



**City of Richmond**  
Urban Development Division

## Report to Committee

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**To** Planning Committee **Date** July 4, 2005  
**From** Terry Crowe **File** RZ 04-278250  
Acting Director of Development  
**RE** **APPLICATION BY CENTRO DEVELOPMENT LTD FOR REZONING AT 22760, 22780, 22800, 22820 AND 22840 WESTMINSTER HIGHWAY FROM SINGLE-FAMILY HOUSING DISTRICT, SUBDIVISION AREA F (R1/F) TO COMPREHENSIVE DEVELOPMENT DISTRICT (CD/24)**

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### Staff Recommendation

That Bylaw No 7963, for the rezoning of 22760, 22780, 22800, 22820 and 22840 Westminster Highway from "Single-Family Housing District, Subdivision Area F (R1/F)" to "Comprehensive Development District (CD/24)", be introduced and given first reading

Terry Crowe  
Acting Director of Development

TC wc  
Att 9

**FOR ORIGINATING DIVISION USE ONLY**

**CONCURRENCE OF GENERAL MANAGER**

## Staff Report

### Origin

Centro Development Ltd has applied to the City of Richmond to rezone, 22760, 22780, 22800, 22820 and 22840 Westminister Highway from "Single-Family Housing District, Subdivision Area F (R1/F)" to "Comprehensive Development District (CD/24)" in order to develop a 55 unit townhouse complex (**Attachment 1**)

### Findings of Fact

A Development Application Data Sheet providing details about the development proposal is included as **Attachment 2**

### Project Description

The proposal is to develop a 55 unit townhouse complex with a main vehicle access from Westminister Highway. An internal loop drive aisle provides access to individual dwelling units within this irregularly-shaped site. A secondary emergency access from Westminister Highway is located at the south end of the site, this access will have bollards as it is only used for emergencies, if needed.

The dwelling units are three storey units where parking and crawl space are located on the ground level and the upper two storeys are living space. Sixteen of the units have side-by-side parking, the remaining 39 units have tandem parking.

The rear portions of the subject properties that abut the west bank of Queens Canal are designated as an "Environmentally Sensitive Area (ESA)". Some of the townhouse units, ground level patios and rear yards encroach into the ESA.

A site plan of the proposed development is provided in **Attachment 3**

### Surrounding Development

The site context is as follows:

- To the North and South: Single-family lots zoned R1/F
- To the East: Queens Canal and across the canal single-family lots zoned R1/B
- To the West: Across Westminister Highway, Townhouses zoned CD/7 and CD/24

### Related Policies & Studies

The subject site is located within the Lower Westminister Sub-Area of the Hamilton Area Plan (**Attachment 4**). The plan designates the properties for "Small and Large Lot Single-Family Residential, Two Family Residential, Townhouse Residential, and Institutional" use. The permitted density is 11 to 25 units per acre up to a maximum of 700 dwellings in the sub-area.

There is currently capacity to build approximately 250 more dwelling units in the Lower Westminister Sub-Area before the maximum of 700 dwelling units is reached.

The proposed project has a density of 21.5 units per acre, which complies with the permitted density range outlined in the Area Plan.

## **Staff Comments**

Staff Technical Review comments are attached in **Attachment 5**

## **Analysis**

### Form and Siting

The townhouses are all three-storey units with parking and crawl spaces located on the ground floors. The living areas are located in two storeys above the ground floor. Access to individual units is from an internal drive aisle that circulates throughout the site.

Units along Westminster Highway will have fronting character by providing exterior stairs to the second floor living space, this will be reviewed as part of the future Development Permit application.

A 6 m (19.7 ft) setback is provided along Westminster Highway as well as along the north and south property lines. As part of the future Development Permit application, variances to allow building projections, bay windows and other structures into the 6m setback area will be considered.

### Floodplain Elevation

The elevation for habitable floorspace in this area is 3.5 m geodetic. In order for the second storey to achieve the floodplain elevation, approximately 0.5 m (1.6 ft) to 0.95 m (3.1 ft) of fill will be deposited throughout the site to raise the slab level for the buildings.

