



**CITY OF RICHMOND**  
URBAN DEVELOPMENT DIVISION

REPORT TO COMMITTEE

**TO:** Planning Committee  
**FROM:** Joe Erceg  
Manager, Development Applications  
**DATE:** March 12, 2001  
**FILE:** RZ 00-175758  
**RE:** Application by Dava Developments Ltd. for Rezoning at 4591 No. 5 Road from Single-Family Housing District, Subdivision Area E (R1/E) to Single-Family Housing District, Subdivision Area C (R1/C)

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**STAFF RECOMMENDATION**

That Bylaw No. 7200, for the rezoning of 4591 No. 5 Road from "Single-Family Housing District, Subdivision Area E (R1/E)" to "Single-Family Housing District, Subdivision Area C (R1/C)" and "Single-Family Housing District, Subdivision Area A (R1/A)", be referred to a Public Hearing.

Joe Erceg  
Manager, Development Applications

JE:jmb  
Att.

<p><b>FOR ORIGINATING DIVISION USE ONLY</b></p> <p>CONCURRENCE OF GENERAL MANAGER</p>
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## STAFF REPORT

### ORIGIN

Dava Developments has applied to rezone 4591 No. 5 Road (**Attachment 1**) in order to subdivide it into five R1/A (9m or 29.5 ft wide) lots and three R1/C (13.5m or 44.3 ft wide) lots as shown on **Attachment 2 and 3**. The original application was for a 16 unit townhouse development however the developer amended the application to an 8 lot single-family development based on neighbourhood concerns.

The 8 lot single-family proposal proceeded to Planning Committee on January 16<sup>th</sup>, 2001, Council on January 22<sup>nd</sup>, 2001 and Public Hearing on February 19<sup>th</sup>, 2001. At Public Hearing, Council referred the proposal back, requesting that staff explore options for a reduced number of lots on the subject property.

The applicant has:

- amended the proposal to address some of the specific neighbourhood concerns;
- presented material in support of his proposal (**Attachment 4**);
- declined to amend the application to reduce the number of lots; and
- requested that his proposal be reconsidered.

### FINDINGS OF FACT

ITEM	EXISTING	PROPOSED
Owner & Applicant	Dava Developments	To be Determined
Site Size	One lot – 4001 m <sup>2</sup> (43,068 ft <sup>2</sup> )	3 lots approx 510m <sup>2</sup> (5500 ft <sup>2</sup> ) & 5 lots approx 386 m <sup>2</sup> (4160 ft <sup>2</sup> )
Land Uses	Single-Family Residential	Single-Family Residential
OCP Designation	Neighbourhood Residential	No change
Area Plan Designation	Residential	No change
Zoning	R1/E	R1/A and R1/C

Development surrounding the site is primarily single-family. Lots on the west side of No. 5 Road are primarily zoned R1/E (18m or 59 ft wide). Lots along the east side of No. 5 Road, across from the subject site, are zoned R1/A (9m or 29.5 ft wide) and R1/B (12m or 39.4 ft wide) and vehicular access to these lots is via a lane.

### RELATED POLICIES & STUDIES

At the February 19<sup>th</sup>, 2001 Public Hearing, Council amended Lot Size Policy 5454 to exclude the subject property and the other properties fronting the west side of No. 5 Road from Thorpe Road to Highway 91 from the policy area.

### PUBLIC RESPONSE

Staff received a number of calls from residents in the neighbourhood who were expressing concern over various aspects of the initial townhouse proposal. Staff suggested that the applicant meet with the residents to talk about the proposal.

An information meeting was held by the applicant on November 1, 2000, at which approximately 40 residents attended to express concerns, mainly about the increased traffic in the neighbourhood. **Attachments 5 and 6** are summaries of the meeting by the neighbourhood organizer, Marie Murtagh, and by the applicant. Due to the neighbours concerns, Mr. Chung revised his proposal from the 16 unit townhouse proposal to an 8 lot subdivision.

At the Public Hearing on February 19<sup>th</sup>, 2001, comments/concerns expressed about the 8 lot single-family proposal included the following. **Attachment 7** is the one written submission.

- increase in parked cars in the neighbourhood;
- increase in traffic;
- concern about lane traffic and the potential for increased noise and reduced privacy;
- location of lane access; and
- smaller lots size inconsistent with current lot sizes in subdivision.

### **DEVELOPER RESPONSE**

In response to concerns raised by the neighbours at the Public Hearing, Dava Development Ltd. have shifted the location of the lane access to the southern edge of the development away from the bend in Deerfield Road. Additionally, to address parking concerns, Dava offered to provide a third on site parking space for each of the lots facing Deerfield.

In support of the application, Dava provided a chart comparing the market house price based on a five lot, four lot or three lot subdivision for the properties facing No. 5 Road. The material illustrates that reducing the number of lots from the five lots fronting No. 5 Road to four or three lots will result in larger more expensive homes that are more difficult to sell.

### **STAFF COMMENTS**

#### **OCP Designation**

The land use designation on the subject property is "Residential". This land use designation differs from that of the neighbouring properties which is "Residential (Single-Family Only)" as shown on **Attachment 8**. All of the townhouses in the neighbourhood were developed under this same land use designation, therefore, the applicant had reasonable expectations to also develop townhouses on the subject site.

