



City of Richmond

Report to Committee

To Council - Aug 30, 2004

To Planning - Aug 24, 2004

Date: August 3, 2004

To: Planning Committee
From: Raul Allueva
Director of Development

RZ 04-270815

File: 12-8060-20-7795

Re: Application by J.A.B. Enterprises Ltd./Sandhill Development Ltd. for Rezoning at 8291 No. 2 Road from Single-Family Housing District, Subdivision Area E (R1/E) and 8311 No. 2 Road from Two-Family Housing District (R5) to Townhouse District (R2 - 0.7)

Staff Recommendation

That Bylaw No. 7795 for the rezoning of 8291 No. 2 Road from "Single-Family Housing District, Subdivision Area E (R1/E)" and 8311 No. 2 Road from "Two-Family Housing District (R5)" to "Townhouse District (R2 - 0.7)", be introduced and given first reading.

Raul Allueva
Director of Development
(4138)

Att. 6

FOR ORIGINATING DIVISION USE ONLY

CONCURRENCE OF GENERAL MANAGER

Staff Report

Origin

J.A.B. Enterprises Ltd./Sandhill Development Ltd. has applied to the City of Richmond for permission to rezone 8291 No. 2 Road from Single-Family Housing District, Subdivision Area E (R1/E) and 8311 No. 2 Road from Two-Family Housing District (R5) to Townhouse District (R2 – 0.7) (**Attachment 1**) in order to permit a twelve-unit townhouse development.

Findings of Facts

Please refer to attached Development Application Data Sheet (**Attachment 2**) for a comparison of the proposed development data with the relevant Bylaw requirements.

Surrounding Development

The subject Blundell Area site is located on No. 2 Road between Blundell and Colville Roads and directly across the street from a designated Neighbourhood Service Centre. The existing development surrounding the site is described as follows:

- To the north, is a newer strata-titled duplex (R5), single-family lots with redevelopment potential and a proposed townhouse development (R2 – 0.7);
- To the east, across No. 2 Road is a multi-family development (LUC) and a designated 'Neighbourhood Service Centre' further north;
- To the south, a duplex is under construction (R5) and further south is a strata-titled duplex and a proposed multi-family development (RZ 04-269844); and
- To the west, are two (2) single-family lots (R1/E) facing Cantley Road.

Related Policies & Studies

Arterial Road Redevelopment and Lane Establishment Policies

The proposed development is generally consistent with the arterial road redevelopment and lane establishment policies. The development is providing townhouses over 0.6 Floor Area Ratio (F.A.R.) in close proximity to a designated Neighbourhood Service Centre; a shared access in the form of providing a 6 m permanent access to No. 2 Road (to be widened to 7.5 m with future redevelopment to the north); and a cross-access easement registered over it for the benefit of future townhouse development to the north and south.

To ensure proper coordination of future access for properties between Blundell and Colville Roads, a concept has been prepared to guide future development (**Attachment 3**). The concept provides for a rear lane to be established for properties towards Blundell, where portions of lanes have already been secured. However, further to the south, the prevalence of newer dwellings will preclude a lane from being development in the foreseeable future at the same time that new multi-family developments are proposed. Therefore, along this stretch of No. 2 Road, it is recommended that only townhouse developments be considered, and an internal driveway system established to achieve alternative access.

Although Council has directed staff to re-assess the Arterial Road Redevelopment and Lane Establishment Policies, this application has been reviewed in light of specific issues regarding the application of these policies (impediments to lane establishment, new dwellings in the area, impact of lane dedication, etc.), and a coordinated alternative access arrangement for the surrounding area has been developed. **(Attachment 3)** On this basis, the application can be considered on its merits in advance of the upcoming policy review.

Official Community Plan

The proposed development is generally consistent with the designated Low Density Residential land use. In addition, the provision of cash-in-lieu of indoor amenity space is consistent with the Development Permit guidelines set out in the Official Community Plan (OCP).

Staff Comments

Staff comments are attached **(Attachment 4)**. The applicant has agreed to the legal and development requirements associated with the application **(Attachment 5)**.

Redevelopment Options

1. Townhouse Development (Recommended)

Staff considers the development of townhouses at 0.67 F.A.R. an appropriate use for this site due to the long-term vision of densification along the arterial roads and proximity of designated Neighbourhood Service Centres. Furthermore, small townhouse developments with internal driveways are an appropriate means to achieve the principle of alternative access along arterial roads as per the Arterial Road Redevelopment and Lane Establishment Policies, as an alternative to the introduction of a dedicated municipal lane.

