



To: Richmond City Council **Date:** November 23, 2006
From: Councillor Harold Steves **File:** 12-8060-20-8115
Chair, Planning Committee
Re: **APPLICATION BY H.A. BERG INVESTMENTS LTD. FOR REZONING
AT 11991 NO. 1 ROAD AND 3931 CHATHAM STREET FROM SERVICE
STATION DISTRICT (G2) TO STEVESTON COMMERCIAL (THREE-
STOREY) DISTRICT (C5)**

The Planning Committee, at its meeting held on November 21, 2006, considered the attached report, and recommends as follows:

Committee Recommendation

- (1) That Bylaw No. 8115, for the rezoning of 11991 No. 1 Road and 3931 Chatham Street from "Service Station District (G2)" to "Steveston Commercial (Three-Storey) District (C5)", be introduced and given first reading.*
- (2) That Rezoning application 05-296591 be referred back to staff in order for staff and the applicant to:
 - (i) revise the proposed exterior, including finishing materials, and the awning design to reflect more heritage character;*
 - (ii) incorporate a community garden on the roof deck; and**
- (3) That the applicant present modified drawings at the Public Hearing*

Councillor Harold Steves, Chair
Planning Committee

Attach.

VARIANCE

Please note that staff recommended the following for Part (1):

That Bylaw No. 8115, for the rezoning of 11991 No. 1 Road and 3931 Chatham Street from "Service Station District (G2)" to "Steveston Commercial (Three-Storey) District (C5)", be introduced and given first reading.

Staff Report

Origin

The proposed development site comprises of three (3) parcels. 3911 Chatham Street (the western most parcel) is already zoned Steveston Commercial (Three-Storey) District (C5) and is not part of this rezoning application.

H.A. Berg Investments Ltd. has applied to the City of Richmond for permission to rezone 11991 No. 1 Road and 3931 Chatham Street (**Attachment 1**) from Service Station District (G2) to Steveston Commercial (Three-Storey) District (C5) in order to develop these properties and 3911 Chatham Street to a three-storey mixed-use (commercial/residential) with approximately 156 m² (1685 ft²) of commercial space on the ground floor and 10 dwelling units on the second and third floors. Stairs are incorporated from the third floor to provide access to the roof decks (**Attachment 2**).

A subsequent Development Permit application will be required to deal with the form and character of the proposed development.

Findings of Fact

A Development Application Data Sheet providing details about the development proposal is attached (**Attachment 3**).

Surrounding Development

- To the North: Single-family homes fronting on Broadway Street, zoned Single-Family Housing District, Subdivision Area A (R1/A) across a lane;
- To the East: Army and Navy Air Force Veterans Unit 284 (Steveston), zoned Steveston Commercial (Two-Storey) District (C4), across from No. 1 Road;
- To the South: Commercial units, zoned Steveston Commercial (Two-Storey) District (C4), across Chatham Street; and
- To the West: Existing two-storey mixed-use (commercial/residential) development fronting Moncton Street, zoned Steveston Commercial (Three-Storey) District (C5).

Related Policies & Studies

Official Community Plan

- This site is located within the Steveston Downtown Node (Business Centre) in the Steveston Area Plan, which encourages mixed residential/commercial development. The proposed rezoning meets the intent of the Steveston Area Plan.

Consultation

Heritage Commission

- The proposed development was presented to the Heritage Commission twice on October 27, 2005 and May 18, 2006 (**Attachment 4**).

- The Heritage Commission generally supported the proposed rezoning and endorsed the revised design. The Commission acknowledged that the revised scheme had significantly improved over the original submission. The Commission recommended that staff work with the applicant to achieve the following:
 - a creative way of improving the No. 1 Road frontage where the service rooms are currently located, dealing with regulatory and design constraints, and
 - to explore a more traditional awning design as part of the Development Application.The recommendations have been incorporated into the Development Permit Requirements in **Attachment 6**.

Public Input

A development sign has been posted on site as public notification of the intent to rezone this site. Staff have received some verbal inquiries from neighbouring residents on this application but have received no verbal or written negative comments.

Staff Comments

Staff Technical Review comments are attached (**Attachment 5**). No significant concerns or engineering infrastructure upgrades have been identified through the technical review.

Analysis

The proposed site consists of three (3) parcels, which will be consolidated. 3911 Chatham Street (the western most parcel) is already zoned Steveston Commercial (Three-Storey) District (C5). The other two sites, 11991 No. 1 Road and 3931 Chatham Street, require rezoning from Service Station District (G2) to Steveston Commercial (Three-Storey) District (C5) in order to develop these properties as a mixed-use (commercial/residential) building.

Land Use

The proposed development complies with the intent of the Steveston Area Plan - Steveston Downtown Node (Business Centre). The Area Plan encourages redevelopment from small-scale commercial/maritime related uses to small-scale mixed-use development with commercial at grade and residential above.

Density

The proposed floor area ratio (FAR) of the proposed development is 1.0, which is consistent with the new developments in Steveston Village.

Proposed Variance

- Development variance is usually addressed at Development Permit stage. The following information is provided for information purposes:
 - The applicant will be requesting variances to decrease the maneuvering aisle from 7.5 m to 6.7 m and to increase the small car ratio from 30% to 74% (14 small car parking stalls out of 19 being proposed). The reduction of the maneuvering aisle and the reduced parking space depth are consequences of accommodating the 2 m wide road allowance along No. 1 Road being dedicated as part of the rezoning condition.

Transportation Department has been consulted and does not object to the small car ratio and reduced maneuvering aisle.

Transportation

- In general, the proposed development has satisfactorily addressed Transportation Division's comments. Details of the comments are in (**Attachment 5**).
- Transportation Division supports payment in lieu of one (1) parking space and has agreed to permit loading on the street instead of on the site to facilitate this small-scale mixed-use development.
- Vehicular access is provided from the lane. Large loading trucks will be accommodated on the streets. A small courier size loading bay is provided in the parking lot.
- Transportation Department has waived the request for a \$10,000 contribution for the signal upgrade at the intersection of NO. 1 Road and Chatham Street; however the applicant will be responsible for signal modifications and will include bike racks as part of the site's frontage improvements as part of the Servicing Agreement to be completed prior to the issuance of a Building Permit.
- Off street work including corner cuts and land dedication, sidewalk and boulevard treatment will be required as part of the Servicing Agreement. The Servicing Agreement is required prior to the issuance of the Building Permit.

Flood Proofing

- The proposed development is within the Urban Boundary Exemption Area in the Floodplain Management Implementation Strategy (Policy 7000) with the policy requirement for building construction elevation requirement of 0.9 m (geodetic).
- The developer is required to register a Flood Indemnification Covenant on Title to notify purchasers of the flood construction elevation and to indemnify the City from issues relating to flooding.