As part of the rezoning, the applicant will also be required to register a floodplain covenant on the site to ensure that any floorspace below the floodplain elevation is not used for habitable space.

### Access

The Lower Westminster Sub-Area Plan (**Attachment 4**) indicates that one vehicle entrance is desired along this portion of Westminster Highway. The proposed development includes a main driveway entrance to the site that is aligned with Norton Court on the west side of Westminster Highway.

As this entrance can serve future development to the north, a statutory rights-of-way for public passage will be required, as a condition of this rezoning, to the properties to the north (22880, 22900, 22920 and 22940 Westminster Highway).

Cross access with the properties to the south (22720 and 22740 Westminster Highway) is not deemed as necessary because those properties can obtain access to McLean Avenue when they redevelop in the future.

A secondary emergency access is provided at the south end of the subject site. Bollards will be placed at the entrance to the secondary emergency access to ensure only emergency vehicles use the access.

### Parking

A total of 110 resident parking spaces is provided in the proposed development (2 parking spaces per dwelling unit). An additional 11 visitor parking stalls, which conforms to zoning requirements, is provided on-site.

Three (3) of the total parking stalls provided must be handicapped accessible. This will be reviewed in more detail as part of the future Development Permit.

Sixteen (16) of the townhouse units have side-by-side parking arrangements. The remaining 39 townhouse units have tandem parking. A variance to permit tandem parking will be required as part of the development permit. The tandem parking arrangement is supported as a means of limiting habitable space on the ground floor in accordance with the minimum floodplain elevation required. A restrictive covenant to prohibit the conversion of the garage area into habitable space will be required as a condition of the development permit.

### Environmental Considerations

An area approximately 15 m (49.2 ft) wide is designated as ESA along the rear property line of the subject properties, adjacent to Queens Canal. The canal itself is also a watercourse of interest to the Department of Fisheries and Oceans (DFO).

In order to accommodate the development, the applicant proposes encroachments into the ESA. A corner of one of the townhouse buildings encroaches into the ESA approximately 1.5 m (4.9 ft). The decks, ground level patios and rear yards for the 16 units that are adjacent to the ESA also encroach by approximately 4.5 m (15 ft) to 7.6 m (25 ft).

The applicant retained an environmental consultant to review the ESA issues associated with the site and prepare a plan for enhancement and to address encroachment issues. The environmental consultant estimates that the site design results in a loss of approximately 650 m<sup>2</sup> (6,996.8 ft<sup>2</sup>) of riparian habitat within the ESA comprised of mowed reed canary grass and Himalayan blackberry.

To compensate for this loss of ESA due to encroachments, the applicant proposes to enhance approximately 1,300 m<sup>2</sup> (13,993.5 ft<sup>2</sup>) of riparian habitat within the ESA. Proposed enhancements include the

- removal of reed canary grass and Himalayan blackberry, which are considered as invasive species,
- retention of existing trees (exceeding 150 mm in diameter), and
- installation of native trees and shrubs which is expected to provide improved structure and habitat diversity in the ESA.

A fence with a minimum height of 2.0 m (6.6 ft) is proposed along the periphery of the enhanced area (approximately 10 m from the top of bank of the canal) to prevent access to the channel and associated riparian area.

While fill is proposed to be used throughout the site for floodproofing, the applicant indicates that fill will not be placed within the ESA. A preliminary cross-section submitted by the applicant (**Attachment 6**) shows the grading of the property.

Staff have reviewed the environmental assessment and enhancement plan. The vegetation species selection suggested by the consultant is consistent with the City's planting criteria. Staff do not object to the enhancements in principle, based on information submitted thus far, but note that a number of details will be considered at the Development Permit stage, including

- the need for slope stabilization or other bank applications as part of the foreshore enhancement works,
- the location of fill on the site and its relationship to the ESA,
- reviewing a cross section of the entire Queens Canal right-of-way to determine the impacts of enhancement works on the canal itself,
- review/conduct of a wildlife inventory assessment. Potential species presence information would provide additional information to be incorporated into the compensation enhancement rational, and
- ensuring that any enhancement works will not interfere with the ability to carry out maintenance of Queens Canal

The riparian habitat enhancement plan and proposed work program will require DFO review and approval as part of the Development Permit process. The applicant will retain ownership of the ESA area although a covenant for the protection of the ESA may be required as a condition of the Development Permit.

