



CITY OF RICHMOND

REPORT TO COMMITTEE

TO: Planning Committee

FROM: Joe Erceg
Manager, Development Applications

**RE: APPLICATION BY AMRIK SIAN FOR REZONING AT 7120 ST. ALBANS ROAD
FROM TOWNHOUSE AND APARTMENT DISTRICT (R3) TO COMPREHENSIVE
DEVELOPMENT DISTRICT (CD/120)**

To Council - Aug. 27/01
To Planning - Aug. 21/01
DATE: July 31, 2001

FILE:
8060-20-7269

STAFF RECOMMENDATION

That Bylaw No. 7269, for the rezoning of 7120 St. Albans Road from "Townhouse and Apartment District (R3)" to "Comprehensive Development District (CD/120)", be introduced and given first reading.

Joe Erceg
Joe Erceg
Manager, Development Applications

Att. 2

FOR ORIGINATING DIVISION USE ONLY

CONCURRENCE OF GENERAL MANAGER

Joe Erceg

STAFF REPORTORIGIN

The subject site is situated in the St. Albans Sub-Area of the City Centre, on the east side of St. Albans Road, between Bennett Road and Granville Avenue. Amrik Sian has applied to rezone the site from Townhouse and Apartment District (R3) to Comprehensive Development District (CD/120) to permit construction of four (4) three-storey townhouse dwellings.

FINDINGS OF FACT

ITEM	EXISTING	PROPOSED
Owner	Amrik Sian	No change
Applicant	Amrik Sian	No change
Site Size	858.90 m ² (9,245.43 ft ²) <ul style="list-style-type: none"> Lot Dimensions: <ul style="list-style-type: none"> St Albans: 22.49 m (73.79 ft) Lot Depth: 38.06 m (124.87 ft) 	No change
Land Use	Vacant	4 3-storey townhouses (2 duplex units & 2 detached units)
OCP Designation (City Centre Area)	Residential	No change
Sub-Area Plan (St. Albans Sub-Area)	Multi-Family Low Rise (3-Storey Apartments, Townhouses, Two Family or Single Family Dwellings)	No change
Zoning	Townhouse & Apartment District (R3)	Comprehensive Development District (CD/120)
<ul style="list-style-type: none"> Maximum Density 	0.6 FAR <ul style="list-style-type: none"> Maximum Buildable Area: 515.34 m² (5,547.26 ft²) 	0.7 FAR <ul style="list-style-type: none"> Maximum Buildable Area: 601.23 m² (6,471.80 ft²)
<ul style="list-style-type: none"> Maximum Lot Coverage 	40%	45%
<ul style="list-style-type: none"> Minimum Building Setbacks 	6 m (19.685 ft) along all property lines	4.5 m (14.76 ft) along St Albans Road, and 1.2 m (3.937 ft) along interior property lines.
<ul style="list-style-type: none"> Minimum Parking 	1.5 spaces/unit for residents, plus 0.2 spaces/unit for visitors	1.5 spaces/unit for residents, plus 0.2 spaces/unit for visitors (e.g. the 4 proposed units require a total of 7 spaces)

SURROUNDING DEVELOPMENT & RELATED POLICIES

The St. Albans Sub-Area Plan encourages the development of low-rise apartment buildings and townhouses. As such, most residential land in St. Albans is developed under Townhouse and Apartment District (R3). In addition, a number of smaller parcels (e.g. many of which are too small to meet the minimum lot size stipulated under R3) have been rezoned to Comprehensive Development District (CD) in order that they too may be redeveloped with multiple-family projects. As a result, few older homes remain in the sub-area with the exception of a strip of single-family homes along St. Albans Road, within which the subject site is situated. This strip is disappearing, however, having recently been the site of four small townhouse projects.

The subject site is one of four small lots backing onto a very large high-rise/townhouse site being developed by Bosa. It was long hoped that the four lots would be consolidated with the Bosa site, but last year it became clear this would not happen. In response, staff took steps to enable the four lots to develop independently and to ensure their "fit" with the neighbourhood. Key to this approach was securing vehicular access to the rear of the subject site, and its neighbour to the south, across the Bosa property. This was achieved as a condition of a recently approved Development Permit application by Bosa. (Access to the other two lots will be via Bosa's existing entry driveway and Bennett Road.)