#### **Traffic Impacts**

Under the City's Lane Policy, a lane is required for access for the lots fronting No. 5 Road. Therefore, all eight of the proposed lots will utilize Dewsbury and Deerfield for access. This increase in housing units translates into an additional 10 vehicle trips in a peak hour. This compares to roughly 100 peak hour vehicle trips that are already generated from the existing homes in the immediate neighbourhood. Therefore, using this comparison (which assumes that no other cars use these local roads) the proposed development will result in a 10% increase in vehicle traffic in the neighbourhood. Transportation staff do not consider this increase significant.

#### **Vehicle Parking**

Parking is not an issue currently in the neighbourhood. Each lot will provide parking for two cars and in addition the lots fronting Deerfield will provide a third vehicle parking space which will be guaranteed through a covenant. While this provision more than meets the requirement of the bylaw, there will be less "overflow" parking in the form of driveways located on the individual lots. Therefore there will likely be visitors who will park on the street as parking is not permitted in City lanes. However, while this is a change to what currently exists, staff have no functional concerns related to cars parked along these local roads.

**Impacts from Lane**

The introduction of a lane may result in increased vehicle noise, headlights and reduced privacy along the property lines abutting the lane. In the case of the subject proposal, the impacts will be most notable for the lot on Deerfield to the south of the proposal adjacent to the lane access. In the long term the access will come from Dewsbury.

**Location of Lane Access**

The location of the lane access for the proposal has shifted from the south end of the subject property to the north end and back to the south end again. Transportation staff have no preference for the location of this lane as it has no effect on road geometry and the volumes are too low to have any impact on traffic operations along Deerfield Crescent.

**Lot Size**

The applicant is proposing to subdivide the site into eight lots, five R1/A lots fronting No. 5 Road and three R1/C lots fronting Deerfield Crescent. In terms of exploring options for a reduced number of lots, the following chart compares the number of lots that are able to be created under various zoning options for the lots fronting No.5 Road. However, the applicant was unwilling to amend the application further to reduce the density.

*Lot Size Options for Lots Facing No.5 Road*

<b>Zone</b>	<b>Lot Width</b>	<b># of Lots</b>
R1/E	18 m or 59 feet	2
R1/D	15 m or 49 feet	3
R1/C	13.5 m or 44 feet	3
R1/A	9 m or 29.5 feet	5

Under the applicant's proposal, the three new lots facing Deerfield Crescent would be 14.3m or 47 feet wide which is similar in size to the three lots directly facing these new lots which are 16.4m or 53.8 feet wide. The five new lots facing No. 5 Road would be 9.7m or 32 feet wide. The other undeveloped lots on the west side of No. 5 Road surrounding the new lots are larger, averaging 18.5m or 60 feet wide. The recently developed lots directly across No. 5 Road, which also have lane access, are 9.53m or 31.3 feet wide.

**Engineering Works Design/Review**

Prior to the 4<sup>th</sup> reading of the rezoning application the following will be required:

- dedicate a 6m lane running north-south through the property with a 3m by 5m corner cut so that the future lane will line up with the neighbouring property lines;
- a 6m wide right of way for temporary lane access from lane dedication to Deerfield Crescent;
- enter into a Servicing Agreement to design and construct a 6m lane with drainage, curbs and lighting;
- covenant ensuring no vehicular access from the new lots to No. 5 Road; and
- a covenant for one additional parking space per lot for the three lots fronting Deerfield Crescent.

**ANALYSIS**

There are a number of points that support the proposal:

- the applicant has amended his proposal once, reducing the number of units by half;
- the impacts on the neighbouring properties in terms of traffic, parking and access are not considered significant from a technical perspective;
- the subject site has been for sale for a number of years and the property is currently in a state of disrepair. There are two instances of the City enforcing the Unsightly Premises Bylaw. The new homes will provide a more attractive streetscape than currently exists;
- large lots with large homes along major roads are difficult to sell. It makes sense for new housing to provide housing options that aren't readily available and that meet the needs of homebuyers; and
- the lot sizes proposed are consistent in size with other redeveloped lots in Richmond that are providing a lane (as was developed across the street from the proposed site).

Points in favour of the status quo option include the fact that the lots proposed will be smaller than the lots on either side of them, the neighbourhood has expressed some concerns and there is no rush to implement a lane now.

However, on balance, staff believe the proposal has merit.

**FINANCIAL IMPACT**

None.

**CONCLUSION**

1. Dava Developments have proposed to rezone 4591 No. 5 Road to permit an 8 lot single family development. The proposal was amended from an earlier 16 unit townhouse proposal in order to address neighbourhood concerns.
2. The application proceeded to Public Hearing and was referred back in order to explore options for a reduced number of lots.
3. The applicant amended his proposal to address some of the specific concerns about location of the lane access and visitor parking however the number of lots were not reduced.
4. Referral back to Public Hearing will allow the neighbourhood to indicate whether amendments made and the new information make the proposal more acceptable.
5. Staff support the proposal as the lot sizes are consistent with other proposals in Richmond that are providing back lanes, the impacts on the neighbourhood from a technical perspective are not considered substantial, and the proposal will provide affordable housing options relative to development of a reduced number of lots.



