



To: Richmond City Council **Date:** November 10th, 2005
From: Councillor Bill McNulty **File:** 12-8060-20-
Chair, Planning Committee 7905/2005-Vol 01
Re: **APPLICATION BY MEI L'AN LI FOR REZONING AT 4680 BLUNDELL
ROAD FROM SINGLE-FAMILY HOUSING DISTRICT, SUBDIVISION
AREA E (R1/E) TO SINGLE-FAMILY HOUSING DISTRICT,
SUBDIVISION AREA K (R1/K)**

The Planning Committee, at its meeting held on November 8th, 2005, considered the attached report, and recommends as follows:

Committee Recommendation

- (1) That Bylaw No. 7905, for the rezoning of 4680 Blundell Road from "Single-Family Housing District, Subdivision Area E (R1/E)" to "Single-Family Housing District, Subdivision Area K (R1/K)", be introduced and given first reading*
- (2) That the applicant's contribution for affordable housing for the application at 4680 Blundell Road, be held in trust, until the new contribution for amenities policy has been approved, and that a refund be given if the new contribution was lower than those currently applied.*

Councillor Bill McNulty, Chair
Planning Committee

Attach.

VARIANCE

Please note that staff recommended Parts (1) and (2) of the above.

Staff Report

Origin

Mei L'an Li has applied to the City of Richmond for permission to rezone 4680 Blundell Road (**Attachment 1**) from Single-Family Housing District, Subdivision Area E (R1/E) (minimum width 18 m or 59 ft) to Single-Family Housing District, Subdivision Area K (R1/K) (minimum width 10 m or 33 ft) in order to permit the property to be subdivided into two (2) single-family residential lots.

This application is considered an 'in stream' application that was deferred due to the ongoing review of the Arterial Road Redevelopment and Lane Establishment Policies. At the September 6, 2005 Council meeting, Council supported a staff recommendation to continue to work with "in stream" applications to find solutions that would be applicable to their sites only. On this basis, staff are bringing forward this application for consideration.

Findings of Fact

A Development Application Data Sheet providing details about the development proposal is contained in **Attachment 2**. A site plan with preliminary elevations is contained in **Attachment 3**

Surrounding Development

To the North: Single-family dwellings on the north side of Blundell Road

To the East: Single-family dwellings on legal non-conforming narrow R1/E zoned properties with garages in the front

To the South: An existing townhouse development (3 stories over parking)

To the West: Open space and public road (Colonial Drive) providing access to the townhouse site.

Related Policies & Studies

Arterial Road Redevelopment and Lane Establishment Policies

Both policies are currently under review. The application was submitted in 2003 and originally proposed to dedicate land at the rear of the lot and make provisions for a temporary shared vehicle access. This proposal was based on the Arterial Road Redevelopment and Lane Establishment Policies prior to the initiation of the review. From the outset, staff had concerns regarding this proposal as a provision for a permanent vehicle access and lane would not be possible. Furthermore, this lane would not service any additional residential properties as surrounding lots were too narrow to develop on their own.

As part of the policy review, Council supported a staff recommendation (brought forward to the September 6, 2005 Council meeting) to look at alternative or creative solutions, which would allow for "in stream" applications to proceed on the basis that certain requirements were met and that these options would only be considered to these specific situations only.

Official Community Plan (OCP) Land Use Designation

The property is designated for *Neighbourhood Residential* and *Low Density Residential* in the OCP Generalized and Specific Land Use Map. A single-family residential subdivision complies with this designation.

Consultation

Staff prepared an Arterial Road Concept Plan and accompanying letter for this portion of Blundell Road between Colonial Drive and Railway Avenue (refer to **Attachment 4**) that was mailed to the surrounding neighbourhood. Based on the existing lot sizes and character of residential dwellings along this block of Blundell Road, limited development potential exists for remaining lots as they are too narrow to redevelop. The lot at the corner of Railway Avenue and Blundell Road is zoned for School and Public Use (SPU)(City of Richmond is part owner). The subject site was identified in the Concept Plan as having a greater width and also showed the potential subdivision of the lot.

At the time of the preparation of this report, staff have not received any telephone calls or correspondence in relation to the Arterial Road Concept Plan and letter that was sent out. Staff will continue to monitor public comments and forward all correspondence to Council for consideration.