Independent development of the four lots will require their rezoning to a small-lot, multiple-family zoning district. To date, application for rezoning has been made for two of the lots: the subject site and 7160 St Albans Road (two lots south of the subject site at the corner of Bennett Road). Finalization of rezoning at the latter site, to permit the development of four detached, three-storey townhouse units, is awaiting completion of the project's Development Permit review process (RZ 01-115799, DP 01-113315). The subject property's proposed zoning district, CD/120, was originally drafted in the context of this site's application, with the thought that it could be applied to other small lots nearby. A comparative table of zoning districts, as they apply to small lots, is provided below. Note that the minimum lot size for Townhouse District (R2) and Townhouse and Apartment District (R3) is 30 m (98.43 ft) by 35 m (114.83 ft), which would make a variance necessary if the independent development of the subject site or its neighbours was to proceed under either of them.

ITEM	R2	R3 (Existing Zone)	CD/28	CD/120 (Proposed Zone)
Density • FAR	0.55	0.6	0.65	0.70
Height • Dimension • Storeys	9 m (29.528 ft) +/-2½ to 3	15 m (49.212 ft) +/- 5	9 m (29.528 ft) 2½	12 m (39.370 ft) +/-3 to 3½
Setbacks • Road • Side & Rear	6 m (19.685 ft) 3 m (9.843 ft)	6 m (19.685 ft) 6 m (19.685 ft)	4.5 m (14.764 ft) 1.2 m (3.937 ft)	4.5 m (14.764 ft) 1.2 m (3.937 ft)

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

Policy Planning

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 higher than Richmond has typically applied to small-lot, multiple-family development, has demonstrated the ability to create an attractive, livable project presenting a pedestrian-friendly streetscape. Careful layout of the site has achieved the developer's objective for four (almost) detached units with attached garages, while also meeting City objectives with regard to private open space, street presence/unit identity, parking, and overall scale. Outstanding detailed design issues (i.e. the façade treatment at the tandem garages) should be addressed through a Development Permit application, the processing of which should be to the satisfaction of the Manager of Development Applications prior to final adoption of the subject site's pending rezoning.

Transportation

1. *Site Access*

An easement is in place across Bosa's townhouse parcel in order that vehicles may access the subject site from the rear, together with the lot to its south, 7140 St Albans Road. As the two lots redevelop, each will contribute towards the establishment of a shared driveway access linked to the Bosa site. With the initial development of the subject site alone, the width of this driveway access will be only 3.8 m (12.5 ft) wide. While this width may make access to the subject property somewhat inconvenient in the interim, staff believe it will be workable until 7140 St Albans Road is redeveloped. Furthermore, the only alternative would be to permit a temporary driveway onto St. Albans Road, which would be contrary to City objectives for limited access along major roads and the establishment of a pedestrian-friendly streetscape.

2. *Parking*

Required parking under CD/120 (e.g. 1.5 spaces/unit for residents, plus 0.2 spaces/unit for visitors, for a total of 7 spaces) is consistent with the predominant zoning in the area, Townhouse and Apartment District (R3), and is adequate given to the subject site's City Centre location.

3. *Driveway Treatment*

Staff have concerns regarding the long distance that cars must back out of the front two units, but there appears to be no alternative site layout that will improve on this situation without compromising either the project's private open space or the applicant's development concept (e.g. detached units with attached garages). In light of the small size of the project, and the fact that only two of the four units are affected, staff are willing to support the application as proposed. However, staff recommend that, at Development Permit stage, the applicant consider reducing the backing distance by providing one space for each of the front units in a garage, and providing the second space in the proposed driveway (e.g. instead of inside the proposed tandem garages). Staff also recommend that a special tactile surface, designed to slow drivers and discourage play by small children, be installed on the east-west portion of the driveway (with the exception of walking strips along the faces of the rear units). Details of this surface and any other measures that could be installed to enhance visibility and safety (i.e. mirrors) should be reviewed at Development Permit stage to ensure they will have the desired effect without causing some alternative hazard (i.e. tripping).

Engineering Works

Prior to final reading of the rezoning, the developer must register a restrictive covenant against the subject site to ensure that sole vehicular access will be from the rear via the Bosa property (e.g. no access will be permitted from St Albans Road).

Prior to 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, frontage improvements along St Albans Road to City Centre standards, including the installation of:

- Curb and gutter restoration, as required;
- 1.5 m wide grass boulevard at the back of curb, complete with street trees at 9 m on centre;
- 2 m wide concrete sidewalk at the back of the boulevard;
- Decorative street lighting.

