



**City of Richmond**  
Urban Development Division

**Report to Committee**

*To Planning - June 3, 2003*

**To:** Planning Committee

**Date:** May 9, 2003

**From:** Joe Erceg  
Manager, Development Applications

RZ 03-231597

*File: 8060-20-7530*

**Re: APPLICATION BY NOBOB PROPERTIES LTD. FOR REZONING AT 10651 AND 10671 ODLIN ROAD FROM SINGLE-FAMILY HOUSING DISTRICT, SUBDIVISION AREA F (R1/F) TO TOWNHOUSE DISTRICT (R2)**

**Staff Recommendation**

That Bylaw No. 7530, for the rezoning of 10651 and 10671 Odlin Road from "Single-Family Housing District, Subdivision Area F (R1/F)" to "Townhouse District (R2)", be introduced and given first reading.

*H. Bulee*

*bor* Joe Erceg  
Manager, Development Applications

JE:jmb  
Att.

<b>FOR ORIGINATING DIVISION USE ONLY</b>
CONCURRENCE OF GENERAL MANAGER
<i>David Miller</i>

## Staff Report

### Origin

Nobob Properties Ltd. has applied to the City of Richmond for permission to rezone 10651 and 10671 Odlin Road (**Attachment 1**) from Single-Family Housing District, Subdivision Area F (R1/F) to Townhouse District (R2) in order to permit the development of 15 two and three storey townhouses (**Attachment 2 & 3**).

### Findings of Fact

Item	Existing	Proposed
Owner	10651 Odlin - Leah C Cumming 10671 Odlin - Pritpaul & Gerdeesh Aulakh	To be determined
Applicant	Nobob Properties Ltd.	No change
Site Size	10651 Odlin - 1703 m <sup>2</sup> (18,332 ft <sup>2</sup> ) 10671 Odlin - 1765 m <sup>2</sup> (18,900 ft <sup>2</sup> )	3289 m <sup>2</sup> (35,400 ft <sup>2</sup> ) & a road dedication for cul de sac
Land Uses	Single Family	Multi Family
OCP Designation	Neighbourhood Residential	No change
Area Plan Designation	Residential	No change
Zoning	R1/F	R2

### Surrounding Development

Seven single family properties border the west edge of the site. The subject lots are the last to redevelop in this area. The area to the south has and will be developing for single family. The area to the north-west, also along the freeway is a multi-family project. Through the development of the subject site and the site to the south which was recently rezoned to small lot single family, the cul de sac at the end of Odlin Road will be completed.

### Related Policies & Studies

#### West Cambie Area Plan

The West Cambie Area Plan (**Attachment 4**) identifies both single and multi-family development for the subject quarter section. Lands close to the freeway are identified for multi family development which has more flexibility to design in such a way to mitigate the impacts of traffic noise.

### Staff Comments

#### Policy Planning

The proposal conforms to the R2 zone except:

- the setback to the cul de sac is 4.5m (14.7 ft) rather than the 6m (19.7 ft) front yard setback required;
- the porch encroachments as shown on the site plan (Attachment 2); and
- the height of the Building 3 along the highway side of the development. Portions of the building are .7m (2.2ft) higher than the 9m (29.5 ft permitted).

Generally, the variances are not seen as problematic, however, the details can be worked out at the time of the Development Permit. Also at the development permit stage attention should be paid to:

- the landscape design of the 14m setback from the highway which should be able to include a substantial outdoor amenity area;
- the elevations of the building; and
- the details of the entry areas.

### Engineering

Prior to final adoption of the rezoning bylaw, the developer shall:

1. Provide a covenant ensuring a 14m setback from Highway #99 as per terms and conditions set by the Ministry of Transportation;
2. Dedicate the required lands to complete the cul-de-sac based on a 17m radius; and
3. Register a covenant ensuring that an acoustical professional is retained to determine and implement noise mitigation measures.

Prior to issuance of the future building permit, the developer is to enter into the City's standard Servicing Agreement to design and construct the completion of the north side of Odlin Road including a half cul-de-sac. Works include, but are not limited to, road widening, curb & gutter, creation of a grass and treed boulevard, a 1.50m concrete sidewalk, street lighting to the current standard and storm sewer.

### **Analysis**

The subject site is in an awkward location next to the highway. Nonetheless, a proposal for multi-family housing on this site is appropriate and consistent with the area plan. There will be some impact on the properties to the west in terms of overlooking with a new building setback 3m (10 feet) from the fence.

