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**To:** Planning Committee **Date:** June 20, 2002  
**From:** Joe Erceg **File:** RZ 01-198754  
Manager, Development Applications  
**Re:** **APPLICATION BY ORIS DEVELOPMENT TO AMEND "COMPREHENSIVE DEVELOPMENT DISTRICT (CD/115)" AND TO REZONE PORTIONS OF 13160 AND 13200 PRINCESS STREET AND 6411 DYKE ROAD FROM "LIGHT INDUSTRIAL DISTRICT (I2)" TO "COMPREHENSIVE DEVELOPMENT DISTRICT (CD/115)"**

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**Staff Recommendation**

That Bylaw No. 7374, to amend the minimum setbacks from property lines (building envelopes) and maximum heights (internal roads) in "Comprehensive Development District (CD/115)" and to rezone portions of 13160 and 13200 Princess Street and 6411 Dyke Road from "Light Industrial District (I2)" to "Comprehensive Development District (CD/115)", be introduced and given first reading.

*H. Budlee*

*for*  
Joe Erceg  
Manager, Development Applications

JE:jl  
Att.

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| <b>FOR ORIGINATING DIVISION USE ONLY</b> |
| CONCURRENCE OF GENERAL MANAGER           |
| <i>David White</i>                       |

## Staff Report

### Origin

The City has received an application by Oris Development (London Landing) Corp. to rezone portions of 13160 and 13200 Princess Street and 6411 Dyke Road to accommodate 19 detached townhouse dwelling units. The application involves:

- A boundary adjustment between the three properties in order to create the subject development site (**Attachment 1**); and
- Amendments to the Comprehensive Development District (CD/115).

### Findings of Fact

| Item                  | Existing                                  | Proposed   |
|-----------------------|---|--|
| Owner                 | Einar Hilton and Maureen Hilton           | Oris Development Corp.   |
| Applicant             | Oris Development Corp.                    | No change  |
| Site Size             | 5,208.5 m <sup>2</sup> (56,065.7 sq. ft.) | 4,649 m <sup>2</sup> (50,043.1 sq. ft.) after road dedication on Princess Lane |
| Land Uses             | Industrial                                | Multi-family residential   |
| OCP Designation       | Neighbourhood Residential                 | No change  |
| Area Plan Designation | Residential                               | No change  |
| Zoning                | Light Industrial (I2)                     | Comprehensive Development District (CD/115) as amended                         |

### Project Description

The site plan for the proposed project is included as **Attachment 2**.

### Form and Character

The project consists of 19 detached townhouse dwelling units on the north side of Princess Lane near Princess Street.

The ground level of the buildings is occupied by garage and storage space. The habitable floorspace of each dwelling unit consists of 2 to 2-1/2 storeys above the garage level.

The building form and character are modelled after the existing London Landing project that is situated on the south side of Princess Lane. The proposed buildings have pitched roofs and generous covered and open porch areas like the units of London Landing. The heritage character that has been created at London Landing is proposed to be maintained in this new development.

The buildings are also placed in similar groupings (i.e. clusters of two buildings separated with a minimum of 4.9 m (16 ft.) between clusters) to create view corridors and a more interesting street environment.

The overall floor area ratio of the proposed development is approximately 0.57. The site coverage is approximately 30%. The height of buildings is proposed to be 11.7 m (38.5 ft.). These building statistics are consistent with the existing London Landing development and conform to the provisions of the CD/115 zone.

### Access and Circulation

A private, internal driveway is proposed to be located parallel to Princess Lane and Princess Street. The driveway provides vehicle access to a second row of units located along the north property line as well as the eleven units that front onto Princess Lane and Princess Street. This prevents the Princess Lane and Princess Street streetscapes from being dominated by garage doors and driveways.

The private driveway is proposed to be developed at a lower grade than Princess Lane, which was elevated for floodproofing purposes. The change in elevation results in the buildings having a 2 to 2-1/2 storey appearance along Princess Lane and a 3 to 3-1/2 storey appearance in the private driveway areas.

### **Site Context**

The site context is as follows:

|        |  |
|--------|--|
| North: | Industrial Development zoned Light Industrial (I2)                   |
| South: | Recently completed London Landing detached townhouses (zoned CD/115) |
| East:  | Industrial Development zoned I2                                      |
| West:  | Industrial Development zoned I2                                      |

The site is currently occupied by an old house which would be removed if this development was to proceed. Other industrial operations on the site will be moved onto adjacent lands also owned by the same property owners so that the subject site may be redeveloped.