Tree Management and Site Vegetation

- There are no trees on the development site. However, an arborist's report from Cedar Ridge Tree Care dated July 17, 2006, reviewed the health of an existing Norway Maple on the adjacent site (3891 Chatham Street) at the property line. The arborist noted that the root zone of the existing tree is already completely paved over currently and is showing signs of stress. Any further removal of the canopy and root zone to facilitate the new development would be unacceptable. Removal of the Norway Maple tree is recommended.
- The developer has obtained written approval from the owner of 3891 Chatham Street with respect to the removal. A copy of the letter is enclosed (**Attachment 7**). The developer will pay the cost of the removal and repair of the paving.
- There is no room to plant large trees on the subject site and there is no street tree requirement on this portion of Chatham Street of Steveston Village. A grass and tree boulevard will be required along No.1 Road as part of the Servicing Agreement. It is recommended that the developer provide cash contribution of \$1,000 at a rate of 2 to 1 tree replacement (\$500 per tree) in accordance with the City of Richmond Tree Bylaw as a condition of the rezoning. The developer has agreed to this arrangement.
- Detailed landscape plans for the site will be developed as part of the Development Permit submission.

Amenity Space

- No indoor amenity space is provided in this development. Instead, the applicant will be providing \$10,000 as cash-in-lieu at the rate of \$1000 per townhouse unit as per Council approved Cash In Lieu of Indoor Amenity Space.
- Individual outdoor amenity space is provided for each of the townhouse units in the form of balconies, decks and roof decks.
- Communal outdoor amenity space is proposed on the roof in accordance with the Richmond OCP requirements. The detailed design of this area will be reviewed as part of the Development Permit.

Accessibility

- One (1) out of the 10 units proposed will be wheelchair accessible. A residential elevator will be incorporated into the corner unit to accommodate wheelchair.
- The applicant will be requested to incorporate universal accessibility measures, such as lever handles and taps, backing board behind the bath, etc., into the other residential units to promote aging in place as part of the Development Permit submission.

Affordable Housing Interim Strategy

- The Affordable Housing Interim Strategy came into effect during this Rezoning Application. The developer has agreed to provide a cash contribution of approximately \$6,685 (based on \$.60/buildable sq. ft.) towards the City's Statutory Affordable Housing Fund.

Certificate of Compliance

- This site has been identified by the Ministry of Environment to require a detailed site investigation.
- A preliminary approval letter from the Ministry is required prior to the final approval of the rezoning.
- A Certificate of Compliance from the Ministry will be required prior to the issuance of a Building Permit.

Servicing Capacity

- Capacity Analysis for storm and sanitary utilities has been addressed to the satisfaction of the Engineering Department. No upgrade has been identified at this stage.

Design Review and Future Development Permit Considerations

- A Development Permit Application is required to be processed to the satisfaction of the Director of Development as a condition of rezoning. Review by the Advisory Design Panel will be required as part of the Development Permit process.
- The applicant has developed a preliminary design for this site (**Attachment 2**). Minor design development in the Development Permit application process will be required to address feedback from the Heritage Commission and staff comments (**Attachment 6**).

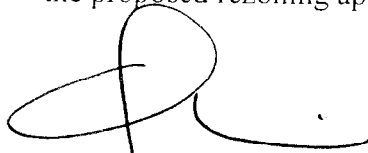
- Encroachment for canopies in the road Rights-of-Way on both Chatham Street and No. 1 Road, and the patio on Chatham Street are to be reviewed as part of the Development Permit. A separate Encroachment Agreement from Engineering Department is required prior to the issuance of the Building Permit.

Financial Impact or Economic Impact

None.

Conclusion

The proposed scheme meets the intent of the Steveston Area Plan. On this basis, staff support the proposed rezoning application.



Cecilia Achiam, MCIP, BCSLA
Senior Planner, Urban Design

CA:blg

Attachment 1: Location Map

Attachment 2: Conceptual Development Plans

Attachment 3: Development Application Data Sheet

Attachment 4: Richmond Heritage Commission Minutes

Attachment 5: Staff Technical Review Comments

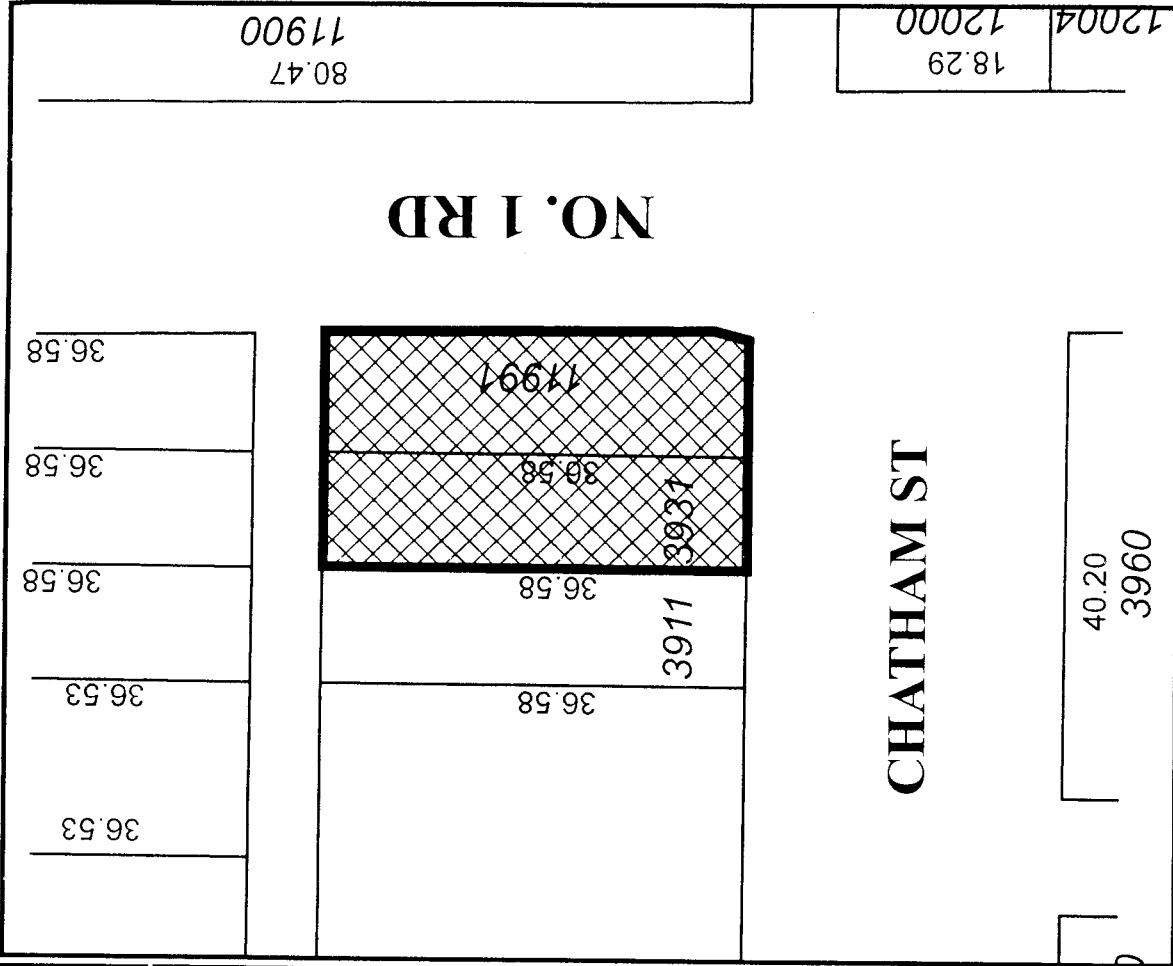
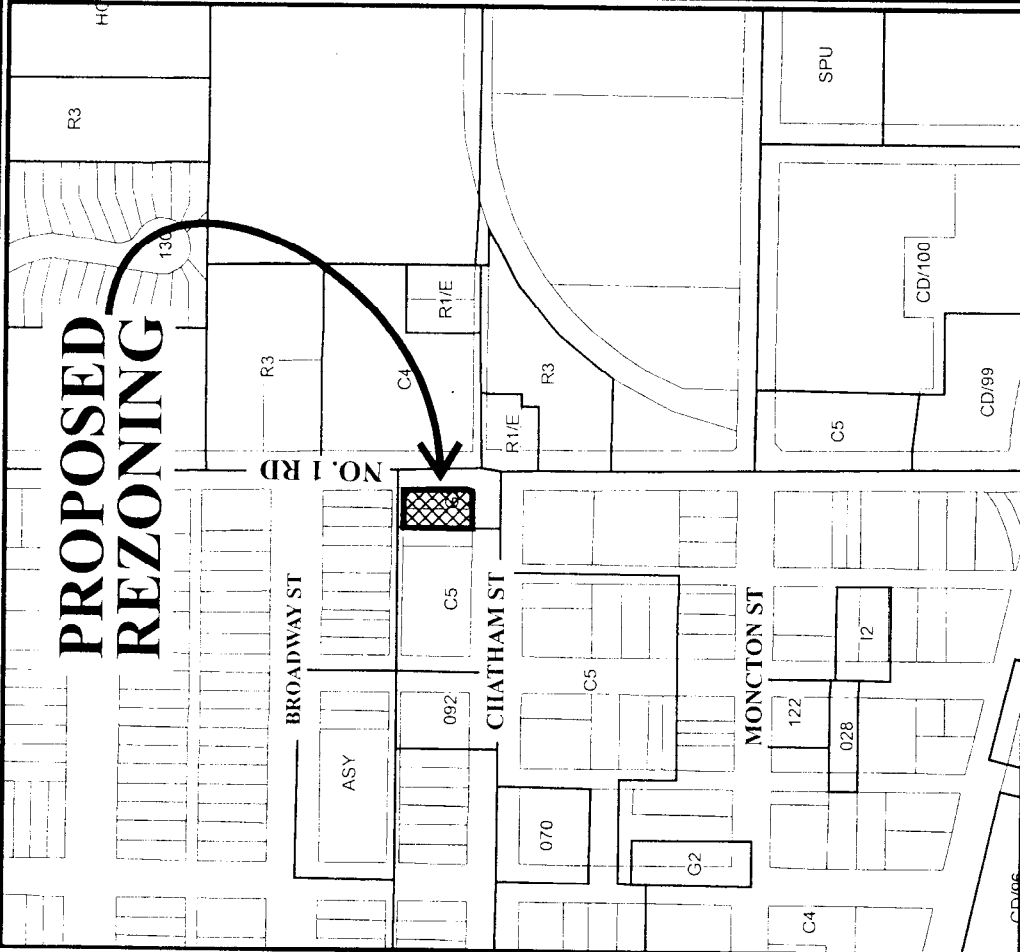
Attachment 6: Conditional Rezoning Requirements Concurrence

