



To: Planning Committee **Date:** February 7, 2006
From: Jean Lamontagne **File:** RZ 05-310045
 Director of Development
Re: **Application by Sandhill Development Ltd. for an Official Community Plan Amendment and Rezoning at 22351 Westminster Highway from "Agricultural District (AG1)" to "Comprehensive Development District (CD/156)"**

Staff Recommendation

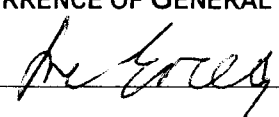
- 1) That Official Community Plan Amendment Bylaw No. 8025, to redesign the eastern end of Sharpe Avenue as a cul-de-sac, remove the roadway through the subject lot and reconfirm the land use designation of the portion of 22351 Westminster Highway south of Sharpe Avenue as "Small and Large Lot Single-Family Residential; Two-Family Residential; Townhouse Residential; & Institutional" in the Lower Westminster Sub-Area Land Use Map to Schedule 2.14 of Official Community Plan Bylaw No. 7100 (Hamilton Area Plan), be introduced and given first reading;
- 2) That Bylaw No. 8025, having been considered in conjunction with:
 - the City's Financial Plan and Capital Program; and
 - the Greater Vancouver Regional District Solid Waste and Liquid Waste Management Plans;
 is hereby deemed to be consistent with said program and plans, in accordance with Section 882(3)(a) of the Local Government Act;
- 3) That Bylaw No. 8025, having been considered in accordance with the City Policy on Consultation During OCP Development, is hereby deemed not to require further consultation; and
- 4) That Bylaw No. 8026:
 - a) to amend "Comprehensive Development District (CD/156)" to permit **one-family dwellings** north of Sharpe Avenue and tandem parking; and
 - b) for the rezoning of 22351 Westminster Highway from "Agricultural District (AG1)" to "Comprehensive Development District (CD/156)", be introduced and given first reading.

Jean Lamontagne
Director of Development

Terry Crowe
Manager, Policy Planning

SB:blg
Att.

1732993

FOR ORIGINATING DIVISION USE ONLY
CONCURRENCE OF GENERAL MANAGER


Staff Report

Origin

Sandhill Development Ltd. has applied to rezone 22351 Westminster Highway (**Attachment 1**) from "Agricultural District (AG1)" to "Comprehensive Development District (CD/156)" to permit two (2) detached dwelling units and 17 townhouses. Although the property is currently zoned for agricultural use, it is not within the Agricultural Land Reserve (ALR).

Amendments to the Official Community Plan (OCP) are required to redesign the eastern end of Sharpe Avenue as a cul-de-sac and reconfirm the designation of 22351 Westminster Highway south of the extension of Sharpe Avenue as "Small and Large Lot Single-Family Residential; Two-Family Residential; Townhouse Residential; & Institutional" in the Lower Westminster Sub-Area Land Use Map.

Findings of Fact

Project Description

The proposed rezoning is intended to facilitate the construction of a 19-unit multi-family project in the Hamilton Area with vehicle access from Sharpe Avenue. Sharpe Avenue, which currently ends at the subject property, would be extended through the property to provide access to the proposed development in the form of roughly half of a cul-de-sac. The other half of the cul-de-sac will be sought through the future redevelopment of the adjacent lot at 22391 Westminster Highway.

In the area north of Sharpe Avenue, which abuts an existing single-family neighbourhood, two (2) dwelling units are proposed on a two-family lot with direct driveway access onto Sharpe Avenue. The remaining 17 units are conventional townhouses on a strata lot, grouped in clusters of three (3) to six (6) units per building along an internal driveway with one (1) access from Sharpe Avenue. The units are all three-storeys in height, which includes two (2) residential levels above a ground floor parking level.

A Development Application Data Sheet providing details about the development proposal is attached (**Attachment 2**).

Surrounding Development

Development surrounding the subject Lower Westminster Sub-Area (Hamilton Area) site is as follows:

- To the North: facing Wilson Avenue, is single-family housing, zoned "Single-Family Housing District, Subdivision Area B (R1/B)";
- To the East: facing Westminster Highway, is single-family housing and the Hamilton Fire Hall which is under construction, zoned "Agricultural District (AG1)", "Single-Family Housing District, Subdivision Area F (R1/F)" and (SPU)". A Rezoning Application has been recently submitted to the City for townhouse development at 22391 Westminster Highway (RZ 06-326496);
- To the South: Westminster Highway North, Highway 91 and Westminster Highway; and

- To the West: facing Westminster Highway, is single-family housing, zoned "Agricultural District (AG1)" and recently approved multi-family townhouse development (RZ 04-271668 & DP 04-286809), zoned "Comprehensive Development District (CD/156)".

Related Policies & Studies

Official Community Plan

The property is located within the Lower Westminster Sub-Area of the Hamilton Area Plan. Most of the subject lot south of the extension of Sharpe Avenue is shown as a roadway in the Sub-Area Land Use Map, connecting Sharpe Avenue with Westminster Highway North. Amendments are required to redesign the eastern end of Sharpe Avenue as a cul-de-sac, remove the roadway through the subject site and reconfirm the designation for the portion of 22351 Westminster Highway south of the Sharpe Avenue extension as "Small and Large Lot Single-Family Residential; Two-Family Residential; Townhouse Residential; & Institutional" in the Lower Westminster Sub-Area Land Use Map.

The part of the site immediately north of Sharpe Avenue, which abuts an existing single-family subdivision, was re-designated in December, 2002 for "Single-Family and/or Duplex Residential Only" to allow for single-family and/or duplex development and provide a sensitive transition to existing dwellings.

The density of the Lower Westminster Sub-Area is permitted to range from 11 to 25 units per acre up to a maximum of 700 dwelling units. It is estimated that there are currently about 495 units developed or proposed in the Lower Westminster Sub-Area. Therefore, there is remaining capacity to accommodate the dwelling units proposed in this application.

Ending Sharpe Avenue in a cul-de-sac (vs. a new road connection to Westminster Highway) is supportable from a traffic operations and safety perspective as it would eliminate the introduction of a new intersection at a curved section of Westminster Highway (classified as a major arterial road) which would have limited sightline for drivers. Further, ending Sharpe Avenue in a cul-de-sac is a more efficient means to providing access to all affected parcels and thus, reducing the City's maintenance requirements.

On the adjacent townhouse development site to the west an access and right-of-way for the use of emergency vehicles was secured to connect Sharpe Avenue with Westminster Highway due to the length of the dead end portion of Sharpe Avenue. Given the existing site area, property dimensions and road dedication requirements it would be difficult for this site to develop as a residential site and provide road dedication for a public road connection between Sharpe Avenue and Westminster Highway. A cul-de-sac design would also permit a public pedestrian connection to McLean Park directly from Sharpe Avenue by connecting to the public walkway under construction through the Hamilton Fire Hall site. Based on these factors, staff support the proposed Official Community Plan (OCP) amendments.

Council Policy 5043 – OCP Bylaw Preparation Consultation Policy

This policy provides direction regarding the consultation requirements for an OCP amendment. Consultation with external agencies, organizations and authorities was not deemed to be

required. The statutory Public Hearing will provide area residents, businesses and property owners an opportunity to comment on the application.

The Richmond School Board – School District #38 has recently indicated to City staff that OCP amendments should be directed to the Board of Trustees for review when they would result in the introduction of 50 new students, with the assumption that 100 new townhouses would result in 17 new students. Therefore, applications for less than 294 new townhouses should not be forwarded to the Board for review. The School Board has therefore not been consulted with regarding the subject application for less than 20 dwelling units.

Staff Comments

Staff Technical Review comments are attached (**Attachment 3**). No significant concerns or engineering infrastructure upgrades have been identified through the technical review.

