



To: Planning Committee

Date: August 24, 2018

From: Wayne Craig  
Director, Development

File: RZ 17-766525

Re: **Application by Alabaster Aequin Limited Partnership / PLLR 228 Holdings Ltd. for Rezoning at 8820, 8840, 8860, 8880, 8900, 8911 and 8931 Spires Road and the surplus portion of the Spires Road road allowance from Single Detached (RS1/E) to Parking Structure Townhouses (RTP4), and proposed Zoning Text Amendment to the Parking Structure Townhouses (RTP4) zone**

**Staff Recommendation**

1. That Richmond Zoning Bylaw 8500, Amendment Bylaw 9915, for a Zoning Text Amendment to the "Parking Structure Townhouses (RTP4)" zone, be introduced and given first reading.
2. That Richmond Zoning Bylaw 8500, Amendment Bylaw 9914, for the rezoning of 8820, 8840, 8860, 8880, 8900, 8911 and 8931 Spires Road from "Single Detached (RS1/E)" to "Parking Structure Townhouses (RTP4)", be introduced and given first reading.

Wayne Craig  
Director, Development

WC:el  
Att. 8

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Real Estate Services	<input checked="" type="checkbox"/>	
Affordable Housing	<input checked="" type="checkbox"/>	
Engineering	<input checked="" type="checkbox"/>	
Transportation	<input checked="" type="checkbox"/>	

## Staff Report

### Origin

Alabaster Aequin Limited Partnership and PLLR 228 Holdings Ltd. have applied to the City of Richmond for permission to rezone 8820, 8840, 8860, 8880, 8900, 8911 and 8931 Spires Road and the surplus portion of the Spires Road road allowance (Attachment 1) from the “Single Detached (RS1/E)” zone to the “Parking Structure Townhouses (RTP4)” zone in order to permit the development of 63 townhouse units and two secondary suites with two common parking structures. A preliminary site plan, building elevations, and landscape plan are contained in Attachment 2.

Zoning Text Amendments to the “Parking Structure Townhouses (RTP)” zone are also being introduced to clarify zoning provisions as outlined in this report, in order to better support the development of high density townhouses with parking structures envisioned in the City Centre Area Plan.

### Findings of Fact

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

#### Subject Site Existing Housing Profile

Six of the seven houses located on the subject site have been demolished. The applicants have advised that all of those houses were owner occupied; and there were no suites in the houses. The site currently contains one single family home, which will be demolished. This house is currently owner occupied; and there is no suite in the house.

### Surrounding Development

The Spires Road Neighbourhood is identified in the City Centre Area Plan as an area intended to transition from a predominately single family neighbourhood toward a higher density neighbourhood through the development of townhouse buildings with parking structures.

To the North: A rezoning application to develop 20 townhouse units at 8951 & 8971 Spires Road and 8991 Spires Gate (RZ 18-818420) has been received. This application is under staff review and will be brought forward for consideration in a separate report to Committee.

To the South: Two townhouse complexes and a single family home fronting Cook Road, all on properties zoned “Low Density Townhouses (RTL1)”.

To the East: Single family homes on lots zoned “Single Detached (RS1/E)”;

these properties are designated for high density townhouse developments under the City Centre Area Plan.

To the West: Existing townhouse complexes, fronting Cooney Road, on lot zoned “Low Density Townhouses (RTL1)” and “Town Housing (ZT53) – Cooney Road (Brighthouse Village of City Centre)”.

## **Related Policies & Studies**

### Official Community Plan/City Centre Area Plan

The 2041 Official Community Plan (OCP) Land Use Map designation for the subject development site is “Neighbourhood Residential”. This redevelopment proposal is consistent with this designation.

The subject development site is located within the Brighthouse Village of the City Centre Area Plan (CCAP), Schedule 2.10 of the Official Community Plan (OCP) Bylaw No. 7100 (Attachment 4). The site is in “Sub-Area B.1: Mixed Use – Low-Rise Residential & Limited Commercial”, which is intended for grade-oriented housing in the form of higher-density townhouses (with common parking structures) in areas north of Granville Avenue within the city centre. The preliminary design of the proposal featuring high density townhouses with common parking structure, generally complies with the Guidelines in terms of land use, density, and overall neighbourhood character. Further consideration of the Development Guidelines will take place at the Development Permit stage of the process.

The proposed rezoning is subject to a community planning implementation contribution for future community planning initiatives. Since the application was submitted prior to February 18, 2018 (adoption of Bylaw 9792 to update the amenity and planning contributions with inflation), the applicants will make a cash contribution of \$0.25 per buildable square foot as per the community planning implementation strategy, for a total contribution of \$18,897.60 prior to final adoption of the rezoning bylaw.

### OCP Aircraft Noise Sensitive Development (ANSD) Policy

The subject development site is located within Area 4 (Aircraft Noise Notification Area) on the OCP Aircraft Noise Sensitive Development Map. While all aircraft noise sensitive land uses (including residential uses) maybe considered, registration of an Aircraft Noise Sensitive Use Covenant on Title to address aircraft noise mitigation and public awareness is required prior to final adoption of the rezoning bylaw. At Development Permit stage, submission of an acoustic report, prepared by a qualified professional, is required to address indoor sound level mitigation criteria as set out in the OCP and identify how noise mitigation measures will be incorporated into the building design.

### Energy Step Code

Since the subject Rezoning application and the associated Development Permit application were received prior to the introduction of the BC Energy Step Code (approved by Council on July 16, 2018), this development project may not be subjected to the Energy Step Code requirements. The subject development will have until December 31, 2019 to submit an acceptable Building Permit application in order to build under previous energy efficiency requirements.

Since it is anticipated that the subject development project will not be subjected to the BC Energy Step Code, this townhouse development will have to comply with the previous Townhouse Energy Efficiency and Renewable Energy Policy under the OCP and Greening the Built Environment Policy under the CCAP:

- The applicants have committed to achieving an EnerGuide Rating System (ERS) score of 82 and all units will be pre-ducted for solar hot water for the proposed development. Registration of a legal agreement on Title to ensure that all units are built and maintained to this commitment is required prior to rezoning bylaw adoption. As part of the Development Permit Application review process, the developers will be required to retain a certified energy advisor (CEA) to complete an Evaluation Report to confirm details of construction requirements needed to achieve the rating.
- Prior to the Development Permit application being considered by the Development Permit Panel, the applicants will have to provide a list of sustainability features that may be incorporated into the development to ensure Leadership in Energy and Environmental Design (LEED) Silver equivalency is achieved.

#### Floodplain Management Implementation Strategy

The proposed redevelopment must meet the requirements of the Richmond Flood Plain Designation and Protection Bylaw 8204. Registration of a flood indemnity covenant on Title is required prior to final adoption of the rezoning bylaw.

#### Affordable Housing Strategy

As per the City's Affordable Housing Strategy, cash-in-lieu contribution of \$8.50 per buildable square foot towards the City's Affordable Housing Reserve Fund is required in exchange for the increased density proposed as part of a rezoning application for townhouse developments (i.e., 0.6 FAR vs. 1.2 FAR). While 63 townhouse units are proposed in the subject development, provision of affordable housing units is not required as it is only required in larger apartment rezoning applications for multi-family or mixed-use developments containing more than 60 residential units. The applicant proposes to make a cash-in-lieu contribution in the amount of \$642,518.40.

#### Public Art Program Policy

The applicants will be participating in the City's Public Art Program and will be making a voluntary contribution at a rate of \$0.83 per buildable square foot (2017 rate); for a total contribution in the amount of \$62,740.03. This voluntary contribution will be secured as a rezoning consideration.

#### **Public Consultation**

A rezoning sign has been installed on the subject development site. Staff have not received any written comments from the public about the rezoning application in response to the placement of the rezoning sign on the property.

The applicants have also delivered a development notice (Attachment 5) to 25 properties in the immediate area (Attachment 6). The applicants reported that no feedback has been received.

Should the Planning Committee endorse this application and Council grant 1<sup>st</sup> reading to the rezoning bylaw, the bylaw will be forwarded to a Public Hearing, where any area resident or interested party will have an opportunity to comment.

Public notification for the Public Hearing will be provided as per the *Local Government Act*.

## **Analysis**

### Road Closure

A new road cross-section is being proposed for the Spires Road Neighbourhood to better support the development of high density townhouses with parking structures, the form of development specifically envisioned for this area in the City Centre Area Plan. The basic road cross-section would be reduced from 20.0 m to 16.0 m and the road closure areas resulting from the reduction would be sold to the developers of adjacent properties (approximately 2.0 m on each side of the street). This strategy provides a number of benefits to both developers and the City including:

- the creation of deeper development sites that can support more functional and livable townhouse configurations;
- development of more intimate streetscapes lined with active residential uses;
- leveraging of the subdivision and street pattern to create a unique, identifiable and highly urban townhouse neighbourhood; and
- funding for and construction of enhanced neighbourhood access, connectivity and public space improvements.

The proposed 16.0 m wide road cross-section would include a 1.5 m wide treed boulevard and 2.0 m wide sidewalk on each side of an 8.7 m pavement, at the tangent section of the road, incorporating two travel lanes and one parking lane. Around the curve section of the road, the pavement will be widened to accommodate opposing vehicle turning movements. The centre line of the new roads would follow the centre lines of the existing roads. This new road cross-section has been reviewed and is supported by Transportation, Engineering, Real Estate Services and Development Applications staff. Reduction of the road right of way width in the Spires Road neighbourhood is a unique situation that is being considered on a case specific basis; however, staff will undertake a city wide review of required road right of way width requirements in the future.

The new development sites would be able to accommodate site planning and building design improvements including:

- additional or varied front yard setbacks, as well as building projections or architectural features on the front façade, to enhance the streetscape;
- additional separations between buildings to increase sun penetration to the interior of the site;

- wider and larger landscaping areas in the interior of the site to improve privacy for facing units;
- larger and more functional habitable space on the ground level to both improve livability and animate the streetscape; and
- walkways along the back of development sites to create additional unit frontages and enhance pedestrian circulation within the neighbourhood.

Based on the proposed 16.0 m wide road cross-section and the preliminary functional road design reviewed and accepted by Engineering and Transportation Departments, 2.05 m of the existing Spires Road road allowance adjacent to the entire frontage of the subject development site and a portion of the existing curve section of Spire Road in front of the subject development site have been identified for road closure (Attachment 7). The area, which is 446.7 m<sup>2</sup> (4,808.4 ft<sup>2</sup>), is surplus to Engineering and Transportation needs.

In association with the subject rezoning, Real Estate Services has drafted Road Closure and Removal of Road Dedication Bylaw 9853; conditional on Council approval, it authorizes staff to undertake the closure of 446.7 m<sup>2</sup> (4,808.4 ft<sup>2</sup>) of road, which currently comprises a portion of Spires Road road allowance, and its sale to the applicants. The applicants are required to enter into a purchase and sales agreement with the City for the purchase of the lands, which is to be based on the business terms approved by Council. The primary business terms of the purchase and sales agreement will be brought forward to Council with the road closure bylaw, in a separate report from the Senior Manager, Real Estate Services.

Road Closure and Removal of Road Dedication Bylaw 9853 must be adopted and the portion of Spires Road road allowance identified must be purchased prior to rezoning bylaw adoption.

#### Lane Dedication

Lane dedication is required along the west side of the site for the provision of the future north-south lane parallel to Cooney Road. This dedication will start at a width of 4.0 m at the north property line and taper over a length of 15.0 m to a 3.0 m wide dedication along the west property line to the south property line. The taper is required to tie into the future lane to the north that will be offset by 1.0 m. A 3.0 m x 3.0 m corner cut dedication is also required at the southwest corner of the subject development site for the future north-south and east-west lane intersection. No lane dedication is required along the south side of the site for the provision of the future east-west lane parallel to Cook Road; lane dedication will be required from the properties along Cook Road at the time of redevelopment.

#### Tree Retention and Replacement

The applicants have submitted a Certified Arborist's Report; which identifies on-site and off-site tree species, assesses tree structure and condition, and provides recommendations on tree retention and removal relative to the proposed development. The Report assesses 13 bylaw-sized trees and four hedgerows on the subject development site, 14 trees and six hedgerows on neighbouring properties, and four street trees on City property.

