



City of Richmond
Urban Development Division

Report to Committee

To: Planning Committee
From: Raul Allueva
Director of Development

To Planning - Jun 8, 2004

Date: May 14, 2004

File: RZ 04-260971

File: 12-8060-20-7739

**Re: APPLICATION BY ANDREW CHEUNG ARCHITECTS INC. FOR REZONING AT
6211 NO. 3 ROAD FROM SERVICE STATION DISTRICT (G2) TO DOWNTOWN
COMMERCIAL DISTRICT (C7)**

Staff Recommendation

That Bylaw No. 7739, for the rezoning of 6211 No. 3 Road from "Service Station District (G2)" to "Downtown Commercial District (C7)", be introduced and given first reading.

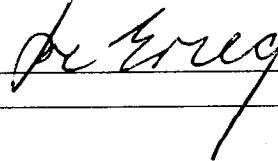

Raul Allueva

Director of Development

RV:spc
Att. 3

FOR ORIGINATING DIVISION USE ONLY

CONCURRENCE OF GENERAL MANAGER



Staff Report

Origin

Andrew Cheung Architects Inc. has applied to rezone 6211 No. 3 Road, the former site of an Imperial Oil service station, from "Service Station District (G2)" to "Downtown Commercial District (C7)" for the purpose of constructing a residential tower with commercial uses at grade.

Findings of Fact

Item	Existing	Proposed
Owner	Imperial Oil Ltd.	To be determined
Applicant	Andrew Cheung Architects Inc.	
Site Size	3,555.19 m ² (38,269 ft ²)	No change
Land Uses	<ul style="list-style-type: none"> • Vacant • Former service station • Soil mitigation complete 	<ul style="list-style-type: none"> • Commercial: 778 m² (8,369 ft²) • Residential (87 units): 9,888 m² (106,438 ft²) • Total: 10,666 m² (114,807 ft²)
OCP Designation	"High-Density Mixed Use"	
Area Plan	City Centre Area: "Mixed Use – Shopping Centre" (e.g. promotes high density)	
City Centre Transportation Plan	<ul style="list-style-type: none"> • LIGHT RAIL RAPID TRANSIT (RAV): The plan encourages the establishment of a light rail rapid transit line within No. 3 Road. It is anticipated that such a system will require road widening in the vicinity of the subject site. As a condition of rezoning, the applicant has agreed to set the proposed development back a minimum of 9 m (29.5 ft.) from the No. 3 Road property line (rather than the 3 m/9.8 ft. required under C7) and to grant a Public Rights of Passage right-of-way over 6 m (19.7 ft.) of that setback. 	
NEF (2015)	<ul style="list-style-type: none"> • 25-30 Noise Exposure Factor (NEF) contour for aircraft noise • Transport Canada considers this NEF contour <u>appropriate</u> for housing. • Richmond requires that a noise covenant is registered on the subject site and that an acoustical engineer addresses aircraft noise impacts. • Policy Update – Study results regarding the conditions under which housing should be permitted within 30+ NEF are to be presented in late summer 2004 and may alter current City policy. No impact on the subject site is expected as it is outside the 30+ NEF contour, the proposed uses are consistent with the Area Plan and Transport Canada guidelines, and housing has been built nearby with no apparent negative consequences (i.e. London Plaza, the former Lang Nursery site, the former Legion site, etc.). 	
Zoning	Service Station District (G2)	Downtown Commercial District (C7): <ul style="list-style-type: none"> • Permits mixed-use development at 3.0 floor area ratio (FAR) and 45 m (147.64 ft.) maximum height
Parking <ul style="list-style-type: none"> • Commercial • Restaurant • Residential 	Required Spaces - +/-186 <ul style="list-style-type: none"> • 3/100 m² (1,076.43 ft²) g.l.a. • 10/100 m² (1,076.43 ft²) g.l.a. • 1.5/dwelling, plus adequate visitor parking 	Proposed Spaces – Total 193 <p>Parking, as proposed, exceeds the bylaw. However, through the Development Permit stage, staff will review reduced parking, similar to what is provided at other high-density, transit-oriented projects nearby.</p>
DP	A Development Permit (DP) is required & guidelines will apply as per the Area Plan.	