Analysis

	Land Use	Density	Dwellings
Lower Westminster Sub-Area Plan	Small and Large Lot Single-Family Residential; Two Family Residential; Townhouse Residential; & Institutional; except: North of Sharpe Ave: Single-Family Residential and/or Duplex Residential Only	11 to 25 units per acre (upa)	Max. 700
Existing or Proposed Development in Sub-Area	Small and Large Lot Single-Family Residential; Two-Family Residential; Townhouse Residential; and North of Sharpe Ave: Single-Family Residential, Duplex Residential and Townhouse Residential	Varies	Approx. 400
Subject Application	South of Sharpe Ave: Townhouse Residential North of Sharpe Ave: Two-Family Residential	24 upa 14 upa	2 17
Remaining Capacity in Sub-Area Plan	Small and Large Lot Single-Family Residential; Two-Family Residential; Townhouse Residential; and Development of the area North of Sharpe Avenue will be completed with the subject application.	n/a	Approx. 280

Land Use

The proposed development complies with the Lower Westminster Sub-Area Plan that is contained within the Hamilton Area Plan (**Attachment 4**). This area has been undergoing redevelopment to townhouse, duplex and compact single-family uses.

The area north of Sharpe Avenue is designated for “Single-Family and/or Duplex Use Only” to promote forms of housing that are compatible with the existing single-family housing to the north. The two (2) detached dwelling units along the north side of Sharpe Avenue comply with the land use designation through providing Single-Family Character Housing.

Density

The proposed development complies with the development densities permitted in the Lower Westminster Sub-Area Plan of 11 to 25 units per acre, up to a maximum of 700 dwelling units. The subject application proposes 19 dwelling units with townhouse development at 24 units per acre and single-family character housing at 14 units per acre. There are 400 dwelling units estimated to be either developed or proposed in the Lower Westminster Sub-Area. Therefore, there is capacity to accommodate the additional units.

The overall floor area ratio (FAR) of the proposed development is 0.68. The townhouses south of Sharpe Avenue have a FAR of 0.70, while the single-family homes have a FAR of 0.55.

The floor area ratios for the proposed two-family and townhouse site is the same as the density approved for the adjacent townhouse site under “Comprehensive Development District (CD/156)”. As outlined in the rezoning report regarding the adjacent site at 22311 Westminster Highway (RZ 04-271668), the density is higher than some of the developments approved in the past several years, which have a FAR of approximately 0.60. As the proposed developments achieve a functional layout, provide adequate private and common outdoor space, and are within the permitted units per acre density range, staff can support the slightly higher floor area ratio. The detached dwelling units on the two-family lot provide a sensitive transition to the adjacent single-family subdivision to the north.

To accommodate the proposed development, staff propose to amend “Comprehensive Development District (CD/156)” to: include the subject site, permit tandem parking, and to permit two (2) one-family dwellings as an alternative to two-family dwellings in the area north of Sharpe Avenue.

Vehicle Access

Sharpe Avenue is a new road in this neighbourhood that is being created by new developments. This proposed development includes road dedication and construction to extend Sharpe Avenue through the site, where it will end until development occurs further east of the site. Sharpe Avenue will function as the main access to the development. A restrictive covenant will be registered on the property to ensure that no vehicle access is obtained from Westminster Highway. Access to the detached dwelling units on the north side of Sharpe Avenue will be from driveways to each lot.

An emergency access was secured from Westminster Highway to Sharpe Avenue through the adjacent townhouse development site to the west to allow secondary emergency vehicle access into the neighbourhood.

The neighbouring property at 22371 Westminster Highway is a small property with frontage along Westminster Highway only. As the property is only 59 m (193 ft.) deep, it cannot obtain direct access from Sharpe Avenue. To preserve its redevelopment potential on its own, a cross-access easement will be registered on 22351 Westminster Highway to allow future access to 22371 Westminster Highway, if needed (**Attachment 5**). Similarly, access from Sharpe Avenue to the neighbouring property at 22331 Westminster Highway was secured through the development of 22311 Westminster Highway. If the property at 22371

Westminster Highway develops in conjunction with its neighbours further to the east, the use of this cross-access easement may not be needed because access to Sharpe Avenue would likely be achieved through other properties.

It is envisioned that the proposed development and the neighbouring development site to the east at 22391 Westminster Highway would share one driveway to improve the streetscape design along Sharpe Avenue. The proposed driveway location is therefore deemed temporary and may be reduced or removed in the future when cross-access is available through the redevelopment of the adjacent lot at 22391 Westminster Highway. The lengthy view into the drive aisle from Sharpe Avenue can then be mitigated with landscape planting. To that effect, securities will be held for the reinstatement of Sharpe Avenue frontage and the installation of landscaping onsite. A cross-access easement will be registered on 22351 Westminster Highway to allow future access to 22391 Westminster Highway, if needed. Similarly, access from Sharpe Avenue to the subject site will be sought through the future redevelopment of 22391 Westminster Highway. The security held may be lowered as appropriate should a portion of the temporary driveway and drive aisle become designated as permanent through the rezoning and Development Permit process regarding the adjacent property at 22391 Westminster Highway.

Flood Proofing

The proposed development complies with the policy requirement for building elevation requirement of 3.5 m geodetic through raising living areas up to the second and third floors of three-storey building massing and the registration of a flood-proofing covenant as a condition of rezoning to prevent any areas below the minimum habitable elevation of 3.5 m to be used for habitable space. Existing grade onsite is at approximately 1.5 m geodetic and the ground levels of the buildings will be used primarily for parking.

Tandem parking is proposed in the townhouse units. A covenant to prevent the conversion of any tandem parking space within the ground floor to storage space or habitable space will also be required as a condition of rezoning.

The area north of Sharpe Avenue is larger than the adjacent duplex lots and too small to be subdivided into two (2) duplex lots. The size of the lot together with the floodplain requirement and density proposed results in a both a two-car garage and a large crawlspace at grade which may not be used for habitable space (**Attachment 6**). To ensure that the intention of floodplain requirements are met, the developer has agreed to raise the grade below the crawlspace foundation to be higher than the grade under the garage foundation to ensure that the height of the crawlspace to the underside of floor joists for the first storey will not exceed 1.2 m. This will be addressed further during the Development Permit and Building Permit processes. Raising the grade at the rear of the dwelling units will also offer the opportunity to provide a more direct access from the semi-private back yards to the main living areas above.

Impacts from Highway 91 and Tree Management

The site is in close proximity to Highway 91 to the south. An acoustic report prepared by a Professional Engineer for the adjacent property at 22311 Westminster Highway has identified noise impact requiring noise attenuation in dwelling units. To protect the future dwelling units on the subject site from potential noise impacts, landscaping will be required along the Westminster Highway frontage to form a noise buffer and noise attenuation will be required in the dwelling units (eg. dense hedging, acoustic double-glazed windows, a double layer of gypsum wall board and resilient channels in specific rooms).

There are existing Evergreen trees along the frontage of Westminster Highway. Assessment by a registered arborist will be required to determine the health of the existing trees and viability of retention given the required frontage improvements which include filling the existing ditch.

A restrictive covenant will be registered to: (i) ensure that the landscaping buffer is maintained and not removed; and (ii) that noise attenuation is incorporated into dwelling unit design. Appropriate landscape design will be addressed further at the Development Permit stage. Noise attenuation in the dwelling units will be addressed further at the Building Permit stage.

Relationship to Single-Family Residences

When the single-family residences to the north along Wilson Avenue were built, the land was raised to achieve flood-proofing requirements (Min. 3.5 m geodetic). Some of the rear yards of the single-family houses, however, were not raised to the same level as the house; they slope down towards their south property lines.

As discussed above, the proposed detached dwelling units that abut the single-family residences will be three-storey units where the ground floor is a parking level with crawlspace. The applicant proposes that the rear yards of the duplexes be at least partially filled under the crawlspace area to conform with the floodplain building elevation requirement. This also offers a more direct ground level access from the main living spaces on the second level of the units.

Staff note that there is a sanitary forcemain that is located within a 3 m easement along the north property line of 22351 Westminster Highway. Before any filling takes place in the easement area, an encroachment permit is required, which includes the developer undertaking a geotechnical assessment to ensure that the added fill will not damage the forcemain. Design development to finalise the grade treatment will be required during the Development Permit process.

