



City of Richmond
Planning and Development Department

Memorandum

To Development Permit Panel - June 28/06

To: Development Permit Panel **Date:** June 19, 2006
From: Jean Lamontagne **File:** DP 05-306362
Director of Development
Re: **Application by – G.A. Construction Ltd. for Development Permit at
6551 No. 4 Road (referral from Development Permit Panel Meeting of
June 14, 2006)**

The Development Permit (report from the Director of Development dated May 17, 2006 attached) regarding the above was presented to the Development Permit Panel for consideration at their meeting held on June 14, 2006.

At the June 14, 2006 Development Permit Panel Meeting it was moved and seconded:

That Development Permit DP 05-306362 be referred back to staff to:

- a) Meet with the applicant to ensure the City's two trees to replace one tree policy is upheld; and***
- b) to investigate if a significant hedge can be placed along the north side of the property; and***
- c) refer Development Permit DP 05-306362 to the June 28, 2006 Development Permit Panel.***

The applicant has agreed to supply and install a Cedar hedge against the fence along the north property line as per the request of the Panel.

The applicant has agreed to supply and install replacement trees as per the Official Community Plan (OCP) Policy. The applicant's arborist is developing the strategy and will have a detailed presentation for the Panel at the June 28, 2006 Development Permit Panel Meeting.

Staff recommend that the Development Permit be issued.

Jean Lamontagne
for Jean Lamontagne
Director of Development

WC/GL:blg
Att.



City of Richmond
Planning & Development

**Report to
Development Permit Panel**

To: Development Permit Panel
From: Jean Lamontagne
Director of Development

To Development Permit Panel - June 28 /06

To Developed Permit Panel - June 14, 2006
Date: May 17, 2006

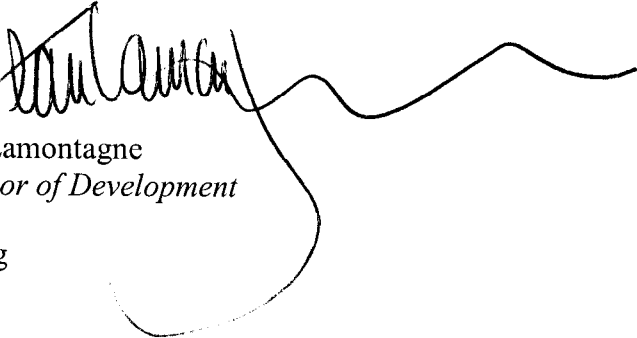
File: DP 05-306362

Re: Application by G. A. Construction Ltd. for a Development Permit at
6551 No. 4 Road

Staff Recommendation

That a Development Permit be issued which would:

1. Permit the construction of 12 townhouse units at 6551 No. 4 Road on a site zoned Comprehensive Development District (CD/155); and
2. Vary the provisions of the Zoning and Development Bylaw No. 5300 to:
 - a) Reduce the north side yard setback from 3 m to 2 m to accommodate portions of the building;
 - b) Reduce the south side yard setback from 3 m to 2 m to accommodate portions of the building;


Jean Lamontagne
Director of Development

GL:blg
Att. 3

Staff Report

Origin

G. A. construction Ltd. has applied to the City of Richmond for permission to develop a 12-unit townhouse project at 6551 No. 4 Road (**Attachment 1**). The site is currently an undeveloped and vacant lot.

The site was rezoned from Single-Family Housing District, Subdivision Area F (R1/F) to Comprehensive Development District (CD/155) for this project under Bylaw 7865.

Development Information

Please refer to attached Development Application Data Sheet (**Attachment 2**) for a comparison of the proposed development data with the relevant Bylaw requirements.

Background

Development surrounding the subject site is as follows:

- To the North:** Single-family residential properties zoned Single-Family Housing District, Subdivision Area F (R1/F);
- To the East:** Single-family residential on approximately ½ acre lots within the Agricultural Land Reserve (ALR) and zoned Agricultural District (AG1);
- To the South:** One single-family residential lot immediately beside the subject property with the, school access/driveway adjacent followed by a row of single-family residential properties fronting No. 4 Road (zoned Single-Family Housing District, Subdivision Area F (R1/F)); and
- To the West:** McNeil Secondary School partially fronting No. 4 Road, zoned School & Public Use District

Rezoning and Public Hearing Results

During the rezoning process, staff identified the following design issues to be resolved at the Development Permit stage:

- 1) A possible variance is proposed in order to enable 2 m side yard setbacks. These reduced setbacks can be considered as it abuts the adjacent properties in locations where no buildings are situated; however, future review will be undertaken at the Development Permit stage to evaluate this reduced setback in the context of the detailed design.

