



City of Richmond

Report to Committee

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To: Planning Committee  
From: Joe Erceg  
Manager, Development Applications  
Re: **APPLICATION BY ORIS DEVELOPMENT CORPORATION TO AMEND "COMPREHENSIVE DEVELOPMENT DISTRICT (CD/115)" AND TO REZONE 6400 AND 6420 PRINCESS LANE AND 6411 DYKE ROAD FROM "LIGHT INDUSTRIAL DISTRICT (I2)" AND 6431 DYKE ROAD FROM "COMPREHENSIVE DEVELOPMENT DISTRICT (CD/50)" TO "COMPREHENSIVE DEVELOPMENT DISTRICT (CD/115)"**

To Planning - July 16, 2002  
Date: July 5, 2002  
RZ 02-202859  
File: 8060-20-7398

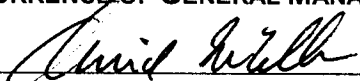
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**Staff Recommendation**

That Bylaw No. 7398, to amend the minimum setbacks from property lines (building envelopes) in "Comprehensive Development District (CD/115)" and to rezone 6400 and 6420 Princess Lane and 6411 Dyke Road from "Light Industrial District (I2)" and 6431 Dyke Road from "Comprehensive Development District (CD/50)" to "Comprehensive Development District (CD/115)" as amended, be introduced and given first reading.

  
Joe Erceg  
Manager, Development Applications

Att.

<p><b>FOR ORIGINATING DIVISION USE ONLY</b></p> <p>CONCURRENCE OF GENERAL MANAGER</p> 
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## Staff Report

### Origin

An application has been submitted by Oris Development Corporation to:

- Amend “Comprehensive Development District (CD/115)” to add new building envelopes;
- Rezone 6400 and 6420 Princess Lane, and 6411 Dyke Road from “Light Industrial District (I2)” to “Comprehensive Development District (CD/115)”, as amended; and
- Rezone 6431 Dyke Road from “Comprehensive Development District (CD/50)” to “Comprehensive Development District (CD/115)”, as amended.

The properties are currently designated for “Heritage Residential” use in the Official Community Plan (OCP). The applicant proposes to develop 11 detached townhouses in a heritage style to continue the architectural character that has been developing along Princess Lane and Dyke Road.

The location map is included as **Attachment 1**.

### Findings Of Fact

Item	Existing	Proposed
Owner	<ul style="list-style-type: none"> <li>• 445775 B.C. Ltd. (6400 and 6420 Princess Lane)</li> <li>• Einar and Maureen Hilton (6411 Dyke Road)</li> <li>• John White (6431 Dyke Road)</li> </ul>	Oris Development Corp.
Applicant	Oris Development Corp.	No change
Site Size	3,171.6 m <sup>2</sup> (34,139.9 sq.ft.)	3,125.3 m <sup>2</sup> (33,641.6 sq.ft.)
Land Uses	Industrial and residential	Detached townhouses
OCP Designation	Neighbourhood Residential	No change
Area Plan Designation	Heritage Residential	No change
Zoning	Light Industrial District (I2) and Comprehensive Development District (CD/50)	Comprehensive Development District (CD/115) as amended
Heritage	Heritage Residential OCP designation but with no existing heritage-class structures on site	Same designation but with new residential dwellings constructed with heritage style and character
ESA Designation	Site abuts an ESA covering the ditch along Dyke Road	Same with planting enhancements

### **Project Description**

This application is to rezone 4 properties in the London-Princess area from existing I2 and CD/50 zoning to CD/115 to accommodate 11 detached townhouses. The CD/115 zone is currently applied to the existing London Landing townhouse development immediately to the west and is also proposed for a 19-unit townhouse development now under application at 13200 Princess Street (RZ 01-198754).

Access to the site is proposed from a driveway to Princess Lane. Four units are proposed to front onto Princess Lane and three units will front onto Dyke Road. Two units are proposed to front onto the lane on the east side of the development site. The remaining two units are sited in the centre of the development (see **Attachment 2**).

Similar to the neighbouring London Landing project and the proposed 19-unit development at 13200 Princess Street, direct vehicle access to each home is proposed from a private, internal drive aisle that serves all the housing units. The elevation of this drive aisle is proposed to be 0.9 m (3 ft.) lower than the elevation of Princess Lane and Dyke Road, which are raised for floodproofing.

The difference in elevation between the public roads and the private drive aisle result in a 2 to 2-1/2 storey appearance along Princess Lane, Dyke Road, and the laneway on the east side of the property, and a 3 to 3-1/2 storey elevation from the internal drive aisle. This also allows parking to be incorporated into the ground floor of the buildings.

### **Site Context**

The site context is as follows:

North:	Industrial properties zoned I2 (General Industrial District)
South:	Dyke Road and the waterfront trail; neighbouring property zoned CD/50 (Comprehensive Development District)
East:	Industrial property zoned I2
West:	Existing heritage character detached townhouses zoned CD/115

The industrial property at 6411 Dyke Road has been unhooked from the industrial property north of Princess Lane in order to facilitate consolidation with three other properties into this development site (Subdivision Application No. SD 02-202784).

## **Related Policies and Studies**

### Steveston Area Plan

The Steveston Area Plan contains a “Heritage Residential” land use designation for lands situated between Dyke Road and Princess Lane, east of Princess Street. The “Heritage Residential” designation is defined to “accommodate residential structures of recognized historic significance, or new structures designed to a distinctive heritage appearance reflective of Steveston’s character.”