Amenity Space

A common outdoor amenity space is provided at the centre of the townhouse development. Its size complies with the Official Community Plan (OCP) guidelines for provision of outdoor amenity space in multi-family developments.

No indoor amenity space is provided in this development. Instead, the applicant will be providing \$17,000 as cash-in-lieu at the rate of \$1000 per townhouse unit as per Council approved policy.

Design Review and Future Development Permit Considerations

A Development Permit will be required for the development site including the areas north and south of Sharpe Avenue to ensure this development proposal fits sensitively into the existing and future neighbourhood context. The preliminary site design has not been developed to a sufficient degree to evaluate it against the Hamilton design guidelines and site planning has been tightly constrained by the narrowness and depth of the development lot.

Staff encouraged the applicant to pursue a larger land assembly with properties to the east. However, the applicant was not successful in attaining the two adjacent lots. The development of this single lot results in compromised site planning for all three properties at 22351, 22371 and 22391 Westminster Highway. The rezoning conditions will not be considered satisfied until a Development Permit application is processed to a satisfactory level.

The applicant has developed a preliminary design for this site (**Attachment 7**). This will be further investigated during the Development Permit application process to achieve a quality project that complies with the Official Community Plan (OCP) design guidelines, complements the neighbourhood and responds to feedback received from Council and the public. Review by the Advisory Design Panel will be required as part of the Development Permit process.

The subsequent Development Permit will need to demonstrate:

- Compliance with the Hamilton Area Plan Development Permit guidelines;
- Attractive form and character through architectural and landscape design, including views into the development;
- Adequate vehicle and pedestrian circulation;
- Connections between main living areas and semi-private outdoor spaces;
- Adequate landscape buffering;
- Sensitive transition to adjacent single-family and multi-family development including treatment of transitions in grade;
- Arborist tree assessment, retention and supplementing strategy;
- Compliance with the required floodplain elevation; and
- Compliance with the City's zoning requirements, including off-street vehicle parking. The preliminary site plan submitted with the rezoning application indicates that site is able to provide the required off-street parking, however, a more detailed analysis will be required as part of the Development Permit process.

Financial Impact

No apparent financial impacts.

Conclusion

The subject property is located in a neighbourhood that is gradually redeveloping with new townhouses, duplexes and compact single-family lots. The proposed development is compatible with surrounding existing uses. The development will add new housing choices and continue the redevelopment of this area.

The list of rezoning conditions is included as **Attachment 8**. The developer has agreed to these conditions as evidenced by his signed acceptance. The applicant has agreed to make a voluntary community amenity contribution of \$17,000, or \$1,000 per townhouse unit. The contribution will be divided evenly between the Child Care Development Fund (\$8,500) and the Statutory Affordable Housing Reserve Fund (\$8,500).

As the developer was unable to secure the adjacent lots to the east, site planning is tightly constrained on this narrow and deep single lot. However, staff are satisfied that the outstanding issues can be resolved as part of the final rezoning and Development Permit refinement, and can support the proposed rezoning based on the preliminary information provided. It is recommended that this application be approved to proceed.

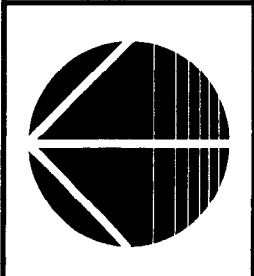
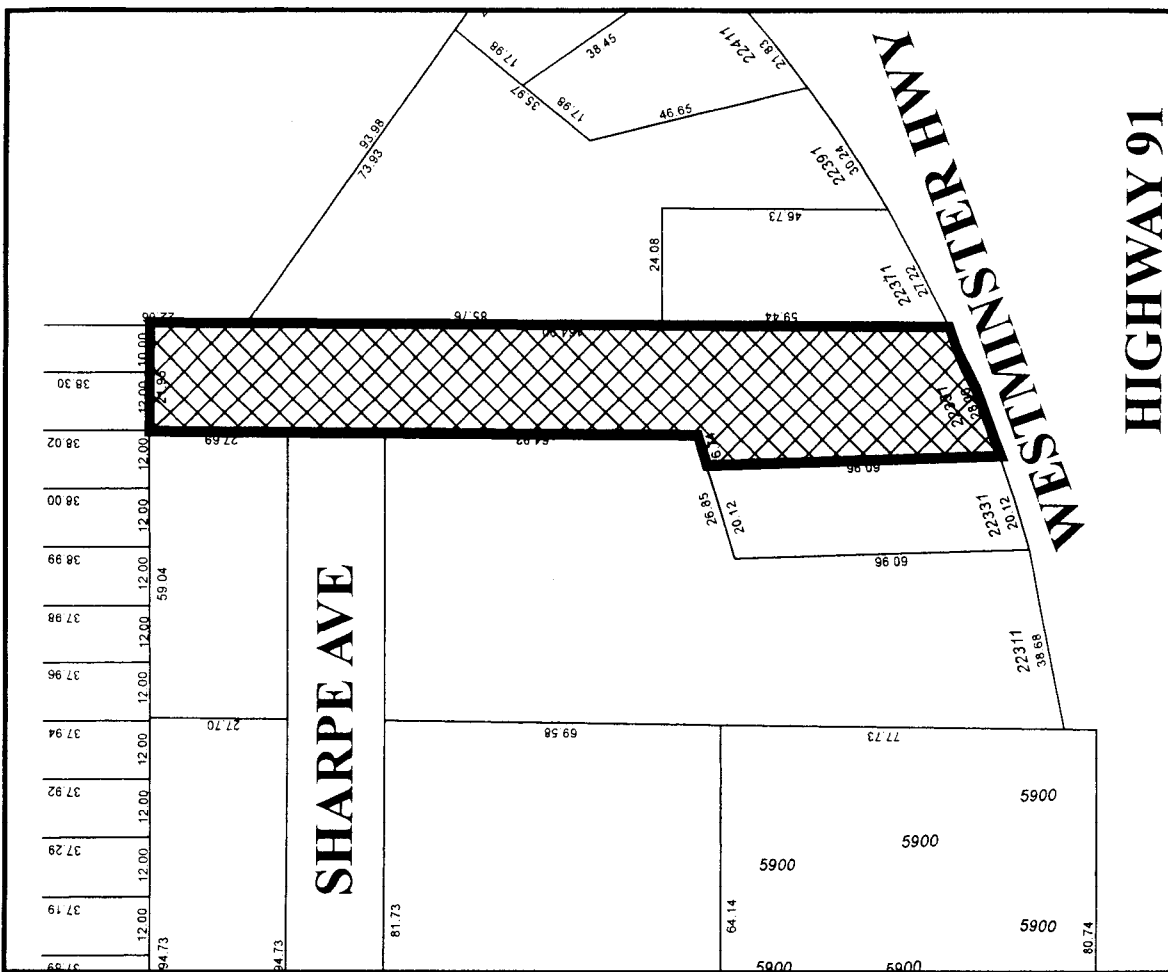
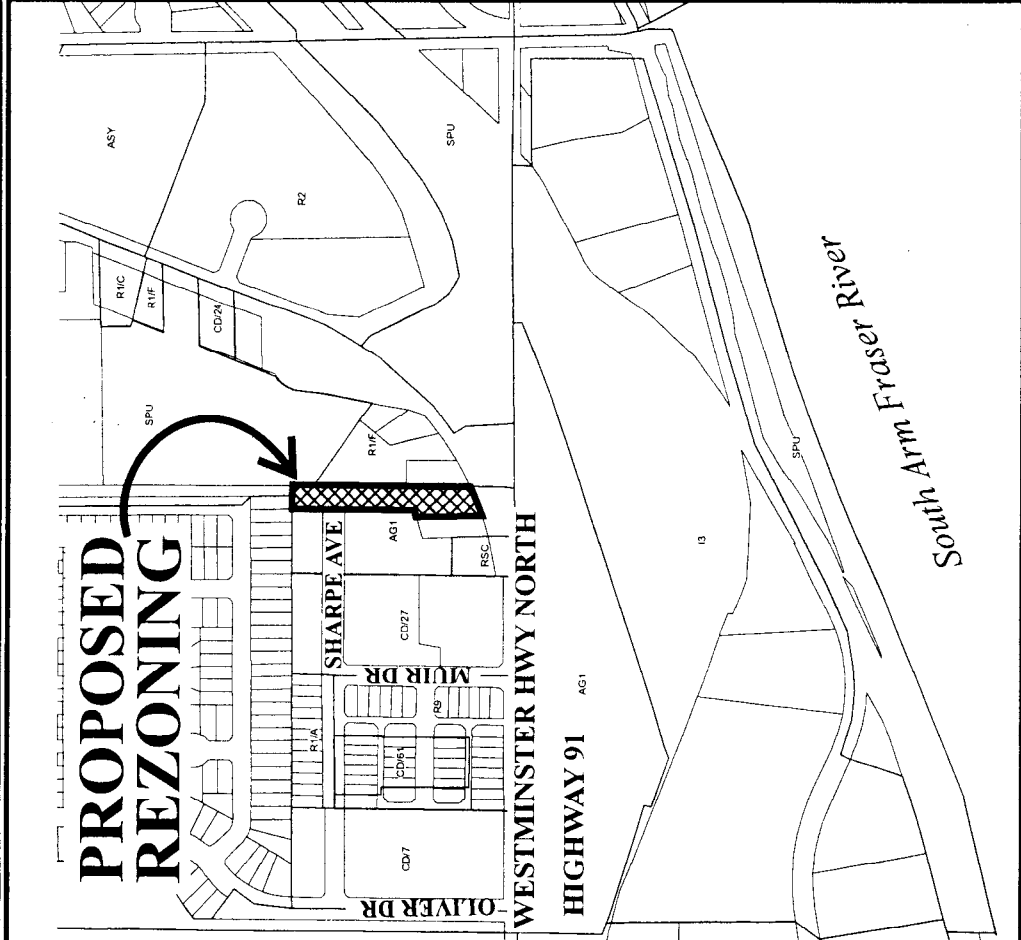


