



To: Planning Committee *To Planning - June 22, 2004.*
Date: June 11, 2004

From: Raul Allueva RZ 02-199677
Director of Development *File: 12-8000-20-7751/7750.*

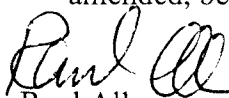
RE: **APPLICATION BY DANA WESTERMARK TO AMEND THE OFFICIAL COMMUNITY PLAN DESIGNATION OF 3900, 3920, 3940, 3960 AND 3980 YOUNGMORE ROAD FROM "LOW DENSITY RESIDENTIAL" TO "MEDIUM DENSITY RESIDENTIAL" AND TO REZONE THE PROPERTIES FROM SINGLE-FAMILY HOUSING DISTRICT, SUBDIVISION AREA E (R1/E) TO COMPREHENSIVE DEVELOPMENT DISTRICT (CD/121) AS AMENDED**

Staff Recommendation

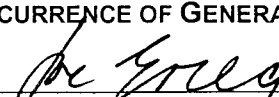
1. That Official Community Plan Amendment Bylaw No. 7750, to redesignate 3900, 3920, 3940, 3960 and 3980 Youngmore Road from "Low-Density Residential" to "Medium-Density Residential" in Attachment 2 to Schedule 1 of Official Community Plan Bylaw No. 7100 (Specific Land Use Map), be introduced and given first reading.
2. That Bylaw No. 7750, having been considered in conjunction with:
 - the City's Financial Plan and Capital Program;
 - the Greater Vancouver Regional District Solid Waste and Liquid Waste Management Plans;

is hereby deemed to be consistent with said program and plans, in accordance with Section 882(3)(a) of the Local Government Act.

3. That Bylaw No. 7750, having been considered in accordance with the City Policy on Consultation During OCP Development, is hereby deemed not to require further consultation.
4. That Bylaw No. 7751, to amend the minimum setbacks, maximum height and minimum lot size provisions of the "Comprehensive Development District (CD/121)", and to rezone 3900, 3920, 3940, 3960 and 3980 Youngmore Road from "Single-Family Housing District, Subdivision Area E (R1/E)" to "Comprehensive Development District (CD/121)", as amended, be introduced and given first reading.


Raul Allueva
Director of Development

RA:jl
Att. 6

FOR ORIGINATING DIVISION USE ONLY
CONCURRENCE OF GENERAL MANAGER


Staff Report

Origin

Dana Westermark has applied to rezone 3900, 3920, 3940, 3960 and 3980 Youngmore Road from R1/E (Single-Family Housing District, Subdivision Area E) to CD/121 (Comprehensive Development District) in order to develop 23 townhouse units (see **Attachment 1**). An Official Community Plan (OCP) amendment is also required to re-designate the properties from “Low Density Residential” to “Medium-Density Residential”.

Findings of Fact

Item	Existing	Proposed
Owner	369715 B.C. Ltd.	No change
Applicant	Dana Westermark	No change
Site Size	3,315 m ² (0.82 acres)	3,267 m ² (0.81 acres) after 48 m ² road dedication
Land Uses	Single-Family Houses	Townhouses
OCP Designation	Low-Density Residential (maximum floor area ratio of 0.7)	Medium-Density Residential (proposed floor area ratio of 0.86)
Zoning	R1/E	CD/121, as amended to: <ul style="list-style-type: none"> • reduce front yard setback from 4.5 m (14.8 ft.) to 4.0 m (13.1 ft.); • increase height from 12 m (39.4 ft.) to 14.5 m (47.6 ft.); • reduce minimum lot width from 40 m (131.2 ft.) to 32 m (105 ft.).

Site Context

The site context of the proposed development is as follows:

North:	Single-family housing (zoned R1/E) across Youngmore Road
South:	Seafair Shopping Centre (zoned C3) is adjacent to the site
East:	Apartments (zoned R3) across No. 1 Road
West:	Single-family housing (zoned R1/E)

Project Description

Two clusters of townhouse buildings built over an underground parking structure are proposed at the east end of the site near No. 1 Road. Three detached townhouse buildings are proposed to be sited at the west end of the site, adjacent to existing single-family housing. A site plan and elevations are included as **Attachment 2**.

The attached townhouse buildings each contain 10 units in a stacked arrangement (4 one-storey units and 6 two-storey units). Each dwelling unit has its own separate entrance to ground level. The one-storey units are adaptable for wheelchair residents.

The floor area ratio of the project is proposed to be 0.86 and site coverage is proposed to be 35% of the site area.

The attached townhouse buildings are proposed to be 14.1 m (46.3 ft.) measured from the floor of the underground parking structure to the highest point of the roof. As the parking structure is set partially into the ground, the buildings would measure approximately 12.9 m (42 ft.) above grade. The detached townhouse units are 10.9 m (35.8 ft.) in height; these buildings are entirely above grade.

Setbacks are proposed to be 4.0 m (13.1 ft.) along Youngmore Road and 7.3 m (24 ft.) along No. 1 Road. A 4.9 m (16 ft.) setback is provided along the west property line to accommodate rear yard space for the detached townhouse units.

A setback of 6.5 m (21.3 ft.) is provided along the south property line behind the attached townhouse buildings in order to accommodate a pedestrian trail and landscape buffering from the adjacent commercial development. A row of existing mature trees along the south property line can also be preserved as a result of this setback.

Vehicle access to the site is provided by a private driveway from Youngmore Road, aligned with Littlemore Place. A total of 52 parking spaces is provided on site, allocated as follows:

- 45 parking spaces underground (4 of which are visitor parking stalls)
- 6 parking spaces for the detached townhouses (2 per dwelling)
- 1 handicapped visitor surface parking stall

Previous Applications

In 1993, the property owner, 369715 B.C. Ltd., made an application to rezone the subject properties from R1/E to C3 (Community Commercial District) and CD/27 (Comprehensive Development District) to create a mixed use commercial and residential building.

Staff had recommended that the application be approved. The Development Applications Committee, and subsequently Council, denied the application. Committee members felt that the restrictive covenants which limited development on the single-family lots would all have to be released before any development could occur on the subject properties. This issue is addressed later in this report.

Consultation

The City's Consultation Policy No. 5039 (adopted April 22, 2002) was created in order to meet the requirements of the *Local Government Act* that for the preparation or amendment of any OCP, local governments must provide one or more opportunities (as deemed appropriate) for consultation with persons, organizations and agencies that are deemed to be affected.

The OCP amendment proposed in this application would require a statutory Public Hearing. The Consultation Policy provides for additional consultation (prior to First Reading of an amending bylaw) with other affected groups, including adjacent municipalities, the regional district, school boards, Provincial or Federal agencies, or First Nations.

Staff have reviewed the list of agencies that could be consulted and have determined that the immediate neighbours of the subject property are the only people that would be affected by the proposed amendments.

The applicant held a Public Information Meeting on October 3, 2001 to present an earlier concept of 9 detached townhouses with one larger 10-unit townhouse building.

As a result of changes to the concept that increased the number of dwelling units in the development, the applicant held another Public Information Meeting on November 19, 2003. The minutes of the November 19, 2003 meeting, provided by the applicant, is included as **Attachment 3**.

Given that the applicant has consulted with area residents and that a statutory Public Hearing will allow for further public input on the proposed development, no further consultation was carried out by Staff prior to the preparation of this report.

Staff Comments

Policy Planning

The Seafair Shopping Centre is a busy and vibrant mall, surrounded by an older apartment complex to the southwest and older single-family residences to the north and west. The area bounded by No. 1 Road, Francis Road, Youngmore Road, and Kelmore Road, represents an opportunity in the future to create a Neighbourhood Centre with higher density and varied forms of development. Any development on this site should reinforce the concept of a Neighbourhood Centre.

To accommodate the proposed density, an amendment to the OCP land use designation from "Low-Density Residential" to "Medium-Density Residential" is required.

Engineering Works and Services

Servicing requirements for this development have been identified and are provided in **Attachment 4**. The applicant has been advised of these requirements, particularly the need for a servicing agreement that reviews the adequacy and possible upgrading needs of the off-site storm sewer and sanitary sewer systems.

Analysis

Neighbourhood Centre Concept

The northwest corner of No. 1 Road and Francis Road is occupied by Seafair Shopping Centre, an older, but busy, shopping mall. To the west of the Seafair Shopping Centre is an older, three-storey apartment complex. A row of single-family lots along Youngmore Road and Kelmore Road form a border around the shopping centre and apartment complex.

No. 1 Road is an arterial road that is undergoing densification as per the City's Arterial Road Redevelopment Policy. Properties along No. 1 Road are eligible to be rezoned for single-family subdivision or townhouses.

