached report, and recommends as follows:

COMMITTEE RECOMMENDATION

That Bylaw No. 7217, for the rezoning of 8131 and 8151 General Currie Road from "Townhouse and Apartment District (R3)" to "Comprehensive Development District (CD/118)", be introduced and given first reading and that the applicant be required to demolish the existing houses on the subject property prior to referral to Public Hearing.

Councillor Malcolm Brodie, Chair
Planning Committee

Attach.

VARIANCE

Please note that staff recommended the following:

That Bylaw No. 7217, for the rezoning of 8131 and 8151 General Currie Road from "Townhouse and Apartment District (R3)" to "Comprehensive Development District (CD/118)", be introduced and given first reading.

STAFF REPORTORIGIN

The subject site is situated in the St. Albans Sub-Area of the City Centre, on the north side of General Currie Road, west of General Currie Elementary School. Creekside Architects has applied to rezone the site from Townhouse and Apartment District (R3) to permit construction of seventeen (17), three-storey townhouses.

FINDINGS OF FACT

ITEM	EXISTING	PROPOSED
Owner	358856 BC Ltd	No change
Applicant	Creekside Architects	No change
Site Size	3,253.8 m ² (35,025 ft ²)	No change
Land Uses	Vacant	<ul style="list-style-type: none"> • 17 Townhouse Units • Public trail (secured through Public Rights of Passage)
OCP Designation (City Centre Area Plan)	Residential	No Change
Sub-Area Plan Designation (St. Albans Sub-Area Plan)	Multi-Family Low Rise (3 Storey Apartments, Townhouses, Two-Family or Single-Family Dwellings)	No Change
Zoning	Townhouse and Apartment District (R3)	Comprehensive Development District (CD/118)
Permitted Density	<ul style="list-style-type: none"> • 0.6 FAR for first 3,000 m² (32,292.79 ft²) of site area, plus 0.9 FAR for the remainder (excluding parking and amenity spaces) • <i>Buildable Area:</i> 2,028.4 m² (21,834.2 ft²) 	<ul style="list-style-type: none"> • 0.8 FAR (excluding parking and amenity spaces) • <i>Buildable Area:</i> 2,603.1 m² (28,020.5 ft²)
Lot Coverage	40%	46%
Minimum Building Setbacks	<ul style="list-style-type: none"> • <i>Front, Side, & Rear:</i> 6 m (19.7 ft) 	<ul style="list-style-type: none"> • <i>Front & Rear:</i> 6 m (19.7 ft), but balconies and entry stairs may encroach • <i>East Side:</i> 3 m (9.8 ft), but entry stairs may encroach • <i>West Side:</i> 3.7 m (12.1 ft), within which is a +/-3.3 m (10.8 ft) wide trail rights-of-way
Required Parking	<ul style="list-style-type: none"> • <i>Resident Stalls:</i> 26 (17 units @ 1.5 stalls/unit) • <i>Visitor Stalls:</i> 4 (17 units @ 0.2 stalls/unit) • <i>Total Stalls:</i> 30 	<ul style="list-style-type: none"> • <i>Resident Stalls:</i> 34 (17 units @ 2 stalls/unit) • <i>Visitor Stalls:</i> 2 (17 units @ 0.1 stalls/unit) • <i>Total Stalls:</i> 36

SURROUNDING DEVELOPMENT

Until recently, the subject site's two lots were occupied by single-family homes. Those dwellings have been demolished, leaving it as the only vacant parcel in a predominantly multiple-family neighbourhood. The St. Albans Sub-Area Plan encourages development of the subject site, like its neighbours, with low-rise apartment buildings and townhouses. As such, most land in St. Albans, including the subject property, is zoned Townhouse and Apartment District (R3). The site is bordered on all four sides by townhouse projects developed under this zoning, including one across General Currie Road. Southeast of the site, across the road, is General Currie Elementary School. Northwest of the site, fronting onto Bennett Road, is a large residential site not yet developed with multiple-family uses.

