



City of Richmond
Urban Development Division

Report to Committee

To: Planning Committee

From: Raul Allueva
Director of Development

Re: **APPLICATION BY HARMINDER SIAN FOR REZONING AT 8171 & 8191
NO. 2 ROAD FROM SINGLE-FAMILY HOUSING DISTRICT, SUBDIVISION AREA
E (R1/E) TO TOWNHOUSE DISTRICT (R2-0.7)**

To Planning - Apr 6, 2004

Date: March 10, 2004

RZ 03-236509

File: 8060-20-7694

Staff Recommendation

That Bylaw No. 7694, for the rezoning of 8171 & 8191 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

RA:jmb
Att.

FOR ORIGINATING DIVISION USE ONLY

CONCURRENCE OF GENERAL MANAGER

Staff Report

Origin

Harminder Sian has applied to the City of Richmond for permission to rezone 8171 and 8191 No. 2 Road (**Attachment 1**) from Single-Family Housing District, Subdivision Area E (R1/E) to Townhouse District (R2-0.7) in order to permit the development of ten townhouse units and a lane (**Attachments 2 & 3**).

Findings of Fact

Item	Existing	Proposed
Owner	8171 Harminder Sian 8191 Mukhtier and Amrik Sian	To be determined
Applicant	Harminder Sian	No change
Site Size	8171 - 896 m2 (9,645 ft2) 8191 - 981 m2 (10,560 ft2)	1624 m2 (17,481 ft2) + lane dedication
Land Uses	Single Family	Townhouse
OCP Designation	Low Density Residential	No change
Zoning	R1/E	R2-0.7

Project Description

The proposal is for 10 townhouse units arranged in two 5-unit rows in an east-west orientation fronting on the lane access. The height of eight of the units is three storeys with the units along the lane brought down to two storeys.

Twenty (20) resident parking spaces are provided, sixteen (16) of which are tandem arrangement. Five of the resident parking spaces are in excess of the zoning requirements. Three (3) standard visitor parking spaces are provided, with direct access off the lane, which is one in excess of the zoning requirements. Additionally, the aprons in front of eight of the units are deep enough for additional parking.

Surrounding Development

The site is located directly across from the McDonald’s drive thru in the Blundell Shopping Centre. The site to the north has recently been redeveloped for a duplex. The remainder of the surrounding properties are developed for single family use, however, properties along No. 2 Road have redevelopment potential.

Related Policies & Studies

Arterial Road Redevelopment Policy

The Arterial Policy is supportive of redevelopment along arterial roads, especially in locations such as the subject site, which are in close proximity to major neighbourhood shopping centres and where it is expected that redevelopment will support existing and future services and will generate housing in a pedestrian-oriented village environment.

Lane Policy

The subject application, in addition to providing a rear lane parallel to No.2 Road, will also provide a temporary lane access connecting the rear lane with No. 2 Road. This temporary access will be available for use by the rest of the block as redevelopment occurs until such time as the permanent lane access is established further to the south. A public right-of-way will be registered to secure the temporary lane access through the site.

The property directly to the north was redeveloped just prior to the adoption of the Lane Policy. Therefore, while no provision was made at that time to secure a future lane, a right-of-way was obtained, and can enable extension of the lane when the properties to the north redevelop.

Staff Comments

Engineering

Prior to final reading of the rezoning the following must be complete:

1. Dedication of a 6m lane across the entire west property line;
2. Consolidation of the two lots into one development parcel; and
3. Registration of a 6m right of way across the entrance and centre drive aisle connecting the rear lane to No. 2 Road. (This right-of-way would be discharged in the future when a more southerly lane access point can be established.)

With the future building permit:

1. The developer shall enter into a servicing agreement to construct the lane complete with curb drainage and lighting;
2. Monies will be collected for the re-instatement of the curb and sidewalk at such time as the lane access is removed.

Policy Planning

With the Development Permit, care will be taken to ensure limited impact on the rear single family homes with the use of landscaping and by carefully locating rear windows.

