



**City of Richmond**  
Urban Development Division

**Report to Committee**

**To:** Planning Committee

**From:** Raul Allueva  
Director of Development

**Re:** **APPLICATION BY LEDINGHAM McALLISTER HOMES LTD. FOR REZONING AT  
6180 & 6200 GARDEN CITY ROAD AND 9020, 9040, 9060, 9100, 9140 & 9200  
FERNDAL ROAD FROM SINGLE-FAMILY HOUSING DISTRICT, SUBDIVISION  
AREA F (R1/F) TO COMPREHENSIVE DEVELOPMENT DISTRICT (CD/144)**

*To Council - Apr 26, 2004  
To Planning - Apr 20, 2004*

**Date:** March 18, 2004

RZ 03-254763

**File:** 8060-20-7698 / 7699

**Staff Recommendation**

1. That Bylaw No. 7698, to amend Richmond Zoning and Development Bylaw 5300 by creating a new multiple-family residential zone, "Comprehensive Development District (CD/144)", be introduced and given first reading.
2. That Bylaw No 7699, to rezone 6180 and 6200 Garden City Road and 9020, 9040, 9060, 9100, 9140 and 9200 Ferndale Road from "Single-Family Housing District, Subdivision Area F (R1/F)" to "Comprehensive Development District (CD/144)", be introduced and given first reading.

Raul Allueva  
Director of Development

RV:ef

Att. 2

**FOR ORIGINATING DIVISION USE ONLY**

**CONCURRENCE OF GENERAL MANAGER**

## Staff Report

### Origin

Ledingham McAllister Homes Ltd. has applied to the City of Richmond for permission to rezone 6180 and 6200 Garden City Road and 9020, 9040, 9060, 9100, 9140 and 9200 Ferndale Road from Single-Family Housing District, Subdivision Area F (R1/F) to a Comprehensive Development District (CD/144) zone in order to permit two four-storey apartment buildings with approximately 164 dwelling units over an underground parking structure containing approximately 214 off-street parking spaces.

### Findings of Fact

Item	Existing	Proposed
<b>Owners</b>	Ashbourne Gate Homes Ltd.	Ledingham McAllister Homes Ltd.
<b>Applicant</b>	Ledingham McAllister Homes Ltd.	
<b>Site Size (by applicant)</b>	7,929.66 m <sup>2</sup> (85,357.0 ft <sup>2</sup> )	7,913.66 m <sup>2</sup> (85,184.71 ft <sup>2</sup> ) <ul style="list-style-type: none"> <li>Reduction for 4m x 4m corner cuts at both Garden City Rd and Katsura St intersections with Ferndale Rd</li> </ul>
<b>Land Uses</b>	<ul style="list-style-type: none"> <li>An area formerly of large-lot single-family homes, with recently constructed 2- and 3-storey townhouses and high-rise apartment buildings south and east of the subject site</li> </ul>	<ul style="list-style-type: none"> <li>Four-storey apartment buildings</li> </ul>
<b>Area Plan: City Centre</b>	Land Use Designation: Residential	
<b>Sub-Area Plan: McLennan South  Policies &amp; Practices</b>	<ul style="list-style-type: none"> <li><b>Land Use:</b> Residential, 4-storey Townhouse/Low-rise Apts./Mid-rise Apt./High-rise Apt. – To date, Townhouses and High-rise Apts. have been constructed.</li> <li><b>Density:</b> Designated for a <u>base</u> density of 1.60 floor area ratio (FAR) on the west portion of the site, and 0.95 <u>base</u> FAR on the east portion – Densities of up to 2.56 FAR for high-rise south of the site and 1.43 for townhouse east of the site have been approved.</li> <li><b>Development Permit Guidelines:</b> To create a high-amenity residential community made up of a series of low- medium- and high-density neighbourhoods, focused around a high-quality open space network.</li> <li><b>Roads:</b> The developer of the subject site must contribute to the construction of Katsura Street and Ferndale Road.</li> <li><b>Urban Trails Network:</b> Promote strong pedestrian linkages between public open spaces and public uses. Proposal includes mid-block pedestrian path linking Hemlock Drive and Ferndale Road.</li> <li><b>Park:</b> Land has been secured for community and neighbourhood parks.</li> </ul>	
<b>Zoning</b>	Single Family Housing District, Subdivision Area F (R1/F)	Comprehensive Development District (CD/144) <ul style="list-style-type: none"> <li>Permits Townhouses and Multiple-family dwellings with a site coverage of less than 45%, @ 1.71 FAR</li> <li><i>Proposed: 4-storey apartments with site coverage of 45%, @ 1.71 FAR</i></li> </ul>

Item	Existing	Proposed
<b>Parking Required</b> • For (CD/144)	Residents: 1.0 spaces/units (up to 90 m <sup>2</sup> ) x 148 units = 148 spaces Residents: 1.5 spaces/units (over 90 m <sup>2</sup> ) x 16 units = 24spaces Visitors: 0.2 spaces/unit x 164 units = 33 spaces Total: 164 units = 205 spaces	
<b>Parking Proposed</b>	Residents: 1.0 spaces/unit (up to 90 m <sup>2</sup> ) x 148 units = 149* spaces Residents: 2.0 spaces/unit (over 90 m <sup>2</sup> ) x 16 units = 32** spaces Visitors: 0.2 spaces/unit x 164 units = 33 spaces Total 116 units = 214 spaces (* one additional space proposed) (** tandem spaces proposed for all large units)	

## Related Policies & Context

### *McLennan North Sub-area Plan*

The McLennan North sub-area plan objectives include:

- To provide a range of grade and ground-oriented housing types for a variety of household and age groups, including high density multiple-family housing.
- To provide a safe and efficient people-friendly transportation network for pedestrians, cyclists and vehicles.
- To promote the enhancement and use of public transit within and beyond the neighbourhood.