#### Amenity Space

An indoor amenity building of approximately 100 m<sup>2</sup> (1,076.4 ft<sup>2</sup>) is provided near the entrance to the site. This complies with the requirements outlined in the Official Community Plan (OCP).

Due to the irregular shape of the site, there are two separate outdoor amenity spaces provided to serve residents at both ends of the development. One outdoor space of approximately 90 m<sup>2</sup> (968.8 ft<sup>2</sup>) is located closer to the north portion of the site, adjacent to the amenity building. A second outdoor amenity space of approximately 240 m<sup>2</sup> (2,583.4 ft<sup>2</sup>) is provided at the south end of the site. This second outdoor amenity space is intended to function as passive recreational space. The amount of outdoor amenity space proposed for the development complies with requirements outlined in the OCP. The outdoor amenity space design will be reviewed as part of the development permit process.

#### Community Amenity Contribution

The applicant declines to make any community amenity contributions to reserve funds (e.g. child care, affordable housing, public art) due to the loss of units as a result of providing access to adjoining properties as well as the costs of enhancing the ESA.

#### Correspondence Received

The City received a letter from the owners of the adjacent properties to the south (22720 and 22740 Westminster Highway) expressing concern about the impacts from the proposed development on her properties during and after the construction process (**Attachment 7**).

The applicant has reviewed the concerns of the adjoining property owners and responded with a commitment to consult with them and minimize any impacts to their properties (**Attachment 8**).

#### **Financial Impact**

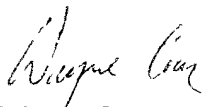
None

**Rezoning Conditions**

A list of the conditions of rezoning is included as **Attachment 9**. The applicant has agreed to the list of conditions, signed agreement is on file.

**Conclusion**

The subject properties are located in a neighbourhood that is gradually redeveloping with new multi-family uses. The proposed development is consistent with the form of development permitted in the Lower Westminster Sub-Area. The proposed development will also result in an enhancement of ESA's along Queens Canal. As the development will add new housing choices and contribute to the ongoing redevelopment of this area, it is recommended that this application be approved.



Wayne Craig  
Program Coordinator - Development

WC cas

- Attachment 1 Location Map
- Attachment 2 Development Application Data Sheet
- Attachment 3 Site Plan
- Attachment 4 Lower Westminster Sub-Area Plan
- Attachment 5 Staff Technical Review Comments
- Attachment 6 Site Cross-Section
- Attachment 7 Letter from Adjacent Property Owner
- Attachment 8 Letter of Response from Applicant
- Attachment 9 List of Rezoning Conditions





**City of Richmond**

5911 No 3 Road  
 Richmond, BC V6Y 2C1  
 (604) 276-4000

**Development Application  
 Data Sheet**

**RZ 04-278250**

**Attachment 2**

Address 22760, 22780, 22800, 22820 and 22840 Westminster Highway

Applicant Centro Development Ltd

Planning Area(s) Hamilton Area Plan (Lower Westminster Sub-Area)