Design guidelines for this area also recommend that new development in the “Heritage Residential” area should:

- i. Exhibit a similar scale, form, massing, character, architectural details and features (i.e. porches), and materials as that of London Farm, the McKinney house, and any other relocated houses;
- ii. Where buildings front Dyke Road, exhibit a strong single-family home character regardless of the number of units contained within a single structure; and
- iii. Use colour to reinforce the intended “heritage appeal” of this area and its image on the waterfront.

### Area Concept Plan

As part of the rezoning application at 13200 Princess Street (RZ 01-198754), the applicant prepared a concept plan for the “Residential” and “Heritage Residential” designated lands in the London-Princess area (see **Attachment 3**). This application is a phase within the proposed concept plan.

### Vehicle Access Options

In 2000, Council examined several options for vehicle access within the London-Princess area. Council indicated a preference for a loop road that extended north from Princess Lane and ran along the south edge of the former CN rail right-of-way (now City-owned property) to connect back to London Road. The existing lane on the east side of the subject site is shown as a “Possible pedestrian and emergency access” between Dyke Road and Princess Lane (see **Attachment 4**).

## **Staff Comments**

### Policy Planning

A floodplain covenant is registered on the site to prevent habitable space and storage below the flood construction level. The excess space on the ground floor of the units adjacent to the garage area will have to conform to floodplain covenant requirements.

The dwelling units must be consistent with the heritage character being established in the area. As this site is designated "Heritage Residential", it should display colours, materials and architectural features that are characteristic of Steveston's heritage.

In the proposed Area Concept Plan, the lane to the east of the site has the potential to function as a major pedestrian link from the London-Princess area to Dyke road. A right-of-way is currently registered over both 6451 Princess Lane and 6461 Dyke Road to provide pedestrian and emergency vehicle access between Dyke Road and the end of the lane. The lane immediately to the east of this site should be improved to accommodate pedestrian linkage to the pedestrian trail out to Dyke Road.

### Transportation

The Transportation Department notes that the ultimate design of the laneway to provide access to existing and future development will depend on future land uses proposed for the east side of the lane. Several scenarios for development of the laneway are possible.

Should the laneway become widened to a legal road to access potential residential development on the east side of the lane, the total right-of-way width will likely be lower than normal City standards. A lower standard may be considered under circumstances specific to this area, including:

- a limited number of units that would be accessing the road;
- this would be a dead end road with no plans for further extension; and
- the applicant demonstrates that there is no need for utility right-of-ways.

### Engineering Works

There are no servicing concerns with this proposal. Prior to final adoption the developer will be required to enter into the City's customary servicing agreement for the design and construction of Princess Lane across the entire frontage and the lane along the east side of the site. A 2 m (6.6 ft.) wide trail is to be provided in the lane. Property dedication along Princess Lane will be required; the amount of dedication will be determined via the servicing agreement process. A 1.5 m (4.9 ft.) dedication will be required along the entire east frontage to facilitate the lane upgrade and the trail.

### **Analysis**

#### Heritage Character

The buildings are to conform to the provisions of the OCP with respect to heritage character. The siting and massing of the buildings are consistent with the neighbouring London Landing townhouse project.

The applicant indicates his intent to continue with the form, massing, materials and colours of the London Landing project. A Development Permit will be required prior to the issuance of any Building Permits. Specific design issues will be addressed at that time. In addition, the project will be presented to the City's Advisory Design Panel and Heritage Commission for review and comments at the Development Permit stage.

### Roads and Circulation

Development of the proposed project will enable improvement of Princess Lane further east of the existing development. The road is proposed to be constructed to the 17.0 m (55.8 ft.) standard of the earlier segment developed as part of the London Landing project. A land exchange and/or road dedication will be required to maintain the alignment of Princess Lane.

The lane on the east side of the site connects to a right-of-way registered over 6461 Dyke Road and 6451 Princess Lane. This right-of-way used to provide vehicle access between Princess Lane and Dyke Road. In June 2002, the right-of-way area was closed to general vehicle traffic. Bollards were installed at Dyke Road to enable this right-of-way to be used for pedestrian and emergency vehicle access only.

The route from the lane to the right-of-way is proposed to be a major pedestrian connection from this new neighbourhood to Dyke Road and the waterfront trail system. The lane along the east side of this subject site is proposed to be widened and improved as a pedestrian greenway. The applicant for this rezoning application has agreed to a 1.5 m (4.9 ft.) land dedication for this purpose. Improvements to the pedestrian connection from the lane to Dyke Road are also sought as part of this application.

The opportunity to improve this connection from Princess Lane to Dyke Road is enhanced by the fact that in addition to the subject rezoning application, there are also two other applications in progress in the area. The owner of 6433 Dyke Road has submitted a rezoning application for a single-family dwelling on the property (RZ 02-207804) adjacent to this subject site. The owner of 6451 Princess Lane (the industrial property on the east side of the lane) has submitted a subdivision application (SD 02-202744) to create 5 additional lots fronting onto this lane.

### Flood Protection

As part of previous subdivision applications that have occurred on these properties, a standard Ministry of Water, Land and Air Protection floodplain covenant has been registered on the subject properties. The covenant restricts the development of habitable or storage space below flood construction levels. Areas such as a garage, entrance foyer, crawl space and furnace rooms are permitted.