Staff Comments

Policy Planning, Transportation, and Development Applications (Engineering Services) staff are supportive of the subject rezoning. Detailed comments are appended. (**Attachment 3**)

Analysis

The proposed rezoning can be supported on the basis that:

- The use, density, form, and character of development is consistent with that anticipated under the City Centre Area Plan;
- High-density, high-rise development pulled up close to the street with structured parking concealed within the building is supportive of Richmond's objectives for the establishment of a pedestrian- and transit-oriented, urban downtown;
- The proposed zoning district, Downtown Commercial District (C7), is consistent with the current zoning of the properties abutting all four sides of the subject site;
- The site is situated more than 75 m (246 ft.) from the nearest existing tower, which is far in excess of the minimum tower spacing of 24 m (78.7 ft.) stipulated in the City Centre's Development Permit Guidelines (plus, there is an intervening future development site and road between the subject site and that tower); and
- The proposed provision of an increased building setback and substantial public right-of-way along the subject site's No. 3 Road frontage are important to City objectives for transit and a viable downtown.

Details regarding the form and character of development will be addressed through the DP process. Issues arising through rezoning that are to be addressed at DP stage are identified in Attachment 3.

Financial Impact

Financing Growth in the City Centre

The establishment of a high quality, livable, and sustainable downtown for Richmond requires that community facilities, infrastructure, and services are provided in a timely and cost effective manner that meets the needs of residents, workers, and visitors. Development contributions are key to achieving this objective. These contributions are made in part through the Development Cost Charge (DCC) program. Additional contributions to roads, parks, public art, affordable housing, childcare, and community space are regularly obtained as a condition of development.

The magnitude of these contributions, perceived or actual contribution inequities between projects, and the time and uncertainty involved in their negotiation impairs both development and funding. To address this, work is currently underway on a clear, predictable schedule of developer contributions for presentation to members of Council later this year. This proposed schedule will be based on revenue projections aimed to meet specific City needs and will recommend the:

- Rate at which developers should be required to contribute (e.g. per buildable square foot);
- Conditions under which contributions should be required (i.e. rezoning, DP, etc.); and
- Allocation of funds to various needs over the short and long terms (i.e. RAV, childcare, etc.).

Preliminary work by staff on the proposed schedule and discussions with the applicant and other developers indicate that a rate of \$4 per buildable square foot could be a practical target for the City to consider for developer contributions in its downtown. In the case of the subject application, this represents a developer contribution of \$459,228, based on 3.0 floor area ratio (FAR). In the absence of any adopted City policy, the applicant has agreed to provide these funds as a condition of rezoning. It is proposed that these funds be apportioned between City Centre transportation, community amenities, and community space. The specific allocation of these funds will be determined once more is known about Richmond's possible financial commitments to RAV/transit and the proposed schedule of development contributions. However, given the possible urgent need of transit, the proposed contribution could be allocated as follows:

Estimated Downtown Growth Needs	Contribution
City Centre Transportation @ \$3/ft ² buildable area <ul style="list-style-type: none"> Rapid transit (i.e. RAV's Capstan station) & land for designated new roads 	\$344,421 (75%)
Community Amenities @ \$0.60/ft ² buildable area <ul style="list-style-type: none"> Affordable housing, childcare & public art 	\$68,884 (15%)
City Centre Community Space @ \$0.40/ft ² buildable area <ul style="list-style-type: none"> Establishment of 2 community centres as directed under the City Centre Area Plan 	\$45,923 (10%)
TOTAL @ \$4/ft² buildable area (based on 3.0 FAR)	\$459,228

Other Financial Impacts – None.

Conclusion

The subject application is consistent with the City's intent for the growth and development of its downtown and merits favourable consideration.