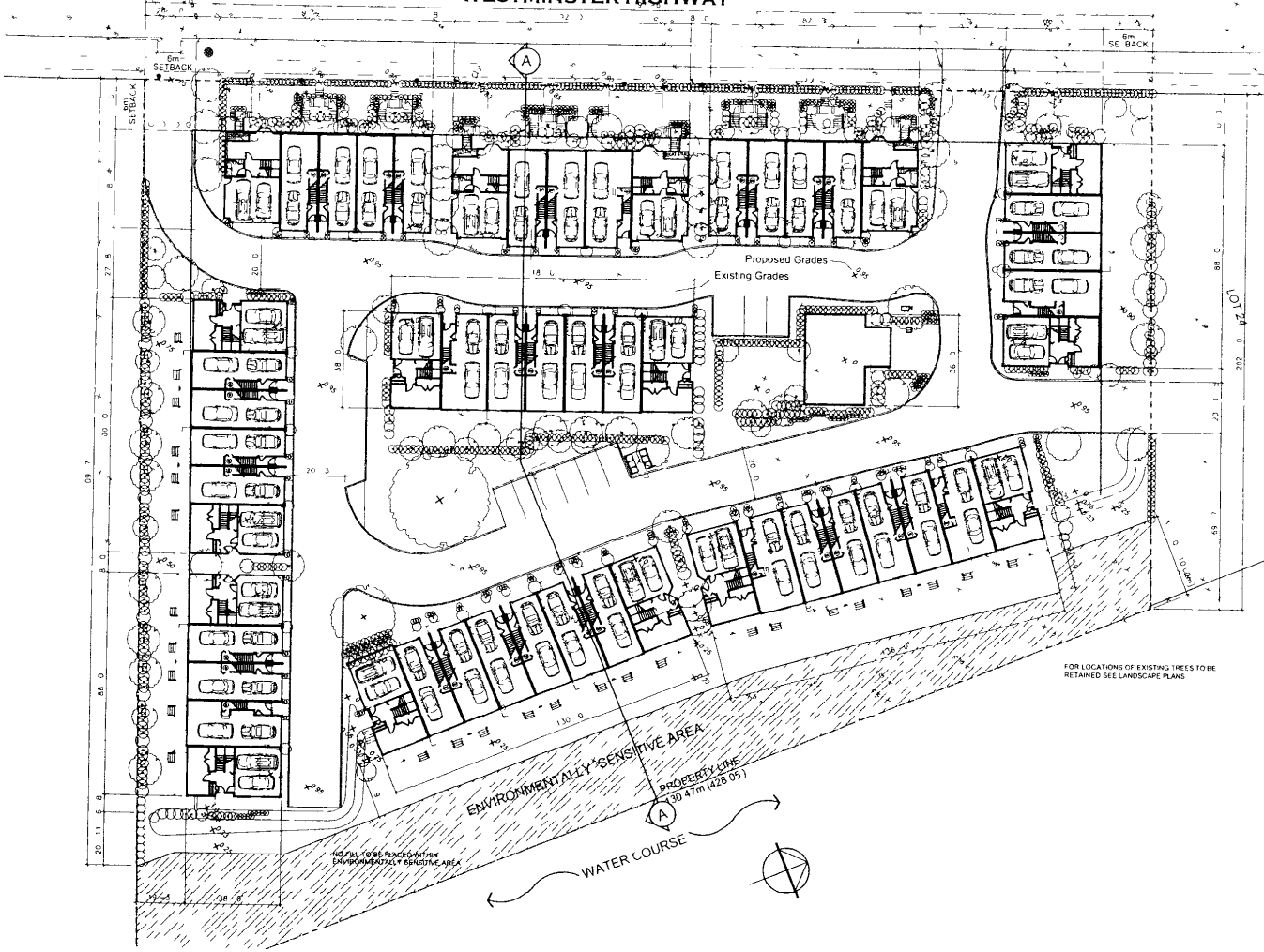
	Existing	Proposed
<b>Owner</b>	22760 Westminster Hwy Vicki Hall 22780 Westminster Hwy Brian and Theresa Bain 22800 Westminster Hwy Bloomfield Investments Co Ltd 22820 Westminster Hwy Christopher Usher 22840 Westminster Hwy Roy and Louis Evans	Centro Development Ltd
<b>Site Size (m<sup>2</sup>)</b>	10,355 m <sup>2</sup> (111,468 ft <sup>2</sup> )	No change
<b>Land Uses</b>	Residential	Townhouses
<b>OCP Designation</b>	Residential	No change
<b>Area Plan Designation</b>	Small and Large Lot Single-Family Residential, Two Family Residential, Townhouse Residential, and Institutional	No change
<b>Zoning</b>	R1/F	CD/24
<b>Number of Units</b>	5	55
<b>Other Designations</b>	Adjacent to ESA	No change