Analysis

Project Analysis

The project will result in typical three-storey townhouse units with the majority of the living space on the second and third floors. The applicant has provided excess resident and visitor parking. The applicant is aware that until a more southerly lane access can be established, cars will be travelling through this site to access other development sites in the block.

Impacts

The primary impact with redevelopment along arterial roads is for the properties in behind that do not have redevelopment potential. These impacts may include increased building height, introduction of a lane, loss of existing mature vegetation and increased noise and activity on site.

The proposal is able to mitigate the majority of these impacts. The height of the rear units has been reduced to two storeys. Additionally, these units have been set back 5.8m (19 feet) from the rear lane, which far exceeds the 3 m (10 foot) minimum setback in the zone. The amenity

area has been located within this setback, thereby providing the opportunity for green space adjacent to the single family homes.

Future Redevelopment

It is likely that many of the properties along this stretch of No. 2 Road, across from the Blundell Shopping Centre, will redevelop in the near future. Homes in the area are older, and redevelopment has started to occur in this neighbourhood, setting the stage for further redevelopment and neighbourhood transition.

In some cases it is possible for townhouse units to develop without a back lane. However, in this block, as there are some new duplexes that require rear access, a rear lane is needed. Therefore, the development provides a lane access for this lot as well as the lots to the north and south when they redevelop.

Financial Impact

None.

Conclusion

The proposal is for 10 two-storey and three-storey townhouse units along No. 2 Road across from the Blundell Shopping Centre. The proposal is in conformance with both the Arterial and Lane Policies.

The development provides a temporary entrance for a lane, which can to be utilized by other developments in the block. The development also provides parking in excess of the bylaw requirements. Impacts on the adjacent neighbours have been minimized with a reduction in height and an increase setback. Overall, staff is supportive of the proposal.