2. Single-Family Lot Subdivision

There is not an existing 702 Lot Size Policy affecting this lot and the Arterial Road Redevelopment Policy encourages townhouse development “rather than smaller scale forms of residential development (eg. duplexes or small single-family lots)”. As noted previously in this report, single-family subdivision is not considered appropriate along this stretch of No. 2 Road due to the prevalence of new duplexes on either side of the site, which would preclude the establishment of a permanent and operational lane system in the near future.

Analysis

Rather than creating a new CD zone, Townhouse District (R2 – 0.7) is recommended for expediency and consistency with the zoning applied for other townhouse development along the arterial roads. However, Townhouse District (R2 – 0.7) offers a slightly higher density which is intended to recognize and compensate for the impact of lane dedication. Given the location of the subject site, the provision of a permanent access for this and future development, and the limited building height, 0.67 FAR is considered to be an appropriate level of density.

The subject site is located on an arterial road in close proximity to a designated Neighbourhood Service Centre. The proposed development is providing a shared permanent access to No. 2

Road for future development to the north and south (to be widened to 7.5 m with future redevelopment to the north). Whereas Townhouse District (R2 – 0.7) permits three-storey massing, the proposed development incorporates both two-storey and two and a half storey massing.

That the Rezoning is tied to the Development Permit is considered an appropriate measure to ensure that the achieved density does not exceed 0.67 FAR. The Rezoning conditions will not be considered satisfied until a Development Permit application is processed to a satisfactory level.

The attached preliminary architectural drawings (**Attachment 6**) will require further refinement during the Development Permit process. In addition to design, areas to address will include:

- Tree retention and replacement strategies. There are a number of existing trees onsite and their retention is desirable if practicable. The applicant has agreed to replace any trees that require removal as per the guidelines set out in the OCP.
- Variances shown to increase the maximum permitted site coverage from 40% to 42% and to reduce the minimum side yard setback from 3 m to 1.5 m. These will be reviewed in the context of the overall detailed design of the project, including architectural form, site design and landscaping. Both variances can be considered on the basis that the proposed building height is limited to two and a half storeys facing No. 2 Road and two-storeys in the rear at the interface to the single-family lots facing Cantley Road. In addition, the proposed side yard setback exceeds the minimum required (1.2 m) under the adjacent (R5) zoning and for standard single family dwellings.

Financial Impact

None.

Conclusion

Rezoning of the subject site as proposed conforms to citywide objectives for residential growth and development. The proposal provides a sensitive two to two and a half storey massing and achieves an alternate access through an internal road. On this basis, staff recommend that the proposed development be approved.



Sara Badyal, M.Arch.
Planner I
(4282)

SB:

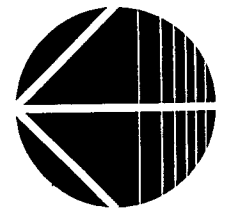
See **Attachment 5** for legal and development requirements agreed to by the applicant and to be completed prior to final adoption of the Zoning Amendment Bylaw.