Staff Comments

Staff Technical Review comments are in **Attachment 5**. No significant concerns have been identified through the technical review.

Analysis

Proposed Residential Subdivision

The proposed rezoning and subdivision to R1/K will result in the creation of two 11.4 m (37.4 ft.) wide residential lots with front access garages. Through the review of the application, staff explored ways of making the lane operational through the following options:

- Obtaining access at the rear or side of the subject site, through the neighbouring townhouse development. The applicant and staff contacted the neighbouring townhouses strata council; however, no agreement could be reached.
- Establishing a permanent access from the proposed lane to Blundell Road on the subject site was not possible as the subject site is too small to establish a 6 m access to the arterial road.
- Neighbouring residential lots to the east consisted of newer dwellings on narrow lots. As a result, implementation of an operational lane across neighbouring lots was not a possibility.

Due to the staff analysis of the application and overall policy review taking place, alternative development options were identified. A residential subdivision with front access garages and shared driveways was determined to be the most logical form of development as it maintained the residential character of dwellings along this block of Blundell Road. Legal requirements and covenants will be required at rezoning and subdivision stages to ensure that shared driveways are implemented and driveways with turnaround capability are implemented (refer to **Attachment 6** for a list of rezoning requirements).

Surrounding Residential Development

This relatively small grouping of residential lots (6 total) along Blundell Road consists of newer residential dwellings. In particular, neighbouring lots to the east of the subject site are significantly narrower than requirements in the R1/E zoning district (legal non-conforming). Generally, the average width of these parcels is approximately 13.5 m (44 ft.) with garages situated at the front of the lot directly accessing Blundell Road.

The proposed rezoning and subdivision of the subject site to allow the creation of two single-family residential lots with front access garages is consistent with the existing character of dwellings along this block of Blundell as a majority of single-family houses are developed on narrower lots with front access garages.

Proposed Design of Single-Family Dwellings

To ensure that certain design issues were addressed for the proposed residential development, a site plan with street front building elevations was provided. This was in response to previous concerns regarding the form and character of single-family dwellings on narrower lots with front access garages. A primary design concern was how to minimize the appearance of a double car garage fronting the street.

In this situation, the subject site was wide enough to orient the garages inward (facing each other) rather than facing the street, which also allowed enough room to manoeuvre vehicles within the space created between the garages (7.5 m or 24.5 ft). Staff are satisfied with the design solutions proposed for the residential subdivision as the appearance of the garages has been minimized and the general form and character of the dwellings is consistent with existing typology of housing to the immediate east of the site.

The applicant has submitted a signed letter to the City indicating that they will commit to carrying out the design and construction of the proposed dwellings generally in accordance to the plans submitted and attached to this report. The applicant has also indicated that their intention is to live in one of the proposed dwellings and sell the remaining parcel.

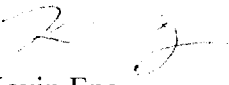
“In Stream” Rezoning Requirements

At the September 6, 2005 Council Meeting, staff forwarded a recommendation regarding the continued processing of “in stream” applications that were caught up in the overall policy review. The recommendation was supported and gave staff the direction to seek alternative development options (i.e. front access garages) on the basis that contributions to the City’s affordable housing reserve would be made by the developer. Contributions would be based upon Neighbourhood Improvement Charge (NIC) fees and value of land that would have been dedicated as part of a rezoning application processing in accordance with the existing policies at the time their application was submitted.

Based on the calculation of NIC fees and value of the land that would have been previously dedicated for the lane, a contribution to the amount of \$39,500 is required.

Conclusion

This “in stream” rezoning application for a residential subdivision with front access garages at 4680 Blundell Road is consistent with the existing orientation and layout of surrounding residential lots. Through the processing of the application, design issues and contributions to the City’s affordable housing reserve fund have been committed to by the applicant in consideration of a residential subdivision with front access garages. This alternative proposal was developed due to specifics associated with this rezoning application only and would not be considered precedent setting. On this basis, staff recommend support of the proposal.