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Density (units/acre)	N/A	21.5 upa	none permitted
Floor Area Ratio	Max 0.60	0.6	none permitted
Lot Coverage – Building	Max 35%	34%	none
Setback – Front Yard (m)	Min 6 m	6 m	none
Setback – Side Yards (m)	N/A	6 m	1.5 m encroachments into setbacks
Setback – Rear Yard (m)	N/A	Approx 11 m	none
Height (m)	10.6 m	10.6 m	none



<b>On Future Subdivided Lots</b>	<b>Bylaw Requirement</b>	<b>Proposed</b>	<b>Variance</b>
Off-street Parking Spaces – Regular (R) / Visitor (V)	110 (R) and 11 (V)	110 (R) and 11 (V)	none
Off-street Parking Spaces – Total	121 (3 accessible spaces)	121	none
Tandem Parking Spaces	Not permitted	78	Variance Required
Amenity Space – Indoor	100 m <sup>2</sup>	100 m <sup>2</sup>	none
Amenity Space – Outdoor	330 m <sup>2</sup>	330 m <sup>2</sup>	none

WESTMINSTER HIGHWAY



NOTE  
THIS PLAN IS SCHEMATIC / PRELIMINARY  
AND IS NOT A LEGAL SURVEY. ALL  
DIMENSIONS AND MEASUREMENTS ARE  
APPROXIMATE AND SUBJECT TO  
CONFIRMATION BY DEED SURVEY.

EXISTING GRADES  
PROPOSED PRELIMINARY LAYOUT

DATE	DESCRIPTION

**PATRICK COTTER ARCHITECT INC.**  
1101 WEST 104TH AVENUE  
VANCOUVER, BC V6P 6E2  
TEL: 604-273-1111  
FAX: 604-273-1112

FRASERWIND TOWNHOUSE DEVELOPMENT  
22760 22840 Westminster Hwy  
Richmond, British Columbia