List of Attachments

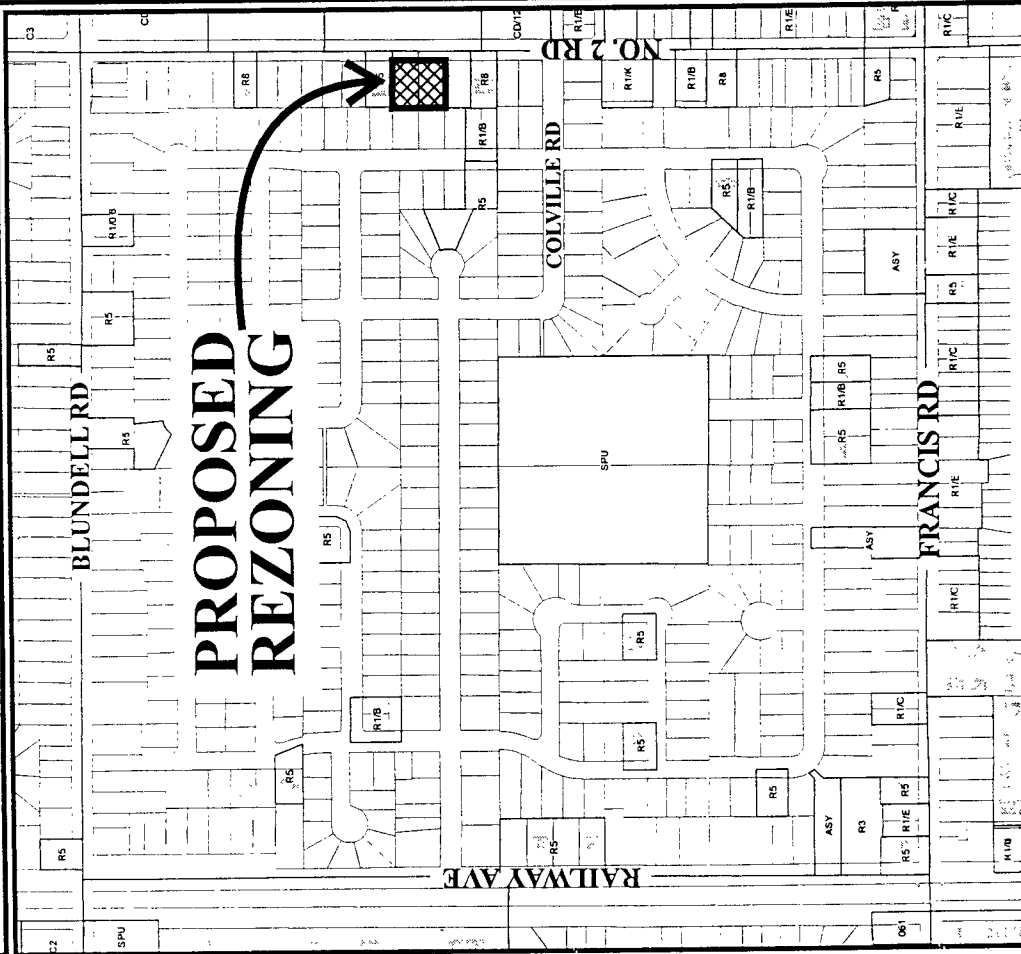
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|--------------|---|
| Attachment 1 | Location Map |
| Attachment 2 | Development Application Data Sheet |
| Attachment 3 | Local Lane Configuration |
| Attachment 4 | Staff Comments |
| Attachment 5 | Conditional Rezoning Requirements |
| Attachment 6 | Preliminary Architectural Drawings (Site plan and elevations) |

