



To: Planning Committee
From: Joe Erceg
Manager, Development Applications
Date: March 25, 2002
File: RZ 01-192664
Re: **APPLICATION BY ROCKY SETHI FOR REZONING AT 7500 GARDEN CITY ROAD FROM SINGLE-FAMILY HOUSING DISTRICT, SUBDIVISION AREA F (R1/F) TO COMPREHENSIVE DEVELOPMENT DISTRICT (CD/120)**

Staff Recommendation

- (1) That Bylaw No. 7354, to amend the minimum setbacks in "Comprehensive Development District (CD/120)" such that buildings shall be required to setback a minimum of 6 m (19.685 ft.) from General Currie Road, be introduced and given first reading.
- (2) That Bylaw No. 7351, for the rezoning of 7500 Garden City Road from "Single-Family Housing District, Subdivision Area F (R1/F)" to "Comprehensive Development District (CD/120)", be introduced and given first reading.

H. Bueler

for Joe Erceg
Manager, Development Applications

JE:spc
Att. 4

FOR ORIGINATING DIVISION USE ONLY

CONCURRENCE OF GENERAL MANAGER

David Rutledge

Staff Report

Origin

On October 2, 2001, Planning Committee considered a staff report on the City Centre's McLennan South sub-area. The report identified 12 development sites. Of these, two are redeveloped, two are rezoned, the rezoning of four was supported at Public Hearing in January, 2002, and the rezoning of another one is anticipated to go to Public Hearing in April. This report addresses one of the three remaining sites. (**Attachments 1 & 2**)

The subject site is a single lot at the southeast corner of Garden City Road and General Currie Road in McLennan South's highest density townhouse area. (**Attachment 3**) The applicant, Rocky Sethi, has applied to rezone the subject site from Single-Family Housing District, Subdivision Area F (R1/F) to Comprehensive Development District (CD/120) for the purpose of constructing seven 3-storey townhouses. (**Attachments 4**)

Findings of Fact

ITEM	EXISTING	PROPOSED
<i>Owner</i>	RE Munro	Rocky Sethi
<i>Applicant</i>	Rocky Sethi	No change
<i>Site Size</i> <i>(Source: GIS)</i>	1,309.91 m ² (14,100.22 ft ²)	1,219.11 m ² (13,122.82 ft ²) <ul style="list-style-type: none"> Reduction due to dedication of a 2 m (6.56 ft.) wide strip of land for future widening of Garden City Road to accommodate left-turn lanes and traffic signals.
<i>Land Uses</i>	Single-family residential	Seven 3-storey townhouses
<i>OCP Designation</i> <i>• City Centre</i>	Residential	No change
<i>Sub-Area Plan Designation</i> <i>• McLennan South</i>	Residential, Townhouse up to 3 storeys over 1 parking level, Triplex, Duplex, Single-Family, 0.75 base floor area ratio (FAR)	No change
<i>Zoning</i>	Single-Family Housing District, Subdivision Area F (R1/F)	Comprehensive Development District (CD/120) <ul style="list-style-type: none"> 3-storey townhouses @ 0.7 FAR
<i>Parking Required</i> <i>• CD/120</i>	Residents @ 1.5 spaces/unit Visitors @ 0.2 spaces/unit	
<i>Parking Actual</i>	As per CD/120, except resident parking is provided at 2 spaces/unit.	

Surrounding Development & Related Policies

Sub-Area Plan Overview (Attachment 3, Sub-Area Plan “Land Use” map)

The McLennan South Sub-Area Plan encourages the development of townhouses, triplexes, duplexes, and single-family homes within a lush, green environment. New roads are proposed in order to provide easier access around the neighbourhood for both pedestrians and drivers, and to enable existing properties to redevelop in a pedestrian-friendly manner that orients most residential units to public streets and walkways. Land has been set aside for future neighbourhood park and school use and the development of a “greenway” has been identified for the east side of Garden City Road. Consistent with the plan, at the end of 1999, the installation of sanitary and storm sewers was completed along the area’s existing road rights-of-ways to provide service to existing homes and future development.

Sub-Area Plan Densities

Building densities under the sub-area plan are intended to be based on site area net of dedications (i.e. roads). The densities specified under the Land Use plan should be considered as guides rather than targets. The term “base density” used in the Land Use plan indicates that additional density may be supported where a project can demonstrate that it is attractive, livable, and consistent with sub-area plan objectives (i.e. regarding roads, etc.). As a result, in the area around the subject site, which is designated for a base density of 0.75 floor area ratio (FAR), one townhouse project has been constructed at 0.83 FAR (Narland, **Attachment 2**: Site #1), while others are under consideration at 0.65 (Pulice & Rangi), 0.78 (Palladium & 490375 BC Ltd), and 0.8 (Polygon). (**Attachment 2**: Sites #4 &7, #10 & 6, and #8).