The dwelling unit floor plans submitted with this application currently show 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 comply with the provisions of the covenant. The applicant has agreed to modify the ground floor to create crawl space. Staff will ensure that plans submitted for Development Permit and Building Permit reflect this change.

### Indoor Amenity Space

The proposed development does not provide any indoor amenity space for use by residents. As the London-Princess area has the potential to build out with approximately 140 dwelling units as proposed in the applicant's Area Concept Plan, 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 agreed 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 phase of the development that contains the indoor amenity space, is constructed.

### **Financial Impact**

None.

### **Conclusion**

This application is an extension of the form and character of new development that has been established by the London Landing project. It is consistent with the OCP land use designation for the area. The developer intends to maintain the image and quality of the adjacent development.

As this proposal will continue to reinforce the developing architectural character of the "Heritage Residential" area, it is recommended that this application be supported.



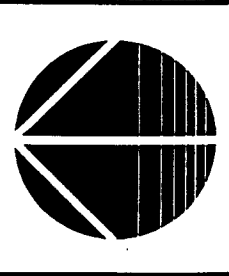
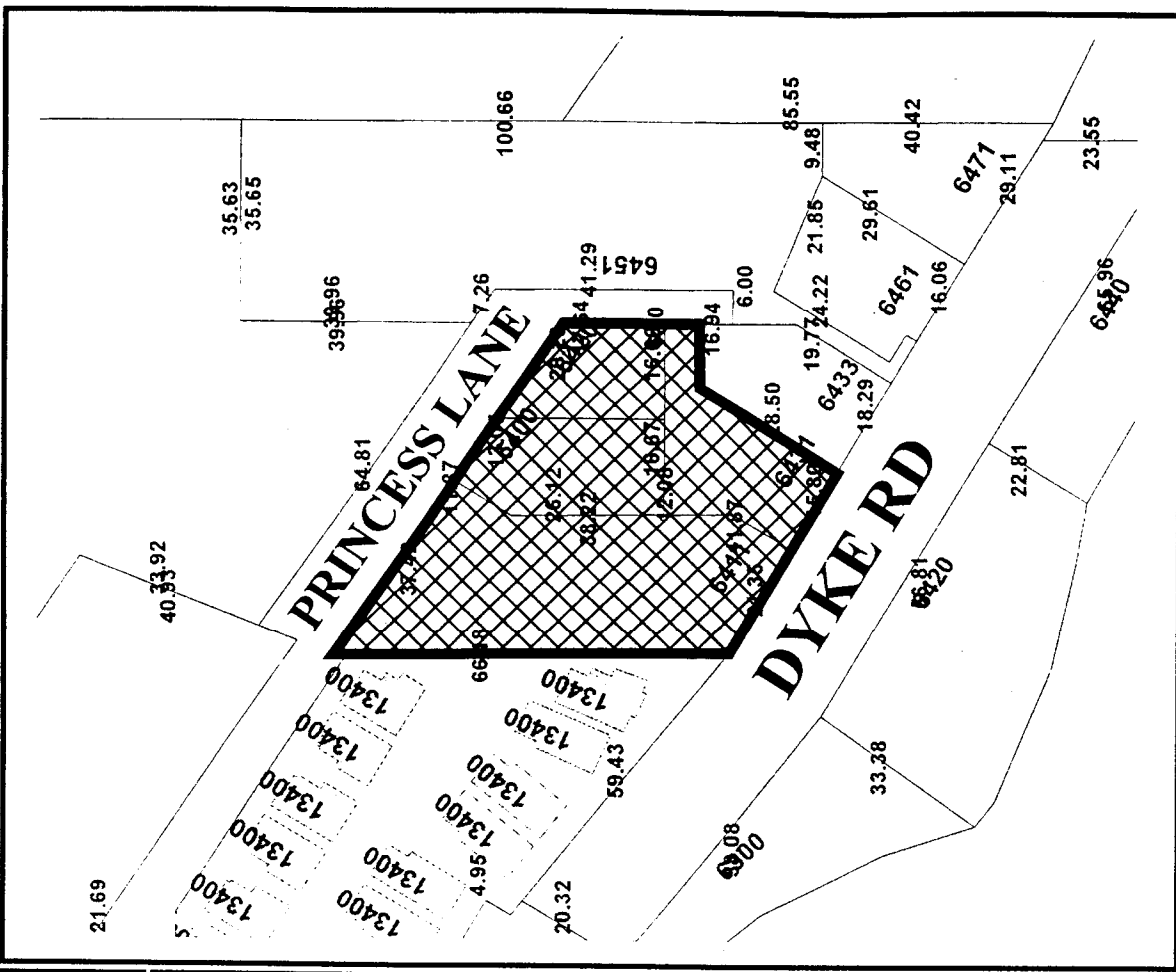
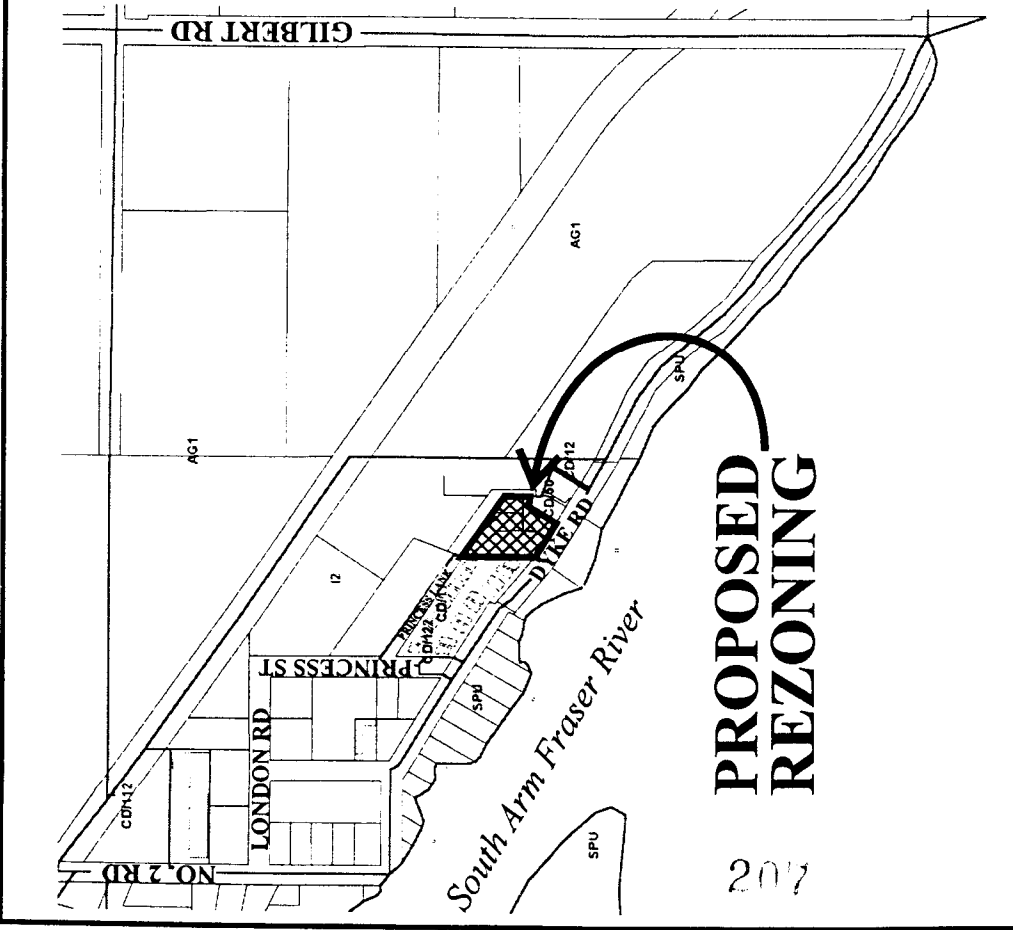
Janet Lee  
Planner 2