The residential densities in the McLennan North Sub-Area Plan are highest in the west, and decrease towards the east, to provide a transition from the high density City Centre west of Garden City Road, to the single family and rural character east of No. 4 Road. The subject site straddles two Residential Area designations:

- Residential Area 1 permits a base density of 1.6 floor area ratio (FAR), with a range of building types from Townhouses to High-rise apartments (up to 45 m in height);
- Residential Area 2 permits a base density of 0.95 floor area ratio (FAR), with a range of building types from Townhouses to Low-rise apartments (up to 4-storeys in height).

### *Surrounding Development*

The area immediately south of the subject site, Cressey Development's Hamptons Park, has been approved for four residential high-rise buildings with approximately 427 units and approximately 66 townhouses and is currently under construction, with phase one nearly complete. To the immediate east, across Katsura Street, will be a new neighbourhood park. North of Ferndale Road are existing single-family homes, in an area designated for potential future mid- to high-density residential development.

## Staff Comments

### *Policy Planning*

The proposal is consistent with the objectives of the McLennan South Sub-area Plan in terms of unit type, density, scale, and open space. In particular:

- The decision to limit the height of the proposal to a four storey multiple-family building is consistent with the more restrictive guidelines for Residential Area 2 and is appropriate in providing a transition to existing single family homes to the north.

- The proposed density of 1.71 FAR is an appropriate blending of densities for the two Residential Areas which it straddles. This is well below the permitted density of 2.43 FAR for the tower site to the south, and equitable with the Area 2 Townhouse and Multiple-family site to the east at FAR 1.43.
- Due to favourable soil conditions, parking has been partially buried, to allow an improved relationship of the main floor to surrounding grade. At the Development Permit stage, additional refinement is required to the edges of the parking structure, to reduce the concrete roof slab where possible to ensure adequate soil depth for the proposed landscape elements.
- Breaking of the proposal into two buildings allows for an open to the sky pedestrian greenway through the site as an extension from Hemlock Drive to the south. and improve the overall scale of development.
- The varied building perimeter maximizes the site potential for ground oriented units, which have individual street entrances to promote a high-quality residential streetscape character.
- The south facing courtyards provide an excellent location for the Outdoor Amenity Space, and appropriate relationship to the large ground level Indoor Amenity Space, in the middle of the east building.
- The proposed use of a variety of materials, including brick at the main level and vertical board and batten at the fourth storey, in combination with the building articulation, achieves a high quality of architectural design.
- The proposed parking standard of 1 space per unit for small apartments (with the typical 1.5 spaces per unit for larger units) is appropriate for this location near the City Centre and well served by transit.

### ***Development Applications – Engineering and Transportation***

The Development Applications – Engineering and Transportation Departments support the rezoning application. The Site Engineering and Transportation requirements are provided in **Attachment 3**.

### **Analysis**

- The proposed project is consistent with Richmond's planning and development objectives and is expected to be an attractive and fitting addition to McLennan North's multiple-family neighbourhood. The proposed amenity room, landscaped courtyards and pedestrian pathway will enhance the livability of the project for residents.
- The contribution to the establishment of Katsura Street is consistent with City Transportation objectives as envisioned under the McLennan North sub-area plan. The provision of a public rights of passage will complete the pedestrian network from Alberta Road to Ferndale Road.
- The applicant's contribution towards the City's Public Art Reserve Fund is appropriate to meet objectives for public art within the emerging neighbourhood.
- The proposed new zone, Comprehensive Development District (CD/144), would accommodate large developments in McLennan North, such as the subject site, which are able to accommodate the allowable density of 1.71 FAR while providing well-designed and appropriate open space as well as providing significant public benefits including roads, frontage improvements and a pedestrian public rights of passage right-of-way. Setbacks, height, site coverage, and parking requirements are compatible with the adjacent sites.

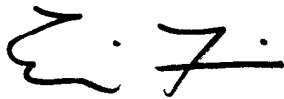
- Retention of several significant trees, in particular two Chestnuts at the corner of Ferndale and Garden City Roads is proposed.
- Overall, the project appears to be well designed and deserving of support.

### Financial Impact

None.

### Conclusion

The subject development is in conformance with city-wide, City Centre, and McLennan North objectives for development and population growth. The proposed use of Comprehensive Development District (CD/144) is consistent with the McLennan North Sub-Area and with previously approved projects in the immediate vicinity. The proposal for the completion of Katsura Street and provision of a pedestrian public rights of passage right-of-way across the site will contribute to the establishment of the vision for this area. Overall, the project is attractive and appears to be a good fit with the neighbourhood. On this basis, staff recommend that the proposed development be approved.