The City's Tree Preservation Coordinator and Parks Operations staff have reviewed the Arborist's Report and supports the Arborist's findings, with the following comments:

- A multi-branching Deodar Cedar tree (specifically tag# 729), located by the proposed entry driveway, is identified in good condition and should be retained.
- Twelve bylaw-sized trees located on the development site (specifically tag# 268, 266, 728, 727 located on the eastern portion of the site, and tag # 724, 725, 720, 721, 717, 719, 716 and 718 located at the northeastern portion of the site) are identified in poor condition and are in conflict with the proposed building footprint. These trees should be removed and replaced.
- Four hedgerows located on the development site (identified as tag# 269, 267, 730 and 726) are in poor condition and should be removed.
- Fourteen trees on neighbouring properties are to be protected as per City of Richmond Tree Protection Information Bulletin Tree-03.
- Four city trees including a Plum tree (14cm dbh), a Birch tree (30 cm dbh), a Western Red Cedar tree (54 cm dbh) and a Spruce tree (28cm dbh) located along the site frontage may be removed due to their condition and conflicts with proposed frontage improvements (i.e., ditch infill and new sidewalk). Compensation of \$5,850 is required for the removal of the four trees.

#### *Tree Replacement*

The applicants wish to remove twelve on-site trees. The 2:1 replacement ratio would require a total of 24 replacement trees. According to the Preliminary Landscape Plan provided by the applicants (Attachment 2), the applicants propose to plant 42 new trees on-site. The size and species of replacement trees will be reviewed in detail through Development Permit and overall landscape design.

#### *Tree Protection*

Fourteen trees and six hedgerows on neighbouring properties are to be retained and protected. The applicants have submitted a tree protection plan showing the trees to be retained and the measures taken to protect them during development stage (Attachment 8). To ensure that the trees identified for retention are protected at development stage, the applicants are required to complete the following items:

- Prior to final adoption of the rezoning bylaw, submission to the City of a contract with a Certified Arborist for the supervision of all works conducted within or in close proximity to tree protection zones. The contract must include the scope of work required, the number of proposed monitoring inspections at specified stages of construction, any special measures required to ensure tree protection, and a provision for the arborist to submit a post-construction impact assessment to the City for review.
- Prior to Development Permit issuance, submission to the City of a Tree Survival Security as part of the Landscape Letter of Credit. No Landscape Letter of Credit will be returned until the post-construction assessment report, prepared by the Arborist, confirming the protected trees survived the construction, is reviewed by staff.

- Prior to demolition of the existing dwelling on the subject development site, installation of tree protection fencing around all trees to be retained. Tree protection fencing must be installed to City standard in accordance with the City's Tree Protection Information Bulletin Tree-03 prior to any works being conducted on-site, and remain in place until construction and landscaping on-site is completed.

It is noted that three trees and one hedgerow located on the adjacent property to the north at 8951 Spires Road, along the common property line, may be removed as part of the proposed townhouse development to the north. Tree protection scheme will be reviewed at Development Permit stage again to confirm whether protection around these off site trees/hedge will still be warranted and whether the proposed building footprint will be located outside of the tree protection zone.

### Built Form and Architectural Character

The applicants propose to consolidate the seven properties and the road surplus along the frontage of these properties into one development parcel with a total net site area of 5,852 m<sup>2</sup> (after lane dedication). The proposal is to build a high density, ground-oriented, four storey stacked townhouse project on the consolidated lot at 1.2 FAR.

The development will contain 63 units, including nine single-level units at grade, 53 two- and three- storey units over parking structures, and one four-storey unit. A total of seven basic universal housing units and two convertible units will be included in the proposal. Dwelling sizes are ranging from 49.5 m<sup>2</sup> (533 ft<sup>2</sup>) to 184.1 m<sup>2</sup> (1,982 ft<sup>2</sup>). All of the units will have private outdoor areas at grade, on the elevated podium overtop the parking structure, and/or on the roof deck.

Ten units will have street level entry with direct pedestrian access to Spires Road via individual stairways and patio; these homes will also have direct access to the parking area. All other units will be located above the parking structures and will have their main unit entry on the podium level; units located along the future lanes at the west and south edge of the site will also have direct access to the parking area.

Two ground-level secondary suites are also proposed to be included in this development proposal. These suites will be contained in two of the multi-level units proposed along Spires Road (see Attachment 2). The total floor area of these units ranges from approximately 138 m<sup>2</sup> (1,482 ft<sup>2</sup>) to 166 m<sup>2</sup> (1,784 ft<sup>2</sup>); and the size of each secondary suite is approximately 41 m<sup>2</sup> (442 ft<sup>2</sup>). No additional parking stall is required for the proposed secondary units since this site is not located on an arterial road.

To ensure that the secondary suite will not be stratified or otherwise held under separate title, registration of a legal agreement on Title is required prior to final adoption of the rezoning bylaw.

To ensure that the secondary suite is built, registration of a legal agreement on Title, stating that no Building Permit inspection granting occupancy will be completed until the secondary suites are constructed to the satisfaction of the City in accordance with the BC Building Code and the City's Zoning Bylaw, is required prior to final adoption of the rezoning bylaw.



### Amenity Space

Indoor and outdoor amenity spaces will be provided on-site. Based on the preliminary design, the sizes of the proposed indoor and outdoor amenity spaces comply with the Official Community Plan (OCP) requirements (i.e., 100 m<sup>2</sup> of indoor amenity space for multiple family development projects of 40 units or more, and 6 m<sup>2</sup> of outdoor space per unit, respectively). Staff will work with the applicants at the Development Permit stage to ensure the configurations and designs of the indoor and outdoor amenity spaces meet the Development Permit Guidelines in the OCP.

### Transportation and Site Access

Vehicle access to the development will be from a new entry driveway off Spires Road, providing access to the two parking structures proposed on site. One loading area is proposed on site east of the vehicle access from Spires Road.

To enhance pedestrian circulation within the Spires Road Neighbourhood, the following walkways will be secured prior to final adoption:

- a 6.0 m wide SRW through the site from north to south, with a center line aligned with the common property line between 8920 Spires Road and 8635 Cook Crescent, is required to allow for future pedestrian connection between Spires Road and Cook Road;
- 1.5 m wide SRWs along both the north and east side property lines are required for future pedestrian connections between Spires Road and the future back lanes; and
- a 1.5 m wide SRW along the entire west and south property lines is required for pedestrian circulation along the future back lanes.

### Vehicle and Bicycle Parking On-site

The proposal will feature 63 units with a total of 76 resident parking spaces and 13 visitor parking spaces, which meet the minimum bylaw requirements. 32 resident parking spaces will be in a tandem arrangement (43% of total residential parking spaces provided), which is consistent with the maximum 50% of tandem parking provision of Richmond Zoning Bylaw 8500. Prior to final adoption, the applicants are required to enter into a number of legal agreements to ensure that:

- where two parking spaces are provided in a tandem arrangement, both parking spaces must be assigned to the same dwelling unit; and
- conversion of any of the tandem parking areas into habitable space is prohibited.

In addition, the proposal will feature seven basic universal housing units and two convertible units; and an accessible parking stall will be provided to each of these units. A restrictive covenant to reflect this arrangement is required prior to final adoption.

The proposal will feature a total of 113 bicycle parking spaces on site, which exceed the bylaw requirements. Some of the bicycle parking spaces will be provided within a bike storage room within the west parking structure and some of the spaces will be provided at various locations

throughout the two parking structures. Prior to final adoption, a restrictive covenant is required to be registered on title to ensure that:

- conversion of any of the bicycle parking areas in this development into habitable space or general storage area is prohibited; and
- all of the bicycle parking areas must remain available for shared common use and for the sole purpose of bicycle storage.

#### Variance Requested

The proposed development is generally in compliance with the “Parking Structure Townhouses (RTP4)” zone except that a variance to reduce the minimum walkway setback along the new 6.0 m wide SRW through the site from north to south may be required to accommodate the proposed building footprints and proposed foot bridge across the public walkway. Staff support this variance recognizing that a new walkway through the site from north to south, with a center line aligned with the common property line between 8920 Spires Road and 8635 Cook Crescent, is required; and that it is essential to provide direct pedestrian linkage between the two buildings, on the podium level, for easy access to various amenities proposed on site. This unique configuration will be further reviewed and refined in the context of the overall detailed design of the project, including architectural form, site design and landscaping, at the Development Permit stage. Prior to final adoption of the rezoning bylaw, language should be included in the SRW document to indicate that a pedestrian bridge across the 6.0 m wide SRW through the site may be permitted, if specified in a Development Permit approved by the City.

#### Existing Legal Encumbrances

There is an existing 3.0 m wide utility Right-of-Way (ROW) along the existing west and south property lines of the subject development site for an existing sanitary sewer line. The applicants are aware that no construction is permitted within this area.

#### Design Review and Future Development Permit Considerations

A Development Permit processed to a satisfactory level is a requirement of zoning approval. Through the Development Permit, the following issues are to be further examined:

- Compliance with Development Permit Guidelines for multiple family projects in the 2041 Official Community Plan and the City Centre Area Plan.
- Refinement of the proposed building form to achieve sufficient variety in design to create a desirable and interesting streetscape along Spires Road, along the future lanes abutting the development site, and along the internal walkways in the courtyard; to reduce visual massing of the buildings; and to address potential adjacency issues with adjacent residential uses.
- Refinement of the proposed site plan and site grading to ensure survival of all protected trees on site and on neighbouring sites; and to provide appropriate transition between the proposed development and adjacent existing developments.

- Refinement of the proposed site plan and building design to ensure operational requirements from emergency services and garbage & recycling collection service are met.
- Refinement of landscape design, including the configuration of the outdoor amenity space and choice of play equipment, to create a safe and vibrant environment for children's play and social interaction.
- Review of aging-in-place features in all units and the provision of convertible units.
- Review of a sustainability strategy for the development proposal, including measures to achieve an EnerGuide Rating System (ERS) score of 82 and LEED Silver equivalence.

Additional issues may be identified as part of the Development Permit application review process.

#### Site Servicing and Frontage Improvements

Prior to final adoption of the rezoning bylaw, the applicants are required to:

- provide a cash-in-lieu contribution in the amount of \$172,800.00 for the construction of a new 750 mm storm sewer via the capital project works that will front the development. This is the cost required for the construction of the storm main fronting the development's property (approx. 87 m) and is a portion of the total cost of the system from the bend at Spires Road to Cook Gate (i.e., 189 m).
- enter into the City's standard Servicing Agreement to design and construct frontage beautification along the site frontage, back lane, public walkways onsite, storm sewer and sanitary sewer upgrades, fire hydrant, as well as service connections (see Attachment 9 for details). All works are at the client's sole cost (i.e., no credits apply).

The applicants are also required to pay Development Cost Charges (DCC's) (City & GVS & DD), School Site Acquisition Charge and Address Assignment Fee at Building Permit stage.

#### Proposed Amendments to the "Parking Structure Townhouses (RTP)" zone

The "Parking Structure Townhouses (RTP)" zone was drafted and included in Zoning Bylaw 8500 (adopted on November 16, 2009) as a "shelf ready" zone. As of July 31, 2018, no site has been rezoned to "Parking Structure Townhouses (RTP)". The purpose of this zone is to facilitate high density town housing with a parking structure in the city centre, as envisioned in the City Centre Area Plan.

Currently, the City has received five rezoning applications proposing to rezone development sites in the city centre area to the "Parking Structure Townhouses (RTP)" zone. During the review process for these applications, staff and the applicants encountered a number of challenges in terms of zoning compliance; clarifications are also required in terms of density calculations, lot coverage calculations, building setbacks, permitted projections, and parking space configurations.

### *Density Calculations*

Unlike conventional townhouses with individual garages, parking structure townhouse developments feature communal parking areas within parking structures, which is similar to the parking arrangement in apartment buildings. Parking structure townhouse developments also provide common stairwells and elevators for vertical circulations between the parking level and the podium level. Since the design of these components of the parking structure townhouse developments is similar to the design in apartment buildings, staff propose to include a number of floor area exemptions that are typically applied to apartment housing (i.e., enclosed parking area, common stairwells and elevators) in the “Parking Structure Townhouses (RTP)” zone. In addition, in order to maintain the livability of parking structure townhouses at a similar level as the conventional townhouses, staff propose to keep a number of floor area exemptions that are typically applied to town housing (i.e., covered porch and vertical circulation within a unit) in the “Parking Structure Townhouses (RTP)” zone. Collectively, the exemptions facilitate adequate circulation space for this unique built form.

### *Lot Coverage Calculations*

Recognizing a landscaped podium is featured in parking structure townhouse developments, the lot coverage for buildings, for non-porous areas, and for landscaping with live plant materials need to be adjusted.

- The maximum lot coverage for building will remain at 50% but the landscaped roof over parking spaces will be excluded from the lot coverage calculation. This is consistent with the definition of *lot coverage* in the Zoning Bylaw 8500.
- The maximum lot coverage for buildings, structures and non-porous surfaces will remain at 75% but a slight increase to 80% will be allowed if specified in a Development Permit. This provision is to accommodate buildings which require a larger footprint in order to facilitate functional habitable space on the ground floor with parking in the middle, and a larger landscaped podium.
- The minimum lot coverage for landscaping with live plant materials will be increased from 15% to 20% as landscaped podium is anticipated in parking structure townhouse developments.