Comparable Development

Of the projects noted above, the two proposed by Pulice and Rangi are for six and seven units respectively and are situated on small corner lots at the end of a row of small lots, each of which may be developed independently with small townhouse projects. The subject site is of a similar size to these lots and is in a similar situation with small lots to its east. All three lots are also similar in that the sub-area plan does not designate them for road development (e.g. only minor road widening is required of them). However, in order to be consistent with plan objectives to create a safe and attractive pedestrian environment, it is desirable that these small lots and their neighbours be served by a rear lane. As a consequence, all three lots must provide land and money for the construction of a public lane. (Note that the large lots south of the subject site will be accessed from Turnill Street and, therefore, are expected to make little if any use of the lane across the subject site.)

As noted above, all three sites are designated under the sub-area plan for a “base density” of 0.75 FAR. The applicant’s proposal is for 0.70 FAR, while both the Pulice and Rangi projects are proposed at just 0.65 FAR. The reason for this difference is the proposed forms of development. The first two developers each proposed two buildings on their lots and a “house-like” form that limited the density that could be achieved. The applicant, on the other hand, has proposed a more efficient single building scheme and a more conventional townhouse form. This form, which allows for a higher density, is consistent with the form of development being established by other projects along McLennan South’s Garden City Road frontage.

Comprehensive Development District (CD/120)

CD/120 was originally drafted to accommodate four townhouses on a small lot at the corner of Bennett Road and St Albans Road (RZ 01-115799), with the idea that it could be applied to other small lots nearby. Since then it has been applied to a second lot near the first (RZ 01-188214) and two lots at Garden City Road and General Currie Road, directly across Garden City Road from the subject site in the St Albans sub-area of the City Centre (RZ 01-185809 and RZ 01-186246). The lots to which CD/120 has already been applied are similar to the subject site and its two neighbours. In order to adapt this zoning district for use in the McLennan South area, it is proposed that CD/120 be amended to include setbacks from General Currie Road that are consistent with those generally being required along the area's other existing roads (i.e. Heather Street).

Development Permit Guidelines

Guidelines for the issuance of Development Permits for multiple-family housing are contained within Section 2.10 and 2.10D of Bylaw 7100 (City Centre Area Plan and McLennan South Sub-Area Plan).

Staff Comments***Policy Planning***

The proposed project is consistent with sub-area, area, and city-wide objectives for population, form of development, and greenway development along the east side of Garden City Road. The provision of a public lane along the east side of the subject site will allow for its independent development, together with that of the small lots to its east. This will meet the sub-area plan's transportation objectives and is consistent with other small lot development proposals nearby.

The applicant has agreed to contribute \$7,000 towards the development of the proposed McLennan South neighbourhood park (e.g. \$1,000 per dwelling unit). The developer believes that indoor amenity space is not warranted in his project, and that funding local park development will be more beneficial. Staff are in agreement as this approach is consistent with several prior rezoning applications in McLennan South and the small size of the subject site (which is further reduced by road widening, greenway development, and a public lane) makes the development of indoor amenity space impractical.

It should be noted here that the City has initiated a Richmond-wide study to confirm when and in what form indoor multiple-family residential amenity space should be provided. The results of this study should be available near mid-year and will be used to update the Official Community Plan (OCP). Applications received after that time for development in McLennan South will be required to conform to the appropriate standards. Until that time, staff will continue to work with developers on a project-by-project basis to determine a practical approach to this issue.

Staff recommend that processing of a Development Permit (DP) to the satisfaction of the Manager of Development Applications be made a condition of final adoption of the subject application for rezoning. At DP stage, staff recommend that the applicant should:

- Do more to break up the continuous horizontal floor-by-floor “banding” of the building’s Garden City Road façade by providing a focal unit/s either in the middle of the façade or at the Garden City/General Currie Road corner and by increasing the offset between the north and south portions of the building;
- Consider increasing the roof pitch to create a stronger, more interesting roofline;
- Not overlook the importance of the building’s rear façade as it will be visible both from General Currie Road and from development to the east and south;
- Ensure that the visitor parking space situated within the General Currie Road setback is surfaced in decorative paving and is well screened from the street with trees and shrubs; and
- Revise the ground floor of the south unit in order that the width of the adjacent visitor parking space may be increased to meet City standards.