Eric Fiss  
Policy Planner

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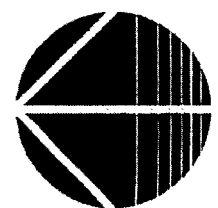
There are requirements to be dealt with prior to final adoption:

Legal requirement, specifically:

- Consolidation of all the lots into one development parcel;
- In conjunction with consolidation, 4m x 4m corner cuts are required at both Garden City Road and Katsura Street intersections with Ferndale Road;
- Granting of a minimum 3 m (9.8 ft.) Public Rights of Passage Right-of-Way - without vehicles, utilities or City maintenance - for a pedestrian walkway connecting the walkway on the north edge of the Hemlock Drive cul-de-sac to Ferndale Road. Exact width will vary and the final configuration is to be agreed upon between Policy Planning and the developer;
- Payment of 27% of the agreed upon land value of the Katsura Street extension from Hemlock Drive to Alberta Road. This ratio is to be based on the portion to be dedicated as road over what was formally 9251 Alberta Road (does NOT include the east-west piece that has since been consolidated with it that will connect to Garden City Road);
- Retain an Engineering consultant to complete design commenced by others, of the Katsura Street extension fully between Hemlock Drive and Alberta Road. From that approved design, developer is to enter into our standard Servicing Agreement for construction of this road to City Centre standards. DCC credits apply from the north edge of the future Cook Road extension, south; and
- Registration of a Restrictive Covenant agreeing to have the buildings designed to incorporate adequate sound measures against aircraft noise.

Development requirements, specifically:

- Payment of \$0.60 per buildable square foot (e.g. approximately \$87,576) towards the City's Public Art Reserve Fund.
- Processing of a Development Permit application to the satisfaction of the Director of Development.

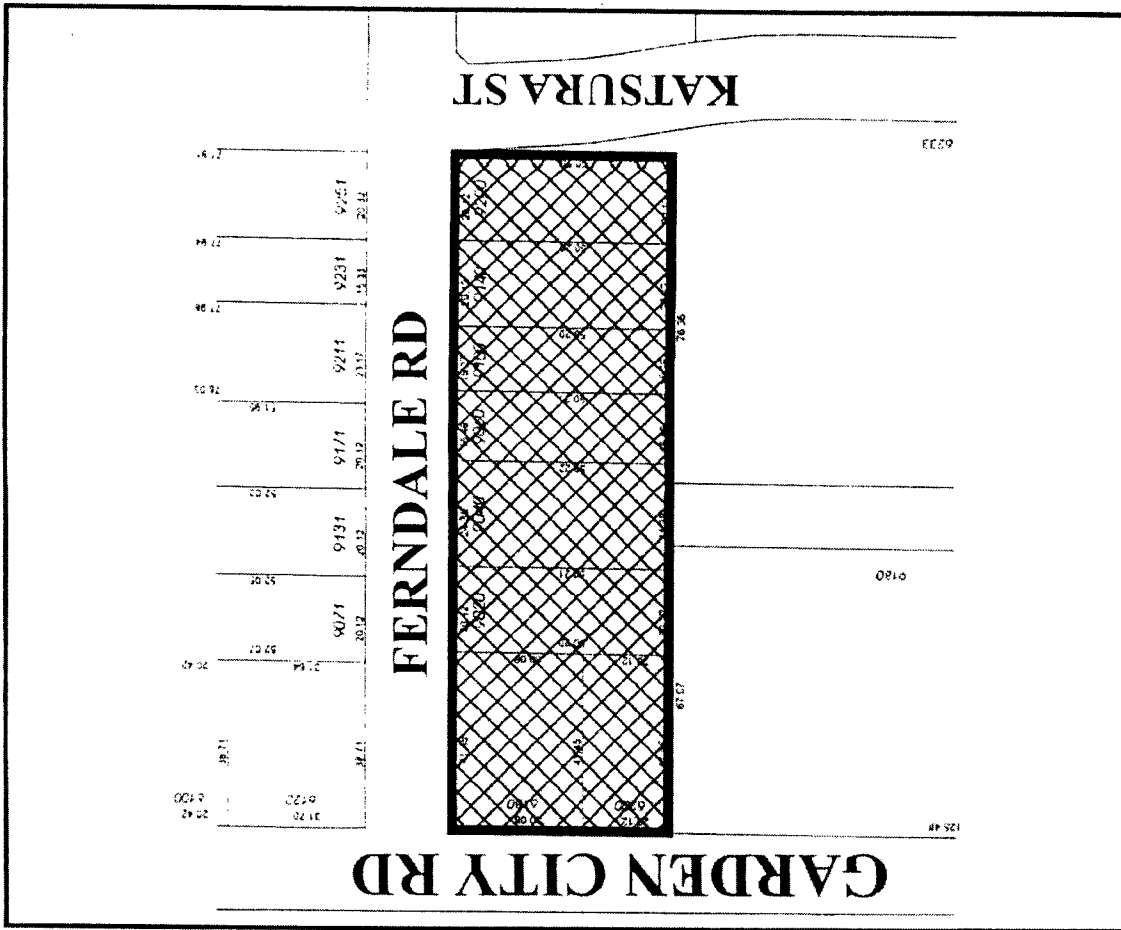
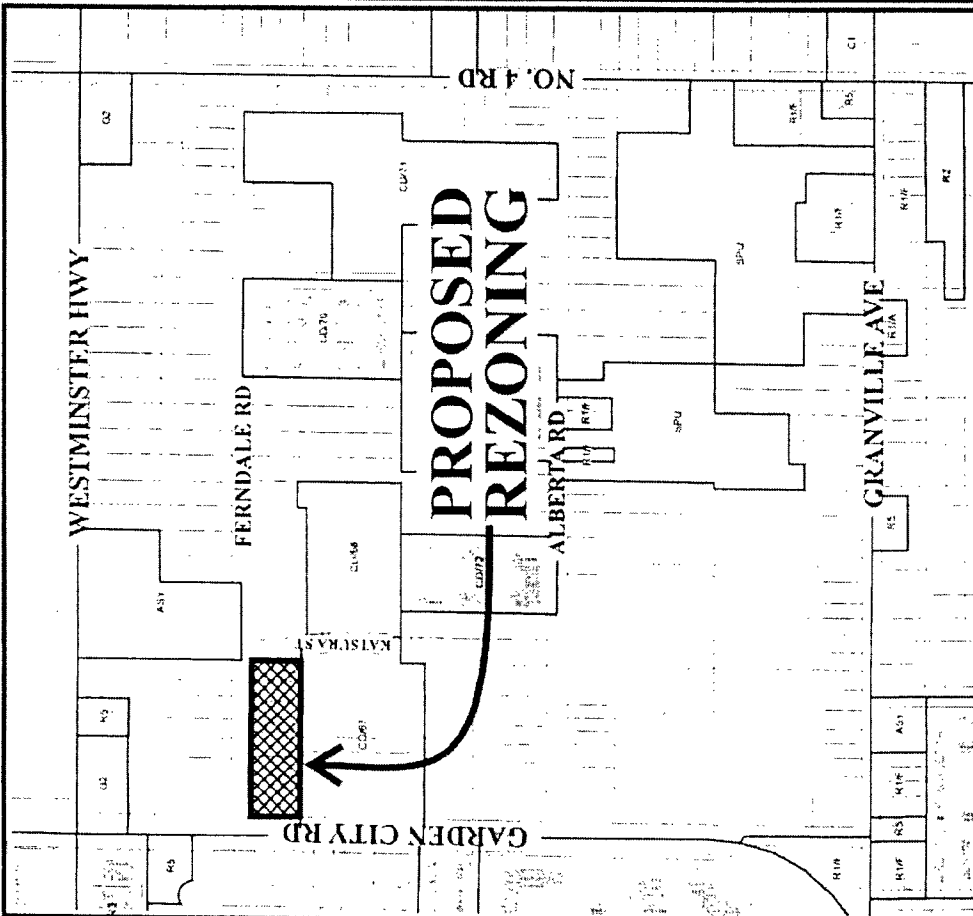