Attachment 7: Letter of Authorization to remove tree on adjacent site at 3891 Chatham Street

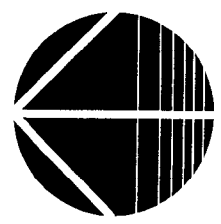


City of Richmond

**PROPOSED
REZONING**



RZ 05-296591



Original Date: 04/21/05
 Revision Date: 10/17/06
 Note: Dimensions are in METRES



RZ 05-296591

Original Date: 11/02/06

Amended Date:

Note: Dimensions are in METRES

CITY BYLAW SUMMARY

Richmond Zoning + Development Bylaw No.5300

October 25, 2006

Civic Address: 11991 No.1 Road, Richmond, B.C.
 3931 Chatham Street, Richmond, B.C.
 3911 Chatham Street, Richmond, B.C.

Legal Description: Lots 10, 11, + 12 Section 3 Block 3N Range 7W NWD Plan 1691
 Three lots to be consolidated

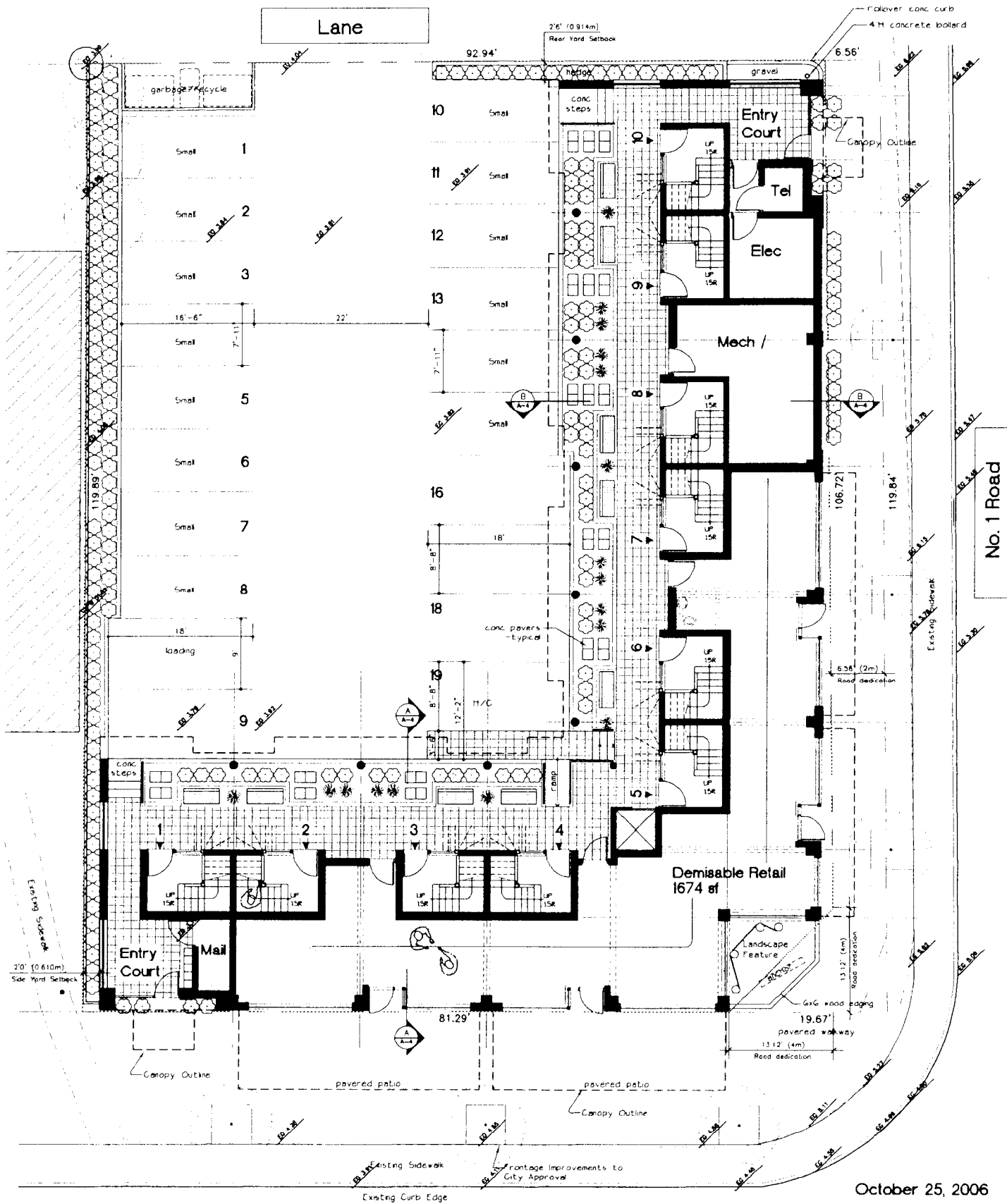
Lot Dimensions/Area:

11991 No.1 Rd	35' x 120' (approx 4200 sf)	} 12,013 sf (Survey March 10, 2005)
3911 Chatham	33' x 120' (approx 3960 sf)	
3931 Chatham	33' x 120' (approx 3960 sf)	
Road Dedication	2m wide along No.1 Road	
Corner Cut	4mx4m at SE corner of site	
Net Site Area:	11,150 sf	

Lot Zoning:

11991 No.1 Rd	G2 (Service Station)
3931 Chatham	G2 (Service Station)
3911 Chatham	C5 (Steveston Commercial - 3 storey)

	Current Permitted (C5 Zone)	Proposed Consolidated Lot																																				
Zoning:	G2 and C5	C5 (Steveston Commercial - 3 Storey)																																				
Uses:	Includes Residential/ Commercial/Garage	Residential/Commercial																																				
Density:	C5 - 1.0 FAR G2 - 0.35 FAR	F.A.R.: 1.0 FAR = 11,150 sf <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td>Main Flr:</td> <td>Gross</td> <td>3226 sf</td> </tr> <tr> <td></td> <td>Mech Exemption</td> <td>(514)</td> </tr> <tr> <td></td> <td>FAR Area</td> <td>2712 sf</td> </tr> <tr> <td>Second Flr:</td> <td>Gross</td> <td>5662 sf</td> </tr> <tr> <td></td> <td>FAR Exemptions</td> <td>(540)</td> </tr> <tr> <td></td> <td>FAR Area</td> <td>5122 sf</td> </tr> <tr> <td>Third Flr:</td> <td>Gross</td> <td>4948 sf</td> </tr> <tr> <td></td> <td>FAR Exemptions</td> <td>(1632)</td> </tr> <tr> <td></td> <td>FAR Area</td> <td>3316 sf</td> </tr> <tr> <td>Building Totals:</td> <td>Gross</td> <td>13,836 sf</td> </tr> <tr> <td></td> <td>FAR Exemptions</td> <td>(2,686 sf)</td> </tr> <tr> <td></td> <td>FAR Area</td> <td>11,150 sf</td> </tr> </table>	Main Flr:	Gross	3226 sf		Mech Exemption	(514)		FAR Area	2712 sf	Second Flr:	Gross	5662 sf		FAR Exemptions	(540)		FAR Area	5122 sf	Third Flr:	Gross	4948 sf		FAR Exemptions	(1632)		FAR Area	3316 sf	Building Totals:	Gross	13,836 sf		FAR Exemptions	(2,686 sf)		FAR Area	11,150 sf
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	FAR Area	11,150 sf																																				
Max Lot Coverage:	n/a	51% (5674 / 11,150 sf)																																				
Setbacks:																																						
Frontyard -	n/a	1' (South - along Chatham)																																				
Rearyard -	n/a	2'6" (North - at lane)																																				
Sideyards -	n/a	2'0" (West - interior lot line)																																				
Sideyards -	n/a	0' (East - along No.1 Road)																																				
Height of Building:	39.37'	39.0'																																				
Parking Required:	Retail - 3 per 1076.4 sf Resid - 1.5 per dwelling unit	Retail 1684 sf: 5 spaces 10 Dwelling Units: 15 Total req'd: 20 spaces Provided: 19																																				
Loading Required:	One	One																																				



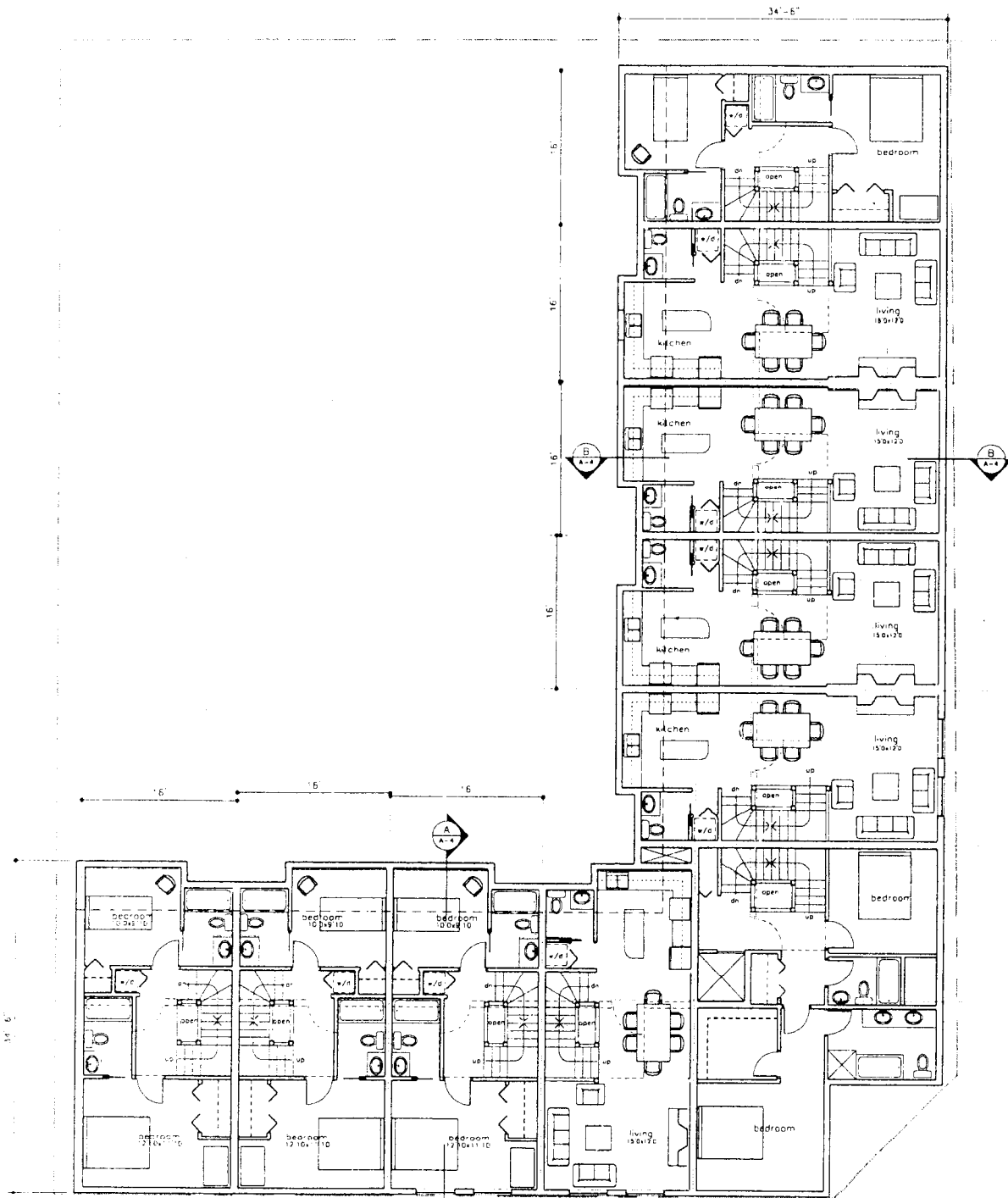
Chatham Street

GROUND FLOOR

Scale: 1/8"=1'-0"



