



CITY OF RICHMOND
URBAN DEVELOPMENT DIVISION

REPORT TO COMMITTEE

TO: Planning Committee

FROM: Joe Erceg
Manager, Development Applications

RE: APPLICATIONS BY CHARAN SETHI & ROCKY SETHI FOR REZONING AT 7380,
7400, 7420, & 7500 WILLIAMS ROAD FROM SINGLE-FAMILY HOUSING
DISTRICT, SUBDIVISION AREA E (R1/E) TO COMPREHENSIVE DEVELOPMENT
DISTRICT (CD/124)

TO PLANNING SEPT. 4, 2001
DATE: August 24, 2001

FILE: 8060-20-7270

STAFF RECOMMENDATION

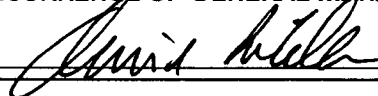
That Bylaw No. 7270, for the rezoning of 7380, 7400, 7420, & 7500 Williams Road from "Single-Family Housing District, Subdivision Area E (R1/E)" to "Comprehensive Development District (CD/124)", be introduced and given first reading.


Joe Erceg
Manager, Development Applications

JE:jmb
Att.

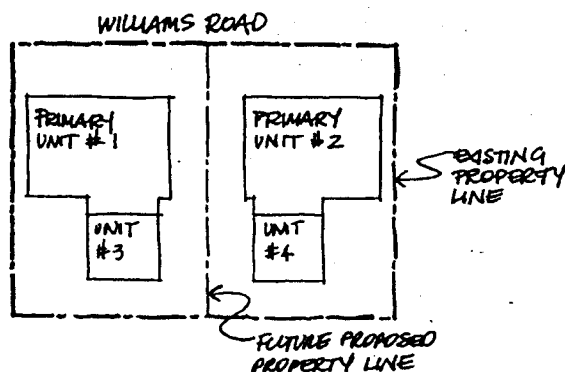
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CONCURRENCE OF GENERAL MANAGER



STAFF REPORT**ORIGIN**

Charan Sethi has applied to the City of Richmond for permission to rezone 7380, 7400, and 7420 (**Attachment 1**) and Rocky Sethi has applied for permission to rezone 7500 Williams Road (**Attachment 2**) from Single-Family Housing District, Subdivision Area E (R1/E) to Comprehensive Development District (CD/124) in order to permit a four unit development on each of the properties which would include two primary units and two additional smaller units located above the garages as shown on the following diagram.



The redevelopment of all four sites would result in an additional 16 units. Once the rezoning and development permit is approved for the properties it is the intent of the applicant to seek subdivision of each property into two R1/B size lots (see Single Family Lot Widths Chart) which will ultimately result in two units per lot.

Attachments 3 provides a site plan for one existing property which would be repeated on all the properties. **Attachment 4** shows the street elevation of two adjacent properties after redevelopment. **Attachment 5** provides the floor plans for one building (containing the primary and additional unit) which would be mirrored on each property.

FINDINGS OF FACT**Single Family Lot Widths (Reference Chart)**

SINGLE FAMILY R1 ZONE	
TYPE	LOT WIDTH
A	9m (29.527 ft.)*
B	12m (39.370 ft.)*
C	13.5m (44.291 ft.)*
D	15m (49.213 ft.)*
E	18m (59.055 ft.)*
H	16.5m (54.134 ft.)*
K	10m (32.808 ft.)

Development Statistics

ITEM	EXISTING	PROPOSED
Owner	7380 & 7400 Henson Man, 7420 Kuong Shaw & Mai Shing, 7500 Paul Skinner	To be determined
Applicant	Charan & Rocky Sethi	No change
Site Size	4 lots 739 m ² (7950 ft ²)	No change
Land Uses	Single Family	Multi Family
OCP Designation – Generalized Land Use	Neighbourhood Residential	No change
Area Plan Designation – Specific Land Use	Low Density Residential	No change
702 Policy Designation	R1/E	No change
Zoning	R1/E	CD/124

Surrounding Land Uses

The subject four lots, are part of a row of nine single-family properties along Williams Road. Three additional lots plan to come forth in the future to redevelop and the two remaining property owners are not interested in redevelopment. Development behind and across the street from the subject properties is single-family. The properties are directly adjacent to the Broadmoor Shopping Centre.