As the City of Richmond continues to grow and mature, it is envisioned that a series of Neighbourhood Centres will develop outside of the City Centre to service outlying residential neighbourhoods. These Neighbourhood Centres would contain a mix of commercial, residential, community and recreational uses. Higher residential densities in and around these Neighbourhood Centres would help to sustain local businesses and contribute to the vibrancy of these centres.

The block around the Seafair Shopping Centre, bounded by No. 1 Road, Francis Road, Youngmore Road and Kelmore Road, has good potential to develop as a Neighbourhood Centre due to:

- an established commercial presence;
- delineation by roads;
- stock of older buildings within the block area; and
- presence of higher density residential development both within the block and outside of the block on the east side of No. 1 Road.

It is possible that the Seafair Shopping Centre and the older apartment complex adjacent to the shopping centre could re-develop in the future. Should this happen, new development would likely take a much different form from the one-storey mall and surface parking lot that currently exists on the site. It is likely that the site could develop more intensively with street-fronting commercial storefronts, structure or underground parking, and potential residential uses above the commercial uses.

Should re-development of the shopping centre and apartment complex to higher density occur, there will be pressure on the row of abutting single-family lots to achieve massing and building forms that would be compatible with new forms of commercial or mixed use development.

In recognition of the future development potential for lands around the Seafair Neighbourhood Centre, it is appropriate to consider the lands immediately around the shopping centre that are currently zoned single-family, for higher densities in order to provide a transition between the established single-family neighbourhood to the north and west and the commercial centre.

The use and density of this application support and facilitate the future development of a Neighbourhood Centre. The OCP land use designation of the properties is proposed to be amended from "Low Density Residential" to "Medium Density Residential" because the existing designation only permits development up to a maximum floor area ratio of 0.7. As the floor area ratio of the proposed development is 0.86, a change in land use designation is required.

Siting, Form and Massing

The proposed development consists of two ten-unit buildings on the east side of the site and three detached townhouse units on the west end of the site. The larger attached townhouse buildings are located closer to No. 1 Road in order to mass up towards a Neighbourhood Centre

development as well as reflect the higher density development on the east side of No. 1 Road. The detached townhouse units on the west end of the site offer a lower-density transition in from the site to existing single-family uses to the west.

The two ten-unit townhouse buildings are comprised of eight two-storey units and two single-storey units. The single-storey units are designed in such a way that they can be adapted, if required, to house a handicapped resident in a wheelchair.

The two-storey units front along Youngmore Road in order to provide better scale and transition between the site and the existing single-family neighbourhood to the north. The tallest portions of the buildings are at the centre, set further back from Youngmore Road.

The proposed development also makes a positive contribution to the No. 1 Road streetscape. Currently, the existing grade of the corner lot, 3980 Youngmore Road, is several feet lower than the sidewalk and road on No. 1 Road. A handrail is constructed along the edge of the sidewalk to keep people safe on the sidewalk. The proposed development will raise the level of the first habitable floor of the dwelling units to the approximate level of No. 1 Road. The yard space along No. 1 Road will be filled to the level of the sidewalk, thereby eliminating the need for the handrail. Road dedication of 0.8 m (2.6 ft.) will be required along No. 1 Road to create a landscaped boulevard and sidewalk.

The scale and fit of the buildings along both No. 1 Road and Youngmore Road are deemed as making an appropriate interface with existing development.

Comprehensive Development District (CD/121)

In order to facilitate the development of the proposed project, some minor amendments (affecting setbacks, height and minimum lot size) to an existing Comprehensive Development District (CD/121) are required. CD/121 was prepared and utilized previously at 8388 Park Road and 8088 Spires Gate to facilitate townhouse development with a maximum floor area ratio of 0.9. Several minor amendments to the CD/121 zone are proposed in this application to amend the setbacks, height and minimum lot size.

The CD/121 zone permits a higher density of development than a standard Townhouse District (R2) zone. It allows for closer setbacks to the road (e.g. 4 m proposed vs. 6 m in the standard zone), and additional building height (e.g. 14.5 m proposed vs. 9 m in the standard zone).

Although the density is higher, the CD/121 zone allows for more flexibility in siting of the buildings. It promotes closer setbacks to the street in order to create a more urban, pedestrian-oriented environment. This will fit in well with future development potential of the Seafair Shopping Centre and adjacent lands. By allowing buildings to be closer to the street and contained within taller structures, there are more opportunities to create ground level open space. The proposed development contains a generous central outdoor amenity space and perimeter pathway system. Hence, Staff supports the use of the CD/121 zone with minor amendments to accommodate the proposed building design.

Circulation

Parking to the site is accessed by a private driveway that is aligned with Littlemore Place. All resident and visitor parking for the buildings with stacked townhouses are contained within an underground parking structure.

The two parking spaces required for each of the three detached townhouse units on the west end of the site are contained within the units themselves. Access to those parking spaces are also from the private driveway.

The proposed parking arrangement allows all parking requirements to be met on-site. A handicapped stall is located on the surface to provide easy access to the ground level for wheelchairs.

No vehicular access from the site to the commercial site to the south is permitted in order to protect the existing single-family neighbourhoods from commercial traffic along local roads.

Amenity Space

The arrangement of buildings on the site allows for a generous common outdoor amenity space between the two larger buildings as well as a pedestrian pathway to access dwelling units on the south side of the buildings.

Access to the three detached units is provided by a sidewalk that is aligned along the private driveway. Private rear yards for the detached units are located at the west end of the site.

Public rights-of-passage are proposed to be registered over the pedestrian walkway across the front of the detached dwelling units along the private driveway in order to facilitate a future north-south pedestrian link from Youngmore Road to a Neighbourhood Centre development.

There is no indoor amenity space proposed on-site. Under Council's Cash-in-Lieu of Indoor Amenity Space Policy No. 5041, the applicant is therefore required to contribute \$27,000 (\$1,000 per dwelling unit for 19 units and \$2,000 for remaining 4 units) to a fund to be used for indoor public amenity space improvements as identified by the Parks, Recreation and Cultural Services Department.

Although there is no indoor amenity space proposed on-site, the complex is within walking distance of the West Richmond Community Centre.

Restrictive Covenant Considerations

In 1959, Mutual Leaseholds Ltd., the developer of the neighbourhood surrounding the Seafair Shopping Centre, registered restrictive covenants on the titles of the 19 single-family lots located along Youngmore Road and Kelmore Road. The covenants restricted the affected properties to single-family uses only.

In 1986, a previous owner of 3920, 3940, 3960 and 3980 Youngmore Road (4 of the 5 properties included in the subject application), applied for rezoning of the properties for commercial use. As part of the application process, the previous owner arranged for 14 of the 19 covenants to be released from the affected single-family lots. Council had requested that all covenants be released prior to referring the application to Public Hearing. As the developer was unable to negotiate the release of the remaining 5 covenants, the application was withdrawn.

In 1993, the current owner, 369715 B.C. Ltd., applied to rezone the five subject properties (3900, 3920, 3940, 3960 and 3980 Youngmore Road) to a mixed use commercial and residential building. Attempts to negotiate the release of the 5 remaining covenants were still unsuccessful at that time. The City Solicitor advised that the City's ability to rezone the property is not affected by these private covenants, and that the rezoning can proceed without the release of all the covenants.

With this application, the City Solicitor has re-affirmed the position that the rezoning can proceed without the release of the remaining covenants. As this is a private covenant (the City is not a party to it), the applicant can arrange for release of the covenants at his own initiative if he deems it necessary.

Correspondence from Area Residents

Two letters were received from area residents who oppose the project. The letters are included as **Attachments 5** and **6**. The writers voice three main concerns:

Traffic Concerns

Youngmore Road is a busy pedestrian route for children walking to Gilmore Elementary School, Hugh Boyd High School and Gilmore Park. Concerns were expressed that higher residential density resulting in increased traffic volumes along Youngmore Road would create more safety concerns for pedestrians and increase difficulty in accessing No. 1 Road.

In response to the above concerns, the proposed development will consolidate the five lots and provide one driveway access that is aligned with Littlemore Place. Hence, the direct driveway accesses from each property to Youngmore Road that currently exist will be eliminated. Instead, traffic will be more appropriately controlled via a common driveway to the site.

There are currently no sidewalks on either side of Youngmore Road, so pedestrians have to walk along the side of the road. The proposed development will have to provide a sidewalk and boulevard along its frontages on both Youngmore Road and No. 1 Road. The construction of this portion of new sidewalk will establish a pattern that future redevelopment along Youngmore Road will have to provide sidewalks.

The creation of a new sidewalk and elimination of driveway accesses onto Youngmore for this development should help to improve pedestrian safety along this portion of the road.