In terms of the required variances staff note the following:

- the height variances are only for about 20% of the total building area and are located along the highway which limits impacts on the surrounding neighbours. There are precedents in the area for height variances (4711 Blair, 10411 Hall, 4811 Blair and 10711 Shepherd);
- the variance for the front yard setback is not seen as problematic given that the cul de sac pushes the buildings back anyway; and
- the porch encroachments are a more standard variance that is granted for many projects which provides outdoor living space for the residents and a more visually interesting façade. The details of the encroachment on the south façade facing the street can be worked out at the development permit stage.

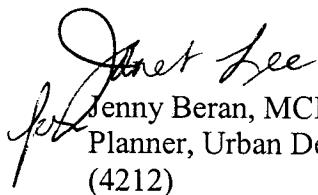
### **Financial Impact**

None.

## Conclusion

The proposal is to construct 15 two and three storey townhouse units at the end of Odlin Road next to the freeway. Staff is supportive of the proposal because:

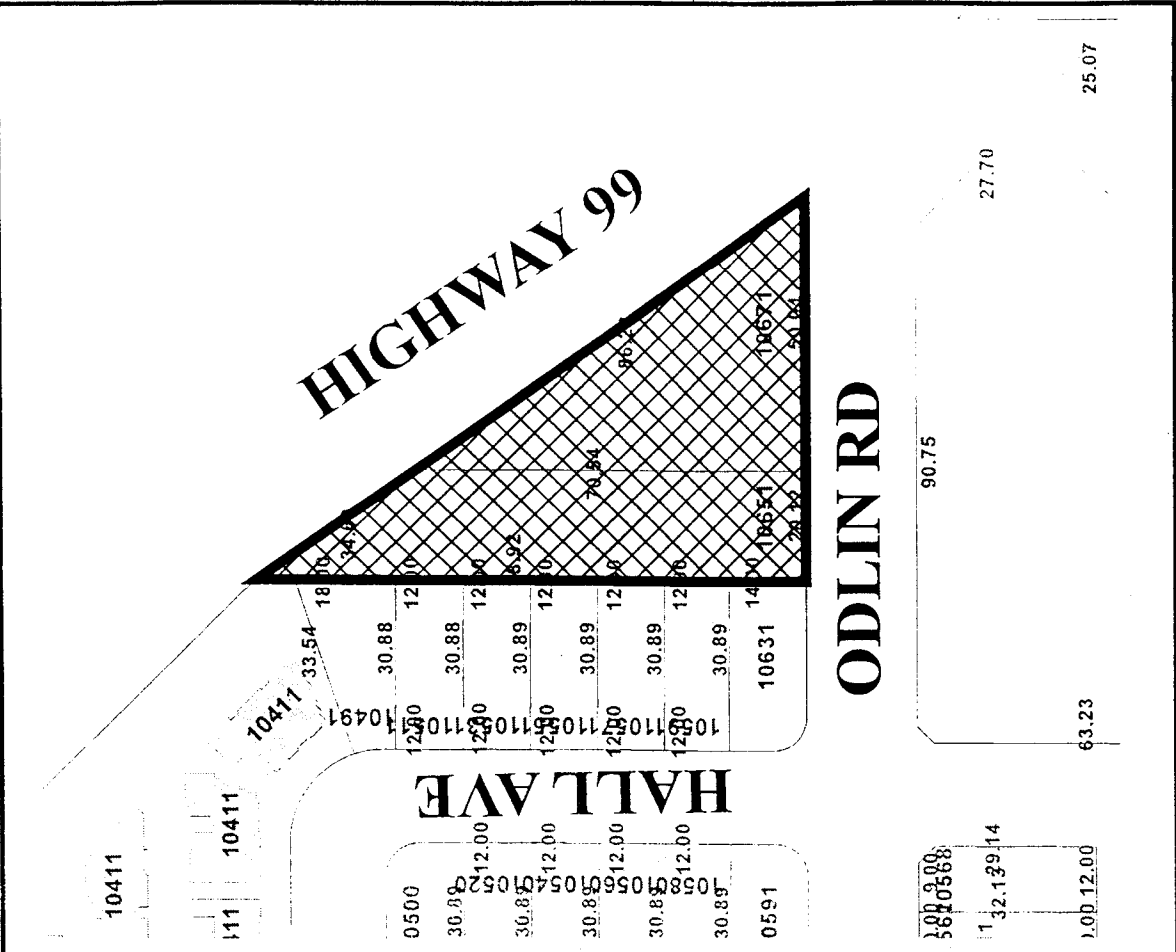