Additional detailing has been applied to the north and south building elevations facing adjacent properties to mitigate the impact of a closer building face. A combination of existing contextual conditions and design considerations serve to minimize the impacts of the proposed reductions in the side yard setbacks.

- 2) Outdoor amenity space has been provided in a central location on the site. Further refinement of this space will be required at the Development Permit stage.

An amenity area that accommodates children's play with an adjoining seating area has been provided in a central location.

The Public Hearing for the rezoning of this site was held on March 21, 2005. At the Public Hearing, the following concerns about rezoning the property were expressed:

Direction was given that staff (staff comments in ***bold italics***):

- 1) Review the success of the amenity space policy in terms of the use of the space and the use of the funds collected in lieu of providing indoor amenity space. During the discussion, the need for recreational facilities and meeting spaces was noted, and it was questioned whether developments could consolidate their indoor amenity space needs and create a common amenity space. It was suggested that staff look at the Brighthouse Park facility as a model and the possibilities of similar facilities on School and Park Use (SPU) zoned property.

Staff has been consistent in applying the Indoor Amenity Space requirements and guidelines as set out in Sections 9.3.9 and 9.3.9A of the Official Community Plan.

The Parks & Recreation Cultural Services Department is currently developing a City Centre Amenities Strategy in conjunction with the City Centre Area Plan update. The Amenities Strategy will include the type and amount of both indoor and outdoor amenities required in this area. Funds collected through the cash-in-lieu program for indoor amenity space may be considered as a possible funding source for identified needs.

- 2) Make a note for 9820 Alberta Road regarding similar consideration for a side yard setback variance.

Staff will make note within this report that the proposed variances for this application are being considered as the side yard reductions are mitigated through building articulation, reduced massing along the interface and landscaping. The applicant has stepped down the massing of the proposed development to a two-storey form along the length of both side yard adjacencies to interface with existing single-family residences. Should a side yard variance be sought for 9820 Alberta Road as part of a rezoning or Development Permit application in the future, the proposed variance would have to be considered and assessed within similar parameters.

Staff Comments

The proposed scheme attached to this report has satisfactorily addressed the significant urban design issues and other staff comments identified as part of the review of the subject Development Permit application. In addition, it complies with the intent of the applicable sections of the Official Community Plan (OCP) and is generally in compliance with the "Comprehensive Development District" (CD/155) except for the zoning variances noted below.

Zoning Compliance/Variances (staff comments in *bold***)**

The applicant requests to vary the provisions of the Zoning and Development Bylaw No. 5300 to:

- 1) Reduce the north side yard setback from 3 m to 2 m to accommodate portions of the building;
- 2) Reduce the south side yard setback from 3 m to 2 m to accommodate portions of the building;

The McLennan North Sub-Area Plan allows for variation in setbacks in lower density multi-family areas that are adjacent to the community park/school site provided significant

tree planting and areas of lawn, ground cover, shrubs, annual plantings are provided to convey a less formal character, enhance views and soften the transition between public space and adjacent residential uses. The landscape plan for this development meets with the overall intent and objectives of the McLennan North Sub Area Plan.

Staff supports the proposed variances given that the impact of the reduced side yard setbacks are on adjacent properties are minimised and mitigated through building articulation, reduction of building massing and landscaping.

Advisory Design Panel Comments

The Advisory Design Panel supported the project and changes have been incorporated in response to comments made by Panel members. A copy of the relevant excerpt from the Advisory Design Panel Minutes from November 23, 2005 is attached for reference (**Attachment 3**). The design response from the applicant has been included immediately following the specific Design Panel comments and is identified in '***bold italics***'.