Parking Concerns

The writers were concerned that the higher density development would result in parking problems on local streets.

The proposed development meets the City's parking requirements for multi-family development that are specified in the Zoning Bylaw. There are 47 resident parking stalls and 5 visitor stalls provided for the 23 dwelling units. This satisfies the bylaw requirements for 2.0 parking spaces per dwelling unit and 1 visitor parking space for every 5 dwelling units.

Density Encroachment and Impacts

The writers were concerned about allowing higher density development along Youngmore Road, which is a local road. They prefer to see the inside of the "Mores" remain as single-family. They were concerned that the buildings will loom over adjacent single-family uses to the north and west and generate negative impacts.

The row of single-family lots along the south side of Youngmore Road and the east side of Kelmore Road were developed in the late 1950's, together with the shopping centre and the apartment complex. There is a good possibility that redevelopment of the shopping centre and/or apartment complex could occur in the foreseeable future. Should redevelopment occur, it will likely happen with a different form and mix of uses to create a more vibrant and varied Neighbourhood Centre. Any redevelopment of the single-family lots that are directly abutting the shopping centre and apartment complex should anticipate such change so that the uses, form and massing will be complementary and compatible. Therefore, Staff feels that a moderate increase in density is possible and appropriate on these properties.

The multi-family buildings would be separated from the single-family houses to the north by a 66 ft. wide road right-of-way (Youngmore Road) as well as an additional 4 m (13 ft.) wide setback. The proposed three-storey stacked townhouse buildings step down to two-storey units fronting along Youngmore; therefore, the impact of the buildings should be greatly reduced.

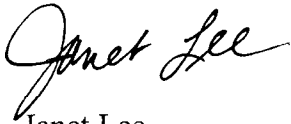
Financial Impact

None.

Conclusion

This proposal represents a reasonable transitional land use between commercial and single-family uses and begins to establish the framework by which Seafair can evolve over time into a Neighbourhood Centre. The project's design offers a mix of units that include stacked and detached townhouses. It provides for a moderate increase in residential density while still maintaining ground orientation and appropriate building massing scale for the neighbourhood.

It is recommended that this application be approved.



Janet Lee
Planner 2
(4108)

JL:cas

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

Legal requirements, specifically:

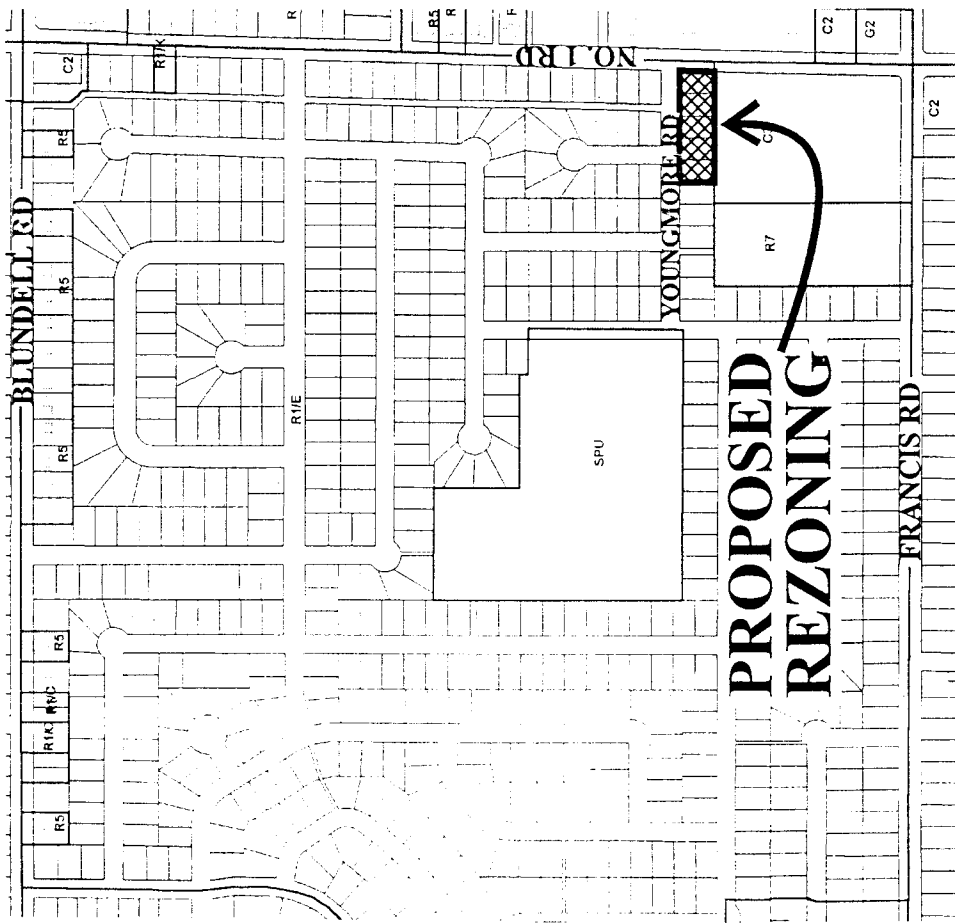
1. 0.8 m (2.6 ft.) road dedication along the entire No. 1 Road frontage.
2. The granting of a 1.5 m (5 ft.) wide public rights-of-passage right-of-way over the north-south sidewalk through the property.

Development requirements, specifically:

3. Consolidation of all the lots into one development parcel (which will require the demolition of the existing dwellings).
4. \$1,000 per dwelling unit up to 19 units plus \$2,000 per unit for the remaining 4 units (e.g. \$27,000 total) in-lieu of on-site amenity space.
5. The submission and processing of a Development Permit completed to a level deemed acceptable by the Director of Development.



City of Richmond



31.85	31.57	32.63	31.70
2024060	202060	20.12	20.52
31.85	31.57	32.10	31.70
3871	3891	3931	20.52
31.85	31.57	31.57	31.70

3860	3880	3900	3920	3940	3960	3980
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121.25

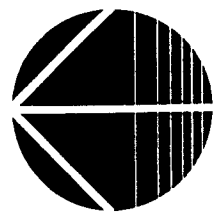
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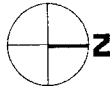
NO. 1 RD

YOUNGMORE RD

RZ 02-199677

Original Date: 01/30/01
 Revision Date:
 Note: Dimensions are in METRES





REVISIONS

NO.	DATE	DESCRIPTION
1	02/15/17	ISSUED FOR PERMIT
2	02/15/17	REVISIONS TO PERMIT
3	02/15/17	REVISIONS TO PERMIT
4	02/15/17	REVISIONS TO PERMIT
5	02/15/17	REVISIONS TO PERMIT
6	02/15/17	REVISIONS TO PERMIT
7	02/15/17	REVISIONS TO PERMIT
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ATTACHMENT 2

