



City of Richmond
Urban Development Division

Report to Committee

To: Planning Committee

From: Joe Erceg
Manager, Development Applications

Re: APPLICATION BY MICHAEL LI FOR REZONING AT 11551, 11571 AND 11591
STEVESTON HIGHWAY FROM SINGLE-FAMILY HOUSING DISTRICT,
SUBDIVISION AREA E (R1/E) TO PROPOSED NEW TOWNHOUSE DISTRICT
(R2 - 0.7)

To Planning - August 19, 2003
Date: July 31, 2003

File: ~~RZ-03-232158~~
8060-20-7547/7571

Staff Recommendation

That Bylaw 7547, to introduce a new Townhouse District (R2 - 0.7) zone, be introduced and given first reading.

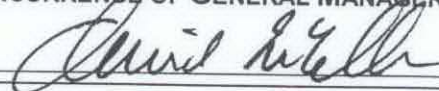
That Bylaw 7571, to rezone 11551, 11571 and 11591 Steveston Highway from "Single-Family Housing District, Subdivision Area E (R1/E)" to the new "Townhouse District (R2 - 0.7)", be introduced and given first reading.


Joe Erceg
Manager, Development Applications

JE:jmb
Att.

FOR ORIGINATING DIVISION USE ONLY

CONCURRENCE OF GENERAL MANAGER



Staff Report

Origin

Michael Li has applied to the City of Richmond for permission to rezone 11551, 11571 and 11591 Steveston Highway (**Attachment 1**) from Single-Family Housing District (R1/E) to a new Townhouse District (R2 - 0.7) in order to permit the development of 21 three-storey townhouses (**Attachment 2 & 3**).

Findings of Fact

Item	Existing	Proposed
Owner	11551 – Hermine Scrubb 11571 – Josephine Wan 11591 – Yousef Ahadi & Sima Farhoudi	To be determined
Applicant	Michael Li	No change
Site Size	11551 – 1101 m ² (11,851 ft ²) 11571 – 1102 m ² (11,862 ft ²) 11591 – 1218 m ² (13,111 ft ²)	3,421 m ² (36,824 ft ²)
Land Uses	Single-Family	Multi-Family
OCP Designation	Low Density Residential	No change
Zoning	R1/E	R2 – 0.7

Surrounding Development

Currently, single family homes are located on either side and behind the subject site. However, in the future it is likely that there will be other multi-family development adjacent to the site. The Ironwood Shopping Centre is located across Steveston Highway.

Related Policies & Studies

Ironwood Sub Area Plan Design Guidelines

There are design guidelines in the Ironwood Plan which address the Steveston Highway frontage and the lane. In other areas, the design objectives along any road orient units and front doors toward the street in order to create an attractive streetscape. Due to the high traffic noise and activity along this stretch of Steveston Highway, the Ironwood guidelines suggest a berm along the Steveston Highway frontage in order buffer the residential units. Therefore, the “front” of the development is oriented more toward the lane where a sidewalk and street trees are provided.

Arterial Road Redevelopment Policy

The Arterial Road Redevelopment Policy encourages densities beyond 0.6 floor area ratio (FAR) for properties that are near Neighbourhood Services Centres. The purpose of this additional density is to:

- focus redevelopment near neighbourhood centres to provide a focal point for the community;
- provide opportunities for housing options;
- support transit service; and
- support the commercial services available at the Shopping Centre.

As the subject site is located directly across from the Ironwood Shopping Centre a density of 0.7 FAR is proposed.

Lane Policy

As there is a lane already servicing the subject site, only lane upgrades are required. Additionally an access into the lane is being provided.

Staff Comments

Policy Planning Comments

New Townhouse Zone

Rather than using a Comprehensive Development District (CD), as part of this application it is suggested that a new townhouse zone be created (R2-0.7) at a density of 0.7 FAR. Except for the permitted density of 0.7 FAR, the new zone would be identical to another townhouse zone that was recently proposed (R2-0.6) at a density of 0.6 FAR. Densities of up to 0.7 FAR are supportable in the current Low Density Residential designation in the Official Community Plan (OCP). The application conforms to this new zone.

The benefit of these new R2-0.7 and R2-0.6 zones are that they are able to be used on a variety of sites. However, because of their flexible nature, these new zones cannot specifically dictate the terms of the development. For example, the proposed new zones provide a standard 6m front yard setback and a 3m setback on all other frontages. In some cases, a different setback may be required. These details or differences can be addressed in the Development Permit process. Therefore, it is proposed that a Development Permit application be a condition of approving this rezoning.

