



City of Richmond
Urban Development Division

Report to Committee

To: Planning Committee
From: Joe Erceg
Manager, Development Applications
Date: September 18, 2003
File: RZ 03-236469
Re: **APPLICATION BY SYEDA SHAH FOR REZONING AT 7660 NO. 2 ROAD FROM SINGLE-FAMILY HOUSING DISTRICT, SUBDIVISION AREA E (R1/E) TO SINGLE FAMILY HOUSING DISTRICT (R1-0.6)**

Staff Recommendation

That Bylaw No. 7596, for the rezoning of 7660 No. 2 Road from "Single-Family Housing District, Subdivision Area E (R1/E)" to "Single Family Housing District (R1-0.6)", be introduced and given first reading.

H. Bulee

for Joe Erceg
Manager, Development Applications

JE:jmb
Att.

FOR ORIGINATING DIVISION USE ONLY
CONCURRENCE OF GENERAL MANAGER
<i>[Signature]</i>

Staff Report

Origin

Syeda Huma Shah has applied to the City of Richmond for permission to rezone 7660 No. 2 Road (**Attachment 1**) from Single-Family Housing District, Subdivision Area E (R1/E) to Single-Family Housing District (R1-0.6) in order to permit the property to be subdivided into two single-family residential lots with access to a future lane.

Findings of Fact

Item	Existing	Proposed
Owner	Syeda H Shah	To be determined
Applicant	Noor Munshey	No change
Site Size	780 m ² (8,396 ft ²)	after road and lane dedications each property is 305 m ² (3,283 ft ²)
Land Uses	Single Family	No change
OCP Designation	Low Density Residential	No change
Zoning	R1/E	R1-0.6

Surrounding Development

Development surrounding the site includes:

South: parking lot for Coast Capital Savings;

North: single family properties along No. 2 Road with redevelopment potential (including the Every heritage house two properties to the north);

East: single family homes; and

West: currently single family but there is a townhouse proposal currently being processed.

Related Policies & Studies

Arterial Road Redevelopment Policy

The proposal is not entirely consistent with the Arterial Policy as it is not in keeping with the village centre idea that the Policy promotes for areas around Shopping Centres. The Policy states that for properties that are near Neighbourhood Service Centres (e.g., Blundell Shopping Centre), townhouses over 0.6 FAR and low-rise apartments, rather than smaller scale forms of residential development (e.g., what is being proposed) are to be encouraged. However, even though the form and density are not what is exactly envisioned, the proposal is not entirely without merit as it does increase the density somewhat.

Lane Policy

The proponent will provide a back lane. However, there are some issues when considering the potential location for a future entrance/exit point. As this is likely the last developable lot in the block it would make sense to have an access point to No. 2 Road nearby in order to decrease the length of a dead end lane.

The subject site, on its own, does not have sufficient width to provide a lane access. If the subject site develops on its own it will almost force the lot to the north to redevelop on its own as the next lot is an important heritage house (and will hopefully be preserved) and no lane access will be possible on this site either. Therefore, the best prospect for an access point to No. 2 Road would be if the two lots redevelop together for a small townhouse site and thereby provide the lane entrance/exit point.

Another option would be that rather than a 4m wide shared driveway running up the middle of the lot that a 4m wide lane on the northern edge of the property be provided. When the lot to the north redevelops, a further 2m would be obtained to create a full width lane. The problem with this option is that there are some significant trees on the northern side of the property that the developer wishes to retain, therefore he is unwilling to relocate the driveway in order that a lane access be provided.

Staff Comments

Policy Planning

Trees

There are some substantial trees on the site. The matter of tree preservation is currently under consideration by Council. One of the potential options in front of Council is a requirement for a tree survey during the rezoning process. Until Council provides direction, no action is being taken with regard to requirements for Tree Plans during the rezoning process.

Preferred Form

In order to address the need for a lane exit point, and in order that the development on the site is more in scale with that which is likely to surround it in the future, a joint development on the subject site and the site to the north would be a more viable option. Together these two sites could develop a small four or five unit townhouse project, with three storeys along No. 2 Road and 2 ½ storeys in behind.

Future Incompatibility

Besides the incompatibility in form and the lack of a lane exit point, another drawback of a single family proposal is that there may be some expectation from the future residents for a single family type neighbourhood while the reality is that the noise and activity level in this area will only increase in the future. Additionally, it is likely that the development surrounding this site in the future could be higher, leaving the residents on this site in a kind of fish bowl.

Buffering

The subject proposal, with a four foot side yard setback, provides little opportunity for buffering the future single family homes from the adjacent commercial parking lot. With the front and rear yard dedications and the need for shared driveway running the length of the site, there is little opportunity to pull the house back further from this south property line. A multi-family form of development would be better able to address the adjacency issues by creating more a setback and buffer from the noise and activity of the adjacent parking lot.