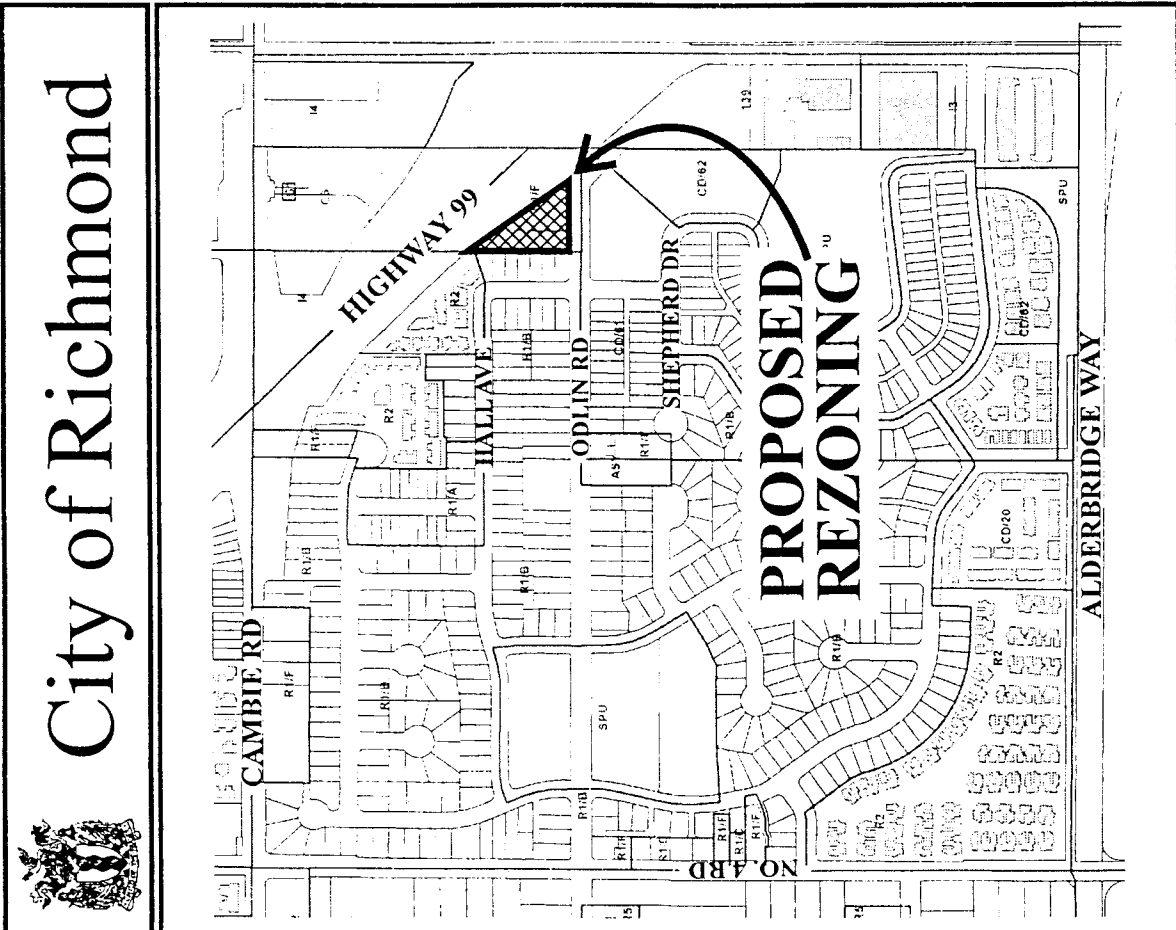
- it is consistent with the West Cambie Area Plan;
- other developments in the area have been given height variances;
- the proposal finishes off this area with the last bit of redevelopable land; and
- the impact on the neighbours is limited and can be regulated through the Development Permit process.

  
Jenny Beran, MCIP  
Planner, Urban Development  
(4212)

JMB:cas

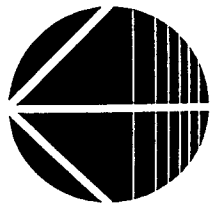
Prior to final adoption of the rezoning bylaw, the developer shall:

1. Provide a covenant ensuring a 14m setback from Highway #99 as per terms and conditions set by the Ministry of Transportation (who must also approve this rezoning bylaw);
2. Dedicate the required lands to complete the cul-de-sac based on a 17m radius;
3. Register a covenant ensuring that an acoustical professional is retained to determine and implement noise mitigation measures;
4. Submit a Development Permit application and have it processed to a level satisfactory to the Manager, Development Applications.