October 25, 2006

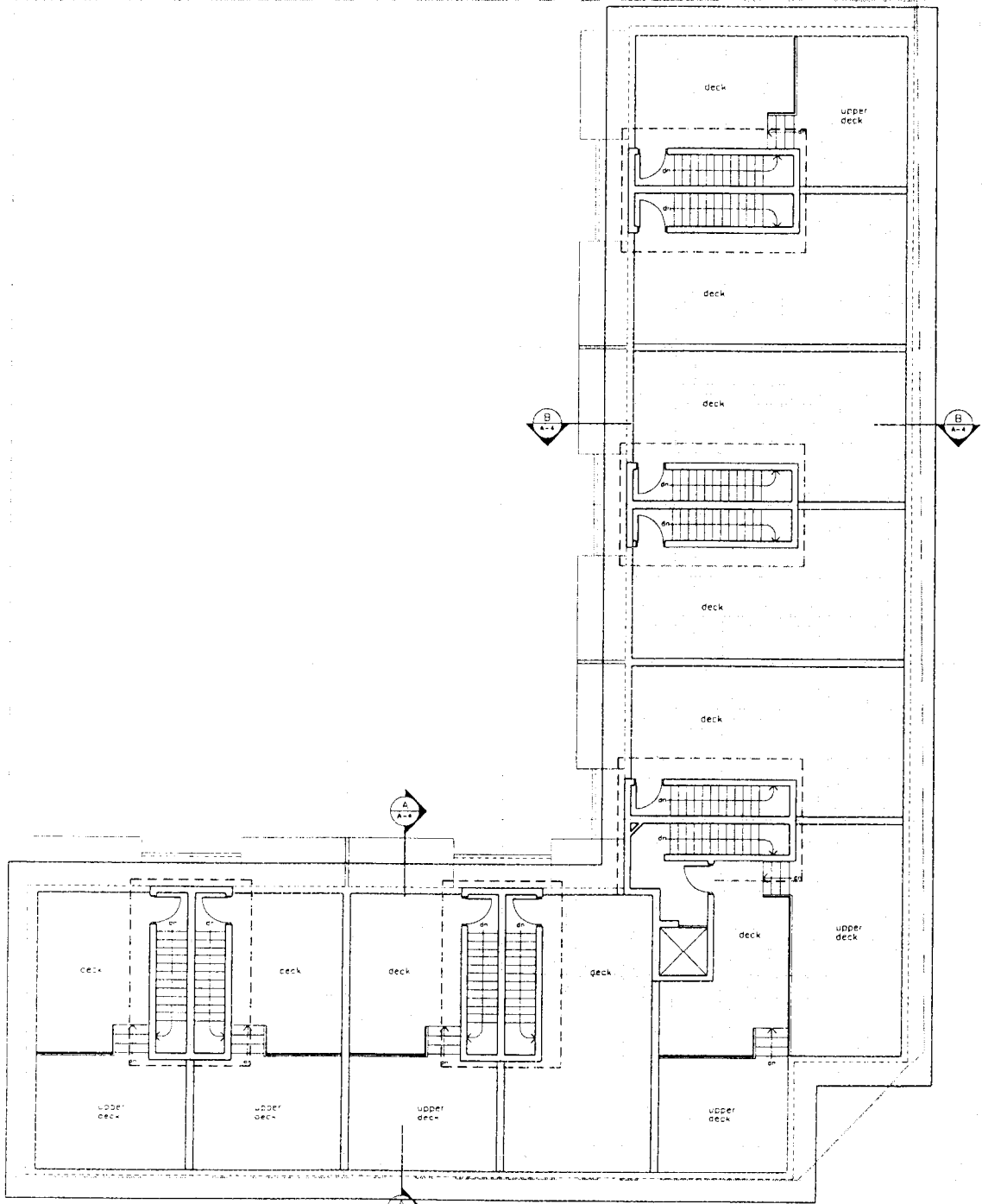


SECOND FLOOR

Scale: 1/8"=1'-0"