### *Building Setbacks and Permitted Projections*

Staff propose to revise the minimum building setbacks to interior lot line, rear lot line, public walkway, and public lane to match the design guidelines for parking structure townhouses under the City Centre Area Plan (Section 3.2.5). The intent of the new provision is to require a 3.0 m setback where a townhouse unit is to front onto a walkway, and allow the setback to the side of the building/unit be reduced to 1.5 m, if specified in a Development Permit.

Recognizing that the “Parking Structure Townhouses (RTP)” zone will only be allowed in the City Centre area and that the required building setbacks to property lines will be smaller than those required in convention townhouse developments, staff propose to include a new set of

permitted projections in the “Parking Structure Townhouses (RTP)” zone to allow for building articulations. This set of permitted projections is based on what are currently allowed in typical convention townhouse developments, but are revised taking the smaller building setbacks into account.

#### *Tandem Parking Space Configuration*

The current zoning bylaw provisions related to tandem parking arrangements in townhouses only speak to tandem parking arrangements in individual garages and require additional lateral clearance space in the garages for functionality purposes. Since resident parking in parking structure townhouse developments will be provided in communal parking structures, the additional lateral clearance space for tandem parking arrangement will no longer be warranted. Staff propose to include a new provision in the “Parking Structure Townhouses (RTP)” zone to clarify the requirements that:

- tandem parking is limited to 50% of the resident spaces required;
- standard parking space dimensions are required when in tandem arrangement; and
- where two parking spaces are provided in a tandem arrangement, both parking spaces must be assigned to the same dwelling unit.

#### **Financial Impact or Economic Impact**

As a result of the proposed development, the City will take ownership of developer contributed assets such as roadworks, waterworks, storm sewers, sanitary sewers, street lights, street trees and traffic signals. The anticipated operating budget impact for the ongoing maintenance of these assets is \$7,800.00. This will be considered as part of the 2020 Operating budget.

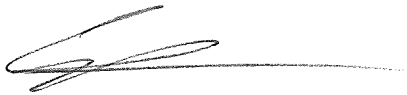
To facilitate the narrowing of Spires Road and the subject rezoning application proposal, the applicants propose to purchase a portion of the Spires Road road allowance for inclusion in the applicants’ development site. The total approximate area of City lands proposed to be sold and included in the development site is 446.7 m<sup>2</sup> (4,808.4 ft<sup>2</sup>). As identified in the attached rezoning considerations (Attachment 9), the applicants are required to enter into a purchase and sales agreement with the City for the purchase of the lands, which is to be based on the business terms approved by Council.

**Conclusion**

The proposed 63-unit townhouse development is consistent with the Official Community Plan (OCP) and the City Centre Area Plan. Further review of the project design is required to ensure a high quality project and design consistency with the existing neighbourhood context, and this will be completed as part of the Development Permit application review process. The list of rezoning considerations is included as Attachment 9; which has been agreed to by the applicants (signed concurrence on file). On this basis, staff recommend support of the application.

It is recommended that Richmond Zoning Bylaw 8500, Amendment Bylaw 9914 be introduced and given first reading.

In response to the challenges encountered during the review of in-stream rezoning application for parking structure townhouse developments, text amendments to the Richmond Zoning Bylaw 8500 are required to fine tune the zoning requirements under the "Parking Structure Townhouses (RTP4)". It is recommended that Richmond Zoning Bylaw 8500, Amendment Bylaw 9915 be introduced and given first reading.



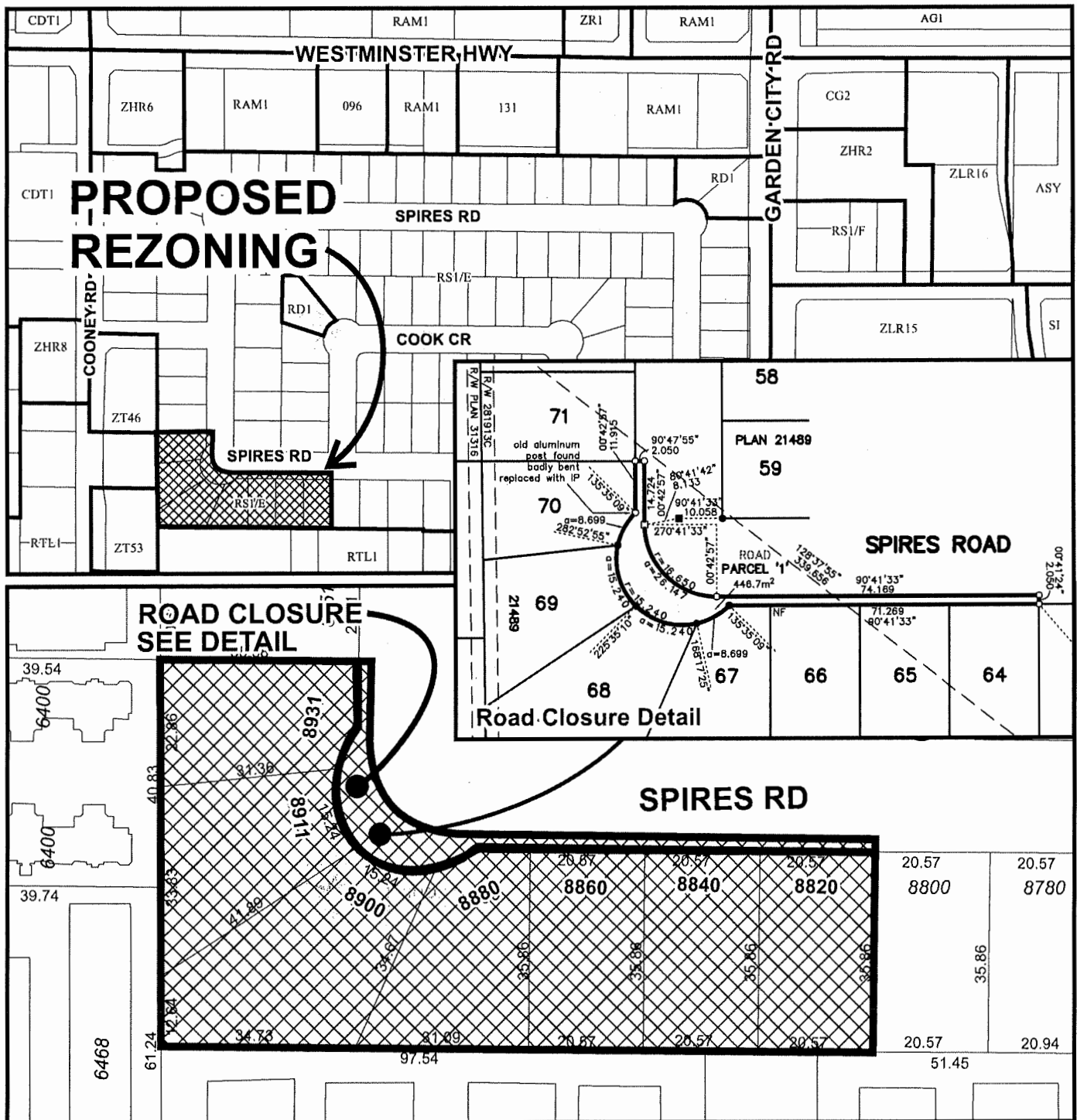
Edwin Lee  
Planner 1

EL:rg

- Attachment 1: Location Map
- Attachment 2: Conceptual Development Plans
- Attachment 3: Development Application Data Sheet
- Attachment 4: Specific Land Use Map: Brighthouse Village (2031)
- Attachment 5: Development Notice
- Attachment 6: Notification Area
- Attachment 7: Proposed Road Closure Plan
- Attachment 8: Tree Protection Plan
- Attachment 9: Rezoning Considerations



City of  
Richmond



	<p style="text-align: center;"><b>RZ 17-766525</b></p>	<p>Original Date: 03/31/17 Revision Date: 08/16/18 Note: Dimensions are in METRES</p>
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# City of Richmond



## RZ 17-766525

Original Date: 03/31/17

Revision Date: 08/15/18

Note: Dimensions are in METRES

CNCL - 252



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**REVISIONS**

NOV. 14, 2017	ISSUED FOR PERMITTING
NOV. 14, 2017	ISSUED FOR PERMITTING
JUN. 09, 2018	REVISED FOR PERMITTING
JUL. 12, 2018	REVISED FOR PER



**ALBASTER  
HOMES**

**FORMWERKS  
ARCHITECTURAL**

1155 HURONTARIO ST. SUITE 101  
M5S 1A8, ONTARIO  
TEL: 416-463-3344

**PROJECT**

**SPIRES  
ROAD**  
8900 SPIRES ROAD  
RICHMOND, BC

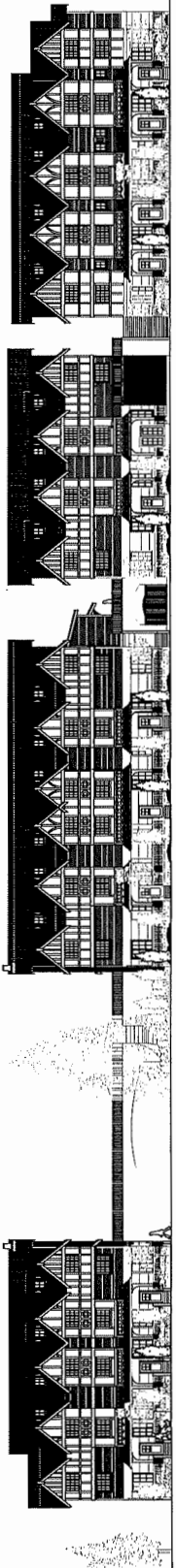
**DRAWING**

**COVER  
SHEET**

SCALE	SHEET
N.T.S.	A0.00
DATE	MARCH 2017

# SPIRES ROAD

## RICHMOND, BC



**CNCL - 253**

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**REVISED DRS**  
 NOV 14, 2017  
 REVISIONS FOR PERMITS  
 NOV 14, 2017  
 REVISIONS FOR PERMITS  
 JUL 12, 2018  
 REVISIONS FOR PERMITS  
 JUL 12, 2018  
 REVISIONS FOR PERMITS  
 AUG 22, 2018  
 REVISIONS FOR PERMITS

