



**City of Richmond**  
Urban Development Division

## Report to Committee

*To Council - May 25, 2004*

*To Planning - May 18, 2004*

**To:** Planning Committee

**Date:** May 4, 2004

**From:** Raul Allueva  
Director of Development

RZ 03-236469

*File: 12-8060-20-7596*

**Re:** Application by Syeda Huma Shah for Rezoning at 7660 No. 2 Road from  
Single-Family Housing District, Subdivision Area E (R1/E) to  
Townhouse District (R2 - 0.7)

### 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 "Townhouse District (R2 - 0.7)", be introduced and given first reading.

Raul Allueva  
Director of Development

KE:blg  
Att.

**FOR ORIGINATING DIVISION USE ONLY**

**CONCURRENCE OF GENERAL MANAGER**

## 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) (minimum width 18 m or 59 ft.) to Townhouse District (R2 – 0.7) in order to permit the development of two (2) two-storey and two (2) three-storey townhouses on the site with a temporary vehicle access from No. 2 Road (**Attachment 2**).

### Findings of Fact

Item	Existing	Proposed
Owner	Syeda Huma Shah	To be determined
Applicant	Syeda Huma Shah (Contact – Noor Munshey)	No change
Site Size	781 m <sup>2</sup> (8,406 ft <sup>2</sup> )	No change
Land Uses	A single-family dwelling	4 townhouse units
OCP Designation	Low-Density Residential	No change
Zoning	R1/E	R2 – 0.7
Parking Required	2 stalls	7 stalls
Parking Actual	2 stalls (minimum)	7 stalls

### Surrounding Development

- To the north: Older character single-family dwellings. The Every House (heritage character house) is located two (2) properties to the north;
- To the south: Coast Capital Savings branch and parking lot;
- To the west: Older character single-family dwellings currently undergoing redevelopment to a similar townhouse district that would permit 24 multi-family townhouse units on consolidated lots on the west side of No. 2 Road (reference file RZ 03-241131; DP 04-264641); and
- To the east: Two (2) older character single-family homes abutting the rear property line.

### Background

The initial rezoning application was for a two (2) lot single-family residential subdivision with provisions for a rear lane and lane access. This proposal was presented to Planning Committee on October 21, 2003 and November 18, 2003. Planning Committee referred this application back to staff and the applicant to consider the following:

- Explore options of a multi-family townhouse development on the subject site with neighbouring properties; and
- Review options for preserving existing trees on the site.

A meeting between staff, the applicant and neighbouring property owners (7640 No. 2 Road; 7620 No. 2 Road) was held on November 27, 2003 to discuss options for a joint townhouse development on these three (3) properties. A memorandum was brought forward to the December 2, 2003 Planning Committee Meeting, stating that the three (3) property owners were negotiating to determine an agreed upon townhouse proposal. Committee referred the application back to staff until such negotiations amongst the three (3) property owners are complete.

The applicant has indicated that after further discussions, no agreement could be reached regarding a joint townhouse proposal for the three (3) properties. However, the applicant is wanting to pursue a multi-family form of development. As such, the applicant has submitted a revised rezoning proposal to permit development of a four (4) unit townhouse project on the subject site only, with provisions to extend future townhouse developments on adjacent northern properties. This proposal does not involve any of the neighbouring properties previously discussed.

### **Related Policies & Studies**

#### Arterial Road Redevelopment Policy

The townhouse proposal is consistent with this policy, which encourages denser forms of development in areas that are near Neighbourhood Service Centres (i.e. Blundell Centre). The policy states that for properties near Neighbourhood Service Centres, townhouses over 0.6 floor-area-ratio (F.A.R.) and low-rise apartments, rather than smaller scale developments (i.e. single-family) are to be encouraged. The current townhouse proposal is consistent with the Arterial Road Redevelopment Policy.

### **Staff Comments**

#### Policy Planning and Development Applications

***Form of Development*** – The site plan showing three-storeys in the front and two-storeys in the rear addresses the issue of providing a strong street front presence along No. 2 Road while being sensitive to single-family dwellings behind the subject site. The north-south internal driveway is adequate and generally consistent with the envisioned layout of townhouses for lots north of the subject site along No. 2 Road that may eventually come in with townhouse proposals.

