City of Richmond

Report to Council

To:	Richmond City Council	**Date:**	September 4, 2003
From:	Councillor Bill McNulty Chair, Planning Committee	**File:**	8060-20-7509
Re:	**APPLICATION BY PATRICK COTTER ARCHITECT FOR REZONING AT 10200, 10220 and 10222 NO. 1 ROAD FROM SINGLE-FAMILY HOUSING DISTRICT, SUBDIVISION AREA E (R1/E) TO A NEW TOWNHOUSE DISTRICT (R2 – 0.6)**		

The Planning Committee, at its meeting held on September 3rd, 2003, considered the attached report, and recommends as follows:

Committee Recommendation

(1) That Bylaw No. 7509, which was to amend the Steveston Area Plan by re-designating 10200 No. 1 Road from "Institutional" to "Multiple Family", BE ABANDONED.

(2) That Bylaw No. 7511, which was to introduce a new Townhouse District (R2 – 0.6) zone and to rezone 10200 No. 1 Road from "Single-Family Housing District, Subdivision Area E (R1/E)" to "Townhouse District (R2 – 0.6)", BE ABANDONED.

(3) That Bylaw No. 7578, to re-designate 10200 No. 1 Road from "Institutional" to "Multiple Family", and 10220 and 10222 No. 1 Road from "Single Family" to "Multiple Family", on the Land Use Map in Schedule 2.4 of Official Community Plan Bylaw No. 7100 (Steveston Area Plan), be introduced and given first reading.

(4) That Bylaw No. 7578, having been considered in conjunction with:

(a) the City's Financial Plan and Capital Program;
(b) the Greater Vancouver Regional District Solid Waste and Liquid Waste Management Plans;

is hereby deemed to be consistent with said program and plans, in accordance with Section 882(3)(a) of the Local Government Act.

(5) That Bylaw No. 7578, having been considered in accordance with the City Policy on Consultation During OCP Development, is hereby deemed not to require further consultation.

(6) That Bylaw No. 7580, to introduce a new Townhouse District (R2 – 0.6) zone be introduced and given first reading.

(7) That Bylaw No. 7579, to rezone 10200, 10220 and 10222 No. 1 Road from "Single-Family Housing District, Subdivision Area E (R1/E)" to "Townhouse District (R2 – 0.6)", be introduced and given first reading.

(8) ***That the twenty-seven individuals who signed the petition submitted by Mr. Mike Barnsley as part of his submission dated August 24th, 2003, be included in the notification process for the Public Hearing on this matter.***

Councillor Bill McNulty, Chair
Planning Committee

Attach.

VARIANCE

Please note that staff recommended Parts (1) to (7) inclusive.

Staff Report

Origin

Patrick Cotter Architect Inc. has applied to the City of Richmond for permission to rezone 10200, 10220 and 10222 No. 1 Road (**Attachment 1**) from Single-Family Housing District, Subdivision Area E (R1/E) to a new Townhouse District (R2 – 0.6) in order to permit the development of 16, two and three storey townhouses and a lane (**Attachments 2& 3**).

An earlier version of the proposal, for only 10200 No.1 Road, was considered at the May 20th, 2003 Public Hearing. Council referred the proposal "to staff for further consideration of the building massing in order that the view from the rear lane be improved". This report explains how the new proposal was modified from the original to respond to the public's concerns.

Findings of Fact

Item	Existing	Proposed
Owner	10200 No. 1- Ernesto and Priscilla Bollo 10220 No. 1 – Hadi and Nazlin Jiwa 10222 No. 1 – Levi and Dina Benedicto	To be determined
Applicant	Patrick Cotter	No change
Site Size	10200 No. 1- 1839 m^2 (19,795 ft^2) 10220 No. 1 – 919 m^2 (9,892 ft^2) 10222 No. 1 – 918 m^2 (9,892 ft^2)	3402 m^2 (36,620 ft^2) + lane dedication (275 m^2 / 2,960 ft^2)
Land Uses	Single Family	Multi-Family
OCP Designation	Low Density Residential	No change
Steveston Area Plan Designation	Institutional & Single Family	Multiple Family
702 Policy Designation	R1/B	No change
Zoning	R1/E	R2 – 0.6

Surrounding Development

Development surrounding the subject site is primarily single family with one newer townhouse development to the south across No. 1 Road which is built at the same density (0.6 FAR) as is proposed by the subject application. There are a number of deep, large development parcels directly to the north of the subject property which, when developed will complete Cavendish Drive, in behind the subject site.