Kevin Eng
Planner 1

KE:cas

Refer to **Attachment 6** for a list of rezoning requirements

Attachment 1: Location Map

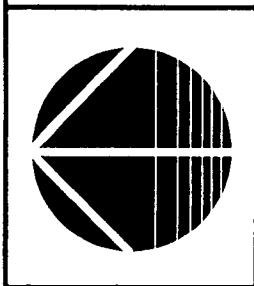
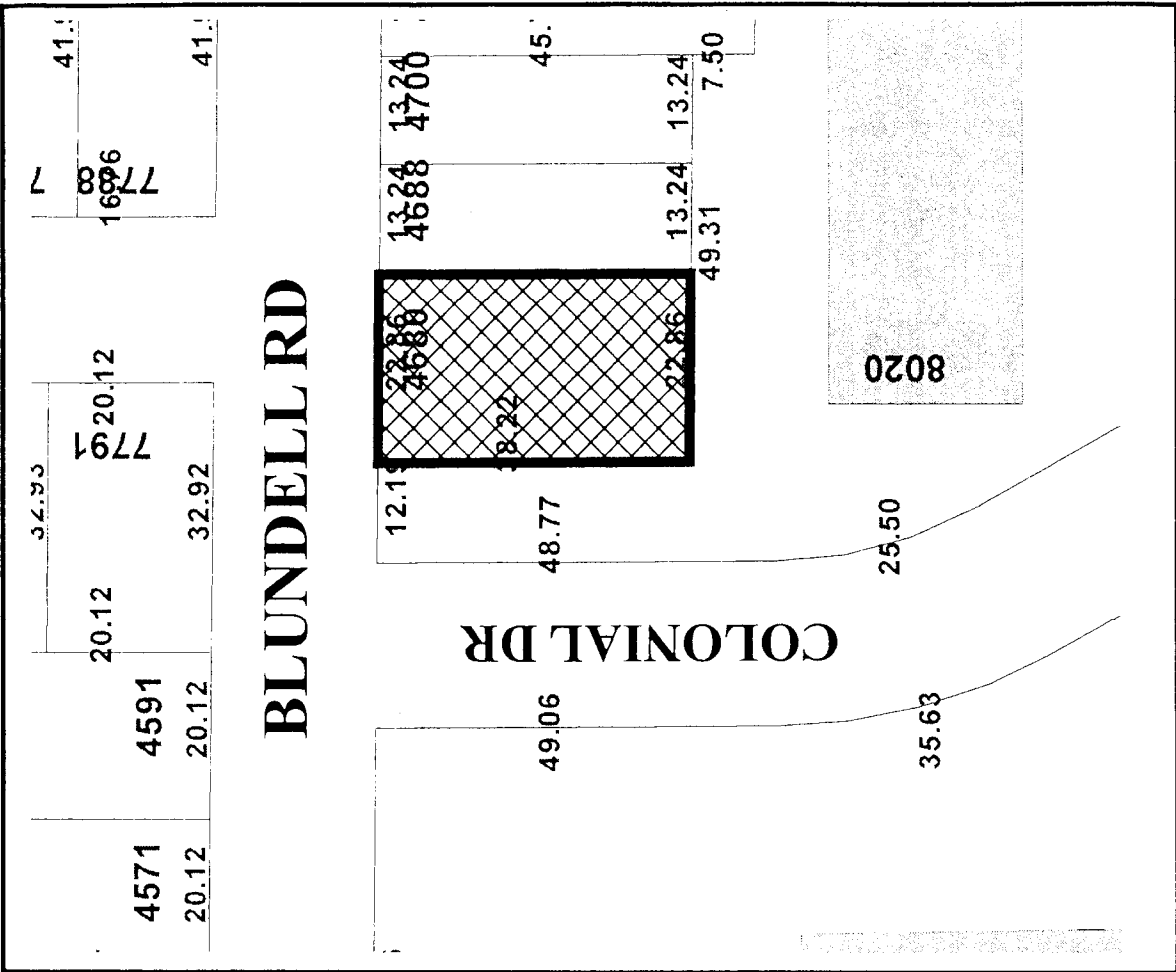
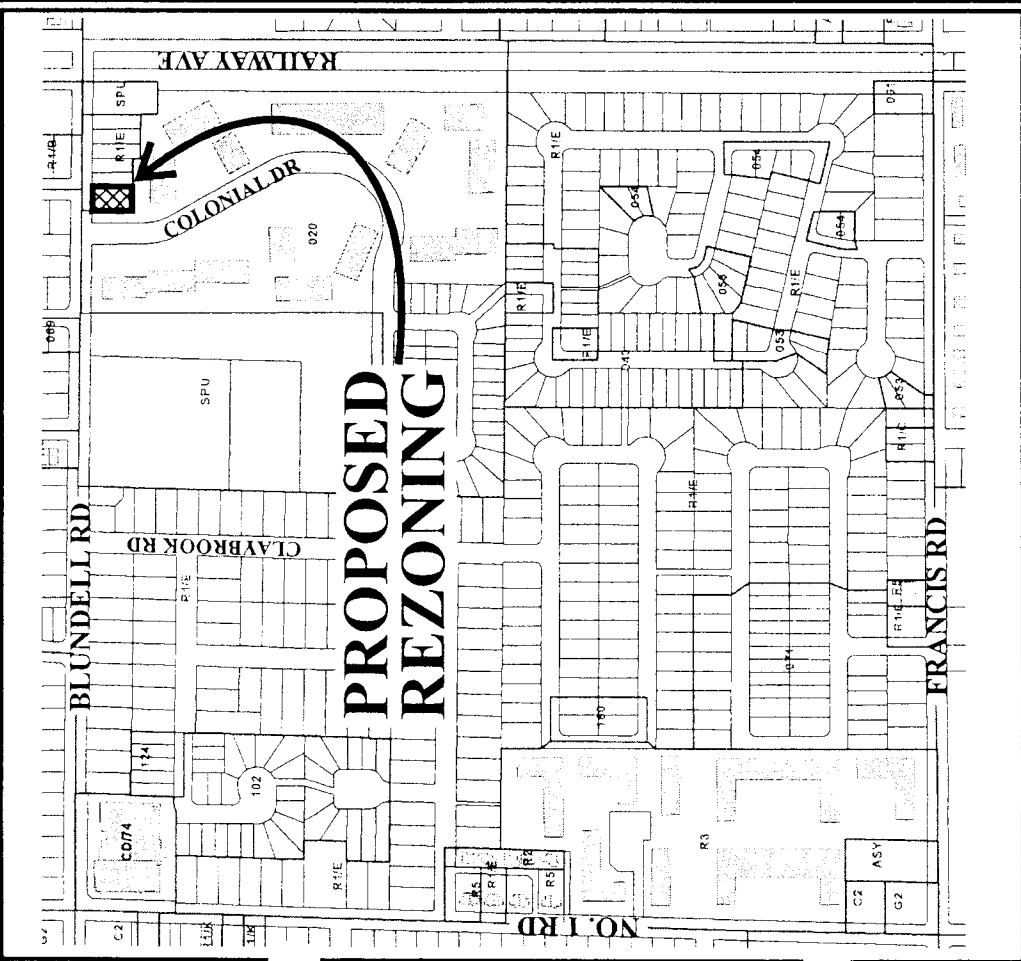
Attachment 2: Development Application Data Sheet