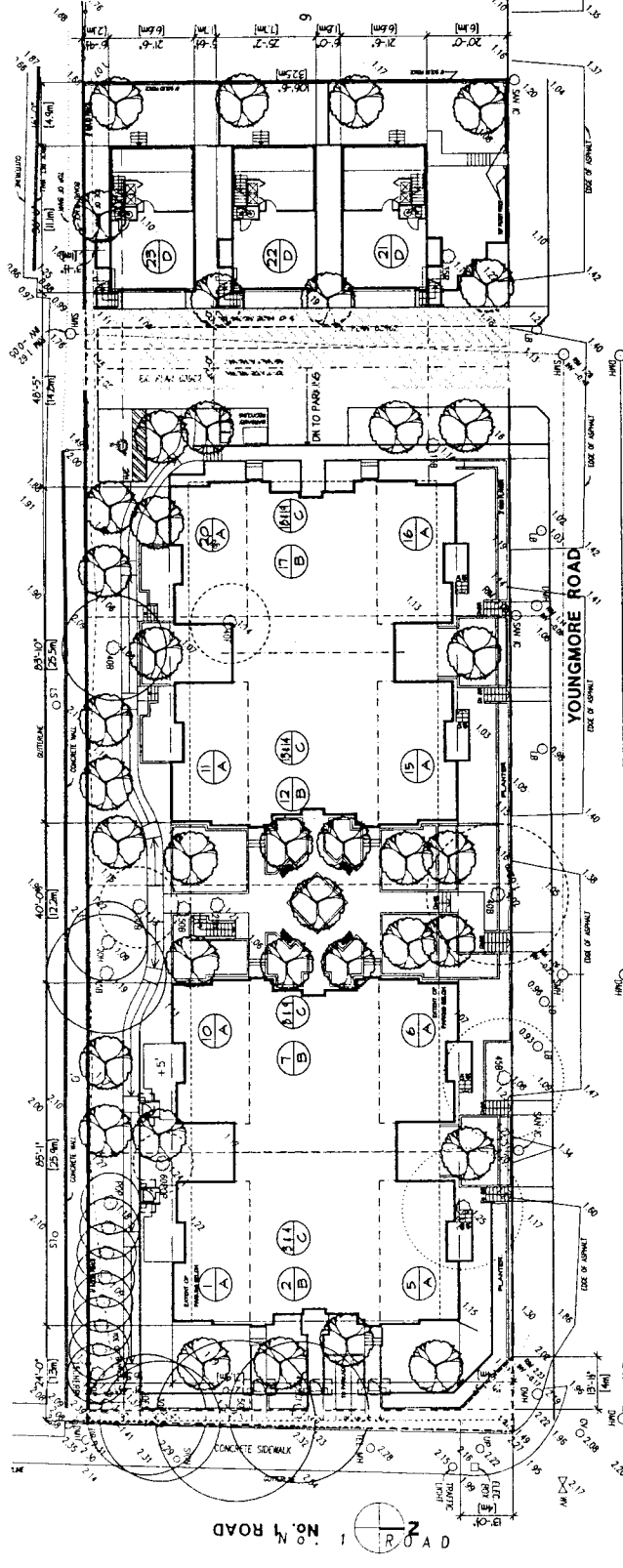
**3900 YOUNGMORE ROAD
 RICHMOND, BC**

23 UNITS

SITE PLAN

DATE: 02/15/17
DESIGNED BY: TB
CHECKED BY: 1/16/17-07
SCALE: 1/16"=1'-0"
PLOTTED: 11-11-2017
DATE FILED: 01/11/2017
JOB NUMBER: 0111

A-1.01



LIST OF DRAWINGS

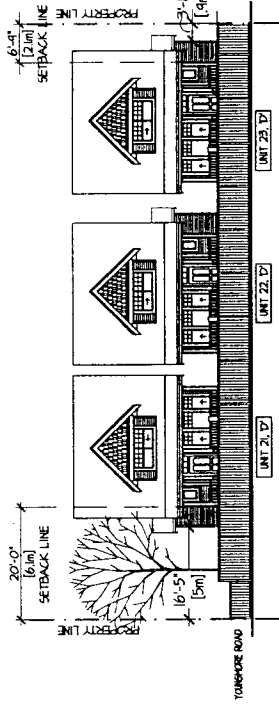
NO.	DESCRIPTION	SCALE
A-1.01	SITE PLAN	1/16" SCALE
A-1.02	STREETSCAPES	1/16" SCALE
A-2.01	PARKING	1/16" SCALE
A-3.01	BLOCK PLANS / 1/8" SCALE	
A-4.01	1/4" SCALE FLOOR PLANS	
A-4.02	UNIT A & B	
A-4.03	UNIT C-D	

GENERAL NOTES

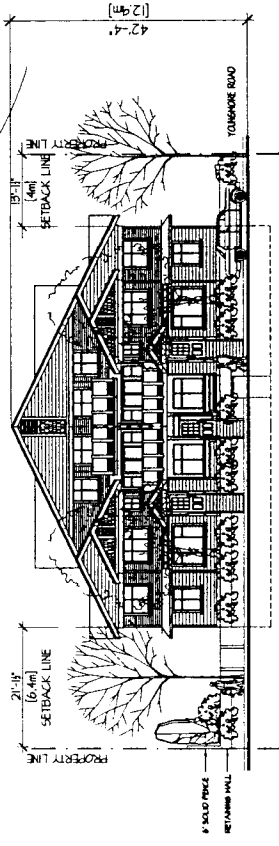
1. ALL NOTES REFER TO THE SITE PLAN UNLESS OTHERWISE NOTED.
2. THE SITE PLAN IS TO BE CONSIDERED THE FINAL DESIGN AND SHALL BE USED FOR ALL PERMITTING AND CONSTRUCTION PURPOSES.
3. THE CLIENT SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL AND NATIONAL AUTHORITIES.
4. THE CLIENT SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL AND NATIONAL AUTHORITIES.
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10. THE CLIENT SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL AND NATIONAL AUTHORITIES.

SITE DATA

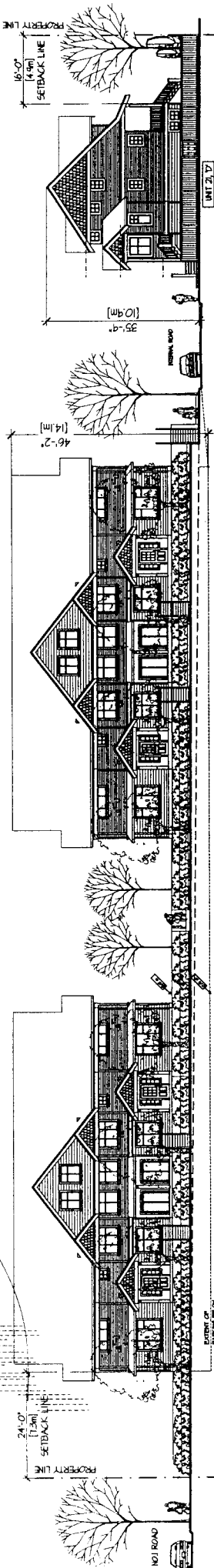
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 ZONING: C-2 (BASED ON C-01/1)
 LEGAL: LOT 1 to 5, 5m, 22, 23, 24, North Range 7, 1st, 2nd, 3rd, 4th, 5th, 6th, 7th, 8th, 9th, 10th, 11th, 12th, 13th, 14th, 15th, 16th, 17th, 18th, 19th, 20th, 21st, 22nd, 23rd, 24th, 25th, 26th, 27th, 28th, 29th, 30th, 31st, 32nd, 33rd, 34th, 35th, 36th, 37th, 38th, 39th, 40th, 41st, 42nd, 43rd, 44th, 45th, 46th, 47th, 48th, 49th, 50th, 51st, 52nd, 53rd, 54th, 55th, 56th, 57th, 58th, 59th, 60th, 61st, 62nd, 63rd, 64th, 65th, 66th, 67th, 68th, 69th, 70th, 71st, 72nd, 73rd, 74th, 75th, 76th, 77th, 78th, 79th, 80th, 81st, 82nd, 83rd, 84th, 85th, 86th, 87th, 88th, 89th, 90th, 91st, 92nd, 93rd, 94th, 95th, 96th, 97th, 98th, 99th, 100th, 101st, 102nd, 103rd, 104th, 105th, 106th, 107th, 108th, 109th, 110th, 111th, 112th, 113th, 114th, 115th, 116th, 117th, 118th, 119th, 120th, 121st, 122nd, 123rd, 124th, 125th, 126th, 127th, 128th, 129th, 130th, 131st, 132nd, 133rd, 134th, 135th, 136th, 137th, 138th, 139th, 140th, 141st, 142nd, 143rd, 144th, 145th, 146th, 147th, 148th, 149th, 150th, 151st, 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**STREETSCAPE
 ALONG WEST PROPERTY LINE**



**STREETSCAPE
 ALONG No 1 ROAD**



**STREETSCAPE ALONG
 YOUNGMORE ROAD**

3000 YOUNGMORE ROAD
 RICHMOND, BC

23 UNITS

STREETSCAPES

DATE	01/11
DRAWN BY	DC
CHECKED BY	1/1/11-1/11
SCALE	1/16"=1'-0"
PLANTING	111-1111-1111
JOB FILE	111-1111-1111
JOB NUMBER	0111

REVISIONS

NO.	DATE	DESCRIPTION
1		ISSUED FOR PERMIT
2		ISSUED FOR PERMIT
3		ISSUED FOR PERMIT
4		ISSUED FOR PERMIT
5		ISSUED FOR PERMIT
6		ISSUED FOR PERMIT
7		ISSUED FOR PERMIT
8		ISSUED FOR PERMIT
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10		ISSUED FOR PERMIT
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15		ISSUED FOR PERMIT
16		ISSUED FOR PERMIT
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49		ISSUED FOR PERMIT
50		ISSUED FOR PERMIT