Public Input

As the public had voiced a number of concerns at the Public Hearing, the project architect had two meetings with the area residents in order to better understand and address their concerns. The main concerns were:

- the introduction of a lane system;
- the potential for new traffic entering their neighbourhood if the lane system were to connect to Cavendish Drive;
- the loss of the mature vegetation on the site, especially the rear hedge; and
- the height of the proposed units along the lane.

The analysis section of the report explains the response to the public's concerns.

Related Policies & Studies

Lot Size Policy
Lot Size Policy 5426 was adopted for this area in 1989 and permits subdivision to R1/B size lots (minimum width 12m or 39 feet). However, as the subject application does not require subdivision of the lot, the Lot Size Policy does not apply.

Arterial Road Redevelopment Policy
The Arterial Road Redevelopment Policy supports a range of housing options along arterial roads including townhouses at a density up to 0.6 FAR.

Lane Policy
The Lane Policy requires the dedication of the rear 6m or 20 feet of the property for a future lane or in some cases, an alternative access. In this case, while a rear lane is no longer proposed, two alternative side lanes are proposed. This proposal is supported by staff and consistent with the Lane Policy. The lane system is discussed in further detail later in the report.

Steveston Area Plan
The Steveston Area Plan designates the northernmost property as "Institutional". This designation was made in anticipation of an institutional use which never came to be. The other two subject properties are designated "Single Family". In order to accommodate the proposed use, the designation on the subject lots would need to be changed to "Multiple-Family".

Staff Comments

Policy Planning

Lane Establishment
Many different lane configurations were considered for the subject site. Considerations were:
- the form of development expected to the north and south. If multi-family development can be guaranteed, a rear lane is not required for access;
- the amount of pavement required on the site. A multi-family development generally requires an internal access driveway. Where a back lane is required as well, there is a lot of the site that is paved over when it would be more desirable to retain green space; and
- obtaining other access points for the lane. If the rest of the block develops for single family only, there are no other lots that are wide enough to provide a lane access.

Taking all this into consideration, the following lane configuration is proposed:
- a constructed lane access is provided at the southern edge of the site for the lots to the south which would redevelop for single family or a mix of single and multi family; and
- an un-constructed 4m right-of-way for a potential lane is provided at the north edge of the site. If the lots to the north develop for single family, the right of way is expanded to 6m and a full lane is constructed (Diagram 1). If the lots to the north develop for multi-family, the right-of-way is not used and the existing internal access driveway on the subject lot is extended through to the northerly lots. With a multi-family development to the north, an additional new access to No.1 Road would be obtained at the northern edge of the block (Diagram 2).

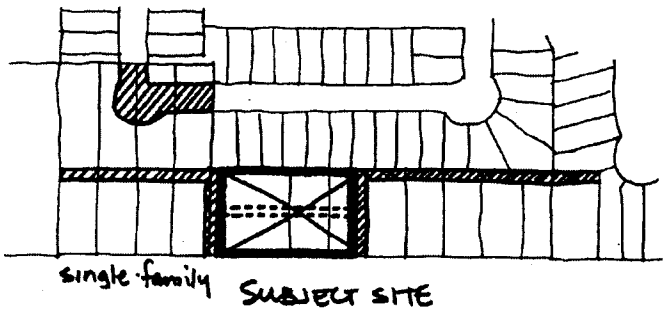


Diagram 1: Lane Configuration for Single Family Type Redevelopment Adjacent to Site