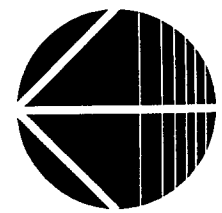
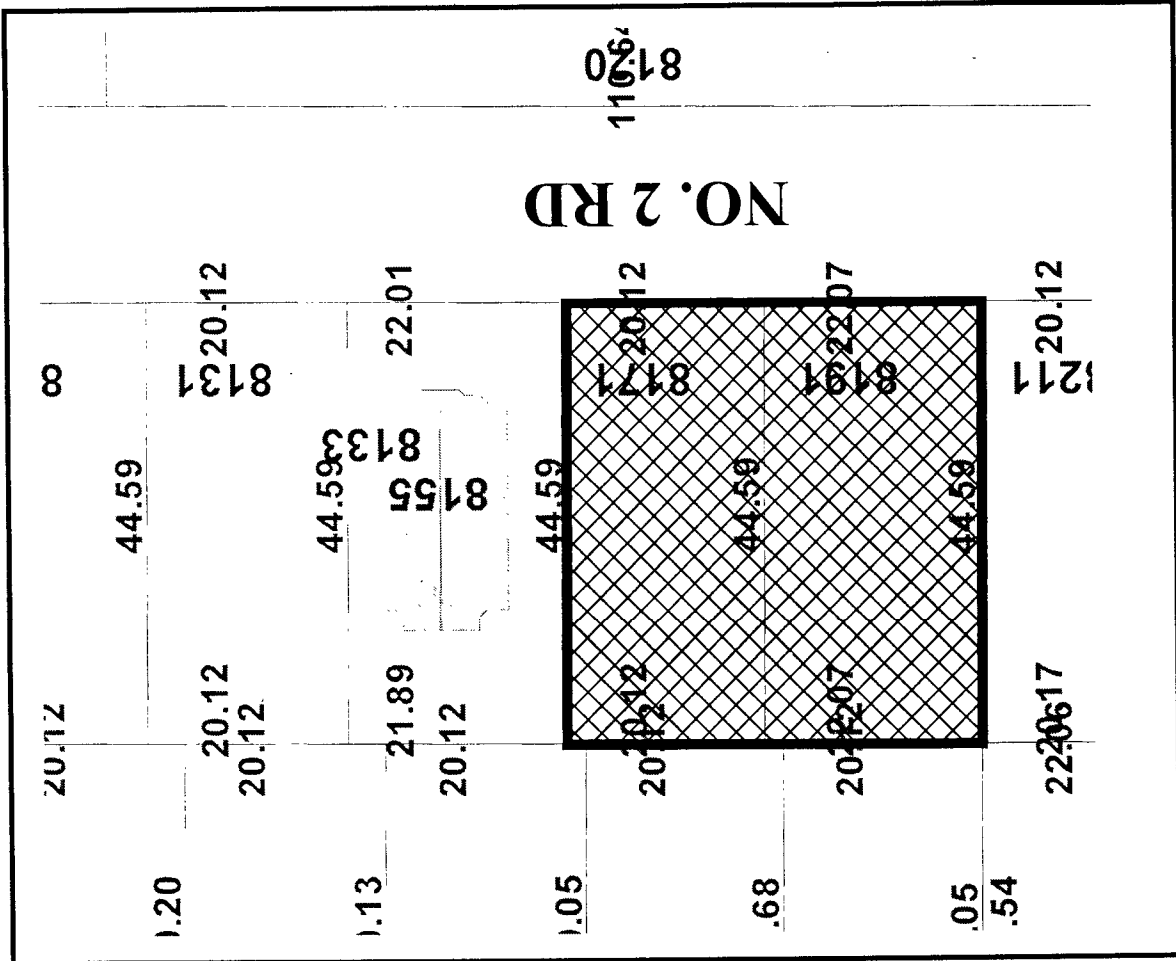
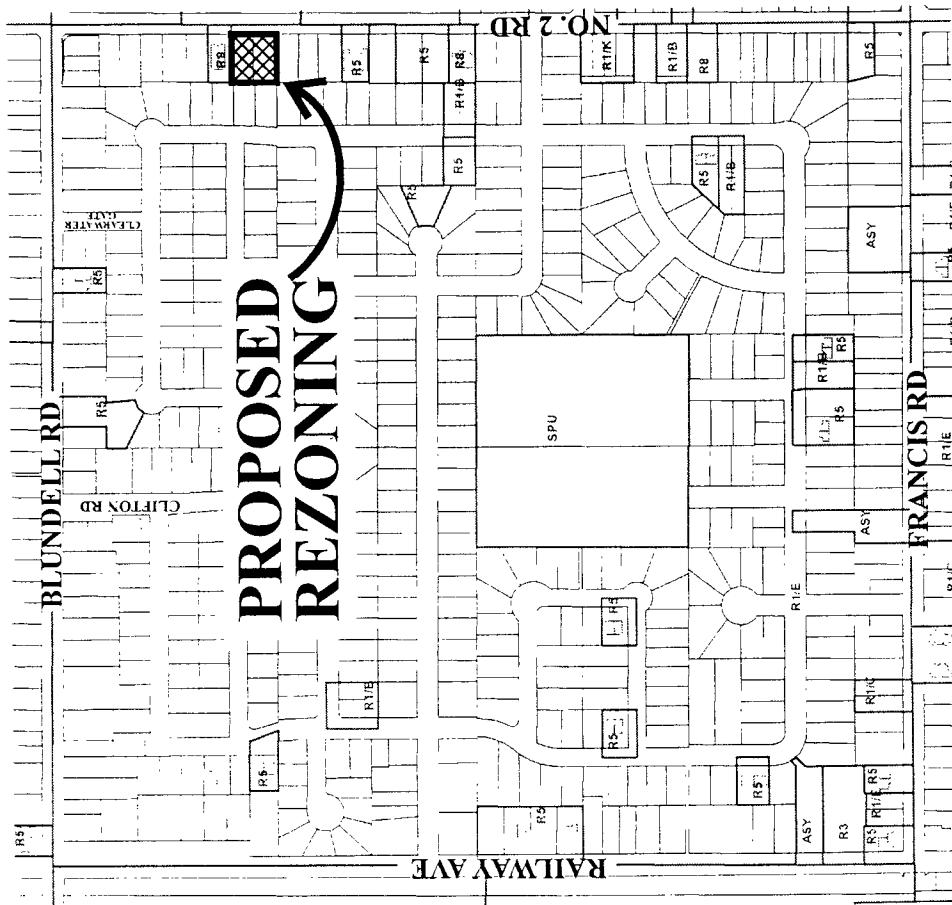
Jenny Beran, MCIP
Planner, Urban Development