***Preservation of the ‘Every’ heritage character house*** – One of the concerns voiced by Planning Committee was the available options to ensure preservation of the Every heritage character house located at 7620 No. 2 Road in conjunction with redevelopment along this block. The approach to preservation of the heritage character dwelling has been to encourage a joint development proposal with the neighbouring property owners to the north, where the additional area created by consolidated lots would make retention of the Every House more feasible. Although the current townhouse scheme is for the subject site only, this proposal does not preclude options for heritage preservation in the future. There are properties to the north and south of the Every House, where opportunities for a joint development remain. While this townhouse proposal does not involve any neighbouring lots, a precedent for townhouses will

exist and potentially encourage a joint multi-family development, which integrates and retains the Every House.

**Joint Development** – During initial negotiations amongst the three (3) neighbouring properties, all parties appeared willing to work together to bring forward a joint townhouse proposal involving 7660, 7640, and 7620 No. 2 Road. The applicant has attempted to work with the neighbouring property owners; however, no such agreement could be made for a joint townhouse development.

Generally, staff prefer the consolidation of properties in order to adhere to minimum lot size requirements of the City's standard townhouse zoning district. Sites with greater area and larger frontages are beneficial from a site planning and design standpoint as it allows space for proper vehicle access, landscaping, parking and outdoor amenity areas while permitting a reasonable density for the project. Although, the subject site is considered small for a townhouse development, the proposal does meet the maximum permitted density as well as parking, vehicle access and open space requirements for multi-family developments.

Staff are willing to consider the application despite the small site area based on the directive provided by Planning Committee to explore a townhouse development on these lots.

**Development Permit Application** – The overall form and character of the proposed townhouse development will be analyzed through the Development Permit application. Staff have identified some preliminary issues regarding the building elevations and suggested some changes to enhance the overall design of the development. Particularly, staff have suggested the need for a stronger street front presence and building articulation along the No. 2 Road and internal driveway frontages. These issues will be addressed through the Development Permit. Staff note that there are some substantial Evergreen trees on the subject site, particularly along the No. 2 Road frontage. Options for retention of trees will be determined at the Development Permit stage, and will likely require the services of a qualified arborist and submission of a tree plan.

#### Transportation

The temporary access servicing the subject lot is positioned at the north end of the lot to minimize conflict with the existing vehicle access to the Coast Capital Savings parking lot. This 4 m wide access from No. 2 Road is a temporary access only (the permanent location requires a greater separation from the Coast Capital parking lot and Blundell Road intersection) and will be removed when the permanent access is established to the north. The location of the permanent access from No. 2 Road to the internal driveway servicing the townhouse units further to the north (possibly between either 7640 and 7620 No. 2 Road) was based on a joint development scheme for the three (3) properties. This permanent location was what staff originally envisioned for the group of properties.

#### Development Applications -- Engineering and Utilities

Conditions of rezoning relate to the registration of a 2 m public right-of-way (R.O.W.) across the entire No. 2 Road frontage. A Restrictive Covenant is also required to ensure that the vehicle access established from No. 2 Road is temporary only and will be removed at the developers cost when a permanent access is established. The applicant is aware of these conditions.

Prior to issuance of the Building Permit, the developer must enter into the City's standard Servicing Agreement to design and construct upgrades across the site's No. 2 Road frontage. These works include extending the sidewalk along the west property line from where it ends at the Coast Capital Savings site. Payment of a deposit for future reinstatement of the temporary driveway crossing is also required prior to issuance of the Building Permit. The applicant is aware of these conditions.

#### Zoning – Proposed Variances

At this stage, two (2) variances are being requested by the applicant. The first relates to minimum lot size requirements (minimum depth 35 m or 115 ft; minimum width 30 m or 98 ft) stipulated in the Townhouse District (R2 – 0.7) zone (**Attachment 3**). The subject site meets minimum depth requirements (36.58 m or 120 ft), but does not meet minimum width requirements (21.34 m or 70 ft). Although the lot is considered narrow and quite small for a townhouse site, staff is willing to support this variance, given the previous directive by Planning Committee to pursue this land use, and the fact that the alternative option of single-family lots would not be consistent with townhouses envisioned for this section of No. 2 Road. The applicant has made a reasonable effort to pursue a joint development with the neighbouring properties, but has been unsuccessful.

The second variance is a request to reduce the side yard setback along the south property line from 3 m (10 ft.) to 1.2 m (4 ft.) for the two (2) rear units only. As the neighbouring site to the south consists of the Coast Capital Savings parking lot, staff anticipates minimal impacts of reducing the side yard setback for the two-storey units in the back. Also of note is that a two and a half storey single-family dwelling has a minimum side yard setback of 1.2 m (4 ft).