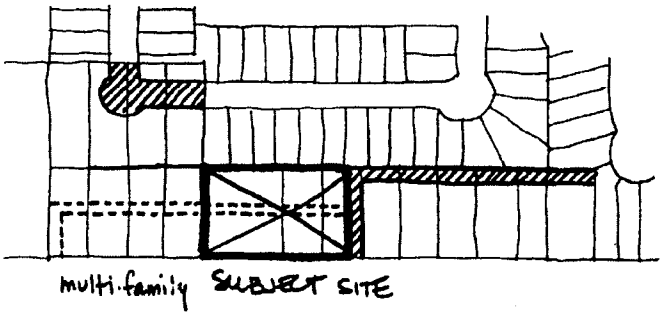


Diagram 2: Lane Configuration for Multi-Family Type Redevelopment Adjacent to Site

New Townhouse Zone

It is expected that there will be significant interest in the potential to build townhouses along arterial roads, therefore, staff are creating a standardized townhouse zone at 0.6 FAR rather than continuing the use of Comprehensive Development District zones (CD's). Additional new standardized townhouse zones will be developed in the future.

The following chart compares the new R2 – 0.6 zone with the R2 zone. The differences are:

- increased density at 0.6 FAR plus allowances for porches and staircases;
- ability for projections into the front and side yard for porches, bay windows, etc; and
- increased height from 9m to 11m.

	R2	R2 – 0.6
Density	0.55 FAR+ - 50 m2 per unit for parking & - 0.1 FAR for Amenity Space	0.6 FAR + - 50 m2 per unit for parking & - 0.1 FAR for Amenity Space - 10% for porches - 10m2 per unit for entry and staircases
Setbacks	Front: 6m Side & Rear: 3m	Front: 6m + - 1.5m projection for porch - .6m projection for bay window Side & Rear: 3m + - .6m side or 1.8m rear projection
Height	9m (29.5 feet)	11m (36 feet)
Minimum Lot Size	width 30m & depth 35 m	width 30m & depth 35 m

Staff also note that the original bylaws to:
- re-designate 10200 No.1 to "Multiple Family"; and
- create the new townhouse zone and rezone 10200 No.1 Road;

need to be abandoned prior to the readings of the new bylaws due to the fact that two new properties were added to the original development site.

Engineering

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

1. Dedicate a 6m lane along the southern edge of the site;
2. Register a 4m wide Public Rights of Passage (PROP) right-of-way along the northern edge of the site;
3. Pay a Neighbourhood Improvement Charge for 67% of the cost of constructing a complete lane on the northern edge of the site;
4. Register a cross access agreement on the interior drive aisle driveway leading from the lane at the southern end of the site connecting to the north edge of the site; and
5. Consolidate the three subject properties into one development site (which will require the demolition of the existing single family dwellings).

The northern lane access would only be constructed if the lots to the north redeveloped on their own for single family type development and therefore required the back lane for access. Another 2m would be acquired from the adjacent site to create a full 6m wide lane access. If the northerly lots redevelop for multi-family, the interior drive aisle for the subject site will connect to another interior drive aisle and a second, northerly access point.

Prior to issuance of a building permit, the developer is required to design and construct the southerly lane via the standard Servicing Agreement. Works include, but are not limited to, lane construction, storm sewer, street lighting and curb and gutter on both sides of the lane.

Analysis

Staff are supportive of the proposal for a number of reasons:

Consistent with Policies and Practice

The Arterial Redevelopment and Lane Establishment Policies result in redevelopment along arterial roads in the form of smaller lot single family, coach houses, two-family dwellings and low density townhouses. One of the main reasons for supporting this redevelopment is to facilitate the introduction of a back lane system which in turn, reduces the number of access points on to the arterial roads.

While a number of different forms of redevelopment are acceptable, a townhouse development affords the opportunity to provide the lane access which connects the back lane to the arterial road. Smaller types of redevelopment are not generally able to provide this lane access. With the subject proposal, two lane accesses are provided, in lieu of a back lane, to facilitate the future development to the north and south of the subject site.