RELATED POLICIES

Townhouse and Apartment District (R3) provides for a graduated scale of maximum buildable densities up to 1.2 floor area ratio (FAR), based on lot size. Smaller lots, such as the subject site, are typically eligible for a maximum density of 0.6 floor area ratio (FAR). It has been demonstrated on a number of occasions, however, that site specific opportunities can enable some projects to achieve higher densities without compromising livability or appearance. Typically, such projects are rezoned to Comprehensive Development District (CD). This is the proposal made by Creekside Architects in their application for a density of 0.77 FAR.

The City Centre Area Plan encourages the establishment of an urban trails network for pedestrians and recreational cyclists. One route in this network is intended to parallel the east side of No. 3 Road via a combination of appropriately landscaped street rights-of-ways and off-street trails, parks, and school sites. The subject site, together with the underdeveloped residential site to its north-west, have been targeted to provide an important leg of this route, linking General Currie Road with Bennett Road.

Guidelines for the issuance of Development Permits for multiple-family projects are contained in Schedule 2.10 of Bylaw 7100 (City Centre Area Plan).

STAFF COMMENTS

Land Use

Rezoning of the subject site as proposed is consistent with the City's goals and objectives for the City Centre and the St. Albans sub-area. The applicant, working with a density that is relatively high for townhouse development in Richmond, has demonstrated the ability to create an attractive, livable project presenting an interesting, pedestrian-friendly streetscape, together with an open and inviting site layout that orients units to the south and west around a landscaped common area and a public trail (developed by the applicant on the subject site). For the most part, outstanding issues are detailed site and trail design and detailed character and form issues related to unit entries and private open space, both of which are best addressed through the Development Permit (DP) review process. As such, processing of a DP, to the satisfaction of the Manager of Development Applications, is recommended as a condition of rezoning approval.

Transportation

The proposal varies resident and visitor parking rates from bylaw requirements applicable under the site's current R3 zoning. Resident parking will be increased to 2 stalls per dwelling unit from 1.5, and visitor parking will be decreased to 0.1 stalls per dwelling unit from 0.2. On the basis that the total amount of parking will exceed the current bylaw (e.g. by 7 stalls) and the above noted ratios will be specified in CD/118, staff support the applicant's proposal.

The proposed driveway location is acceptable. Issues related to internal vehicular manoeuvring (i.e. visitor parking stall orientation, driveway/garage door widths, and the treatment of "dead end" driveways") should be addressed through the Development Permit (DP) process.

Parks

Development of a public trail along the west property line of the subject site (to be extended in the future to Bennett Road by others) will provide for safer, more convenient pedestrian/bike access to General Currie Elementary School and across the St. Albans area. The proposed site layout enhances the trail's appearance and surveillance from adjacent townhouse units and their shared open space, which in turn enhances safety for trail users and the development.

The trail, to be secured through Public-Rights-of-Passage, should typically be a 3.3 m (10.8 ft) wide rights-of-way (r.o.w.). The r.o.w. may narrow adjacent to the driveway, to a minimum of 2.4 m (7.9 ft), as long as (i) no fence or hedging separates the trail from the driveway, and (ii) a special paving treatment is employed on this portion of the trail to enhance its appearance and signal it as the trail entrance. The trail r.o.w. should widen where it is abutted by townhouse units at the north end of the site to ensure adequate visibility and safety.

Staff recommend that a row of deciduous trees be planted at 9 m (29.5 ft) on centre along the east edge of the r.o.w.. Notwithstanding the reference to fencing above, staff support fencing near the edge of the trail if it is open and decorative (i.e. metal pickets) and it, along with any associated hedging/shrubs, are no higher than 1.2 m (3.9 ft). The only exception should be where the trail abuts a private rear yard, in which case it may be solid and 2 m (6.6 ft) high.

Within the trail r.o.w., a 2.4 m (7.9 ft) wide path should be installed (paved in asphalt, except as noted above), together with a +/-0.9 m (+/-3 ft) wide planting strip along the subject site's west property line (e.g. to accommodate a cedar hedge and/or other plant material). Pedestrian lighting should be provided to City Centre standards. The detailed design of the trail should be undertaken by the developer, to the satisfaction of the City, as part of the Development Permit (DP) process.