### **Previous Plans and Related Studies**

In 2000, a number of alternative vehicle options for the London-Princess area were examined. Council indicated a preference for a loop road from Princess Lane up through the Hilton properties to connect back to London Road (see **Attachment 3**).

## Area Concept Plan

The proposed townhouse project is intended to fit into a larger overall scheme for the remainder of the Hilton properties north of Princess Lane. In evaluating the current application proposal, the applicant was directed to prepare an Area Concept Plan to demonstrate the possible road network, land use and density for the surrounding area.

The applicant has submitted an Area Concept Plan that can be used as a basis of discussion (see **Attachment 4**). The Concept Plan has the following features:

- Based on the creation of a loop road proposed to be aligned along the south boundary of the former CN Rail right-of-way. The loop road would be dedicated to the City as properties undergo redevelopment.
- Buildings with single-family character are proposed to front onto the main loop road, while higher-density stacked townhouses are proposed to be sited in the central portions of the development area.
- A central open space is proposed to be provided as common outdoor amenity space for area residents.
- Pedestrian connections are provided throughout the neighbourhood to connect open space to potential public park areas and the dyke trails.
- A system of driveways parallel to the public loop road is proposed to minimize the need for direct vehicle access onto the public loop road.

If built out to capacity, the proposed Area Concept Plan shows that the residential portions of the London-Princess Area, east of Princess Street, may accommodate approximately 140 units (including the existing London Landing development).

## Staff Comments

### Policy Planning

Staff note that the development concept for this site is consistent and compatible with the development that has been built across the street on the south side of Princess Lane.

The row of units along the north property line have smaller building footprints. Setbacks from the north property line to the building faces are generally 3.8 m (12.3 ft.). Two buildings, however, have setbacks of only 2.0 m (6.5 ft.) to the north property line.

It is noted that no common indoor amenity space has been provided on this site. Common outdoor amenity space is generally comprised of trail connections and a courtyard at a road end near the entrance of the development. This courtyard is proposed as a temporary open space for residents until a larger amenity space can be provided in a future phase of development.

### Transportation

The entry into the internal access road appears wider than necessary to accommodate the turning radius of emergency vehicles. This can be examined further at the Development Permit stage and re-designed if necessary.

There is a steep grade change on London Road, west of Princess Street, which affects the sight lines for drivers along London Road. As all existing and future residential traffic will have to pass through this portion of London Road, the applicant should submit an engineering report that outlines the type of and cost of improvements that would be needed to improve the sight lines and geometry in this area.

Cross-access agreements are required for the internal drive aisles to allow them to extend and service neighbouring properties.

### Engineering

There are no servicing concerns. Prior to final adoption, the applicant will be required to dedicate road along Princess Lane frontage, the amount of which will be determined when the engineering design for the upgrading of Princess Lane is approved (Note: The applicant's preliminary estimate is that the amount of dedication is approximately 652.6 m<sup>2</sup> (7,025 sq.ft.)).

The applicant will also be required to enter into the City's customary Servicing Agreement for the design and construction of the north side of Princess Lane and the east side of Princess Street across the entire frontage to current standards and to widen the existing pavement on Princess Street north of the site to London Road.

A subdivision application is to be approved for the lot line re-alignment.

### Area Concept Plan

The road pattern shown in the Area Concept Plan is consistent with the option preferred by Council in 2000. The standard road right-of-way width will either be 17.0 m (the standard) or 15.5 m (reduced width subject to provision of additional off-street parking and provision of adequate services and utilities). The ultimate width of the right-of-way may be revisited in future phases as more detailed design of the new road takes place and land use, servicing and utility requirements are more accurately determined.

The Area Concept Plan is preliminary at this stage and subject to change as further discussions occur with the applicant, future developers and area property owners. The Plan does demonstrate that the proposal on the subject site does not preclude or hinder the development of adjacent parcels in the future.

The applicant has indicated that the property owners have reviewed the Area Concept Plan and are in support of it. The applicant also has agreements to purchase the two properties adjacent to the north of the subject property for future phases of development. It is highly likely that Oris Development will build out the area north of Princess Lane and achieve much of the Concept Plan.