Both variances will be addressed through the Development Permit application.

#### **Analysis**

Through the original rezoning application brought forward to Planning Committee in 2003, the applicant noted his preference for a two (2) lot single-family residential subdivision and was also considering construction of a large single-family dwelling on the existing lot if a two (2) lot split was not supported. Since that time, the applicant has explored options with neighbouring properties and worked with staff to determine a suitable townhouse development on the subject site only.

The applicant is proposing a small, four (4) unit townhouse development along an arterial road where staff are encouraging denser forms of development such as townhouses with a base density of 0.6 F.A.R. Staff and Planning Committee noted concerns when the initial proposal for a single-family residential subdivision with provisions for a rear lane and access was brought forward to Planning Committee in October and November of 2003. These concerns related to having an appropriate form of residential development (i.e. multi-family), as the subject site is near the Blundell Shopping Centre. The current townhouse proposal with a density of 0.7 F.A.R. generally fits within the vision of having multi-family, rather than single-family developments close to Neighbourhood Service Centres.

Initial discussions regarding a townhouse development focused on a group of neighbouring properties either consolidating or agreeing to a general development scheme. No agreement for a joint development could be reached, therefore the applicant is proposing a townhouse development for the subject site only. Considering the surrounding context with the Blundell Shopping Centre to the south and proposal for a 24 unit townhouse development on the west side of No. 2 Road, the subject rezoning application to the Townhouse District (R2 - 0.7) is consistent with the form of development anticipated for this area along the arterial roads.

**Financial Impact**

None.

**Conclusion**

The subject rezoning application is to allow four (4) townhouse units on the subject site at a maximum density of 0.7 F.A.R., which is consistent with the intent of encouraging denser forms of development along arterial roads near Neighbourhood Service Centres outlined in the Arterial Road Redevelopment Policy. On this basis, staff support the application.



Kevin Eng  
Planning Technician – Design  
(604) 276-4000 (Local 3205)