Jenny Beran, MCIP  
Planner

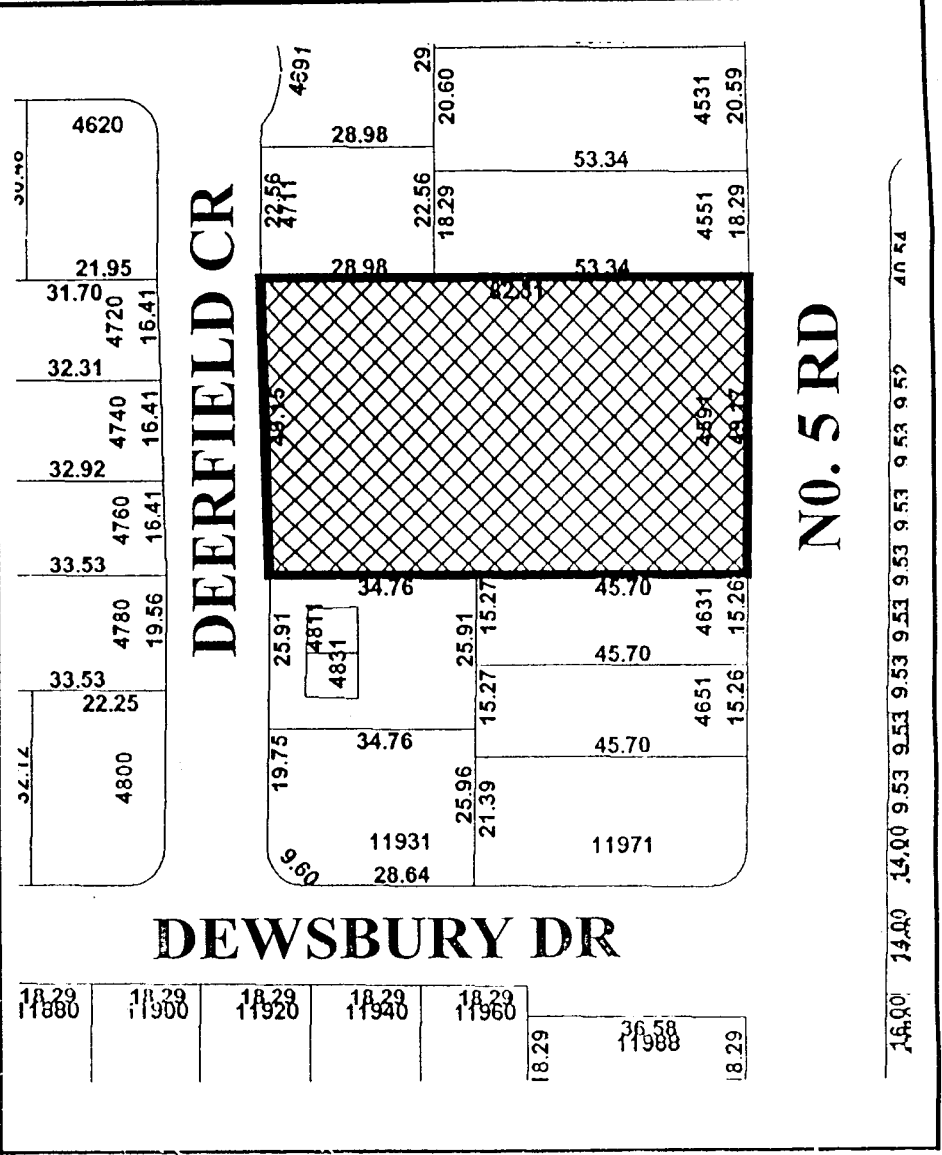
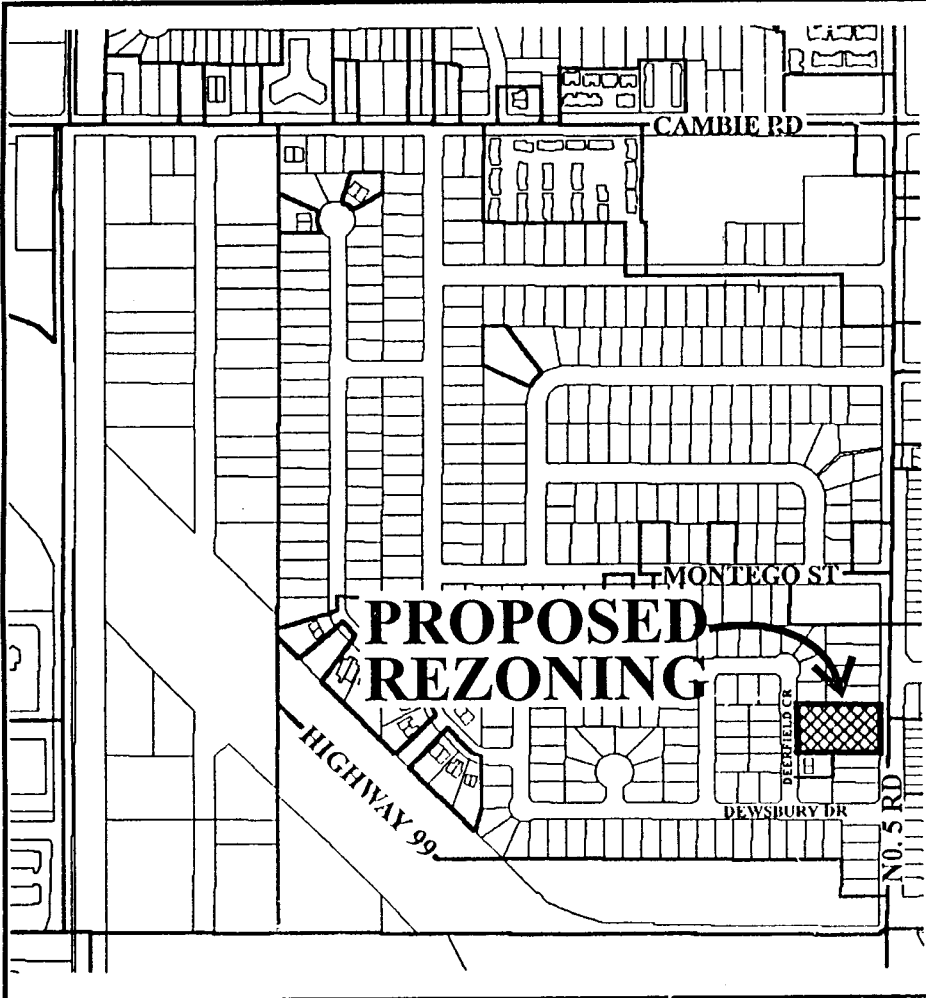
JMB:jmb