JMB:cas

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2. Consolidation of the two lots into one development parcel;
3. Registration of a 6m right of way across the entrance and centre drive aisle connecting the rear lane to No. 2 Road. This right-of-way would be discharged in the future when a more southerly lane access point can be established; and
4. Development Permit processed to a satisfactory level.

City of Richmond



RZ 03-236509

Original Date: 07/11/03

Revision Date: 03/17/04

Note: Dimensions are in METRES

TOTAL SITE AREA:
 GROSS: 20,180 SQFT
 CANE: 2,723 SQFT
 NET: 17,457 SQFT

DENSITY:
 'A' UNITS: 2,532 SQFT
 'B' UNITS: 7,182 SQFT
 'C' UNITS: 2,490 SQFT
 PROPOSED: 12,204 SQFT
 F.A.R.: .70

COVERAGE:
 BUILDINGS & DECKS: 6,800 SQFT
 S.C.: 35%

PARKING:
 RESIDENT: 20 SPACES
 VISITOR: 3 SPACES
 TOTAL: 23 SPACES

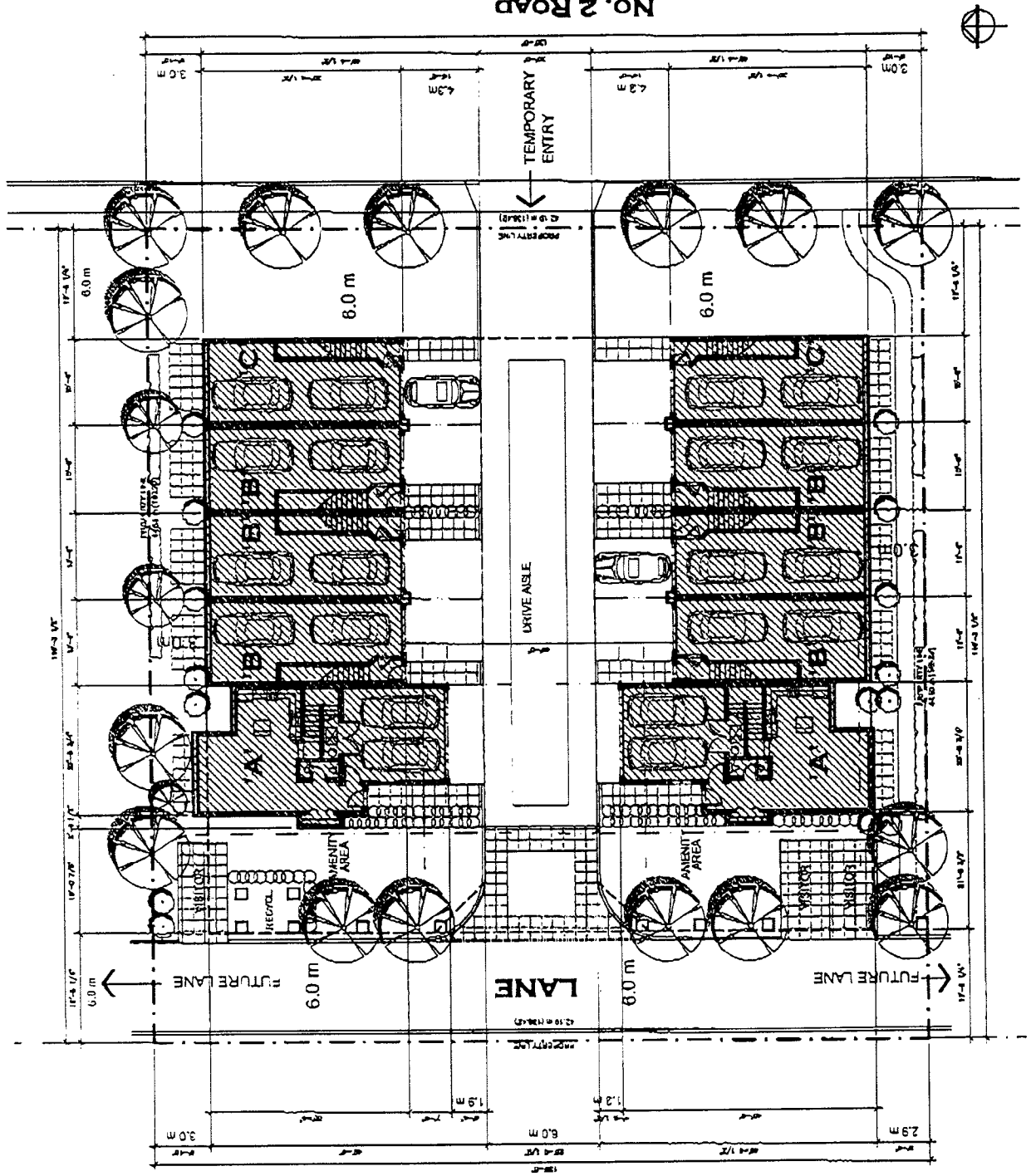
PATRICK COTTER ARCHITECTURE, INC.
 1500 W. 10th Ave., Suite 100
 Denver, CO 80202
 Tel: 303.733.1100
 Fax: 303.733.1101
 www.patrickcatter.com