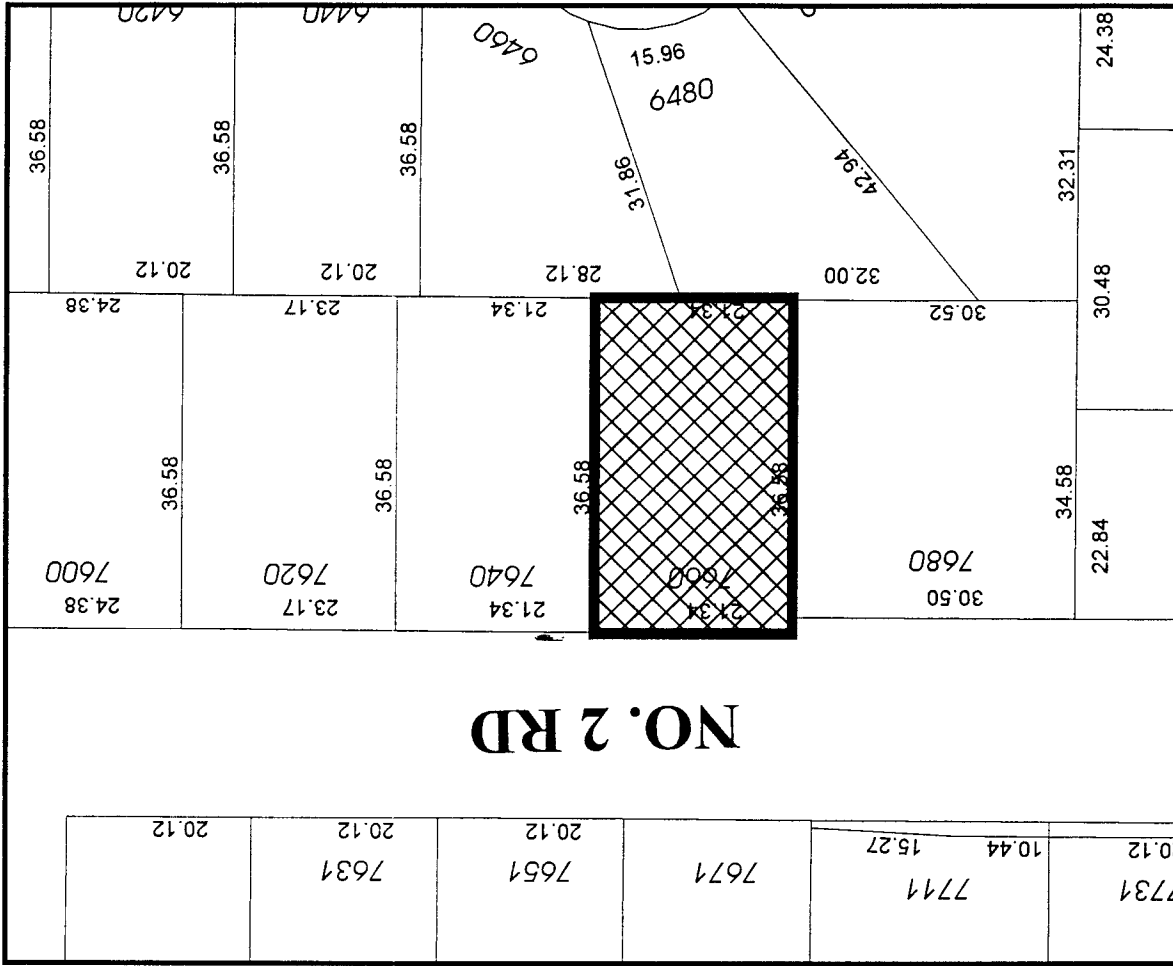
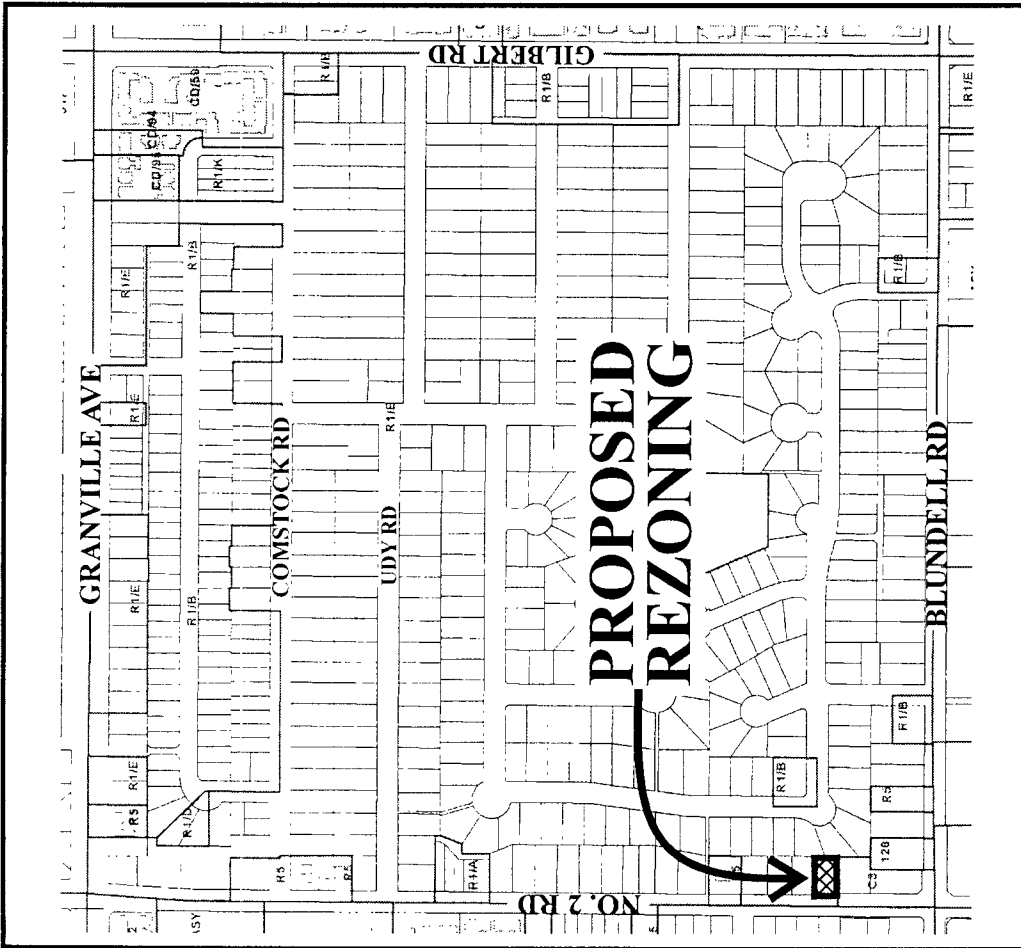
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The following must be completed prior to final adoption:

1. Registration of a 2 m public right-of-way along the entire west property line (No. 2 Road frontage).
2. Registration of a Restrictive Covenant ensuring that the vehicle access from No. 2 Road is temporary only and is to be removed when a permanent access is established.
3. Final adoption of Bylaw 7641 (Townhouse District (R2 – 0.7)).