RELATED POLICIES & STUDIESLot Size Policy

Lot Size Policy 5430 (**Attachment 6**), adopted by Council in 1989, permits subdivision to R1/E size lots. The policy is not required to be amended as multi-family development is exempt from the Lot Size Policy Process which deals with rezoning from one single-family zone to another.

Lane Policy

As the subject lots are along an arterial road a lane would normally be required. However, the properties are exceptionally shallow (24.23 m or 79.5 ft.) and the minimum depth required by the Lane Policy is 30 m (98 ft.). Therefore, a lane is not feasible or required.

Arterial Road Redevelopment Policy

The Arterial Road Redevelopment Policy states that near Neighbourhood Service Centres, townhouses and low-rise apartments, rather than smaller scale forms of development are to be encouraged. This enables residents to walk to the local shops which in turn supports the local commercial operations, creates a stronger neighbourhood focus as well as limits car use.

In the case of the subject properties, which are located directly adjacent to the Broadmoor Shopping Centre, staff encouraged the applicant to provide a development at a higher density than their original single-family proposal. A number of site layouts were drafted, however, because of the shallow lots it was difficult to provide a lane and have any outdoor space associated with the units. Additionally, redevelopment was complicated by the fact that not all

of the properties will be ready to redevelop at the same time. Therefore, an innovative compromise solution is develop each property with four units: two single family style homes with two units above garages for a total of 16 new units on the four sites.

STAFF COMMENTS

Transportation

Ideally, these lots would be subject to the Lane Policy, however, due to their narrow depth the lots will be exempted from the Lane Policy. A single, shared access, as per current City standard, will be required to serve the four new units and in the future, when the lot subdivides the two new properties will be required to share the driveway access.

There are six parking spaces provided on the site: two spaces each for the primary units and one space each for the additional unit. Staff is comfortable with this number of spaces given that the additional unit is small (48m² or 520 ft²) and given the flexibility provided by the long driveway.

Zoning

The proposed CD/124 zone is modelled on the CD/28 zone which is used in the City Centre for small sites. The zone allows for more density because additional small units are provided on the site and allows for the garages to be set back in the rear of the property.

There are a number of differences in the two zones which necessitate a new CD/124 zone. One of these differences is the use of a siting diagram to ensure a minimum amount of outdoor space of approximately 47m² (506 ft²) which compares to the multi-family design guidelines which require a minimum of 37m² (398 ft²).

The following chart compares some of the aspects of CD/28 with the new CD/124 zone.

Statistics	CD/28	CD/124
Density	.55 + .1 with a suite 25 upa	.55 + .1 with a suite 22 upa
Lot Coverage	45% for buildings and 70% for non-porous surface	45% for buildings and 70% for non-porous surface
Setbacks	Front – building: 4.5 m (14.76 ft.) Front – garage: 15 m (49.2 ft.) Side: 1.2 m (3.937 ft.) Rear: 6 m (19.685 ft.)	Front – building: 4.5 m (14.76 ft.) Front – garage: 15 m (49.2 ft.) Side: 1.2 m (3.937 ft.) Rear: 3 m (9.84 ft.)
Height	Building: 9 m (29.528 ft.)	Building: 9 m (29.528 ft.)

Engineering

There are no servicing concerns with the proposed rezoning. Prior to final adoption of the Bylaw a covenant is required to ensure that each lot is restricted to a single driveway. When the lots subdivide in the future whereby each new lot will contain one primary and one additional dwelling unit, an access easement will be required as a condition of subdivision.

Policy Planning

The proposed units, at two storeys, will integrate well into the block as the existing homes are a mix of one and two storeys. The one area of concern is the reduced rear yard setback which is proposed at 3m or 9.8 ft. In response to the possibility for loss of privacy in the back yard of the neighbouring property, the unit above the garage has only one small window facing south over the neighbours back yard.