Development Applications Comments

Engineering Requirements

Prior to final reading of rezoning, the developer must:

1. Consolidate the lots into one development parcel;
2. Grant a 7.5m public rights of passage right-of-way (which can taper to a 6.0m width at a 5:1 ratio beyond the first 5m) for a public north-south lane connecting Steveston Highway to the existing east-west lane; and
3. Grant a 1.5m public rights of passage right-of-way along the entire north edge of the site for future sidewalk and trees as per the Ironwood Plan.

Prior to issuance of future building permit, the developer is to enter into the City's standard Servicing Agreement to design and construct the Steveston Highway frontage and the rear lane as per the design guidelines in the Ironwood Plan (Bylaw 7100 Schedule 2.8A), plus a lane along the west edge which was granted via the subject rezoning.

Works include, but are not limited to:

1. Steveston Hwy: remove existing sidewalk, create a 2.3m grass and treed boulevard, adjust/add davit arm street lights on Steveston Hwy as required to better align with the works done at Ironwood and provide a 1.5m concrete sidewalk at the property line.

2. "North-South" Lane: construct a full lane base complete with storm sewer, laneway street lighting and roll curb and gutter on both sides.
3. "East-West" Lane: rebuild lane base, complete with storm sewer and laneway street lighting, provide a roll curb and gutter on both sides and a 1.0m sidewalk behind the curb on the south side with a 1.1m grass and treed boulevard, all contained within the existing 6.0 m lane right-of-way and the new 1.5m public rights of passage right-of-way.

Analysis

Staff is supportive of the application as it is consistent with existing and expected future development proposals, provides a new lane access, is consistent with policies and plans and responds to some of the neighbours concerns as outlined below.

Redevelopment on Neighbouring Lots

There were two previous rezoning applications in this block as shown on **Attachment 4**. One application from 1996 on five lots to the west of the gas station was closed as the applicant failed to complete on the fourth reading requirements. A second application directly to the west of the subject lots has still to complete the fourth reading requirements.

There has been subsequent interest in the five properties next to the gas station and theoretically these will come in again for redevelopment. If so, that leaves two lots between the gas station and the subject application which would be able to consolidate and develop together in the future. While the two lots have different depths, a townhouse project would be able to adapt to the variable back lot line.

Lane Access

While there is an entrance to the lane off Seaward Gate, this is almost 300 m (1000 ft) from the subject properties, therefore, through the development of this site, a public north-south lane connecting Steveston Highway to the existing east-west lane will be provided for the subject site as well as for future development at this end of the block.

Compliance with Plans, Policies and Development Direction

While the proposed development is at a density higher than what has been proposed previously, it is consistent with the Arterial Road Redevelopment Policy, the Ironwood Plan and with the form of development expected along this stretch of Steveston Highway.

Neighbourhood Concerns

The two previous applications had undertaken Public Information Meetings with the residents in the neighbourhood. Concerns raised at these meeting focused on the use of a "substandard" lane as the primary access to the sites. Other concerns related to the difficulty making left turns onto Steveston Highway from Seaward Gate, the need for off-street parking and general traffic concerns if the density in the area was increased.

Two of the major concerns have been or will be addressed. As the subject site will provide an access to Steveston Highway via a public lane, this should accommodate the majority of the traffic. There will still be some traffic that will need to use the Seaward Gate entrance to the lane given that the lane access provided on this site will only be a right-in/right-out. Additionally,

there is now a pedestrian activated light at Seaward Gate which makes it easier for traffic to exit the neighbourhood.

Financial Impact

None.

Conclusion

The proposal is to construct 21 three-storey townhouses with a lane access from Steveston Highway under a new townhouse zone at a density of 0.7 FAR. Staff are supportive of the application as it:

- is consistent with the Arterial Road Redevelopment Policy which supports additional density close to shopping centres;
- is consistent with the Development Permit Guidelines for the area which seek to:
 - mirror the landscaping provided adjacent to the Ironwood Shopping Centre; and
 - provide a "front" door for development along the lane;
- provides a lane access that the rest of the block is able to use.