RZ 03-254763

Original Date: 01/07/04

Revision Date:

Note: Dimensions are in METRES







NOTES

REVISIONS

FERNDAL ROAD  
 RICHMOND, B.C.  
 FOR KENNINGTON GATE HOUSE LTD

PLAN - LEVEL 1 &  
 SITE PLAN

DATE: 10/10/2010  
 DRAWN BY: J. B. BROWN  
 CHECKED BY: J. B. BROWN  
 APPROVED BY: J. B. BROWN  
 PROJECT NO. 0333

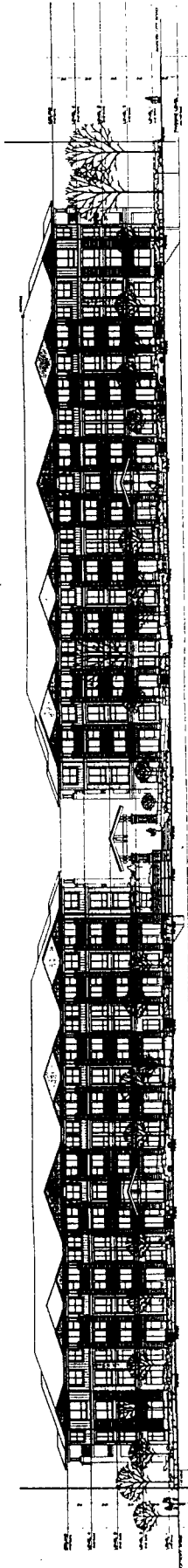
A-3.0

HEMLOCK ST.