Lastly, staff recognize that the small size of the subject site, together with the requirement that it provide land for a public lane, the Garden City greenway, and road widening, leaves little room to provide a conventional on-site, outdoor amenity space for the exclusive use of the project’s residents. On this basis, staff are supportive of the applicant’s proposal to locate this amenity space at the very public Garden City/General Currie Road corner. The detailed design of this area should be explored with staff through the DP review process to determine whether it is best designed as a “private” space with access exclusively from the subject site, or a “public” space with access exclusively from the greenway. If as staff and the applicant suspect, the latter proves to be more desirable, the greenway right-of-way should be expanded to include this area and all associated landscaping, materials, furnishings, and construction must be to City standards.

Transportation

- *Parking Requirements:*
 - a) Residents @ 1.5 spaces/unit and visitors at 0.2 spaces/unit.
 - b) Tandem parking is acceptable.
 - c) The width of the south visitor parking space must be increased to 3.25 m (10.66 ft).
- *Land Requirements/Road Design:*
 - a) Along the site’s entire Garden City Road frontage:
 - i. Dedication of a 2 m (6.56 ft.) wide strip of land is required for future road widening, together with a 4 m by 4 m (13.12 ft by 13.12 ft.) corner cut; and
 - ii. Along the east edge of the road dedication, the establishment of a 3 m (9.84 ft.) wide Public Rights of Passage right-of-way is required for the extension of the Garden City Road greenway. This right-of-way is to be developed, together with the adjacent road right-of-way (to the back of curb), with a minimum 2.5 m (8.2 ft.) wide treed/landscaped boulevard and 3 m (9.84 ft.) wide pedestrian/bicycle path.
 - b) Along the site’s entire east edge, the establishment of a 6 m (19.69 ft) wide Public Rights of Passage right-of-way is required for use as a public lane. Access to this lane at General Currie Road should be limited to right-in/right-out. In the future, if warranted by local development, this lane will be extended to Turnill Street.

- c) To ensure adequate visibility and manoeuvring, the proposed building should be setback a minimum of 1.2 m (3.93 ft.) from the west edge of the public lane.

Engineering Works

Prior to final reading of the rezoning, the following must be in place:

- Dedication of a 2 m (6.56 ft.) wide strip of land along the site's entire Garden City Road frontage, together with a 4 m by 4 m (13.12 ft. by 13.12 ft) corner cut.
- Granting of Public Rights of Passage rights-of-ways over a:
 - a) 3 m (9.84 ft.) wide strip of land along the entire east edge of the Garden City Road dedication for development as a greenway, together with additional right-of-way near the Garden City/General Currie Road corner for a seating area if directed by staff as a result of the Development Permit (DP) review process.
 - b) 6 m (19.69 ft.) wide strip of land along the site's east edge for use as a public lane.
- Registration of a restrictive covenant limiting vehicular access exclusively to the public lane.
- Enter into a Servicing Agreement for the design and construction of the public lane to City standards at the developer's sole cost.

Prior to the issuance of a Building Permit (BP), the developer must enter into the City's standard Servicing Agreement to design and construct, at his sole cost, full improvements along both of the site's street frontages including, but not limited to:

- Along General Currie Road: Road widening, curb and gutter, 2.4 m (7.87 ft.) wide treed/grassed boulevard at the back of curb, 1.75 m (5.74 ft.) wide concrete sidewalk at the back of boulevard, and decorative "Zed" street lights; and
- Along Garden City Road: Works beginning behind the existing curb consistent with the standards established in front of 9079 and 9088 Garden City Road, at Jones Road (Narland's "Pavilions" project).

Analysis

Rezoning of the subject site, as proposed, is consistent with Richmond's goals and objectives for the development of the City Centre and with Official Community Plan (OCP) projections for population. The proposed project's three-storey townhouse form is a departure from the sub-area plan's ideal vision of three-storey units over parking (concealed by landscaping), but it is consistent with the form that has been developed and is being proposed on neighbouring large and small sites. Furthermore, the proposed development is generally consistent with the "base density" established by the plan and it meets key transportation and streetscape objectives through the extension of the Garden City Road greenway and the proposed establishment of a public lane (the latter of which will facilitate similar development on adjacent lots). In addition, use of Comprehensive Development District (CD/120) for the proposed project is consistent with recent small-lot development trends in the City Centre and will establish a practical precedent for its future application in McLennan South's higher density townhouse area.