JL:jl

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

Development requirements, specifically:

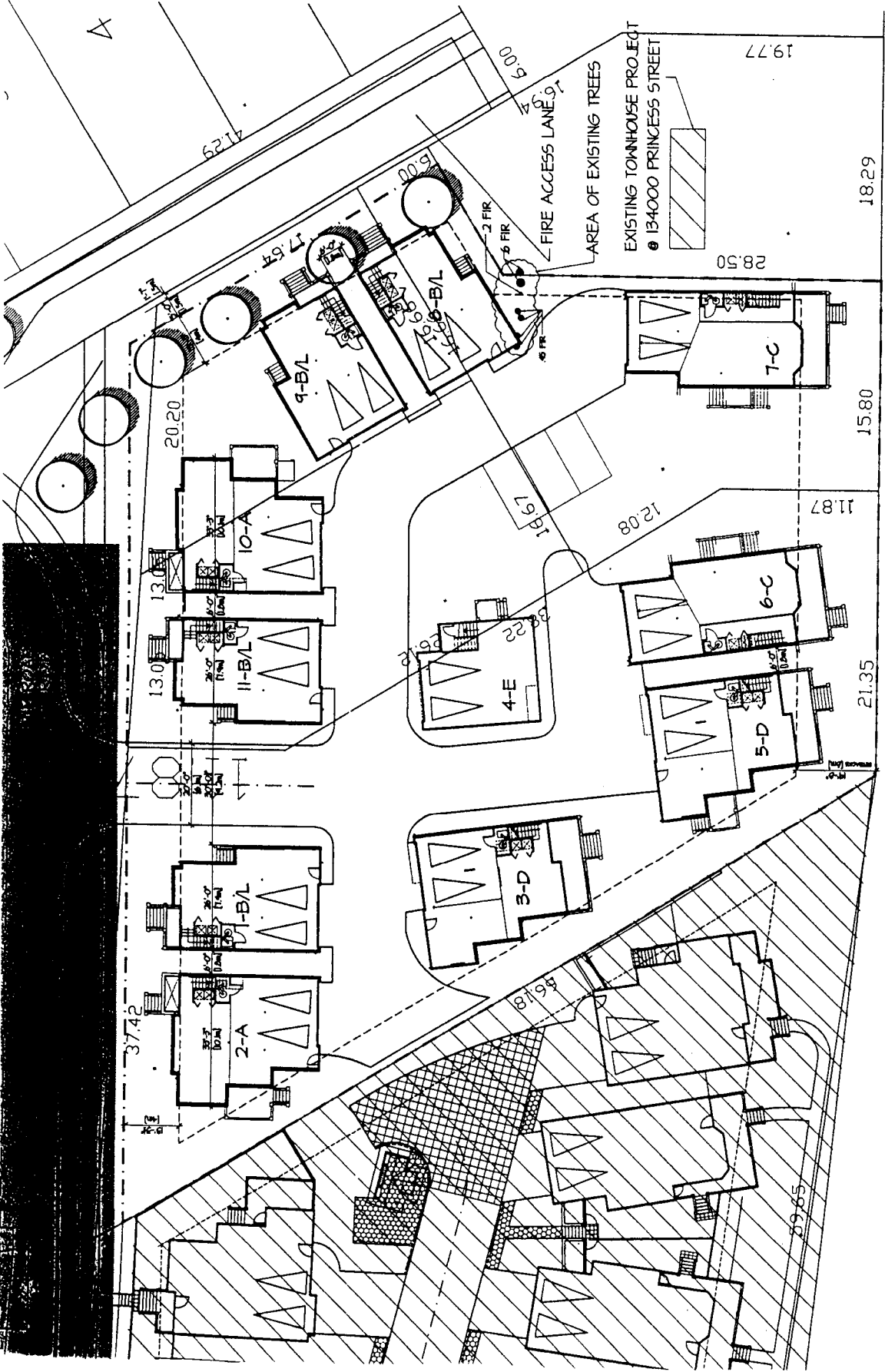
1. Lot consolidation.
2. Land dedication of approximately 36.2 m<sup>2</sup> (390 sq.ft.) along east property line of the site for lane widening.
3. Completion of a road exchange and/or land dedication for Princess Lane.
4. A Development Permit, processed to the satisfaction of the Manager, Development Applications.
5. Submission of a Letter of Credit for \$11,000 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 nearby properties.
6. A Servicing Agreement for:
  - a. The design and construction of Princess Lane;
  - b. The design and construction of the lane to the east of the site;
  - c. The design and construction of the pedestrian trail connection from the lane to Dyke Road.