As the City has not yet secured the necessary trail r.o.w. north of the subject site, design and construction of the trail should make accommodation for an interim period during which the adjacent townhouse project may have full use of the trail area, together with responsibility for its maintenance. During this interim period, staff recommend that key features of the trail design be installed (i.e. a hedge and/or other planting along the west property line and the trees along east edge of the trail r.o.w.), but that other elements (i.e. the asphalt path and low fencing) be omitted, thus, allowing the trail area to be grassed and used by the project residents. The details of this interim design phase should be addressed through the DP process. The developer should be responsible for constructing the interim trail design and should provide cash to the City as a condition of rezoning in lieu of constructing the ultimate trail design. In addition, staff recommend that, as a condition of rezoning, a covenant be placed on the subject site to alert future townhouse purchasers to the interim use of the trail area and the City's intent to construct a public trail in the future.

Engineering Works

As the subject site is mid-block and is the last development along this block of General Currie Road, no off-site improvements should be requested. (In this area, improvements are currently only required at intersections and along St. Albans Road.) Establishment of a public trail along the subject site's west edge is desirable, however, as it cannot be connected to Bennett Road until lands north of the subject site redevelop, construction of the trail should be delayed.

The following should be in place prior to final reading of the rezoning:

1. Consolidation of 8131 and 8151 General Currie Road into one parcel;
2. Public Rights of Passage rights-of-way for the public trail, the exact dimensions of which should be determined through the Development Permit (DP) process;
3. Covenant registered against the subject site to ensure that future residents/owners/strata council are aware of the City's intent to develop the public trail; and
4. "Cash-in-lieu" for the future construction of the public trail by the City (the amount of which should be determined through the DP process).

With future Building Permit, a sub-area Development Cost Charge of \$1.22 per square foot of site area will be assessed along with "regular" DCCs and servicing tie-in and alteration costs.

ANALYSIS

The proposed use of the subject site is in keeping with City Centre Area Plan objectives for "the development of a broad range of housing to meet the needs of a sizeable and diverse resident population". Development of 17 ground-oriented townhouse units with access to both private and shared on-site open space, in close proximity to public amenities (i.e. General Currie School and a future trail along the west edge of the site) is also supportive of both City Centre and St. Albans sub-area policies aimed at enhancing the livability of multiple-family housing. Furthermore, the increase in Richmond's population resulting from more intensive development of the subject site is consistent with the City's current Official Community Plan projections.

With regard to design issues, the proposed townhouses have three-storeys. The advantage of this form to the developer is that more dwellings can be achieved than would be possible with a two-storey model. The advantage to the City is that less of the site is devoted to driveways. This assists the project in accommodating the public trail and situating the townhouses such that they orient towards it and the adjacent, shared open space. This in turn ensures good sun access to and surveillance of these amenities, which enhances their security and usefulness.

The disadvantage of the three-storey townhouse form is that parking is provided in tandem and occupies almost all each unit's ground floor. The architect has taken steps, however, to ensure that the unit entries are attractive and decks are provided at the second floor (e.g. the main living level). In addition, the street-fronting units have a den space at the ground level, and the rear units have outdoor staircases connecting their decks directly with their grade-level gardens. Further refinements of this concept can be pursued through the Development Permit process.

Overall, the project appears to be well thought out and to fit well with the neighbourhood. Moreover, the form of the proposed development is superior to a number of lower density (e.g. 0.6 FAR), smaller-lot townhouse projects in St. Albans, which focus units along a central driveway "spine" and do little to enhance the streetscape or contribute to the livability of the area. On this basis, staff recommend support for the proposed rezoning.

FINANCIAL IMPACT

None.

CONCLUSION

1. This application can be supported because it is in conformance with the City Centre Area Plan and the St. Albans Sub-Area Plan, and it furthers City objectives with regard to enhancing pedestrian amenity and safety through the extension of the public trail/greenways network.
2. Rezoning of the subject property to Comprehensive Development District (CD/118) merits favourable consideration.