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

- Transportation and Highways approval required.
- Legal requirement, specifically, a covenant ensuring no vehicular access to No. 5 Road and a covenant requiring an additional parking space on each lot fronting Deerfield Crescent, accessed from the lane.
- Development requirements, specifically, prior to 4<sup>th</sup> reading of the rezoning application the following will be required:
  - dedicate a 6m lane running north-south through the property that will line up with the neighbouring property lines for a future lane;
  - enter into a Servicing Agreement to design and construct a 6m lane with drainage, curbs and lighting; and
  - provide a 6m wide right of way from lane to Deerfield Crescent.



# City of Richmond

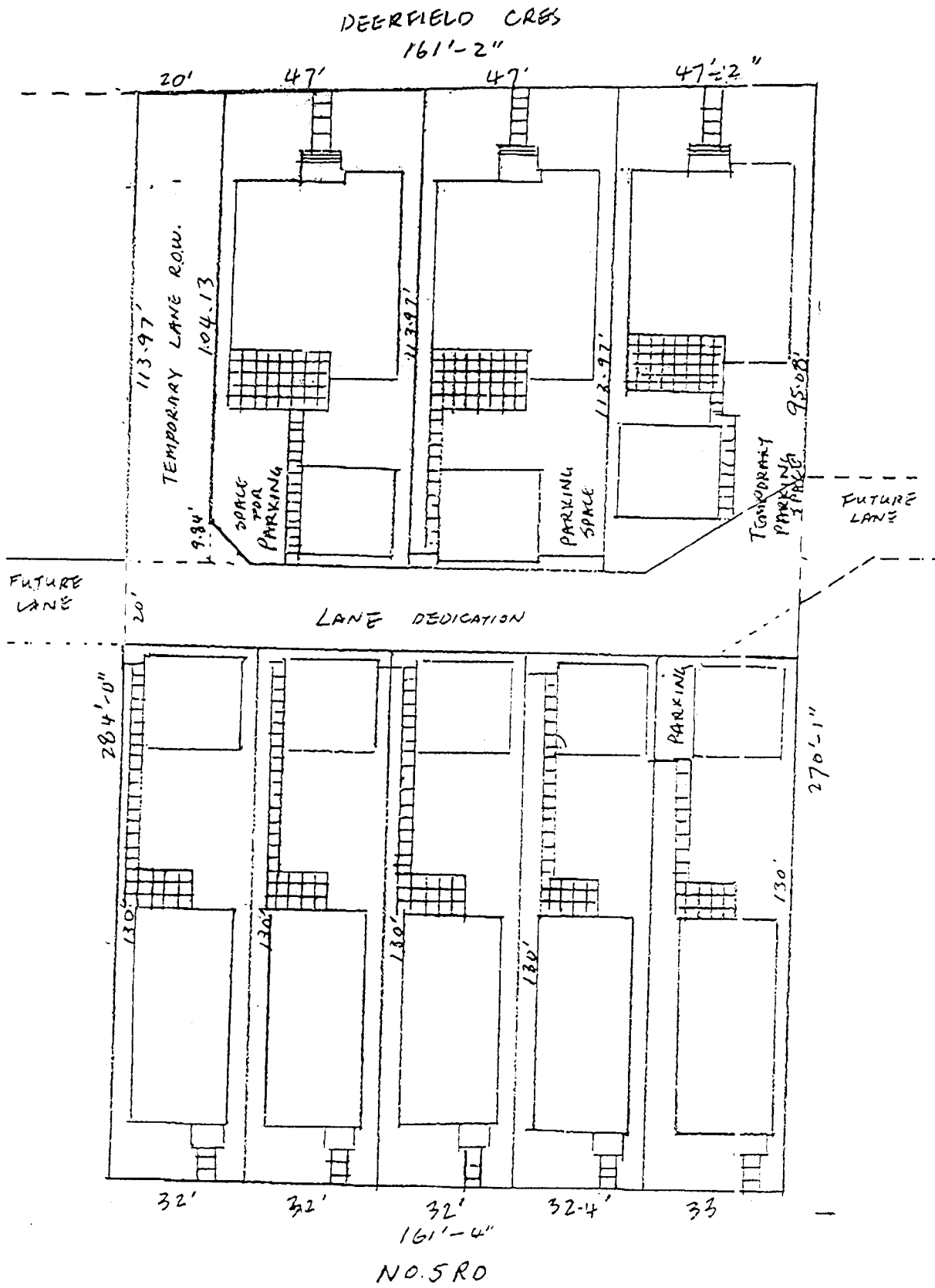


RZ 00-175758

Original Date: 06/30/00

Revision Date:

Note: Dimensions are in METRES







NO. 5 ROAD STREET ELEVATION



DEERFIELD CRES. STREET ELEVATION

Attachment 3

2008

December 8, 2000

tomizo yamamoto architect inc.  
 #101-277 Mountain Hwy., North Vancouver  
 B.C. V7J 3P2 Tel. 983-3350 Fax. 983-3312  
 E-mail : tyarch@ultranet.ca

SUBDIVISION DEVELOPMENT  
 4591 NO. 5 ROAD, RICHMOND, B.C.