Analysis

Conditions of Adjacency

- The subject site is situated between two (2) single-family properties to the south and north. The project backs onto the McNeil school grounds. The buildings step down from 2 ½ storeys to 2 storeys adjacent to the single-family parcels, reducing the bulk to these adjacencies.
- In terms of massing and building setbacks, the project sensitively responds to the context of adjacent residences. The project is separated from the adjacent properties by a 0.9 m wood fence within the front yard setback and 1.8 m thereafter around the perimeter of the property. A trellis feature at both ends of the internal driveway punctuates the fence.
- Units adjacent to the school site to the west overlook onto the parking lot, providing surveillance opportunities over the school site. A landscaping strip exists on the school site at this boundary that should provide some buffering to the proposed private amenity spaces as well as the outdoor amenity space.

Urban Design and Site Planning

- The units that front No. 4 Road have front doors oriented to the street. The public and semi-private space environments are separated by a low, gated picket fence. Together with the general architectural detailing, façade articulation and building massing, these elements create a gentle rhythm and contribute to the quality of the streetscape. This is particularly important in view of the foot traffic that will be generated by the adjacent school and the subsequent need to provide a texture and scale that will engage the pedestrian and contribute to a sense of neighbourhood.
- The asphalt on the internal driveway is broken up by the generous use of permeable concrete pavers set in a concrete band. Together with the soft landscape elements and façade articulation the internal drive aisle space is softened.
- A total of 24 resident parking stalls are provided (4 spaces are in a tandem arrangement). Three (3) visitor stalls are strategically located on the site. One (1) accessible stall has been provided.
- Given the size of the proposed development, blue carts will be required rather than blue boxes. As shown on Plan L1, the garbage and recycling collection areas have been assembled together in a gated cedar enclosure with a trellised roof on the south side of the

entry driveway. Further screening has been provided through landscaping measures such as plantings and trees.

- Mailboxes have been incorporated within the entry area to the amenity space, providing additional focus to the amenity area and a mutual benefit for natural surveillance. Natural surveillance of the mailbox structure is provided by over looking windows on the adjacent buildings.
- An outdoor play area is provided in a centrally located area within the project.
- A cross-access agreement will be required in order to minimize the number of driveways accessing No. 4 Road.
- The internal drive aisle has been re-configured to ensure that an SU-9 vehicle can be accommodated within and through the development.
- All units will have universal accessibility measures including, but not limited to, installation of lever handles, and wood blocking or backing boards to accommodate grab bars to be installed in all baths.

Architectural Form and Character

- The architectural style of the two (2) building blocks fronting No. 4 Road ('A' and 'C' units) mimics large estate style residences, and together with the stepping back of the third floor hip and hip/gable roof forms, responds to the adjacent single-family residences.
- To mitigate the strong presence of garage doors at the grade level facing the drive aisle, vision-lights have been incorporated along the top rail along the entire width of the garage doors, adding some visual permeability. In addition, the two (2) entry doors that face the drive aisles will be punctuated through the use of contrasting colour and landscaping will be provided at these entries for visual relief and to draw some emphasis away from the garage doors.
- The buildings are well articulated and together with the colour and materials palette generate visual interest. (e.g. cladding includes wood grain vinyl siding; 3 in. and 5 in. face and wood shake appearance, painted wood shingles, hardiplank, painted rake boards and gable frame).
- The narrowness of the space between the internal building faces is somewhat mitigated by the significant articulation of the building wall on the 'C' units (on the internal drive aisle).
- Entry gates combined with a trellis/arbour feature has been provided to punctuate the entrance points, providing visual relief, integrating some human elements to the internal driveway elevation, and adding visual cues to inform of the front door location. These features incorporate materials and design that echo the ancillary enclosure and trellis structures at the road termini.
- An accessible unit conversion plan for the two 'B' units has been provided.

Landscape Design and Open Space Design

- The site was cleared in April/May of 2005, prior to the City's adoption of the Interim Tree Protection Bylaw. As such, no tree survey was acquired for the site prior to its clearance, however, special attention was paid to providing a high quality of landscaping and a generous amount of trees.
- A total of 33 trees are proposed for the site, consisting of 12 - 8 cm calliper trees, 21 trees with a height range of 2 m to 3 m. 101 - 1.25 m high cedars and 448 shrubs are also included with the landscaping proposal for this site.
- The amenity area has been designed for convenience, safety and accessibility for building occupants and includes children's play equipment.