Sara Badyal, M.Arch
Planner 1
(4282)

SB:blg

Refer to **Attachment 8** for legal and development requirements to be satisfied prior to Bylaw adoption

- Attachment 1: Location Map
- Attachment 2: Development Application Data Sheet
- Attachment 3: Staff Technical Review Comments
- Attachment 4: Site Context in Hamilton Area Plan
- Attachment 5: Future Development Potential Context Plan
- Attachment 6: Detached unit floor plans
- Attachment 7: Preliminary Architectural Drawings (Site plan and elevations)
- Attachment 8: Conditional Rezoning Requirements Concurrence



RZ 05-310045

Original Date: 09/13/05
 Revision Date:
 Note: Dimensions are in METRES



City of Richmond

6911 No. 3 Road
 Richmond, BC V6Y 2C1
 (604) 276-4000

**Development Application
 Data Sheet**

RZ 05-310045 **ATTACHMENT 2**

Address: 22351 Westminster Highway

Applicant: Sandhill Development Ltd.

Planning Area(s): Lower Westminster Sub-Area of Hamilton Area

	Existing	Proposed
Owner:	S & I Baouya	Sandhill Development Ltd.
Site Size (m²):	4034 m ²	Townhouse site: 2,890 m ² approx. Two-Family lot: 608 m ² approx. Road dedication: 536 m ² approx.
Land Uses:	Single-Family Residential	Townhouses & Detached units
Area Plan Designation:	"Small and Large Lot Single-Family Residential; Two-Family Residential; Townhouse Residential; & Institutional" with roadway through site.	No change to land use designation. Remove roadway designation through site.
Zoning:	AG1	CD/156
Number of Units:	1	17 townhouses 2 detached dwelling units
Floodplain Elevation:	Min. 0.9 m geodetic	Min. 3.5 m geodetic

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Density (units/acre):	N/A	23 upa	N/A
Floor Area Ratio:	Townhouse: Max. 0.7 Detached units: Max. 0.74	0.7 0.74	None permitted
Lot Coverage – Building:	Townhouse: Max. 38% Detached units: Max. 45%	Max. 38% 43.4%	None
Lot Size:	Min. 400 m ²	Townhouse: 4,034 m ² Detached units: 608 m ²	None
Setback – Sharpe Avenue: Westminster Highway:	Min. 4.5 m Min. 6 m	Min. 4.5 m Min. 6 m	None
Setback – Side Yard:	Townhouse: Min. 3 m Detached units: Min. 1.5 m	Min. 3 m & 1.5 m	None
Setback – Rear Yard:	Detached units: Min. 8.7 m	8.7 m	
Height (m):	12 m	Max 12 m	None
Off-street Parking Spaces – Resident and Visitor:	26 and 4	34 and 4	None
Off-street Parking Spaces – Total:	30	38	None
Tandem Parking Spaces:	permitted	18 spaces in 9 units	None
Amenity Space – Indoor:	Min. 70 m ²	cash-in-lieu	None
Amenity Space – Outdoor:	Min. 96 m ²	110 m ²	None

Staff Technical Comments

Policy Planning

1. An OCP amendment is required to redesign the eastern end of Sharpe Avenue as a cul-de-sac and remove the public road connection between Sharpe Avenue and Westminster Highway through the subject site. Subject to the amendment, the proposed development is consistent with the Hamilton Area Plan in terms of land use and density.
2. Cash-in-lieu of indoor amenity space is required (e.g. \$17,000 for 17 townhouse units).
3. Adjacent site contributed \$1,000 per dwelling unit which was split between affordable housing and childcare funds.

Urban Design

At the Development Permit stage, design development is required to address the following design form and character issues:

1. Provide a full set of architectural and landscaping drawings. Design information should include details pertaining to signage, recycling and garbage enclosure(s), mailbox kiosk, service closets, hydro kiosks, retaining walls and site grading.
2. Tree retention and supplementation strategy. The only existing trees on-site are along the Westminster Highway frontage. Their retention is desirable to mitigate adjacency to Westminster Highway. Retention viability will need to be assessed by a registered arborist given required frontage improvements including installation of storm sewer infrastructure and filling the existing ditch.
3. Streetscape elevations and views into development.
4. Adjacencies between buildings as well as transitions between public, semi-private and private space.
5. Programming of outdoor amenity space.
6. Visitor parking including spaces to accommodate accessibility concerns.
7. Exterior light and headlight glare mitigation at shared property lines and at the ends of drive aisles.
8. Demonstrate the use of a variety of paving materials to provide visual separation between pedestrian paths, garages and manoeuvring aisles and to visually mitigate the length and expanse of paving.
9. Provide landscaping within the drive aisle areas, particularly between garages in order to soften the landscaping and provide identity.
10. Provide setbacks for mailbox and garbage/recycling structures.

Engineering Works Design

1. The site can be serviced with all relevant utilities. The applicant has submitted an engineering capacity analysis which has been reviewed by Engineering staff. The need for upgrades has not been identified beyond the infrastructure which is required for frontage improvements to Sharpe Avenue and Westminster Highway through the Servicing Agreement process.
2. Dedication for the extension of Sharpe Avenue is required starting at 20 m and widening to accommodate roughly half of a cul-de-sac.
3. A floodplain covenant is required.
4. A covenant restricting access to Westminster Highway and specifying that the only means of access is to Sharpe Avenue is required.