A development permit will be required for the subject properties prior to final reading of the zoning bylaw. A similar process was used for the properties zoned CD/28 at the north-west corner of Ash and Blundell as well as the duplexes at Bennett and Minoru in order to ensure the development receive design review. The development permit will be reviewed in accordance with the multiple – family design guidelines in the Official Community Plan. The development permit will ensure that as the individual properties are developed, there will be a consistent form and character.

ANALYSIS

Given the subject sites location directly adjacent to the Broadmoor Shopping Centre, staff would have preferred to see additional density, such as a townhouse development at this site. However, given the shallow depth of the lots, it would have been difficult to introduce a lane and without a lane, a townhouse development along an arterial road would not have been feasible. In the end, the proposal is multi-family while taking on the characteristics of single-family development. This is consistent with OCP policy.

As redevelopment occurs in the future around the shopping centre, it is expected that it will take on a more urban, neighbourhood focused type of form. The proposed development provides a transition to a more urban form but still integrates into the single-family neighbourhood. While the homes are smaller (approximately 192 m² or 2070 ft²), they still appear to be single-family because only one front door is visible from the street.

By locating small independent units above garages, this project introduces a housing option not currently available in Richmond. There are other similar examples in Richmond where there is living space above a garage, namely Joe's Market (a townhouse site along No. 1 Road which provides strata titled units) and the Odlinwood development (a single-family development which provides living space for the use of the home owner), however, the zoning and ownership forms are different from what is being proposed by the subject application.

Other municipalities such as Langley and Vancouver have permitted similar developments to the subject rezoning. In Langley at Murray's Corner the CD/4 zone permits a unit up to 50m² (538 ft²) above an attached or detached garage on a single family site with both units being owned by the same owner. Vancouver's RT zones permit additional units above garages as part of a 3-5 unit development. In these cases the units are strata titled and therefore owned independently. In both communities these developments have been used as examples of innovative housing that has been well received by their communities.

In the case of the subject rezoning, once the development permit and subdivision applications are complete the resulting two units per site would be owned by the same owner. In this way space above the garage could be used for as a mortgage helper, for home business or other use. However, in the future, the option is available to stratify the units thereby creating an independently owned unit.

FINANCIAL IMPACT

None.

CONCLUSION

Staff is supportive of the application as it is consistent with the Official Community Plan which encourages housing choices and the recently adopted Arterial Road Redevelopment Policy which supports higher density developments closer to neighbourhood centres. The proposal to develop each site with four units provides a density appropriate for a neighbourhood centre while still integrating into the single-family neighbourhood.



Jenny Beran, MCIP
Planner

JMB:sk

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

Legal requirement, specifically:

- a covenant to ensure that each lot is restricted to a single driveway

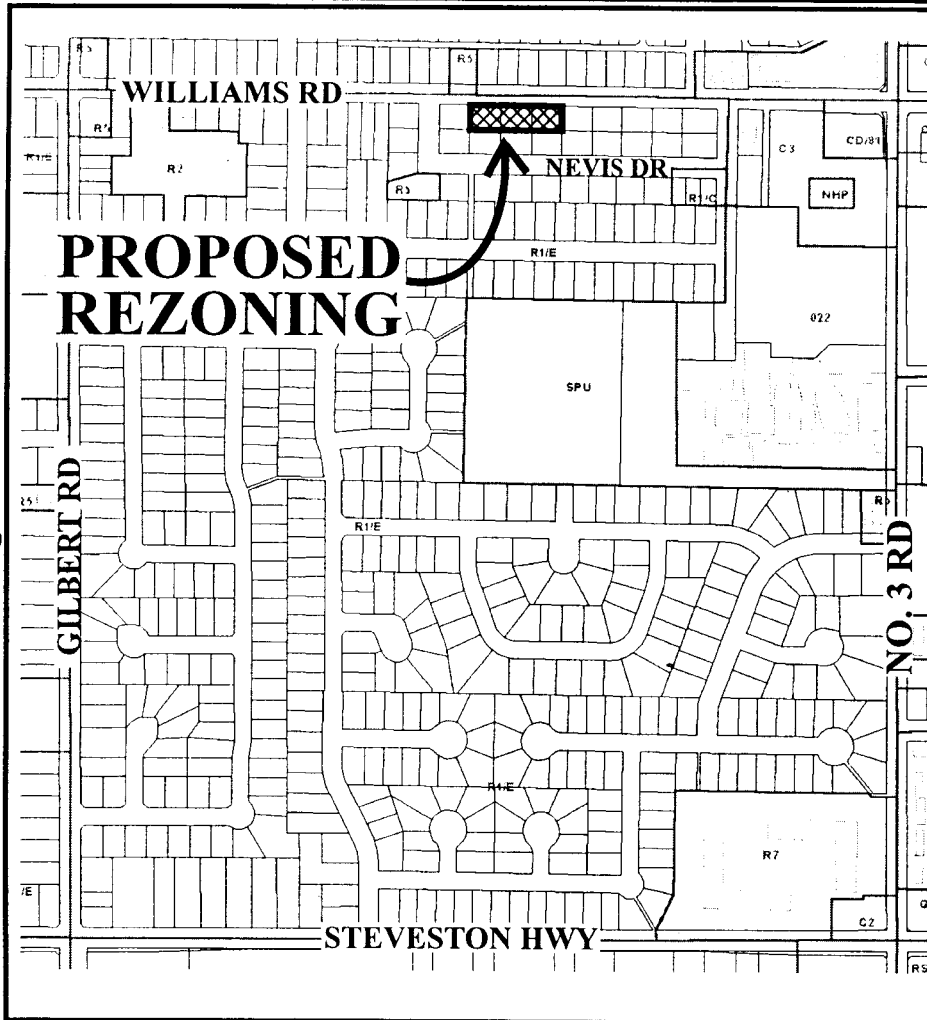
Development requirements, specifically:

- completion of a development permit to an acceptable level.



City of Richmond

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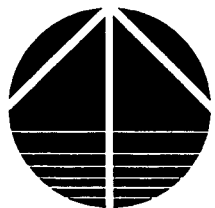
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35.36	35.36	35.36	35.36	35.36	35.36	
7371	7411	7431	7451	7471	7511	75
27.43	20.12	20.12	20.12	27.43	20.12	20

WILLIAMS RD

0.48	24.23	24.23	24.23	24.23	30.48	24.23
360	30.48	30.48	30.48	30.48	7440	
0.48	30.48	30.48	30.48	30.48	30.48	
24.23	24.23	24.23	24.23	24.23	24.23	
271	7371	7391	7411	7431		
0.48	30.48	30.48	30.48	30.48		

NEVIS DR

8.35	26.30	26.30	26.30	26.30	26.30	26.41
360	28.35	28.35	28.35	28.35	7440	
	7380	7400	7420	7440		
8.35	28.35	28.35	28.35	28.35	28.35	
20.12	20.12	20.12	20.12	20.12	20.12	



RZ 01-187921

Original Date: 05/31/01

Revision Date: 07/31/01

Note: Dimensions are in METRES



City of Richmond



**PROPOSED
REZONING**

35.36	35.36	35.36	9971	35.36	35.32	9980
7551	7571	7591	20.57			
20.12	20.12	20.12				

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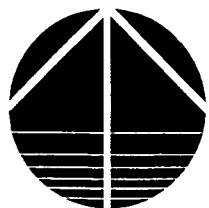
WILLIAMS RD

30.48 7460	24.23	30.48 7480	24.23	30.48 7500	24.23	33.73 7520
30.48		30.48		30.48		33.68
7451	24.23	7471	24.23	7491	24.23	7511
30.48		30.48		30.48		33.63

DUNOON DR

NEVIS DR

26.44	28.35 7480	26.47	28.35 7500	26.50	13.72 7520	13.72 7540	15.59
					26.50	26.52	10051
							26.52