PROPOSED/ALLIANCE FAMILY RESIDENTIAL DEVELOPMENT
 8171 - 8181 No. 2 Road
 Highland, 81104 Colorado
 RESIDENTIAL DEVELOPMENT

NO. OF UNITS	12
NO. OF STORIES	3
NO. OF PARKING SPACES	23
NO. OF DECKS	0
NO. OF STAIRS	0
NO. OF ELEVATORS	0
NO. OF LIFTS	0
NO. OF RAMP	0
NO. OF DRIVEWAYS	0
NO. OF GARAGES	0
NO. OF PORCHES	0
NO. OF PATIOS	0
NO. OF TERRACES	0
NO. OF BALCONIES	0
NO. OF ROOFS	0
NO. OF WALLS	0
NO. OF FLOORS	0
NO. OF CEILING	0
NO. OF FLOORING	0
NO. OF PAINTING	0
NO. OF ELECTRICAL	0
NO. OF PLUMBING	0
NO. OF MECHANICAL	0
NO. OF LANDSCAPING	0
NO. OF SITEWORK	0
NO. OF UTILITY	0
NO. OF SIGNAGE	0
NO. OF FURNITURE	0
NO. OF APPLIANCES	0
NO. OF LIGHTING	0
NO. OF SECURITY	0
NO. OF ACCESSIBILITY	0
NO. OF COMPLIANCE	0
NO. OF PERMITS	0
NO. OF INSURANCE	0
NO. OF LEGAL	0
NO. OF FINANCIAL	0
NO. OF MARKETING	0
NO. OF SALES	0
NO. OF LEASING	0
NO. OF MAINTENANCE	0
NO. OF OPERATIONS	0
NO. OF CLOSING	0