Suzanne Carter-Huffman
Senior Planner/Urban Design

SPC:cas

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

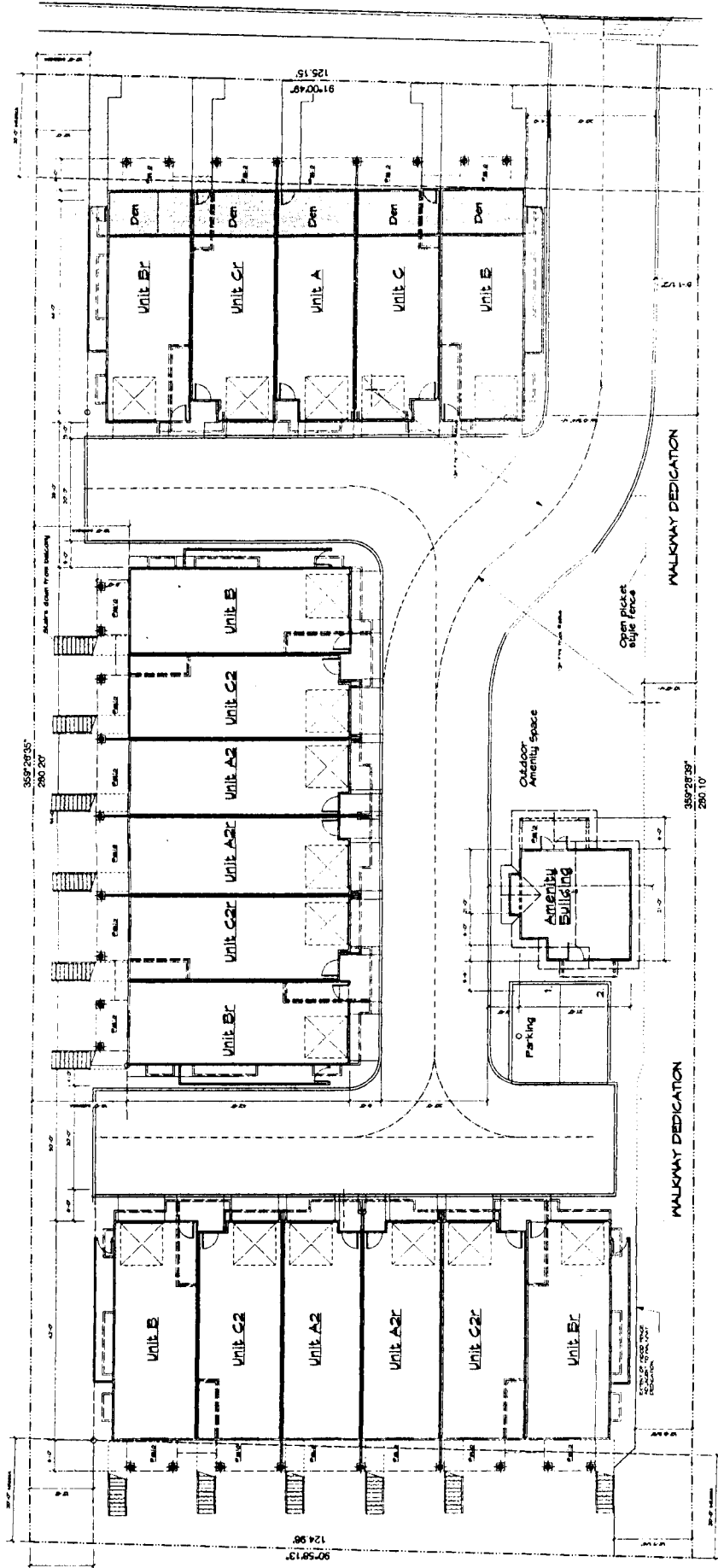
Legal requirements, specifically:

- Consolidation of 8131 and 8151 General Currie Road into one parcel
- Public Rights of Passage rights-of-way for the public trail, the exact dimensions of which should be determined through the DP process;
- Covenant registered against the subject site to ensure that future residents/owners/strata council are aware of the City's intent to develop the public trail; and
- "Cash-in-lieu" for the future construction of the public trail by the City (the amount of which should be determined through the DP process).