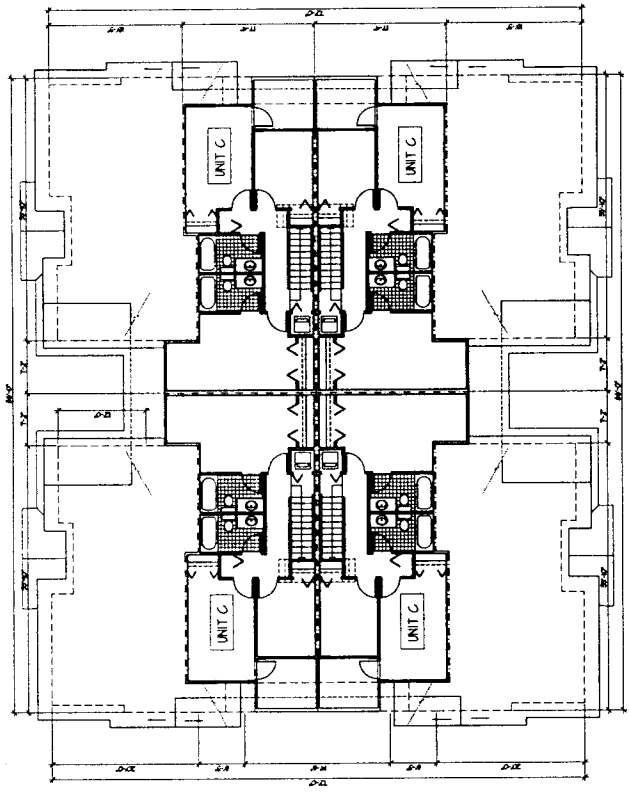
3900 YOUNGMORE ROAD
 RICHMOND, BC

23 UNITS

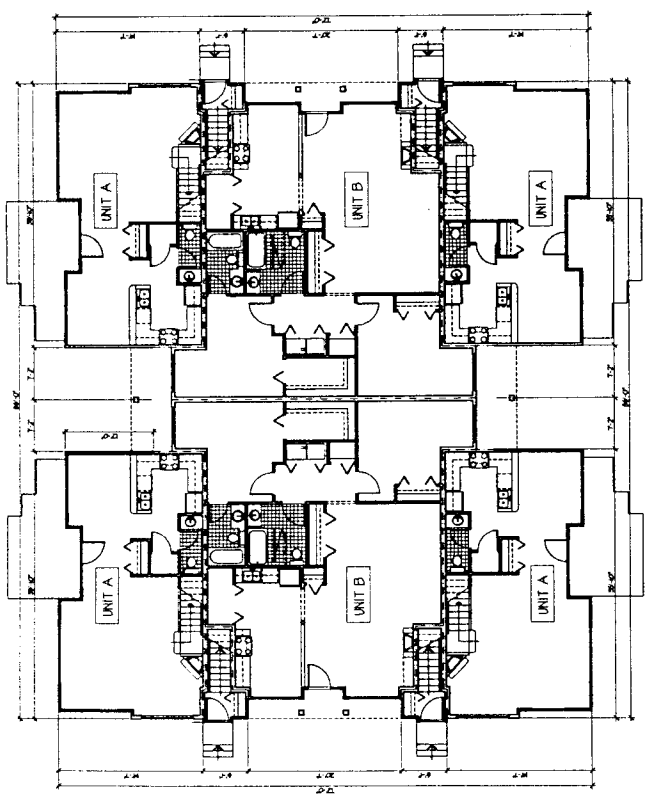
BLOCK PLANS

DATE: _____
 DRAWN BY: _____
 CHECKED BY: _____
 SCALE: 1/8" = 1'-0"
 PLOTTED: _____
 JOB NO.: 111-1-1000
 JOB NUMBER: 0111

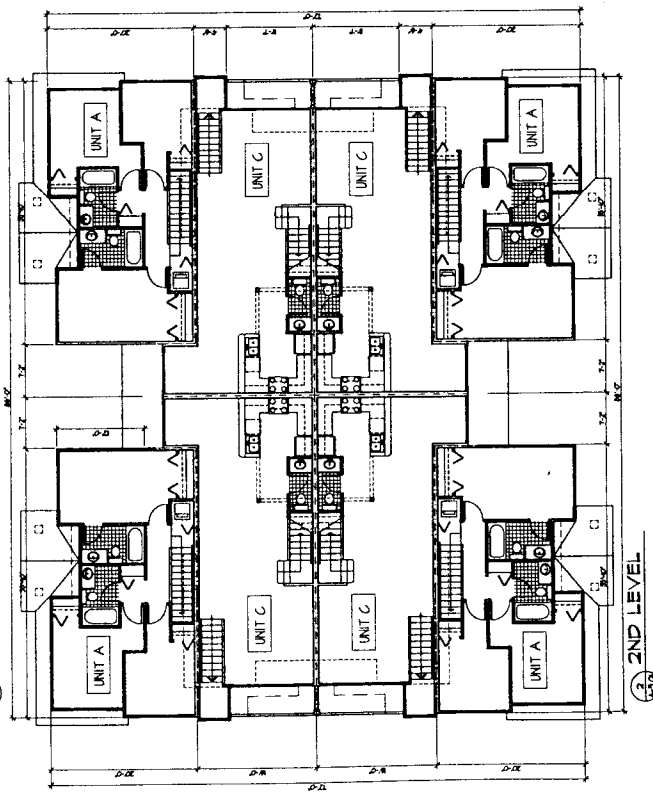
A-3.01



1.1 UPPER LEVEL



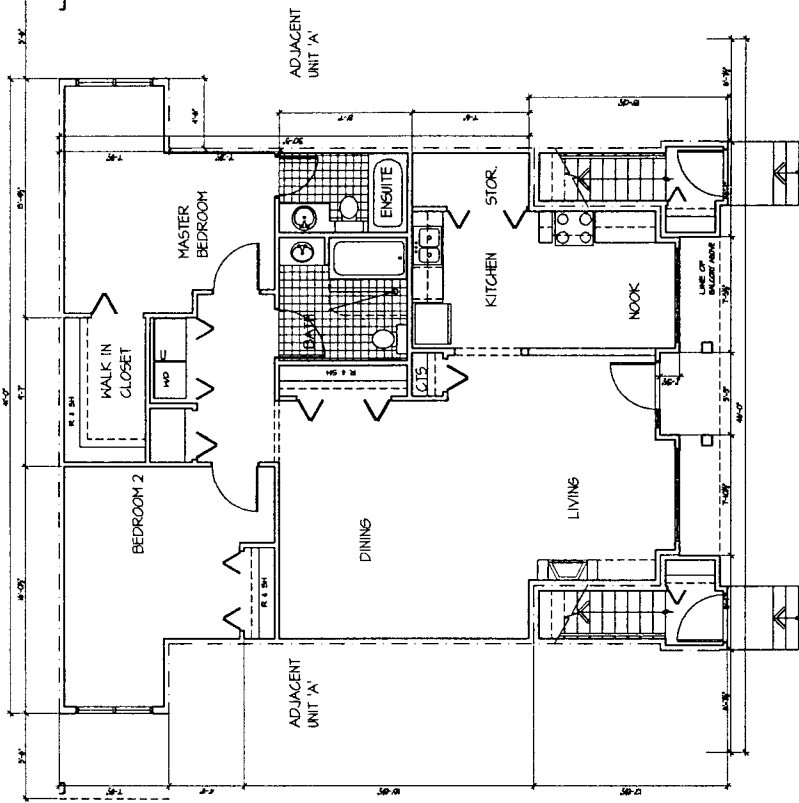
1.2 MAIN FLOOR



2.0 2ND LEVEL

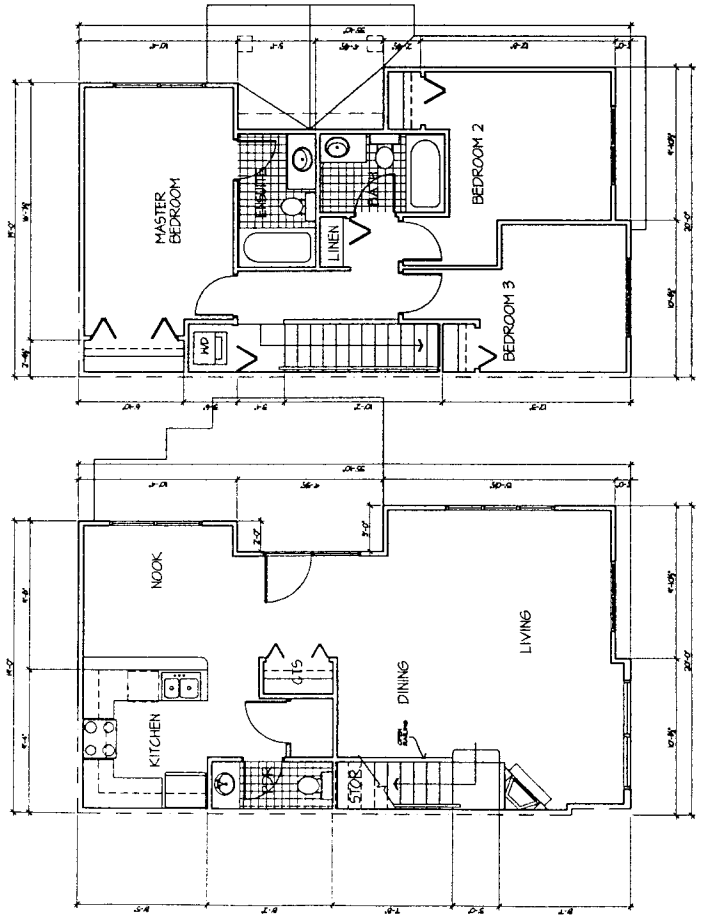


REVISIONS
 NO. DATE
 1. 11/11/11
 2. 11/11/11
 3. 11/11/11
 4. 11/11/11
 5. 11/11/11
 6. 11/11/11
 7. 11/11/11
 8. 11/11/11
 9. 11/11/11
 10. 11/11/11