In addition, staff are supportive of a new townhouse zone (at 0.7 FAR) which is part of range of standardized zones that will be brought forward to limit the need for other new site specific Comprehensive Development District zones.



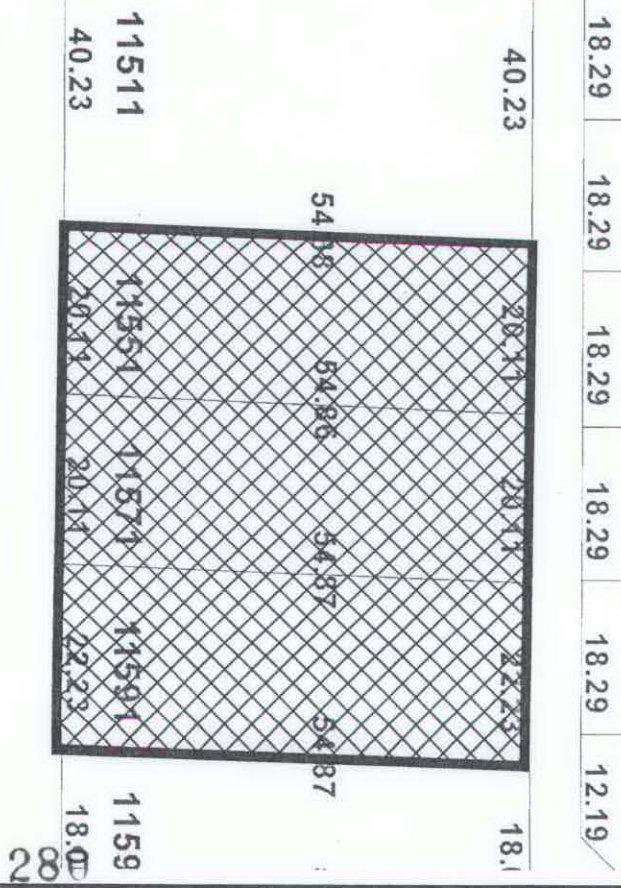
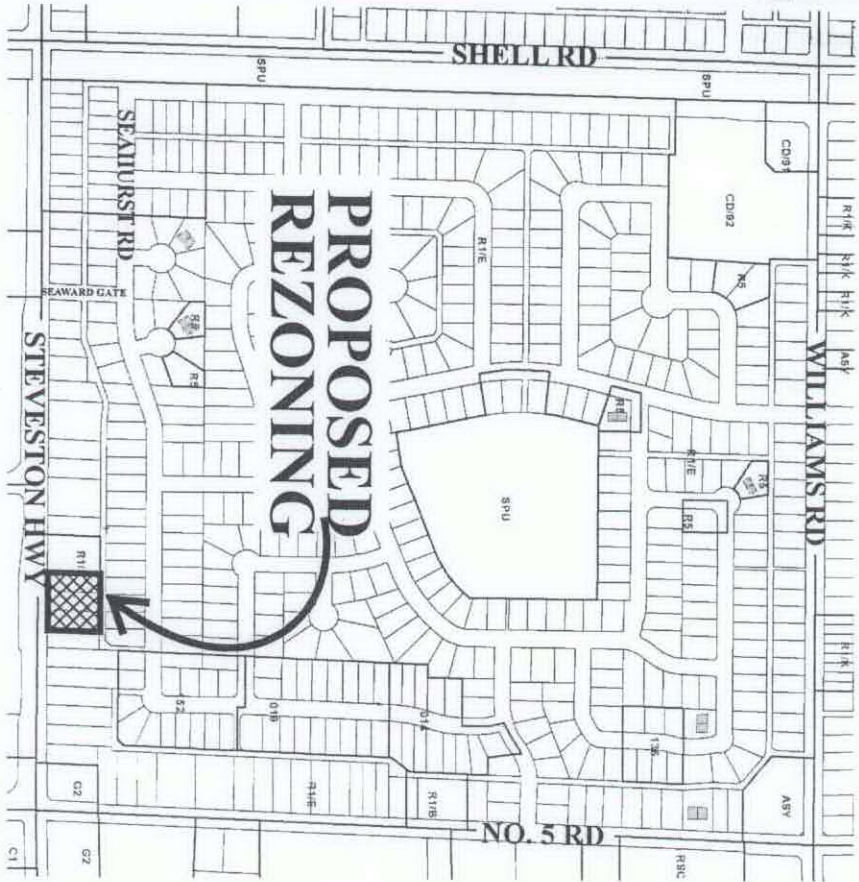
Jenny Beran, MCIP
Planner, Urban Development
(4212)