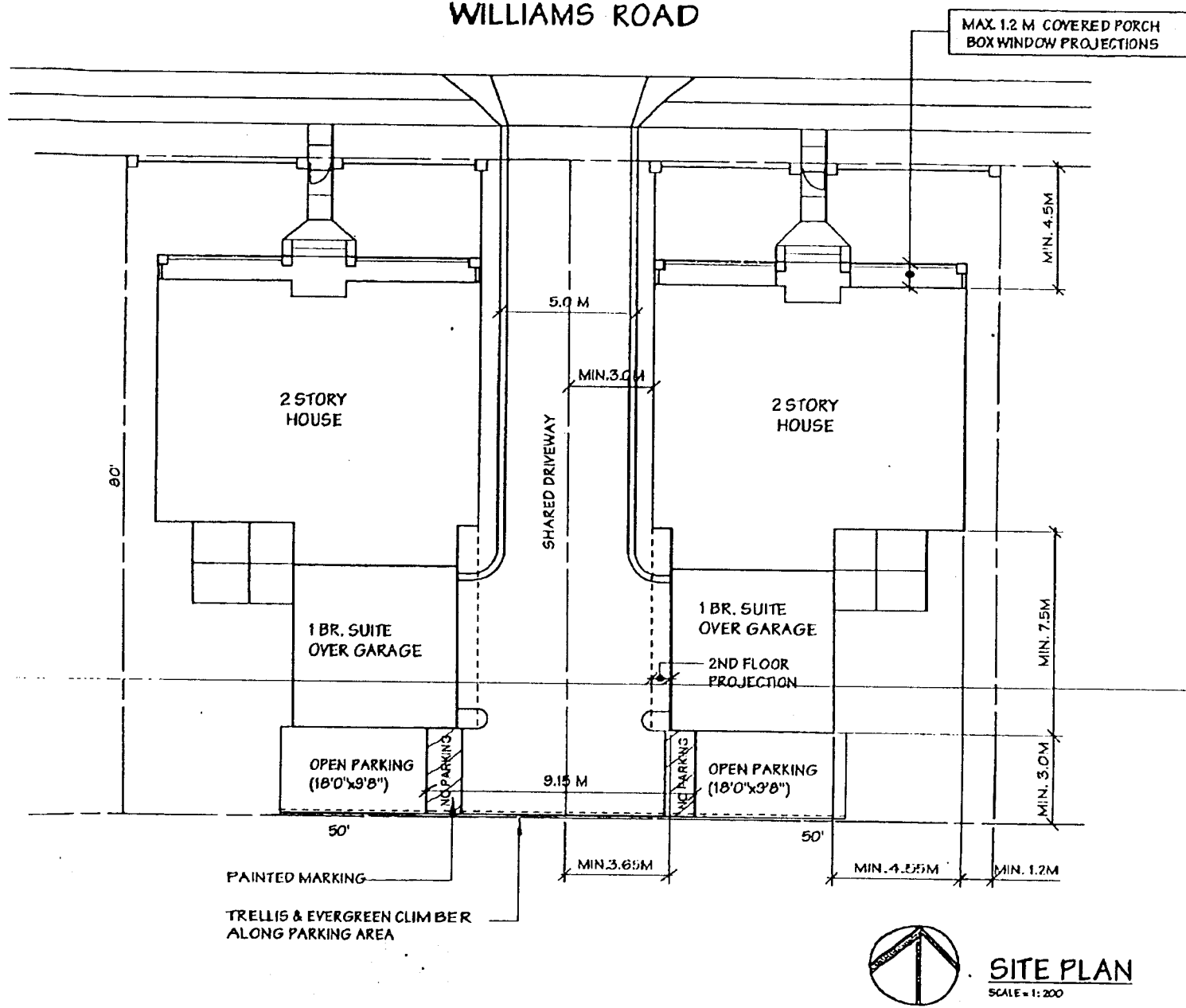
RZ 01-188959

Original Date: 07/10/01

Revision Date: 07/31/01

Note: Dimensions are in METRES

ATTACHMENT 3



SITE PLAN
SCALE = 1:200

PROJ. # 1016

AUG. 14 / 2001

TOWNHOUSE DEVELOPMENT

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7380 / 7400 WILLIAMS ROAD, RICHMOND

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STREET ELEVATION (WILLIAMS ROAD)