- Attention has been paid to the elevations directly adjacent to the amenity area, providing additional fenestration and articulation to maximize natural surveillance and overall enjoyment.
- The use of permeable paving over the accessible space and walkway provides a visual extension of the amenity area when the parking area is not in use.
- A landscaped seating area has been provided adjacent to the play space.
- A combination of hard and soft surfacing assists in delineating areas for active and passive use within the amenity space, and provides layers of visual interest throughout the site.
- Private amenity spaces fronting the development are well landscaped and provide an effective visual buffer to the Agricultural Land Reserve (ALR) across No. 4 Road.

Crime Prevention Through Environmental Design

- Overall, the project design responds effectively to the principles of CPTED, particularly in regard to site design, landscape design, and fenestration.
- The actual and perceived level of natural surveillance of the play area has been addressed by additional and larger windows along the elevations fronting the amenity space.
- Photo cell/motion detector lighting has been provided at main entries, patio entries and garage doors. In addition, photo cell/motion sensitive lighting has been provided at all three (3) visitor parking stalls, along the elevations fronting the outdoor amenity space and along the entry portion of the drive aisle without garage or door entries.

Servicing Capacity Analysis

- A servicing analysis was conducted by the applicant. The Engineering Department has accepted the findings of the consultant's report and no upgrades are required.

Conclusions

The applicant has satisfactorily addressed issues that were identified through the rezoning process, as well as staff and the Advisory Design Panel's comments regarding issues of adjacency, site planning and urban design, architectural form and character, and landscape design. The list of Development Permit conditions is included as **Attachment 4**. The developer has indicated agreement to these conditions by signature. In recognition of the importance of the affordable housing issue in Richmond, the developer is volunteering a contribution of \$12,527.40 towards the City's affordable housing statutory reserve.

The applicant has presented a development that responds sensitively to adjacent housing forms and fits well within the existing neighbourhood context. Therefore, staff recommend support of this Development Permit application.



Grace G. Lui, M.U.R.P.
Planner
(Local 4108)

GL:blg

The following conditions are required to be met prior to forwarding this application to Council for approval:

- Payment of cash in-lieu of on-site indoor amenity space in the amount of \$12,000;
- Receipt of a Letter-of-Credit for landscaping in the amount of \$41,758 (based on total floor area of 41,758 ft²);
- Cash contribution of \$12,527.40 towards the City of Richmond's affordable housing statutory reserve; and
- Registration of a cross-access agreement over the internal drive aisle to ensure vehicle access is provided for the benefit of future development at 6571 No. 4 Road. This document is to be prepared by the applicant's lawyer with a draft copy being provided to the City for review and approval prior to registration.
- Registration of a restrictive covenant to prohibit conversion of the tandem parking garage area into habitable space.

The following conditions are required to be met prior to future Building Permit issuance:

- Submission and approval of a Construction Traffic Management Plan (<http://www.richmond.ca/services/ttp/special.htm>);
- Incorporation of accessibility measures into the Building Permit drawing; including the use of lever hardware and blocking inside of the walls in all washrooms in all units to facilitate future potential installation of grab bars/handrails; and
- Execution of a Servicing Agreement for design and construction of frontage improvements as stipulated by the City. Works include, but are not limited to: peat removal, creation of a 1.5 m grass and treed boulevard, including 7 cm calliper Littleleaf Lindens, and a new 1.5 m concrete sidewalk at the new property line. Works are at developers' sole cost with no applicable credits.



City of Richmond

6911 No. 3 Road
Richmond, BC V6Y 2C1
(604) 276-4000

Development Application Data Sheet Development Applications Department

DP 05-306362

Attachment 2

Address: 6551 No. 4 Road

Applicant: G.A. Construction Ltd.