Attachment 3: Conceptual Development Plans

Attachment 4: Arterial Road Concept Plan

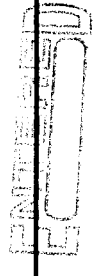
Attachment 5: Staff Technical Review Comments

Attachment 6: Conditional Rezoning Requirements Concurrence



RZ 03-236490

Original Date: 07/10/03
 Revision Date:
 Note: Dimensions are in METRES





City of Richmond

6911 No. 3 Road
Richmond, BC V6Y 2C1
(604) 276-4000

Development Application Data Sheet

RZ 03-236490

Attachment 2

Address: 4680 Blundell Road

Applicant: Mei L'an Li

Planning

Area(s): N/A

	Existing	Proposed
Owner:	Mei L'an Li	To be determined
Site Size (m²):	873 m ²	Each lot approximately 436.5 m ²
Land Uses:	Single-family dwelling	Two single-family residential lots
OCP Designation:	Neighbourhood Residential Low Density Residential	Complies with designations
Zoning:	Single-Family Housing District, Subdivision Area E (R1/E) (18 m or 60 ft. minimum width)	Single-Family Housing District, Subdivision Area K (R1/K) (10 m or 33 ft. minimum width)

ATTACHMENT 3

Oct 27th, 2005

To City of Richmond (Policy Planning Department):


Re: The Property on 4680 Blundell Road, Richmond

The property owner, Mei Lian Li, is willing to build two dwellings which are vary in the front elevations to reflect the different look

1) That the property owner is willing to carry forth the design of the future proposed dwelling in general accordance with the plans and elevations presented at the re-zoning stage.