**ALABASTER HOMES**

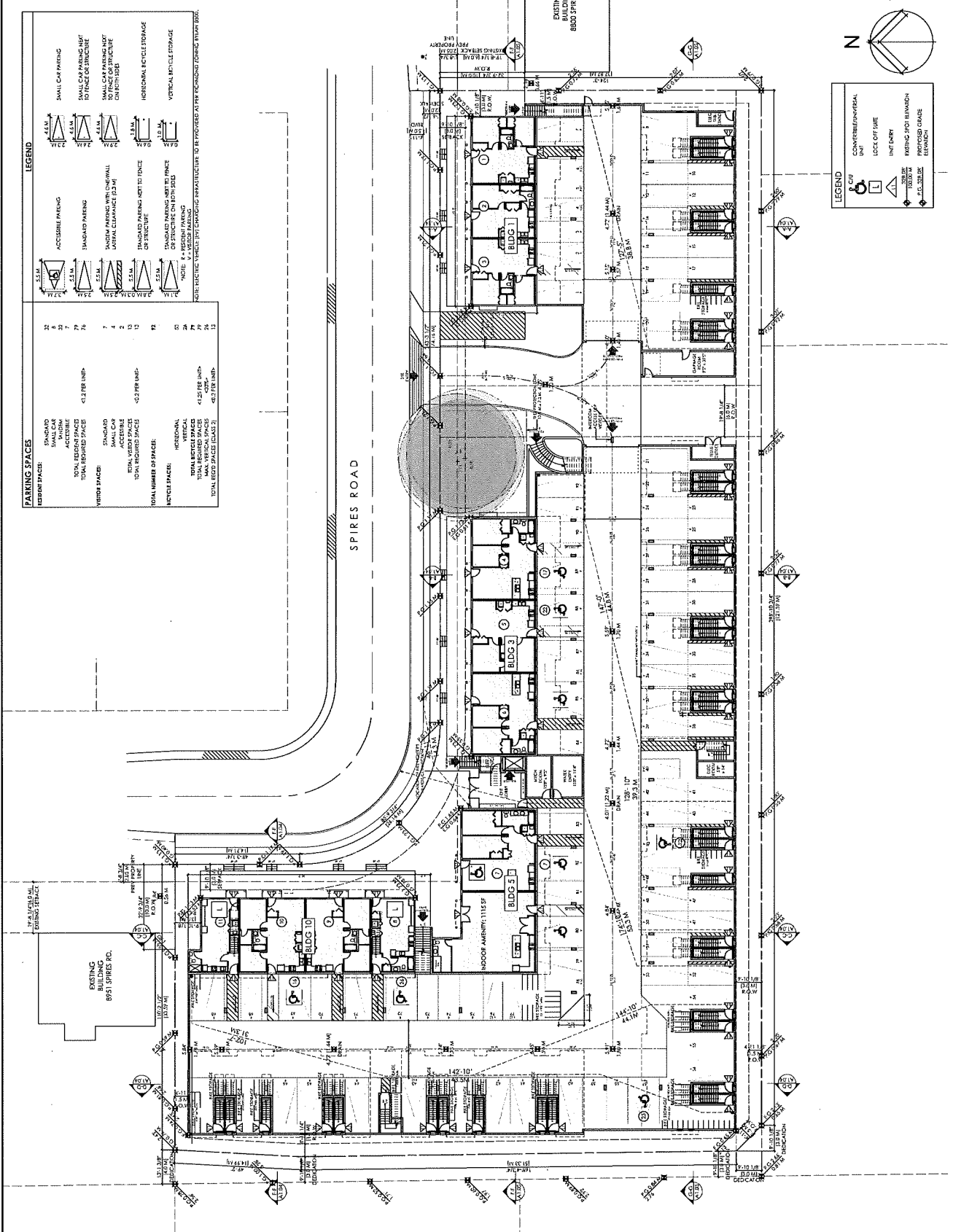
**FORMWERKS ARCHITECTURAL**

125-200-370 • 1-800-561-1253  
 106-885-2706 • Home: 885-3481

**PROJECT**  
**SPIRES ROAD**  
 8900 SPIRES ROAD  
 RICHMOND, BC

**DRAWING**  
**PARKING LEVEL PLAN**

**SHEET**  
 SCALE 1/16" = 1'-0"  
**DATE** MARCH 2017  
**A1.04**



**LEGEND**

	SMALL CAR PARKING
	SMALL CAR PARKING WITH 15' CLEARWAY
	SMALL CAR PARKING WITH 10' CLEARWAY
	HORIZONTAL BICYCLE STORAGE
	VERTICAL BICYCLE STORAGE
	ACCESSIBLE PARKING
	STANDARD PARKING
	STANDARD PARKING WITH 10' CLEARWAY
	STANDARD PARKING WITH 15' CLEARWAY
	STANDARD PARKING WITH 20' CLEARWAY
	STANDARD PARKING WITH 25' CLEARWAY
	STANDARD PARKING WITH 30' CLEARWAY
	STANDARD PARKING WITH 35' CLEARWAY
	STANDARD PARKING WITH 40' CLEARWAY
	STANDARD PARKING WITH 45' CLEARWAY
	STANDARD PARKING WITH 50' CLEARWAY
	STANDARD PARKING WITH 55' CLEARWAY
	STANDARD PARKING WITH 60' CLEARWAY
	STANDARD PARKING WITH 65' CLEARWAY
	STANDARD PARKING WITH 70' CLEARWAY
	STANDARD PARKING WITH 75' CLEARWAY
	STANDARD PARKING WITH 80' CLEARWAY
	STANDARD PARKING WITH 85' CLEARWAY
	STANDARD PARKING WITH 90' CLEARWAY
	STANDARD PARKING WITH 95' CLEARWAY
	STANDARD PARKING WITH 100' CLEARWAY
	STANDARD PARKING WITH 105' CLEARWAY
	STANDARD PARKING WITH 110' CLEARWAY
	STANDARD PARKING WITH 115' CLEARWAY
	STANDARD PARKING WITH 120' CLEARWAY
	STANDARD PARKING WITH 125' CLEARWAY
	STANDARD PARKING WITH 130' CLEARWAY
	STANDARD PARKING WITH 135' CLEARWAY
	STANDARD PARKING WITH 140' CLEARWAY
	STANDARD PARKING WITH 145' CLEARWAY
	STANDARD PARKING WITH 150' CLEARWAY
	STANDARD PARKING WITH 155' CLEARWAY
	STANDARD PARKING WITH 160' CLEARWAY
	STANDARD PARKING WITH 165' CLEARWAY
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	STANDARD PARKING WITH 175' CLEARWAY
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	STANDARD PARKING WITH 695' CLEARWAY
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	STANDARD PARKING WITH 705' CLEARWAY
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	STANDARD PARKING WITH 805' CLEARWAY
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	STANDARD PARKING WITH 815' CLEARWAY
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	STANDARD PARKING WITH 960' CLEARWAY
	STANDARD PARKING WITH 965' CLEARWAY
	STANDARD PARKING WITH 970' CLEARWAY
	STANDARD PARKING WITH 975' CLEARWAY
	STANDARD PARKING WITH 980' CLEARWAY
	STANDARD PARKING WITH 985' CLEARWAY
	STANDARD PARKING WITH 990' CLEARWAY
	STANDARD PARKING WITH 995' CLEARWAY
	STANDARD PARKING WITH 1000' CLEARWAY

**CONTRACTOR REVIEWED**

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**REVISIONS**

NO. 14 2017  
 REVISIONS  
 REVISIONS  
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 REVISIONS  
 REVISIONS

**ALABASTER HOMES**

**FORMWERKS ARCHITECTURAL**

125 West 5th Ave., Richmond, BC V6Y 1K6  
 TEL: 604.273.8888  
 WWW.FORMWERKSARCHITECTURAL.COM

**PROJECT**

**SPIRES ROAD**  
 8900 SPIRES ROAD  
 RICHMOND, BC

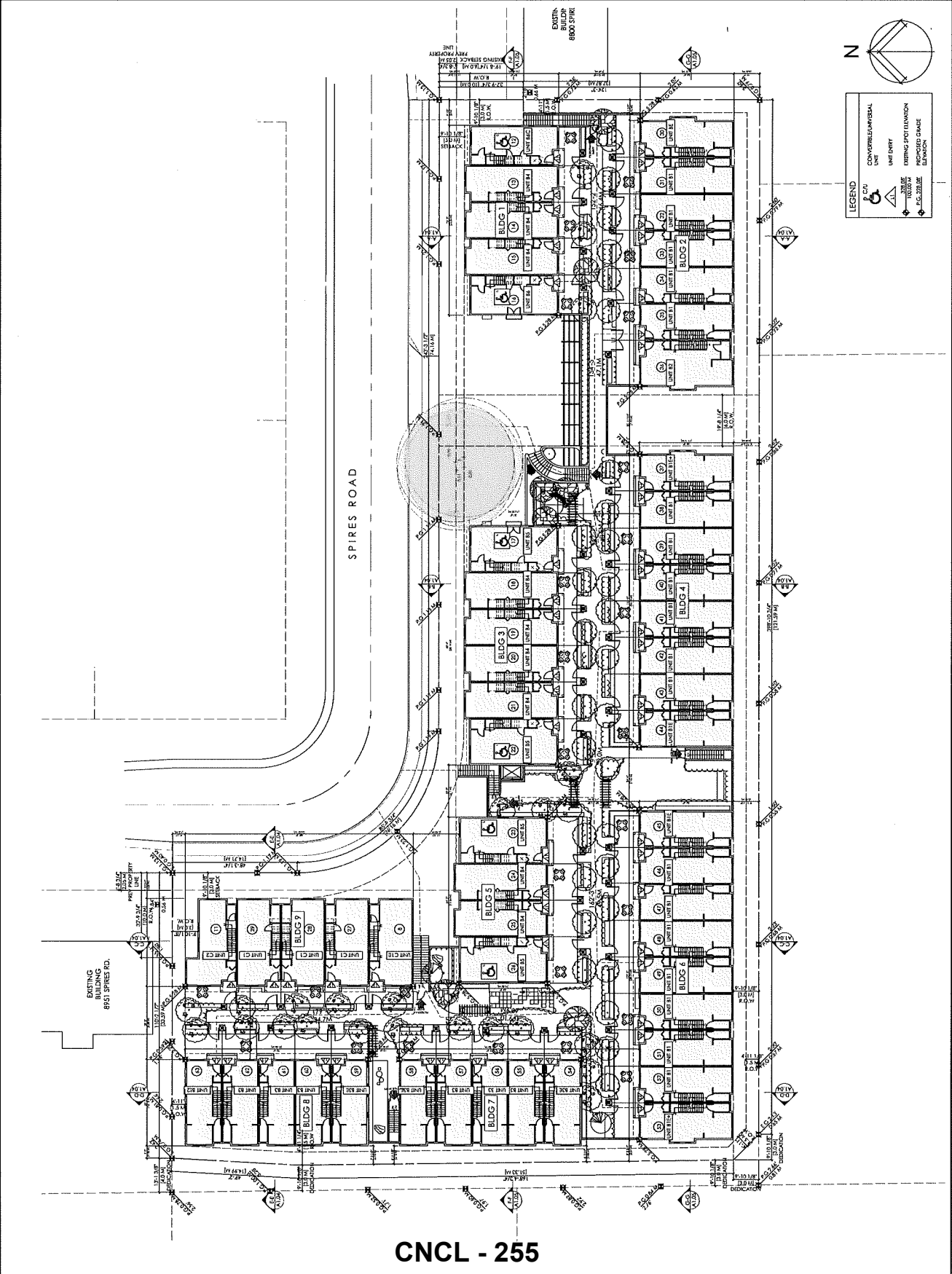
**DRAWING**

**SECOND LEVEL PLAN**

**SCALE** 1/16" = 1'-0"

**DATE** MARCH 2017

**SHEET** A1.06



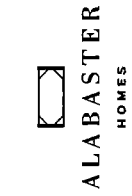
**CNCL - 255**

COMMON REVISIONS  
 The site and design are the property of Alabaster Homes, Inc. and cannot be used or reproduced without the written permission of Alabaster Homes, Inc. Within dimensions shall have precedence over notes. The contractor shall be responsible for all dimensions and conditions on the job. Formwork shall be the responsibility of the contractor. All dimensions and conditions on the drawing.

REVISIONS  
 NO. DATE DESCRIPTION  
 01 MAR 14, 2017  
 02 JUN 28, 2018  
 03 JUL 12, 2018  
 04 JUL 12, 2018  
 05 JUL 12, 2018

DESIGNED FOR RECORDING  
 DRAWN FOR RECORDING  
 CHECKED FOR RECORDING  
 APPROVED FOR RECORDING  
 05/03/2018  
 05/03/2018

ALABASTER  
 HOMES

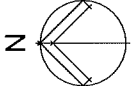
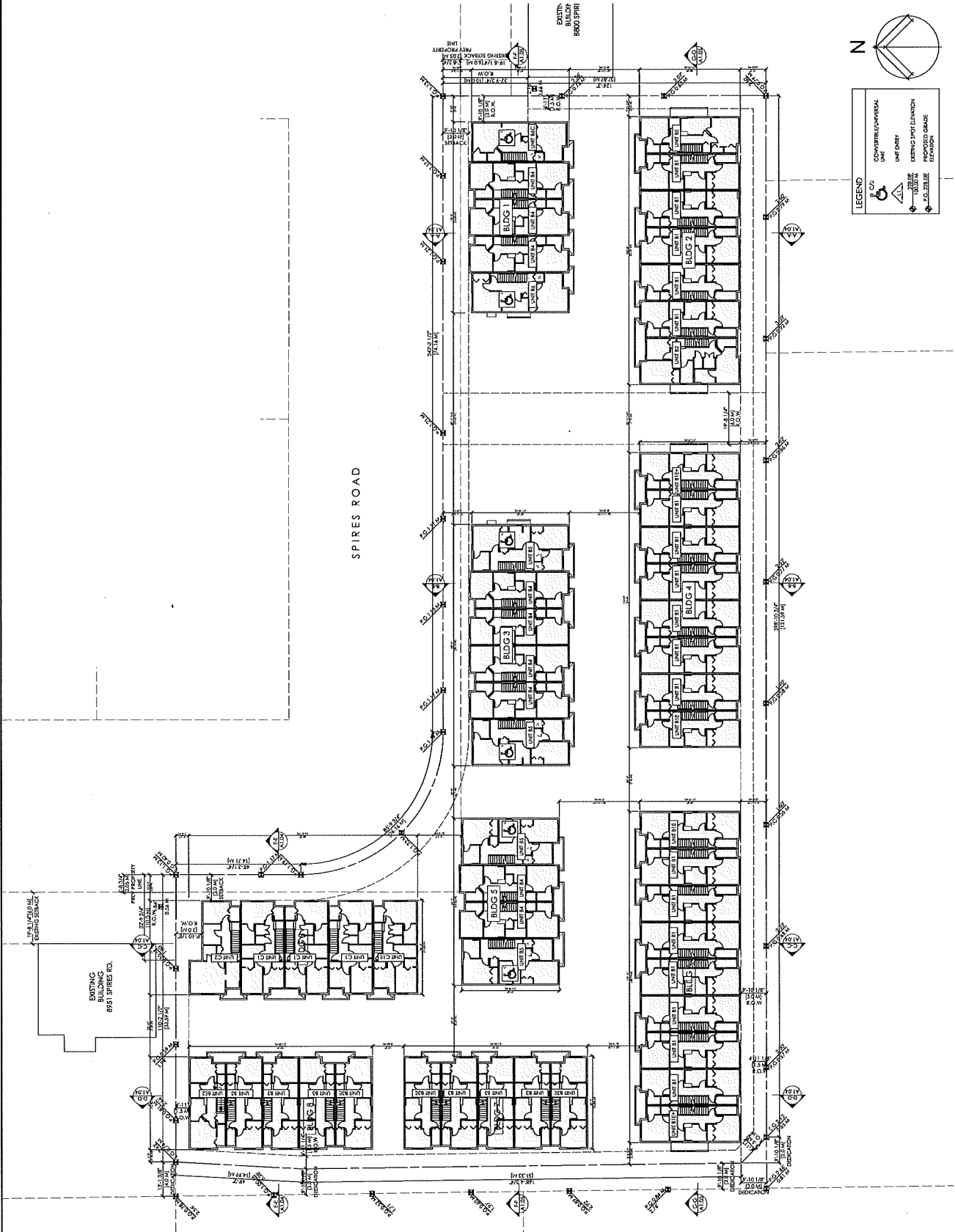