## **Analysis**

### Creation of a New Lot

In order to accommodate the proposed development, a land exchange with 13160 Princess Street and the portion of 6411 Dyke Road that is located north of Princess Lane, will be required. The land exchange is facilitated by the fact that all properties are currently owned by Einar and Maureen Hilton.

Once the lot is reconfigured, the CD/115 zone that was applied to the London Landing site (as amended to include the proposed development) will be applied to the new lot.

### Flood Protection

As part of the subdivision that will create the new lot, a Ministry of Water, Air and Land Protection standard floodplain covenant will have to be registered against the property. The building floor plans that were submitted with the application have excess floorspace on the ground floor that would not be permitted by the covenant.

The applicant has been made aware of this and requested to amend the plans as necessary to meet the provisions of the covenant. The applicant has agreed to modify the ground floor to create crawl space that is permitted by the covenant. Staff will ensure that plans submitted for Development Permit and Building Permit reflect this change.

### Indoor Amenity Spaces

The proposed development does not provide an indoor amenity building. Given the potential for approximately 140 units in the London-Princess area, some form of indoor recreational facility that may be shared for use by area residents is desirable.

In lieu of providing land or buildings for indoor amenity, the applicant has offered to contribute \$1,000 per unit towards indoor amenity space in a future phase of the overall development. This contribution will be held in trust until the next phase of the development, with indoor amenity space, is constructed.

Since the indoor amenity space will be located on the adjacent lot and, most likely, on a different strata plan, the applicant advises that owners of existing and proposed projects in the area will be given an opportunity to share in, help maintain, and derive benefit from the common indoor amenity space. This will be clarified to potential purchasers and residents when the indoor space reaches a more advanced stage of planning in a future phase.

### Outdoor Amenity Spaces

The Area Concept Plan proposes a central open space that would function as the common outdoor amenity space for the neighbourhood. The land for this open space is located on adjacent properties to the north and would not be developed in this phase.

Staff's preference is to have more of this common open space developed during this phase. The applicant responded that the north property line cannot be moved any further to the north as land on the adjacent properties is not available for acquisition at this time.

The applicant indicates that the property owners are aware that the majority of the common outdoor space and all of the indoor amenity space for the neighbourhood are proposed to be provided in future phases of development.

Outdoor space on the subject site will consist of two pedestrian trail connections (one of the west side of the site and another on the east side of the site) from Princess Lane and Princess Street that lead into the proposed development. These trails are proposed to connect to the central outdoor amenity area on adjacent lands in a future phase.

A landscaped courtyard with trees and seating is also proposed to be located near the entry of the site along the north property line between two housing units. This courtyard is a temporary open space that occupies a road end. When the larger outdoor amenity space is developed to the north in a future phase, the road may be opened up to provide access to the open space.

The applicant notes that the development concept provides for substantial private outdoor space for individual units. The pattern of clustering dwelling units in groups of two buildings would enable generous useable sideyard areas for most dwelling units. In addition, each dwelling unit would be provided with large patio and deck areas.

Details pertaining to the outdoor amenity spaces and private yard spaces will be resolved at the Development Permit stage. Public rights-of-passage will be requested for the north-south driveway entrance to the site as well as the trail connections on either end.

### Setbacks to North Property Lines

The units along the north property line are proposed to front onto the future common outdoor amenity space and have vehicular access from the internal road. As the yards for these units are proposed to be raised along the north property line, some of the adjacent property needs to be backfilled for slope retention in the interim.

The applicant proposes to register an easement, right-of-way or other interest on title to allow the slope retention to occur on the neighbouring properties. This easement area is proposed to be approximately 2.4 m (8 ft.) wide and landscaped with grass and wildflowers. A walkway is proposed within the easement area to allow for pedestrian front door access to the units along the north property line in the interim until the common outdoor amenity space is completed in a future phase.

The easement area would also ensure that adjacent industrial properties do not locate buildings or structures within 2.4 m (8 ft.) of the property line with residential use.

### Financial Impact


None.

### Conclusion

The proposed development is consistent with the OCP land use designation for the area. The applicant demonstrates that the proposed site layout and road network can fit into a future development pattern for the remaining properties.

The proposed development reflects the recently built London Landing project (on the south side of Princess Lane) by keeping with existing building scale and form. This will result in a finished appearance to this portion of Princess Street and reinforce the developing neighbourhood character.

It is recommended that this application be supported, subject to the conditions outlined below.



