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**To:** Planning Committee **Date:** September 2, 2004  
**From:** Raul Allueva **File:** RZ 04-269844  
Director of Development  
**Re:** Application by Parmjit S. Randhawa for Rezoning at 8431 and  
8451 No. 2 Road from Single-Family Housing District, Subdivision  
Area E (R1/E) to Townhouse District (R2 – 0.7)

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**Staff Recommendation**

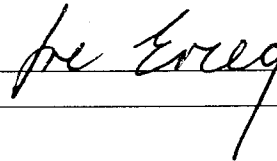
That Bylaw No. 7817 for the rezoning of 8431 and 8451 No. 2 Road from “Single-Family Housing District, Subdivision Area E (R1/E)” to “Townhouse District (R2 – 0.7)”, be introduced and given first reading.

  
Raul Allueva  
Director of Development

SB:blg  
Att. 6

FOR ORIGINATING DIVISION USE ONLY

CONCURRENCE OF GENERAL MANAGER



## Staff Report

### Origin

Parmjit S. Randhawa has applied to the City of Richmond for permission to rezone 8431 and 8451 No. 2 Road from Single-Family Housing District, Subdivision Area E (R1/E) to Townhouse District (R2 – 0.7) (**Attachment 1**) in order to permit a 10-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 consolidated Blundell Area site is located on No. 2 Road between Blundell and Colville Roads and near a designated Neighbourhood Service Centre. The existing development surrounding the site is described as follows:

- To the north, is a newer strata-titled duplex (R8). Further north is a new duplex under construction (R5);
- To the east, across No. 2 Road are two-storey townhouse developments (CD/123 and Land Use Contract) and a designated Neighbourhood Service Centre further north;
- To the south, across Colville Road are single-family lots; Single-Family Housing District, Subdivision Area E (R1/E); and
- To the west, are two (2) single-family lots; Single-Family Housing District, Subdivision Area E (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.) on a site with frontage in excess of 30 m in close proximity to a designated Neighbourhood Service Centre; a shared driveway access is proposed to provide a permanent access to Colville Road; and a shared access (PROP ROW or Reciprocal Access) registered over the internal drive aisle for the benefit of future townhouse development to the north. Therefore, the proposed development is consistent with the Interim Strategy for Managing Townhouse and Single-Family Residential Rezoning Applications During the Review of the Lane Establishment and Arterial Road Redevelopment Policies.

To ensure proper coordination of future access for properties between Blundell and Colville Roads, a concept was prepared to guide future development (**Attachment 3**). The concept provides for a rear lane to be established for properties towards Blundell Road, where portions of lanes have already been secured. However, further to the south, the prevalence of newer dwellings will preclude a lane from being developed 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. The general concept was introduced and given First Reading at the August 30, 2004 Council Meeting under the Rezoning Application at 8291 and 8311 No. 2 Road (RZ 04-270815). The same application is scheduled for Public Hearing on September 20, 2004.

### 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 Centre. 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 staff report, single-family subdivision is not considered appropriate along this stretch of No. 2 Road due to the prevalence of new duplexes to the north which would preclude the establishment of a permanent and operational lane system in the near future.

### **Analysis**

#### Density

Rather than creating a new Comprehensive Development District (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 permanent access to Colville Road for future development to the north, whereas Townhouse District (R2 – 0.7) permits three-storey massing. The proposed development incorporates both 2-storey and 2 ½-storey massing.

#### Adjacent Lane ROW

Immediately to the north at 8391/8393 No. 2 Road, is a two-family (R8) lot with a new strata-titled duplex constructed in 2000/2001 and a 6 m lane ROW along the rear property line (**Attachment 3**). Another duplex is under construction at the second lot north at 8351 No. 2 Road without any provisions for future lane construction. As discussed earlier, the prevalence of newer dwellings will preclude a lane from being developed 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.

#### Development Permit

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 F.A.R., the achieved building height does not exceed 2 ½-storeys and that the proposed development fits well into the surrounding context. The rezoning conditions will not be considered satisfied until a Development Permit application is processed to a satisfactory level.

The proposal provides a sensitive transition to the adjacent single-family lots to the west and south through a two-storey interface and 6 m setback, which mimics single-family rear yards. The location of the outdoor amenity area and street orientation is supported by staff.