(Manager, Dev. Apps)  
To: Joe Erceg for  
appropriate action



## DAVA DEVELOPMENTS LTD. 地華發展公司

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✓	JRM	
	DW	
	K	
	AS	
	ES	
	SF	

Note: Not forwarded to Council  
since it is a possible  
post-Public Hearing submission  
Dave Weber.

February 27, 2001

Dear Councillors:

Re : 4591 No.5 Road, Richmond

Copied & distr. B/L 7200

JRM Feb 28/01

I did not think that I needed to present such an analysis at the last Public Hearing. I was wrong. Please spend a few minutes of your time to finish reading this letter. It might give you a different perspective of this rezoning application and perhaps, others.

There are five main points to be discussed :

1. Affordability

Schedule A attached shows both the affordability of the house and the viability of the project based on the three different lot sizes.

Assumption : Build to the maximum. If we don't build to maximum, then the land use is not being optimum.

In terms of affordability, we can look at the column of total cost. The cost does not even include developer's profit. You can see that the affordability drops quickly from a 32'-lot to a 53.8'-lot house. Nowadays the most popular single family houses are those priced below \$350,000.

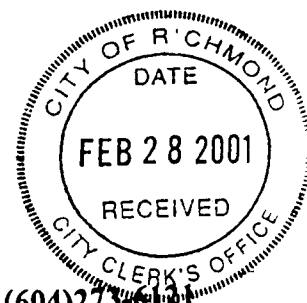
In terms of viability, you can compare the market price versus the total cost. The smallest house (32' lot) is the only viable one. As a matter of fact, just the market price of lots itself already renders the large-lot development inviable financially. Nobody wants to pay a lot of money to live on No.5 Road.

2. Development in Richmond

Development in Richmond has been lagging behind other municipalities in the lower mainland in recent years. I am sure you have noticed that from the DCC income which is probably on the low side now. Not allowing rezoning land to its proper use is really sending out the wrong messages to the development community. I have been away from developing in Richmond because it has not been viable to do so in the past few years. This time when I thought there was a small opportunity that things might work out, I got this nervousness from the council. There were always a few people who object to any increase in density in their neighbourhood. Should we keep Richmond from growing up because of that?

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P.1 of 3 pages



3. Traffic

As the staff report says the traffic increase of such a development is deemed insignificant. A few more cars in the morning and in the evening are not going to have any noticeable difference to the residents in the area.

After discussing with the traffic staff at the City Hall, we have addressed the problem of lane exit being too close to the north turning corner by relocating the exit to the south side as originally proposed.

4. Parking

People are always concerned with parking. Nobody wants to walk a few more feet even occasionally. We can solve this problem by imposing a covenant on each lot to having a third outside parking space at the backlane. It is possible in this case here. Also, the fact that not having a driveway on each of the three Deerfield lots there are actually three extra parking spaces in the front more than other houses in the area.

5. Backlane Policy

The backlane policy is really a commendable policy. It is a major step forward in urbanizing Richmond. However, to make it work other considerations have to be included. Do you think land owners or developers would give up 20 ft of their back land and pay to service the lane to allow access from the back if they are not compensated in other ways? Servicing the back lane is not cheap. In this case, it is \$100,000. In addition it takes a lot of time, money and energy to rezone, organize such an event.

Also, when a new backlane is initiated, situation where headlights of cars will be shining at somebody's backyard or event kitchen windows is inevitable. (i.e. if there is no fencing.)

6. Value

During the meeting when we met with the neighbours on R2 rezoning of this property, some neighbours are concerned about the devaluation of their land if their neighbouring properties are rezoned to R2. For R2 zoning that concern is debatable because of the Deerfield frontage but for our R1C/R1A zonings the end result is a definite upgrade to the neighbourhood. When you are in the Deerfield subdivision itself, you can now see new houses similar to the size of houses across the street. On No.5 Road you can also see new houses similar to houses across the street. Now all the large lots on No.5 Road can see their value going up because there is the possibility of rezoning their lots to smaller ones. Schedule B shows the street elevations of both the Deerfield and No.5 Road frontage. They are looking great!

In summary, I feel that a 5-lot subdivision with 32'-lot facing No.5 Road is appropriate in terms of compatibility to houses across the road, affordability and market need. It also promotes the backlane policy, and sends a welcome message to the development community after such a long down time. The problem of traffic and parking is not real and comparing that with other parts of Richmond this is heaven. To most of the area residents there this development will actually enhance the value of the neighbourhood.

Yours truly,  
Dava Developments Ltd.



David Chung  
President

Enc.  
DC:vy

SCHEDULE A

Frontage	Lot Size (sq.ft.)	House Size (sq.ft.)	Market Price of Lots	Building Cost Per House at \$70/s.f.	Total Cost Per House	Market House Price	Profit (Loss)	Saleability	Affordability
5 - 32'	32' x 130' = 4160	2288	5 x 115,000 = 575,000	160,000	275,000	310,000	35,000	Good	High
4 - 40'	40' x 130' = 5200	2860	4 x 130,000 = 520,000	200,000	330,000	330,000	0	Poor	Low
3 - 53.8'	53.8' x 130' = 6994	3846	3 x 150,000 = 450,000	269,000	419,000	390,000	(29,000)	Very Poor	Almost Impossible

Marie Murtagh  
4771 Dumont Street  
Richmond, B.C.  
V6X 2Z4

November 5/00

re: Rezoning application RZ00-175758

Dear Jenny Beran,

On November 1/00, a meeting was held at the Dava Development office with Mr. Chung and approximately 40 residents of the Deerfield, Dumont, Dewsbury and No. 5 Rd. area.