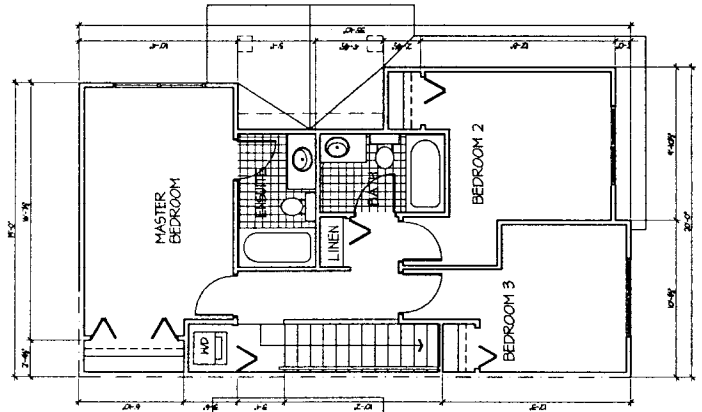
3 LOWER FLOOR
 AREA 1,275 SF

UNIT "B" TOTAL AREA: 1,275 SF



1 LOWER FLOOR
 AREA 666 SF

UNIT "A" TOTAL AREA: 1,280 SF



2 MAIN FLOOR
 AREA 614 SF

UNIT "A" TOTAL AREA: 1,280 SF

3800 YONGMORE ROAD
 RICHMOND, BC

23 UNITS

FLOOR PLANS
UNIT A & B

DATE: 11/11/11
 DRAWN BY: [Name]
 CHECKED BY: [Name]
 SCALE: 1/8"=1'-0"
 PLOTTED: 11/11/11
 CAD FILE: 111-UNIT3.DWG
 JOB NUMBER: 0111

A-4.01

- REVISIONS**
- | NO. | DATE | DESCRIPTION |
|-----|----------|------------------------------|
| 1 | 02/17/10 | FINAL PERMITS SUBMITTED |
| 2 | 02/17/10 | REVISED PERMITS AND CONTRACT |
| 3 | 02/17/10 | REVISED PERMITS AND CONTRACT |
| 4 | 02/17/10 | REVISED PERMITS AND CONTRACT |
| 5 | 02/17/10 | REVISED PERMITS AND CONTRACT |
| 6 | 02/17/10 | REVISED PERMITS AND CONTRACT |