PROJ. # 1016

JULY 26 / 2001

TOWNHOUSE DEVELOPMENT

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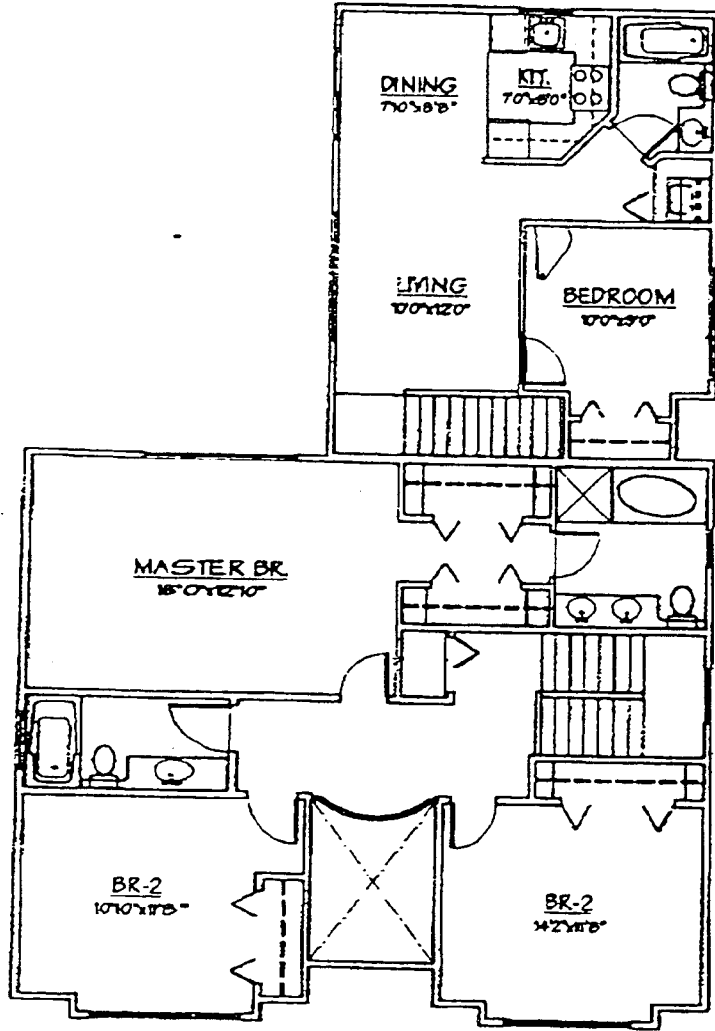
7580 / 7400 WILLIAMS ROAD, RICHMOND

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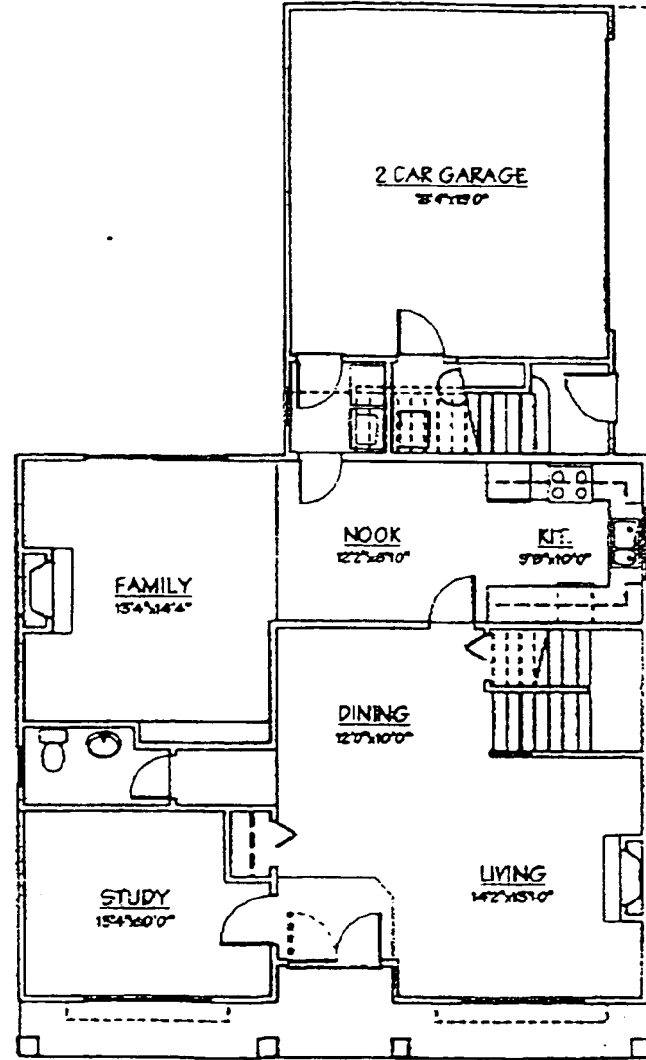
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JUL 30 2001