2) That efforts will be made to vary the external form and character of the two proposed dwellings to differentiate the external design of the building

Yours truly



Mei Lian Li
Owner of the property

BLUNDELL ROAD

CROSSWALK

ATTACHMENT 3

COLONIAL DRIVE

12.19m

EXISTING DRIVEWAY (TO BE CLOSED)

NEW DRIVEWAY

DROP CURB

ELEC. POLE

LAWN

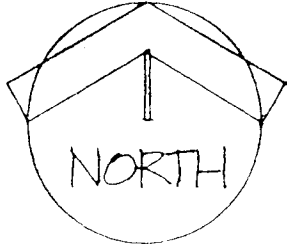
LOW GROWING EVERGREEN
FLOWERING SHRUBS

SPECIMEN TREE (MAPLE)

DRIVEWAY & TURN-AROUND

9.0m

SPECIMEN TREE (MAPLE)

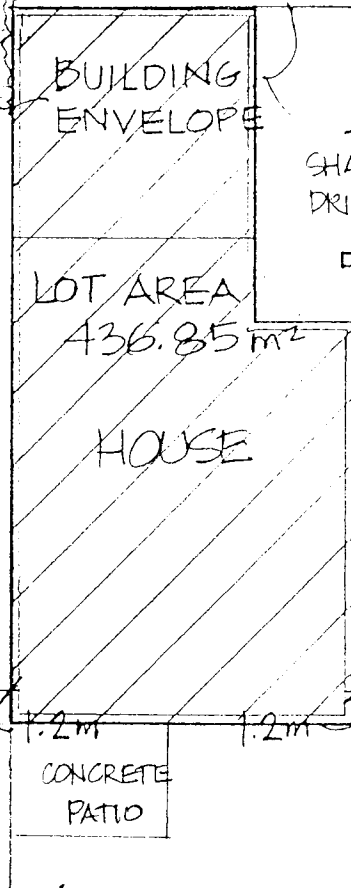


SITE PLAN
SCALE 1:2000m

PLAN SHOWING
PROPOSED SUBDIVISION
OF LOT 103
SEC. 23.4-7
PLAN 32543

DRAWN: OCTOBER 6, 2005
BY: LYNDE DESIGNS LTD.
PH. 604 275-8085

38.22m



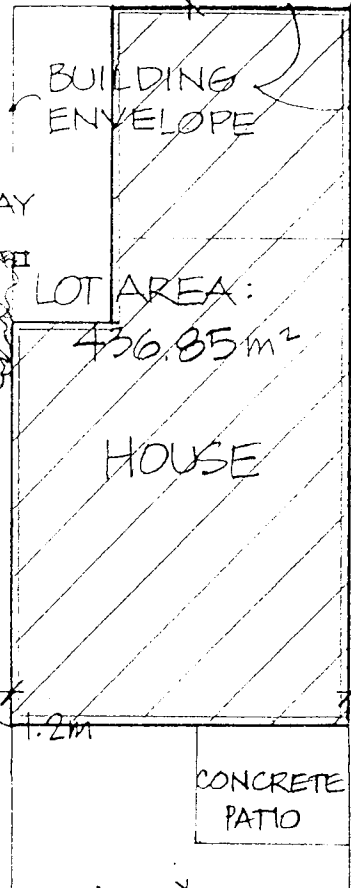
LOT AREA:
436.85 m²

HOUSE

CONCRETE
PATIO

OLD CEDAR HEDGE

SHARED DRIVEWAY



LOT AREA:
436.85 m²

HOUSE

CONCRETE
PATIO

38.22m

BUILDING ENVELOPE

11.43m

11.43m

OLD CEDAR HEDGE

6.0m MIN.