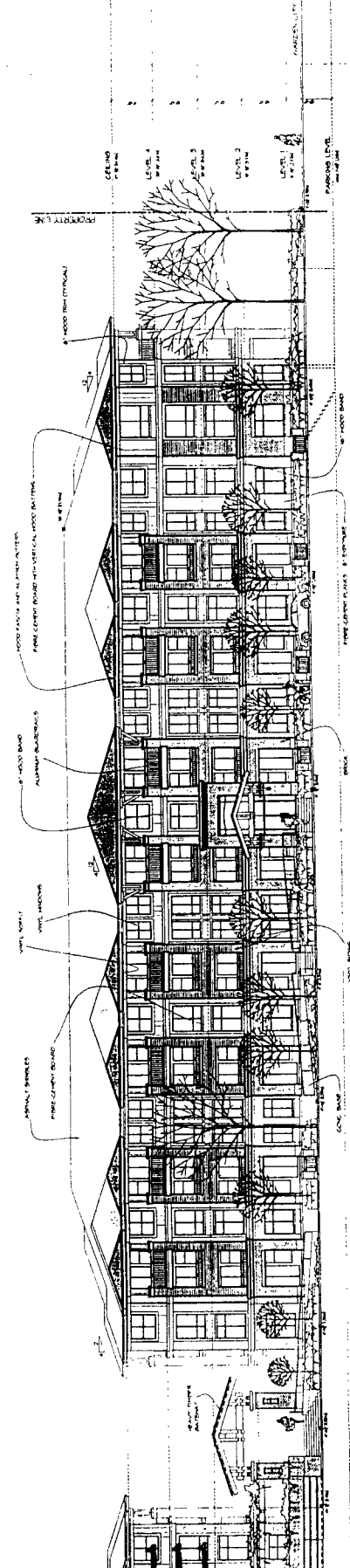
KATSURA ROAD

FERNDAL ROAD

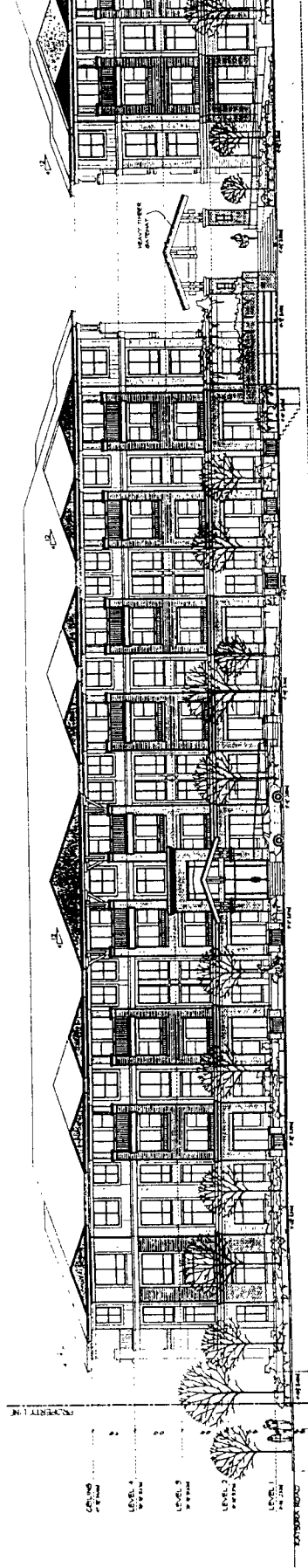
GARDEN CITY ROAD



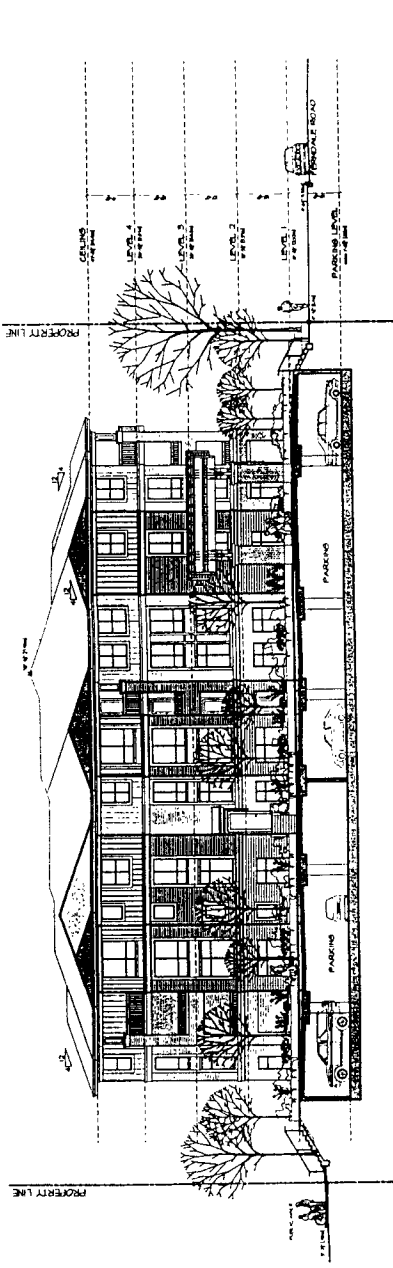
NORTH ELEVATION NOT TO SCALE