Janet Lee  
Planner 2

JL:cas

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

Legal requirements, specifically:

1. Registration of cross-access agreements for drive aisles to allow them to extend and service neighbouring properties.
2. Registration of public rights-of-passage through centre north-south roadway and along all public trail connections.
3. Registration of an easement or right-of-way on the property line to the north for retention of soils and to ensure that no industrial building will be built along the adjacent property line.

Development requirements, specifically:

1. Completion of subdivision to create the development site.
2. Road dedication of approximately 652.6 m<sup>2</sup> (7,025 sq.ft.) along Princess Lane.
3. A Development Permit, processed to a satisfactory level to the Manager, Development Applications.
4. Submission of a Letter of Credit for \$19,000 in lieu of provision of indoor amenity space at this site. This Letter of Credit will be released when the indoor amenity space is provided in a future phase of development on the adjacent properties.
5. Submission of an engineering report that reviews sight lines and geometry of London Road, west of Princess Street. The report is to include a cost estimate to improve current conditions.
6. Enter into a Servicing Agreement for:
  - Full upgrading of Princess Street and Princess Lane along frontage of site.
  - Pavement widening along Princess Street from property line to London Road.

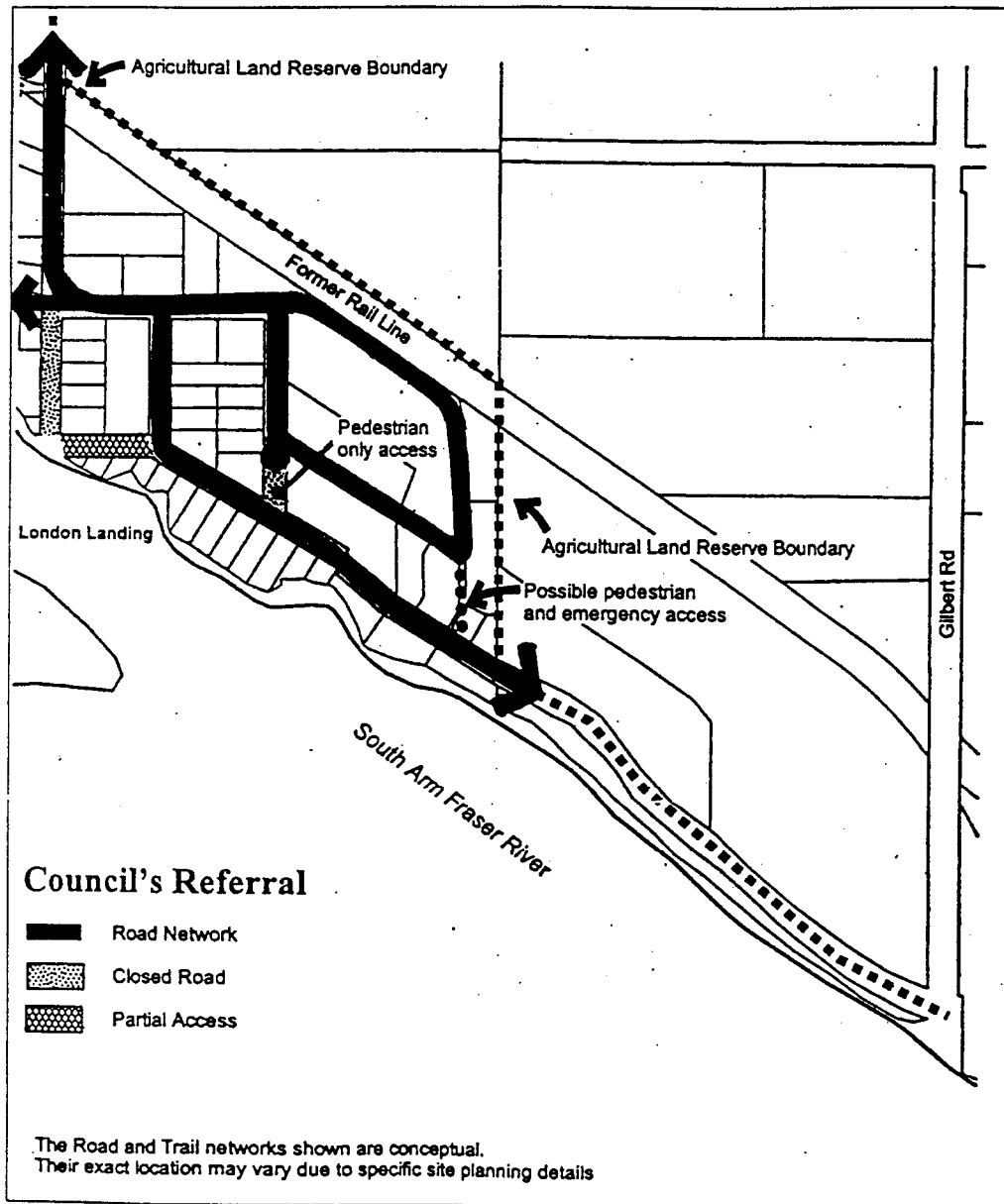