Development requirements, specifically:

- Processing of a Development Permit application to a satisfactory level, as determined by the Manager of Development Applications.

GENERAL CURRIE ROAD



SITE PLAN

SITE AREA = 3253.93 m²

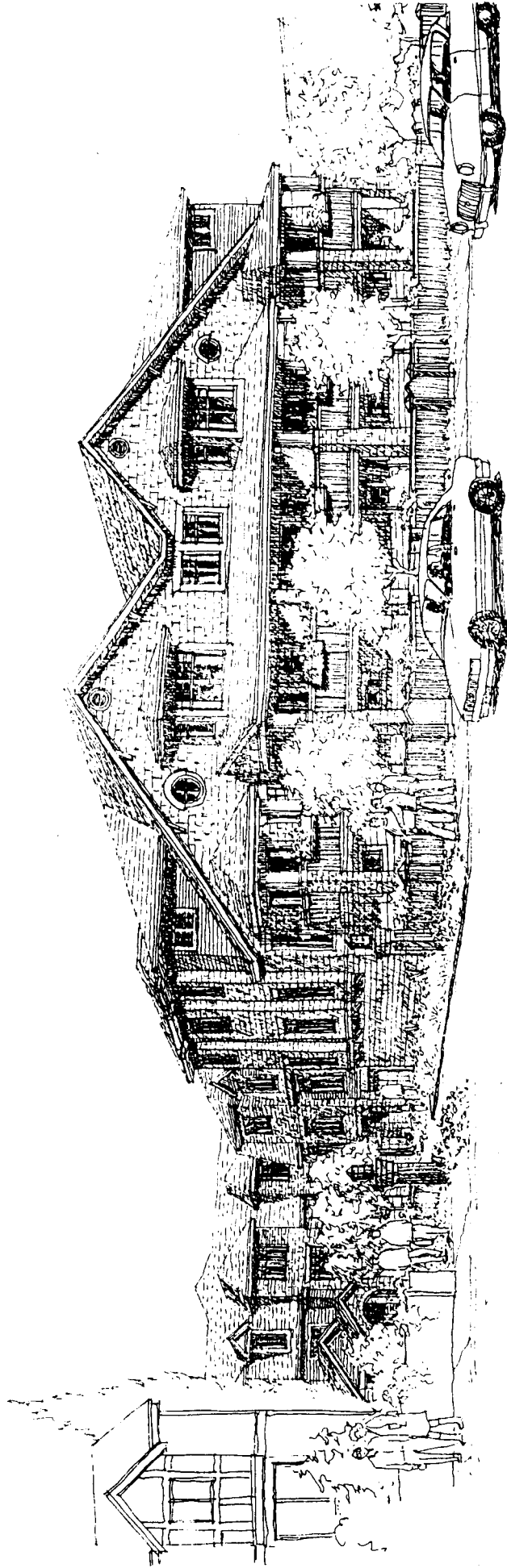


GENERAL CURRIE ROAD

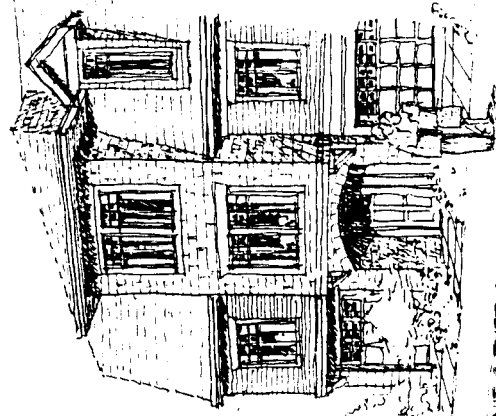
17 UNIT TOWNHOUSE DEVELOPMENT
 8151 / 8151 GENERAL CURRIE RD.,
 RICHMOND, B.C.
 FOR 558856 B.C. LTD.

CREEKSIDE ARCHITECTS
 150 - 1450 CREEKSIDE DR.
 VANCOUVER, B.C.