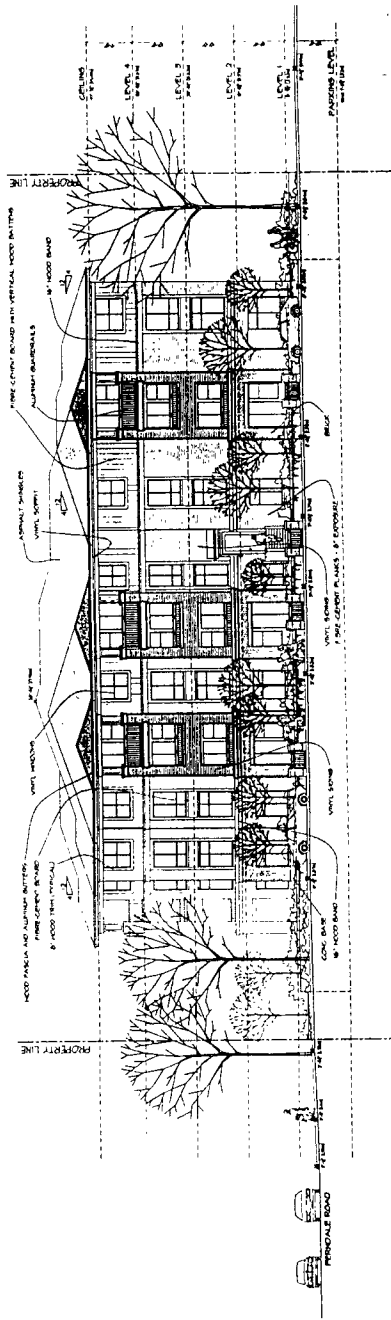
NORTH ELEVATION - WEST HALF SCALE 3/32"=1'-0"



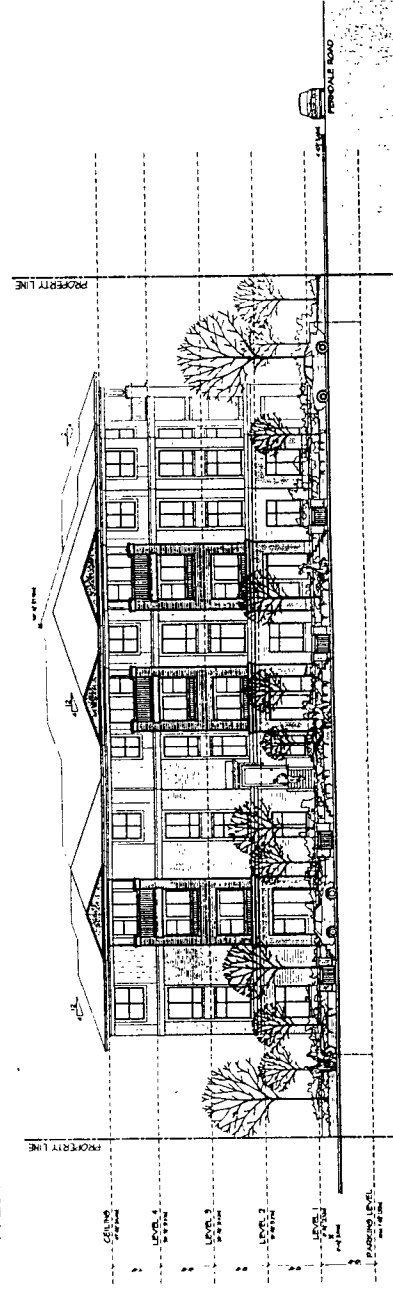
NORTH ELEVATION - EAST HALF SCALE 3/32"=1'-0"