RZ 02-202859

Original Date: 03/20/02  
 Revision Date: 06/12/02  
 Note: Dimensions are in METRES





**DYKE ROAD**

**SITE PLAN**

1  
A-101 SCALE: 1/16"=1'-0"

COMBEROFF BELL LYON  
GROUP OF ARCHITECTS INC.

DATE: 12/15/00  
DRAWN BY: [illegible]  
CHECKED BY: [illegible]  
SCALE: 1/8" = 1'-0"

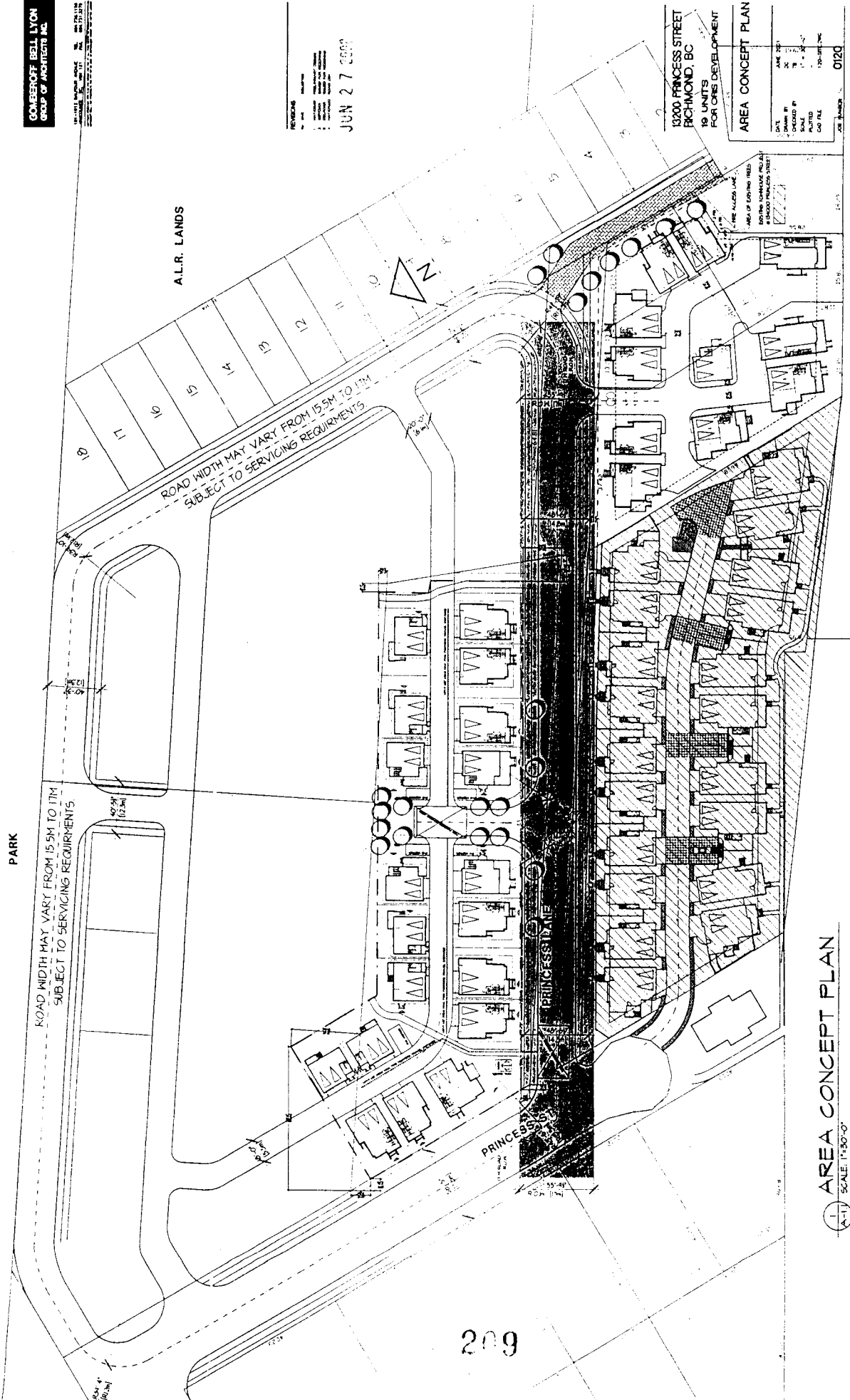
REVISIONS  
NO. DATE DESCRIPTION  
1 JUN 27 2001