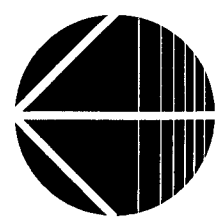
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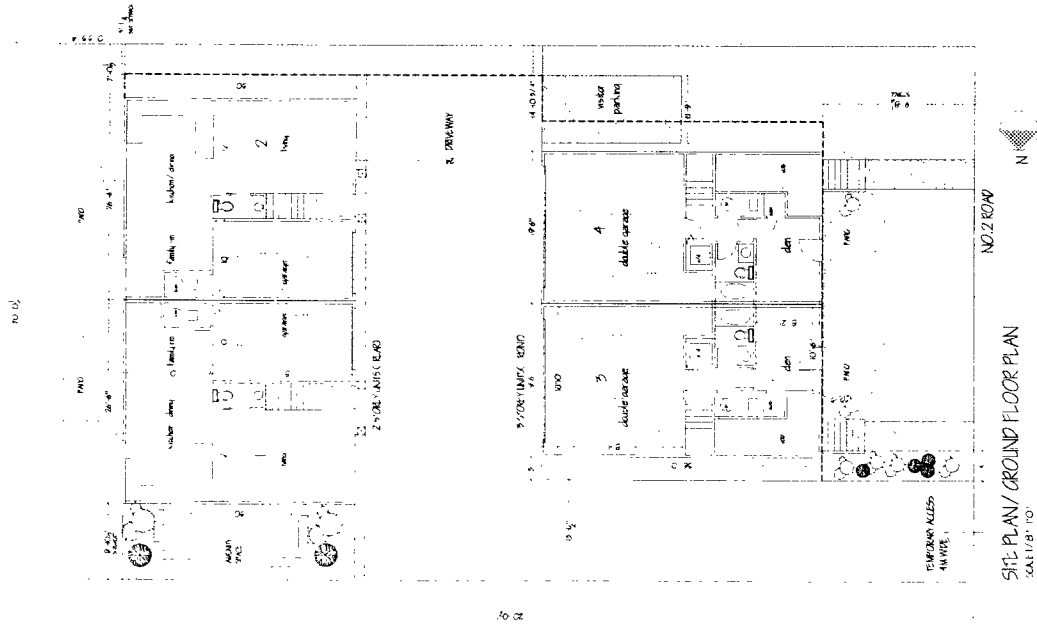


ATTACHMENT 1

Original Date: 07/11/03  
 Revision Date: 05/05/04  
 Note: Dimensions are in METRES

## RZ 03-236469





LEGAL DESCRIPTION: LOT 2 - SECTION 18 BLOCK 4  
 NORTH RANGE: 6 WEST N.W.M. STIMMSIDE DEVELOPMENT 18800

CIVIC ADDRESS:  
 7660 NO. 2 ROAD  
 RICHMOND B.C.

SUBBACK PERMISSIBLE 6.0 M (9'-8 1/4") PROVIDED 6.0 M (9'-8 1/4")

SIDE YARD SETBACK (SOUTH) 1.2 M (3'-11 1/4") (ALONG REAR LINE'S)  
 3.0 M (9'-10 1/8") (ALONG FRONT LINE'S)

SIDE YARD SETBACK (NORTH) 3.0 M (9'-10 1/8") 3.0 M (9'-10 1/8")