Owner: G.A. Construction Ltd

Planning Area(s): City Centre, McLennan North Sub-Area

Floor Area Gross: 1939.66 m²

Floor Area Net: 1,450.73 m²

	Existing	Proposed
Site Area:	2268 m ²	2268 m ²
Land Uses:	Vacant	12 townhouse units
OCP Designation:	McLennan North, Residential Area 3	No change
Zoning:	Comprehensive Development District (CD/155)	Comprehensive Development District (CD/155)
Number of Units:	Ø	12

	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	0.65	0.65	none permitted
Lot Coverage:	Max. 40%	40%	none
Setback – Front Yard:	Min. 6.0 m	6.0 m	none
Setback – North Side Yard:	Min. 3.0 m	2.0 m	1.0 m
Setback – South Side Yard:	Min. 3.0 m	2.0 m	1.0 m
Setback – Rear Yard:	Min. 3.0 m	3.0 m	none
Height (m):	Max. 12.0 m & 3 storeys	10.0 m & 3 storeys	none
Lot Size:	1011.7 m ²	2268 m ²	none
Off-street Parking Spaces – Resident (R)/ Visitor (V):	1.5 spaces/ unit (R) = 18 0.2 spaces/ unit (V) = 3	2 spaces/ unit (R) = 24 0.2 spaces/ unit (V) = 3	none
Off-street Parking Spaces – Accessible:	1	1	none
Total off-street Spaces:	21	27	none
Tandem Parking Spaces	Permitted	4	none
Amenity Space – Indoor:	Min. 70 m ²	cash-in-lieu	none
Amenity Space – Outdoor:	Min. 6.0 m ² / unit (72 m ² total)	72 m ²	none

Excerpt from the Minutes from
The Design Panel Meeting

Wednesday, November 23, 2005 – 4:00 p.m.
Rm. M.1.003
Richmond City Hall

Attendance:

Members: Mr. Al Tanzer, Chair
Mr. Jim Carter Huffman
Mr. Greg Andrews
Mr. Jerry Doll
Mr. Arlen Johnson
Mr. Joe Fry
Mr. David Kirsop
Mr. Dana Westermarck
Const. Jack Harrison

Staff: Ms. Cecilia Achiam
Mr. Ross Blackwell

Recording
Secretary: Desiree Wong

The meeting was called to order at 4:00 p.m.

...2. Townhouses
Tomizo Yamamoto, Architect
6551 No. 4 Road
(Formal)

DP 05-30636

Ross Blackwell, Planner, reviewed the staff comments provided for the project, □(Schedule 1).

Mr. Tom Yamamoto, Architect, with the aid of a model and artist's renderings, described the project.

General questions put forth by the Panel included:

Why was there such a wide drive aisle at the entrance. **A 20' deep, 7.6m drive aisle to hold cars (3 deep) was requested by Transportation Staff because No. 4 Road was busy.**

Was their signage on site?: **Signage was at the entrance.**

Why was the garbage area not enclosed? **The paved area was for collection only.** It needs decoration and should be tied in with pavers or enclosed – possibly with lattices.

The comments of the Panel were as follows:

Likes the accessible unit. However the elevator was not in an ideal location since the entrance/exit was in the master bedroom on the second floor. Could this be placed in a more common area.

Accessible unit is revised and the chair lift location is moved to corridor side.

The play area was too close to entrances.

There is no large scale toy structure in the play area and spring toy meets the requirements for space.

There was a lack of natural surveillance to entrances. Views are blocked, entrances are hidden. Otherwise looks good.

Window area is maximized on each side of the entry way to maximize the surveillance.

The scheme was well laid out. Instead of a spring toy in the amenity area – could there be less noisy equipment. Garbage collection at intersection – combine with mailbox – too close to unit entrance – pull back from entrance – needs some work to tidy up the area.

The spring toy is the smallest play equipment which fits into the amenity area.

Garbage collection area is provided at the central location.

Echo previous comments. Was there a need for children's play area since this project was near to an elementary school.

Spring toy is suggested to be provided.

Side entrances hidden – surveillance could be handled from the units themselves by adding corner windows – particularly in units where entrances were on the sides and perimeter units.

Window area is maximized on each side of the entry way to maximize the surveillance.

Buildings look good on site plan. This project was near to an elementary school with play equipment. The amenity play area provided was inadequate. Get rid of the area and redistribute buildings – the wider spacing should alleviate surveillance issues. Driveways were too wide – maneuvering areas could be accomplished by compressing area by 6' – this would open up the backyards. Did not agree with wide drive aisle.

Driveway is standard 6m wide except the entry from No.4 Road.

Reason is described in the previous comment.