10-UNITS

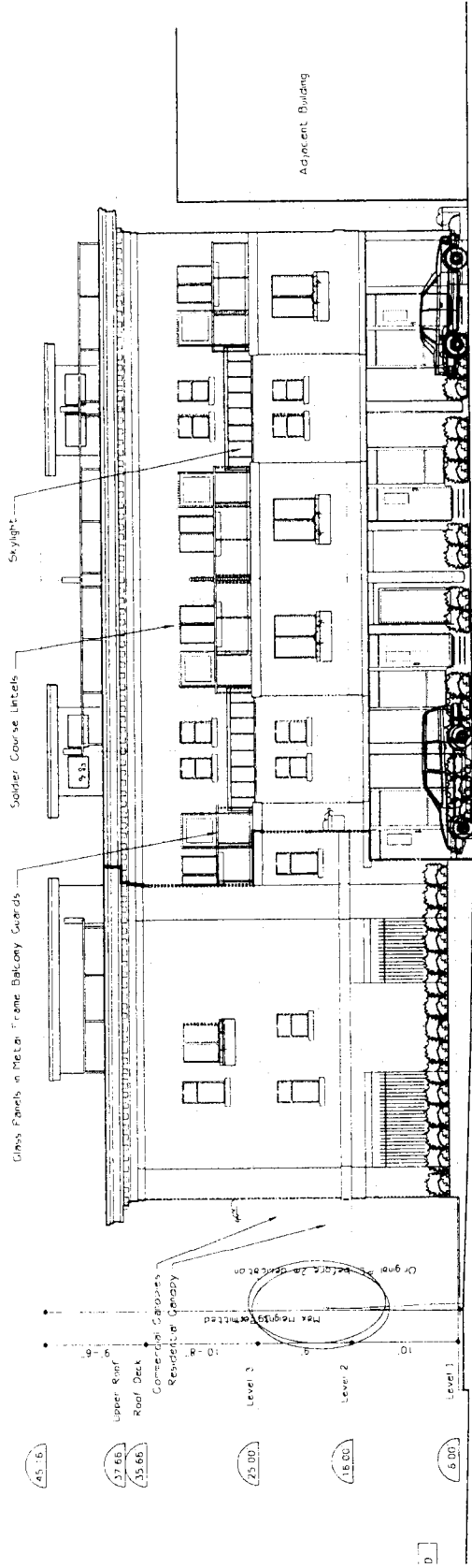
August 30, 2006



ROOF DECK LEVEL

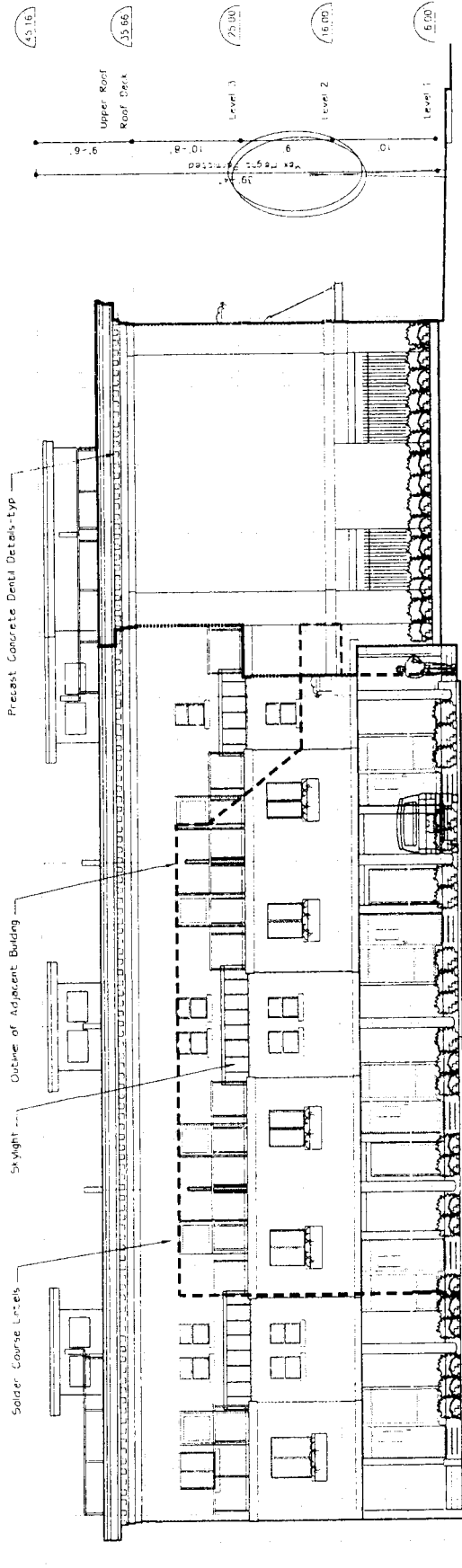
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August 30, 2006



NORTH ELEVATION

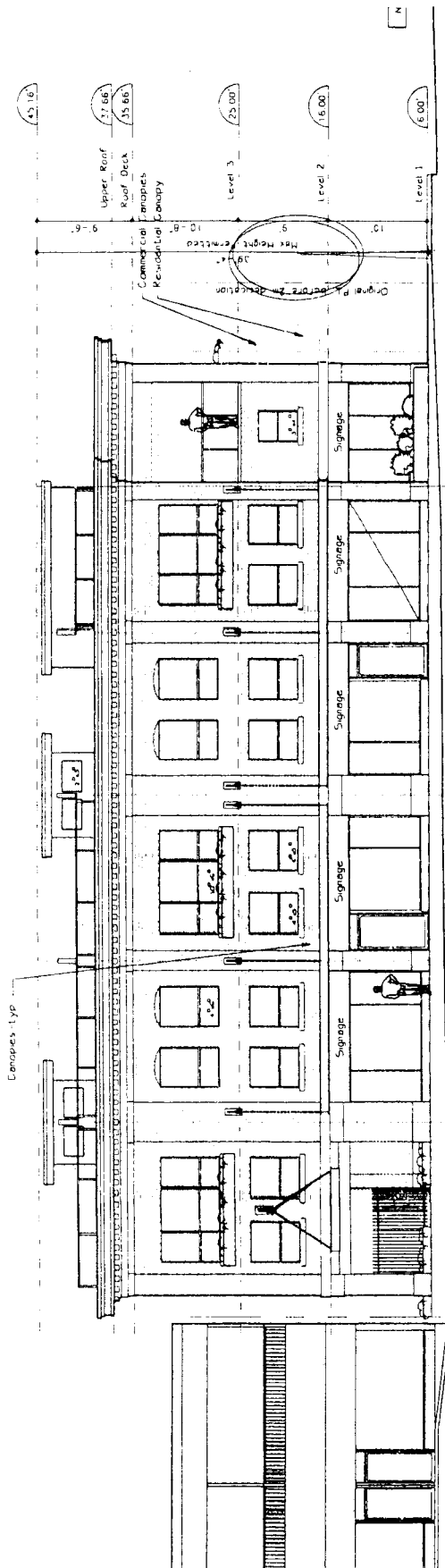
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WEST ELEVATION

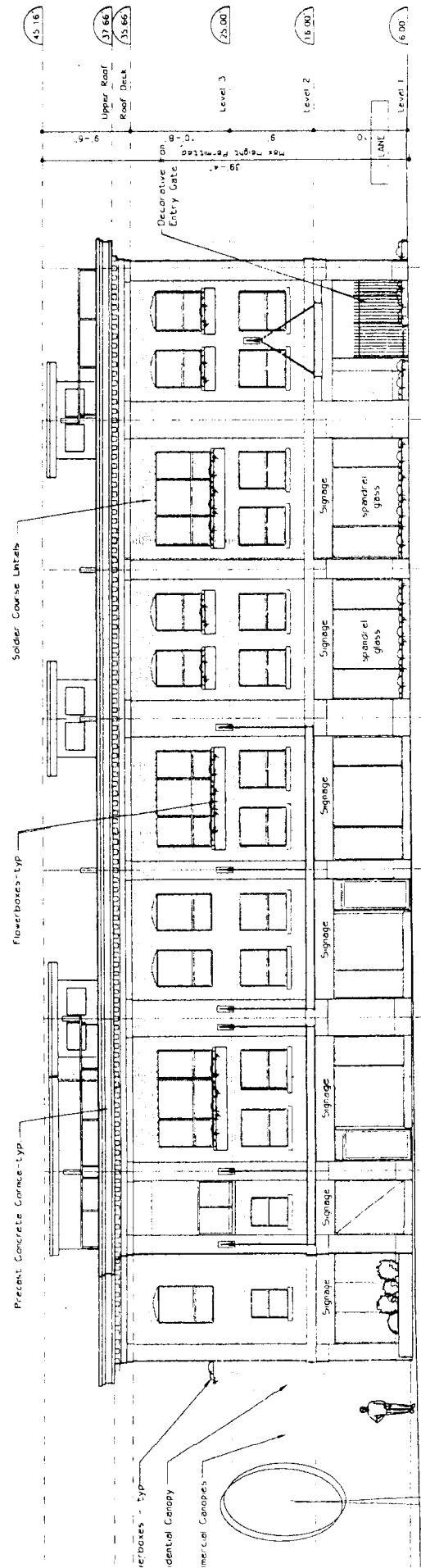
Scale: 1/16"=1'-0"

August 30, 2006



SOUTH (CHATHAM ST) ELEVATION

Scale: 1/16"=1'-0"



EAST (NO. 1 ROAD) ELEVATION

Scale: 1/16"=1'-0"

August 30, 2006



City of Richmond

6911 No. 3 Road
 Richmond, BC V6Y 2C1
 www.richmond.ca
 604-276-4000

Development Application Data Sheet

RZ 05-296591

Attachment 3

Address: 11991 No. 1 Road and 3931 Chatham Street

Applicant: H.A. Berg Investments Ltd.

