



## City of Richmond

## Report to Committee

*To Council - Jan 27, 2003*

**To:** Planning Committee  
**From:** Joe Erceg  
Manager, Development Applications

*TO PLANNING - JANUARY 21, 2003*

**Date:** December 19, 2002

**File:** RZ 02-215547

↳ 8060-20-7474

**Re:** APPLICATION BY DAVA DEVELOPMENTS LTD. FOR REZONING AT 7071 NO. 4 ROAD AND 7060 BRIDGE STREET FROM SINGLE-FAMILY HOUSING DISTRICT, SUBDIVISION AREA F (R1/F) TO TOWNHOUSE DISTRICT (R2)

That Bylaw No. 7474, for the rezoning of 7071 No. 4 Road and 7060 Bridge Street from "Single-Family Housing District, Subdivision Area F (R1F)" to "Townhouse District (R2)", be introduced and given first reading.

*H. Bule*

*for* Joe Erceg  
Manager, Development Applications

Att. 2

FOR ORIGINATING DIVISION USE ONLY

CONCURRENCE OF GENERAL MANAGER

*[Signature]*

## Staff Report

### Origin

Dava Developments Ltd.. has applied to the City of Richmond for permission to rezone 7071 No. 4 Road and 7060 Bridge Street (**Attachment 1**) from Single-Family Housing District, Subdivision Area F (R1/F) to Townhouse District (R2) in order to develop twenty-two 2-storey townhouse dwellings. (**Attachment 2**)

### Findings Of Fact

Item	Existing	Proposed
Owner	359103 BC Ltd. Bridge 7060 Investments Inc.	Dava Developments Ltd.
Applicant	Dava Developments Ltd.	No change
Site Size	6,726 m <sup>2</sup> (1.7 ac)	6649.2 m <sup>2</sup> (1.6 ac) • Reduction due to a 2 m (6.6 ft.) wide dedication for future widening of No. 4 Rd.
Land Uses	Single family homes & vacant land	22 two-storey townhouses
City Centre Area Plan Designation	Residential	No change
Sub-Area Plan Designation (McLennan South)	Residential, 2 ½ storeys, Triplex, Duplex, Single Family - 0.55 base F.A.R.	No change
Zoning	Single-Family Housing District, Subdivision Area F (R1/F)	Townhouse District (R2) • 0.55 floor area ratio (FAR) • 6 m (19.7 ft.) setback from roads and 3 m (9.8 ft.) from interior property lines • 9 m (29.5 ft.) maximum building height • 40% lot coverage • 2 resident parking stalls per unit, plus 0.2 visitor stalls per unit

### Surrounding Development & Related Policies

The McLennan South Sub-Area Plan encourages the development of townhouses and single-family homes with a "traditional" character, together with a neighbourhood park and school, within a lush, green environment. The subject site is situated between No. 4 Road and Bridge Street in the least dense multiple-family area designated under the sub-area plan (e.g. 0.55 FAR "base" density and 2½ storeys maximum building height). The area around the subject site contains a mix of older and newer homes on large and small lots. The plan generally intends that this part of McLennan South will be redeveloped with a mix of detached, duplex, and triplex dwellings, either as low density townhouse projects or as fee simple subdivisions. Densities in McLennan South have typically exceeded the "base" densities stipulated in the plan to compensate for roads and other requirements. In the case of the subject site, however, no roads are required of the site, so no increase in density has been contemplated.

***Indoor Residential Amenity Space***

In lieu of providing on-site, indoor amenity space, a number of projects in McLennan South have provided \$1,000 per dwelling towards construction of the neighbourhood park. City-wide indoor amenity space requirements for multiple-family projects are currently under review, and recommendations are expected early in 2003 with regard to the appropriateness of continuing this practice over the long-term. In the meantime, developers in McLennan South will continue to be given the option to provide indoor amenity space on-site or to contribute towards the park.

***Development Permit Guidelines***

Guidelines for the issuance of Development Permits for multiple-family housing are contained within Section 2.10 and 2.10D of Bylaw 7100 (City Centre Area Plan and McLennan South Sub-Area Plan).