Later, SU-9 vehicle and fire engine access are requested by Fire Department and city planner and it is provided.

Agree with previous comments. Streetscape – would encourage planting street trees – 5' wide boulevard with street trees. Remove amenity space – was there any way to create gated access to McNeil Park.

McNeil Park access is near the site and a new access path may not be used.

If play area was eliminated a sitting area could be created by mail boxes – tie in with mail box with garbage/recycling enclosures.

Mailbox area is provided at the entry area for the amenity space. Suggested by a City planner.

Masa Ito, Landscape Architect, advised that he appreciated comments concerning the amenity space. He stated that the project had to comply with the city's design guidelines and provide an amenity space no matter how small the project. He advised that he would look at other alternatives for this area.

He was advised to follow up the suggestion of a gated access to the park with the Planning Department.

Staff were also advised that the Advisory Design Panel recommends reconsidering requests for amenity spaces in developments as small as this one.

The development is inaccessible and there are no adaptable units. Disappointed that there was no attempt made. Although there are no accessible liveable units at ground level, the units could be made more adaptable – difficult but not impossible.

Accessible unit conversion option is provided and one accessible parking space is also provided.

Chair, on behalf of Panel commended the landscape architect on the well produced landscape plans.

Discussion then ensued that resulted in the following motion:

It was moved and seconded

That DP 05-306362 go forward with the support of the Panel.

CARRIED

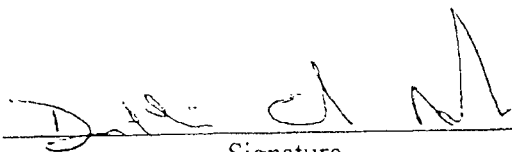
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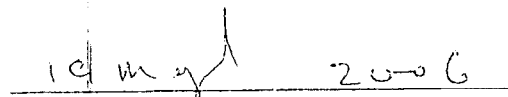
Conditional Development Permit Requirements

6551 No. 4 Road
DP 05-306362

Prior to forwarding this application to Council for Development Permit approval, the developer is required to complete the following requirements:

1. Payment of cash in-lieu of on-site indoor amenity space in the amount of \$12,000.00; and
2. Receipt of a Letter-of-Credit for landscaping in the amount of \$41,758.00 (based on total floor area of 41,758 ft²); and
3. Cash contribution of \$12,527.40 towards the City of Richmond's affordable housing statutory reserve; and
4. Registration of a cross-access agreement over the internal drive aisle to ensure vehicle access is provided for the benefit of future development at 6571 No. 4 Road. This document is to be prepared by the applicant's lawyer with a draft copy being provided to the City for review and approval prior to registration.
5. Registration of a restrictive covenant to prohibit conversion of the tandem parking garage area into habitable space.


Signature


Date


PRINT NAME

1887902



City of Richmond
Planning & Development

Development Permit

No. DP 05-306362

To the Holder: G. A. CONSTRUCTION LTD.

Property Address: 6551 NO. 4 ROAD

Address: C/O TOMIZO YAMAMOTO ARCHITECT INC.
2386 OAK STREET
VANCOUVER, BC V6H 4J1

1. This Development Permit is issued subject to compliance with all of the Bylaws of the City applicable thereto, except as specifically varied or supplemented by this Permit.
2. This Development Permit applies to and only to those lands shown cross-hatched on the attached Schedule "A" and any and all buildings, structures and other development thereon.
3. The "Richmond Zoning and Development Bylaw No. 5300" is hereby varied to:
 - a) Reduce the north side yard setback from 3 m to 2 m to accommodate portions of the building;
 - b) Reduce the south side yard setback from 3 m to 2 m to accommodate portions of the building.
4. Subject to Section 692 of the Local Government Act, R.S.B.C.: buildings and structures; off-street parking and loading facilities; roads and parking areas; and landscaping and screening shall be constructed generally in accordance with Plans #1 to #7 attached hereto.
5. Sanitary sewers, water, drainage, highways, street lighting, underground wiring, and sidewalks, shall be provided as required.
6. As a condition of the issuance of this Permit, the City is holding the security in the amount of \$41,758.00 to ensure that development is carried out in accordance with the terms and conditions of this Permit. Should any interest be earned upon the security, it shall accrue to the Holder if the security is returned. The condition of the posting of the security is that should the Holder fail to carry out the development hereby authorized, according to the terms and conditions of this Permit within the time provided, the City may use the security to carry out the work by its servants, agents or contractors, and any surplus shall be paid over to the Holder. Should the Holder carry out the development permitted by this permit within the time set out herein, the security shall be returned to the Holder. The City may retain the security for up to one year after inspection of the completed landscaping in order to ensure that plant material has survived.