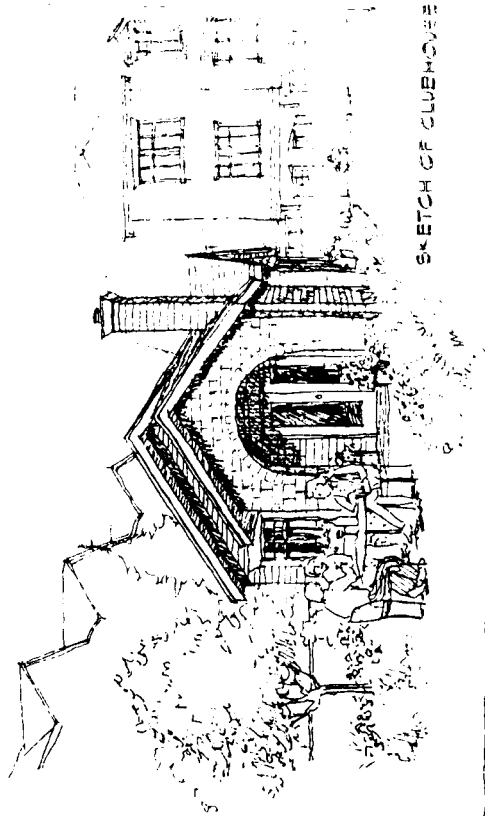




VIEW OF ENTRY ON GENERAL CURRIE ROAD



SKETCH / VIEW OF UNIT ENTRY



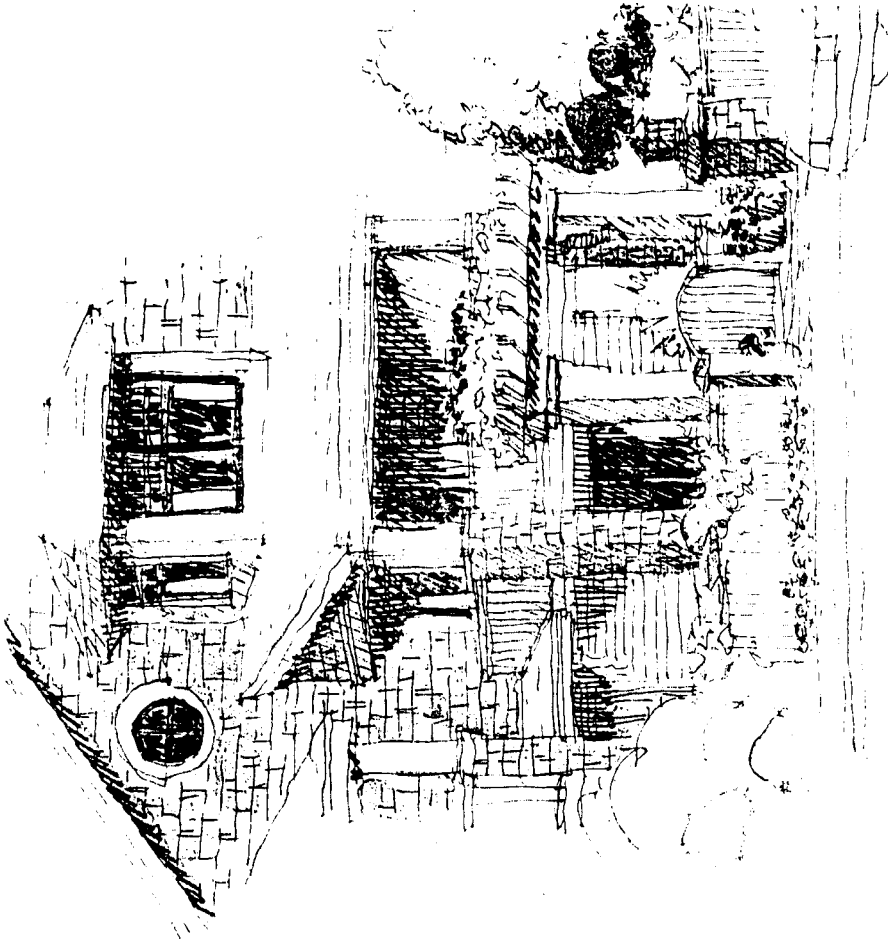
SKETCH OF CLUEHOUSE

GENERAL CURRIE ROAD

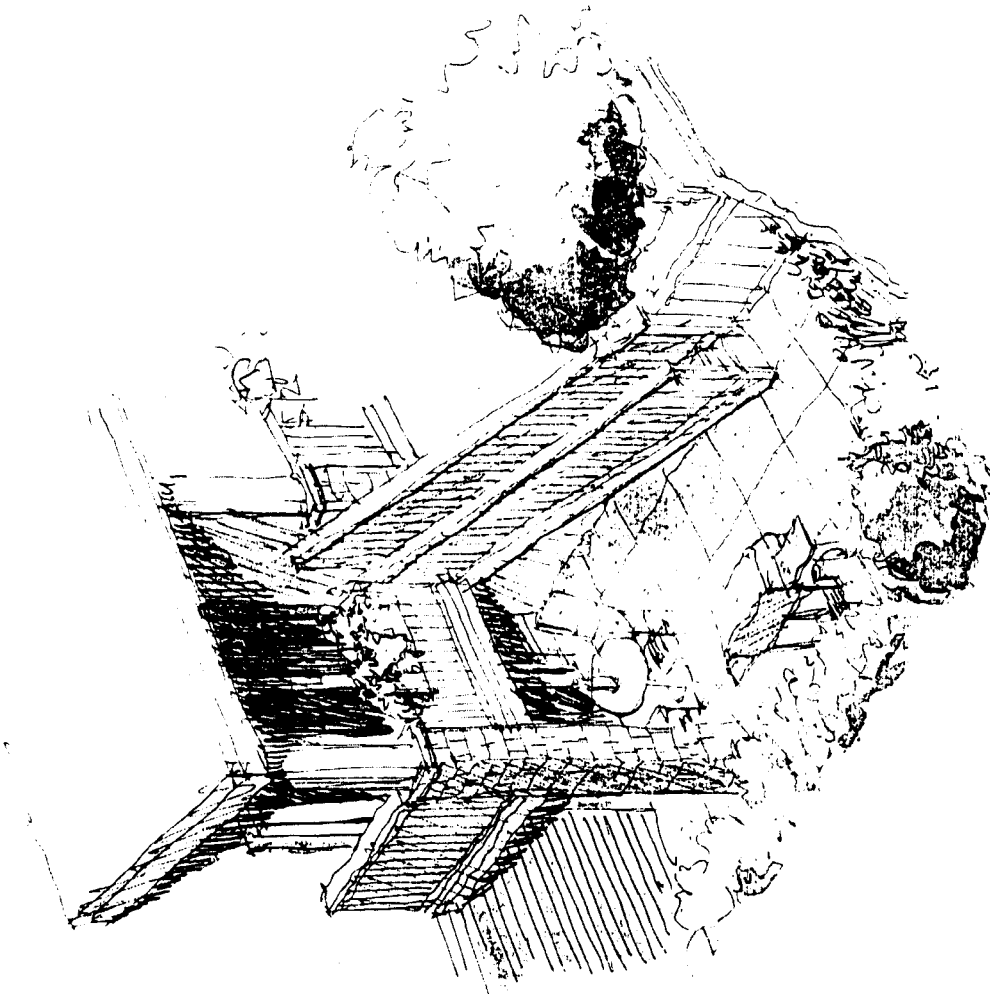
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SKETCH VIEW OF BLOCK 1



SKETCH VIEW OF BLOCK 2 & 3 YARD ACCESS



GENERAL CURRIE ROAD

17 UNIT TOWNHOUSE DEVELOPMENT
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FOR 358856 B.C. LTD.

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VANCOUVER, B.C.