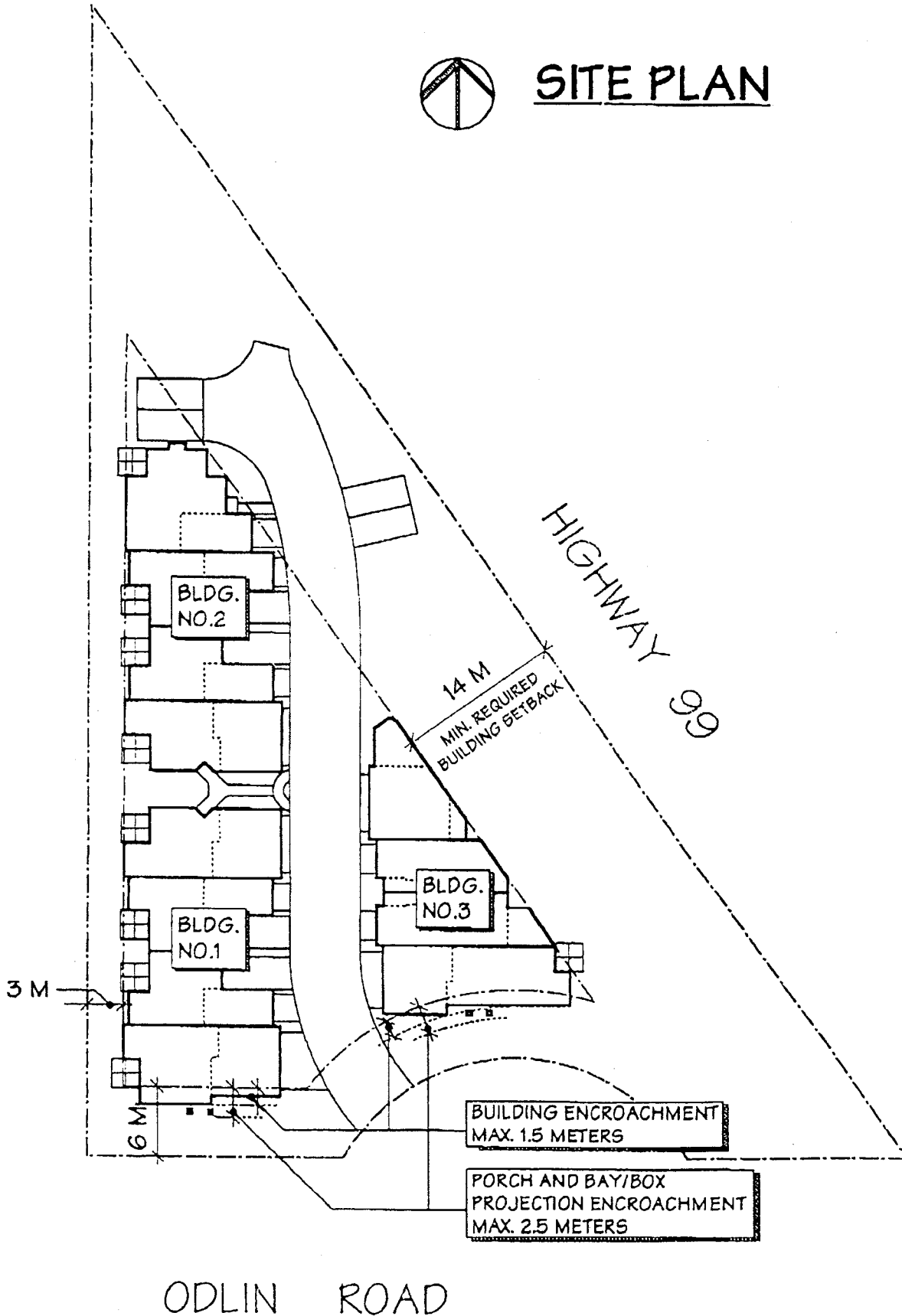
RZ 03-231597

Original Date: 03/26/03  
 Revision Date:  
 Note: Dimensions are in METRES



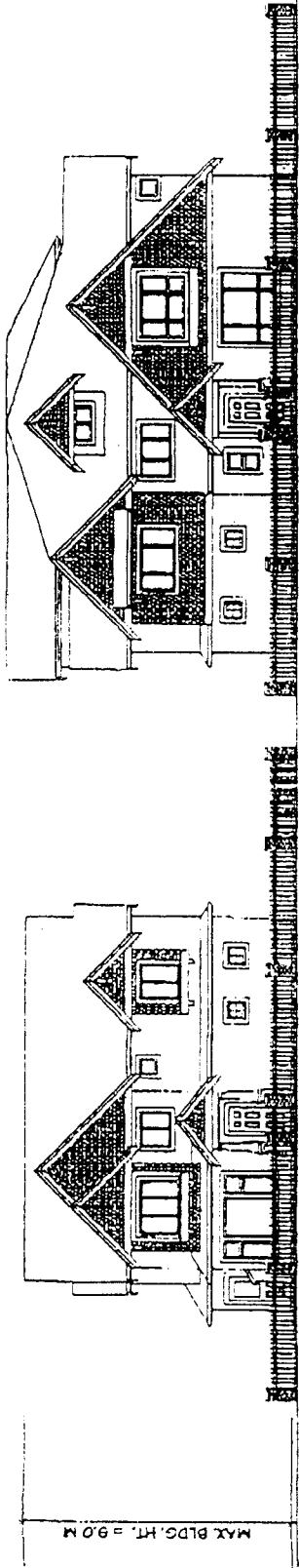


# SITE PLAN



ODLIN ROAD

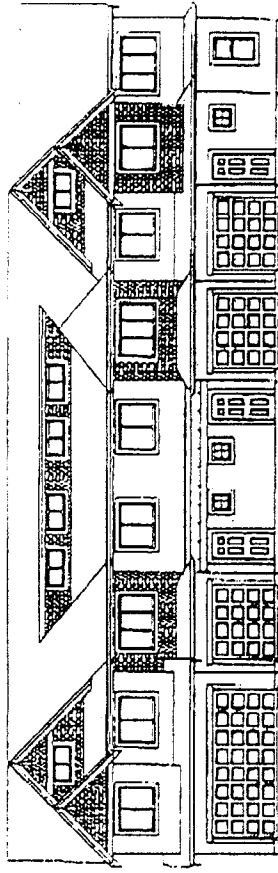
120



BUILDING NO. 3

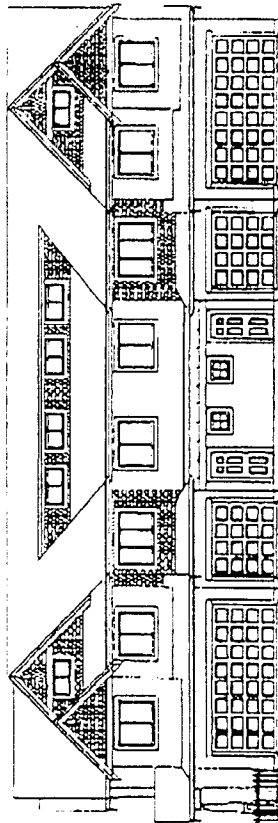
SOUTH ELEVATION

BUILDING NO. 1

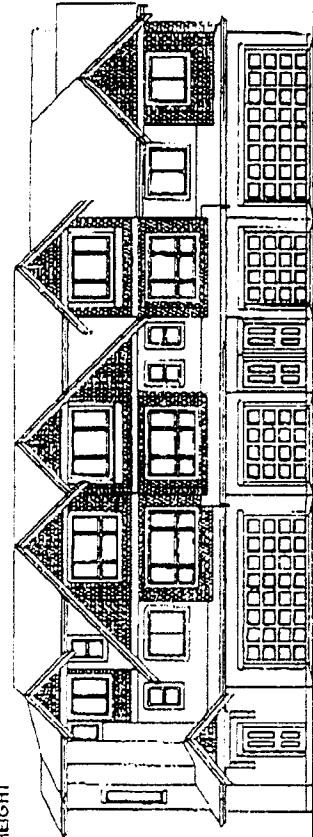


BUILDING NO. 1

EAST ELEVATION



BUILDING NO. 3



BUILDING NO. 2

WEST ELEVATION