DESIGN PANEL COMMENTS

The Richmond Advisory Design Panel reviewed the subject application, on a preliminary basis, on July 18, 2001. The Panel was supportive of the proposal and identified detailed design issues to be addressed by the developer at Development Permit stage. Among these were the enhancement of the project's tandem garages (as seen from St Albans Road), minimizing the project's "mirror image" effect, fencing between neighbouring lots, vehicle manoeuvring, roof slopes, etc.

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 four street-oriented townhouse units with private yards is also supportive of city-wide, City Centre, and St. Albans Sub-Area policies aimed at enhancing the livability of multiple-family housing and the provision of grade-oriented units. 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 two rear units will be detached while the two front units will be duplexes. All four units will have direct access/views to St Albans Road and large private yards. The advantage of this form to the developer is that at a time when the residential market has been weak, he can offer a housing option that is visually appealing, close to downtown amenities, and offers many single-family features (i.e. windows on three or four sides, attached garages, private entrances facing the street, etc.) without the high cost. Four similar units were recently developed on Bennett Road, between St. Albans Road and No. 3 Road, and were well received by both the City and the market. Staff believe the subject development could be superior to the Bennett Road example as its parking will be accessed solely from the rear of the site, making more frontage available for landscaping. (This was not possible on the Bennett Road site). The advantage to the City of repeating this model is that it will contribute to a broader range of housing choices in the neighbourhood, a more interesting streetscape, and a good transition between the larger scale townhouse project on the subject site's east side and the smaller scale townhouse projects being developed along St Albans Road.

With regard to the proposed zoning, Comprehensive Development District (CD/120) is a new zone created originally for 7160 St Albans Road (two lots south of the subject site at Bennett Road). Prior to the creation of CD/120, it was thought that another small-lot zone, CD/28, would be applied to the subject site and its three neighbours. Staff's review of 7160 St Albans Road found, however, that a 3-storey height was more desirable than the 2½ storeys permitted under CD/28 (to achieve a better "fit" with the adjacent Bosa high-rise/townhouse site), and that this extra height enabled the project to support additional density. The same is true in the case of the subject property.

Overall, the project appears to be well thought out and to fit well with the neighbourhood. The proposed zoning district, CD/120, is well suited to the opportunities and constraints associated with the subject site, and staff expect it will be equally applicable to the two remaining small lots north and south of the subject site, which have not as yet applied for redevelopment.

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.
2. Rezoning of the subject property to Comprehensive Development District (CD/120) merits favourable consideration.



Suzanne Carter-Huffman
Senior Planner/Urban Design

SPC:cas

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

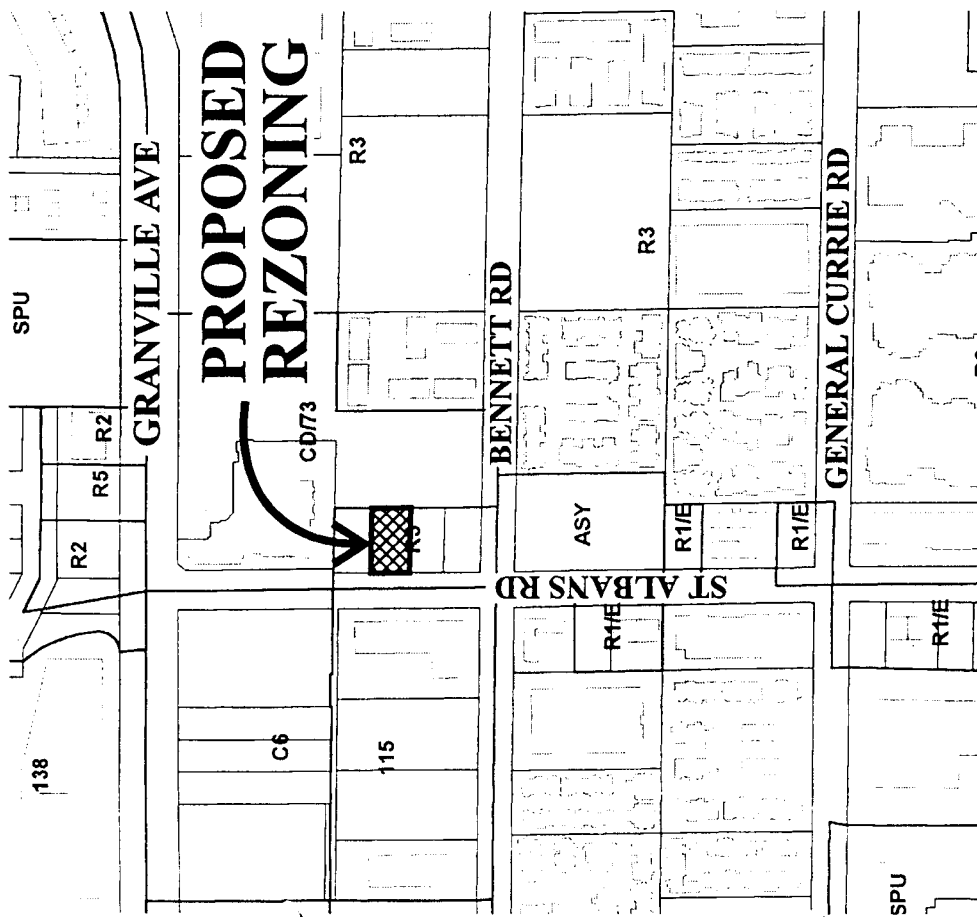
Legal requirements, specifically:

- Registering of a restrictive covenant specifying that vehicular access is to be solely from the rear of the property. (No access will be permitted from St Albans Road.)

Development requirements, specifically:

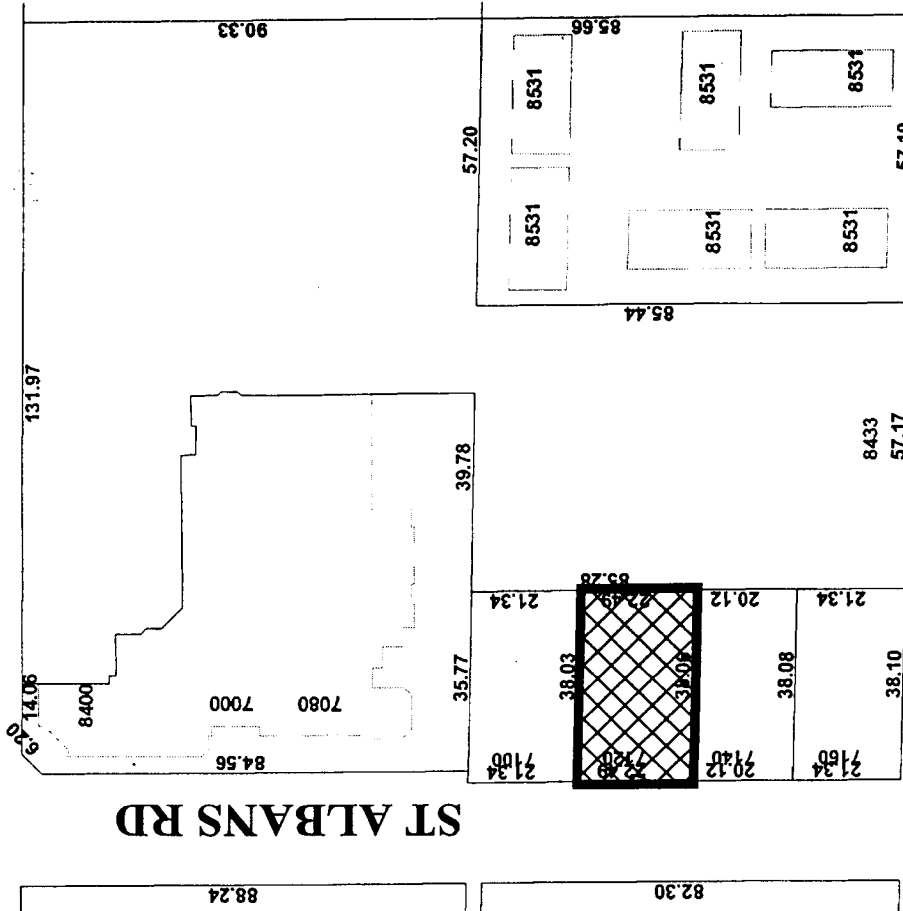
- Processing of a Development Permit application to a satisfactory level, as determined by the Manager of Development Applications.