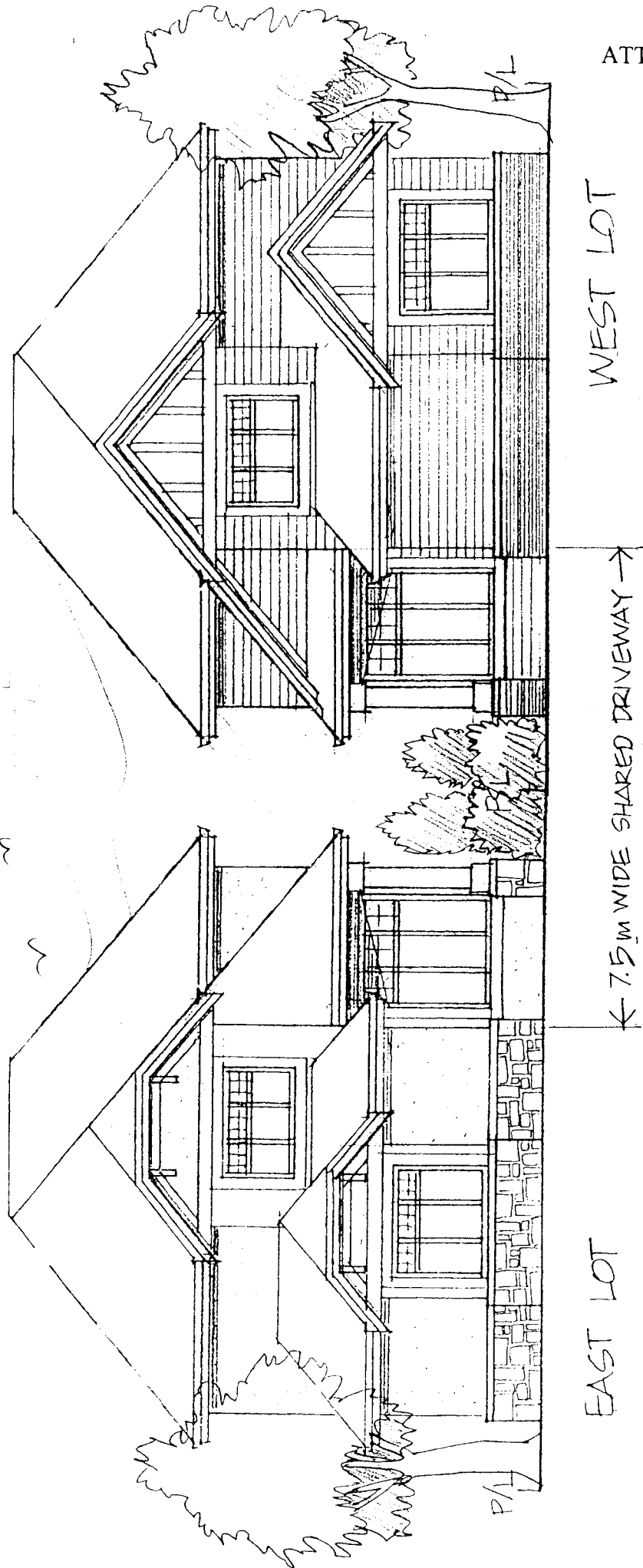
EXISTING PARKING

EXISTING TREES

EXISTING ROADWAY

PLANS TO ACCOMPANY
PROPOSED SUBDIVISION
AT 4680 BLUNDELL ROAD

ATTACHMENT 3



FRONT ELEVATION

SCALE 1/8" = 1'-0"



City of Richmond

6911 No.3 Road, Richmond, BC V6Y 2C1
 Telephone (604) 276-4000
 www.city.richmond.bc.ca

October 4, 2005
 File: RZ 03-236490

Urban Development Division
 Fax: (604) 276-4052

Dear Property Owner and/or Resident:

Re: **Proposed Single-Family Residential Development at 4680 Blundell Road**

The City of Richmond has received an application to rezone 4680 Blundell Road from Single-Family Housing District, Subdivision Area E (R1/E) to Single-Family Housing District, Subdivision Area K (R1/K). The proposal is to subdivide the existing lot into two (2) single-family residential properties. A shared vehicle access is proposed to minimize the number of driveways on the arterial road. This letter informs neighbours of the rezoning application and presents an Arterial Development Concept Plan for this portion of Blundell Road.

Arterial Development Concept Plan

An Arterial Development Concept Plan for Blundell Road, outlining the subject sites proposal and plan for neighbouring properties between Colonial Drive and Railway Avenue, has been prepared (Attachment 1). The property at 4680 Blundell Road has a greater frontage and width compared to all other residential properties along this block of Blundell Road between Colonial Drive and Railway Avenue. The large corner lot at Blundell Road and Railway Avenue is zoned for School and Public Use (SPU). The remaining single-family lots along this portion Blundell Road are too narrow to redevelop on their own. As a result, the Concept Plan generally reinforces the single-family character of this area.