FORMWERKS  
 ARCHITECTURAL

PROJECT  
 SPIRES  
 ROAD  
 8900 SPIRES ROAD  
 RICHMOND, BC

DRAWING  
 THIRD  
 LEVEL  
 PLAN

SCALE 1/16" = 1'-0"  
 SHEET  
 A1.07  
 DATE MARCH 2017



LEGEND

CONTOUR/ANALYSIS	UNIT
UNIT ENTRY	EXISTING FLOOR ELEVATION
PROPOSED GARAGE	ELEVATION

CNCL - 256

**CONTRACT REVIEW:**  
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**REVISIONS**

NO. 1	ISSUED FOR PERMITTING	MAR. 14, 2017
NO. 2	ISSUED FOR PERMITTING	MAR. 14, 2017
NO. 3	REVISION FOR PERMITTING	JUN. 08, 2018
NO. 4	ISSUED FOR PERMITTING	JUL. 12, 2018

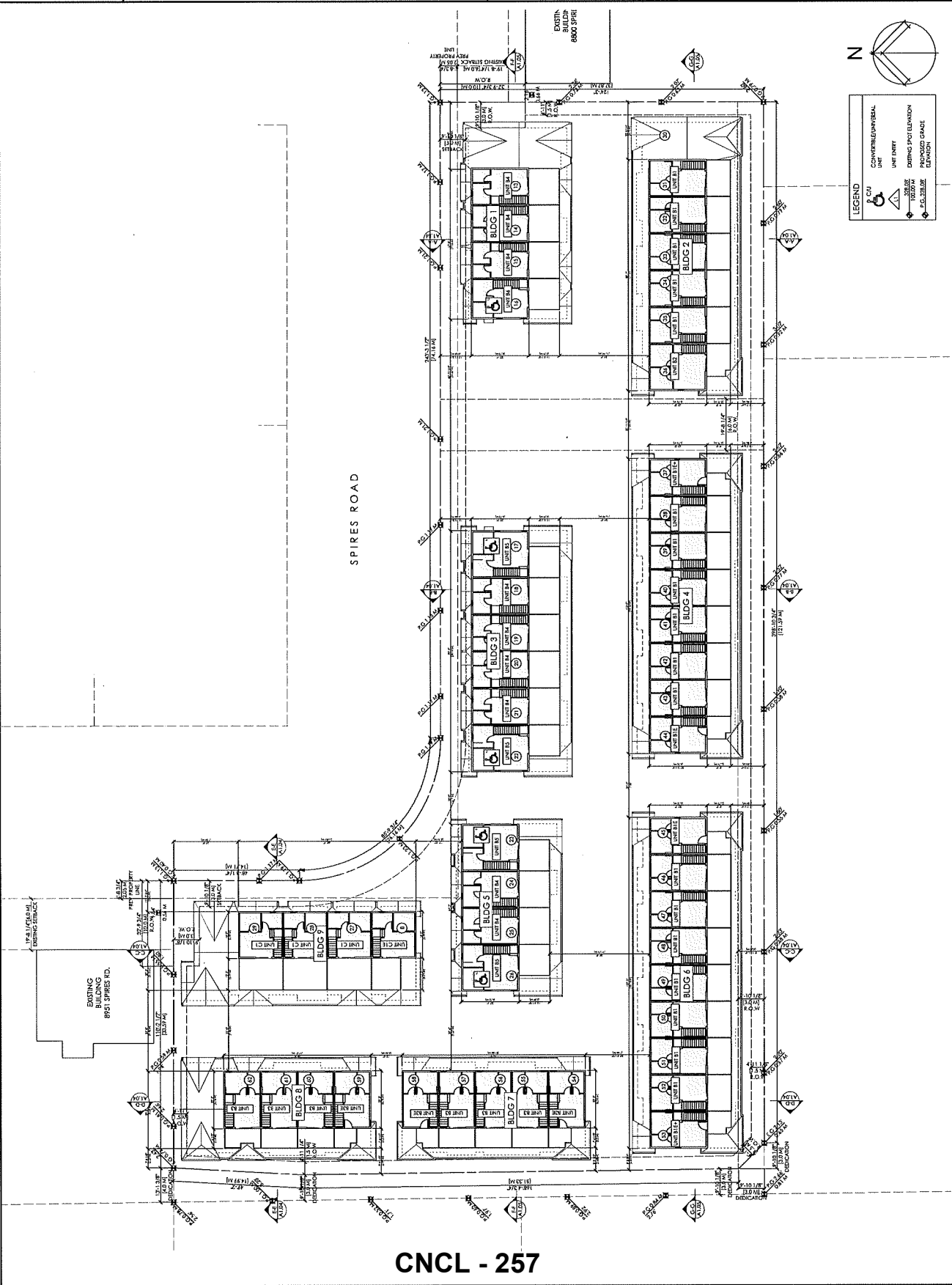
**ALABASTER HOMES**

**FORMWERKS ARCHITECTURAL**  
 153 West 5th Ave., Yorkville, BC V6S 1S5  
 604-276-2279  
 FIRM REG. 65349

**PROJECT**  
**SPIRES ROAD**  
 8900 SPIRES ROAD  
 RICHMOND, BC

**DRAWING**  
**FOURTH LEVEL PLAN**

**SHEET**  
 SCALE: 1/16" = 1'-0"  
 DATE: MARCH 2017  
**A1.08**



**CNCL - 257**

**CONTRACT NOTES**

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**REVISIONS**

REVISIONS  
 01.14.2017  
 02.08.2017  
 03.08.2017  
 04.12.2017  
 05.08.2017  
 06.12.2017

**ALABASTER HOMES**

**FORMWERKS ARCHITECTURAL**

125 HUNTER AVENUE, RICHMOND, VA 23261  
 TEL: 804.771.1111  
 FAX: 804.771.1112  
 WWW.FORMWERKSARCH.COM

**PROJECT**

**SPIRES ROAD**  
 8900 SPIRES ROAD  
 RICHMOND, BC

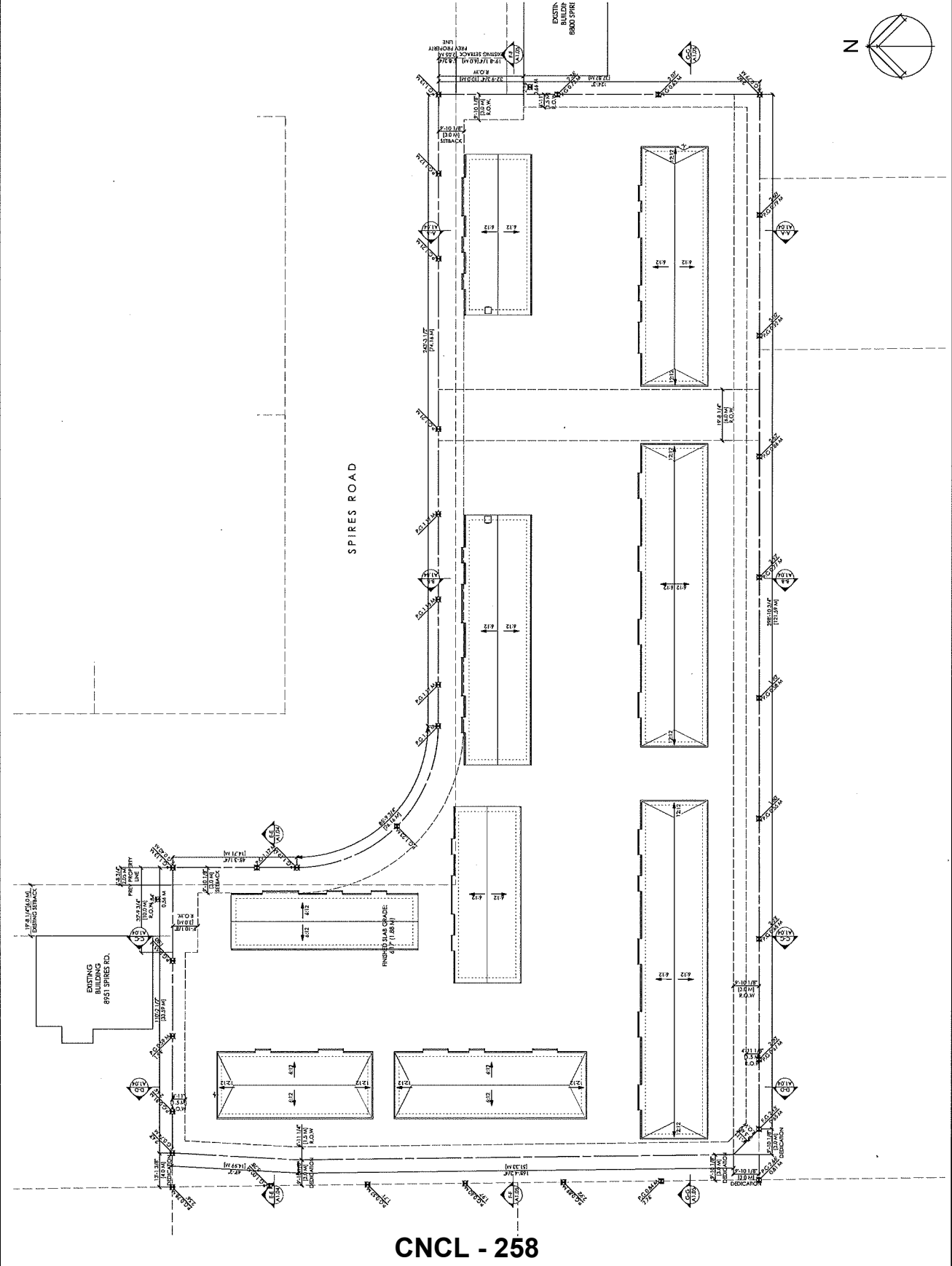
**DRAWING**

**ROOF PLAN**

**SCALE** 1/16" = 1'-0"

**SHEET** A1.09

**DATE** MARCH 2017



**CNCL - 258**

**CONTRACTOR REVIEWED**

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**REVISIONS**

ISSUED FOR PERMITTING  
 25-03-2018  
 25-03-2018  
 25-03-2018  
 25-03-2018

MAX. 14. 2017  
 14. 2017  
 14. 2017  
 14. 2017

**ALABASTER HOMES**

**FORMWERKS ARCHITECTURAL**

1255 West 5th Ave., Vancouver, BC V6J 1N5  
 Tel: 604-683-9229  
 Email: info@formwerks.com

**PROJECT**

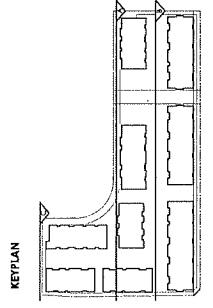
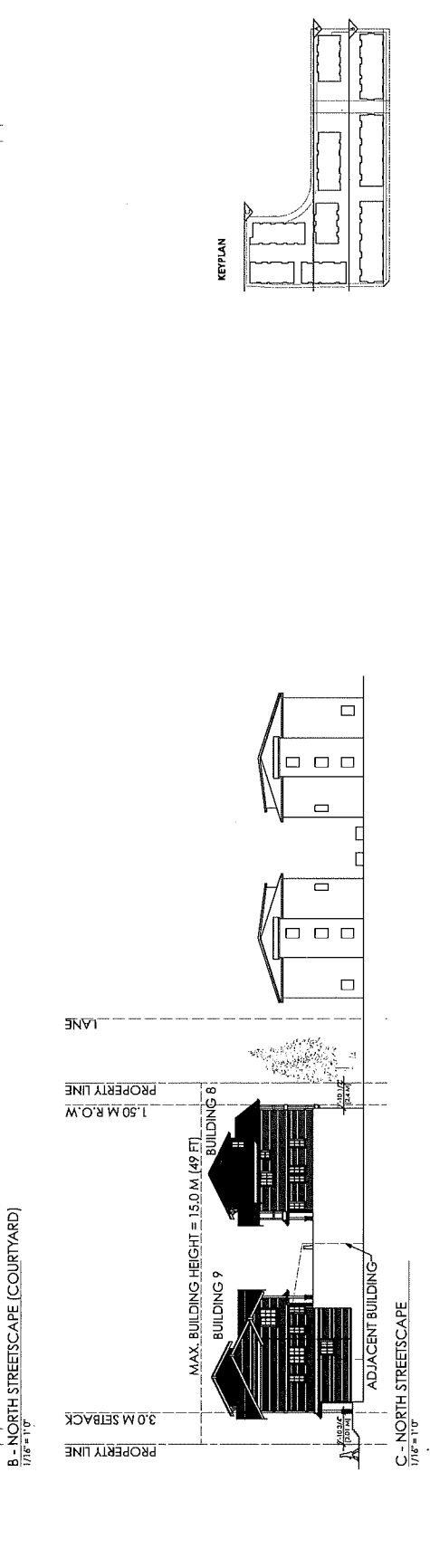
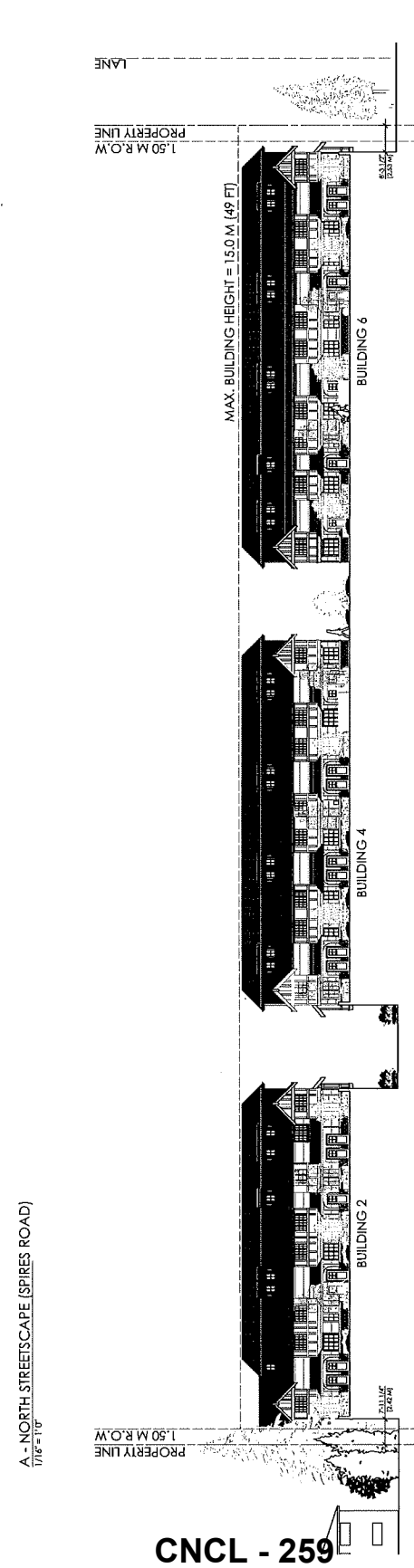
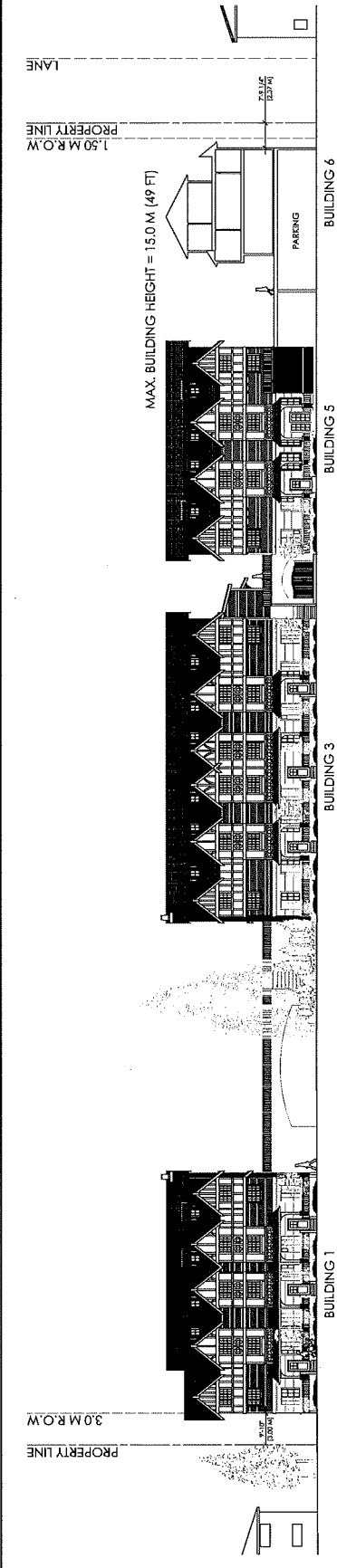
**SPIRES ROAD**

8900 SPIRES ROAD  
 RICHMOND, B.C.

**DRAWING**

**STREETSCAPES**

SCALE	1/16"=1'-0"	SHEET	A2.01
DATE	MARCH 2017		



**COMMON SENSE**  
 This plan and design are not to be used for any other project without the written consent of Formwerks Architectural Inc. Within dimensions shall have precedence over conditions on the job. Formwerks shall not be responsible for any variations or conditions on the drawing.

**REVISIONS**  
 REVISION NO. DATE BY  
 01 12.15.2016 J.S.  
 02 01.20.2017 J.S.  
 03 02.20.2017 J.S.  
 04 03.20.2017 J.S.  
 05 04.20.2017 J.S.  
 06 05.20.2017 J.S.  
 07 06.20.2017 J.S.  