5. A covenant is required to ensure that certain standards of sound-proofing are obtained, and require that a registered professional, qualified in acoustics, design the units to meet those requirements.
4. A covenant is required to prevent the conversion of tandem parking space into habitable area.
6. The developer is required to provide significant landscaping along the Westminster Highway frontage to provide additional protection against highway noise. A covenant is required to ensure that this landscaping is maintained and will not be removed.
7. A cross-access easement is to be provided in favour of 22371 Westminster Highway.
8. Enter into a Servicing Agreement for: the design of Sharpe Avenue to the same standards west of the site and including a cul-de-sac which shall not extend beyond 22391 Westminster Highway; construction of Sharpe Avenue and roughly half of the cul-de-sac; design and construction of Westminster Highway frontage improvements including infilling the ditch with a storm sewer system. All to current City specifications.
9. If the rear yards of the single-family lots are filled, the developer should undertake a geotechnical assessment to ensure that the weight and volume of fill to be deposited will not damage the sanitary forcemain that runs along the north property line.
11. There is an easement on the single-family properties to the north that allows the developer to fill the rear yards of the single-family lots. If the rear yards of the single-family lots are filled, the developer should take advantage of this easement and fill the single-family rear yards as well. If there are fences located within the single-family rear yards, they should be removed and relocated to the shared property line.

Transportation

1. Ministry of Transportation approval required. Preliminary approval granted for one year from October 19, 2005
2. Provide Sharpe Avenue cul-de-sac design (including sidewalk & grass boulevard with trees), which shall not extend beyond 22391 Westminster Highway. Ensure proper sightlines for accesses. Applicant to dedicate land for and construct Sharpe Avenue and the cul-de-sac along the site's Sharpe Avenue frontage. Sharpe Avenue frontage to include grass boulevard with trees.
3. Access shall be off Sharpe Avenue (i.e. no access off Westminster Highway North) and minimum driveway width to be 6 m and able to accommodate fire and loading trucks (i.e. SU-9).
4. Provide cross-access to 22371 Westminster Highway.
5. Contact Parks Department on Trail Plans regarding public pedestrian connection to McLean Park and Westminster Highway.
6. Conform to City's Parking Bylaw requirements. Show calculations of parking requirements and indicate dimensions of the parking stalls on the Development Permit plan.
7. On the Development Permit plan, demonstrate how loading truck (i.e. SU-9) could be accommodated on site.
8. Indicate locations of the mailbox and the garbage/recycling structures on the Development Permit plan.
9. Prior future Building Permit issuance, a construction parking and traffic management plan to be provided to the Transportation Department to include: location for parking for services, deliveries, workers, 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.

Environmental Programs - Garbage and Recycling Collection

The townhouse development will be on the City blue carts recycling collection program. Garbage collection from a communal dumpster located in close proximity to the recycling blue carts is recommended for ease of use for future residents.

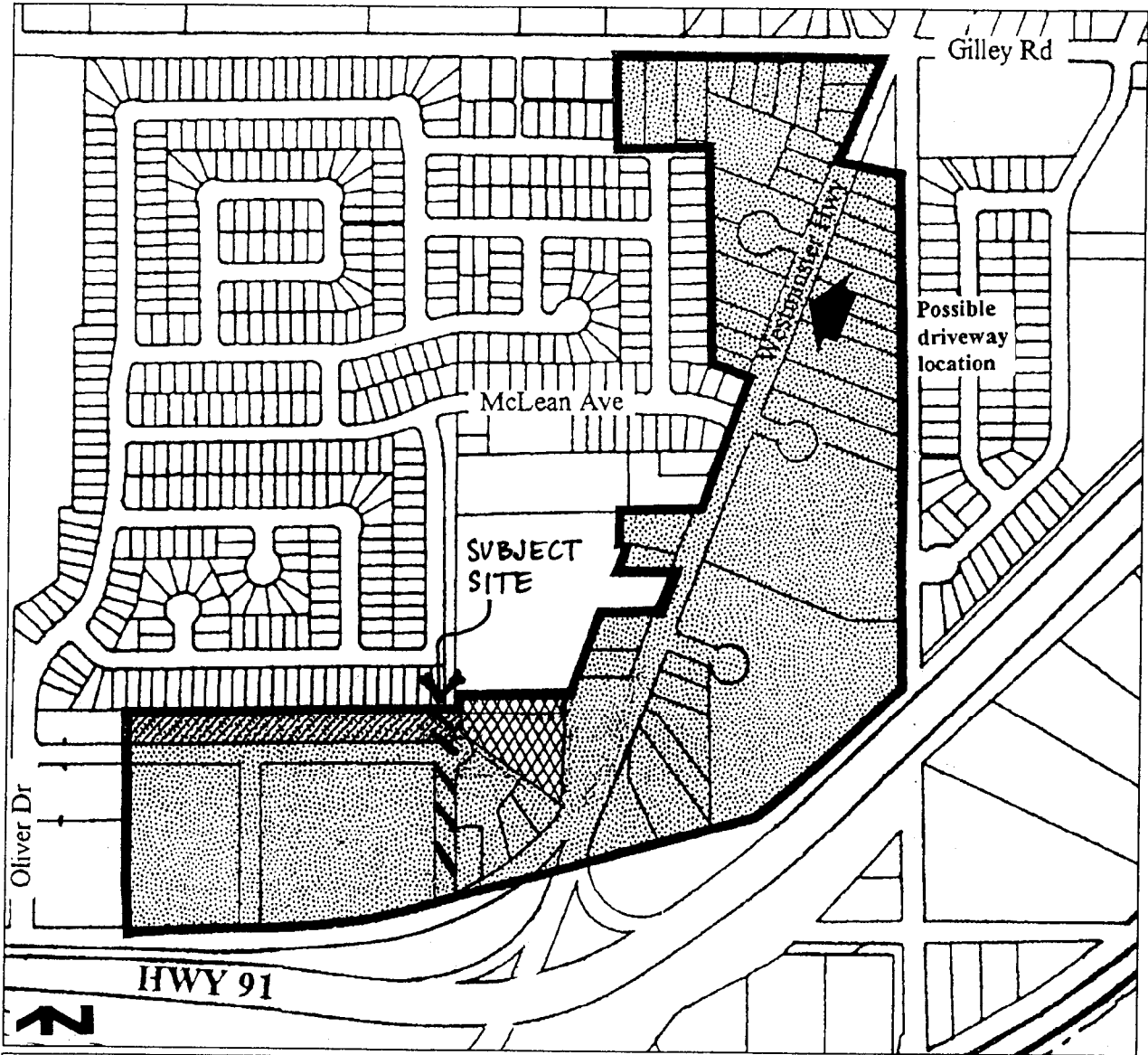
Fire

Ensure distance between furthest front entry and fire truck does not exceed 45 m and between entry and hydrant does not exceed 90 m. New hydrants may be needed onsite and on street.


No comments regarding OCP amendment as an emergency vehicle right-of-way connection between Sharpe Avenue and Westminster Highway was secured through the rezoning of 22311 Westminster Highway.


City of Richmond


Lower Westminster Sub-Area Land Use Map



Permitted Uses:

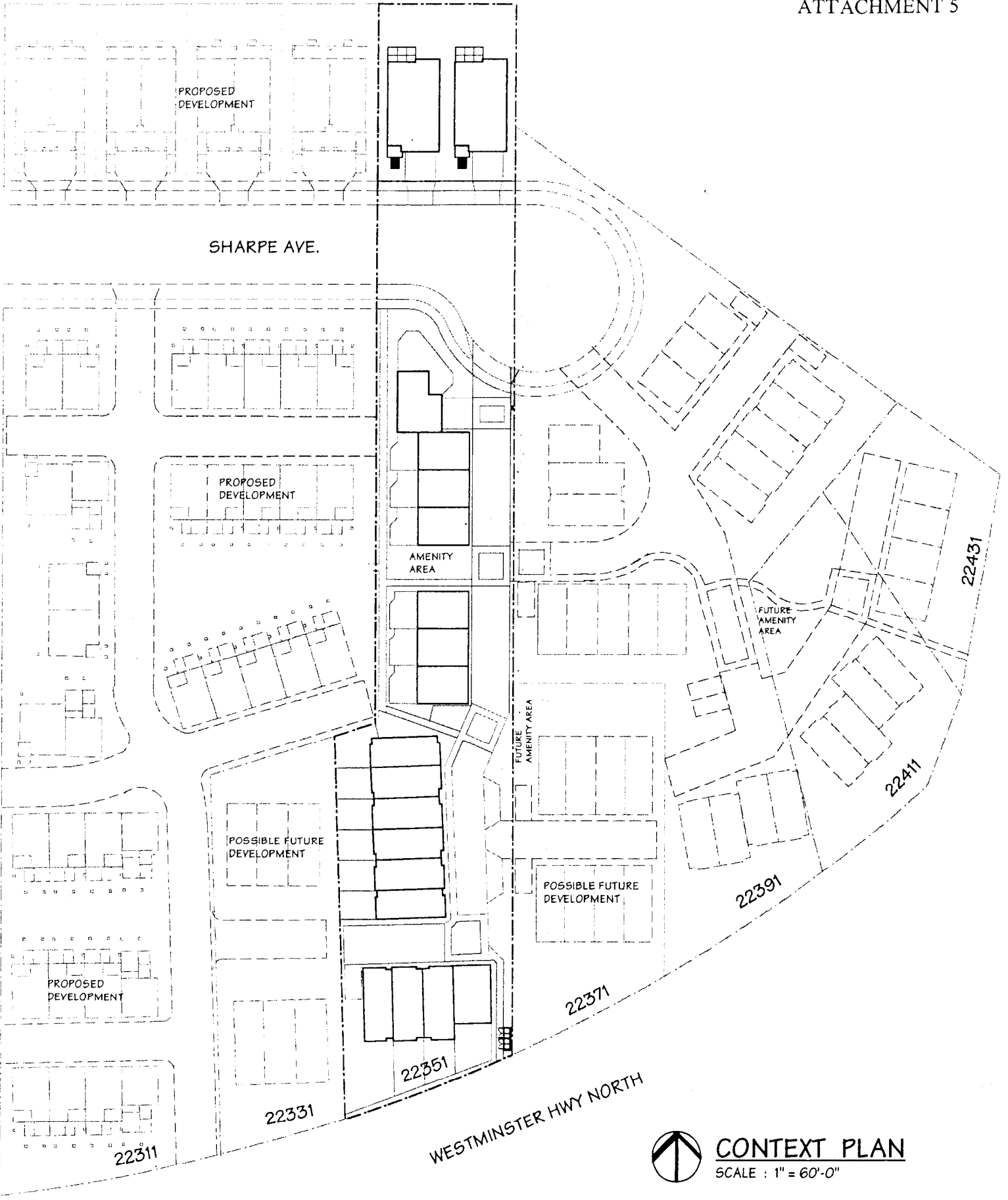
 Small and Large Lot Single Family Residential; Two Family Residential; Townhouse Residential; & Institutional

 Single-Family Residential and/or Duplex Residential Only

 Community Facilities Use

Permitted Density:

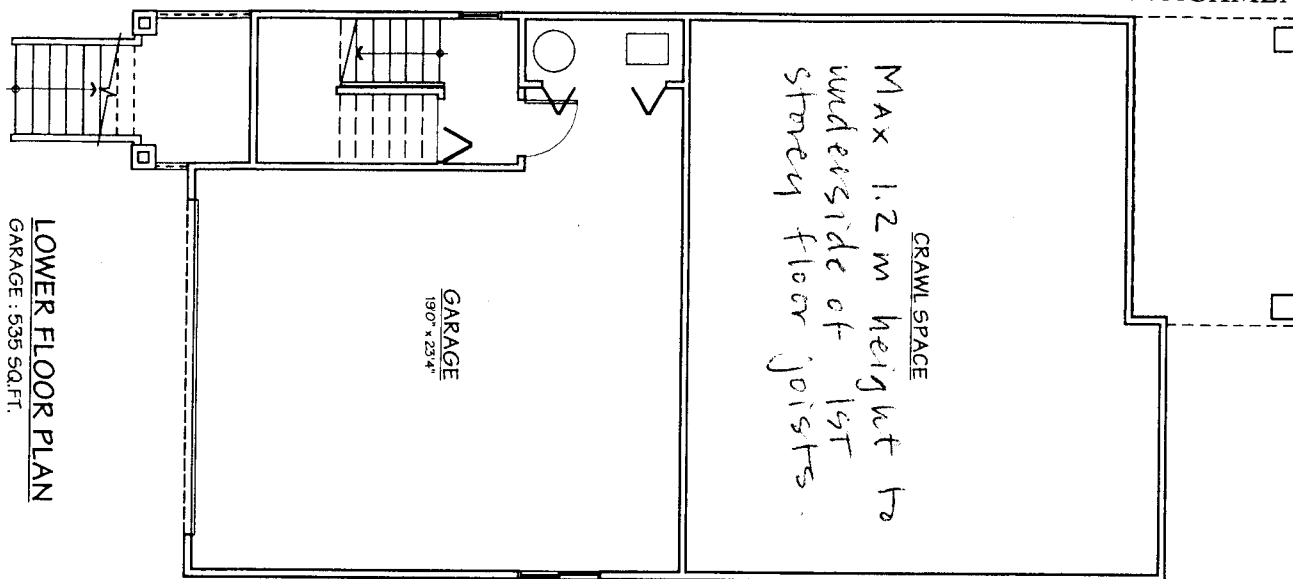
A range of 11 to 25 units per acre to a maximum of 700 dwelling units in the sub-area.



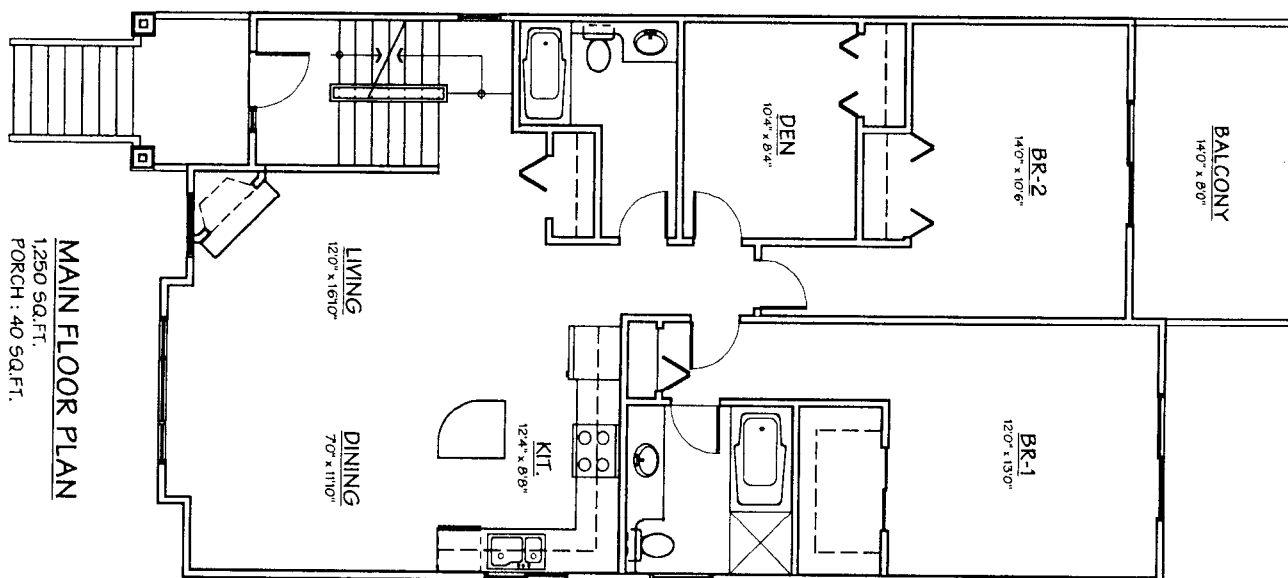
CONTEXT PLAN
SCALE : 1" = 60'-0"