While an OCP amendment is needed for the subject proposal, this is primarily due to the fact that the area falls within the Steveston Area Plan, which designates a portion of the site single family, whereas most other areas of West Richmond do not have area plans. The northern portion of the site is designated Institutional based on an expected use for the site which never materialized. Therefore, while an OCP amendment is required, it is to bring the older land use designation in line with the current redevelopment practices.

Introduces a Standardized Townhouse Zone

The proposal is similar to a townhouse development across the street that was built a number of years ago on the Joe's Market site. Rather than using a CD zone, as was the case on the Joe's Market site, a new standardized townhouse zone is proposed for the subject site, and for use in general along arterial roads.

The new zone permits a slightly higher building than what is permitted on the adjacent sites (11m rather than 9m or just over a 6 feet increase) however, it is less than the 12m permitted on the front portion of the Joe's Market site. This difference in height permits a full third storey (or a slightly reduced third floor if steeper roof pitches are desired) rather than the ½ storey currently permitted in the Single family (R1) and Townhouse (R2) zone. The subject application only proposes three storey units on the front portion of the site.

Many of the Neighbours Concerns were Addressed

One of the public's main concerns was that a new lane system would connect through to the Cavendish neighbourhood bringing additional traffic into their already tight street system. The subject application has resulted in a review of the land use and lane configurations options for the block which conclude that there is no need, and no plan to connect the lane to Cavendish Drive. It is most likely that the redevelopment of the rear portion of the deep lots to the north of the subject site will result in the completion of Cavendish Drive and the creation of single family lots fronting the new street. The front portion of the lots will redevelop as any other lot along an arterial road with a rear lane that will exit on to No.1 Road.

Another of the neighbours concerns regarding the introduction of a lane system has been addressed by the relocation of the back lane to two side lanes. However, there may be other parts of the block that will have back lanes in the future.

A third concern relating to the retention of some of the mature landscaping, including the substantial back hedge has also been addressed. The vegetation was surveyed and the hedge could have been accommodated with a back lane option with a widening of the lane right of way. However, the alternative lane system that has been proposed, which provides two, more appropriately placed access points for the block, eliminates a back lane altogether which also results in the retention of the rear vegetation.

Finally, the last concern about the height and massing of the units has been addressed by the applicant by reducing the height of the rear units to two storeys and the requirement that a Development Permit be processed to a satisfactory level prior to consideration of rezoning adoption.

Financial Impact

None.

Conclusion

The proposal is to rezone the subject sites in order to build sixteen townhouse units as well provide two access points to the rear lane (one constructed on the southern edge of the site and one potential lane access for the north). Staff support the subject application because:

- it is consistent with both the Arterial and Lane policies;
- the proposal, under a new townhouse zone, is consistent with the density built on the site across the street; and
- the proposal provides two lane access points for the rest of the block.