13200 PRINCESS STREET  
RICHMOND, BC  
19 UNITS  
FOR ORS DEVELOPMENT

AREA CONCEPT PLAN

DATE: 12/15/00  
SCALE: 1/8" = 1'-0"  
JOB NO: 0120

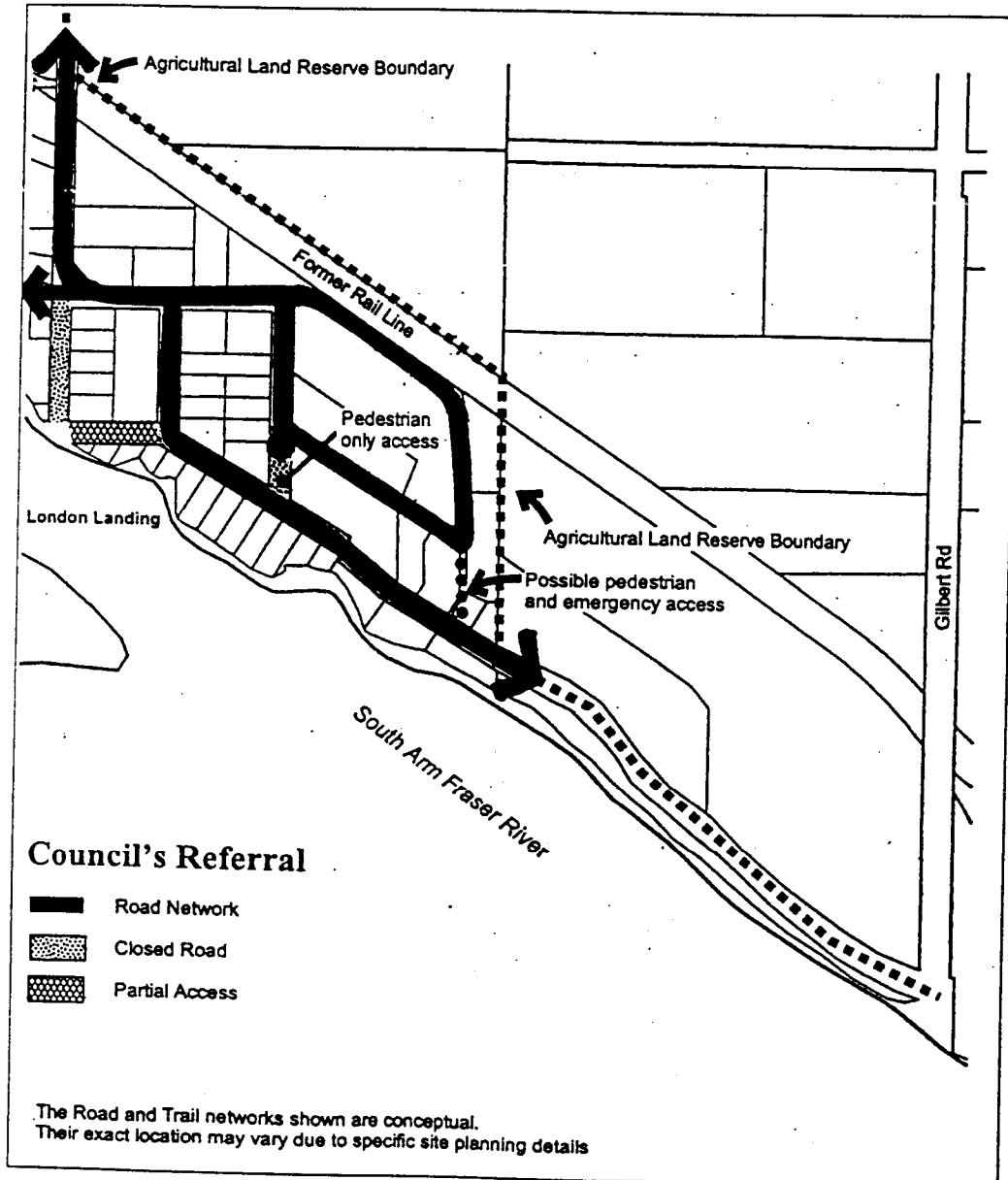
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AREA CONCEPT PLAN