Suzanne Carter-Huffman
Senior Planner/Urban Design

SPC:cas

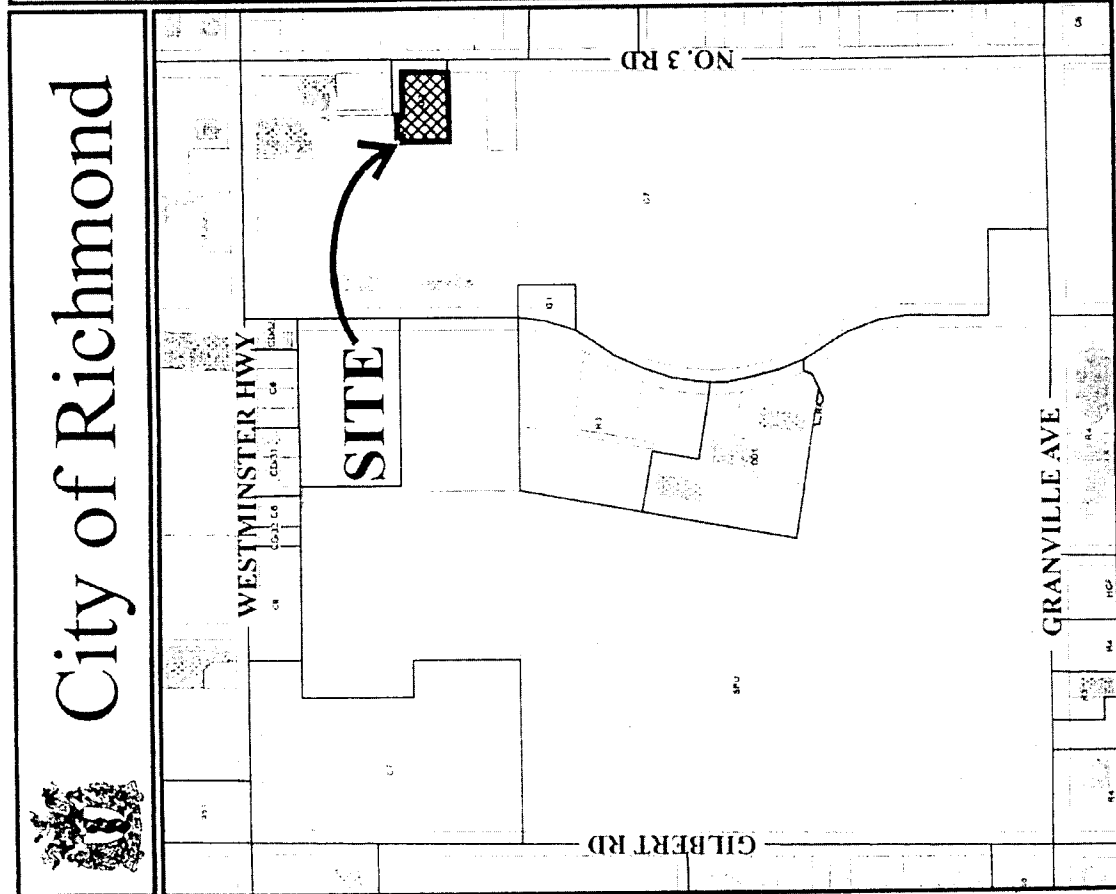
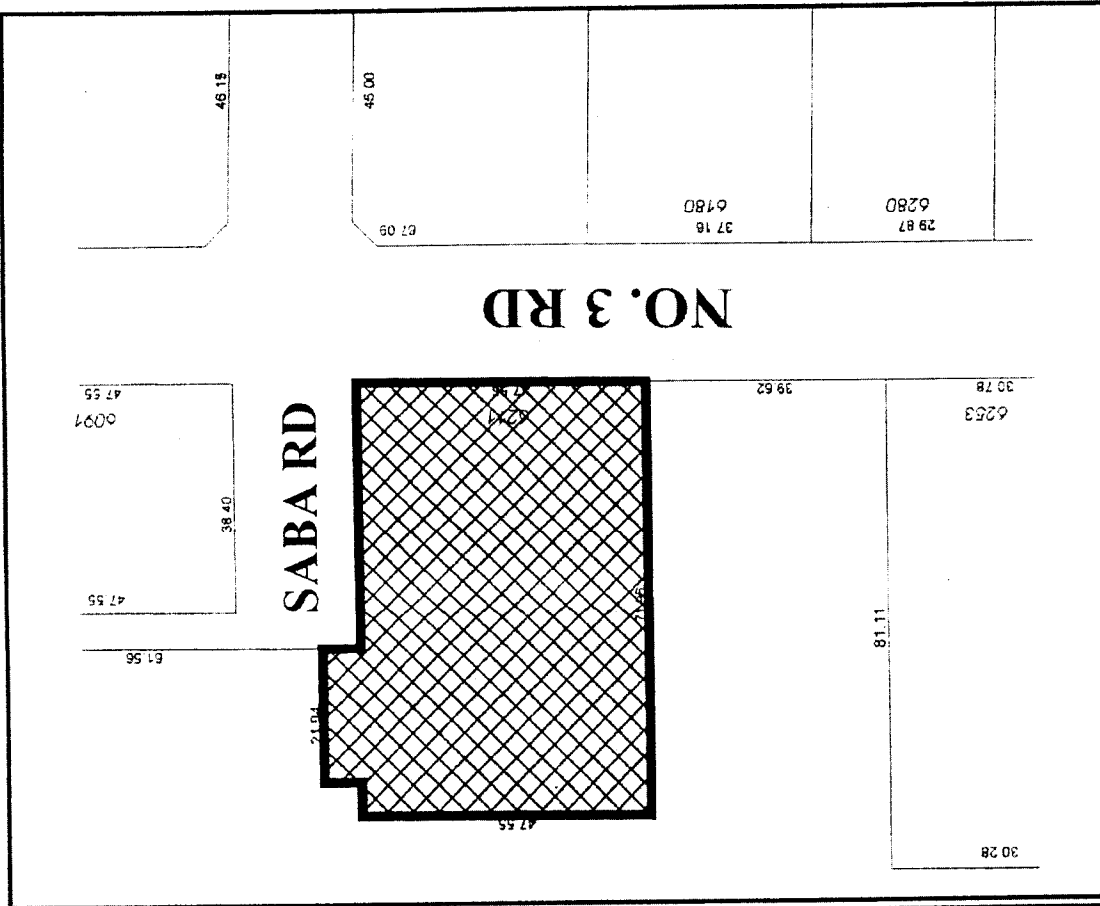
There are requirements to be dealt with prior to final adoption:

Legal requirement, specifically:

- Discharge all existing rights-of-ways across the subject site in conjunction with registering (a) a 6 m wide Public Rights of Passage right-of-way (for public vehicle/pedestrian movement and utilities) across the subject site's entire No. 3 Road frontage, and (b) an approximately 7 m wide Utility right-of-way along the site's northernmost property line from the end of Saba Road to the site's west property line (e.g. to maintain the existing water service to Richmond Centre);
- Register a covenant restricting any building from being situated within 9 m (29.5 ft.) of the subject site's No. 3 Road property line, with the exception of pedestrian weather protection and signage, the form of which is to the satisfaction of the City of Richmond as determined through the Development Permit (DP) process; and
- Register an aircraft noise covenant to ensure that adequate measures are employed to address aircraft noise.

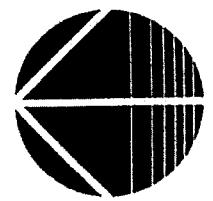
Development requirements, specifically:

- Relocate the sanitary sewer connection to the subject site into the Saba Road right-of-way via a City Work Order prior to any preloading of the property; and
- Contribute \$4 per buildable ft², based on 3 floor area ratio (FAR), to be directed by the City, as required, towards key City Centre initiatives and amenities (i.e. transit, community space, public art, affordable housing, and/or childcare).



Original Date: 02/11/04
 Revision Date:
 Note: Dimensions are in METRES

RZ 04-260971



City of Richmond



DEVELOPMENT CONDITIONS FOR 6211 No. 3 ROAD (RZ 04-260971)***Rezoning Stage***

There are requirements to be dealt with prior to final adoption of the rezoning:

Legal requirements, specifically:

- Discharge all existing rights-of-ways across the subject site in conjunction with registering (a) a 6 m wide Public Rights of Passage right-of-way (for public vehicle/pedestrian movement and utilities) across the subject site's entire No. 3 Road frontage, and (b) an approximately 7 m wide Utility right-of-way along the site's northernmost property line from the end of Saba Road to the site's west property line (e.g. to maintain the existing water service to Richmond Centre);
- Register a covenant restricting any building from being situated within 9 m (29.5 ft.) of the subject site's No. 3 Road property line, with the exception of pedestrian weather protection and signage, the form of which is to be to the satisfaction of the City of Richmond as determined through the Development Permit (DP) process; and
- Register an aircraft noise covenant to ensure that adequate measures are employed to address aircraft noise.