The meeting was held at the request of the residents to express concerns regarding the current rezoning application for 4591 No. 5 Rd.

The residents are vehemently opposed (mainly due to traffic concerns) to the proposal of having 16 Townhomes built on the property.

Mr. Chung also made the residents aware of the restrictions regarding vehicle access onto an arterial road: he indicated that no matter what form the redevelopment takes, vehicular access onto No. 5 Rd. would no longer be available and all vehicles would be entering and exiting onto Deerfield.

After much discussion, Mr. Chung noted the strong objections against his proposed rezoning application and stated that there would be "no townhouse development" taking place.

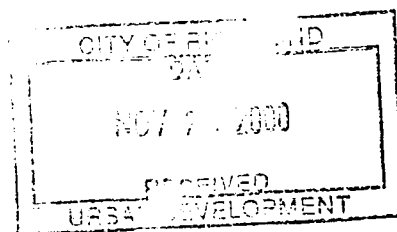
Mr. Chung further stated that he could develop 5 homes (3 homes facing No. 5 Rd. and 2 homes facing Deerfield) without any need to rezone.

Notwithstanding the afore mentioned, Mr. Chung has indicated that he will now be proceeding with a new rezoning application that would permit him to build 8 homes (5 facing No. 5 Rd. and 3 homes facing Deerfield).

The residents now await the new rezoning application.

Respectfully submitted,

*M. Murtagh*  
Marie Murtagh





**DAVA DEVELOPMENTS LTD. 地華發展公司**

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November 7, 2000

Jenny Beran  
Planner, Urban Development  
City of Richmond  
6911 No.3 Road  
Richmond, B.C. V6Y 2C1

Dear Ms. Beran :

Re : Rezoning application at 4591 No. 5 Road  
File no. RZ00-175758

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After the neighbourhood meeting on Wednesday evening, Nov. 1, 2000 held at my office, I am submitting a change to the original application. The change will be from R1/E to R1/A and R1/C instead of to R2.

There were about 20 families attending the meeting. Most of them objected to having 16 townhouses on the site. The two major reasons for the objection are (1) devaluation and (2) increase in traffic in the subdivision. I don't think they believe me when I say the former is not necessarily true and the latter is quite insignificant. I proposed to them that I would change my application of rezoning from R1/E to R1/A and R1/C instead. Most of them seemed satisfied with single-family lots although I felt that there were still a few who wanted as few number of lots created there as possible. The attendees were told about the back lane required by the city and also possible different consideration for lots fronting arterial roads. The meeting lasted about one hour.

Please consider this letter as the official application for the change of rezoning. For any further questions, please contact the writer at 671-2871.

Yours truly,

David Chung  
President

DC:vy

SCHEDULE 6 TO THE MINUTES OF  
REGULAR MEETING FOR  
PUBLIC HEARINGS HELD ON  
FEBRUARY 19, 2001.

Public Hearing, Feb 19, 2001  
Item 3  
(Bylaw 7200)

4520 Deerfield Crescent  
Richmond, B.C. V6X 2Y6

February 12th, 2001

		INT
	JRM	
✓	CW	
	KY	
	AS	
	DB	
	SF	

B/L 7200

**ACTING CITY CLERK**

City Clerk's Office  
Richmond City Hall  
6911 No. 3 Road  
Richmond, B.C.  
V6Y 2C1

RE: A. Proposed Single Family Lot Size Policy  
B. Zoning Amendment ByLaw (RZ 00-175758)

Dear Sirs:

I oppose the proposed changes to the By Laws.

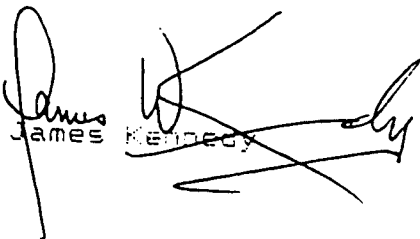
NOT MENTIONED IN YOUR PROPOSAL: I understand access driveways off No. 5 Road will not be allowed. That it is proposed a 20' lane with entrance from Deerfield Crescent will be the only vehicle access to these properties. No. 5 Road prohibits parking weekdays 9AM - 6PM. Not everyone works only weekdays between these times.

NO PROVISION HAS BEEN MADE FOR PARKING. Most home owners use their garages for storage and are lucky if able to park one car. Where will homeowners and visitors park their vehicles?

If City Hall does not want driveway access on No. 5 Road, then City Hall should provide an adjacent street, not a 20' lane with no parking.

This proposal will only benefit one person - the developer. Over fifty neighbours unanimously opposed his plans at his information meeting held on November 1st. On No. 5 Road property owners are not in favour. Looking at "subject site" plan - only six other lots could be developed in the same manner - and most have almost new homes. Proposal is to build only TWO extra houses but the neighbourhood will forever be changed.