**Staff Comments*****Policy Planning***

Rezoning of the subject site as proposed is consistent with the McLennan South Sub-Area Plan. The proposed zoning district, Townhouse District (R2), is Richmond's standard, low density townhouse zone and permits a maximum density of 0.55 FAR, which is consistent with the "base" density stipulated in the plan for the subject site. The site is unusual for McLennan South in that it has no requirement to accommodate new road or lane construction. Nevertheless, the developer will construct frontage improvements along Heather Street beyond the limits of the subject site, which will enhance the appearance of the streetscape and provide traffic calming measures near the soon to open secondary school north of Granville Avenue at Bridge Street. In addition, the developer will contribute \$1,000 per dwelling towards development of the neighbourhood park in lieu of providing on-site, indoor amenity space, as has been recent practice with projects in McLennan South. Staff recommend that processing of a Development Permit (DP) application to the satisfaction of the Manager of Development Applications be made a condition of final adoption of the subject application for rezoning, and that at DP stage, the following is considered:

- The developer should work to better define the project's unit clusters by varying setbacks between buildings to create more space between the clusters, applying the concept/image of a "primary building" as described in the DP guidelines, incorporating distinguishable differences in the form and character of the various clusters, and reinforcing the definition of clusters through landscaping.
- The project, though required to only set back 6 m (19.7 ft.) from No. 4 Road under R2, should provide a more generous and varied setback along that edge, together with landscape features in keeping with the objectives of the sub-area plan.
- The project should seek to minimize overlook of the single-family lots north of the subject site by providing significant tree planting and landscaping along the site's north property line, limiting north-facing, second floor windows in the units along the north side of the site, and maximizing the size and landscaping of gaps between the unit clusters along that edge.

- The number of garage doors lining the project's driveway should be reduced by introducing a short north-south driveway between the two westernmost units and re-orienting their garages accordingly. This driveway should also provide vehicular access to future small-lot redevelopment at 7038 Bridge; however, as the home on that lot is relatively new, no redevelopment is expected in the short term.
- While the project's lot coverage is less than 40%, much of the site's open area is driveway, which leaves little opportunity for usable, common open space. Steps should be taken to increase the amount of common open space and to ensure that the project gives the impression of character homes set in a green landscape (rather than one of uniform housing units, garages doors, and unconnected patches of open space). Importantly, effort should be made in the design of the project's driveway to give the feeling of a "country lane". Measures to consider include lining the south edge of the site at the entry drive with a row of large, fast growing trees and a dense hedgerow reminiscent of the area's rural past; focussing the site's entry on a landscaped open space; gently meandering the alignment of the driveway; retaining/relocating mature trees along the driveway edge; clustering trees close to and overhanging the driveway; keeping the pavement narrow and edging it with grass and informal, indigenous planting; incorporating special pavement treatments; providing variety in the massing and design of the units; emphasizing unit entries and associated weather protection, gates, etc.; and, sensitively treating and orientating garage doors to diminish their impact on the internal "lane-scape".

### ***Transportation***

Staff's review of the proposed development has concluded that the developer need not provide any new north-south or east-west roads as the site is situated north of the anticipated "ring road". In addition, no public lane is required as it has been determined that the adjacent Granville Avenue lots can be adequately served by shared driveways. Vehicular access to the subject site must be limited to Bridge Street, with only emergency access being permitted from No. 4 Road. A shared access easement must be registered on the subject site in favour of future development at 7038 Bridge Street. Pedestrian access should be provided via both No. 4 Road and Bridge Street, and an allowance should be made to accommodate a future pedestrian link to the lots south of the subject site. This pedestrian link should extend along the south edge of the subject site from Bridge Street to the middle of the site. Pedestrians should be accommodated on a designated walkway (e.g. separated from vehicle traffic) secured as a Public Rights of Passage right-of-way. Off-site improvements along the site's Bridge Street frontage should extend to Granville Avenue and be designed to encourage traffic calming (i.e. curb extensions on Bridge Street at the intersection, raised crosswalk, etc.).

### ***Engineering***

Prior to final reading of the pending rezoning, the following must be in place:

1. Consolidation of the subject properties into a single parcel.
2. Dedication of a 2 m (6.6 ft.) wide strip of land along the site's No. 4 Road frontage.