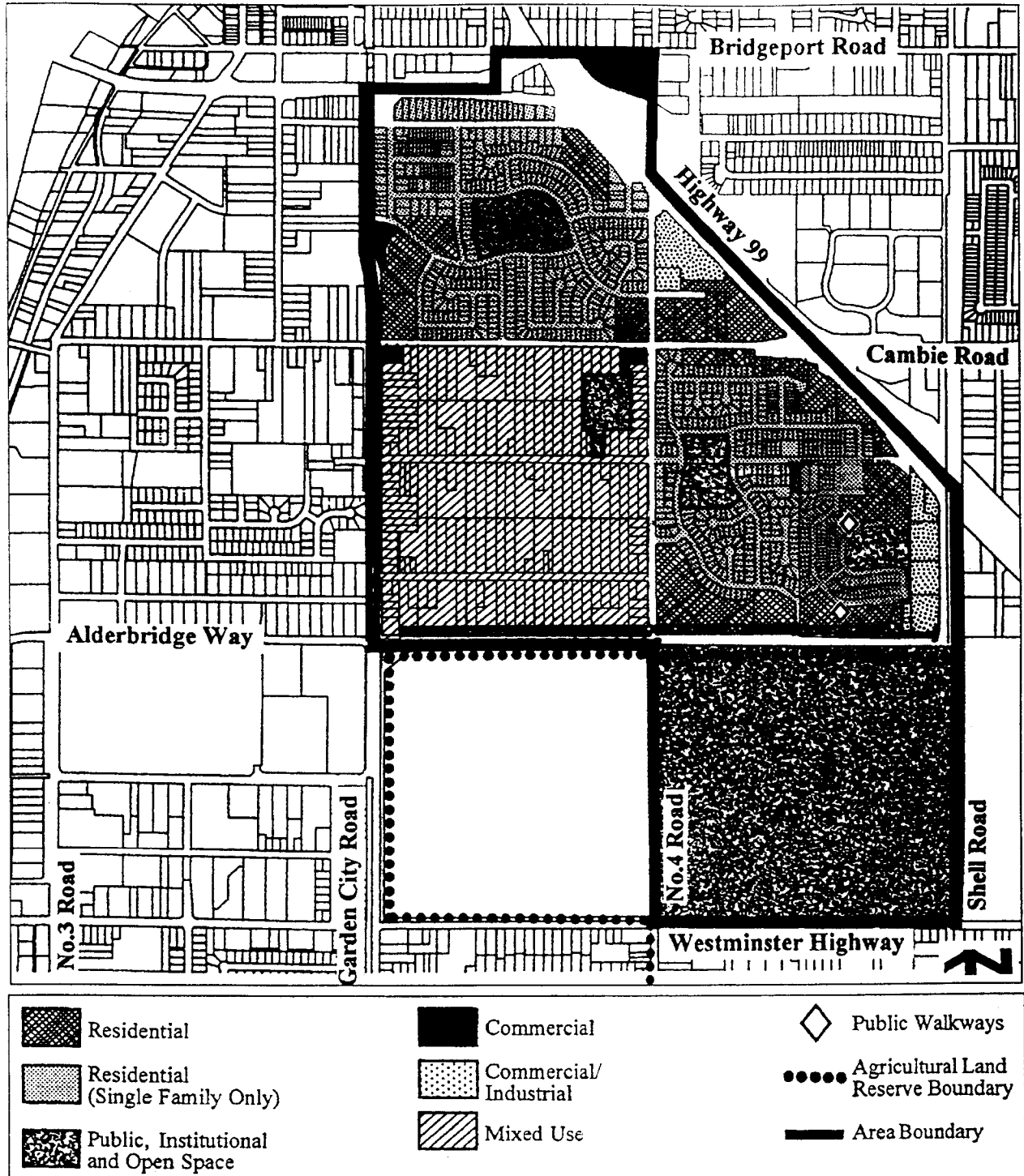
PROPOSED  
MAX. BUILDING HEIGHT

MAX. BLDG. HT. = 9.0 M

MAX. BLDG. HT. = 9.0 M

City of Richmond

# Land Use Map







**Richmond Zoning and Development Bylaw 5300  
Amendment Bylaw 7530 (RZ 03-231597)  
10651 AND 10671 ODLIN 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 **TOWNHOUSE DISTRICT (R2)**.

P.I.D. 006-950-248

Lot 15 Section 35 Block 5 North Range 6 West New Westminster District Plan 33692

P.I.D. 004-120-213

Lot 16 Section 35 Block 5 North Range 6 West New Westminster District Plan 33692

- 2. This Bylaw may be cited as **“Richmond Zoning and Development Bylaw 5300, Amendment Bylaw 7530”**.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

MINISTRY OF TRANSPORTATION APPROVAL

OTHER REQUIREMENTS SATISFIED

ADOPTED

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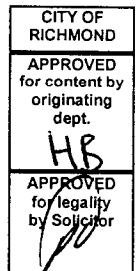
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MAYOR

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