 08 07.20.2017 J.S.  
 09 08.20.2017 J.S.  
 10 09.20.2017 J.S.  
 11 10.20.2017 J.S.  
 12 11.20.2017 J.S.  
 13 12.20.2017 J.S.  
 14 01.20.2018 J.S.  
 15 02.20.2018 J.S.  
 16 03.20.2018 J.S.  
 17 04.20.2018 J.S.  
 18 05.20.2018 J.S.  
 19 06.20.2018 J.S.  
 20 07.20.2018 J.S.  
 21 08.20.2018 J.S.  
 22 09.20.2018 J.S.  
 23 10.20.2018 J.S.  
 24 11.20.2018 J.S.  
 25 12.20.2018 J.S.  
 26 01.20.2019 J.S.  
 27 02.20.2019 J.S.  
 28 03.20.2019 J.S.  
 29 04.20.2019 J.S.  
 30 05.20.2019 J.S.  
 31 06.20.2019 J.S.  
 32 07.20.2019 J.S.  
 33 08.20.2019 J.S.  
 34 09.20.2019 J.S.  
 35 10.20.2019 J.S.  
 36 11.20.2019 J.S.  
 37 12.20.2019 J.S.  
 38 01.20.2020 J.S.  
 39 02.20.2020 J.S.  
 40 03.20.2020 J.S.  
 41 04.20.2020 J.S.  
 42 05.20.2020 J.S.  
 43 06.20.2020 J.S.  
 44 07.20.2020 J.S.  
 45 08.20.2020 J.S.  
 46 09.20.2020 J.S.  
 47 10.20.2020 J.S.  
 48 11.20.2020 J.S.  
 49 12.20.2020 J.S.  
 50 01.20.2021 J.S.  
 51 02.20.2021 J.S.  
 52 03.20.2021 J.S.  
 53 04.20.2021 J.S.  
 54 05.20.2021 J.S.  
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 56 07.20.2021 J.S.  
 57 08.20.2021 J.S.  
 58 09.20.2021 J.S.  
 59 10.20.2021 J.S.  
 60 11.20.2021 J.S.  
 61 12.20.2021 J.S.  
 62 01.20.2022 J.S.  
 63 02.20.2022 J.S.  
 64 03.20.2022 J.S.  
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 66 05.20.2022 J.S.  
 67 06.20.2022 J.S.  
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 73 12.20.2022 J.S.  
 74 01.20.2023 J.S.  
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 87 02.20.2024 J.S.  
 88 03.20.2024 J.S.  
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 93 08.20.2024 J.S.  
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 96 11.20.2024 J.S.  
 97 12.20.2024 J.S.  
 98 01.20.2025 J.S.  
 99 02.20.2025 J.S.  
 100 03.20.2025 J.S.

**ALABASTER HOMES**

**FORMWERKS ARCHITECTURAL**

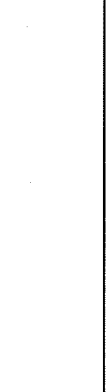
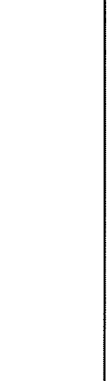
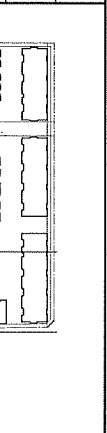
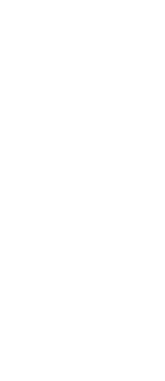
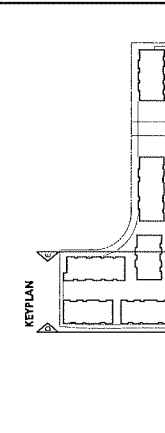
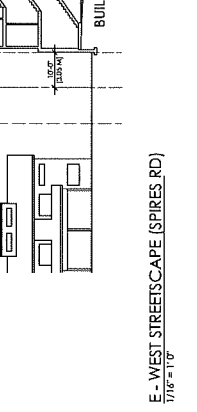
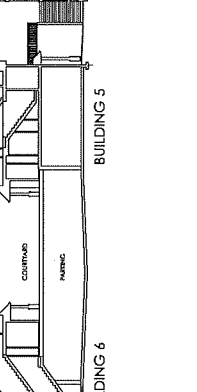
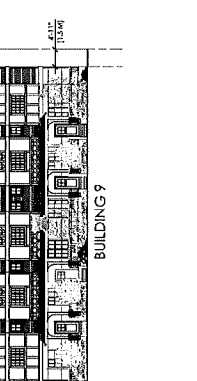
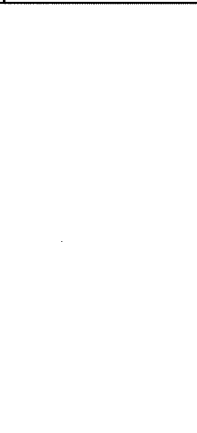
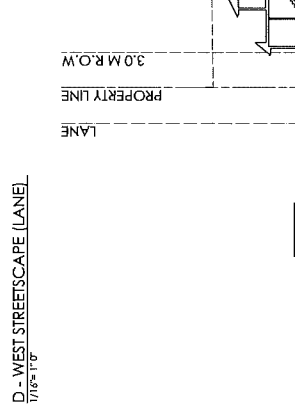
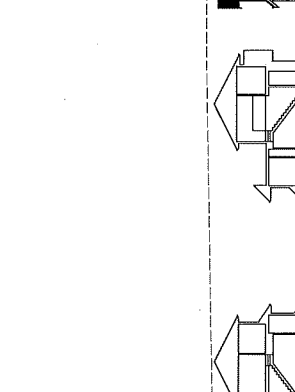
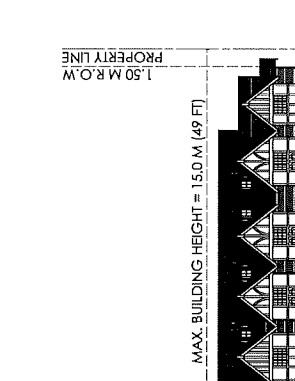
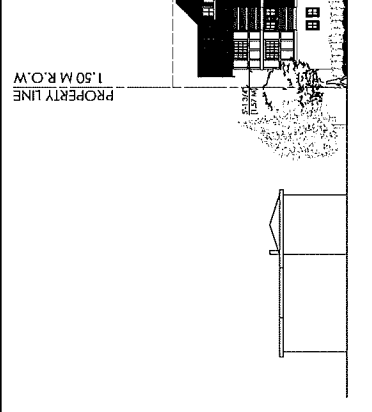
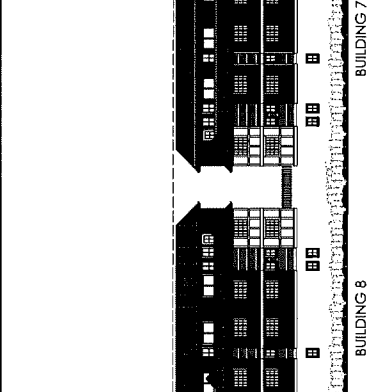
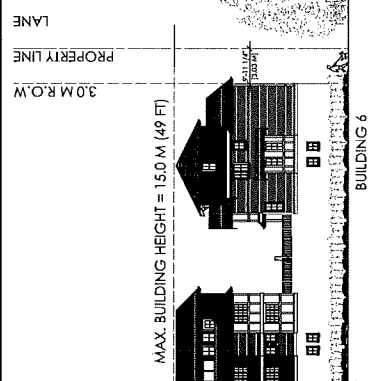
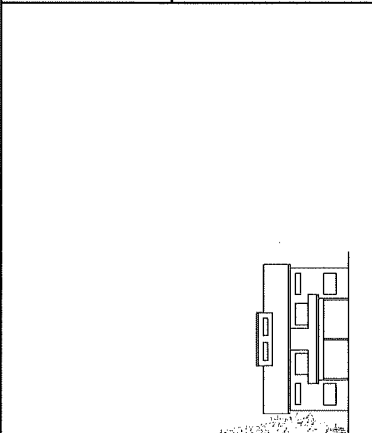
125 West 5th Ave., Vancouver, BC V6J 1J5  
 Tel: 604.681.1111  
 Fax: 604.681.1111  
 Email: info@formwerks.com