Planning

Area(s): 2.4 Steveston Area Plan

	Existing	Proposed
Owner:	Nobbys Service Ltd.	H. A. Berg Investments Ltd.
Site Size (m ²):	1,115 m ²	1,035 m ²
Land Uses:	Garage	Mixed-use (Comm./Resid.)
OCP Designation:	Neighbourhood Service Centre	Neighbourhood Service Centre
Area Plan Designation:	Commercial	Commercial
Zoning:	Service Station District (G2)	Steveston Commercial (Three-Storey) District (C5)
Number of Units:	0	10

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Density (units/acre):	N/A	39 upa	None permitted
Floor Area Ratio:	Max. 1.0	1.0	None permitted
Lot Coverage – Building:	N/A	51 %	Complies
Lot Size (min. dimensions):	N/A	1035.4 m ²	Complies
Setback – Chatham St. (m):	Min. 0 m	0.5 m (.17 ft.)	Complies
Setback – No. 1 Rd (m):	Min. 0 m	0.1 m (.25 ft.)	Complies
Setback – Side Yards (m):	Min. 0 m	Min. 0.61 m (2 ft.)	Complies
Setback – (lane) Rear Yards (m):	Min. 0 m	Min. 0.76 m (2.5 ft.)	Complies
Height (m):	3-storeys & max. 12 m	3-storey plus roof access & 12 m	Complies
Off-street Parking Spaces – Regular (R) / Comm./Visitor (V):	15 (R) and 5 (V) per unit	14 (R) and 5 (V) per unit	Complies
Off-street Parking Spaces – Total:	20	19+1 payment-in-lieu	Payment-in-lieu for 1 space supported

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Amenity Space – Indoor:	70 m ²	Payment-in-lieu	Payment-in-lieu
Amenity Space – Outdoor:	6 m ² /unit	Complies	Complies

Other: Tree removal and compensation required

PARTIAL MINUTES HERITAGE COMMISSION

Thursday, May 18, 2006

6:00 pm
M 1.002

3. Design Review: RZ 05-296291, Rezoning of 11991 No. 1 Road

City Planner Cecilia Achiam introduced Tussy Berg, Developer and Ken Chow, Architect, advising that Commission members would remember when Mr. Berg and Mr. Chow had attended the October 27, 2005 Heritage Commission to review the design components of the development envisaged for the site at 11991 No. 1 Road and 3931 Chatham Street. At this meeting Mr. Berg and Mr. Chow would review the revised plans submitted to rezone the No. 1 Road/Chatham Street location, and would present to the Commission the revised architectural expression of the building. These revisions were done to address some of the comments made by the Commission at the October, 2005 meeting.

Cecilia advised that the revised plans submitted for RZ 05-296291 do not meet the C5 district schedule.

Mr. Chow spoke briefly informing the Commission that he had redesigned the building's form and character to be more compatible with historic Steveston.

Mr. Tussy advised the Commission that the building had been changed to address the issues raised at the October, 2005 meeting, and that he believes that the proposed development meets the C5 district schedule.

Discussion regarding the design changes ensued, with Commission members commenting on:

- the change in orientation with entrance doors now located at the rear is innovative
- maintaining a Steveston-esque streetscape
- the use of brick as cladding material is appreciated, but would not like to see replications of the Hepworth Block marching down the entire block
- retail at street level with residential above
- retail space might be too small, while some retailers may find it satisfactory
- the proposed glass and steel canopy suspended over the sidewalk is more in keeping with Yaletown, not with historic Steveston; a more simple canopy, such as extending the floor joist from the second floor to create a projection with simple fascia and roofing treatment, would be more appropriate

- the design at the street corner is subdued and presents an opportunity for development of something more visually interesting; design improvement at the Development Permit stage is expected
- the revised design is honest and more in tune with historic Steveston
- the redesign of the roof deck is an improvement
- the step down at the north end is not supported, given the distance from the existing single family home to the north across the lane.
- the frontage of the service rooms needs more work. The rhythm of the frontage treatment needs to be continued.
- the openings to the residential entrances at the two ends of the building seems weak and can be strengthened by incorporation of an iron gate or some better treatment
- the design of the parking lot and the residential entrances along the back of the first floor can be further improved at the Development Permit stage

In response to an inquiry regarding site specific zoning, Cecilia stated that she will look into it.

It was moved and seconded

That the Heritage Commission receive for information the revised submission for RZ 05-296291 to rezone 11991 No. 1 Road and 3931 Chatham Street C5 and G2 to C5; and that the Heritage Commission generally endorse the design as improved over the last submission; and that the Developer and Architect incorporate comments that were made about the canopy not being appropriate; and that the Commission would not support stepping down the building at the north end; and that staff work with the applicant to achieve a creative way of approving the frontage where the service rooms are currently located, dealing with regulatory and design constraints.

CARRIED

Graham Turnbull,
Chair

Sheila Johnston,
Recording Secretary

Staff Technical Comments

Engineering Works Design

Capacity Analysis:

There is no sanitary model for that area, so the developer will have to do a sanitary analysis for the area. There is an existing Storm connection to 11991 No. 1 Road. If this is sufficient or can be upgraded (as determined by the developer's engineer) then an analysis of the site only including hydraulic grade line is required. If the existing system located approximately at west property line of 3911 Chatham Street is to be used (to be determined by developer's engineer) then an analysis of the Storm system which connects back at First Avenue and Chatham Street and flows back to No. 1 Road/Chatham Street (along south side of Chatham Street) to the main conveyance at the east side of No. 1 Road, will be required. The water is okay.

Prior to final adoption, the developer shall:

1. Consolidate the three (3) lots into one (1) development parcel.
2. Provide a 2 m wide Road Dedication along the entire frontage of the subject lot along No. 1 Road for future road improvement. 4 m x 4 m corner cut is required at the southeast corner of the subject property.

Prior to issuance of future Building Permit, the developer is to enter into the City's standard Servicing Agreement to do full upgrades on all three (3) frontages. Works include, but are not limited to:

- Creating new 1.5 m sidewalk on the No. 1 Road and Chatham Street edges at the property line. The balance of the area between the back of curb and the sidewalk is to be a grass and treed boulevard.
- Lane reconstruction also required, creating a 5.1m wide from back of roll curb to back of roll curb edge with laneway post top street lighting and drainage required.

Note: Works are at the developer's sole cost - no credits are applicable.

Transportation

1. Prior to this application being referred to the Planning Committee for consideration, the following issues must be addressed: The off-street parking provision (e.g., number and regular sized parking stall percentage) does not conform to City's Parking Bylaw requirements. Cash-in-lieu and parking variance will be required.
2. We will waive the request for the \$10,000 contribution for the signal upgrade at the intersection of No.1 Road and Chatham Street, however the applicant will be responsible for signal modifications and include bike racks as part of the site's frontage improvements.
3. Applicant to locate garbage/recycling structures further away from No.1 Road (minimum of 15 m from No.1 Road) to deter garbage/recycling pick-up truck from impeding No.1 Road traffic during pick-up.
4. Require 2 m land dedication along the entire frontage of the subject lot along No.1 Road for future road improvement. 4 x 4 corner cut is required at the southeast corner of the subject property.