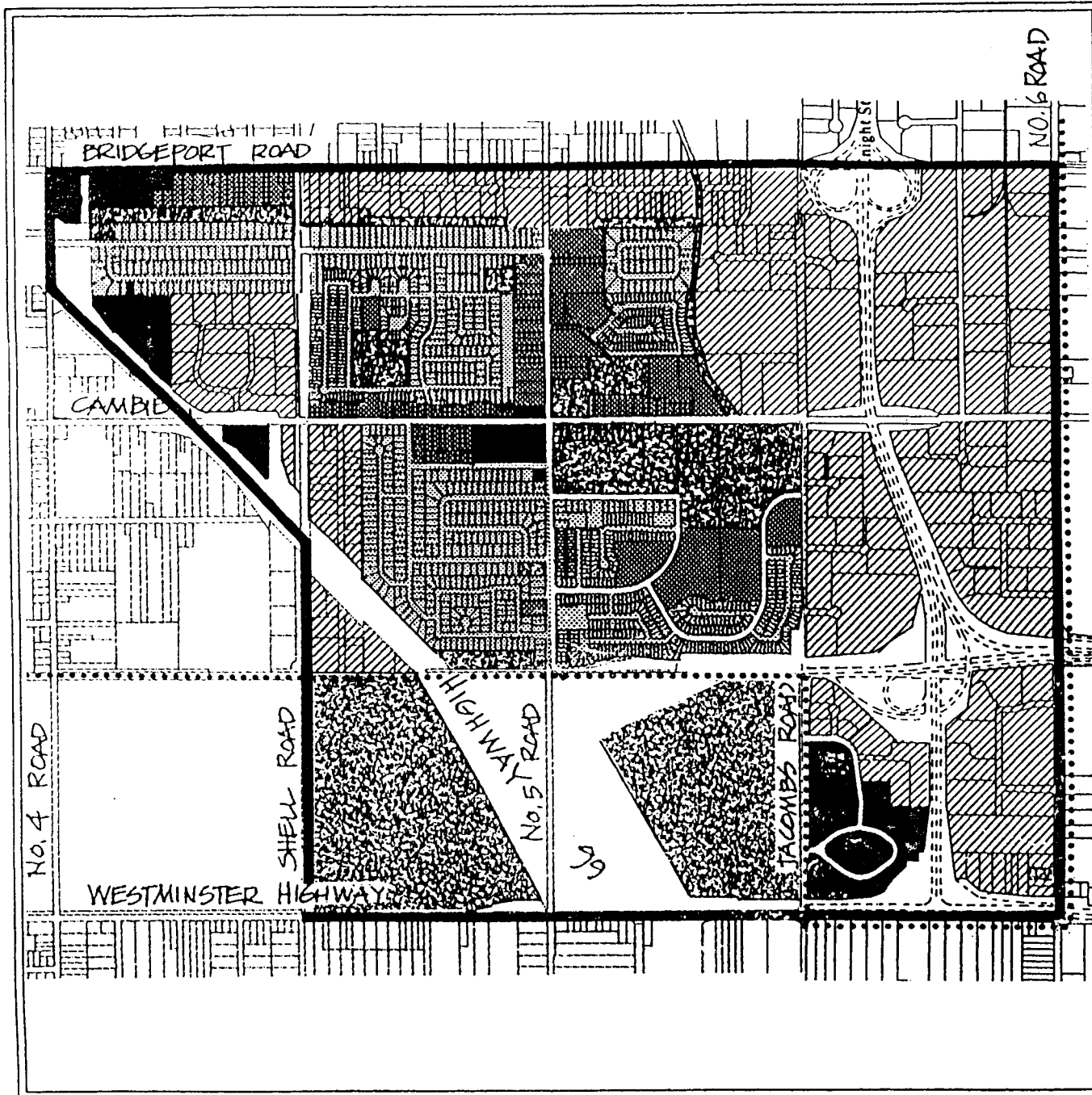
Yours truly

  
James Kennedy










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# Attachment 1

## Land Use

-  Residential
-  Residential (Single Family Only)
-  Commercial
-  Industrial
-  School/Park, Institutional
-  Agricultural Land Reserve Boundary
-  Area Boundary



Original Adoption: March 15, 1999

**CITY OF RICHMOND  
 BYLAW 7200  
 RICHMOND ZONING AND DEVELOPMENT BYLAW 5300  
 AMENDMENT BYLAW 7200 (RZ 00-175758)  
 4591 NO. 5 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 Lot 49 Except: Part Subdivided By Plan 61127, Section 36 Block 5 North Range 6 West New Westminster District Plan 30184 (P.I.D.: 004-065-425) and by designating "Part A" **SINGLE-FAMILY HOUSING DISTRICT, SUBDIVISION AREA C (R1/C)** and "Part B" **SINGLE-FAMILY HOUSING DISTRICT, SUBDIVISION AREA A (R1/A)** as shown on the attached map.
  