3. Registration of a +/-3 m (9.8 ft.) wide Public Rights of Passage right-of-way along the south side of the subject site from Bridge Street to mid-way across the property for possible pedestrian access to/from lots south of the developer's site. Note that this right-of-way may be as narrow as 1.5 m (4.92 ft.) where it is designed as a sidewalk adjacent to a driveway. The construction and maintenance of this right-of-way will be at the sole cost of the property owner. The right-of-way will be released if, when properties south of the subject site redevelop, the City determines that this access is unnecessary.
4. Registration of a restrictive covenant restricting vehicular access along No. 4 Road, with the exception of emergency vehicles.
5. Granting of a shared access easement in favour of future development at 7038 Bridge Street.
6. Enter into the City's standard Servicing Agreement to design and construct Bridge Street from the south edge of the subject site to the south side of Granville Avenue. Works include, but are not be limited to, road widening, curb and gutter, landscaped boulevard with 7 cm (3") street trees at 9 m (29.5 ft.) on centre, McLennan South street lighting, 1.75 m (5.7 ft.) wide concrete sidewalk, and traffic calming measures at the south side of Granville Avenue (i.e. a pair of curb extensions, possible raised crosswalk, neighbourhood entry markers, etc.). Works will be at the developer's sole cost.

### Analysis

The subject development is in conformance with city-wide and City Centre objectives for development and population growth. And, the proposed project is an attractive solution to the sub-area plan's challenging, and somewhat contradictory, set of built form objectives that seek to encourage both small building blocks (i.e. detached, duplex, and triplex units, rather than more common +/-6 unit townhouse buildings) and large, contiguous landscaped open spaces. The need to provide more side yard space between the smaller buildings makes it difficult to achieve the plan's open space objectives, but nevertheless, the proposed development appears to have found a good balance through the creation of a meandering "country lane", 2-storey units, and extensive landscaping.

Nearby residents have contacted staff regarding possible traffic impacts, visitor parking issues, and the overlook of adjacent existing homes. It is understandable that residents might be concerned that new development will bring additional traffic into the area, but the proposed project is consistent with the plan and the developer will be constructing frontage works along Bridge Street that will not only serve to "calm" local traffic, but should help to limit possible traffic impacts arising from the new high school on the north side of Granville Avenue. In addition, as the site will be developed under R2, parking will be provided at a rate of 2.2 stalls per unit (e.g. 2 for residents and 0.2 for visitors), which is higher than the standard required of recent projects in the western portion of the neighbourhood and elsewhere in the City Centre. And lastly, with regard to overlook, as R2 limits the proposed project to the same height permitted on neighbouring single-family lots and substantial trees will be introduced along the perimeter of the site, overlook problems should be minimized.

Overall, the subject project appears to be well designed, and staff believe it could be a practical model for similar multiple-family sites in the eastern portion of McLennan South.

**Financial Impact**

None.

**Conclusion**

This application can be supported because it is in conformance with the City Centre Area and McLennan South Sub-Area Plans. Rezoning of the subject property to Townhouse District (R2) merits favourable consideration.