Original Date: 05/26/04
Revision Date: 08/03/04/
Note: Dimensions are in METRES

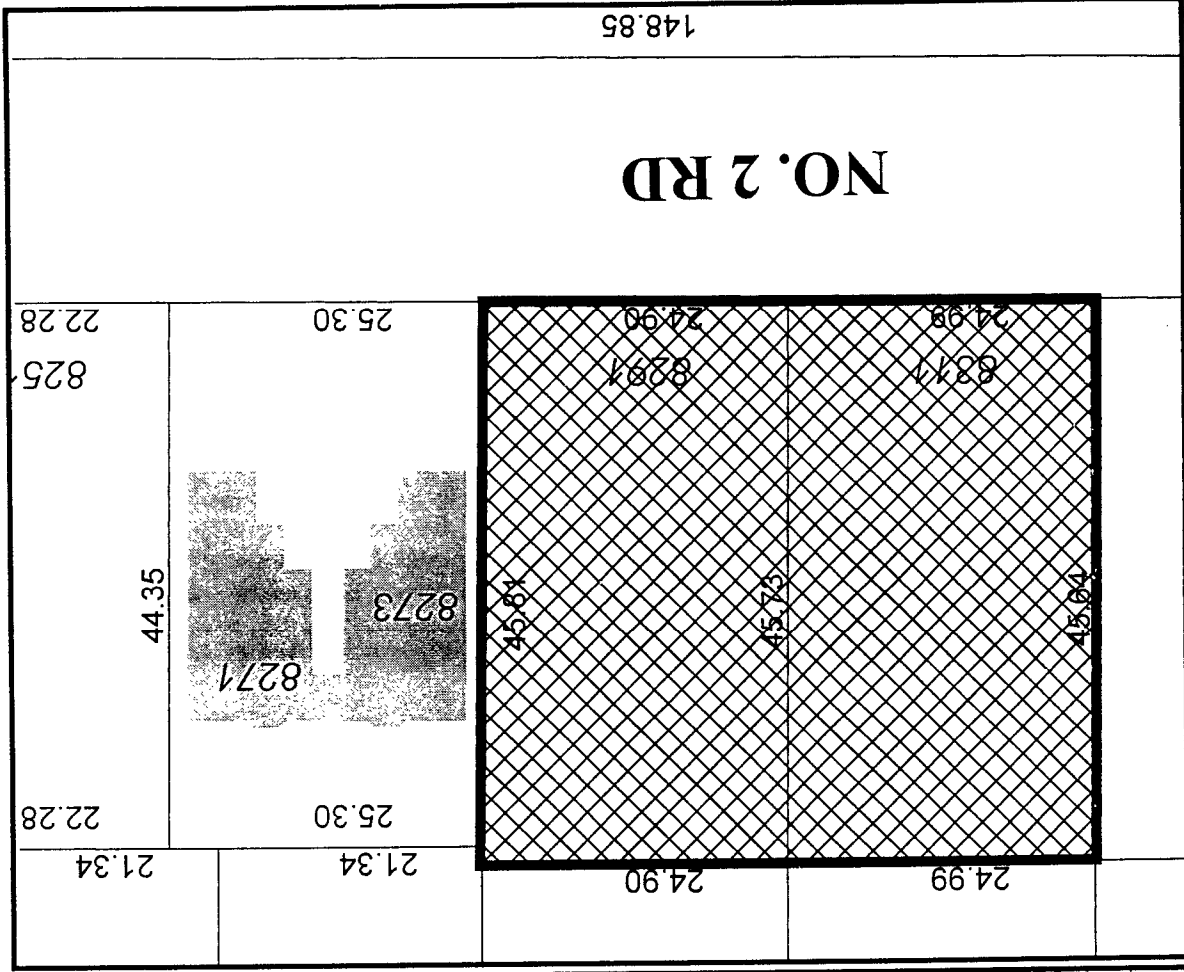
RZ 04-270815



City of Richmond



PROPOSED REZONING



NO. 2 RD



City of Richmond
6911 No. 3 Road
Richmond, BC V6Y 2C1

**Development Application
Data Sheet**
Development Applications Department

RZ 04-270815

Attachment 2

Address: 8291 and 8311 No. 2 Road

Applicant: J.A.B. Enterprises Ltd./Sandhill Development Ltd Owner: same

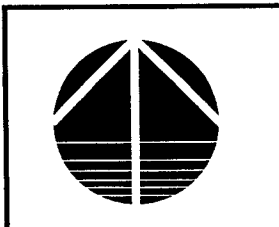
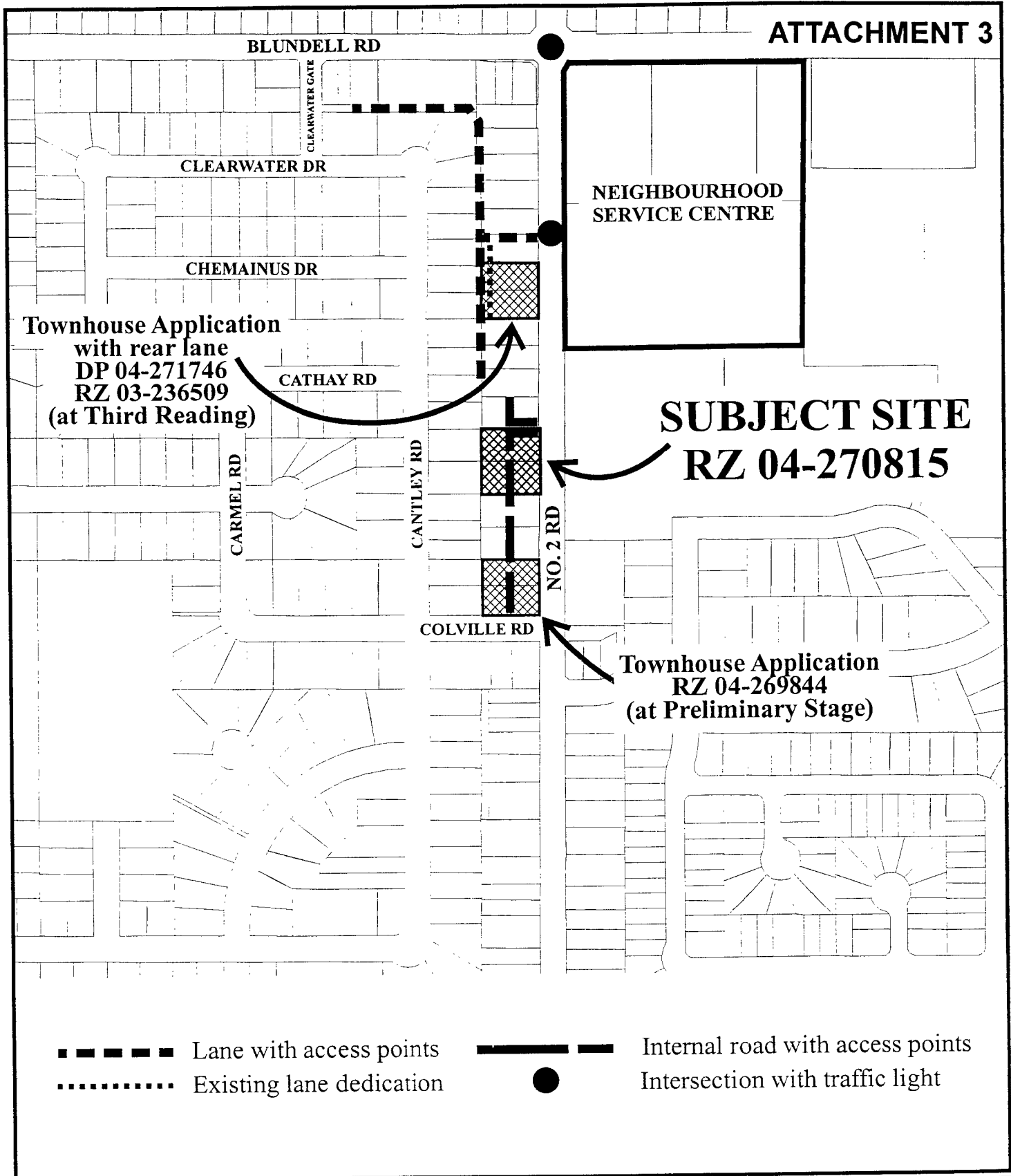
Planning Area(s): Blundell Area

	Existing	Proposed
Site Size:	1,141 m ² & 1,143 m ²	2,284 m ²
Land Uses	Single-Family Residential	Multi-Family Residential
OCP Designation	Low Density Residential	no change
702 Policy Designation	none	no change
Zoning	R1/E	R2 – 0.7
Number of Units	2	12

	Bylaw Requirement	Proposed Development	Variance
Floor Area Ratio:	Max. 0.7	Max. 0.67	none permitted
Lot Coverage – Building*:	Max. 40%	42%	2% increase
Setback – Front Yard:	Min. 6 m	6 m	none
Setback – *Side Yard:	Min. 3 m	1.5 m & 3 m	1.5 m reduction at southeast unit
Setback – Rear Yard:	Min. 3 m	3 m	none
Height (m):	11 m & 3 storeys	Max. 8.9 m & two and a half storeys	none
Off-street Parking – Regular/Visitor*:	18 and 3	24 and 3	none
Accessible Parking Spaces	1	1	none
Off-street Parking Spaces – Total:	21	27	none
Amenity Space – Indoor*:	Min 70 m ²	cash-in-lieu	none
Amenity Space – Outdoor*:	Min 72 m ²	75 m ²	none

*Variance requests are anticipated during the Development Permit application process to increase the maximum lot coverage from 40% to 42% and to reduce the minimum side yard setback from 3 m to

Other: 1.5 m for the southeast unit.



Tentative Alternate Access Diagram

Adopted Date: 08/06/04
 Amended Date: 08/09/04
 Note: Dimensions are in METRES

Staff Comments

Engineering Works Design Review

Prior to final reading of the Rezoning Bylaw, the developer shall:

1. Register a Public Rights of Passage (PROP) ROW over the drive aisle and access, connecting to No. 2 Road and both the north & south lots. The ROW is to permit future vehicular access to those properties and properties beyond, but the owners are responsible for maintenance and liability.