### Council's Referral Option

- As directed by Council on March 13, 2000.
- This option proposes the creation of a public, dedicated loop road extending from London Road to the former CN Rail corridor, then turns south toward the eastern end of Princess Lane and back to Princess Street.
- A minor connection for a pedestrian and emergency vehicle access only would connect to Dyke Road.
- A second pedestrian access would be provided between Princess Street and Dyke Road.
- No new accesses for regular vehicular traffic would be provided to Dyke Road.
- Dyke Road itself would continue to be a through road.



**GOMBEROFF BELL LYON  
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**REVISIONS**

| No. | Description            | Date     |
|-----|------------------------|----------|
| 1   | Issue for Review       | 19.02.07 |
| 2   | Issue for Approval     | 20.02.07 |
| 3   | Issue for Construction | 20.02.07 |

# ATTACHMENT 4

13200 PRINCESS STREET  
RICHMOND, BC  
19 UNITS  
FOR ORS DEVELOPMENT

**AREA CONCEPT PLAN**

|             |             |
|-------------|-------------|
| DATE        | JUNE 2007   |
| DESIGNED BY | 19.02.07    |
| SCALE       | 1" = 30'-0" |
| PLOTTED     | 19.02.07    |
| CAD FILE    | 19.02.07    |
| JOB NUMBER  | 0120        |

PARK

A.L.R. LANDS



**AREA CONCEPT PLAN**  
SCALE: 1"=30'-0"

**A-1.1**

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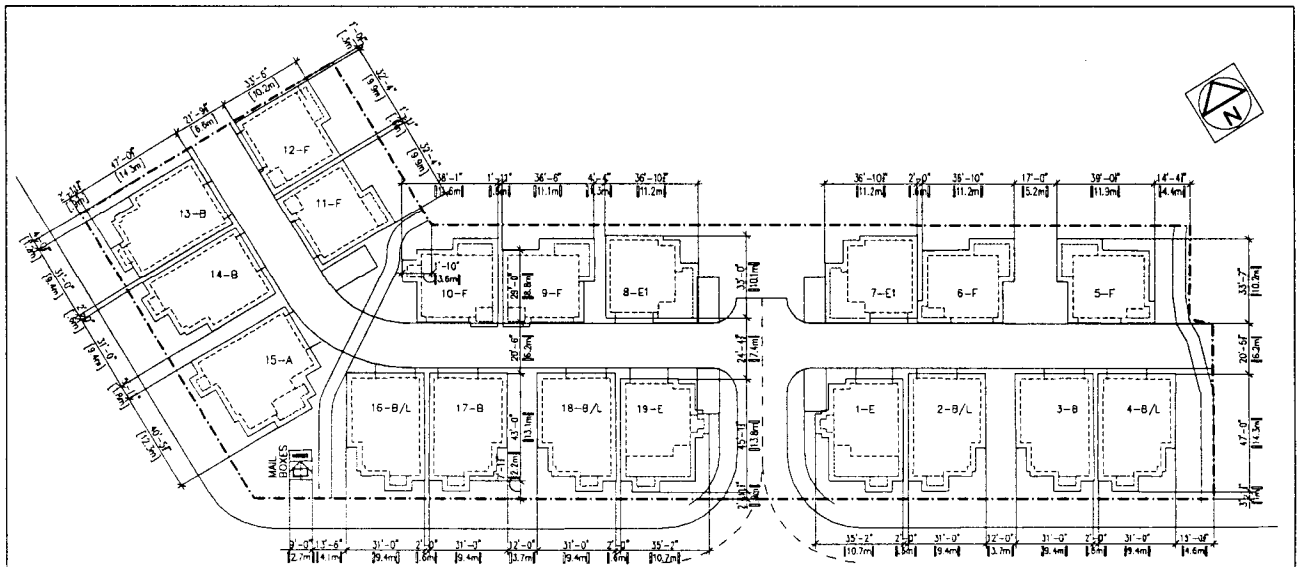
**Richmond Zoning and Development Bylaw 5300  
Amendment Bylaw 7374 (RZ 01-198754)  
PORTIONS OF 13160 AND 13200 PRINCESS STREET AND  
6411 DYKE ROAD**