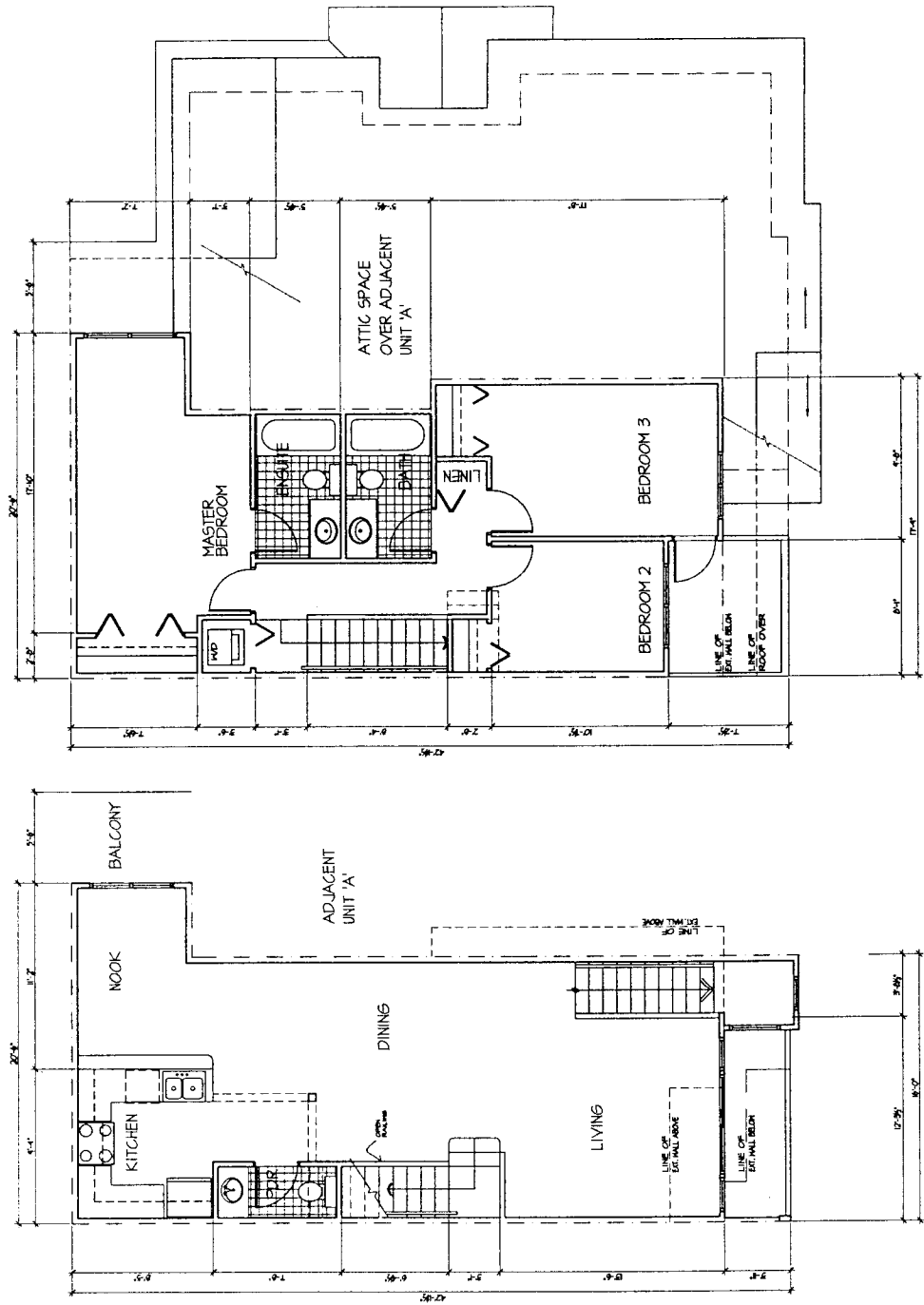
3800 YOUNGMORE ROAD
 RICHMOND, BC

23 UNITS

FLOOR PLANS
 UNIT C

DATE	DC	
DRAWN BY	TB	1/4"=1'-0"
CHECKED BY		111-UNIT/106
SCALE		0111
PLOTTED		
CAD FILE		
JOB NUMBER		

A-4.02



1 MAIN FLOOR
 AREA 685 SF

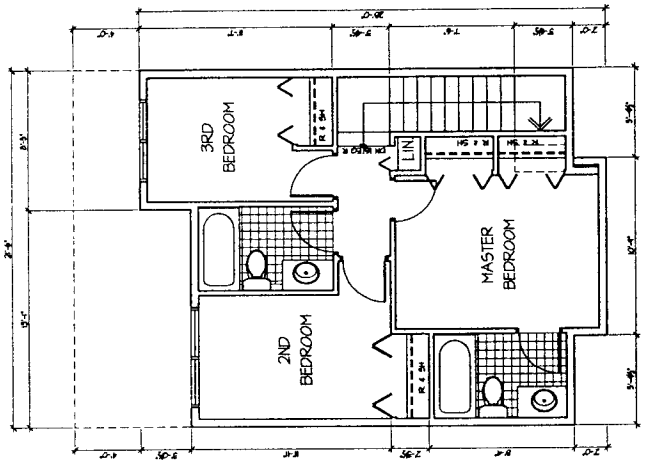
2 UPPER FLOOR
 AREA 622 SF

UNIT "C" TOTAL AREA: 1307 SF

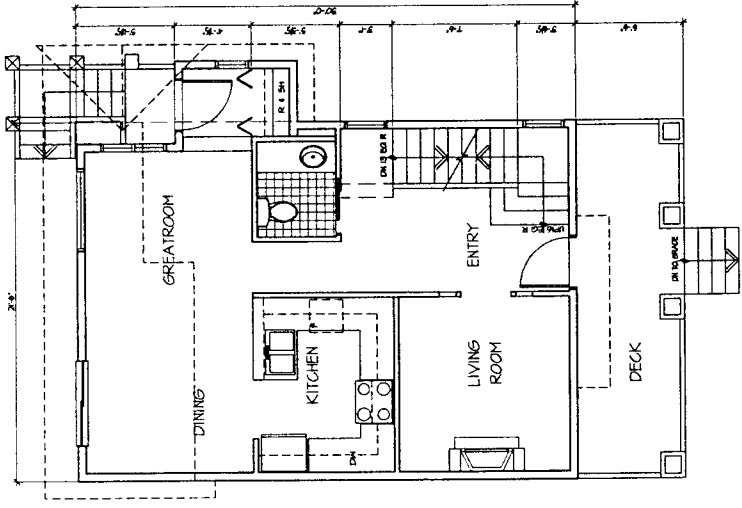


8 GARDENHILL BLVD. ARCHITECTS GROUP INC.
 1000 WEST 10TH AVENUE, SUITE 100
 VANCOUVER, BC CANADA V6C 3E2
 TEL: 604-271-1111 FAX: 604-271-1112
 WWW.GBLARCHITECTS.COM

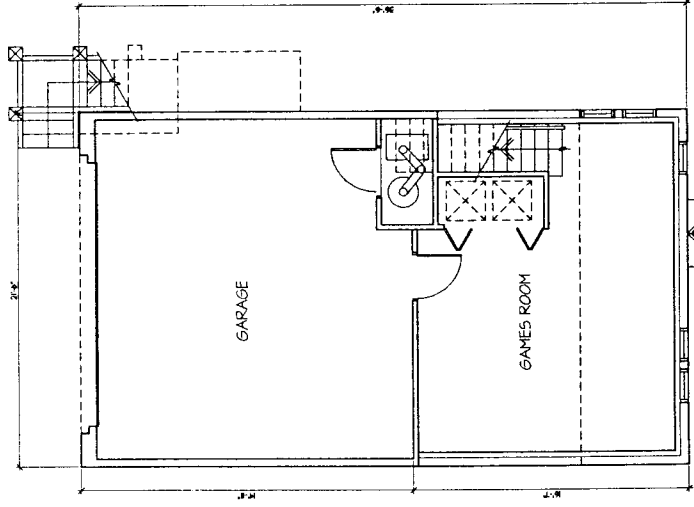
- REFERENCES**
- 1. BCATC
 - 2. BCATC
 - 3. BCATC
 - 4. BCATC
 - 5. BCATC
 - 6. BCATC
 - 7. BCATC
 - 8. BCATC
 - 9. BCATC
 - 10. BCATC



3 UPPER FLOOR
 AREA 490 SF



2 MAIN FLOOR
 AREA 645 SF



1 GARAGE LEVEL
 AREA 350 SF
 GARAGE 440 SF

UNIT "D" TOTAL AREA - 1,485 SF

3800 YOUNGMORE ROAD
 RICHMOND, BC

23 UNITS
 FLOOR PLANS
 UNIT D

DATE: _____
 DRAWN BY: DC
 CHECKED BY: TB
 SCALE: 1/4"=1'-0"
 JOB NO.: 111-1001-01.000
 CAD FILE: _____
 JOB NUMBER: 0111

A-4.03

Youngmore Road Neighborhood Meeting
 Date: November 19, 2003
 West Richmond Community Centre

1. *How many bedrooms – what size are the units?*

Corner units – 1 bedroom & den
 2 story units – 3 bedrooms
 Stacked townhouses – 3 bedrooms
 Detached units – 3 bedrooms

2. *How many parking spaces are available?*

Regular 2.2 spaces for units
 2 per unit
 .2 for visitors
 23 x 2.2 = 51 stalls

3. *Is Youngmore going to be no parking?*

Don't know at this time, the City of Richmond would have to be asked. Parking is currently unrestricted. Vehicles can presently park perpendicular. Once the development is in, cars will only be able to parallel park. There is concern that people living in the new development will want to only park on the street.

4. *Does the sidewalk stop at end of the development?*

Yes.

5. *Has this all been approved by the City of Richmond?*

The development proposal is in the process. The City now has this new "specific" policy that developers have to adhere to. The idea is to focus people close to amenities (higher density closer to amenities). The developer is hoping to start the development by the spring or summer.

6. *Don't understand the relationships?*

Dana Westermant is a consultant.
 The developer is also the builder.
 The present owner of the lots is Seafair Shopping Centre.

7. *Covenants regarding multi-family into .5 family area?*

Covenants restrict commercial developments not residential developments. The original covenant restricts commercial that would be in competition with Seafair. This proposal has no commercial.

8. *What is the grade difference with the units on the West end?*

There will be a 7' fence and retaining wall. Three units will look into the existing houses on the west side. The City will require planting to give existing neighbours privacy. The drainage will be adequate; there are provisions for 2 levels of drainage.

9. *Where to the occupants of the houses facing Youngmore and No. 1 Road park?*

There will be a big underground parking lot.

The current residents that live in the area are concerned that the occupants of the houses with an entrance to the street will park on the street.

The difference will be 7 units will be facing the street compared to 5 houses now. The parking will be a secured lot, to encourage the people to park there. There will be four visitor parking stalls in the underground parking lot and one outside.

10. *Will Youngmore get narrower or wider?*

Youngmore will become smaller by 10', if you consider the road to be from the edge of the gravel to the edge of the gravel. The road way will be asphalted out to be 2 driving lanes and 1 parking lane.

11. *Notice that these developments tend to cater to people already in the community?*

Yes, you are right.

12. *Is the development going to put a lot more traffic into the residential area?*

Yes.

13. *What about soundproofing, close to 1 road?*

Yes, there are regulations stipulating the amount you'll have to do. The City of Richmond addresses this.

14. *Who maintains the site?*

The strata corporation maintains the site.

15. *Is there access to the mall?*

There is no access to the mall at the present time. The City is maintaining the right to access, if the mall expands or redevelops.

16. *How long do you have to give to evict people?*

Possibly 2 months in Richmond.

17. *There is concern with the number of people that could live in the development.*

The developer is following the City's request, to expand from the original proposal. The concerns will be conveyed to the City of Richmond.

18. *What is the square footage of the units?*

1200 sq. ft to 1400 sq. ft.

19. *Will the development devalue our homes?*

That should not be the case. Statistics will show that a good looking development will increase the value.

20. *Regarding the roadway – how many lanes at the intersection of No. 1 Road?*

Two lanes, one right hand turn and one left hand turn.

ATTACHMENT 4**Servicing Requirements for 3900-3980 Youngmore Road (RZ 02-199677)**

1. Consolidate all five lots into one development parcel.
2. Dedicate 0.8 m for road along the entire No. 1 Road frontage, complete with a 4 m x 4 m corner cut at Youngmore. Our in-house road design plans for No. 1 Road show that it is 10.5 feet (3.2 m) from the back of curb to the existing property line. The additional 0.8 m is to permit a 2 m grass & treed boulevard behind the existing curb and gutter with a new 2 m sidewalk behind that which will abut the new property line. Exact dimensions should be confirmed by the developer's BC Land Surveyor (i.e. we need a total of 4 m from behind the existing curb and gutter to the back of sidewalk).
3. Access secured via Development Permit. This is over an existing sanitary sewer line running in a right-of-way which must remain.
4. Prior to issuance of the Development Permit, the developer is to enter into our standard Servicing Agreement to:
 - a. Design and construct full half road frontage improvements on Youngmore including, but not limited to, a Benkleman Beam test, road widening, curb and gutter, a minimum 2 m grass and treed boulevard (power poles are on the north side of Youngmore), street lights and a 1.5 m concrete sidewalk.
 - b. No. 1 Road works include creating a 2 m grass and treed boulevard complete with provision for the new bus stop and a 2 m concrete sidewalk at the new property line.
 - c. Also to be included as part of the Servicing Agreement for No. 1 Road is provision of a decorative bus shelter (dbs) to replace the basic bus stop which is there now. Should the City still not have determined a dbs design at Servicing Agreement, a cash-in-lieu payment of \$6,000 will be accepted for its future installation. A hand railing along the back of the new sidewalk will not be required should the development site edge merge safely with the new sidewalk - this is to be resolved at time of Development Permit.
 - d. Communication ducts may be required along Youngmore Road.
 - e. Review the adequacy and possible upgrading needs of the off-site storm sewer and sanitary sewer systems.
5. All works are at the developer's sole cost. No other concerns.