DETACHED UNIT

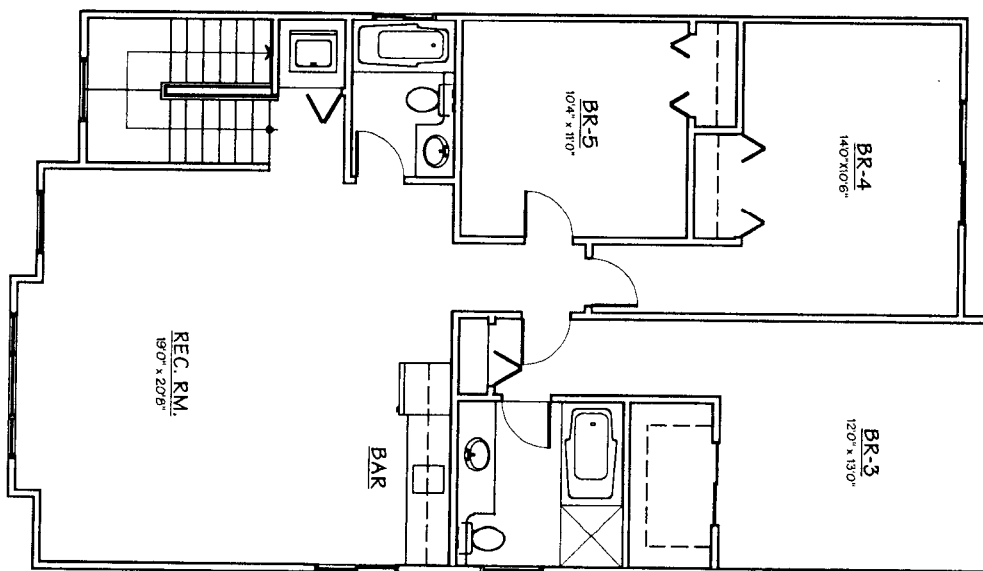
5 BEDROOMS + DEN + REC. ROOM 2,420 SQ.FT.
 GARAGE 538 SQ.FT.



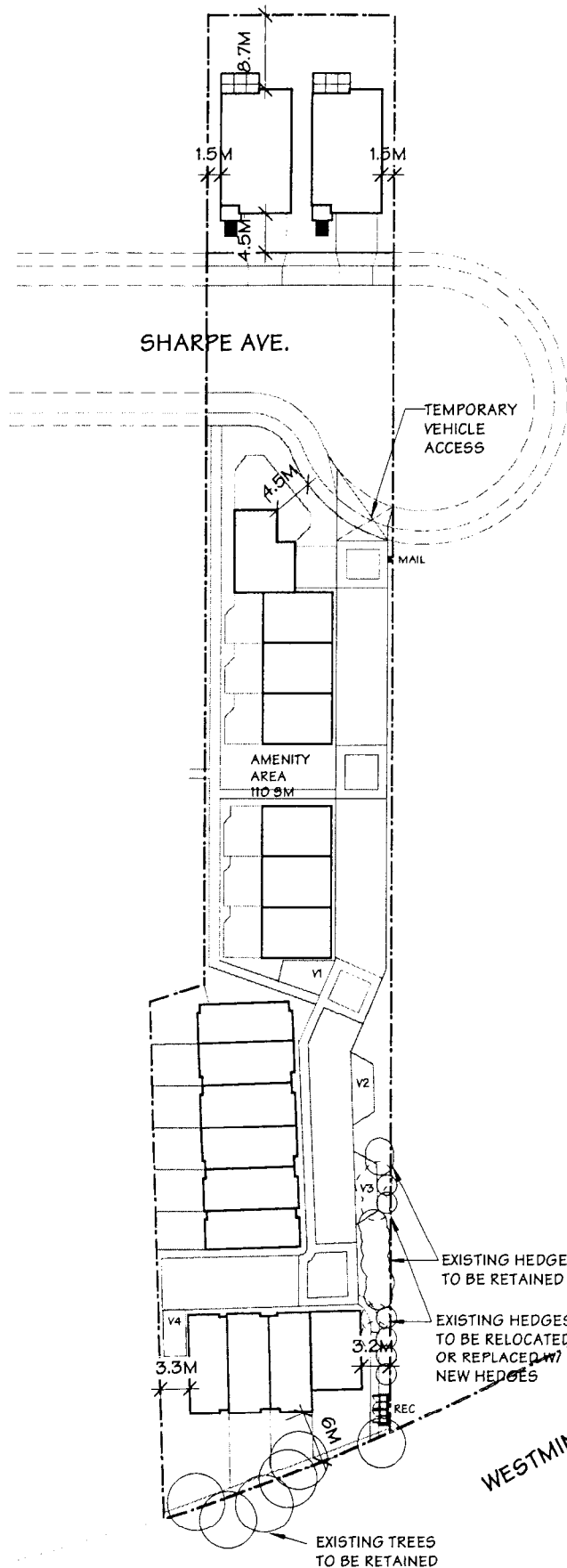
LOWER FLOOR PLAN
 GARAGE : 535 SQ.FT.



MAIN FLOOR PLAN
 1,250 SQ.FT.
 PORCH : 40 SQ.FT.



UPPER FLOOR PLAN
 1,170 SQ.FT.



SITE AREA BEFORE ROAD DEDICATION:

43,423 sq.ft. (4,034 sqm)

SITE AREA A: AFTER ROAD DEDICATION

6,542 sq.ft. (608 sqm)

PROPOSED ZONING: CD

PROPOSED DEVELOPMENT:
2 DETACHED DWELLING UNITS

SITE COVERAGE

MAX. ALLOWED:

6,542 sq.ft. X 0.45 = 2,944 sq.ft.

PROPOSED:

1,420 sq.ft. X 2 units = 2,840 sq.ft. (43.4%)

FLOOR AREA:

MAX. ALLOWED & PROPOSED:

6,542 sq.ft. X 0.74 = 4,841 sq.ft.

(2,420 sq.ft. per unit)

SITE AREA B: AFTER ROAD DEDICATION

31,112 sq.ft. (2,890 sqm)

PROPOSED ZONING: CD

PROPOSED DEVELOPMENT:
TOWNHOUSES

SITE COVERAGE

MAX. ALLOWED & PROPOSED:

31,112 sq.ft. X 38% = 11,822 sq.ft.

FLOOR AREA

MAX. ALLOWED:

31,112 sq.ft. X 0.70 FAR = 21,778 sq.ft.

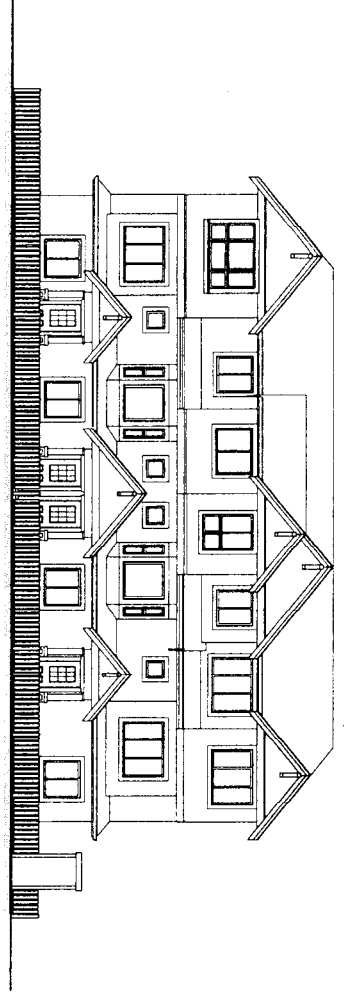
PROPOSED: 17 UNITS X 1,280 sq.ft. = 21,760 sq.ft.