On the down side, the subject site's small size will limit the amount of private and common garden space that can be provided. Staff are satisfied, however, that the site's proximity to the Garden City Road greenway and the provision of private front porches will adequately compensate for this shortcoming.

Overall, the proposed project appears to be well thought out, consistent with the density and form of adjacent projects, and supportive of neighbouring redevelopment. The proposed zoning, Comprehensive Development District (CD/120), is well suited to the subject site and is comparable with that recently applied to other higher density townhouse projects in McLennan South (i.e. same uses, maximum height, setbacks, and lot coverage) and St. Albans.

Financial Impact

None.

Conclusion

Rezoning of the subject property to Comprehensive Development District (CD/120) merits favourable consideration because it is consistent with objectives for the development of McLennan South and will help to facilitate the redevelopment of adjacent parcels in a similar manner.

for
H. Buelee

Suzanne Carter-Huffman
Senior Planner/Urban Design

SPC:cas

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

Legal requirement, specifically,

- Dedication of a 2 m (6.56 ft.) wide strip of land along the site's entire Garden City Road frontage, together with a 4 m by 4 m (13.12 ft. by 13.12 ft) corner cut.
- Granting of Public Rights of Passage rights-of-ways over a:
 - a) 3 m (9.84 ft.) wide strip of land along the entire east edge of the Garden City Road dedication for development as a greenway, together with additional right-of-way near the Garden City/General Currie Road corner for a seating area if directed by staff as a result of the Development Permit (DP) review process.
 - b) 6 m (19.69 ft.) wide strip of land along the site's entire east edge for use as a public lane.
- Registration of a restrictive covenant limiting vehicular access exclusively to the public lane along the site's east edge.
- Enter into a Servicing Agreement for the design and construction of the public lane to City standards at the developer's sole cost.

Development requirements, specifically:

- Provision of funding towards the construction of the McLennan South neighbourhood park, estimated at \$7,000 (based on \$1,000 per unit).
- Processing of a Development Permit application to satisfactory level, as determined by the Manager of Development Applications.

City of Richmond



1440	21.90	24.08	92.20	18.29	27.6
38.34	38.37	38.41	38.41	9051	907
7480	21.90	24.08	18.29	18.29	27.6