Development Applications

If the application is supported, prior to final adoption of the rezoning, the developer shall:

1. Dedicate 2m across the entire frontage;
2. Dedicate a 6m lane across the entire east property line;
3. Register a Restrictive Covenant, requiring that garages be located in the rear of the property and ensuring that they are constructed in such a way that they have vehicular access to the lane when it becomes operational;
4. Register a Restrictive Covenant, ensuring that there will be one shared temporary access provided via subdivision, which will be removed at the owners cost when the lane becomes operational; and
5. Pay \$838/m for NIC for future lane construction. The developer also has the option of constructing the lane at the Subdivision stage via our standard Servicing Agreement. They must advise which option they wish to use, in writing.

Then with the future subdivision, the developer is to enter into the City's standard Servicing Agreement to design and construct improvements along the No 2 Road frontage. No. 2 Road works include, extending the sidewalk from where it ends on Coast Capital's frontage, across their entire frontage at the property line.

Analysis

Normally this application would be viewed as a straightforward application along an arterial road. However, as the area around the Blundell Shopping Centre redevelops, the scale and densities will become more of a village centre. In this environment, the proposed smaller lots may be out of scale. Given the sites location next to the bank, across from some proposed townhouses, along the busy No. 2 Road and close to the Blundell Shopping Centre, additional density and larger building massing on this site is warranted and would be more consistent with this neighbourhood as it is likely to redevelop in the future.

Additionally, the current proposal leaves some concerns as to how the lane system will connect back to No.2 Road.

The proponent is aware of staff's concerns, and has had some initial discussions with the neighbour to the north, however, at this time, the applicant wishes to pursue the simple proposal to subdivide the lot into two smaller single family lots.

The following options are presented for Council consideration:

Options

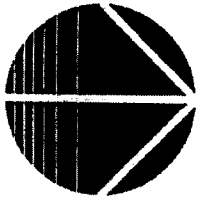
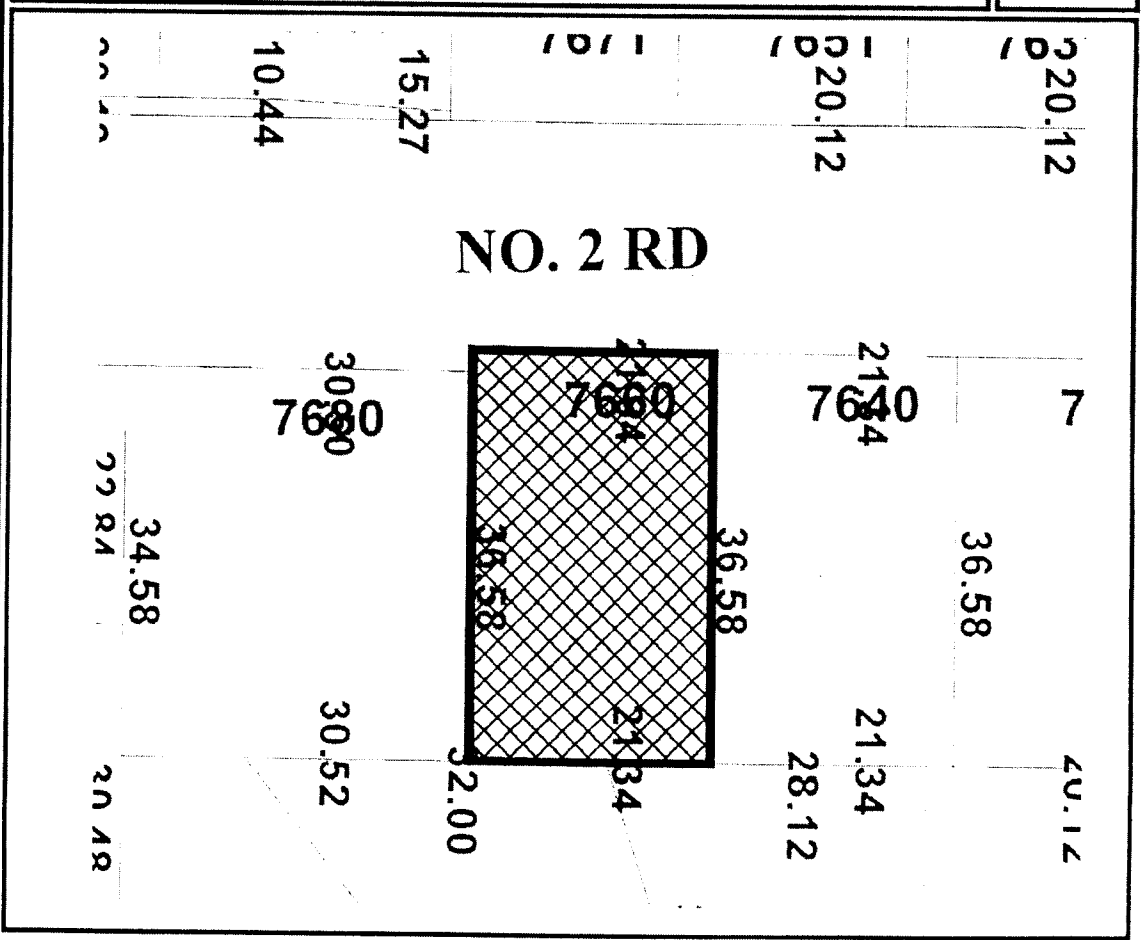
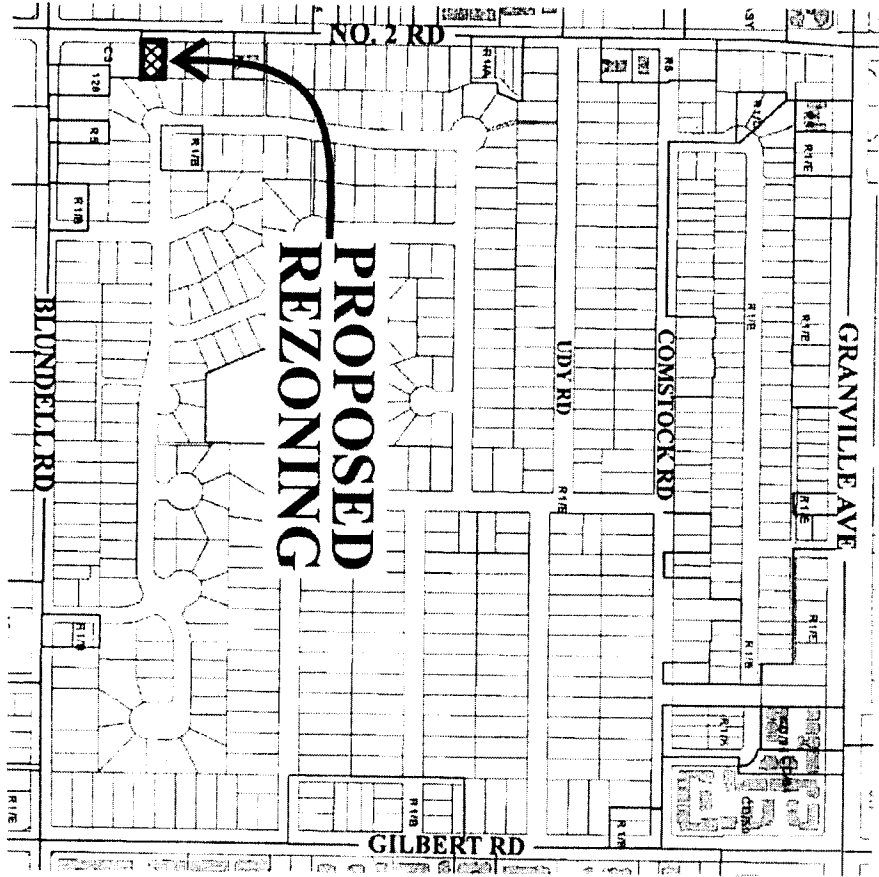
Option 1: Deny the Application