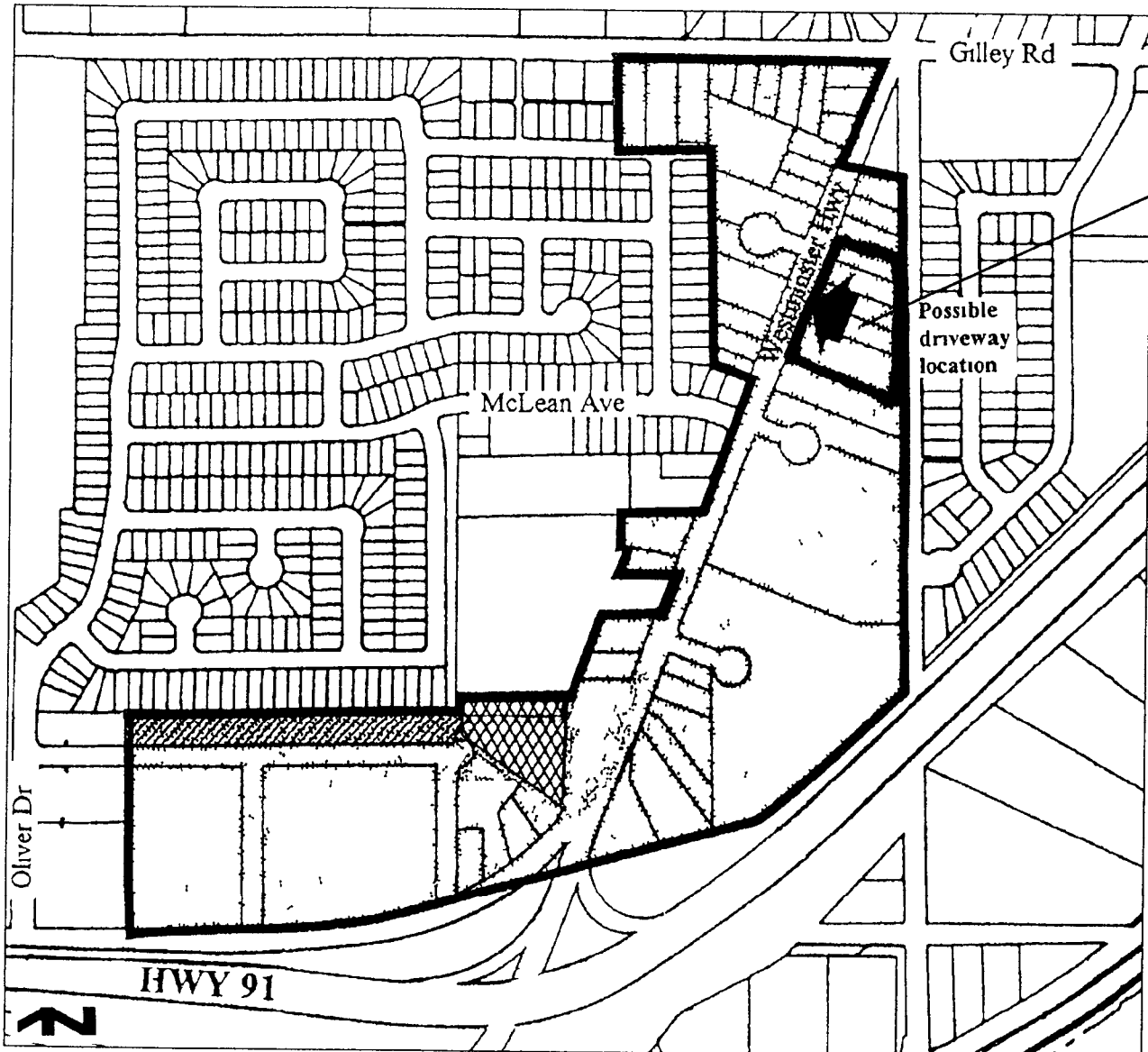
GENTRO DEVELOPMENT LTD

DATE	DESCRIPTION

SITE PLAN

PROJECT NO.	A 102
DATE	A




### Lower Westminster Sub-Area Land Use Map



Subject Site

Possible driveway location

**Permitted Uses:**

 Small and Large Lot Single Family Residential, Two Family Residential, Townhouse Residential, & Institutional	 Single-Family Residential and/or Duplex Residential Only
	 Community Facilities Use

**Permitted Density**  
 A range of 11 to 25 units per acre to a maximum of 700 dwelling units in the sub-area

STAFF TECHNICAL REVIEW COMMENTS

22760 – 22840 WESTMINSTER HIGHWAY (RZ 04-278250)

Policy Planning

- 1 Units along Westminster Highway will have to have fronting character. The elevations submitted show landscape terracing. There should be some openings and accesses to individual units.
- 2 Floodplain covenant is required.
- 3 ESA Comments  
At the Development Permit stage, Staff will be seeking additional information to address:
  - 1 the need for some form of slope stabilization or other bank applications as part of foreshore enhancement works,
  - 2 the location of fill on the site and its relationship to the ESA,
  - 3 a review of cross sections of the entire Queens Canal right-of-way to determine the impact of enhancement works on the canal, and
  - 4 ensure that enhancement works will not interfere with the future ability to carry out the ongoing maintenance of Queens Canal.

Engineering Works and Services

- 1 The Engineering Department has identified that the existing storm sewer on the south side of Westminster Highway will require upgrades.
- 2 The water and sanitary sewer systems have the capacity to service the proposed development.
- 3 Prior to adoption of the rezoning, the developer will be required to enter into a servicing agreement for the design and construction of the Westminster Highway frontage from McLean Avenue to Gilley Road; the improvements are but not limited to, 1/2 road construction, curb/gutter, 1.5m sidewalk, minimum 1.5m treed and grassed boulevard, street lighting and storm sewer upgrading (the extent of the works will be determined via a storm sewer analysis as part of the Servicing Agreement), all in accordance with the "Functional Design" for Westminster Highway.
- 4 As this development site is designated with an ESA for the Queens Road canal, it has been identified that slope stabilization or other bank protection may be required as part of the enhancement work. This will be determined through the development permit review process and may be included within the servicing agreement drawings.
- 5 The DCC's and other development fees will be applied at the building permit stage.