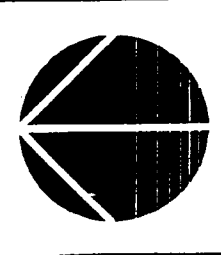
GENERAL CURRIE RD

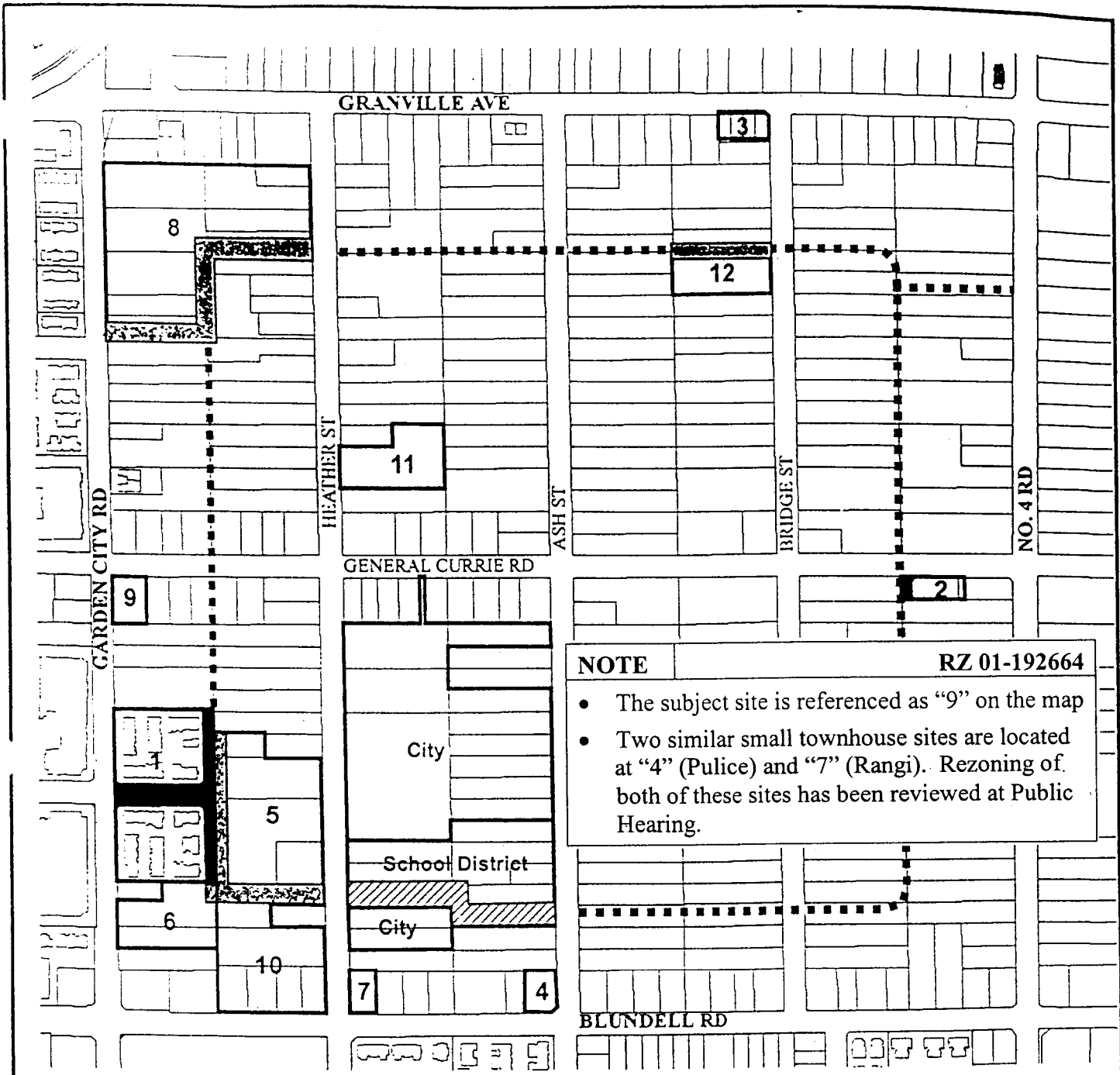
31.59	31.65	33.48	7531	20.12	22.86
7551	7511	7531	20.12	20.12	20.12
33.53	16	33.53	20.12	92.20	21
7560	7540	7540	92.20	92.20	92.20

GARDEN CITY RD


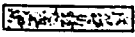


Original Date: 09/13/01
 Revision Date:
 Note: Dimensions are in METRES

RZ 01-192664





"Ring Road" and Arterial Connections

-  Existing
-  Proposed as part of pending or anticipated applications
-  Anticipated through a land exchange with School District
-  Designated under the sub-area plan (location not finalized)