**PROJECT**  
**SPIRES ROAD**  
 8900 SPIRES ROAD  
 RICHMOND, B.C.

**DRAWING**  
**STREETSCAPES**

**SCALE** 1/16" = 1'-0"  
**DATE** MARCH 2017

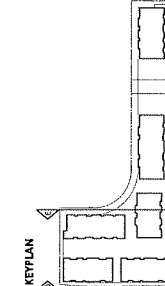
**SHEET**  
**A2.02**



D - WEST STREETSCAPE (LANE)  
 1/16" = 1'-0"

E - WEST STREETSCAPE (SPIRES RD)  
 1/16" = 1'-0"

KEY PLAN







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**REVISIONS**  
 NO. 1: 1.2017  
 NO. 2: 1.2017  
 NO. 3: 1.2017  
 NO. 4: 1.2017  
 NO. 5: 1.2017  
 NO. 6: 1.2017  
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 NO. 10: 1.2017

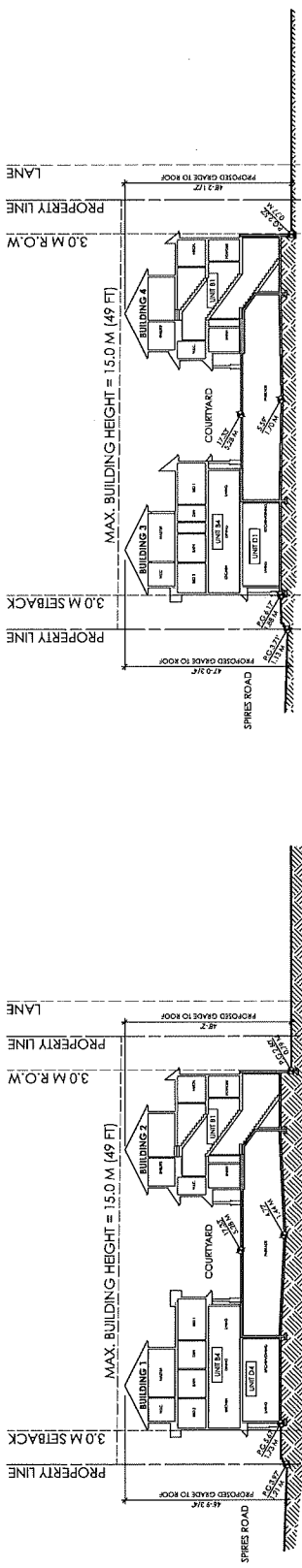


**FORMWERKS ARCHITECTURAL**  
 1255 West 5th Ave, Vancouver, BC V6H 1V5  
 TEL: 604.681.1111  
 WWW.FORMWERKSARCH.COM

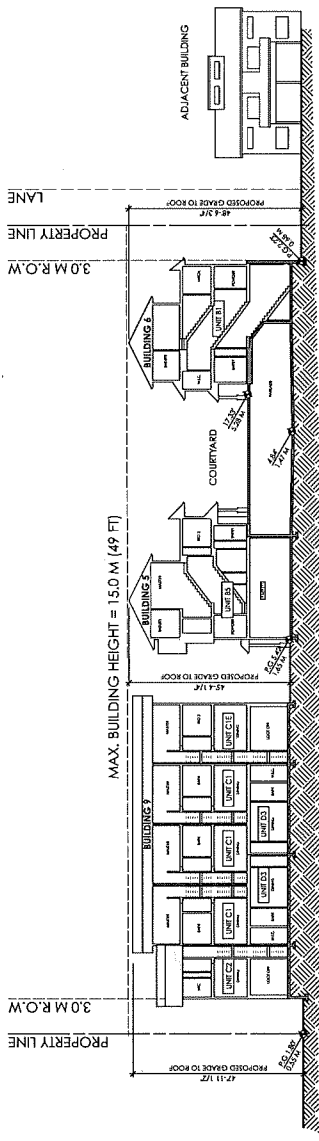
**PROJECT**  
**SPIRES ROAD**  
 8900 SPIRES ROAD  
 RICHMOND, B.C.

**DRAWING**  
**SITE SECTIONS**

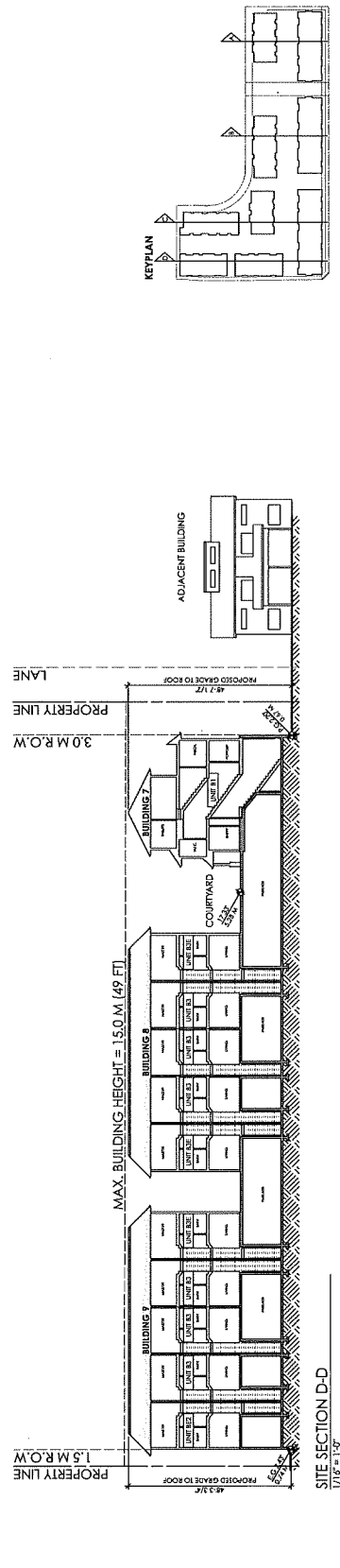
**SCALE** 1/16" = 1'-0"  
**DATE** MARCH 2017  
**SHEET** A2.04



SITE SECTION B-B  
1/16" = 1'-0"



SITE SECTION C-C  
1/16" = 1'-0"



SITE SECTION D-D  
1/16" = 1'-0"

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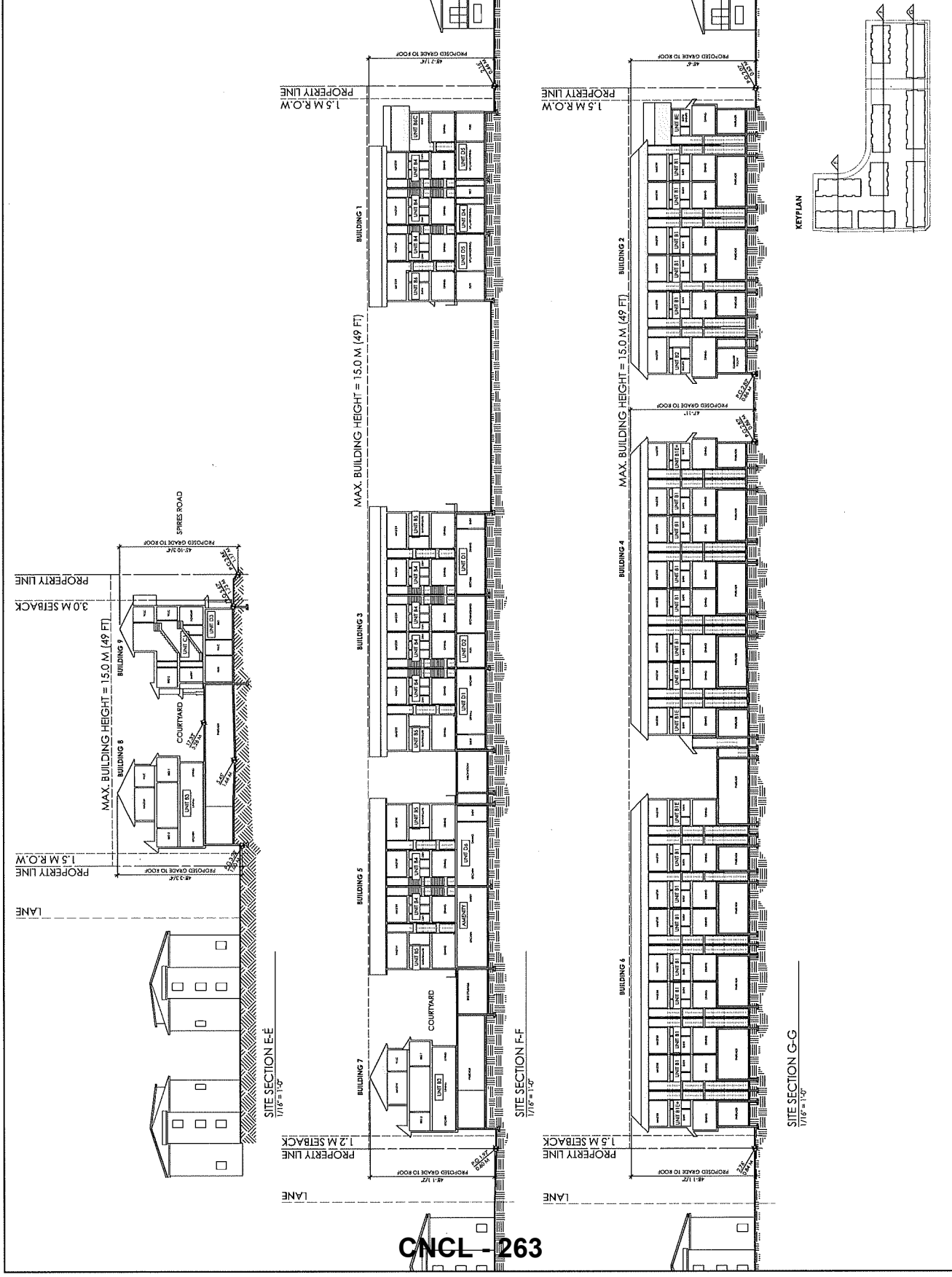
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 NO. 2: 12/14/17  
 NO. 3: 01/18/18  
 NO. 4: 02/08/18  
 NO. 5: 02/28/18  
 NO. 6: 03/08/18

**ALABASTER HOMES**

**FORMWORKS ARCHITECTURAL**  
 1525 Highland Ave., Newport News, VA 23606  
 757-248-5572 Fax: 757-248-5571  
 Phone: 888-334-4411

**PROJECT**  
**SPIRES ROAD**  
 8900 SPIRES ROAD  
 RICHMOND, B.C

**DRAWING**  
**SITE SECTIONS**  
 SCALE: 1/16" = 1'-0"  
 DATE: MARCH 2017  
**A2.05**





**RZ 17-766525**

**Attachment 3**

Address: 8820, 8840, 8860, 8880, 8900, 8911 and 8931 Spires Road and the surplus portion of the Spires Road road allowance

Applicant: Alabaster Aequin Limited Partnership / PLLR 228 Holdings Ltd.