Process

As part of the rezoning process, the application must proceed to meetings of Planning Committee, Council and a Public Hearing. This application will be forwarded to Council for consideration in the near future; however, no specific date has been identified at this time. Please contact the staff listed below if you have any questions about the forthcoming process or future Planning Committee meeting dates.

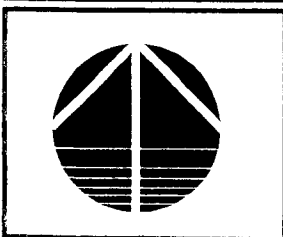
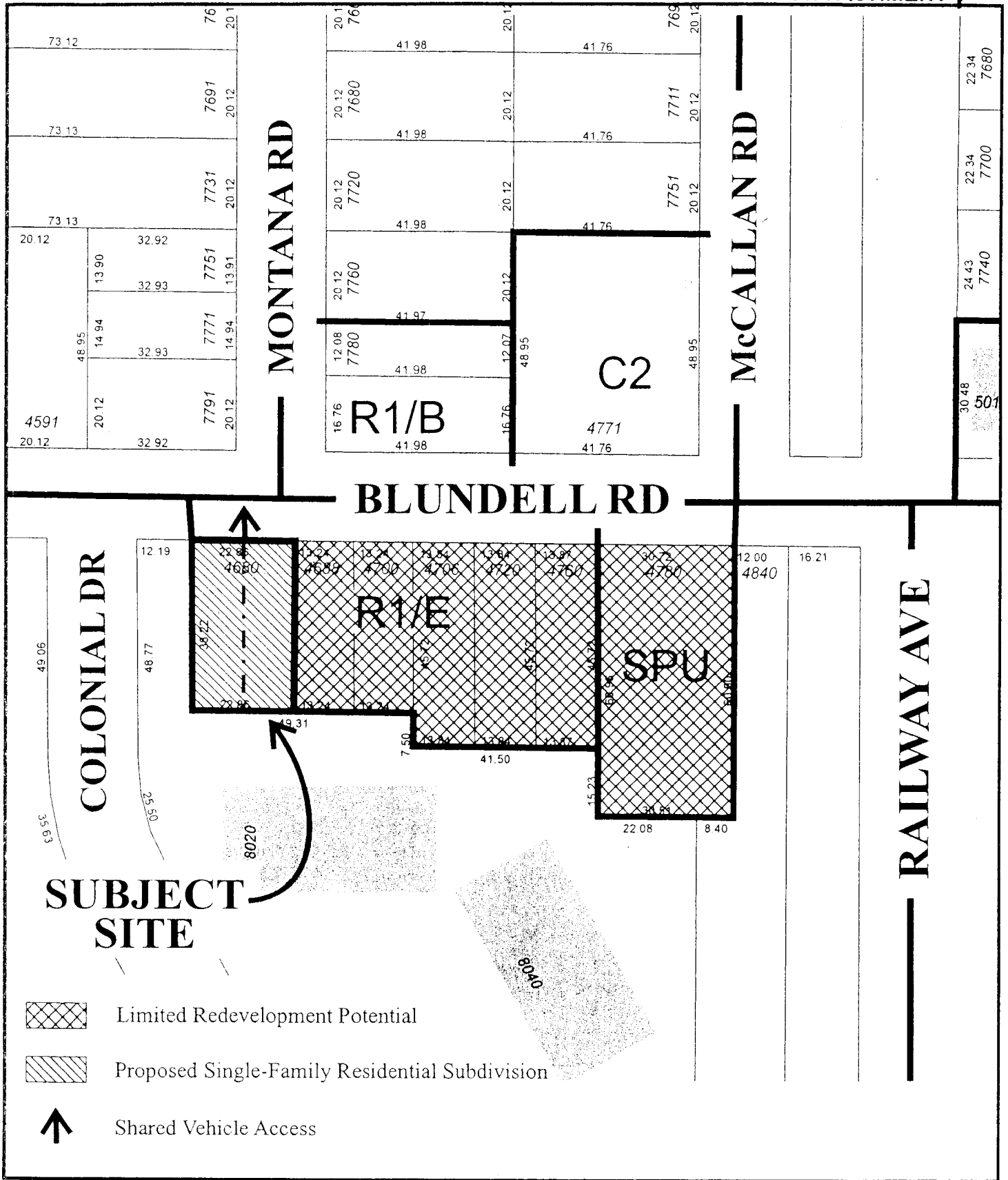
Contact Information