McLennan South
15-4-6






Original Date: 09/28/01

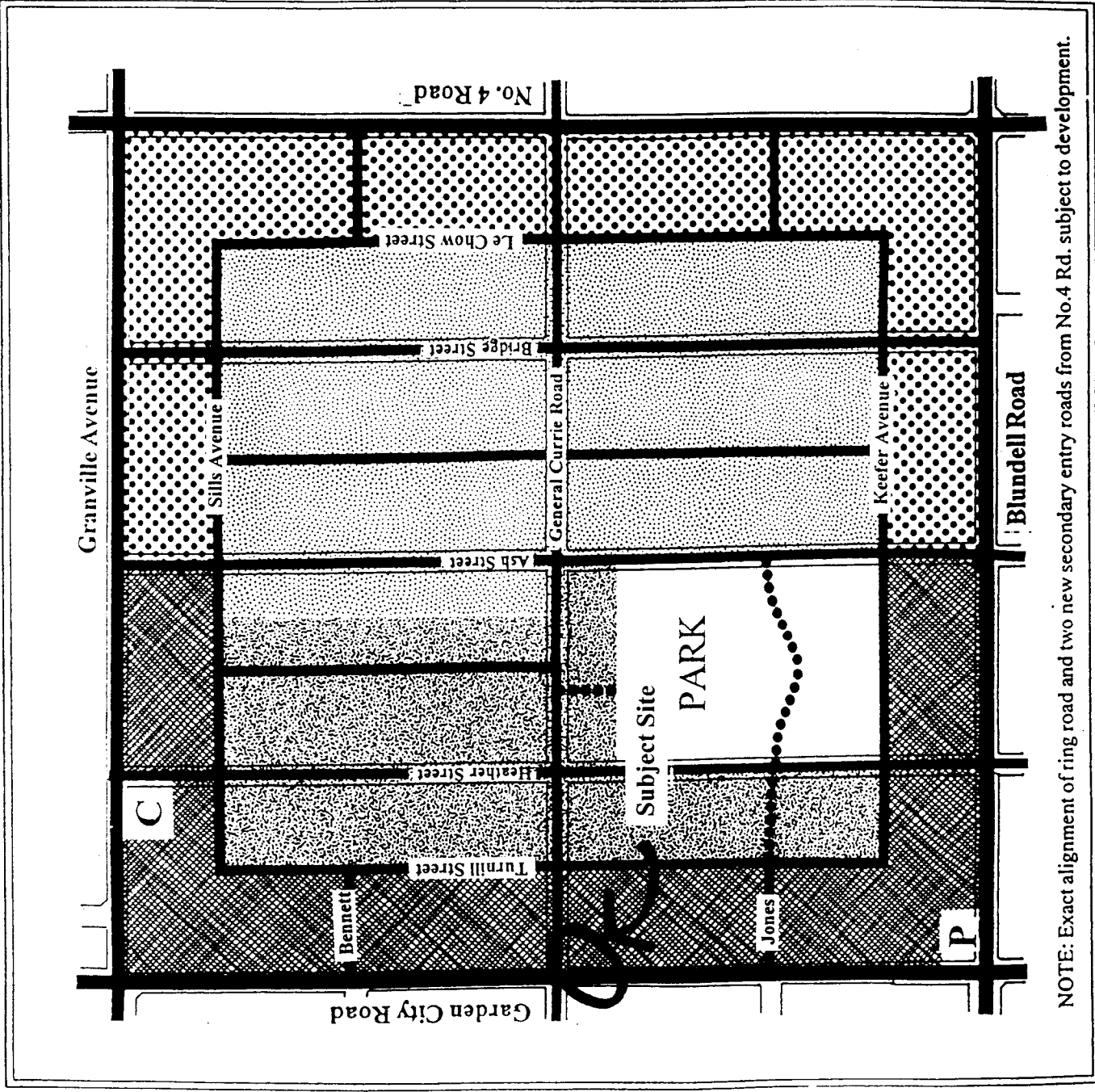
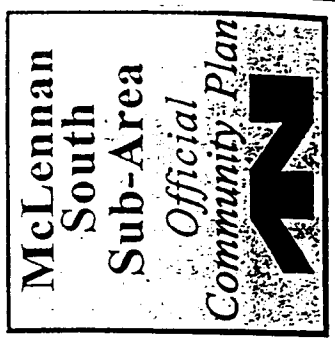
Revision Date:

Note: Dimensions are in METRES

Attachment 1

Land Use

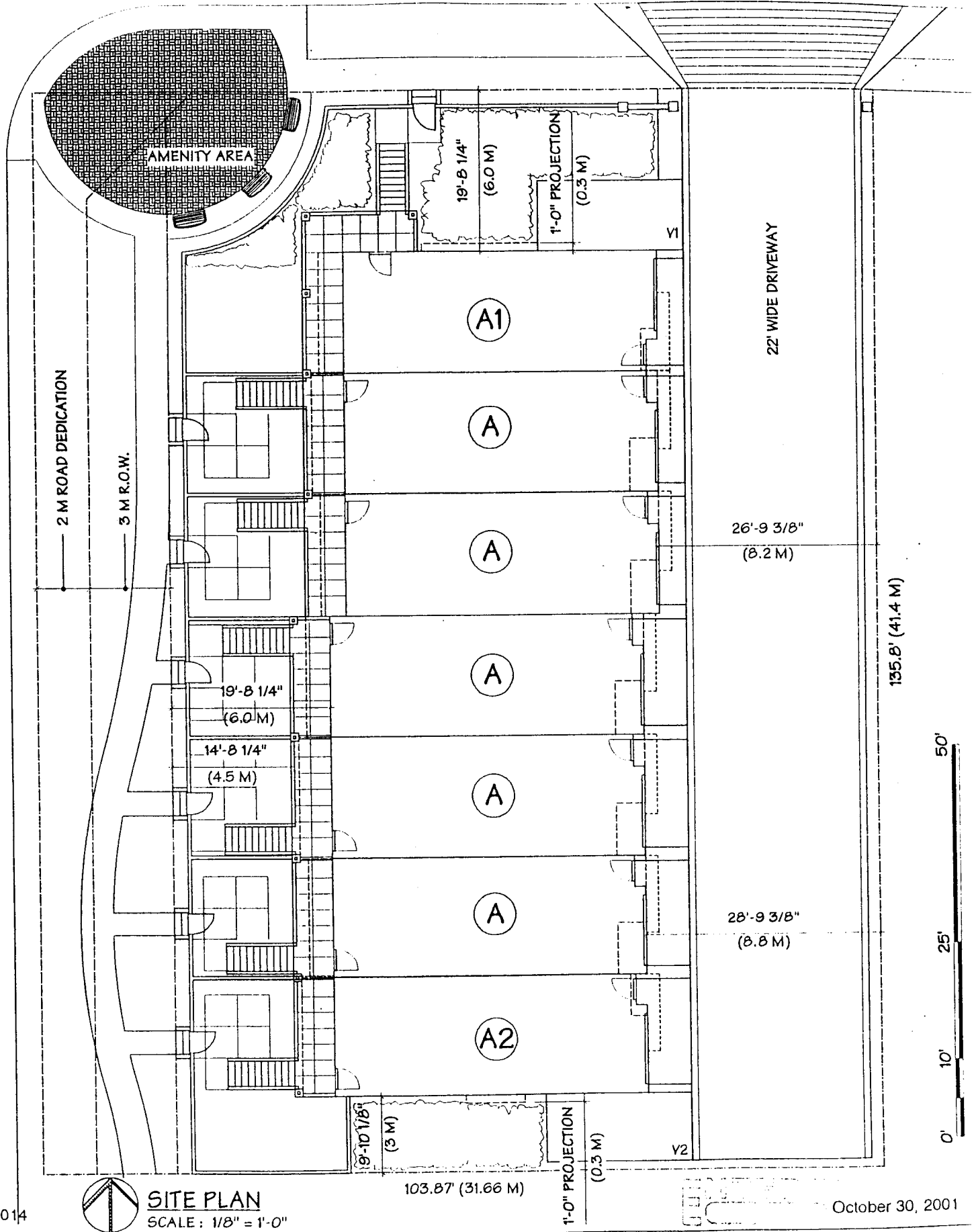
-  Residential, Townhouse up to 3 storeys over 1 parking level, Triplex, Duplex, Single Family 0.75 base F.A.R.
-  Residential, 2 1/2 storeys Townhouse, Triplex, Duplex, Single Family 0.60 base F.A.R.
-  Residential, 2 1/2 storeys Triplex, Duplex, Single Family 0.55 base F.A.R.
-  Residential, 1 Historic Single Family, 2 1/2 storeys max. 0.55 base F.A.R.
-  Trail/Walkway
- C** Church
- P** Neighbourhood Pub



NOTE: Exact alignment of ring road and two new secondary entry roads from No.4 Rd. subject to development.

GENERAL CURRIE RD.

GARDEN CITY RD.



SITE PLAN
SCALE: 1/8" = 1'-0"

1014

October 30, 2001

TOWNHOUSE DEVELOPMENT

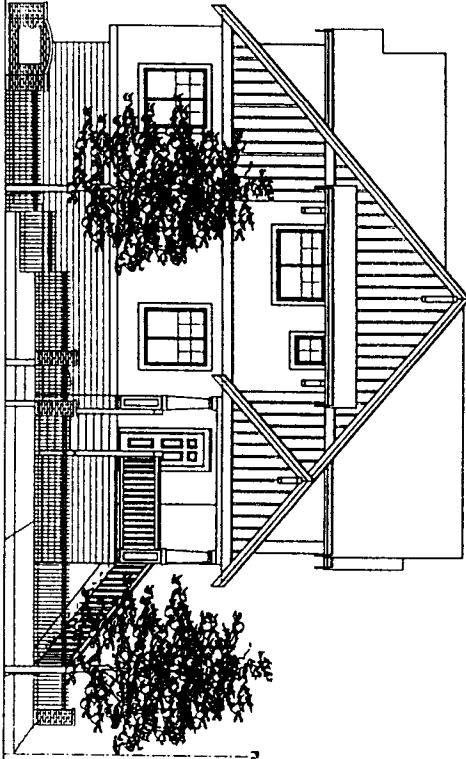
7500 GARDEN CITY RD., RICHMOND, B.C.

tomizo yamamoto architect inc.

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B.C. V7G 1N8 Tel. 929-8531 Fax. 929-8591
E-mail : tyarch@ultranet.ca

NORTH ELEVATION (GENERAL CURRIE RD.)

UNIT A1



WEST ELEVATION (GARDEN CITY RD.)