RZ 02-1996-77

Lesley Scott
8460 Kelmore Rd.
Richmond B.C. V7C 2B1

City of Richmond
Planning Department
6911 #3 Road
Richmond B.C.
V6X 2C1

May 8, 2004

Attn Ms. Lee

Re: Planned Townhouse Development
Youngmore Road Seafair District

Dear Sirs:

I would like to take this opportunity to voice my objection to the above noted development.

Youngmore Road is used as a pedestrian route for students walking to Hugh Boyd High School and of more concern to Gilmore Elementary School. As well it is used as a direct route to Gilmore Park. The increased density that will be created by this development will mean increased traffic, which will cause more safety concerns for the children going to the schools as well as the park.

At present it is also almost impossible to turn left onto #1 Road from Youngmore at any time during the day, as a result residents of this new development will most likely use Kelmore Road to Francis to gain access to #1 road. As Kelmore Road is the main access for Gilmore School for both pedestrian and Automobile traffic the additional traffic will increase the risk of accidents, and as traffic on Kelmore reaches the point of gridlock now when school is beginning and ending the additional traffic will only add to the chaos.

I cannot see how the developer will also be able to supply enough parking for all the new residents and their visitors. This of course will mean more cars parked on an already narrow street.


These residences will also be very close to the parking lot of Seafair Mall, and it appears that some of the units will back onto the main access to the Safeway loading Dock, which has truck delivering products throughout the day and into the night. A tenant presently occupying one of the affected homes describes the sound as "747's going past". As well the lights in the Mall lot and the cars coming and going from 8:00 Am to Midnight would make this an

undesirable place to live. At least with the single family lots now in place the back yards offer a buffer to the mall parking and loading areas.

As I understand it the initial plans call for a four story structure looming over the present single family dwellings to the north and west of the development. This will ruin the character of the neighbourhood. We already have the Seafair apartments, Apple Green, Gilmore Gardens and other townhouse developments north of Blundell Road, the townhouse development at the west end of Blundell and the new development where the Seafair Recreation Centre was. As well the City is now allowing the twinning of the single family lots along #1 Road which is all adding to the congestion on Westminster Hwy, #1, Blundell, and Francis, CAN WE NOT KEEP THE INSIDES OF THE 'MORES' SINGLE FAMILY? Once you start to allow the construction of Multi family development inside the area will you be able to stop it?

In closing I wish to STRONGLY object to this planned development and hope that City Council and the Planning department will disallow this development.

Thank you.


Lesley Scott

RZ 02-199677

Lee, Janet

From: Guthrie, Steve SRM:EX [Steve.Guthrie@gems1.gov.bc.ca]
Sent: May 25, 2004 2:54 PM
To: Lee, Janet
Subject: FW: proposed development at 3900 - 3980 Youngmore Rd

I had trouble sending this the first time. Pls see below on my feedback.
Appreciate it if you could confirm you received this email.

> I would like to voice my objections to this proposed development for the
> following reasons:
>
> 1. It creates a bad precedent, allowing higher density development to
> within single family residential neighbourhoods. This development will go
> into the "mores". Richmond has previously allow higher density
> developments along high traffic roads such as #1 Road and Francis, but
> this development will go into the neighbourhood on Youngmore, a quiet
> neighbourhood street. This precedent may allow for more and more higher
> density developments in single family residential areas.
>
> 2. It will create more traffic within the neighbourhood, given the
> significant increase in density and pose a danger to kids and other
> pedestrians.
>
> 3. Increased density will likely cause increased noise in the
> neighbourhood.
>
> 4. Increased density may reduce the pleasure of the current residents,
> due to associated negative factors. Many of these residents bought within
> these neighbourhoods given the current positive aspects of large single
> family lots. This could, in turn, reduce values.
>
> My most significant concerns is on #1 - the negative precedent that this
> development will create.
>
> Thank you for your consideration of my concerns.
>
> Steve Guthrie
> 3480 Rosamond Ave
> Richmond
> Phone: 604-775-3122
>
>

8451 Laidmore Road
Richmond BC V7C 2B4

Ms. Janet Lee, Planner
Urban Development Division
City of Richmond
6911 No. 3 Road
Richmond BC V6Y 2C1

Dear Ms. Lee

Re: 3900 – 3980 Youngmore Road (RZ 02-199677)

We are writing to express our concerns over the proposed development of 20 townhouses and 3 detached townhouses on the above mentioned properties.

We appreciate that development is necessary but in this neighbourhood of single family houses we feel that there is already enough high density housing units, i.e. Apple Green Park, the apartment building on Francis Road and the retirement community at Gilmore Gardens.

Also, access to No. 1 Road from both Youngmore Road and Pacemore Road is already difficult with the current number of cars in the area. Adding an addition 25+ cars will surely increase the problem.

Would the Safeway loading area be appropriate for townhouses to back on to with large trucks making deliveries at all hours? Who would want to buy a townhouse in this situation?


Our feeling is that if there is to be some development of the properties then a better solution would be to subdivide to allow for the construction of two single family houses on each lot.

We would appreciate it if you could have our concerns expressed at the appropriate Planning Committee meeting.

Yours truly,



Eleanor Magdalenich



John Magdalenich



**Richmond Official Community Plan Bylaw 7100
Amendment Bylaw 7750 (RZ 02-199677)
3900, 3920, 3940, 3960 and 3980 Youngmore Road**

The Council of the City of Richmond, in open meeting assembled, enacts as follows:

- 1. Richmond Official Community Plan Bylaw 7100 is amended by repealing the existing land use designation in Attachment 2 to Schedule 1 (Specific Land Use Map) thereof of the following area and by designating it "Medium-Density Residential".

P.I.D. 004-139-721

Lot 5 Section 22 Block 4 North Range 7 West New Westminster District Plan 20637

P.I.D. 003-666-808

Lot 4 Sections 21 and 22 Block 4 North Range 7 West New Westminster District Plan 20637

P.I.D. 003-737-845

Lot 3 Section 22 Block 4 North Range 7 West New Westminster District Plan 20637

P.I.D. 004-226-721

Lot 2 Sections 21 and 22 Block 4 North Range 7 West New Westminster District Plan 20637

P.I.D. 004-226-089

Lot 1 Section 22 Block 4 North Range 7 West New Westminster District Plan 20637

- 2. This Bylaw may be cited as "**Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 7750**".

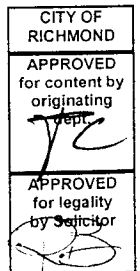
FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

ADOPTED



MAYOR

CITY CLERK



**Richmond Zoning and Development Bylaw 5300
Amendment Bylaw 7751 (RZ 02-199677)
3900, 3920, 3940, 3960 AND 3980 YOUNGMORE ROAD**

The Council of the City of Richmond, in open meeting assembled, enacts as follows:

1. Richmond Zoning and Development Bylaw 5300 is amended by
 1. Amending Section 291.121.4 Minimum Setbacks From Property Lines, Subsection .01 so as to read:

“.01 Road Setbacks: 4.5 m (14.764 ft.)

EXCEPT THAT for Youngmore Road, the minimum setback shall be 4.0 m (13.123 ft.);”
 2. Amending Section 291.121.5 Maximum Heights, Subsection .01 so as to read:

“.01 **Buildings and Structures:** 12 m (39.370 ft.)

EXCEPT THAT for Youngmore Road, the maximum height shall be 14.5 m (47.572 ft.);”
 3. Amending Section 291.121.6 Minimum Lot Size so as to read:

“A **building** shall not be constructed on a **lot** having a width of less than 32 m (105 ft.) or a depth of less than 35 m (114.829 ft.).”
2. 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 **COMPREHENSIVE DEVELOPMENT DISTRICT (CD/121)**.

P.I.D. 004-139-721

Lot 5 Section 22 Block 4 North Range 7 West New Westminster District Plan 20637

P.I.D. 003-666-808

Lot 4 Sections 21 and 22 Block 4 North Range 7 West New Westminster District Plan 20637

P.I.D. 003-737-845

Lot 3 Section 22 Block 4 North Range 7 West New Westminster District Plan 20637

P.I.D. 004-226-721
Lot 2 Sections 21 and 22 Block 4 North Range 7 West New Westminster District Plan
20637

P.I.D. 004-226-089
Lot 1 Section 22 Block 4 North Range 7 West New Westminster District Plan 20637

- 3. This Bylaw may be cited as **“Richmond Zoning and Development Bylaw 5300, Amendment Bylaw 7751”**.

FIRST READING

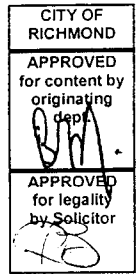
PUBLIC HEARING

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED



MAYOR

CITY CLERK