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

1. Richmond Zoning and Development Bylaw 5300 is amended by
  - i. Amending Section 291.115.4. Minimum Setbacks From Property Lines, Sub-Section .01 to read:

**“Buildings may not be sited outside of the building envelope identified in Diagrams 1 and 2, Section 291.115.4.02.”**
  - ii. Inserting the following Diagram 2 to Section 291.115.4 Minimum Setbacks From Property Lines, Sub-Section .02:

Diagram 2



- iii. Amending Section 291.115.5 Maximum Heights, Sub-section .01 a) Buildings by adding "Princess Street and internal driveways" after Princess Lane so as to read:

"For dwellings fronting Princess Lane, Princess Street and internal driveways maximum heights will be 11.72 m (38.46 ft.), but containing not more than 2-1/2 habitable storeys."

- 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/115)**.

That area shown cross-hatched on "Schedule A attached to and forming part of Bylaw No. 7374"

- 3. This Bylaw may be cited as "**Richmond Zoning and Development Bylaw 5300, Amendment Bylaw 7374**".

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED

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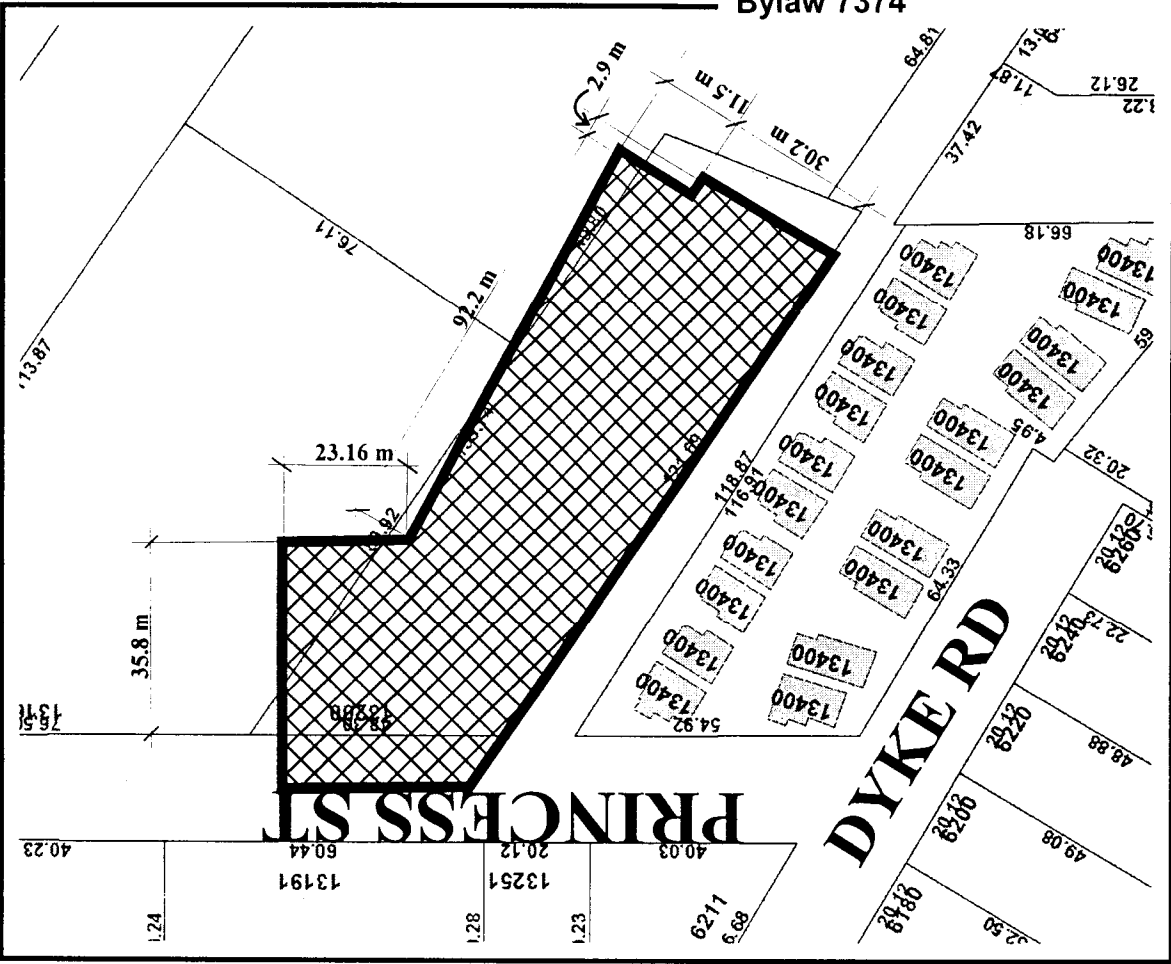