Development requirements, specifically:

- Relocate the sanitary sewer connection to the subject site into the Saba Road right-of-way via a City Work Order prior to any preloading of the property; and
- Contribute \$4 per buildable square foot, based on 3 floor area ratio (FAR), to be directed by the City, as required, towards key City Centre initiatives and amenities (i.e. transit, community space, public art, affordable housing, and childcare).

Development Permit (DP) Stage

No significant departures from the City Centre Area Plan Development Permit (DP) Guidelines are anticipated at DP stage, nor will they be supported. In addition, the following comments are to be addressed:

- Submit a noise impact study, prepared by an accredited acoustical engineer, demonstrating that appropriate measures will be employed to address aircraft noise to the satisfaction of the City;
- Set the building back a minimum of 9 m (29.5 ft.) from the No. 3 Road property line (e.g. 3 m/9.8 ft. off the west edge of the proposed Public Rights of Passage right-of-way);
- Design the landscape treatment of the project's No. 3 Road setback area to coordinate with light rapid transit plans for No. 3 Road OR, if transit plans are delayed for an indeterminate period of time, design this area as a "permanent", high-quality, public amenity complete with City Centre-standard furnishings, lighting, decorative paving, planting, etc.;
- Design/site the proposed tower to minimize conflicts with a future tower at 6091 Saba Road (i.e. avoid a "slab" form);
- Take steps to enhance the appearance of the project's south podium wall as viewed from No. 3 Road and the adjacent Richmond Centre parking area (i.e. set the building back near the shopping centre's parking area and provide shop windows, weather protection, and a landscaped walkway along this edge);
- Orient the residential lobby to Saba Road and have convenient access to on-site visitor parking;
- Restrict vehicle access along the site's No. 3 Road frontage (e.g. all access shall be via Saba Road);
- Locate and configure loading areas to conceal them as much as possible from view from Saba and No. 3 Road, and ensure that vehicles do not back into or in from Saba Road;
- Landscape the site at the terminus of the Saba Road sidewalk to enhance the appearance and safety of the streetscape;
- Restrict left-turn movements exiting the site to avoid conflicts with Richmond Centre traffic; and
- Provide adequate secure bike parking on site.

In addition, note that the parking bylaw requirement for 1-bedroom units may be relaxed to 1 space/dwelling. Further residential parking relaxations may be supported where measures are employed to reduce on-site parking demand to the satisfaction of the City (i.e. through use of a recognized car sharing program).

Building Permit (BP) Stage

Prior to the issuance of BP, the developer shall enter into the City's standard Servicing Agreement to design and construct beautification improvements to City Centre standards at the developer's sole cost (e.g. no Development Cost Charge credits apply) including, but not be limited to:

- Saba Road frontage - Removing the existing sidewalk and installing a 1.5 m (4.9 ft.) wide boulevard at the back of curb complete with decorative paving, street trees, street lighting, benches, and bike racks, together with a 2 m (6.6 ft.) wide concrete sidewalk (at the back of the boulevard); and
- No. 3 Road frontage – Paving, landscaping, furnishing, and lighting between the property line and building face as determined appropriate through the Development Permit (DP) process.



City of Richmond

Bylaw 7739

**Richmond Zoning and Development Bylaw 5300
Amendment Bylaw 7739 (RZ 04-260971)
6211 No. 3 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 **DOWNTOWN COMMERCIAL DISTRICT (C7)**.

P.I.D. 016-807-227

Lot B Section 8 Block 4 North Range 6 West New Westminster District Plan 87073

2. This Bylaw may be cited as **"Richmond Zoning and Development Bylaw 5300, Amendment Bylaw 7739"**.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED

MAYOR

CITY CLERK

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