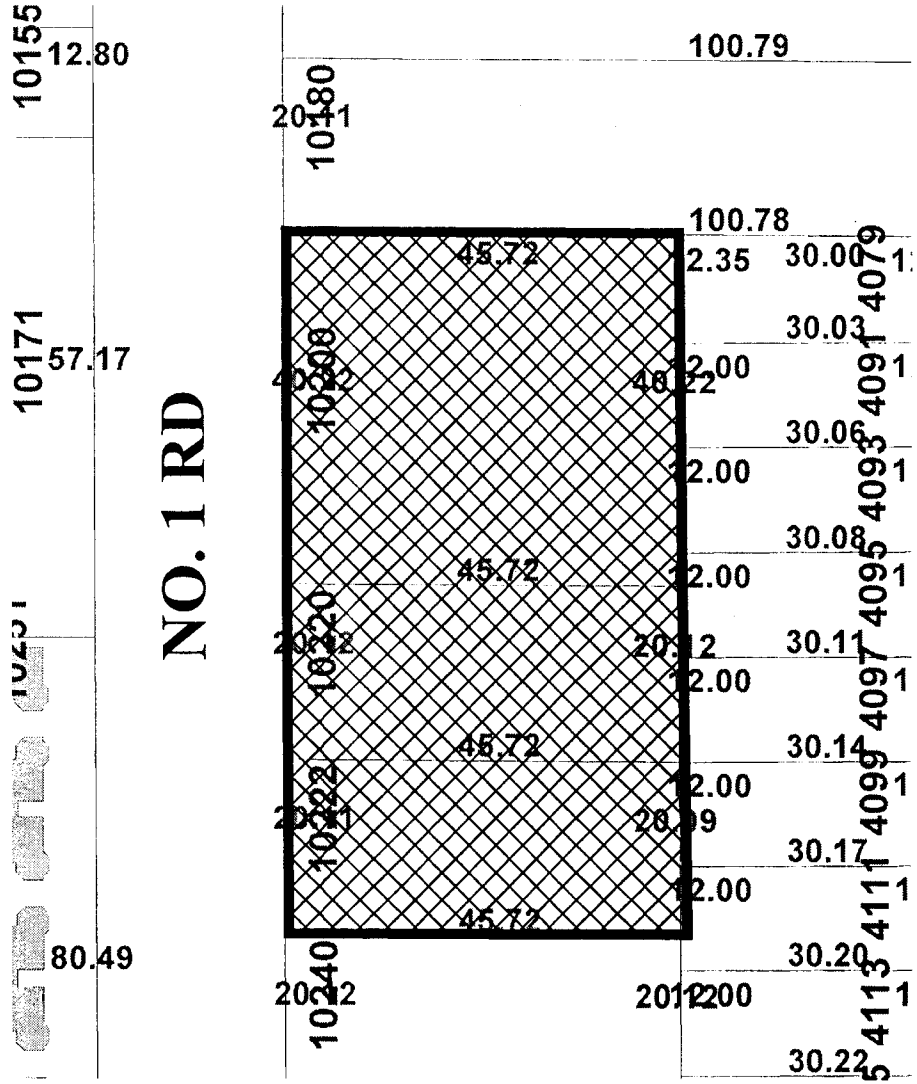
Jenny Beran, MCIP
Planner, Urban Development
(4212)

JMB:cas

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

1. Dedicate a 6m lane along the southern property line;
2. Register a 4m wide Public Rights of Passage (PROP) right-of-way along the northern property line;
3. Pay a Neighbourhood Improvement Charge for 67% of the cost of constructing a complete lane on the northern edge of the site;
4. Register a cross access agreement on the interior drive aisle driveway leading from the lane at the southern end of the site connecting to the north edge of the site;
5. Consolidate the three subject properties into one development site (which will require the demolition of the existing single family dwellings); and
6. A Development Permit completed to a level deemed acceptable by the Manager of Development Applications.