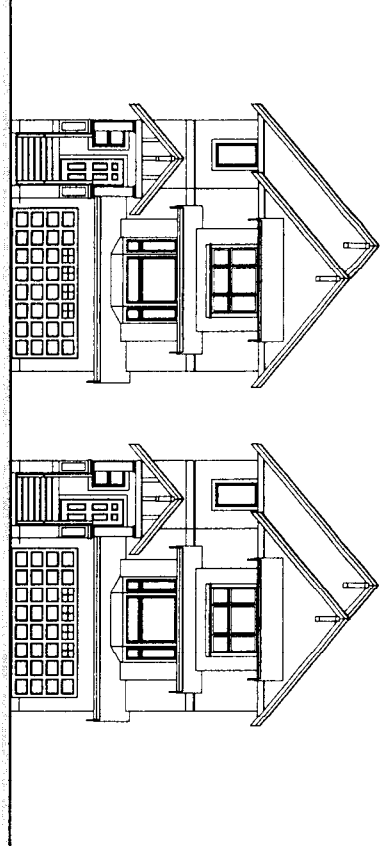
SITE PLAN

SCALE : 1" = 60'-0"

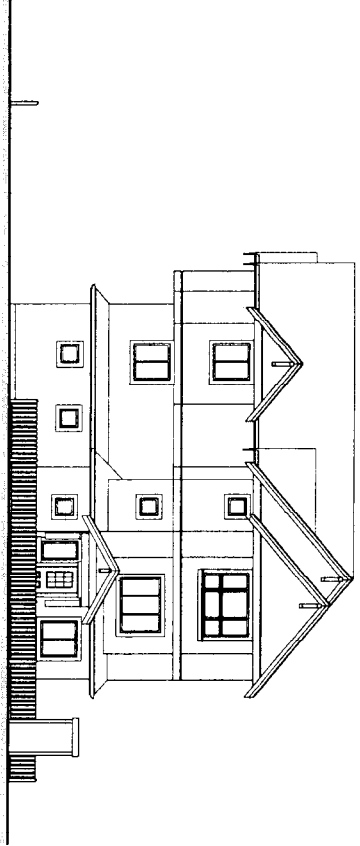
SOUTH ELEVATION - WESTMINSTER HIGHWAY



SOUTH ELEVATION - SHARPE AVENUE



NORTH ELEVATION - SHARPE AVENUE



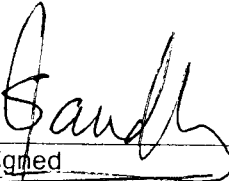
Conditional Rezoning Requirements

22351 Westminster Highway RZ 05-310045

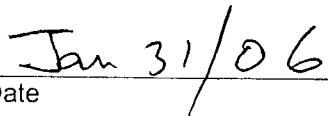
Prior to final adoption of Zoning Amendment Bylaw 8026, the developer is required to complete the following requirements:

1. Land dedication for Sharpe Avenue starting at 20 m and widening to accommodate roughly half of a cul-de-sac.
2. Registration of a restrictive covenant ensuring that the only means of access is to Sharpe Avenue and that there be no access to Westminster Highway.
3. Registration of a floodplain covenant (Minimum 3.5 m BER).
4. Registration of a covenant to prevent the conversion of any ground floor tandem parking areas to storage or habitable space.
5. Registration of a covenant is required to ensure that certain standards of sound proofing are obtained, and require that a registered professional, qualified in acoustics, design the units to meet those requirements.
6. Registration of a covenant to ensure landscaping planted along the Westminster Highway frontage for protection against highway noise is maintained and will not be abandoned or removed.
7. Registration of a cross-access agreement on the internal manoeuvring aisles allowing access to/from the adjacent future development sites to the east at 22371 and 22391 Westminster Highway.
8. Ministry of Transportation approval.
9. Provision of a Letter of Credit in an amount sufficient to: remove the temporary driveway and drive aisle; install curb, sidewalk, boulevard with grass and trees, and landscaping onsite to mitigate the visual impact of the north end of the drive aisle on Sharpe Avenue;
10. Contribution of \$500 per townhouse unit to the Child Care Development Fund and \$500 to the Affordable Housing Statutory Reserve Fund (e.g. \$17,000 total split between each fund for 17 townhouse units).
11. \$1,000 per townhouse unit cash-in-lieu of on-site indoor amenity space to go towards the Recreation Facility Reserve Fund (e.g. \$17,000 for 17 townhouse units).
12. The submission and processing of a Development Permit* completed to a level deemed acceptable by the Director of Development.
13. Enter into a Servicing Agreement* for: the design of Sharpe Avenue to the same standards west of the site and including a cul-de-sac which shall not extend beyond 22391 Westminster Highway; construction of Sharpe Avenue and roughly half of the cul-de-sac; design and construction of Westminster Highway frontage improvements including infilling the ditch with a storm sewer system. All to current City specifications

* Note: This requires a separate application.



 Signed



 Date



**Richmond Official Community Plan Bylaw 7100
Amendment Bylaw 8025 (RZ 05-310045)
22351 Westminster Highway**

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

1. Richmond Official Community Plan Bylaw 7100 is amended by repealing the existing public road land use designation in Lower Westminster Sub-Area Land Use Map in Schedule 2.14 (Hamilton Area Plan) thereof of the following area and by designating it "Small and Large Lot Single Family Residential; Two Family Residential; Townhouse Residential; & Institutional" as shown on attached "Schedule 1 attached to and forming part of Bylaw No. 8025".

P.I.D. 011-378-433

Lot 3 Section 2 Block 4 North Range 4 West New Westminster District Plan 8868

2. This Bylaw may be cited as "**Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 8025**".

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

ADOPTED


CITY OF RICHMOND
APPROVED by
<i>SB</i>
APPROVED by Manager or Solicitor
<i>[Signature]</i>


MAYOR


CORPORATE OFFICER

Lower Westminster Sub-Area Land use Map



 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.



**Richmond Zoning and Development Bylaw 5300
Amendment Bylaw 8026 (RZ 05-310045)
22351 WESTMINSTER HIGHWAY**

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

1. Richmond Zoning and Development Bylaw 5300 is amended by repealing the intent statement of Section 291.156 Comprehensive Development District (CD/156) and replacing it with the following:

“The intent of this zoning district is to accommodate **one-family dwellings, two-family dwellings, and townhouses.**”

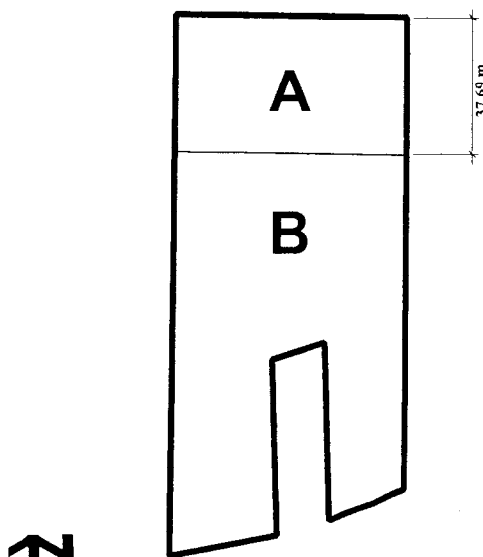
2. Richmond Zoning and Development Bylaw 5300 is amended by repealing Section 291.156.1.01 thereof and replacing it with the following:

“.01 The following uses are permitted within the areas identified as “A” in Diagram 1, Section 291.156.1.03:

RESIDENTIAL, limited to Two (2) **One-Family Dwellings**; or one (1) **Two-Family Dwelling**;
HOME OCCUPATION;
BOARDING & LODGING, limited to two persons per **dwelling unit**;
ACCESSORY USES, BUILDINGS & STRUCTURES; but excluding **secondary suites.**”

3. Richmond Zoning and Development Bylaw 5300 is amended by repealing Section 291.156.1.03 thereof and replacing it with the following:

“.03 Diagram 1”



- 4. Richmond Zoning and Development Bylaw 5300 is amended by repealing Section 291.156.6 thereof and replacing it with the following:

“291.156.6 OFF-STREET PARKING

Off-street parking shall be provided, developed and maintained in accordance with Division 400 of this Bylaw, EXCEPT THAT:

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 manoeuvring aisle.”

- 5. The Zoning Map of the City of Richmond, which accompanies and forms part of the 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/156)**:

P.I.D. 011-378-433

Lot 3 Section 2 Block 4 North Range 4 West New Westminster District Plan 8868

- 6. This Bylaw may be cited as **“Richmond Zoning and Development Bylaw 5300, Amendment Bylaw 8026”**.

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

MINISTRY OF TRANSPORTATION APPROVAL

OTHER REQUIREMENTS SATISFIED

ADOPTED



MAYOR

CORPORATE OFFICER