Suzanne Carter-Huffman  
Senior Planner/Urban Design

SPC:spc

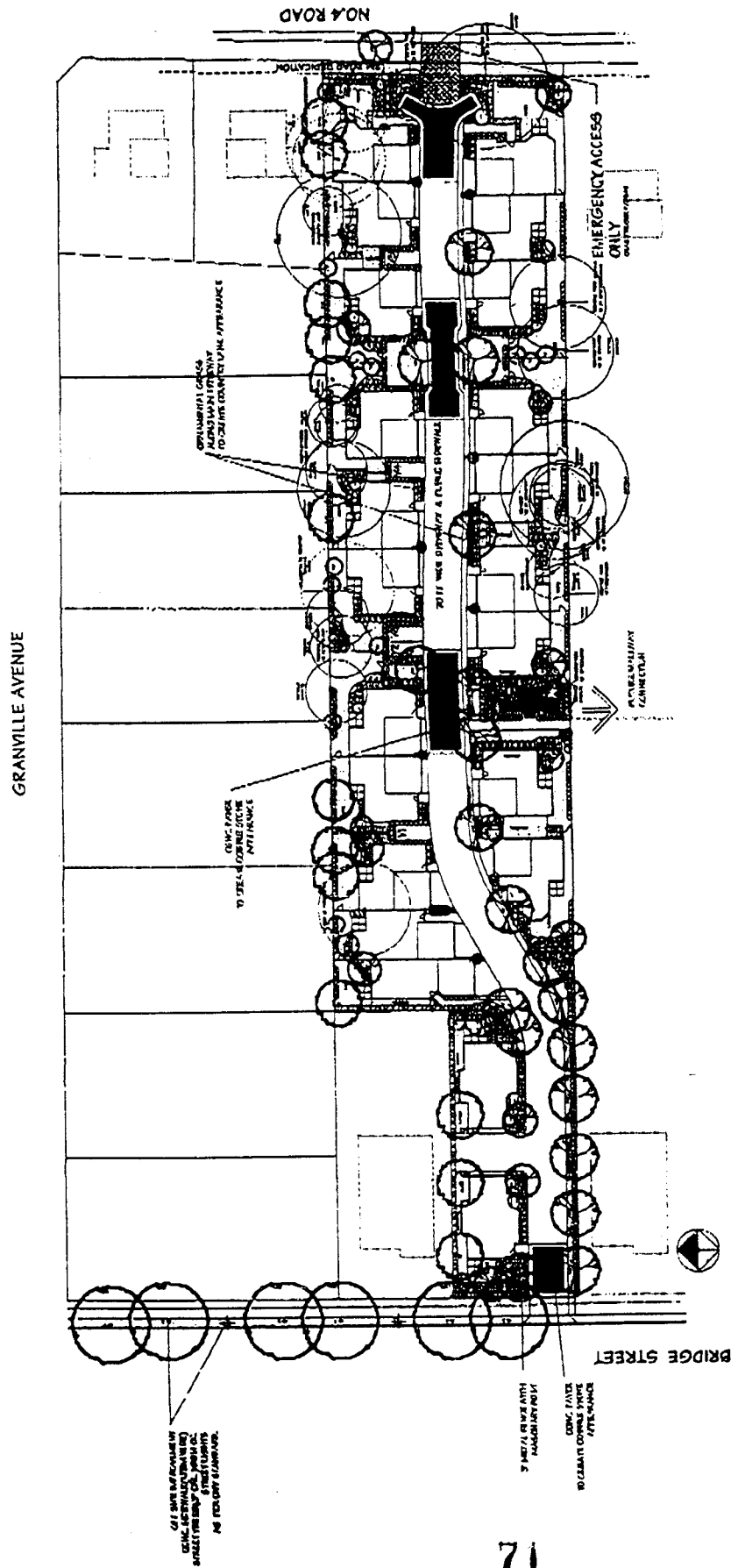
There are requirements to be dealt with prior to final adoption of rezoning:

Legal requirements, specifically:

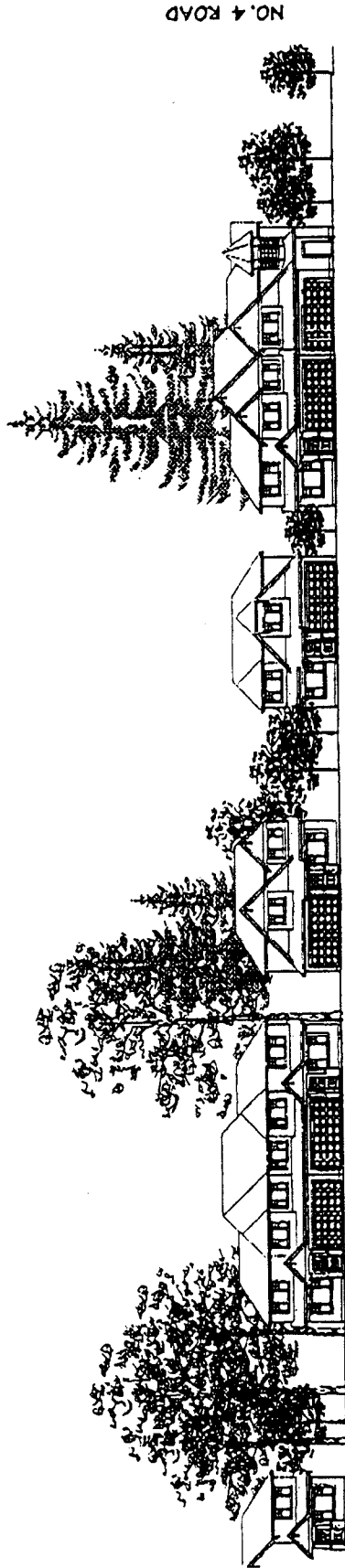
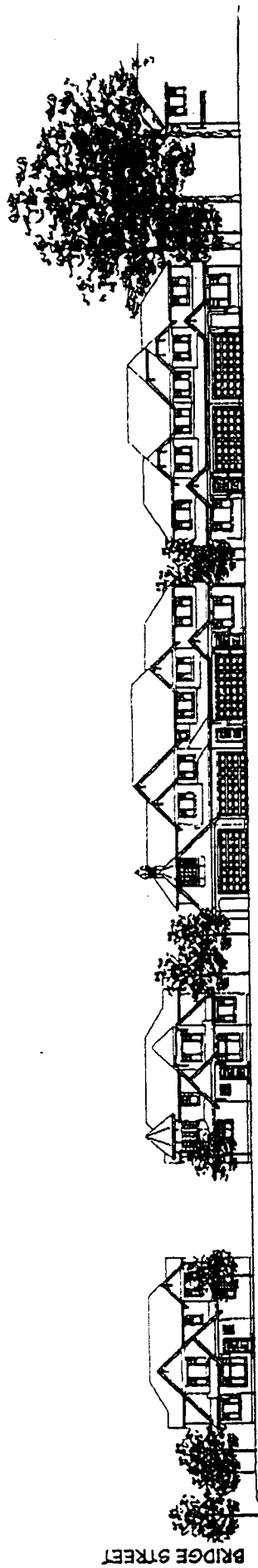
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- Registration of a restrictive covenant restricting vehicular access along No. 4 Road, with the exception of emergency vehicles.
- Granting of a shared access easement in favour of future development at 7038 Bridge Street.

Development requirements, specifically:

- Enter into the City's standard Servicing Agreement to design and construct Bridge Street from the south edge of the subject site to the south side of Granville Avenue. Works include, but may not be limited to, road widening, curb and gutter, landscaped boulevard with street 7 cm (3") trees at 9 m (29.5 ft.) on centre, McLennan South street lighting, 1.75 m (5.7 ft.) wide concrete sidewalk, and traffic calming measures at the south side of Granville Avenue (i.e. a pair of curb extensions, possible raised crosswalk, neighbourhood entry markers, etc.). Works will be at the developer's sole cost.
- Processing of a DP application to the satisfaction of the Manager of Development Permit Applications.
- \$22,000 (e.g. \$1,000/unit) to neighbourhood park construction in lieu of providing indoor amenity space.