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. Retention of existing trees on-site 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 are shown to permit an open porch to project 1.5 m into the side yard abutting Colville Road (southwest unit); to increase the maximum permitted site coverage from 40% to 42%; and to reduce the minimum side yard setbacks from 3 m to 1.5 m (northeast unit) and from 6 m to 4.5 m (southeast unit facing Colville). These will be reviewed in the context of the overall detailed design of the project, including architectural form, site design and landscaping.

The open porch projection variance can be considered on the basis that the proposed project provides pedestrian oriented animated streetscapes to both No. 2 and Colville Roads. When a site, such as the subject site, is located on a corner with frontage on two roads, technically the narrower is the front yard and the other a side yard abutting a public road. Open porch projections are permitted (Max. 1.5 m) into the 6 m required front yard setback. The introduction of pedestrian oriented front entries with covered open porches animates the streetscape, improves safety through passive surveillance, is encouraged in streetscape elevations and is consistent with townhouse development throughout the City.

The site coverage and reduced setback variances can be considered on the basis that the proposed building height is limited to 2 ½-storeys facing No. 2 Road and 2-storeys at the interfaces to Colville Road, the single-family lots facing Cantley Road and the adjacent duplex to the north. In addition, the proposed side yard setback exceeds the minimum required (1.2 m) 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 2-storey to 2 ½-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 1  
(4282)

SB:blg

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 Alternate Access/Lane Configuration
- Attachment 4      Staff Comments
- Attachment 5      Conditional Rezoning Requirements
- Attachment 6      Preliminary Architectural Drawings (Site plan and elevations)