5. Applicant to demonstrate safe manoeuvrability of a SU-9 truck ingressing/egressing the lane abutting north property line i.e. the truck should not cross the yellow dividing line on No. 1 Road when turning out of the lane and should have sufficient buffer between its swept paths and building structure.
6. Frontage improvements required with adequate widths for sidewalk and grass treed boulevard along the entire east and south frontages of the subject lot.
7. The applicant to design and upgrade the rear lane (i.e., repave the lane and construct rollover curbs on both side of the lane) along the north side of the subject project.
8. The rear access of the development should be along the west edge of the property, or a minimum of 35 m from No.1 Road as per City's requirement.
9. Contact Fire Department and Emy Lai for their requirements to accommodate a fire truck and garbage/recycling truck respectively. No garbage collection will be allowed off No. 1 Road.

Urban Design

Site Planning and Urban Design:

- The proposed siting of the building (i.e. at street edge along both Chatham Street and No. 1 Road) is in accordance with the Richmond Official Community Plan Steveston Sub Area Design Guidelines. No further design development required. The lane and rear yard interface provide adequate separation between the existing single-family home from the proposed commercial development.
- The existing mixed-use development at 3891 Chatham Street, west of the site is set well back from the street with parking lot fronting Chatham Street. It is anticipated that when the adjacent site to the west (3891 Chatham Street) is redeveloped in the future that the building at the street level will be brought forward to provide a commercial street wall as envisioned in the Steveston Design Guidelines.
- The proposed building takes its design inspiration from the historic Hepworth Block at 3580 Moncton Street with a simple box form with brick cladding and canopy to provide weather protection and façade articulation.
- The Heritage Commission recommended design development to the No. 1 Road façade at grade to provide continuous frontage including the mechanical and storage areas as part of the Development Application process.
- The current design has incorporated windows on the west elevation. The building is built close to the property line, there might be limiting distance issues with respect to the amount of proposed openings.
- The Heritage Commission recommended design development to the No. 1 Road façade at grade to provide continuous frontage including the mechanical and storage areas as part of the Development Application process.

Landscaping & Open Space Design:

- A landscape plan will be required as part of the Development Permit Application. There is no landscaping proposed at the street level, which is in keeping with the existing Steveston Village character.
- Private roof decks are provided for each unit to provide outdoor amenity space.
- Some landscaping will be provided to provide physical separation between the breezeway leading to the individual units and the open parking lot at the rear of the building.

Crime Prevention Through Environmental Design:

- The proposed design with stacked townhouse units over ground floor commercial with storefront windows along the entire street frontage encourages natural surveillance on the street and into the parking area.
- Individual residential entrances and private open spaces limit opportunities for conflicts between different uses.

Accessibility:

- One unit includes a residential elevator. Design Development to the bathroom of the accessible unit to accommodate wheelchair. In addition, the applicant will be requested to incorporate universal accessibility measures (e.g. lever handles, backing blocks, wider pathways, etc.) to facilitate aging in place and people with limited mobility.

Policy Planning

There are no ESA concerns with this property. No further comments.

Conditional Rezoning Requirements

11991 No. 1 Road and 3931 Chatham Street RZ 05-296591

Prior to final adoption of Zoning Amendment Bylaw 8115, the developer is required to complete the following requirements:

1. Site consolidation.
2. 2.0 m road dedication along No. 1 Road and a 4 m x 4 m corner cut at Chatham Street and No. 1 Road.
3. Payment of cash-in-lieu of 1 parking space in the amount of \$10,500 as per the Parking Bylaw.
4. Payment of \$10,000 in cash-in-lieu of providing indoor amenity space.
5. Affordable Housing Contribution of approx. \$6,685 (based on \$.60/buildable ft²) towards affordable housing.
6. The developer to provide cash contribution of \$1,000 to the Parks Development Fund at a rate of 2 to 1 tree replacement (\$500 per tree).
7. The submission and processing of a Development Permit completed to a level deemed acceptable by the Director of Development.
8. A preliminary approval letter from the Ministry of Environment regarding the detailed site investigation is required prior to the final approval of the rezoning.
9. The developer to address signal modifications and include bike racks as part of the site's frontage improvements at the intersection of No.1 Road and Chatham Street to the satisfaction of the Transportation Department or provide \$10,000 contribution for the signal upgrade.
10. The developer to register a flood indemnity covenant on title.

Prior to the Development Permit being referred to Development Permit Panel, the following issues are to be addressed (Note condition #6 listed above):

Urban Design Comments

- Design development to explore a more traditional awning design in accordance with the Heritage Commission recommendation. The applicant to apply for an Encroachment Agreement through the Engineering Department to permit the awning and proposed patios to project onto City property.
- Design development to the No. 1 Road façade at grade to provide continuous frontage including the mechanical and storage areas in accordance with the Heritage Commission recommendation.
- Eliminate windows on the west elevation. As the building is built close to the property line, there might be limiting distance issues with respect to the amount of proposed.

Landscaping & Open Space Design:

- A landscape plan may be required to illustrate the planting scheme that provides physical separation between the breezeway leading to the individual units and the open parking lot at the rear of the building. There is no landscaping proposed at the street level, which is in keeping with the existing Steveston Village character.
- Private roof decks are provided for each unit to provide outdoor amenity space. These will be landscaped by individual owner/occupier.

Crime Prevention Through Environmental Design:

- The proposed design with stacked townhouse units over ground floor commercial with storefront windows along the entire street frontage encourages natural surveillance on the street and into the parking area.
- Design development to incorporate lighting in the residential entrance “breezeway” along the back and the parking area to ensure safety at night.

Accessibility:

- One unit includes a residential elevator. Design Development to the bathroom of the accessible unit to accommodate wheelchair. In addition, the applicant will be requested to incorporate universal accessibility measures (e.g. lever handles, backing blocks, wider pathways, etc.) to facilitate aging in place and people with limited mobility.

Prior to the issuance of a Building Permit:

- The developer to enter into the City’s standard Servicing Agreement for works including but not limited to
 1. Frontage improvements required with adequate widths for sidewalk and grass treed boulevard along the entire east and south frontages of the subject lot.
 2. The applicant to design and upgrade the rear lane (i.e., repave the lane and construct rollover curbs on both side of the lane) along the north side of the subject project.
- A Certificate of Compliance from the Ministry will be required prior to the issuance of a Building Permit.
- The developer to obtain an Encroachment Agreement for the awning over the City property/Rights-of-Way.
- A construction parking and traffic management plan to be provided to the Transportation Department to include: location for parking for services, deliveries and workers and loading, application for request for any lane closures (including dates, times, and duration), and proper construction traffic controls as per Traffic Control Manual for Works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.

[Signed original on file]

Signed

Date



**Richmond Zoning and Development Bylaw 5300
Amendment Bylaw 8115 (RZ 05-296591)
11991 No. 1 Road and 3931 Chatham Street**

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 **“Steveston Commercial (Three-Storey) District (C5)”**.

P.I.D. 012-315-460
Lot 10 Section 3 Block 3 North Range 7 West New Westminster District Plan 1691

P.I.D. 012-315-494
Lot 11 Section 3 Block 3 North Range 7 West New Westminster District Plan 1691

- 2. This Bylaw may be cited as **“Richmond Zoning and Development Bylaw 5300, Amendment Bylaw 8115”**.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED

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

MAYOR

CORPORATE OFFICER