Transportation

- 1 On-site parking should meet the bylaw requirement for handicapped parking.
- 2 7.5 m wide driveway is to be provided off Westminster Hwy (**applicant has provided**).
- 3 Public Rights Of Passage right-of-way is to be provided to connect properties to the north, including a 7.5 m wide east/west drive aisle off Westminster Hwy, and a 6.0 m wide north/south drive aisle connecting to 22880 Westminster Hwy.
- 4 Applicant is responsible for the design and construction of frontage improvements along Westminster Highway to include (starting at the east property line) 1.5 m sidewalk, 1.5 m

bld, 0 15 m curb, road widening (1/2 road) to accommodate an ultimate pavement width of 14 1 m (3 vehicular lanes @ 3 5 m each, 2 bike lanes @ 1 8 m each)

- 5 Applicant to demonstrate how loading can be accommodated onsite, SU-9 and WB-17 are to be used as design vehicles (*applicant has demonstrated on latest plans*)
- 6 At the Building Permit stage, a construction parking and traffic management plan to be provided to the Transportation Department to include location for parking for services, deliveries and workers and loading, application for request for any lane closures (including dates, times, and duration), and proper construction traffic controls as per Traffic Control Manual for Works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570

#### Building Department

- 1 Property consolidation required
- 2 At the Development Permit stage, applicant is to clarify the
  - Location of posts supporting decks/rooms above in relation to setbacks
  - Areas included & excluded from FAR calculations
  - Extent of installation of road system & services
- 3 *Building Code Comments*  
Code analysis required to address
  - Whether the building are covered by Part 3 or 9 of the Building Code
  - Minimum Building Elevation Requirement 3 5 m
  - Ensure hydrants are located within 90 m of each main entry door
  - Whether the amenity building is covered by Part 3 of the Building Code
  - Spatial separation between buildings & exiting from the third level to be clarified

#### Fire Department

- 1 Due to the size of the development and overall length of the access route, a secondary access is recommended into this site from Westminster Highway prior to the development of "Phase Two"
- 2 The southeast end of the property would seem logical, however the developer may propose a suitable alternative
- 3 The secondary access would have to conform to the same standard as the rest of the fire access route (6 m wide and 12 m turns), however bollards and or a chain to prevent non-emergency traffic are acceptable
- 4 This development will require internal hydrant(s) to provide a reliable water source within 90 metres of the most remote unit entrance(s)



22740 Westminster Highway  
Richmond, B C V6V 1B7

January 5, 2005

Courier with POD

Urban Development  
City of Richmond  
6911 No 3 Road  
Richmond, BC V6Y 2C1

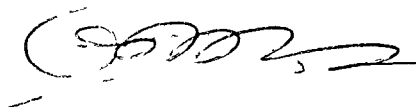
To Whom It May Concern

Subject RZ 04-278250

I represent Mrs SUN, Han Su-Mei, the property owner of 22720 and 22740 Westminster Highway, Richmond, BC Her properties and safety have been adversely affected by city urban projects over recent years resulting in tilted front brick fence, settled side yard, littering, unlawful trespassing by pedestrians, leashed and unleashed dogs, and automobiles just to name a few visually obvious impacts On one occasion, a pickup truck even drove extensively into her back yard, got stocked and required police's attendance

Regarding the development project RZ 04-278250, based on her property rights, she formally requesting the City of Richmond to guarantee in writing that the conditions and safety of her properties will not be affected in anyway during and after the development process

Thank you for your attention and prompt reply

A handwritten signature in black ink, appearing to read 'Eva Sun', written over a horizontal line.