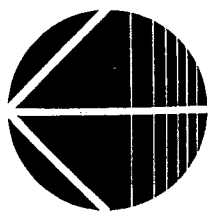
ENTERED

Original Date: 05/14/04

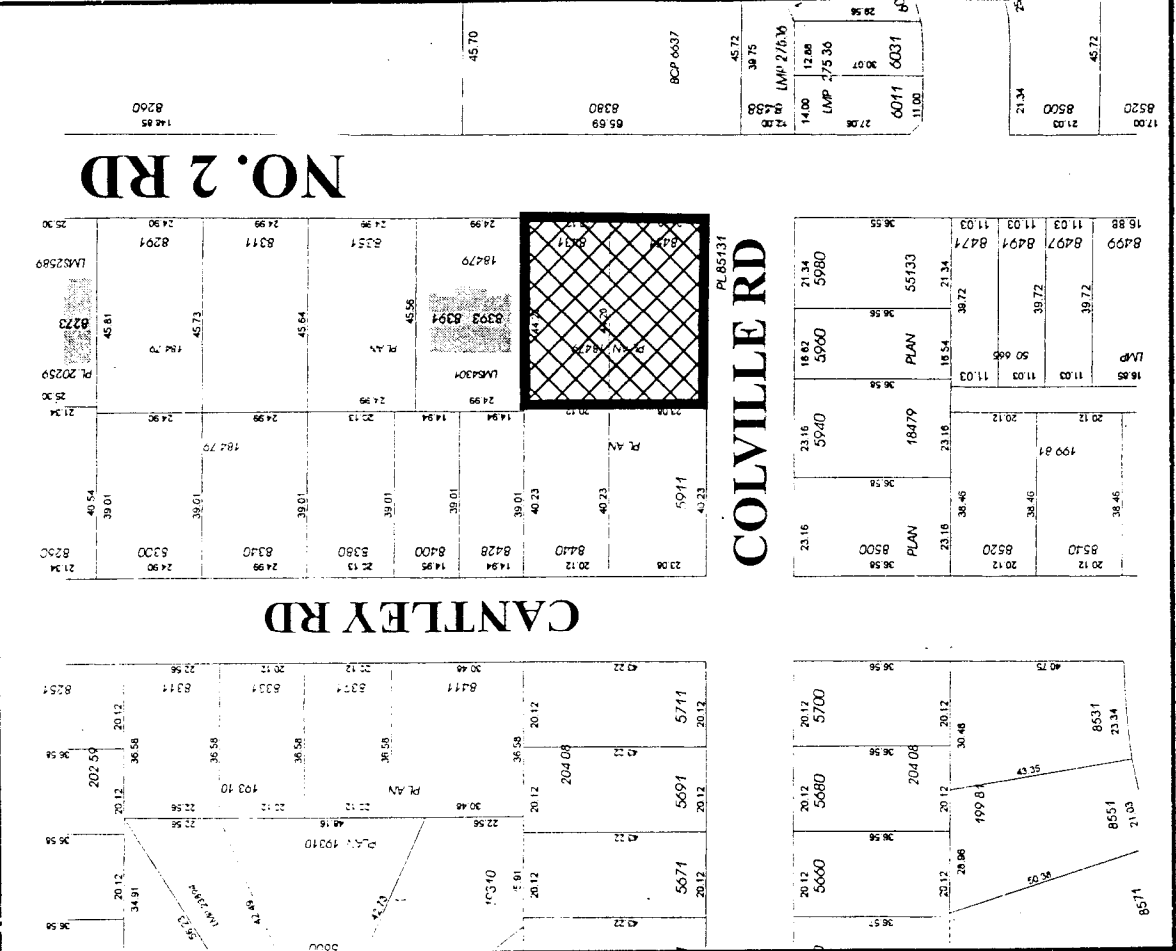
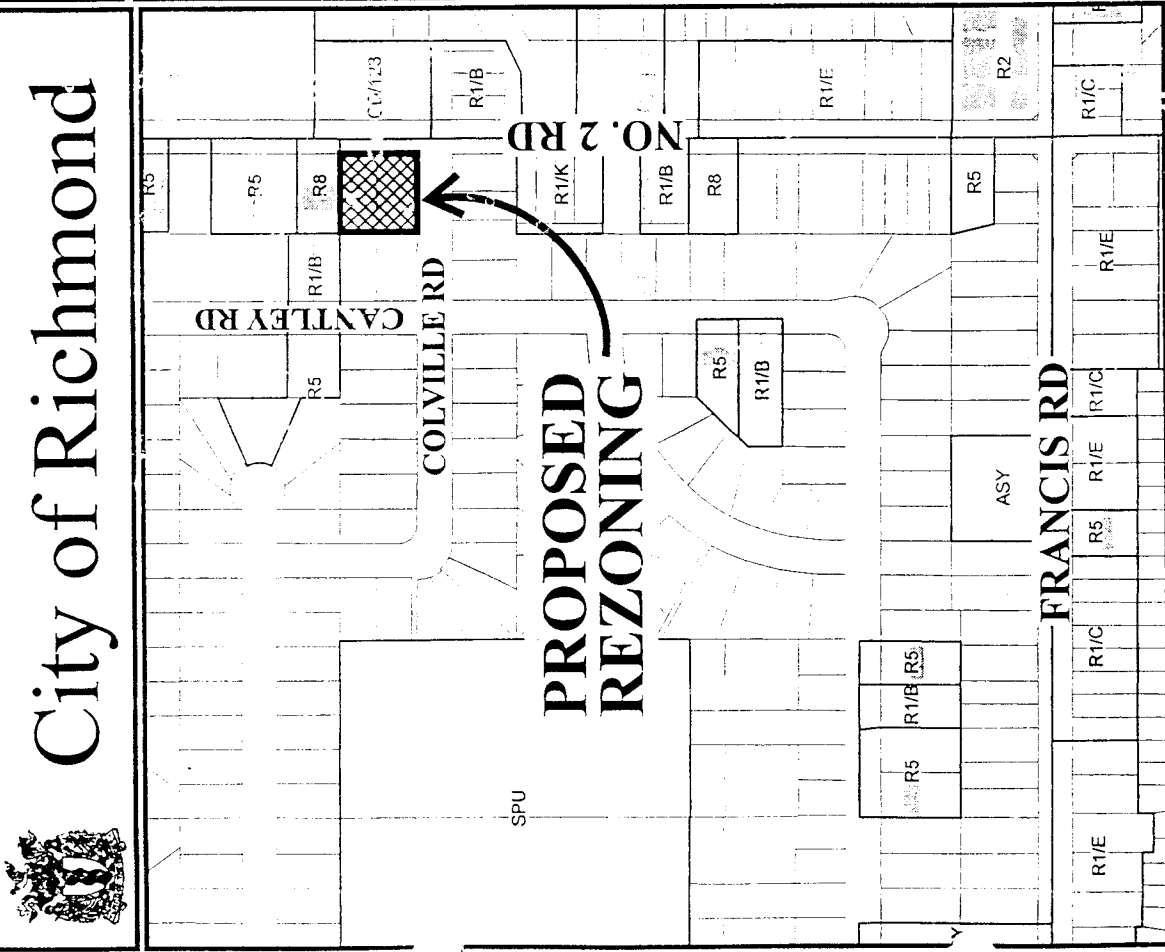
Revision Date:

Note: Dimensions are in METRES

RZ 04-269844



City of Richmond





**City of Richmond**

6911 No. 3 Road  
Richmond, BC V6Y 2C1

**Development Application  
Data Sheet**  
Development Applications Department

**RZ 04-269844**

**Attachment 2**

Address: 8431 and 8451 No. 2 Road

Applicant: Parmjit S. Randhawa

Owners: 8431: C.P.S. Enterprises Ltd. 8451: Arminster S. Jhutti & Jaswant S. Sanghera

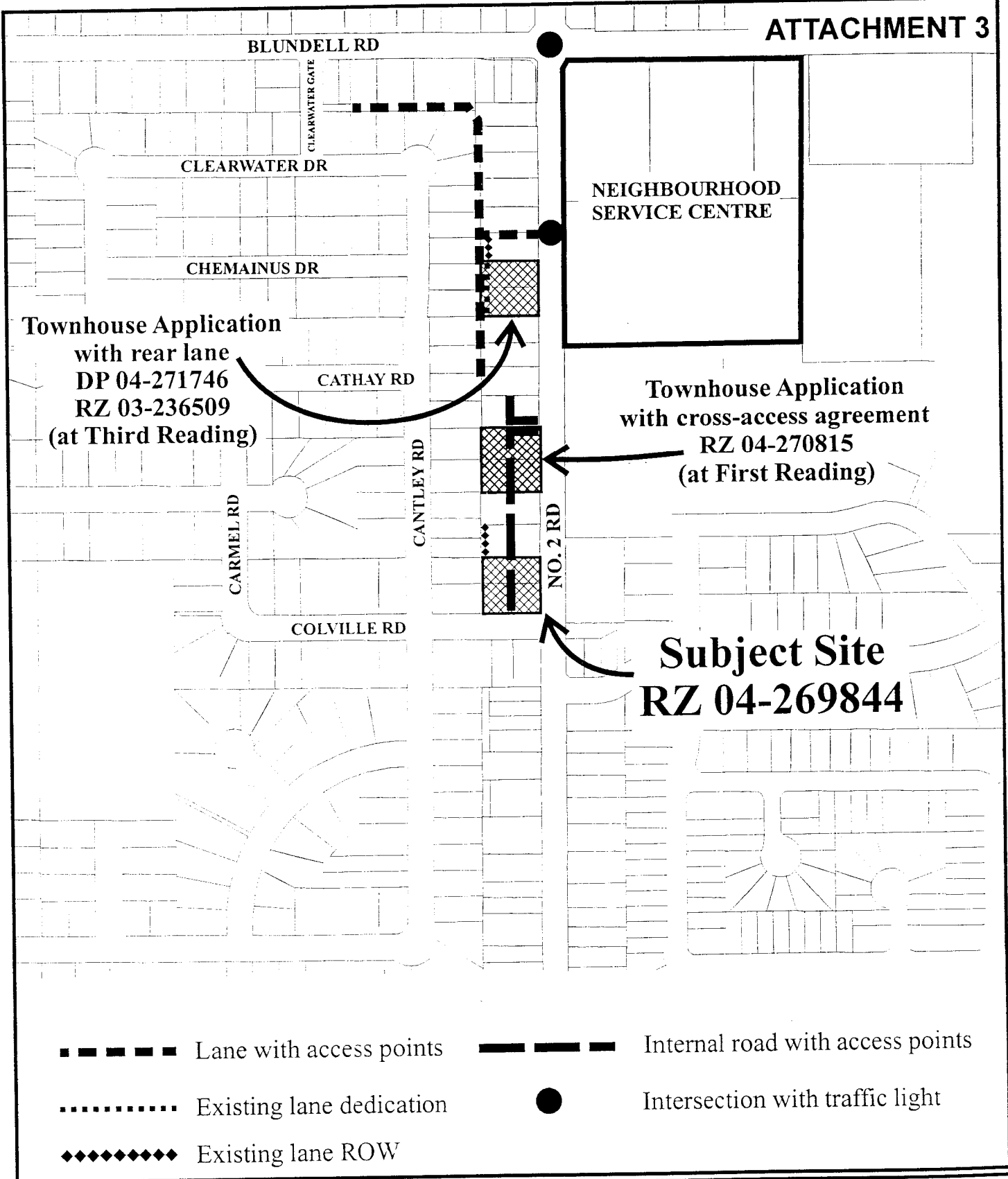
Planning Area(s): Blundell Area

	Existing	Proposed
Site Size:	890 m <sup>2</sup> & 1,017 m <sup>2</sup>	1,901 m <sup>2</sup>
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	10

	Bylaw Requirement	Proposed Development	Variance
Floor Area Ratio:	Max. 0.7	Max. 0.67	none permitted
<b>Lot Coverage – Building*:</b>	<b>Max. 40%</b>	<b>42%</b>	<b>2% increase</b>
Setback – Front Yard:	Min. 6 m	6 m	none
<b>Setback – *Side Yard:</b>	<b>Min. 3 m</b>	<b>1.5 m to 6 m</b>	<b>1.5 m reduction at NE &amp; SE units</b>
Setback – Rear Yard:	Min. 3 m	6 m	none
Height (m):	11 m & 3 storeys	10 m & 2 ½ storeys	none
Off-street Parking – Regular/Visitor*:	15 and 2	20 and 2	none
Accessible Parking Spaces	1	1	none
Off-street Parking Spaces – Total:	17	22	none
Amenity Space – Indoor*:	Min 70 m <sup>2</sup>	cash-in-lieu	none
Amenity Space – Outdoor*:	Min 60 m <sup>2</sup>	108 m <sup>2</sup>	none

Other: \*Variance requests are anticipated during the Development Permit application process to increase the maximum lot coverage from 40% to 42%; to reduce the minimum side yard setback from 3 m to 1.5 m for the northeast unit; and to reduce the minimum side yard setback from 6 m to 4.5 m southeast unit.





**Tentative Alternate  
 Access Diagram**

Original Date: 09/01/04

Revision Date:

Note: Dimensions are in METRES

## Staff Comments

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### Engineering Works Design Review

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

1. Register a 6 m Public Rights-of-Passage (P.R.O.P.) right-of-way (R.O.W.) or Reciprocal Access to all benefiting properties over the drive aisle and access, from Colville Road to the south property line of 8391/8393 No. 2 Road. The legal document is to state that the R.O.W. or Reciprocal Access is to ensure access to lands beyond, but the City is not responsible for maintenance or liability.
2. Register a 4 m x 4 m corner cut dedication at the corner of Colville and No. 2 Roads.

Then, prior to future Building Permit issuance, the developer is to enter into the City's standard Servicing Agreement to design and construct Colville Road upgrading, at their sole cost - no credits. Works include, but are not limited to: road widening, curb and gutter, ditch infill via covered storm sewer, creation of a minimum 2 m grass and treed boulevard with street lighting, and a 1.5 m concrete sidewalk at or near the property line.

### Urban Design

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

- Providing a complete and refined set of architectural drawings prepared by a registered Architect;
- Providing a tree survey, arborist report and 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