2. This Bylaw may be cited as "**Richmond Zoning and Development Bylaw 5300, Amendment Bylaw 7200**".

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

MINISTRY OF TRANSPORTATION AND  
 HIGHWAYS APPROVAL

OTHER REQUIREMENTS SATISFIED

ADOPTED

. JAN 22 2001

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

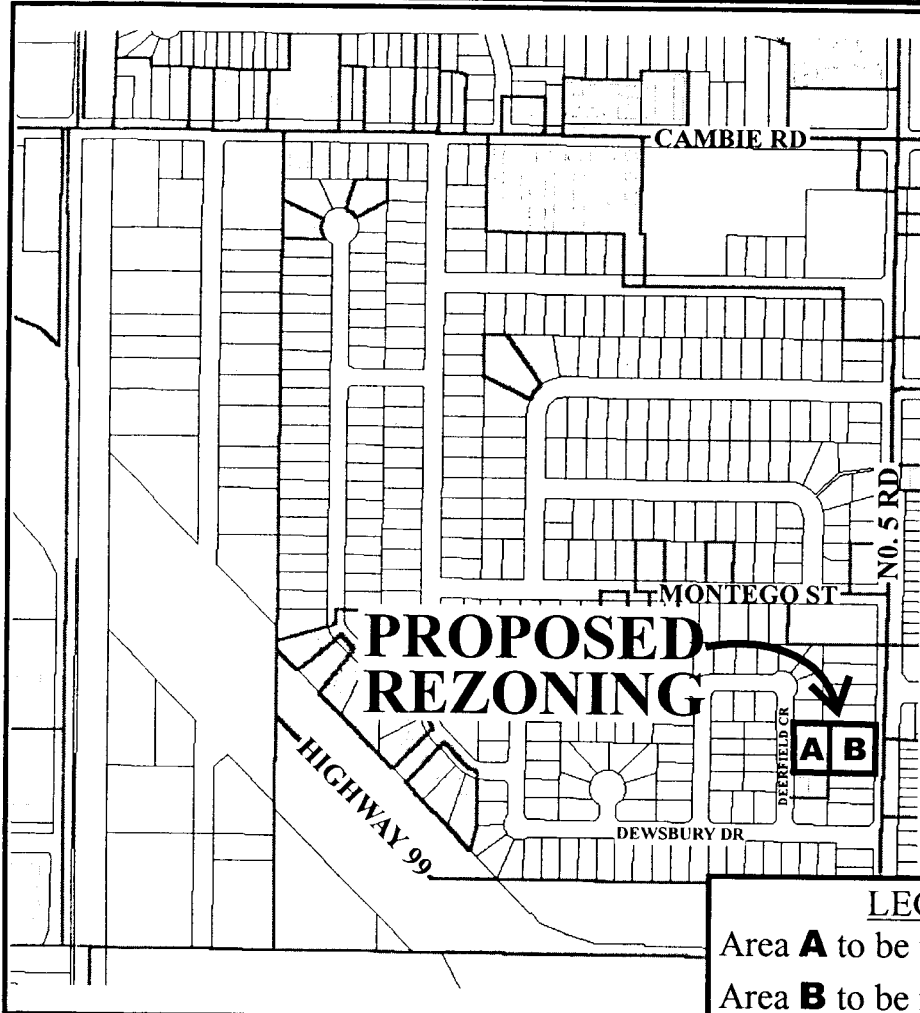
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 MAYOR

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



# City of Richmond

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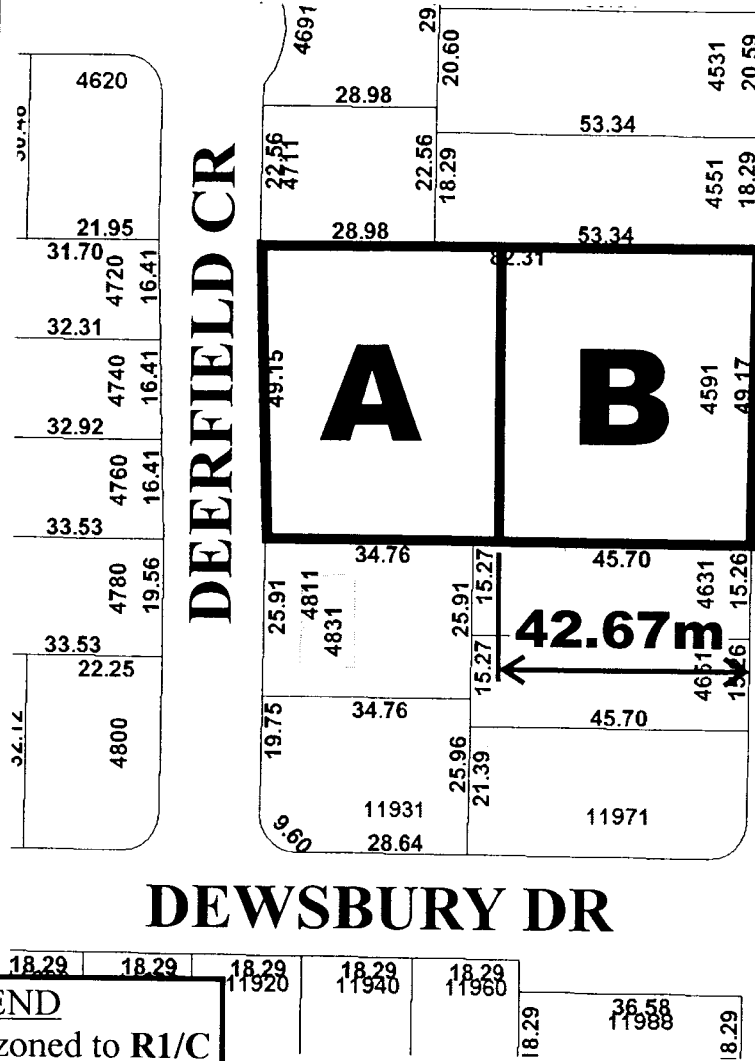


**PROPOSED  
REZONING**

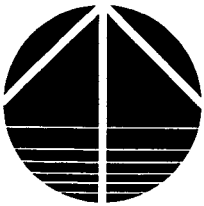
**A B**

**LEGEND**

- Area **A** to be rezoned to R1/C
- Area **B** to be rezoned to R1/A



**NO. 5 RD**



## RZ 00-175758

Original Date: 06/30/00

Revision Date: 12/28/00

Note: Dimensions are in METRES