**CONCEPTUAL LANDSCAPE PLAN**  
**7060 BRIDGE STREET, RICHMOND**

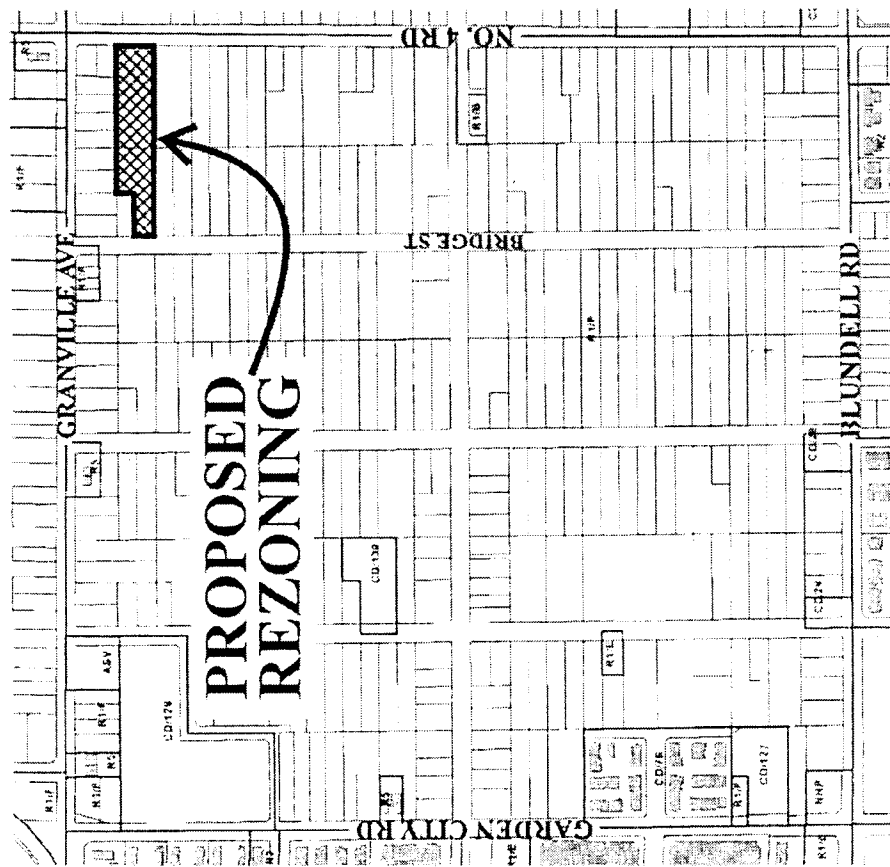


# INTERIOR ROAD ELEVATION OF NORTH SIDE BUILDINGS 7060 BRIDGE STREET, RICHMOND

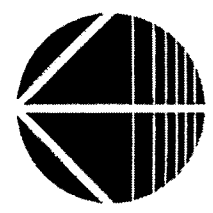
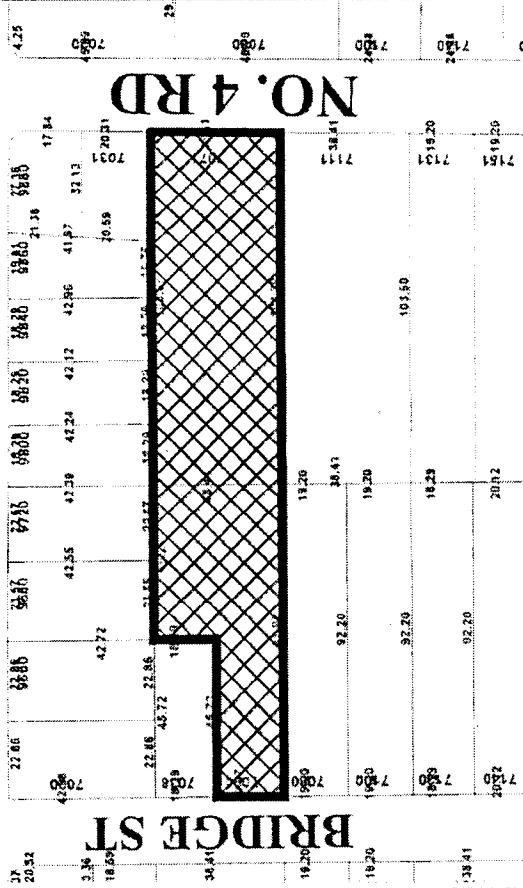




# City of Richmond



## GRANVILLE AVE



RZ 02-215547

Original Date: 09/12/02

Revision Date: 12/09/02

Note: Dimensions are in METRES



**Richmond Zoning and Development Bylaw 5300  
Amendment Bylaw 7474 (RZ 02-215547)  
7071 NO. 4 ROAD & 7060 BRIDGE STREET**

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)**

P.I.D. 003-628-701

Lot 19 Block "D" Section 15 Block 4 North Range 6 West New Westminster District Plan 1207

P.I.D. 012-041-513

Lot B Section 15 Block 4 North Range 6 West New Westminster District Plan 79136

2. This Bylaw may be cited as **"Richmond Zoning and Development Bylaw 5300, Amendment Bylaw 7474"**.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED

JAN 27 2003

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

\_\_\_\_\_  
MAYOR

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