If you have any questions/comments or want to make a public submission, you can:

- Contact me by phone at (604) 247-4626.
- Mail a submission to myself or the City Clerk which will be forwarded to Council (6911 No. 3 Road, Richmond, BC, V6Y 2C1.
- E-mail keng@richmond.ca. Please indicate if you wish the e-mail to be forwarded to Council.
- Please ensure that your response is received no later than **October 21, 2005**.

Yours truly,

Kevin Eng
 Planner 1



Arterial Development Concept Plan
4680 - 4780 Blundell Road

Adopted Date:
Amended Date:
Note: Dimensions are in METRES

Staff Technical Comments

Engineering Works Design

At subdivision, monies are to be collected for the relocation of any driveway crossing and reinstatement of the sidewalk.

Transportation

There is an existing pedestrian controlled crossing located generally at the centre of the subject property. The shared driveway crossing servicing both proposed properties is to be located a minimum of 2 m (6.56 ft.) west of the widest portion of the flare for the curb let down for the pedestrian controlled crosswalk.

Policy Planning

Three rezoning requirements are attached to the application:

1. Registration of a restrictive covenant to ensure that the front yard setback is a minimum of 9 m (29.5 ft.) to ensure that driveways with turnaround capability are implemented.
2. Registration of a restrictive covenant that requires the implementation of one shared driveway to be utilized by both proposed lots. The shared driveway is to be setback a minimum of 2 m (6.56 ft.) west of the existing curb let down for the pedestrian controlled crosswalk.
3. Contribution of \$39,500 to the City's affordable housing reserve fund.

At subdivision, the following will also be required:

1. Preparation of a cross access easement (4 m minimum width) to enable the use of the shared driveway as well as the ability for vehicles to properly manoeuvre into and out of the garages without requiring vehicles to back-out onto the arterial road. The easement document and accompanying plan must take into account the location of the shared driveway crossing, which is to be located a minimum of 2 m (6.56 ft.) west of the existing curb letdown for the pedestrian controlled crosswalk.

ATTACHMENT 6


Conditional Rezoning Requirements
4680 Blundell Road
RZ 03-236490

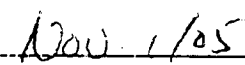
Prior to final adoption of Zoning Amendment Bylaw 7905, the developer is required to complete the following requirements:

1. Registration of a restrictive covenant to ensure that the front yard setback is a minimum of 9 m (29.5 ft.) to ensure that driveways with turnaround capability are implemented.
2. Registration of a restrictive covenant that requires the implementation of one shared driveway to be utilized by both proposed lots. The shared driveway is to be setback a minimum of 2 m (6.56 ft.) west of the existing curb let down for the pedestrian controlled crosswalk.
3. Contribution of \$39,500 to the City's affordable housing reserve fund.

Please also note that the following will be required at subdivision:

1. Monies are to be collected for the relocation of any driveway crossing and reinstatement of the sidewalk.
2. Preparation of a cross access easement (4 m minimum width) to enable the use of the shared driveway as well as the ability for vehicles to properly manoeuvre into and out of the garages without requiring vehicles to back-out onto the arterial road. The easement document and accompanying plan must take into account the location of the shared driveway crossing, which is to be located a minimum of 2 m (6.56 ft.) west of the existing curb letdown for the pedestrian controlled crosswalk.


Signed _____


Date _____



**Richmond Zoning and Development Bylaw 5300
Amendment Bylaw 7905 (RZ 03-236490)
4680 BLUNDELL 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, SUBDIVISION AREA K (R1/K)**.

P.I.D. 001-740-547

Lot 103 Section 23 Block 4 North Range 7 West New Westminster District Plan 32543

2. This Bylaw may be cited as **“Richmond Zoning and Development Bylaw 5300, Amendment Bylaw 7905”**.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED

CITY OF RICHMOND
APPROVED by <i>KE</i>
APPROVED by Director or Solicitor <i>HB</i>

MAYOR

CITY CLERK