**CENTRAL PATH ELEVATION** SCALE 3/32"=1'-0"

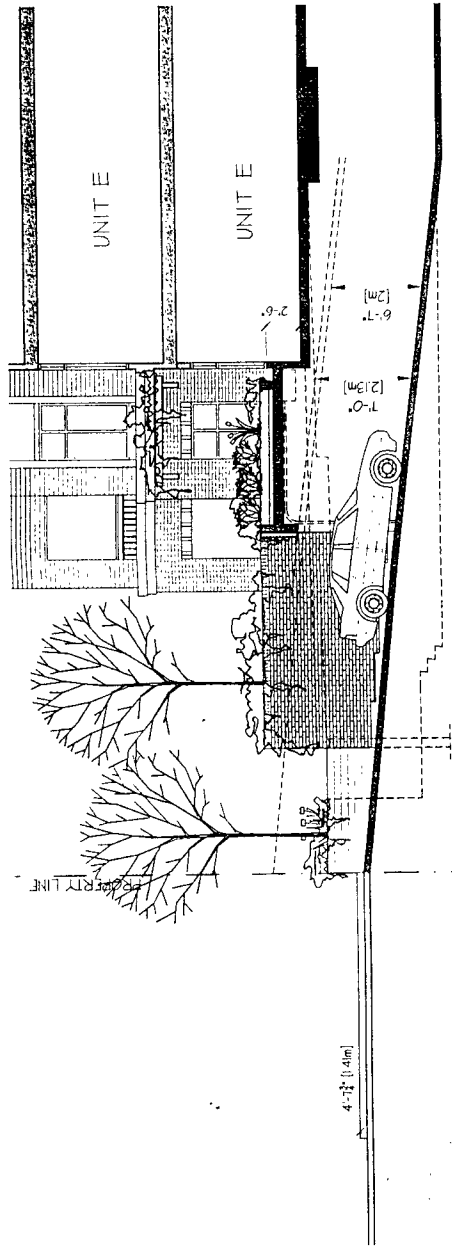


**WEST ELEVATION** SCALE 3/32"=1'-0"

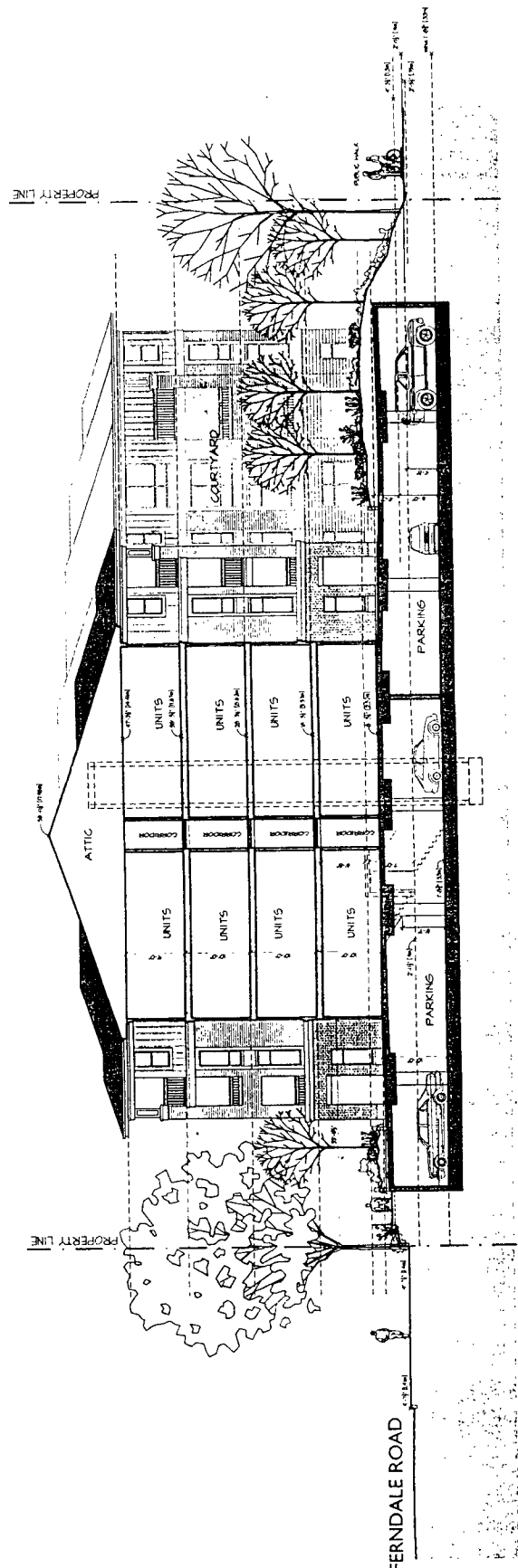


**EAST ELEVATION** SCALE 3/32"=1'-0"





SECTION BB (AT PARKADE ENTRY) SCALE 1/4"=1'-0"



SECTION AA SCALE 1/8"=1'-0"

**ATTACHMENT 3*****Development Applications – Site Engineering and Transportation Requirements******Site Engineering***

Prior to final approval, the developer shall:

- Consolidate all the properties into one development parcel.
- In conjunction with consolidation, 4m x 4m corner cuts are required at both Garden City Road and Katsura Street intersections with Ferndale Road. At Katsura, dedication takes into account future dedication from the "finger" which is attached to the Cressey site to the south. The developer is encouraged to try to consolidate this finger into their development parcel.
- Granting of a Public Rights of Passage Right-of-Way - without vehicles, utilities or City maintenance - for a pedestrian walkway connecting the walkway on the north edge of the Hemlock Drive cul-de-sac to Ferndale Road. Exact width will vary and the final configuration is to be agreed upon between Policy Planning and the developer.
- Payment of 27% of the agreed upon land value of the Katsura Street extension from Hemlock to Alberta. This ratio is to be based on the portion to be dedicated as road over what was formally 9251 Alberta Road (does NOT include the east-west piece that has since been consolidated with it that will connect to Garden City Road).
- Retain an Engineering consultant to complete design commenced by others, of the Katsura Street extension fully between Hemlock & Alberta. From that approved design, developer is to enter into our standard Servicing Agreement for construction of this road to City Centre standards. DCC credits apply from the north edge of the future Cook Road extension, south.

Prior to issuance of future building permit, the developer is also responsible for design and construction via our standard Servicing Agreement of their Ferndale Road frontage. Works include, but are not limited to, road widening, curb and gutter, creation of a 3.91m grass and treed boulevard, pre-ducting of BC Hydro and Telus, decorative Zed street lighting, and a 1.75m concrete sidewalk at the property line. Works are to tie into Garden City Road and Katsura Street done by Cressey. DCC credits also apply to the Ferndale Road works.

***Transportation***

- Drop curb required for driveway entrance into underground parking lot.
- New trees may require relocation away from the entrance to the underground parking lot to ensure safe sightlines.
- Trees may require windowing or removal (as a last resort) away from the Garden City and Ferndale intersection to ensure safe sightlines. Staff will make every effort to review options for retention of the two Chestnut trees.
- Provision of a bicycle rack on-site.