City of Richmond



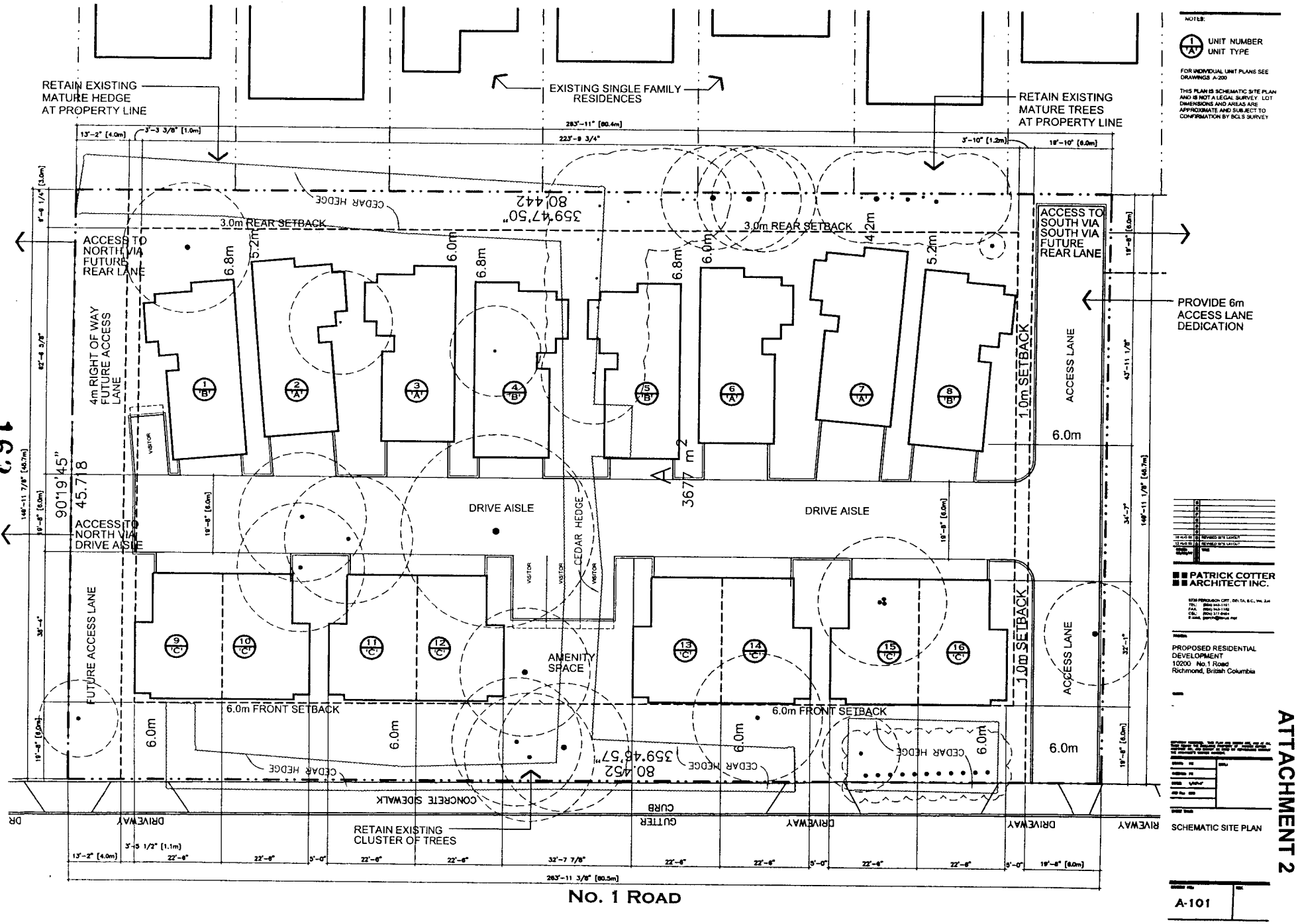
RZ 02-221885

Original Date: 01/08/03

Revision Date: 07/23/03

Note: Dimensions are in METRES

ATTACHMENT 1



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ATTACHMENT 2

NOTES:

1/301 STREETSCAPE ELEVATION
WEST FACING No.1 ROAD
SCALE: 1/8" = 1'-0"

2/301 STREETSCAPE ELEVATION
EAST FACING EXISTING RESIDENCES
SCALE: 1/8" = 1'-0"

ATTACHMENT 3

PATRICK COTTER
ARCHITECT INC.

PROPOSED RESIDENTIAL
DEVELOPMENT
10200 No.1 Road
Richmond, British Columbia

SCHEMATIC
STREETSCAPE
ELEVATIONS

A-301

City of Richmond

Bylaw 7578

Richmond Official Community Plan Bylaw 7100 Amendment Bylaw 7578 (RZ 02-221885) 10200, 10220 and 10222 No. 1 Road

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

1. Richmond Official Community Plan Bylaw 7100 is amended by repealing the existing land use designations on the Steveston Area Land Use Map in Schedule 2.4 thereof of the following areas and by designating them "Multiple Family".