City of Richmond

Policy Manual

Page 1 of 2

Adopted by Council: February 19, 1990

POLICY 5430

File Ref: 4045-00

SINGLE-FAMILY LOT SIZE POLICY IN QUARTER-SECTION 32-4-6

POLICY 5430:

The following policy establishes lot sizes within the area bounded by Williams Road, Gilbert Road, the south side of Petts Road, the east side of Dunoon Drive (Section 32-4-6):

That properties within the area bounded by Williams Road, Gilbert Road, the south side of Petts Road and the east side of Dunoon Drive, in a portion of Section 32-4-6, be permitted to subdivide in accordance with the provisions of Single-Family Housing District (R1/E) in Zoning and Development Bylaw 5300, with the following exception:

That properties with duplexes be permitted to subdivide into two single-family lots as per Single-Family Housing District (R1/C).

This policy, as shown on the accompanying plan, is to be used to determine the disposition of future rezoning applications in this area, for a period of not less than five years, unless changed by the amending procedures contained in the Zoning and Development Bylaw.

CITY OF RICHMOND

BYLAW 7270

**RICHMOND ZONING AND DEVELOPMENT BYLAW 5300
AMENDMENT BYLAW 7270 (RZ 01-187921 & RZ 01-188959)
7380, 7400, 7420, & 7500 Williams 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 291.124 thereof the following:

"291.124 COMPREHENSIVE DEVELOPMENT DISTRICT (CD/124)"

The intent of this zoning district is to accommodate a multiple-family development consisting of two primary dwelling units with two smaller additional dwelling units above the garages.

291.124.1 PERMITTED USES

RESIDENTIAL, limited to **One-Family Dwellings, Townhouses and Multiple-Family Dwellings**;
BOARDING AND LODGING, limited to two persons per **dwelling unit**;
HOME OCCUPATION;
COMMUNITY USE;
ACCESSORY USES.

291.124.2 PERMITTED DENSITY

.01 Maximum Number of **dwelling units** per ha (ac.): 55 units/ha
(22 units/ac.).

.02 Maximum **Floor Area Ratio**:

- (a) 0.55, together with an additional 0.1 provided the lot in question contains one or more **dwelling units** with less than 60 m² (645.856 ft²) each of gross floor area; plus

0.03 which 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 exceed 5 m (16.404 ft.) in height, save and except an area of up to 10 m² (107.643 ft²) per **dwelling unit used** exclusively for entry and staircase purposes, shall be considered to comprise two floors and shall be measured as such.