**Richmond Zoning and Development Bylaw 5300  
Amendment Bylaw 7698  
(RZ 03-254763)**

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 291.144 thereof the following:

**“291. 144 COMPREHENSIVE DEVELOPMENT DISTRICT (CD/ 144)**

The intent of this zoning district is to accommodate multiple-family dwellings.

**291.144.1 PERMITTED USES**

**RESIDENTIAL**; limited to **Townhouses** and **Multiple-Family Dwellings**;  
**BOARDING & LODGING**, limited to two persons per **dwelling unit**;  
**HOME OCCUPATION**;  
**COMMUNITY USE**;  
**ACCESSORY USES**.

**291.144.2 PERMITTED DENSITY**

- .01 Maximum **Floor Area Ratio**: 1.71, exclusive of parts of the **building** which are **used** for off-street parking purposes or unenclosed balconies; AND FURTHER an additional 0.1 **floor area ratio** provided that it is entirely **used** to accommodate **amenity space** on a **building's** ground floor.

**291.144.3 MINIMUM LOT SIZE**

- .01 A **building** shall not be constructed on a **lot** which is less than 6,000 m<sup>2</sup> (64,585.58 ft<sup>2</sup>) in area.

**291.144.4 MAXIMUM LOT COVERAGE: 45%**

**291.144.5 MINIMUM SETBACKS FROM PROPERTY LINES**

- .01 **Public Road**:
  - a) Garden City Road: 10 m (32.808 ft.);
  - b) Ferndale Road: 6 m (19.685 ft.);
  - c) Katsura Road: 4.5 m (14.763 ft.);
  - d) Notwithstanding the limitations imposed above:

- (i) Porches, balconies, bay windows, and cantilevered roofs forming part of the principal **building** may project into the **public road** setback for a distance of not more than 1.2 m (3.937 ft.), and entry stairs may project into the **public road** setback for a distance of not more than 2 m (6.562 ft.); and
- (ii) Gateways, pergolas, and similar landscape **structures** that do not form part of the principal **building** may be located within the **public road** setback, but shall be no closer to a **property line** than 2 m (6.562 ft.).

.02 **Side & Rear Property Lines:** 6 m (19.685 ft.), EXCEPT THAT cantilevered roofs forming part of the principal **building** may project into the **side and rear yards** for a distance of not more than 1.2 m (3.937 ft.).

#### 291.144.6 MAXIMUM HEIGHTS

- .01 **Buildings:** 16 m (54.493 ft.).
- .02 **Structures:** 20 m (65.617 ft.).
- .03 **Accessory Buildings:** 5 m (16.404 ft.).

#### 291.144.7 OFF-STREET PARKING

- .01 Off street parking shall be provided, developed and maintained in accordance with Division 400 of this Bylaw, EXCEPT THAT the minimum number of parking spaces per **dwelling unit** shall be as follows:
  - (a) For **dwelling units** having a gross floor area of up to and including 90 m<sup>2</sup> (968.784 ft<sup>2</sup>): 1.0
  - (b) For **dwelling units** having a gross floor area of more than 90 m<sup>2</sup> (968.784 ft<sup>2</sup>): 1.5
  - (c) Visitor parking for all units: 0.2
- .02 Where two parking spaces are intended to be **used** by the residents of a single **dwelling unit**, they may be provided in a tandem arrangement with one parking space located behind the other and, typically, both spaces set perpendicular to the adjacent maneuvering aisle.

2. This Bylaw may be cited as "**Richmond Zoning and Development Bylaw 5300, Amendment Bylaw 7698**".

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

ADOPTED

APR 26 2004

CITY OF RICHMOND
APPROVED for content by originating dept. <i>BM</i>
APPROVED for legality by Solicitor <i>[Signature]</i>

\_\_\_\_\_  
MAYOR

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



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**Richmond Zoning and Development Bylaw 5300  
Amendment Bylaw 7699 (RZ 03-254763)  
6180 AND 6200 GARDEN CITY ROAD AND 9020, 9040, 9060, 9100,  
9140 AND 9200 FERNDAL ROAD**

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/144)**.

P.I.D. 003-521-265

Lot 5 Section 10 Block 4 North Range 6 West New Westminster District Plan 16263

P.I.D. 002-334-119

Lot 4 Section 10 Block 4 North Range 6 West New Westminster District Plan 16263

P.I.D. 010-153-527

The West 66 Feet of Lot 3 Section 10 Block 4 North Range 6 West New Westminster District Plan 16263

P.I.D. 003-473-376

Lot 69 Section 10 Block 4 North Range 6 West New Westminster District Plan 49177

P.I.D. 004-281-241

Lot 70 Section 10 Block 4 North Range 6 West New Westminster District Plan 49177

P.I.D. 003-672-034

Lot 71 Section 10 Block 4 North Range 6 West New Westminster District Plan 49177

P.I.D. 007-682-379

Lot 2 Section 10 Block 4 North Range 6 West New Westminster District Plan 16263

P.I.D. 004-433-394

Lot 1 Section 10 Block 4 North Range 6 West New Westminster District Plan 16263

2. This Bylaw may be cited as “**Richmond Zoning and Development Bylaw 5300, Amendment Bylaw 7699**”.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED

APR 26 2004

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

\_\_\_\_\_  
MAYOR

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