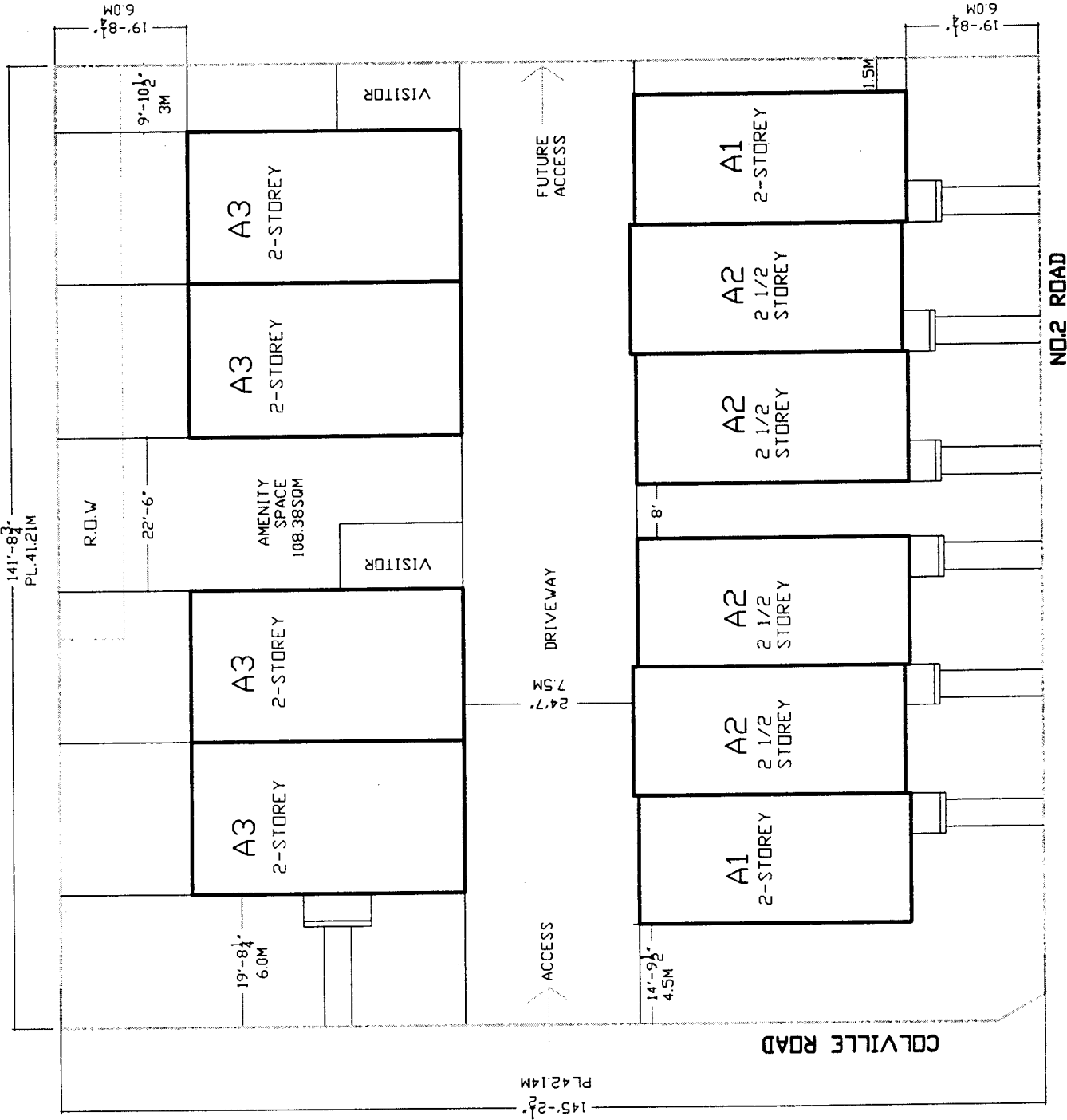
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### **8431 and 8451 No. 2 Road RZ 04-269844**

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

1. Register a 6 m Public Rights-of-Passage (PROP) right-of-way (R.O.W.) or Reciprocal Access to all benefiting properties over the drive aisle and access, from Colville Road to the south property line of 8391/8393 No. 2 Road. The legal document is to state that the R.O.W. or Reciprocal Access is to ensure access to lands beyond, but the City is not responsible for maintenance or liability.
2. Register a 4 m x 4 m corner cut dedication at the corner of Colville Road and No. 2 Roads.
3. Consolidation of the lots into one development parcel (which will require the demolition of the existing dwellings).
4. Payment of \$1,000 per dwelling unit (e.g. \$10,000) in-lieu of on-site amenity space as per Official Community Plan (OCP) guidelines.
5. The submission and processing of a Development Permit\* completed to a level deemed acceptable by the Director of Development.

\* Note: This requires a separate application.

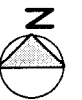


CIVIC ADDRESS  
 8431-8451 ND2 ROAD  
 RICHMOND, BC.