UNIT A1

UNIT A

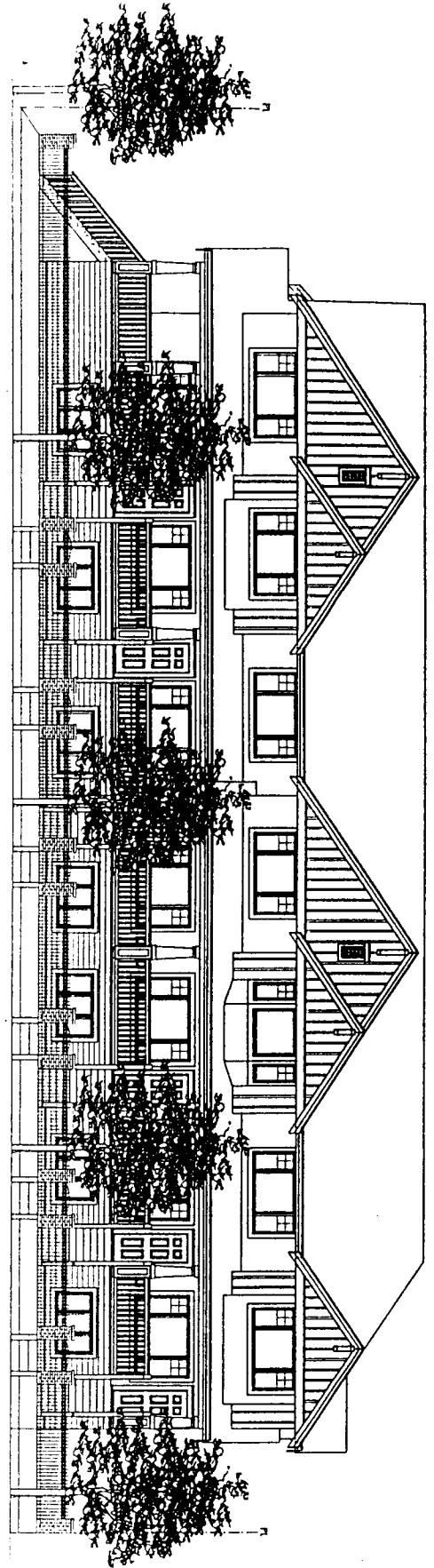
UNIT A

UNIT A

UNIT A

UNIT A

UNIT A2





**Richmond Zoning and Development Bylaw 5300
Amendment Bylaw 7351 (RZ 01-192664)
7500 GARDEN CITY ROAD**

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 **COMPREHENSIVE DEVELOPMENT DISTRICT (CD/120)**.

P.I.D. 010-131-876

Lot "A" Section 15 Block 4 North Range 6 West New Westminster District Plan 15782

- 2. This Bylaw may be cited as "**Richmond Zoning and Development Bylaw 5300, Amendment Bylaw 7351**".

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED

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

MAYOR

CITY CLERK



**Richmond Zoning and Development Bylaw 5300
Amendment Bylaw 7354**

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

1. Richmond Zoning and Development Bylaw 5300 is amended by replacing Section 291.120.6 with the following:

“291.120.6 MINIMUM SETBACKS

.01 From a Public Road:

- a) Garden City Road & General Currie Road: 6 m (19.685 ft).

EXCEPT THAT porches, balconies, and bay windows forming part of the principal **building** may project into the **public road** setback for a distance of not more than 1 m (3.281 ft.), and unenclosed stairs may project into the **public road** setback for a distance of not more than 2 m (6.562 ft).

- b) All Other Roads: 4.5 m (14.764 ft).

EXCEPT THAT bay windows forming part of the principal **building** may project into the **public road** setback for a distance of not more than 0.5 m (1.640 ft), and porches and unenclosed stairs may project into the **public road** setback for a distance of not more than 1.5 m (4.921 ft).

.02 From a Public Lane: 1.2 m (3.937 ft).

PROVIDED THAT for the purpose of this bylaw public lane shall mean land in public ownership or secured for public use for access and transportation purposes and having a minimum width of 6 m (19.685 ft), but not being a **public road**.

.03 From Side & Rear Property Lines: 1.2 m (3.937 ft).

.04 Gateways, pergolas, and similar landscape structures that do not form part of the principal building shall be no closer to a property line than 2 m (6.562 ft.).”

- 2. This Bylaw may be cited as **“Richmond Zoning and Development Bylaw 5300, Amendment Bylaw 7354”**.

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

ADOPTED

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

MAYOR

CITY CLERK