### 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.





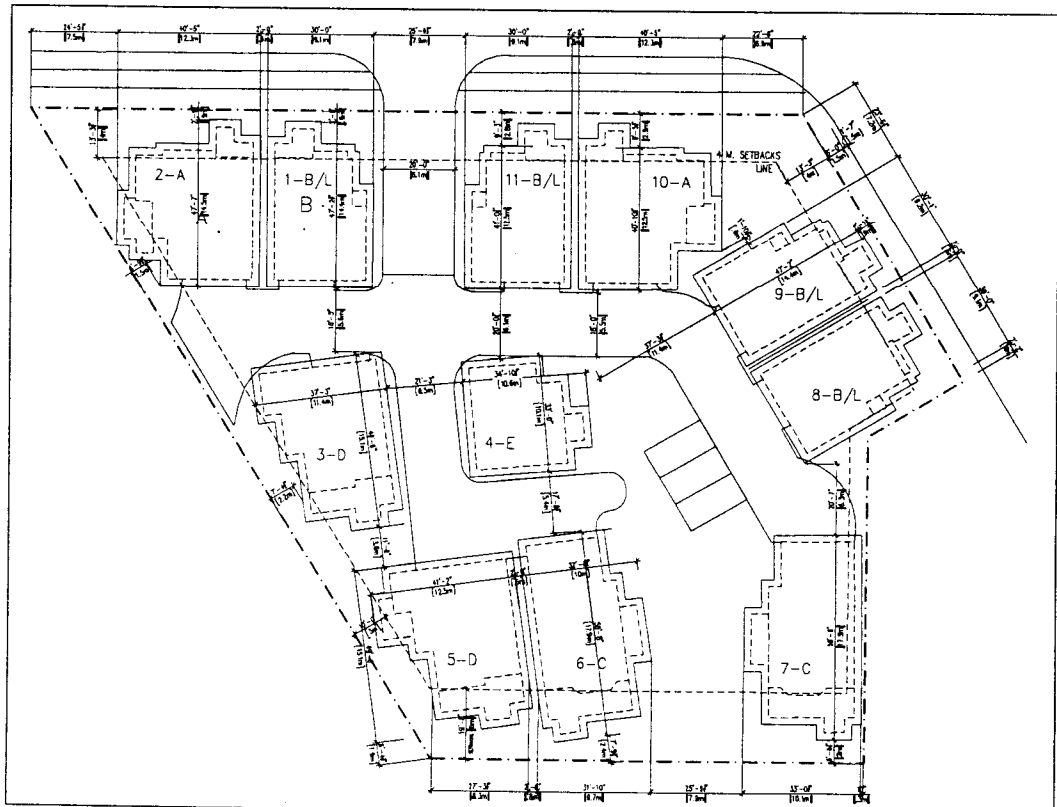
**Richmond Zoning and Development Bylaw 5300  
Amendment Bylaw 7398 (RZ 02-202859)  
6400 AND 6420 PRINCESS LANE, AND  
6411 AND 6431 DYKE ROAD**

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, 2 and 3, Section 291.115.4.02.”**
  - ii. Inserting the following Diagram 3 to Section 291.115.4 Minimum Setbacks From Property Lines, Sub-Section .02:

Diagram 3



- 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. 7398"

- 3. This Bylaw may be cited as **"Richmond Zoning and Development Bylaw 5300, Amendment Bylaw 7398"**.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED

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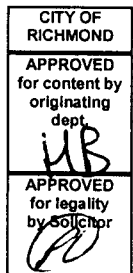
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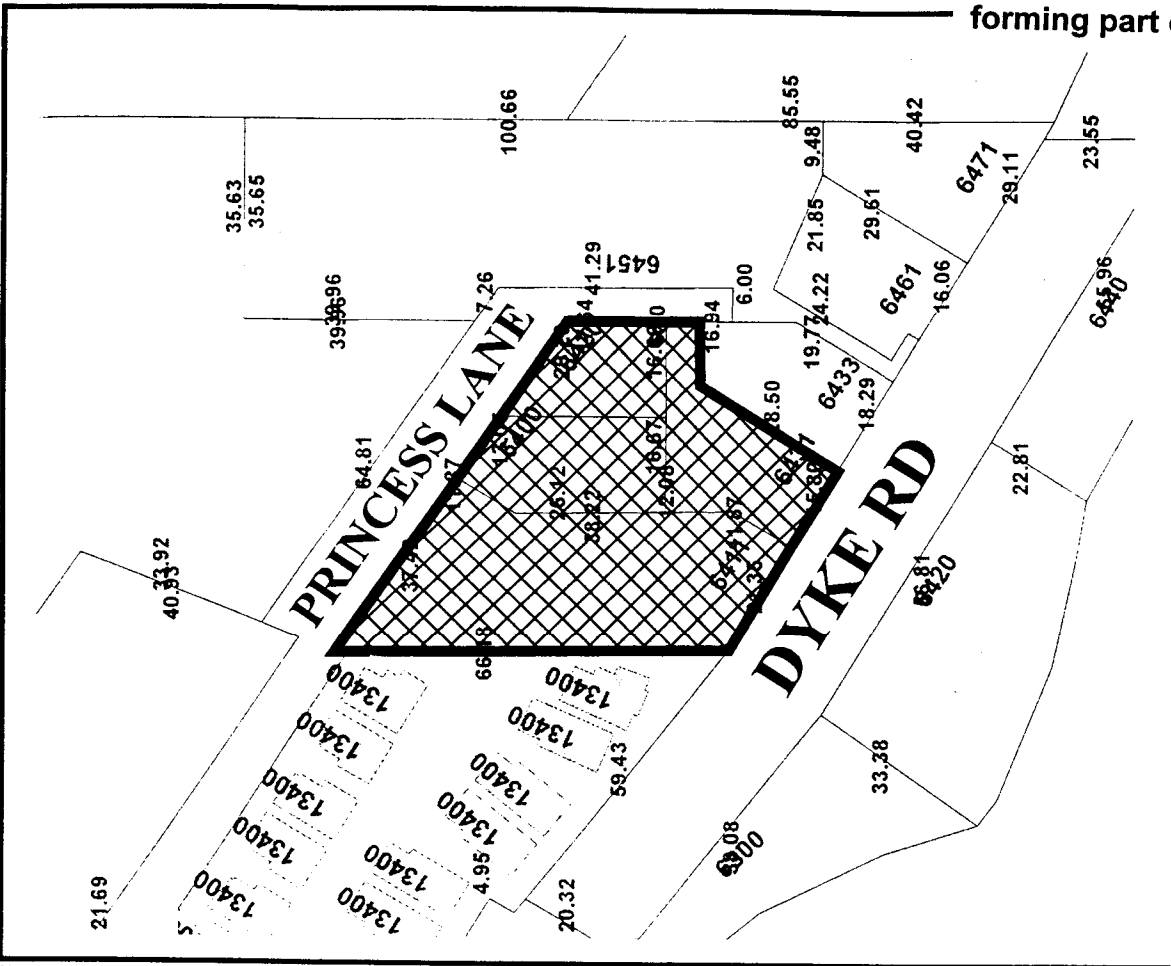
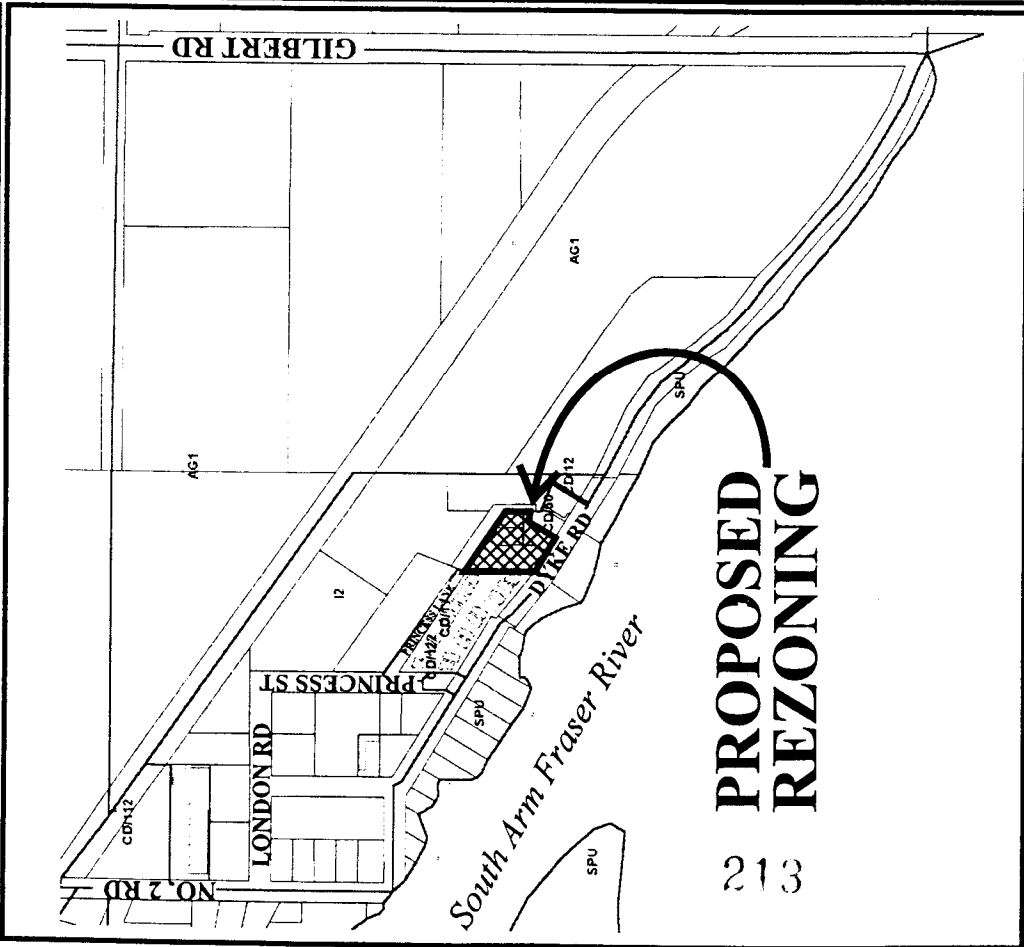
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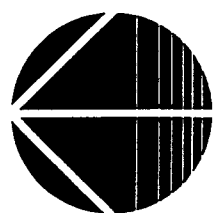
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MAYOR

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

# City of Richmond



## RZ 02-202859



Original Date: 03/20/02  
 Revision Date: 06/12/02  
 Note: Dimensions are in METRES