JMB:cas

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

1. Ministry of Transportation approval;
2. Consolidate the lots into one development parcel;
3. Grant a 7.5m public rights of passage right-of-way (which can taper to a 6.0m width at a 5:1 ratio beyond the first 5m) for a public north-south lane connecting Steveston Highway to the existing east-west lane;
4. Grant a 1.5m public rights of passage right-of-way along the entire north edge of the site for future sidewalk and trees as per the Ironwood Sub-Area Plan; and
5. Processing of a Development Permit application to a level satisfactory to the Manager, Development Applications.

City of Richmond



STEVESTON HWY

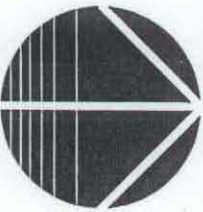
11688

RZ 03-232158

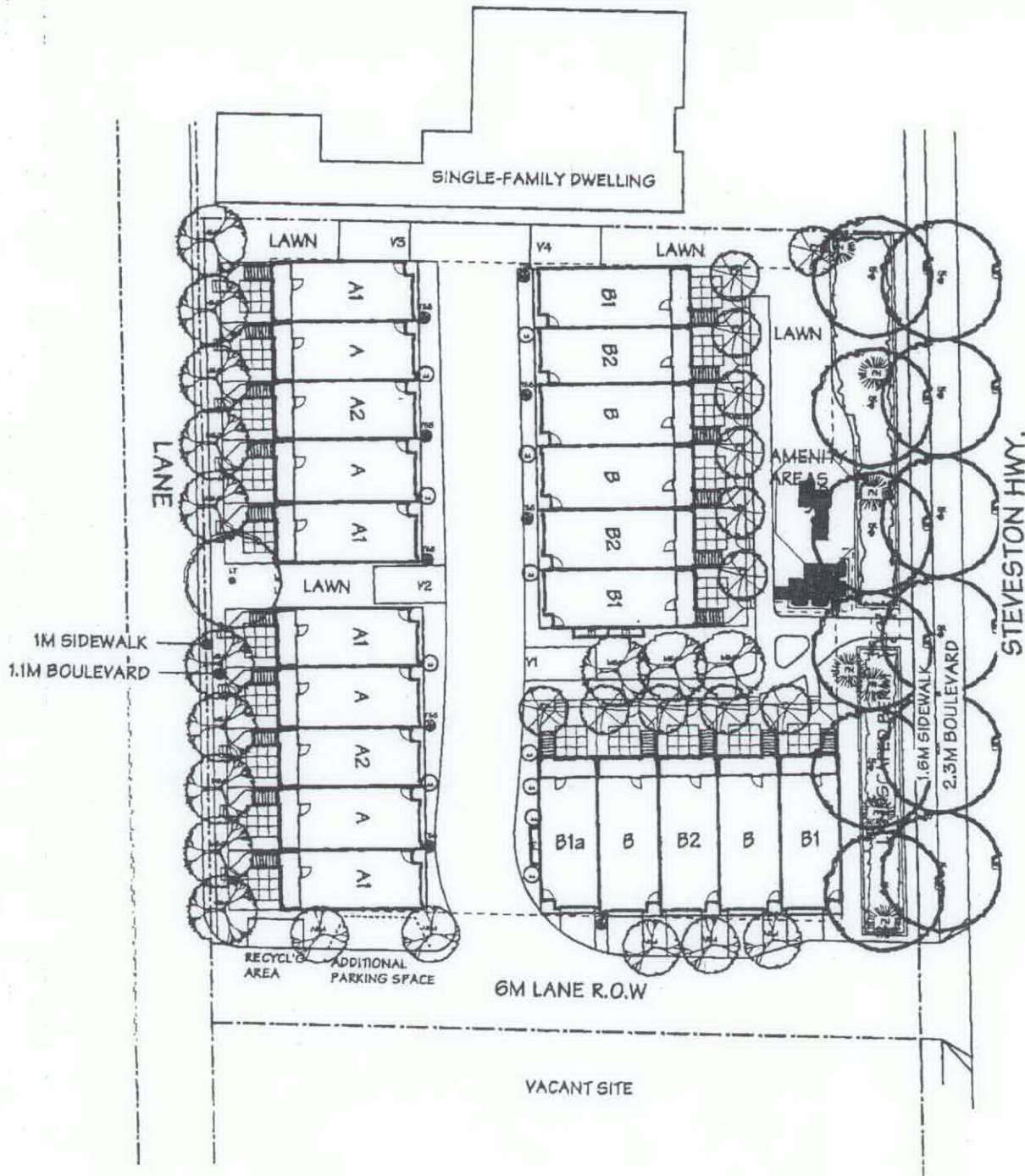
Original Date: 04/04/03

Revision Date: 05/05/03

Note: Dimensions are in METRES



ATTACHMENT 2



LANDSCAPE CONCEPT PLAN



ITO ASSOCIATES
LANDSCAPE ARCHITECTS
11551-11571-11591 STEVESTON HWY., RICHMOND, B.C.
V7G 1N8 TEL: 929-8531 FAX: 929-8591
ITO & ASSOC.
JULY 14, 2003

0308

July 14, 2003

21 UNIT TOWNHOUSE DEVELOPMENT

11551-11571-11591 Steveston Hwy., Richmond, B.C.

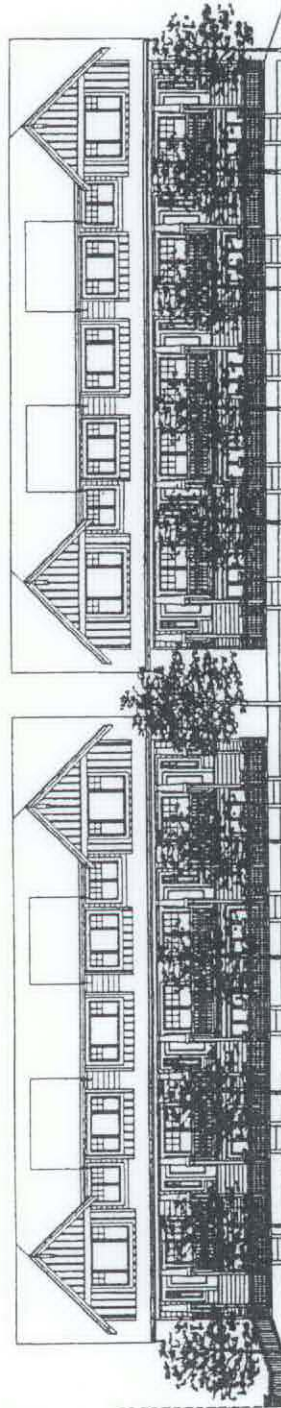
tomizo yamamoto architect inc.

954 Baycrest Drive, North Vancouver
B.C. V7G 1N8 Tel. 929-8531 Fax. 929-8591

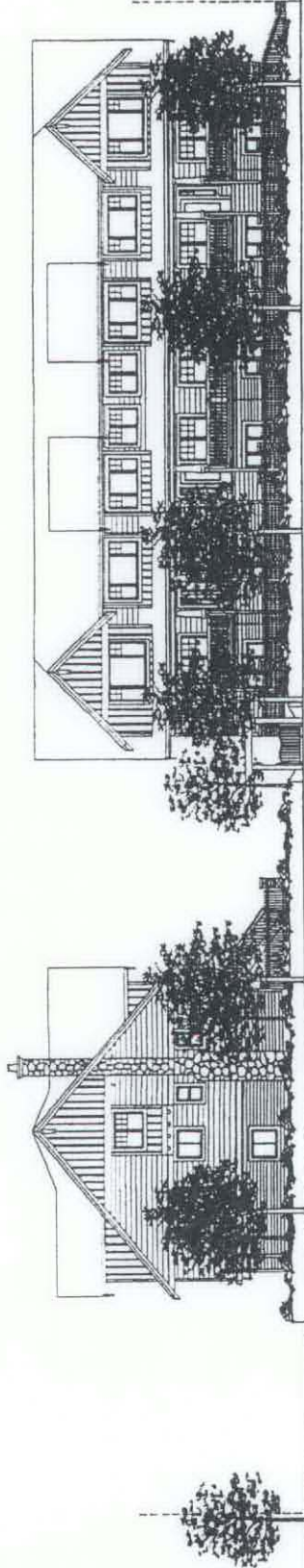
ATTACHMENT 3

0308

NORTH ELEVATION (LANE)