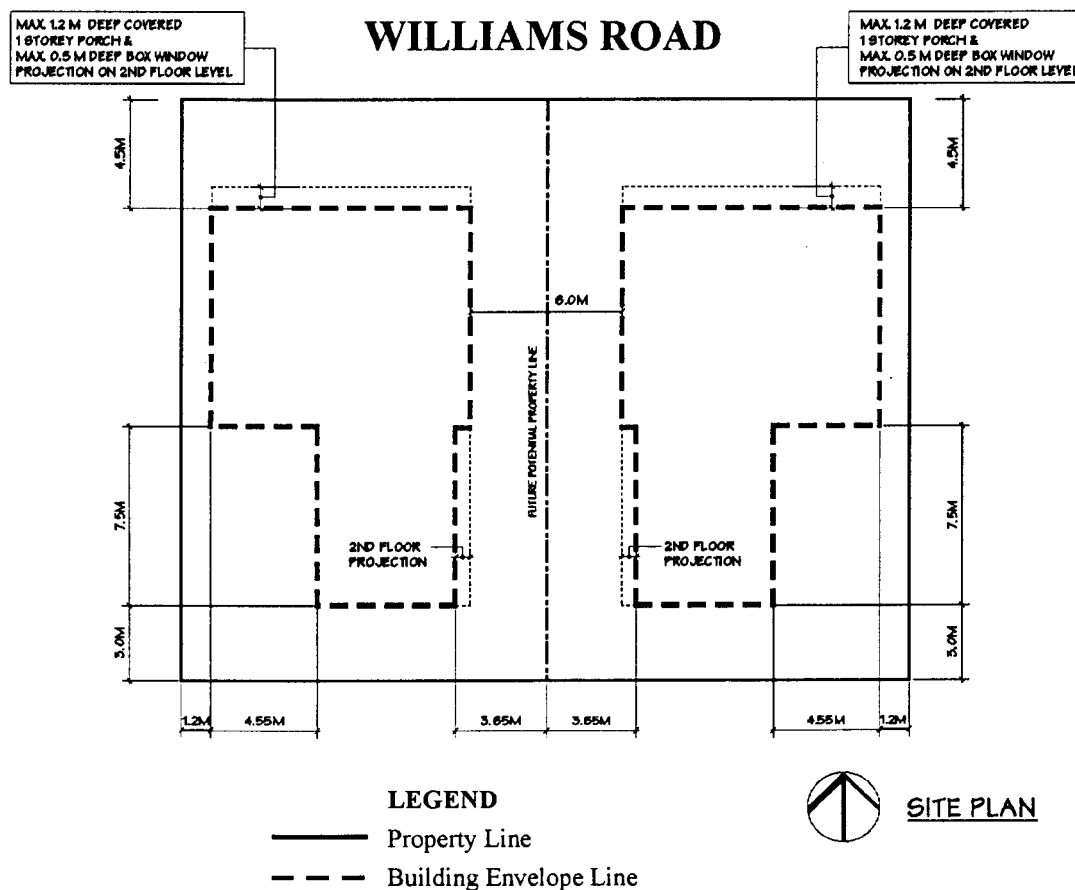
- (b) For the purposes of Section 291.124.2.02 (a), **floor area ratio** shall be deemed to exclude the floor area of those parts of the **building used** for off-street parking purposes.

291.124.3 MAXIMUM LOT COVERAGE

45% for **buildings** only, 70% for **buildings** and any non-porous surfaces or **structures** inclusive; and the remainder of the lot area restricted to landscaping with live plant material.

291.124.4 MINIMUM SETBACKS FROM PROPERTY LINES

- .01 **Buildings** may not be sited outside of the building envelope identified in Diagram 1, Section 291.124.4.02.
- .02 Diagram 1



291.124.5 MAXIMUM HEIGHTS

- .01 **Buildings:** 9 m (29.528 ft.).
- .02 **Structures:** 12 m (39.370 ft.).

291.124.6 MINIMUM BUILDING SEPARATION SPACE: 1.2 m (3.937 ft.).

291.124.7 OFF-STREET PARKING

- .01 Off-street parking shall be developed and maintained in accordance with Division 400 of this bylaw, EXCEPT that:

The minimum number of parking spaces provided shall be 2 spaces per primary **dwelling unit** and 1 space per additional smaller **dwelling unit**.

- 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/124)**:

P.I.D. 002-563-495

Lot 25 Block 1 Section 32 Block 4 North Range 6 West New Westminster District Plan 17380

P.I.D. 010-265-538

Lot 24 Section 32 Block 4 North Range 6 West New Westminster District Plan 17380

P.I.D. 004-505-735

Lot 23 Section 32 Block 4 North Range 6 West New Westminster District Plan 17380

P.I.D. 010-265-481

Lot 19 Section 32 Block 4 North Range 6 West New Westminster District Plan 17380

- 3. This Bylaw may be cited as "**Richmond Zoning and Development Bylaw 5300, Amendment Bylaw 7270**".

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED

MAYOR

CITY CLERK

CITY OF RICHMOND
APPROVED
for content by originating dept HB
APPROVED for legality by Solicitor [Signature]