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|---|
| CITY OF RICHMOND                          |
| APPROVED for content by originating dept. |
| HB  |
| APPROVED for legality by Solicitor        |
| R/C                                       |

\_\_\_\_\_  
MAYOR

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

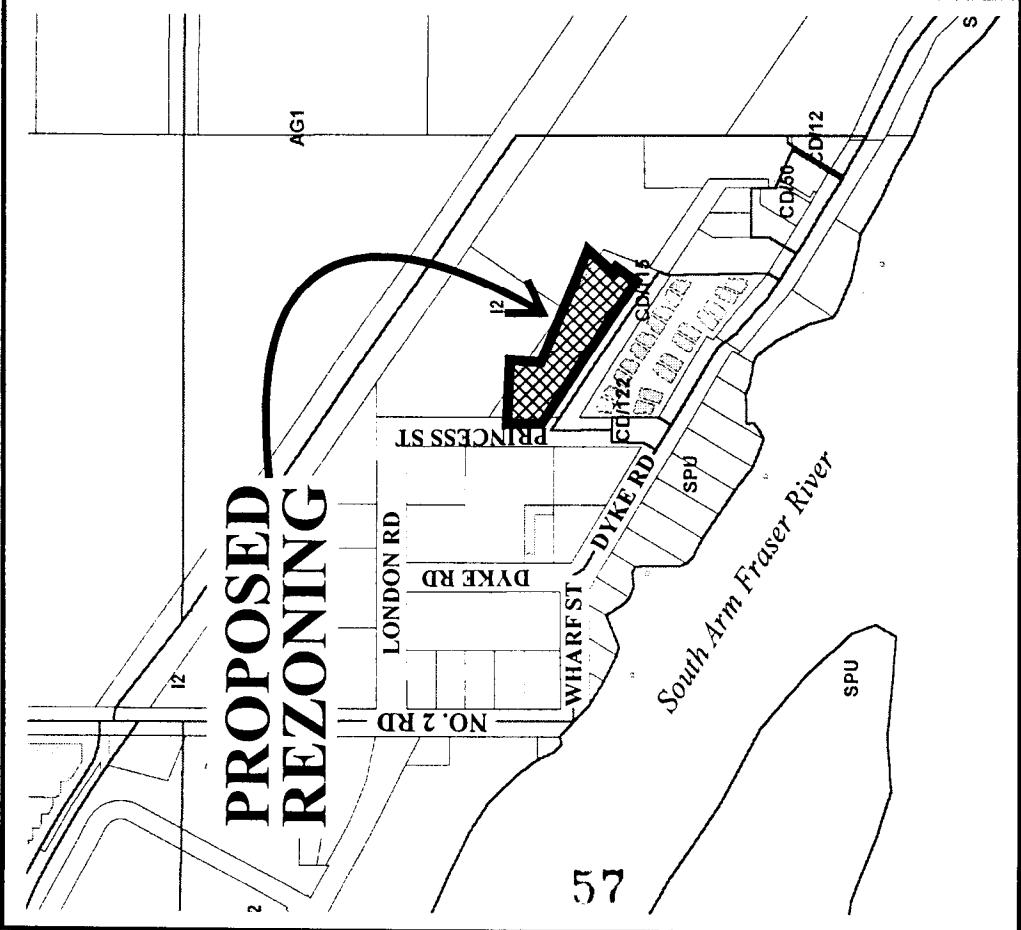


Original Date: 01/07/02

Revision Date: 05/31/02

Note: Dimensions are in METRES

City of Richmond



**PROPOSED  
REZONING**

RZ 01-198754