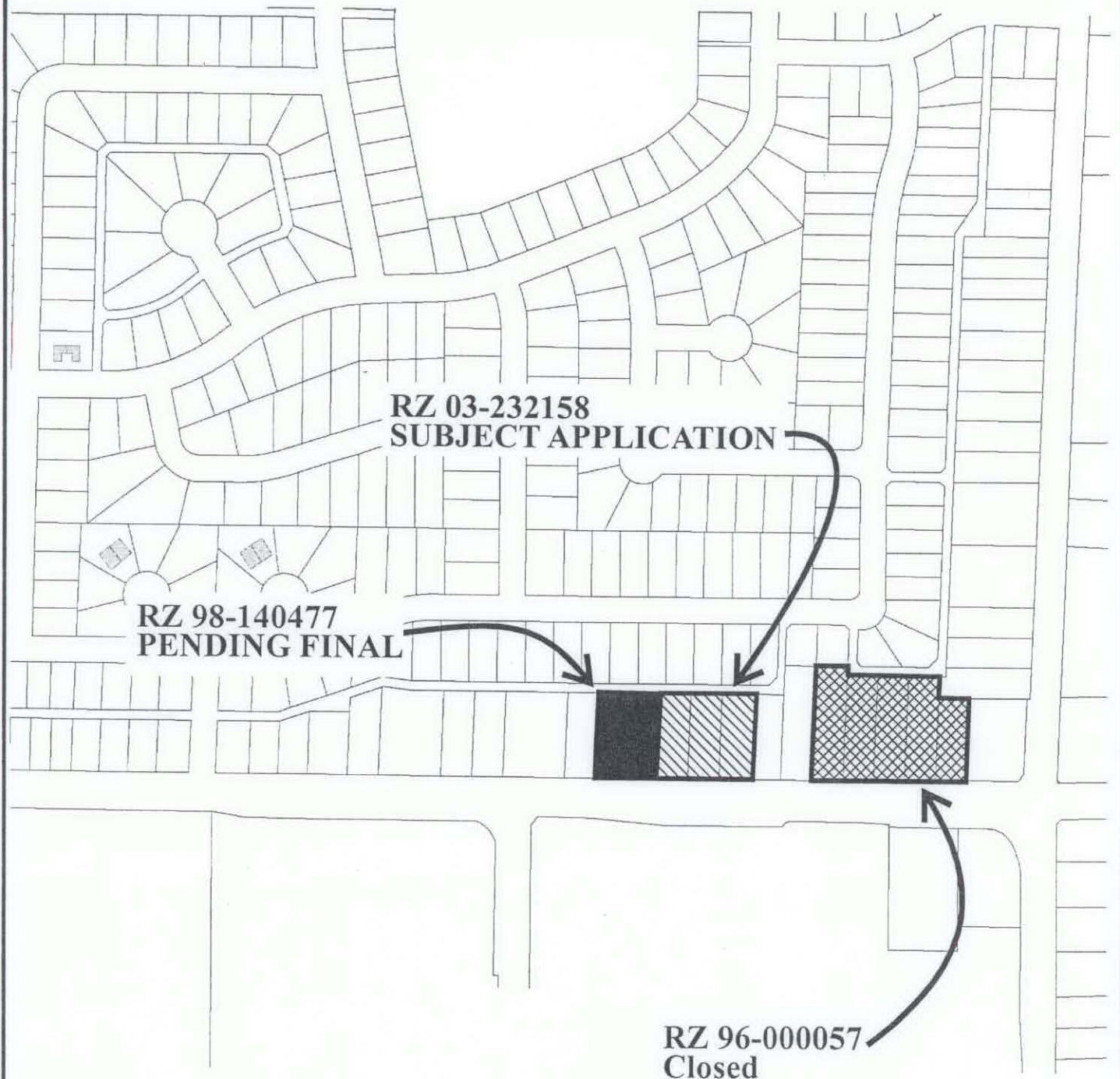
SOUTH ELEVATION (STEVESTON HWY.)



tomizo yamamoto architect inc.
954 Baycrest Drive, North Vancouver B.C.
V7G 1N8 Tel. 604-929-8531 Fax 604-929-8591
E-mail: tyarch@shaw.ca