Development Permit

No. DP 05-306362

To the Holder: G. A. CONSTRUCTION LTD.

Property Address: 6551 NO. 4 ROAD

Address: C/O TOMIZO YAMAMOTO ARCHITECT INC.
2386 OAK STREET
VANCOUVER, BC V6H 4J1

7. If the Holder does not commence the construction permitted by this Permit within 24 months of the date of this Permit, this Permit shall lapse and the security shall be returned in full.
8. The land described herein shall be developed generally in accordance with the terms and conditions and provisions of this Permit and any plans and specifications attached to this Permit which shall form a part hereof.

This Permit is not a Building Permit.

AUTHORIZING RESOLUTION NO.
DAY OF , .

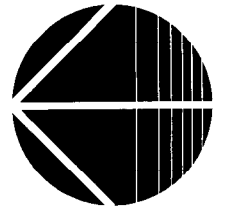
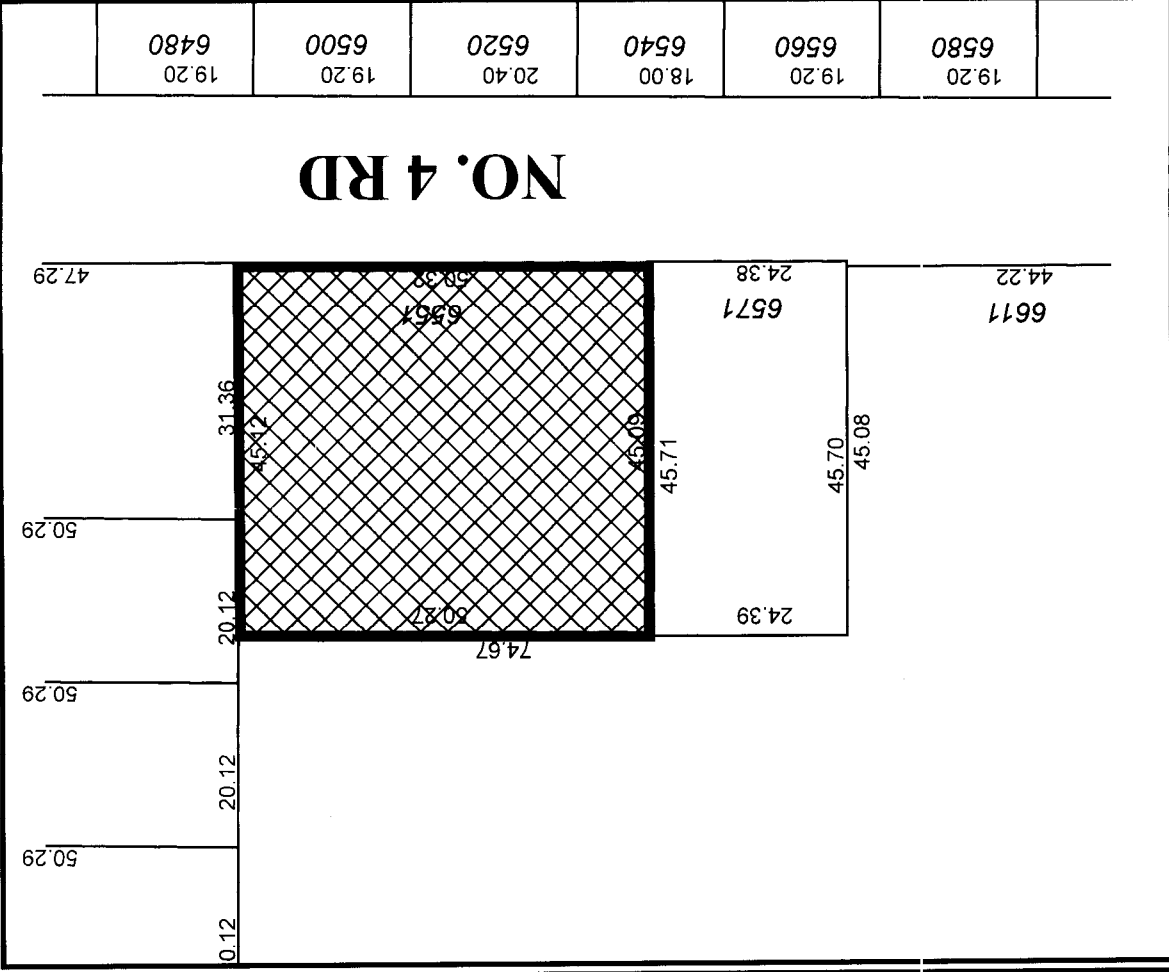
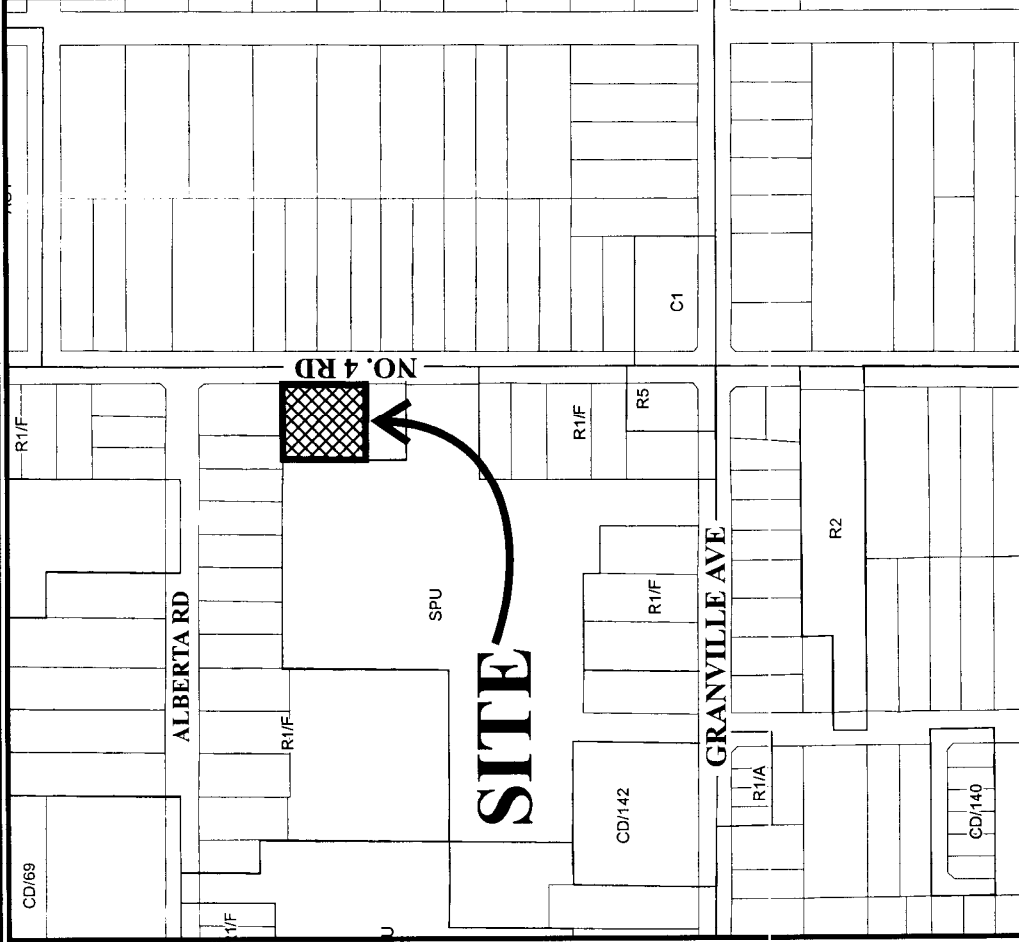
ISSUED BY THE COUNCIL THE

DELIVERED THIS DAY OF , .

MAYOR



City of Richmond



DP 05-306362 SCHEDULE "A"

Original Date: 08/04/05

Revision Date:

Note: Dimensions are in METRES