   P.I.D. 003-686-477
   Lot 591 Section 35 Block 4 North Range 7 West New Westminster District Plan 55257

   P.I.D. 003-566-153
   Lot 168 Section 35 Block 4 North Range 7 West New Westminster District Plan 49613

   P.I.D. 003-698-351
   Lot 590 Section 35 Block 4 North Range 7 West New Westminster District Plan 55116

2. This Bylaw may be cited as **"Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 7578".**

FIRST READING	
PUBLIC HEARING	
SECOND READING	
THIRD READING	
ADOPTED	

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

MAYOR

CITY CLERK

1045027

City of Richmond

Bylaw 7579

Richmond Zoning and Development Bylaw 5300 Amendment Bylaw 7579 (RZ 02-221885) 10200, 10220 and 10222 No. 1 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 - 0.6):**

   P.I.D. 003-686-477
   Lot 591 Section 35 Block 4 North Range 7 West New Westminster District Plan 55257

   P.I.D. 003-566-153
   Lot 168 Section 35 Block 4 North Range 7 West New Westminster District Plan 49613

   P.I.D. 003-698-351
   Lot 590 Section 35 Block 4 North Range 7 West New Westminster District Plan 55116

3. This Bylaw may be cited as "Richmond Zoning and Development Bylaw 5300, Amendment Bylaw 7579".

FIRST READING	
PUBLIC HEARING	
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

City of Richmond

Bylaw 7580

Richmond Zoning and Development Bylaw 5300 Amendment Bylaw 7580 (RZ 02-221885)

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 203 (A) thereof the following:

203(A) TOWNHOUSE DISTRICT (R2 - 0.6)

The intent of this zoning district is to accommodate townhouses with a floor area ratio of 0.6 primarily where lots front a section line road and provisions have been made for access to a lane.

203(A).1 PERMITTED USES

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

203(A).2 PERMITTED DENSITY

Maximum **Floor Area Ratio**: 0.6; PLUS

an additional 50 m^2 (538.21 ft^2) per **dwelling unit** (either for the exclusive use of individual units or for the total development) for use as **accessory buildings** and off-street parking;

an additional 0.1 **floor area ratio** provided that it is entirely **used** to accommodate **Amenity Space**;

10% of the 0.6 FAR for the **lot** in question, which area must be **used** exclusively for covered areas of the principal **building** which are open on one or more sides;

PROVIDED THAT any portion of floor area which exceeds 5 m (16.404 ft.) in height, save and except an area of up to 10 m^2 (107.64 ft^2) per **dwelling unit** which is to be **used** exclusively for entry and staircase purposes, shall be considered to comprise two floors and shall be measured as such.

203(A).3 MAXIMUM LOT COVERAGE: 40%

203(A).4 MINIMUM SETBACKS FROM PROPERTY LINES

.01 **Front Yard**: 6.0 m (19.685 ft.);

EXCEPT THAT portions of the principal **building** which are less than 5 m (16.404 ft.) in height and are open on those sides which face a **public road** may project into the **front yard** setback for a distance of not more than 1.5 m (4.921 ft.) and bay windows may project into the required **front yard** setback for a distance of not more than 0.6 m (1.969 ft.);

.02 **Side & Rear Yards**: 3 m (9.843 ft.); or in the case where a property line abuts a **public road**: 6 m (19.685 ft.);

EXCEPT THAT balconies, bay windows, enclosed and unenclosed fireplaces and chimneys may project into the side yard for a distance of not more than 0.6 m (1.969 ft.) and the rear yard for a distance of not more than 1.8 m (5.906 ft.).

203(A).5 MAXIMUM HEIGHTS

.01 **Buildings & Structures**: Three storeys but not to exceed 11 m (36.089 ft.)

.02 **Accessory Buildings**: 5 m (16.404 ft.).

203(A).6 MINIMUM LOT SIZE

.01 A **building** shall not be constructed on a **lot** having a width of less than 30 m (98.425 ft.) or a depth of less than 35 m (114.829 ft.).

3. This Bylaw may be cited as "Richmond Zoning and Development Bylaw 5300, Amendment Bylaw 7580".

FIRST READING _____

PUBLIC HEARING _____

SECOND READING _____

THIRD READING _____

OTHER REQUIREMENTS SATISFIED _____

ADOPTED _____

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

_____ MAYOR

_____ CITY CLERK