Ms Eva Sun



# COPY

200-6791 Elmbridge Way  
 Richmond B.C. Canada  
 V7C 4N1

Direct 604 644 2955  
 Office 604 241 1422  
 Fax 604 241 1482

February 9, 2005

Ms Eva Sun  
 22740 Westminster Highway,  
 Richmond, B.C. V6V 1B7

Dear Ms Sun

**RE RZ 04-278250**

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This letter is a follow up to our telephone conversation of Wednesday morning. As I indicated to you, we are continuing with our rezoning application and we have retained the services of ECL Envirowest Consultants as the project's biologist to deal with the environmentally sensitive issues in the area.

I understand that most of your concerns are related to the development of the area in general and do not specifically relate to our proposed project. Once our development progresses to the stage where actual work is undertaken at the site, I will contact you and be in touch in order to minimize any impacts on Mrs. SUN, Han Su-Mei and her property.

In the meantime, please feel free to call me with any questions you and/or Mrs. Sun may have.

Yours truly,

A handwritten signature in cursive script that reads 'Kush Panatch'.

Kush Panatch,  
 Centro Development Ltd

KP/lis

Cc  Janet Lee, Planner, City of Richmond  
 Patrick Cotter, Architect

INVESTMENT PROPERTY  
 ACQUISITION  
 SYNDICATION  
 MANAGEMENT  
 DEVELOPMENT



# Conditional Rezoning Requirements

22760, 22780, 22800, 22820, and 22840 Westminster Highway RZ 04-278250

Prior to final adoption of Zoning Amendment Bylaw 7963, the developer is required to complete the following requirements

- 1 The granting of a Public Rights of Passage right-of-way along the drive aisle from Westminster Highway to the property line shared with 22860 Westminster Highway The right-of-way to include a 7.5 m wide east/west drive aisle off Westminster Hwy and a 6.0 m wide north/south drive aisle connecting to 22880 Westminster Hwy
- 2 Consolidation of all the lots into one development parcel (which will require the demolition of the existing dwellings)
- 3 Registration of a floodplain covenant
- 4 The submission and processing of a Development Permit\* completed to a level deemed acceptable by the Director of Development
- 5 Enter into a Servicing Agreement\* for the design and construction of the Westminster Highway frontage from McLean Avenue to Gilley Road, the improvements are but not limited to, 1/2 road construction, curb/gutter, 1.5m sidewalk, minimum 1.5m treed and grassed boulevard, street lighting and storm sewer upgrading (the extent of the works will be determined via a storm sewer analysis as part of the Servicing Agreement), all in accordance with the "Functional Design" for Westminster Highway

\* Note This requires a separate application

*Signed copy on file*

\_\_\_\_\_  
Signed

\_\_\_\_\_  
Date



Richmond Zoning and Development Bylaw 5300
Amendment Bylaw 7963 (RZ 04-278250)
22760, 22780, 22800, 22820, AND 22840 WESTMINSTER HIGHWAY

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

- 1 The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning and Development Bylaw 5300, is amended by repealing the existing zoning designation of the following area and by designating it COMPREHENSIVE DEVELOPMENT DISTRICT (CD/24)

P I D 003-691-616

Parcel "F" (Explanatory Plan 10396) Lot 6 Section 2 Block 4 North Range 4 West New Westminster District Plan 4794

P I D 008-452-733

Southerly Portion Lot 4 Block 5 Section 2 Block 4 North Range 4 West New Westminster District Plan 7764

P I D 003-764-711

Northerly Portion Lot 4 Section 2 Block 4 North Range 4 West New Westminster District Plan 7764

P I D 003-413-705

Lot 3 Section 2 Block 4 North Range 4 West New Westminster District Plan 7764

P I D 002-865-980

Lot 2 Section 2 Block 4 North Range 4 West New Westminster District Plan 7764

- 2 This Bylaw may be cited as "Richmond Zoning and Development Bylaw 5300, Amendment Bylaw 7963"

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED

Series of horizontal lines for signature or date entry.



MAYOR

CORPORATE OFFICER