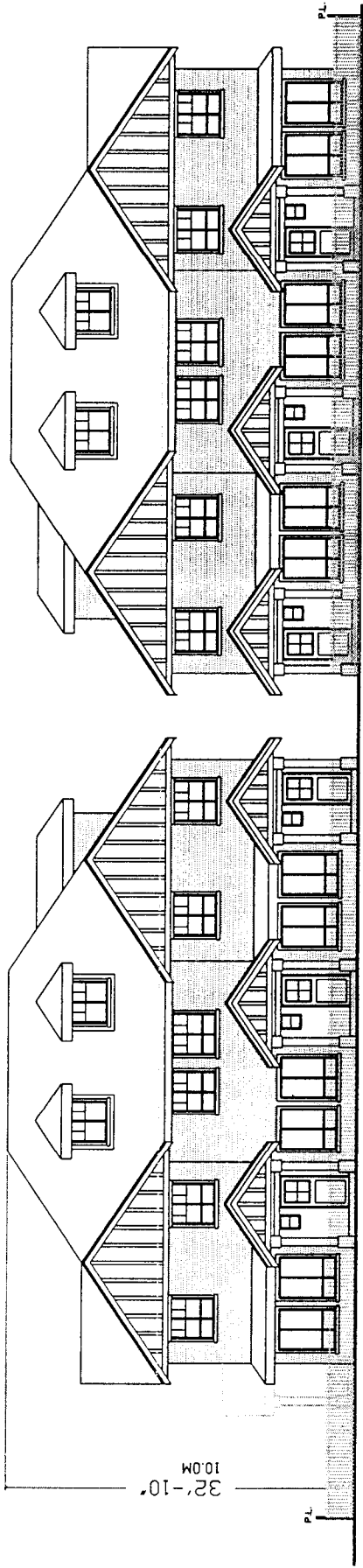
PROPOSED ZONING R2/70  
 LOT AREA=20531 SQFT

PROPOSED DEVELOPMENT:  
 10 UNITS  
 PROPOSED DENSITY  
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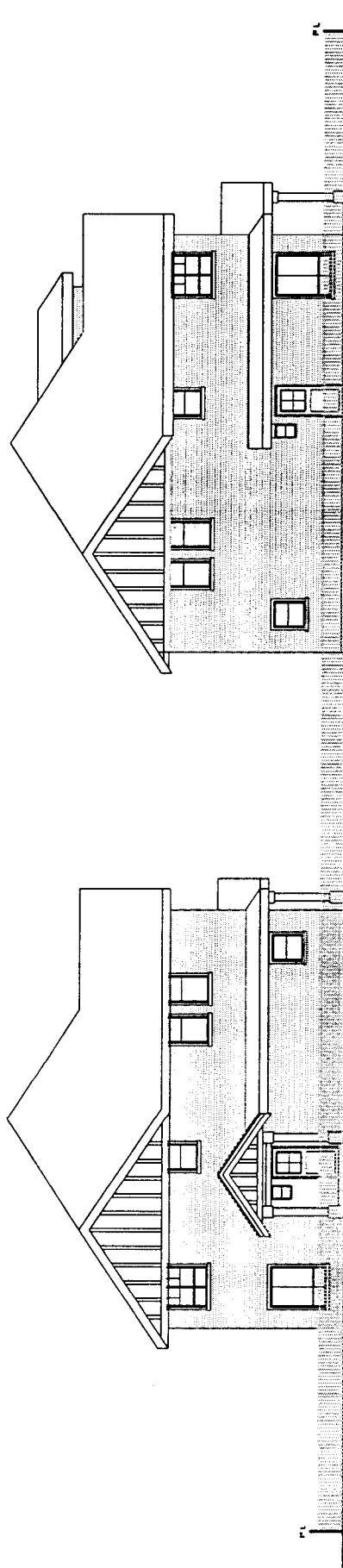
MAX.SITE COVERAGE  
 @42%:X20531=86233SQFT



SITE PLAN  
 SCALE 1/8"=1'0"



**EAST ELEVATION**  
 (NO.2 ROAD) SCALE 1/8"=1'0"



**SOUTH ELEVATION**  
 (COLVILLE ROAD) SCALE 1/8"=1'0"



**Richmond Zoning and Development Bylaw 5300  
Amendment Bylaw 7817 (RZ 04-269844)  
8431 & 8451 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. 003-778-274

Lot 7 Block 11 Section 24 Block 4 North Range 7 West New Westminster District Plan 18479

P.I.D. 010-415-734

Lot 6 Block 11 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 7817”**.

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED

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

\_\_\_\_\_  
MAYOR

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