City of Richmond



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GRANVILLE AVE

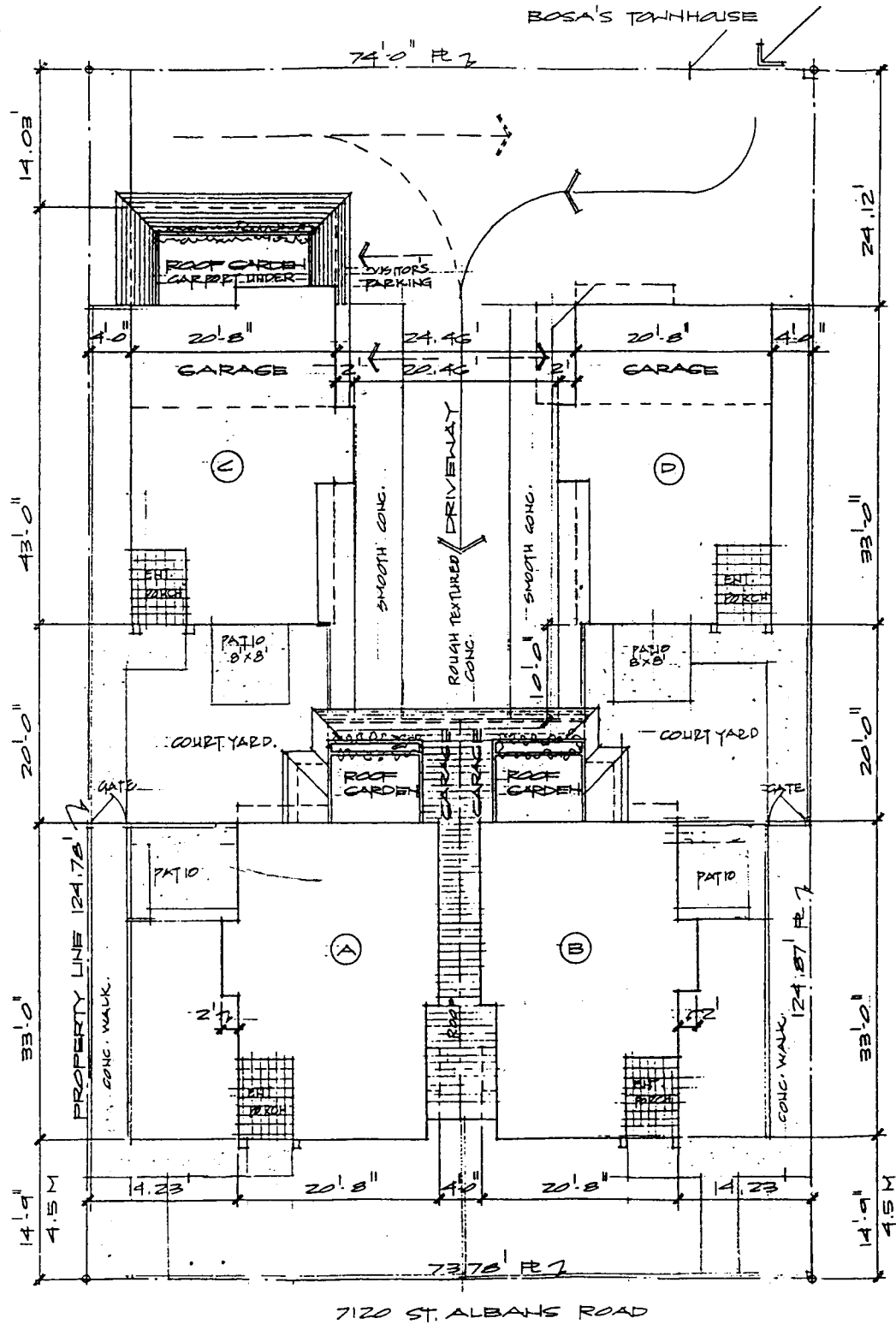


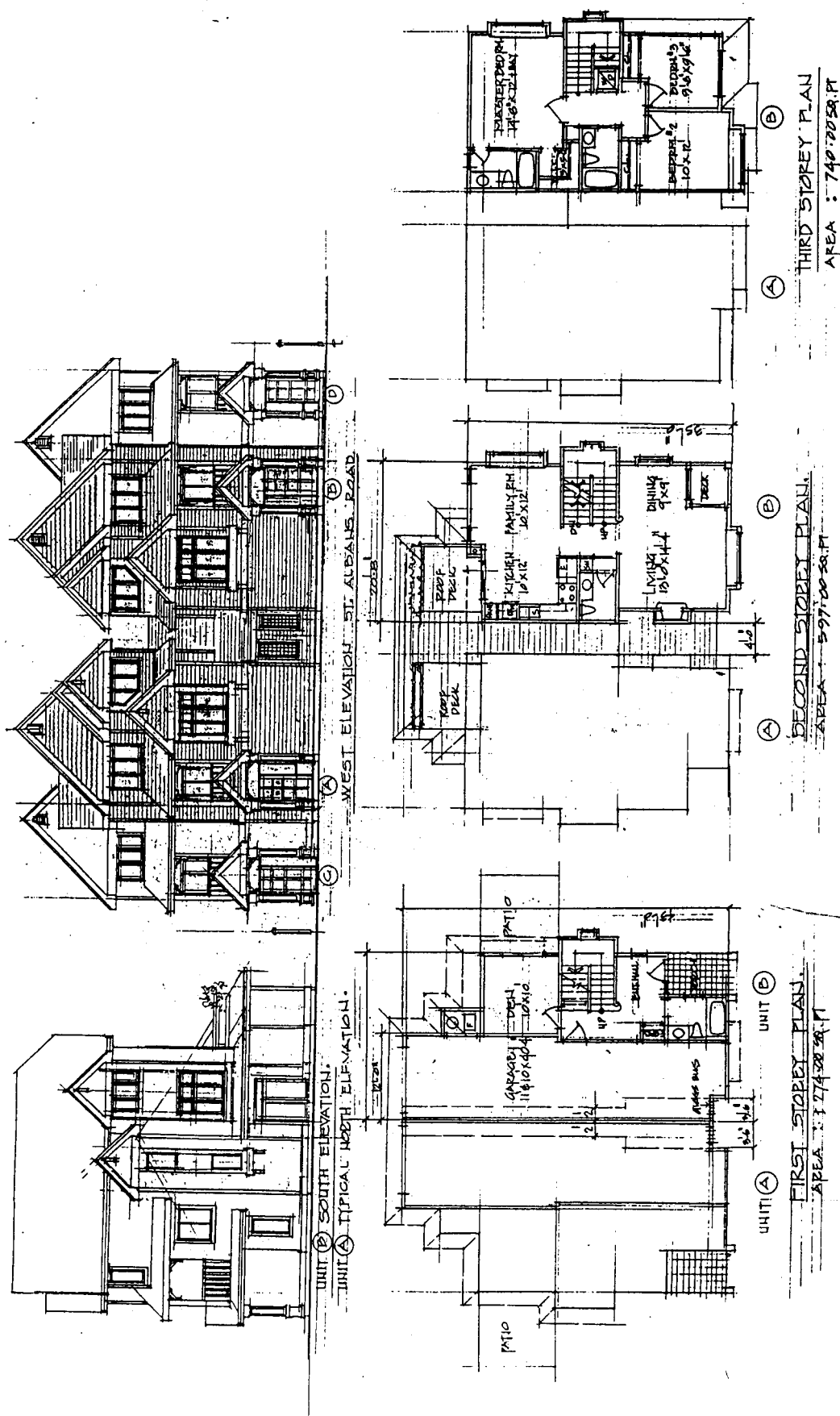
BENNETT RD


Note: Dimensions are in METRES

RZ 01-188214

D O C T R I N E





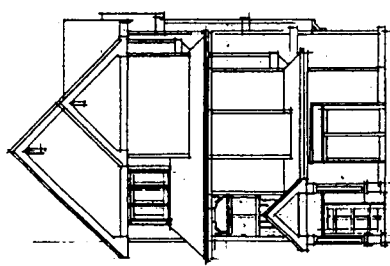


Rafiq Shaikh Designs Ltd.
Custom House Designs
4280 Penderbury Road, Richmond B.C. V7E-1E7
Phone: (604) 241-7499

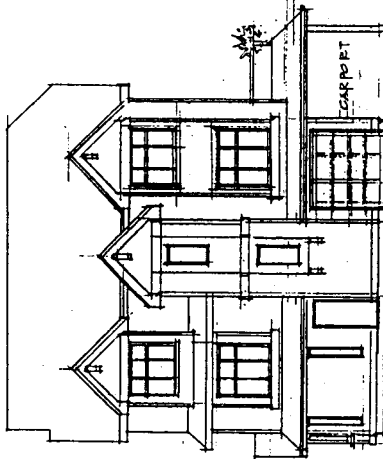
Project: **2200 UNIT TOWNHOUSE FOR ASHLEY SLAN**
7120 ST. ALBANS ROAD,
scale: 1/8" = 1'-0" date: 05/25/01 drawn: E.S.