Denial of the application would send a clear signal to the property owner that a multi-family proposal must be provided in order to address issues concerning:

- lane access;
- consistency with the Arterial Policy;
- consistent multi-family form with neighbourhood; and



City of Richmond



RZ 03-236469

Original Date: 07/11/03

Revision Date:

Note: Dimensions are in METRES

- buffering from the commercial site.

Option 2: Refer the Application back to applicant to pursue a Townhouse Development
While some negotiations have occurred between the proponent and the property owner to the north, no progress was made on a multi-family proposal that would involve both properties. With a Council referral there may be more incentive for a joint proposal to be developed.

Option 3: Support the Application (Recommended)
While staff do not believe the proposal to be entirely consistent with policies, it is difficult to advise denial of the application at this time. The idea of a village centre is not entrenched in the OCP and the surrounding neighbourhood has not been consulted about this concept. Therefore, at this time, given the reluctance of the applicant to explore a more dense proposal, staff would reluctantly support the proposal at is.

Financial Impact

None.

Conclusion

There is a proposal to subdivide the subject site for two smaller single family homes. Even though the proposal is not what would be preferred on this site, it is difficult to deny the application at this time.



Jenny Beran, MCIP
Planner, Urban Development
(4212)

JMB:cas

Prior to final adoption of the rezoning, the developer shall:

1. Dedicate 2m across the entire frontage;
2. Dedicate a 6m lane across the entire east property line;
3. Register a Restrictive Covenant, requiring that garages be located in the rear of the property and ensuring that they are constructed in such a way that they have vehicular access to the lane when it becomes operational;
4. Register a Restrictive Covenant, ensuring that there will be one shared temporary access provided via subdivision, which will be removed at the owners cost when the lane becomes operational; and
5. Pay \$838/m for NIC for future lane construction. The developer also has the option of constructing the lane at the Subdivision stage via our standard Servicing Agreement. They must advise which option they wish to use, in writing.



**Richmond Zoning and Development Bylaw 5300
Amendment Bylaw 7596 (RZ 03-236469)
7660 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 **SINGLE FAMILY HOUSING DISTRICT (R1/0.6)**.

P.I.D. 004-263-341

Lot 2 Section 18 Block 4 North Range 6 West New Westminster District Plan 18800

2. This Bylaw may be cited as **“Richmond Zoning and Development Bylaw 5300, Amendment Bylaw 7596”**.

FIRST READING

A PUBLIC HEARING WAS HELD ON

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