21 UNIT TOWNHOUSE DEVELOPMENT
11561-11571-11591 Steveston Hwy., Richmond, B.C.

July 15, 2003



Development Status
11,000 Blk Steveston Highway

Adopted Date: 07/14/03

Amended Date:

Note: Dimensions are in METRES



**Richmond Zoning and Development Bylaw 5300
Amendment Bylaw 7547
(RZ 03-232158)**

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

1. Richmond Zoning and Development Bylaw 5300 is amended by inserting as Section 203 (A) thereof the following:

"203(A) TOWNHOUSE DISTRICT (R2 - 0.7)

The intent of this zoning district is to accommodate townhouses with a floor area ratio of 0.7 primarily where lots front a section line road and provisions have been made for access to a lane.

203(A).1 PERMITTED USES

RESIDENTIAL, limited to **Townhouses**;
BOARDING & LODGING, limited to two persons per **dwelling unit**;
HOME OCCUPATION;
COMMUNITY USE;
ACCESSORY USES, but excluding **secondary suites**.

203(A).2 PERMITTED DENSITY

Maximum **Floor Area Ratio**: 0.7; PLUS

an additional 50 m² (538.21 ft²) per **dwelling unit** (either for the exclusive use of individual units or for the total development) for use as **accessory buildings** and off-street parking;

an additional 0.1 **floor area ratio** provided that it is entirely **used** to accommodate **Amenity Space**;

10% of the 0.7 **floor area ratio** for the **lot** in question, which area must be **used** exclusively for covered areas of the principal **building** which are open on one or more sides;

PROVIDED THAT any portion of floor area which exceeds 5 m (16.404 ft.) in height, save and except an area of up to 10 m² (107.64 ft²) per **dwelling unit** which is to be **used** exclusively for entry and staircase purposes, shall be considered to comprise two floors and shall be measured as such.

203(A).3 MAXIMUM LOT COVERAGE: 40%

203(A).4 MINIMUM SETBACKS FROM PROPERTY LINES

- .01 **Front Yard:** 6.0 m (19.685 ft.);

EXCEPT THAT portions of the principal **building** which are less than 5 m (16.404 ft.) in height and are open on those sides which face a **public road** may project into the **front yard** setback for a distance of not more than 1.5 m (4.921 ft.) and bay windows may project into the required **front yard** setback for a distance of not more than 0.6 m (1.969 ft.);

- .02 **Side & Rear Yards:** 3 m (9.843 ft.); or in the case where a property line abuts a **public road**: 6 m (19.685 ft.);

EXCEPT THAT balconies, bay windows, enclosed and unenclosed fireplaces and chimneys may project into the side yard for a distance of not more than 0.6 m (1.969 ft.) and the rear yard for a distance of not more than 1.8 m (5.906 ft.).

203(A).5 MAXIMUM HEIGHTS

- .01 **Buildings & Structures:** Three storeys but not to exceed 11 m (36.089 ft.)
- .02 **Accessory Buildings:** 5 m (16.404 ft.).

203(A).6 MINIMUM LOT SIZE

- .01 A **building** shall not be constructed on a **lot** having a width of less than 30 m (98.425 ft.) or a depth of less than 35 m (114.829 ft.)."

2. This Bylaw may be cited as "Richmond Zoning and Development Bylaw 5300, Amendment Bylaw 7547".

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED

MAYOR

CITY CLERK





**Richmond Zoning and Development Bylaw 5300
Amendment Bylaw 7571 (RZ 03-232158)
11551, 11571 AND 11591 STEVESTON 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 **TOWNHOUSE DISTRICT (R2 - 0.7)**.

P.I.D. 003-899-331

Lot 394 Section 36 Block 4 North Range 6 West New Westminster District Plan 45716

P.I.D. 005-965-250

Lot 395 Section 36 Block 4 North Range 6 West New Westminster District Plan 45716

P.I.D. 016-268-768

Lot "B" Section 36 Block 4 North Range 6 West New Westminster District Plan 86247

2. This Bylaw may be cited as "**Richmond Zoning and Development Bylaw 5300, Amendment Bylaw 7571**".

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

MINISTRY OF TRANSPORTATION APPROVAL

OTHER REQUIREMENTS SATISFIED

ADOPTED

MAYOR

CITY CLERK

CITY OF RICHMOND
APPROVED for content by originating dept.
HB
APPROVED for legality by Solicitor