UNIT (A) & (B)

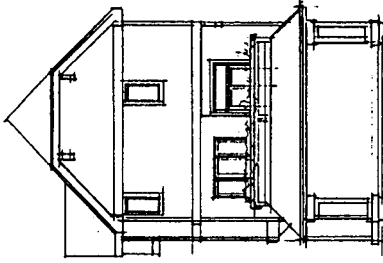
Drawn: **2**
No.: **4**



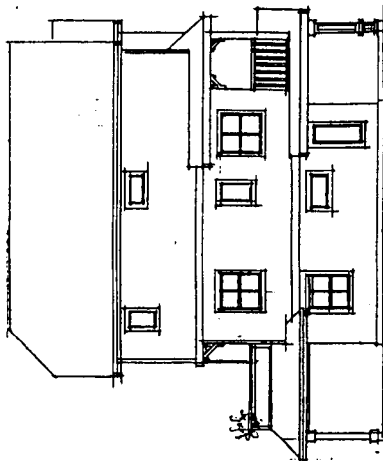
WEST ELEVATION.



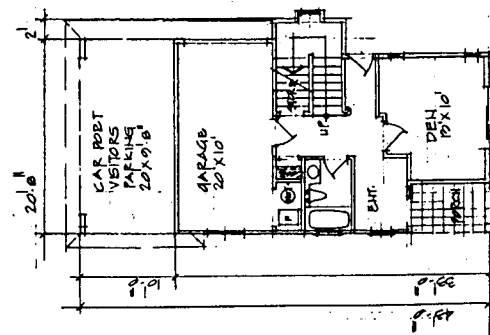
SOUTH ELEVATION.



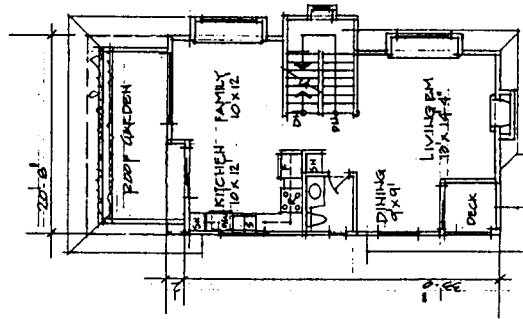
EAST ELEVATION.



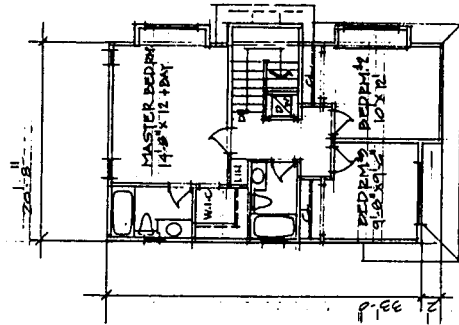
NORTH ELEVATION.



UNIT C
FIRST STOREY PLAN
AREA : 2815 SQ. FT.



UNIT C
SECOND STOREY PLAN
AREA : 597.02 SQ. FT.



UNIT C
THIRD STOREY PLAN
AREA : 799.5 SQ. FT.

	Rafiq Shaikh Designs Ltd. Custom House Designs. 4980 Pandia bury Road, Richmond B.C. V7E-1E7 Phone: (604) 241-7639	Project: FOUR UNIT TOWNHOUSE FOR AMRIK SIAN 7120 ST. ALBAUS ROAD, RICH	Drawn: RS
			No. 4

CITY OF RICHMOND
BYLAW 7269
RICHMOND ZONING AND DEVELOPMENT BYLAW 5300
AMENDMENT BYLAW 7269 (RZ 01-188214)
7120 ST ALBANS 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. 003-903-249

Lot "E" Section 16 Block 4 North Range 6 West New Westminster District Plan 20169

2. This Bylaw may be cited as **"Richmond Zoning and Development Bylaw 5300, Amendment Bylaw 7269"**.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED

AUG 27 2001

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

MAYOR

CITY CLERK