LOT AREA 8402.47 SQFT

PERMISSIBLE DENSITY @ 70% 5940.247 = 5988.1729 SQFT  
 PROPOSED DENSITY = 5988.1729 SQFT

PERMISSIBLE SITE COVERAGE @ 40% = 3366.988 SQFT  
 PROPOSED SITE COVERAGE = 2994 SQFT

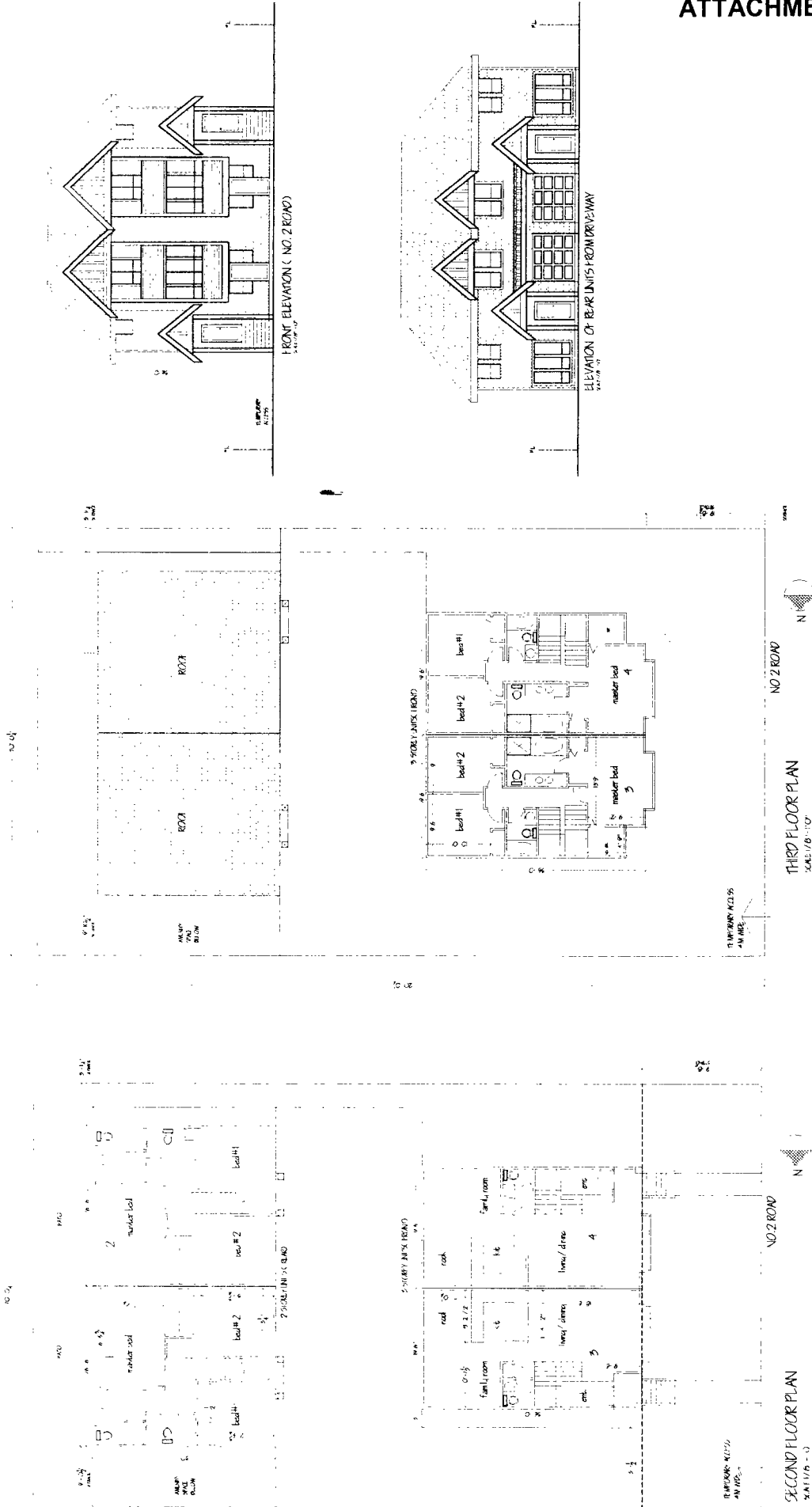
PROPOSED NUMBER OF TOWNHOUSE UNITS = 4

REQUIRED PARKING SPACES (GARAGES) @ 1.5 PER DWELLING UNIT X 4 = 6 SPACES  
 PARKING SPACES PROPOSED = 6 SPACES

REQD. VISITOR PARKING @ 0.2 SPACES PER DWELLING UNIT X 4 = 0.8 SPACE  
 PROPOSED VISITOR PARKING = 1 INDOS

SITE PLAN / GROUND FLOOR PLAN  
 DATE: 10/18/10







**Richmond Zoning and Development Bylaw 5300  
Amendment Bylaw 7641  
(RZ 03-241131)**

The Council of the City of Richmond, in open meeting assembled, enacts as follows:

1. Richmond Zoning and Development Bylaw 5300 is amended by inserting as Section 203 (C) thereof the following:

**“203(C) TOWNHOUSE DISTRICT (R2 - 0.7)**

The intent of this zoning district is to accommodate townhouses with a floor area ratio of 0.7.