A-101

ATTACHMENT 2



TYPICAL UNITS

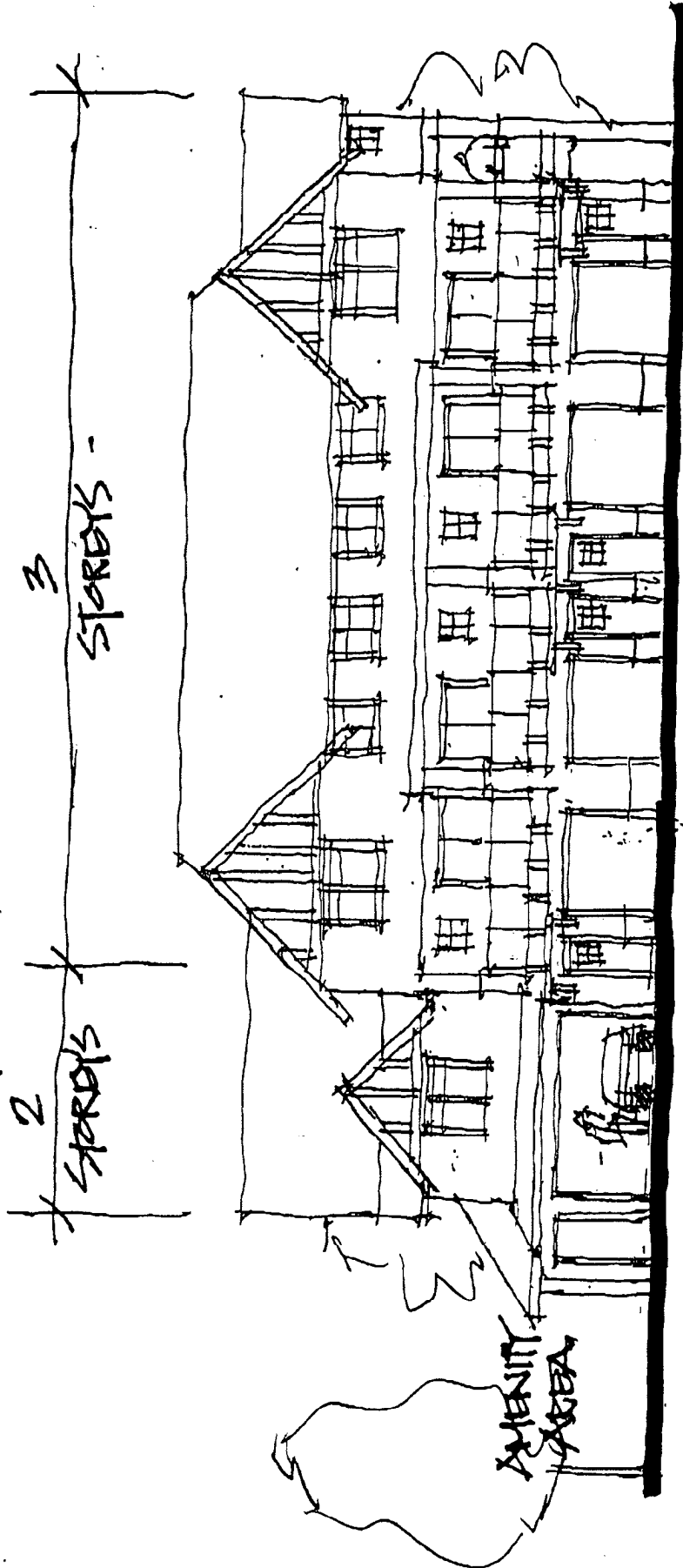
'A' 2 STOREY
 3 BEDROOM
 1,288 SQ.FT.

'B' 3 STOREY
 3 BEDROOM
 1,187 SQ.FT.

'C' 3 STOREY
 3 BEDROOM
 1,745 SQ.FT.



ATTACHMENT 3



DRIVE AISLE ELEVATION
 8171 N° 2 RD.



**Richmond Zoning and Development Bylaw 5300
Amendment Bylaw 7694 (RZ 03-236509)
8171 & 8191 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. 004-058-089

Lot 70 Section 24 Block 4 North Range 7 West New Westminster District Plan 37182

P.I.D. 004-504-879

Lot 4 Except: Firstly: Part Subdivided By Plan 37182 Secondly: Part Subdivided By Plan 43278, Section 24 Block 4 North Range 7 West New Westminster District Plan 6188

- 2. This Bylaw may be cited as **“Richmond Zoning and Development Bylaw 5300, Amendment Bylaw 7694”**.

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