CITY OF RICHMOND
BYLAW 7217
RICHMOND ZONING AND DEVELOPMENT BYLAW 5300
AMENDMENT BYLAW 7217 (RZ 96-000113)
8131 AND 8151 GENERAL CURRIE ROAD

The Council of the City of Richmond, in open meeting assembled, enacts as follows:

1. Richmond Zoning and Development Bylaw 5300 is amended by inserting as Section 291.118 thereof the following:

“291.118 COMPREHENSIVE DEVELOPMENT DISTRICT (CD/118)

The intent of this zoning district is to accommodate townhouses.

291.118.1 PERMITTED USES

RESIDENTIAL, limited to **One-Family Dwelling** and **Townhouses**;
BOARDING & LODGING, limited to two persons per **dwelling unit**;
HOME OCCUPATION;
COMMUNITY USE;
ACCESSORY USES, but excluding **secondary suites**.

291.118.2 PERMITTED DENSITY

.01 **Maximum Floor Area Ratio:**

- a) 0.8.
- b) Notwithstanding the limitations imposed in (a) above, an additional 0.03 **floor area ratio** will be permitted to accommodate **amenity space**.
- c) For the purposes of this subsection, **floor area ratio** shall be deemed to exclude the floor area of those parts of the **building used** for off-street parking purposes and unenclosed balconies.

291.118.3 MAXIMUM LOT COVERAGE: 46%

291.118.4 MINIMUM SETBACKS FROM PROPERTY LINES

- .01 **Front & Rear Yards:** 6 m (19.685 ft)
- .02 **East Side Yard:** 3 m (9.843 ft)
- .03 **West Side Yard:** 3.7 m (12.139 ft)

.04 Notwithstanding the limitations imposed in .01 and .02 above, unenclosed balconies, porches, and bay windows may project into the **front and rear yards** for a distance of not more than 1.8 m (5.906 ft), and unenclosed stairs connecting the building's second storey with grade may project into the **rear yard** for a distance of not more than 4.5 m (14.764 ft) and into the east **side yard** for a distance of not more than 1.8 m (5.906 ft).

291.118.5 MAXIMUM HEIGHTS

- .01 **Buildings:** 15 m (49.212 ft)
- .02 **Structures:** 20 m (65.617 ft)
- .03 **Accessory Buildings:** 5 m (16.404 ft)

291.118.6 MINIMUM LOT SIZE

.01 A **building** shall not be constructed on a **lot** having a width of less than 38 m (124.672 ft) or a depth of less than 85 m (278.871 ft).

291.118.7 OFF-STREET PARKING

.01 Off-street parking shall be provided in accordance with Division 400 of this Bylaw, EXCEPT that for **one-family dwellings** and **townhouses**, the basic parking requirement shall be 2 spaces per **dwelling unit** for residents, together with 0.1 spaces per **dwelling unit** for visitors, for a total of 2.1 spaces per **dwelling unit**.

291.118.8 SCREENING & LANDSCAPING

Screening and landscaping shall be provided in accordance with Division 500 of this Bylaw, EXCEPT that:

- .01 Where a public rights-of-way secured for the purpose of a public trail is less than 3.3 m (10.827 ft) wide, no **fence** may be installed along the boundary of that rights-of-way.
- .02 The height of a **fence**, calculated from the point where the **fence** intersects the ground, shall not exceed:
 - a) When located in the **front yard**: 1.2 m (3.937 ft).
 - b) When located within 3 m (9.843 ft) of a public rights-of-way secured for the purpose of a public trail: 1.2 m (3.937 ft).
 - c) When located elsewhere within a required yard: 2 m (6.562 ft).

- 2. 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 **COMPREHENSIVE DEVELOPMENT DISTRICT (CD/118)**:

P.I.D. 003-506-959

West Half of Lot 17 Block "D" Section 16 Block 4 North Range 6 West New Westminster District Plan 1262

P.I.D. 004-029-534

The East Half of Lot 17 Block "D" Section 16 Block 4 North Range 6 West New Westminster District Plan 1262

- 3. This Bylaw may be cited as **"Richmond Zoning and Development Bylaw 5300, Amendment Bylaw 7217"**.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED



MAYOR

CITY CLERK