**203(C).1 PERMITTED USES**

**RESIDENTIAL**, limited to **Townhouses**;  
**BOARDING & LODGING**, limited to two persons per **dwelling unit**;  
**HOME OCCUPATION**;  
**COMMUNITY USE**;  
**ACCESSORY USES**, but excluding **secondary suites**.

**203(C).2 PERMITTED DENSITY**

**Maximum Floor Area Ratio: 0.7; PLUS**

an additional 50 m<sup>2</sup> (538.21 ft<sup>2</sup>) per **dwelling unit** (either for the exclusive use of individual units or for the total development) for use as **accessory buildings** and off-street parking;

an additional 0.1 **floor area ratio** provided that it is entirely **used** to accommodate **Amenity Space**;

10% of the 0.7 **floor area ratio** for the **lot** in question, which area must be **used** exclusively for covered areas of the principal **building** which are open on one or more sides;

**PROVIDED THAT** any portion of floor area which exceeds 5 m (16.404 ft.) in height, save and except an area of up to 10 m<sup>2</sup> (107.64 ft<sup>2</sup>) per **dwelling unit** which is to be **used** exclusively for entry and staircase purposes, shall be considered to comprise two floors and shall be measured as such.

**203(C).3 MAXIMUM LOT COVERAGE: 40%**

**203(C).4 MINIMUM SETBACKS FROM PROPERTY LINES**

- .01 **Front Yard:** 6.0 m (19.685 ft.);

EXCEPT THAT portions of the principal **building** which are less than 5 m (16.404 ft.) in height and are open on those sides which face a **public road** may project into the **front yard** setback for a distance of not more than 1.5 m (4.921 ft.) and bay windows may project into the required **front yard** setback for a distance of not more than 0.6 m (1.969 ft.);

- .02 **Side & Rear Yards:** 3 m (9.843 ft.); or in the case where a property line abuts a **public road:** 6 m (19.685 ft.); EXCEPT THAT balconies, bay windows, enclosed and unenclosed fireplaces and chimneys may project into the side yard for a distance of not more than 0.6 m (1.969 ft.) and the rear yard for a distance of not more than 1.8 m (5.906 ft.).

AND FURTHER EXCEPT THAT from a Public Lane the setback shall be 1.2m (3.937 ft). For the purpose of this bylaw a Public Lane shall mean a lane in public ownership or secured for public use for access and transportation purposes and having a minimum width of 6m (19.685 ft) but not being a **public road**.

**203(C).5 MAXIMUM HEIGHTS**

- .01 **Buildings & Structures:** Three storeys but not to exceed 11 m (36.089 ft.)
- .02 **Accessory Buildings:** 5 m (16.404 ft.).

**203(C).6 MINIMUM LOT SIZE**

- .01 A **building** shall not be constructed on a **lot** having a width of less than 30 m (98.425 ft.) or a depth of less than 35 m (114.829 ft.).

**203(C).7 OFF STREET PARKING**

- .01 Off-street parking for the use of residents shall be provided at the rate of 1.5 spaces per dwelling unit;
- .02 Off-street parking for the use of visitors shall be provided at the rate of 0.2 spaces per dwelling unit."

2. This Bylaw may be cited as "Richmond Zoning and Development Bylaw 5300, Amendment Bylaw 7641".

**ATTACHMENT 3**  
**Bylaw 7641**

FIRST READING

\_\_\_\_\_

PUBLIC HEARING

\_\_\_\_\_

SECOND READING

\_\_\_\_\_

THIRD READING

\_\_\_\_\_

OTHER REQUIREMENTS SATISFIED

\_\_\_\_\_

ADOPTED

\_\_\_\_\_

\_\_\_\_\_  
MAYOR

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

CITY OF RICHMOND
<b>APPROVED</b> for content by originating dept.
<b>APPROVED</b> for legality by Solicitor



**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 **TOWNHOUSE DISTRICT (R2 - 0.7)**.

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

MAY 25 2004

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED

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

\_\_\_\_\_  
MAYOR

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