Additional RZ comment - there is no street furniture to impede future access or servicing. There are several large columnar trees running down the south P.L. There are currently two driveway accesses to No 2 Road; exact location of access for these townhouses can be determined via DP stage.

Urban Design

The site is located in the Blundell Area. During the future Development Permit process, the applicant should consider:

- Providing a tree retention/replacement strategy;
- Having a Landscape Plan prepared by a Landscape Architect;
- Providing a variety of paving materials, textures and colours. The use of unit pavers increases site permeability and offers visual interest; and
- Location and details for mail delivery, garbage and recycling collection.

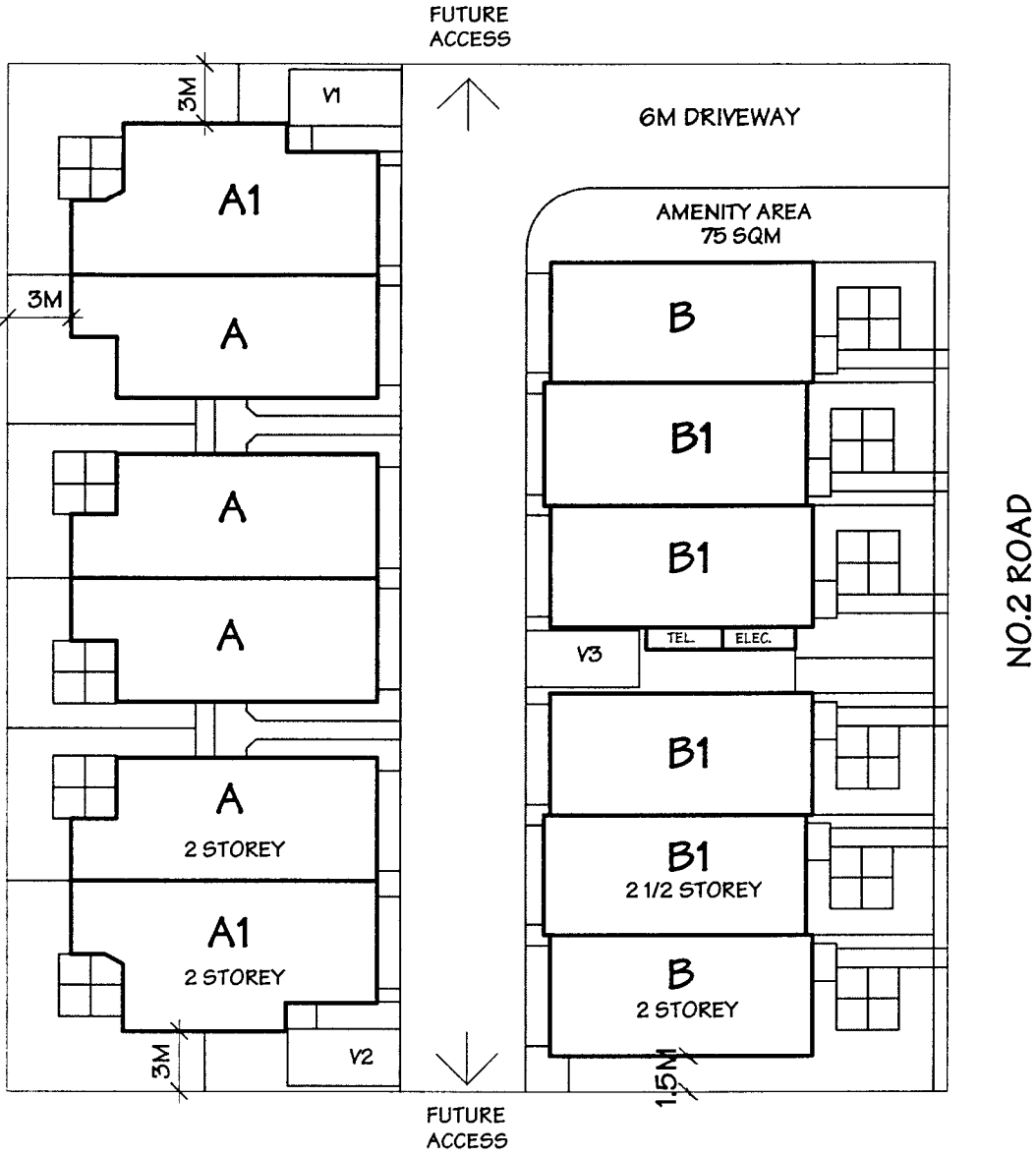
Conditional Rezoning Requirements

8291 and 8311 No. 2 Road RZ 04-270815

Prior to final adoption of the Zoning Amendment Bylaw, the developer is required to complete the following requirements:

1. The granting of a 6 m wide public rights of passage right-of-way along the internal manoeuvring aisle and driveway for the use of development to the north and south;
2. Consolidation of the lots into one development parcel (which will require the demolition of the existing dwellings);
3. \$1,000 per dwelling unit (e.g. \$12,000) in-lieu of on-site amenity space as per OCP guidelines;
4. The submission and processing of a Development Permit* completed to a level deemed acceptable by the Director of Development; and
5. Discharge of the covenant registered on title (8311 No. 2 Road) restricting development to two (2) dwelling units.

* Note: This requires a separate application.



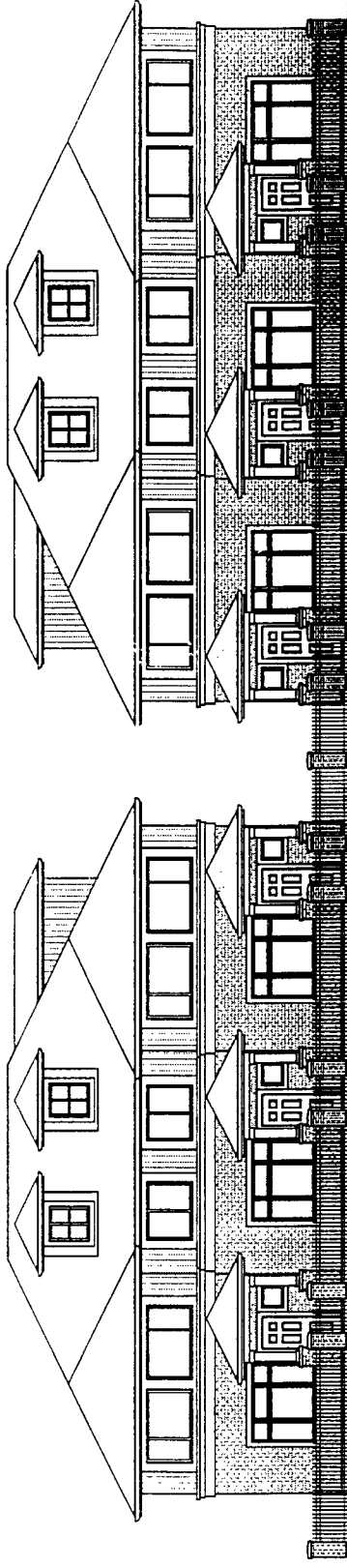
STATISTICS:
 SITE AREA : 24,564 SF
 PROPOSED ZONING : CD
 STE COVERAGE: 10,430 SF (42%)
 MAX. ALLOWABLE FLOOR AREA: 0.67 X 24,564 SF = 16,458 SF

PROPOSED :	UNIT-A:	1,290 SF x 4 UNITS = 5,160 SF
	UNIT-A1:	1,400 SF x 2 UNITS = 2,800 SF
	UNIT-B:	1,175 SF x 2 UNITS = 2,350 SF
	UNIT-B1:	1,525 SF x 4 UNITS = 6,100 SF
	ELECT. ROOMS:	= 45 SF
	TOTAL	12 UNITS: 16,455 SF



SITE PLAN

SCALE : 1"=30'-0"



NO. 2 ROAD ELEVATION



**Richmond Zoning and Development Bylaw 5300
Amendment Bylaw 7795 (RZ 04-270815)
8291 AND 8311 NO. 2 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 - 0.7)**.

P.I.D. 003-460-100

Lot 4 Block 10 Section 24 Block 4 North Range 7 West New Westminster District Plan 18479

P.I.D. 010-415-696

Lot 3 Block 10 Section 24 Block 4 North Range 7 West New Westminster District Plan 18479

2. This Bylaw may be cited as **“Richmond Zoning and Development Bylaw 5300, Amendment Bylaw 7795”**.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED

AUG 30 2004

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

MAYOR

CITY CLERK