Planning Area(s): City Centre

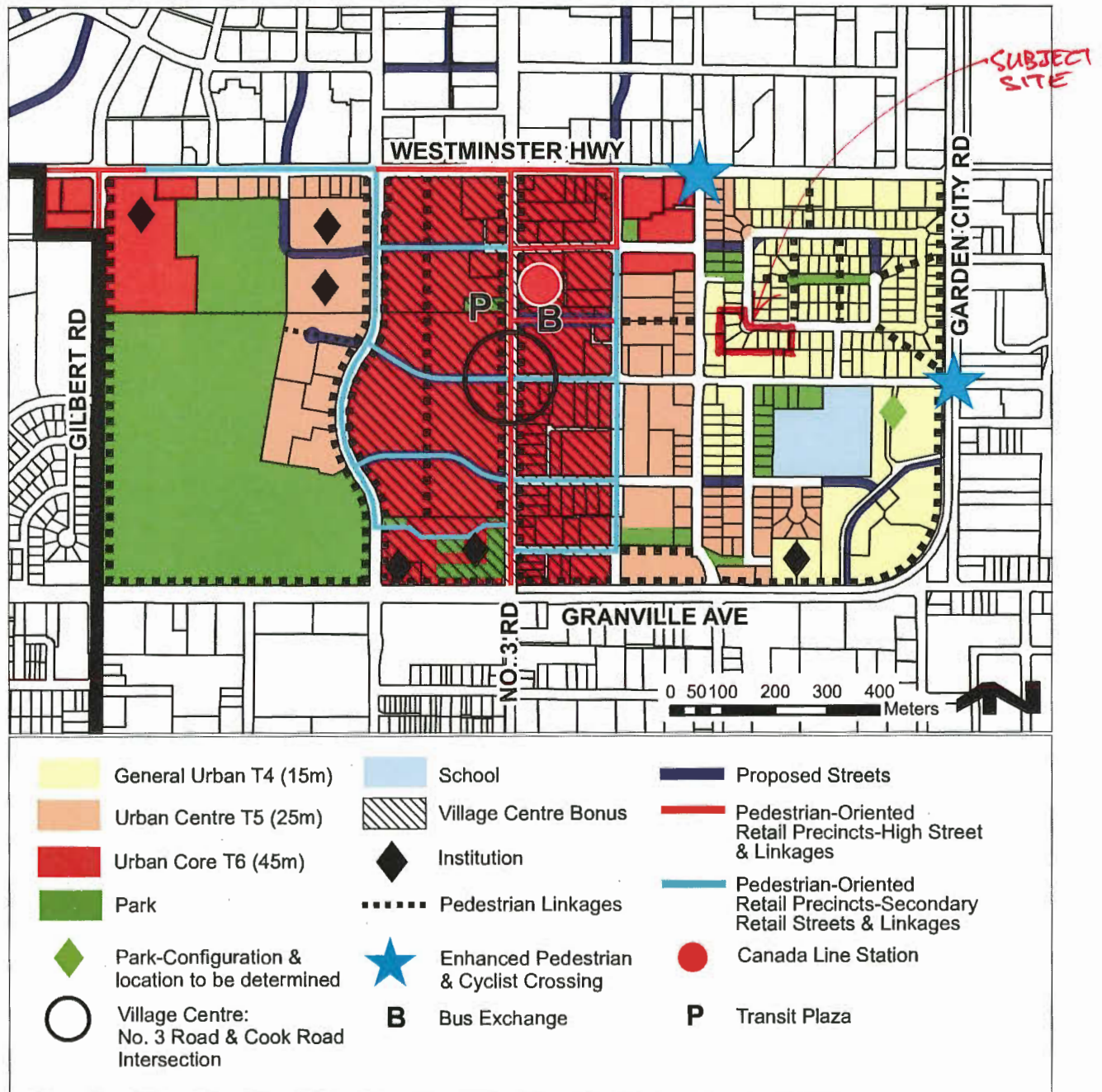
	Existing	Proposed
<b>Owner:</b>	PLLR 228 Holdings Ltd.	No Change
<b>Site Size (m<sup>2</sup>):</b>	6,075 m <sup>2</sup>	5,852 m <sup>2</sup>
<b>Land Uses:</b>	Single-Family Residential	Multiple-Family Residential
<b>OCP Designation:</b>	Low-Density Residential	No Change
<b>Area Plan Designation:</b>	City Centre Area Plan: General Urban T4 Sub-Area B.1: Mixed Use – Low-Rise Residential & Limited Commercial	No Change
<b>702 Policy Designation:</b>	N/A	No Change
<b>Zoning:</b>	Single Detached (RS1/E)	Parking Structure Townhouses (RTP4)
<b>Number of Units:</b>	7	63
<b>Other Designations:</b>	N/A	No Change

	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 1.20	1.20 Max.	none permitted
Lot Coverage – Building:	Max. 50%	50% Max.	none
Lot Coverage – Non-porous Surfaces:	Max. 80%	80% Max.	none
Lot Coverage – Landscaping:	Min. 20%	20% Min.	none
Setback – Front Yard (m):	Min. 3.0 m	3.0 m Min.	none
Setback – Side Yard – North (m):	Min. 1.5 m	1.5 m Min.	none
Setback – Side Yard - East (m):	Min. 1.5 m	1.5 m Min.	none
Setback – Lane (South) (m):	Min. 1.5 m	1.5 m Min.	none
Height (m):	Max. 15.0 m (4 storeys)	15.0 m (4 storeys) Max.	none
Lot Depth:	Min. 30.0 m	33.59 m	none
Site Area:	Min. 2,400 m <sup>2</sup>	5,852 m <sup>2</sup>	none

	<b>Bylaw Requirement</b>	<b>Proposed</b>	<b>Variance</b>
Off-street Parking Spaces – Regular (R) / Visitor (V):	1.2 (R) and 0.2 (V)	1.25 (R) and 0.20 (V) per unit	none
Off-street Parking Spaces – Total:	76 (R) and 13 (V)	79 (R) and 13 (V)	none
Tandem Parking Spaces:	Max. 50% of required residential spaces (76 x Max. 50% = 38)	32	none
Small Car Parking Spaces	Max. 50% when 31 or more spaces are provided on-site (92 x Max. 50% = 46)	8	none
Handicap Parking Spaces:	Min. 2% when 11 or more spaces are required (92 x 2% = 2 spaces)	9	none
Bicycle Parking Spaces – Class 1 / Class 2:	1.25 (Class 1) and 0.20 (Class 2) per unit	1.58 (Class 1) and 0.20 (Class 2) per unit	none
Off-street Parking Spaces – Total:	78 (Class 1) and 10 (Class 2)	100 (Class 1) and 13 (Class 2)	none
Amenity Space – Indoor:	Min. 100 m <sup>2</sup> or Cash-in-lieu	104 m <sup>2</sup>	none
Amenity Space – Outdoor:	Min. 6 m <sup>2</sup> x 63 units = 378 m <sup>2</sup>	432 m <sup>2</sup>	none

Other: Tree replacement compensation required for removal of bylaw-sized trees.

**Specific Land Use Map: Brighthouse Village (2031)**





# ALABASTER

## HOMES

JUNE 11, 2018

Dear Neighbour,

**RE: Proposed Development - Rezoning file no. RZ 17-766525**

We are writing with regards to a proposed development in your area located at 8900 Spires Road, Richmond, BC. The site is being rezoned from single-family use to multi-family use in accordance with the Official Community Plan. The development will be comprised of a mix of townhouses on an above-ground parking structure, with garden condominium at grade. Preliminary project statistics as follows:

Townhouses: 54 units  
Condominiums: 9 units  
Site Area: 63, 215 square feet  
Net Floor Area: 75, 804 square feet  
Floor Space Ratio: 1.2

As developer of this project, Alabaster Homes is committed to responsible community planning and construction practices. The City of Richmond will be fielding any questions from neighbours. If you have any questions or comments regarding this proposal, please contact:

Edwin Lee  
Development Applications Department  
City of Richmond  
604-276-4395

Sincerely,

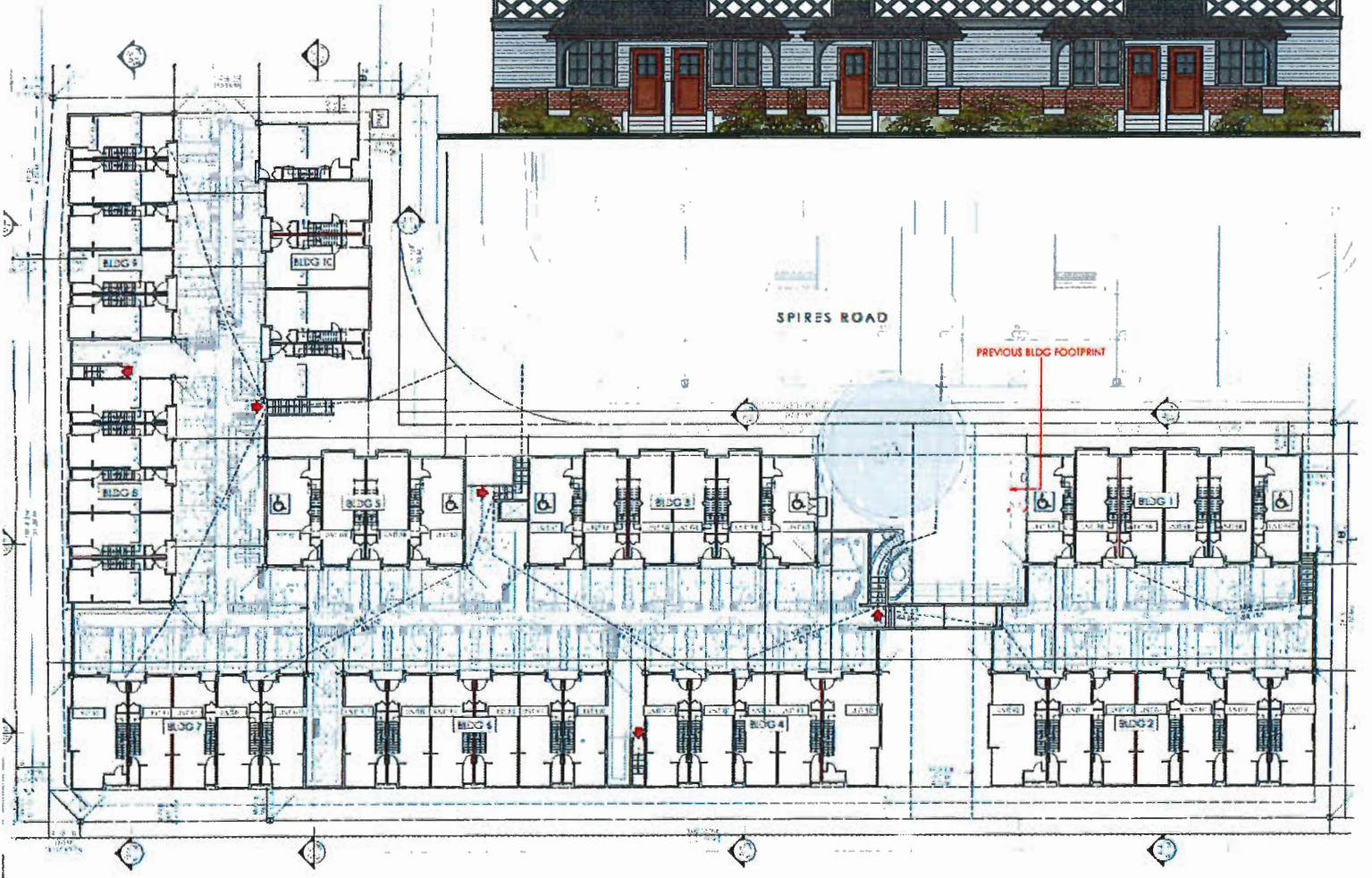
**ALABASTER HOMES**





# ALABASTER HOMES

Proposed Elevation and Site Plan:



CNCL - 268





Spires Road Neighbour Notification Map

Project Location

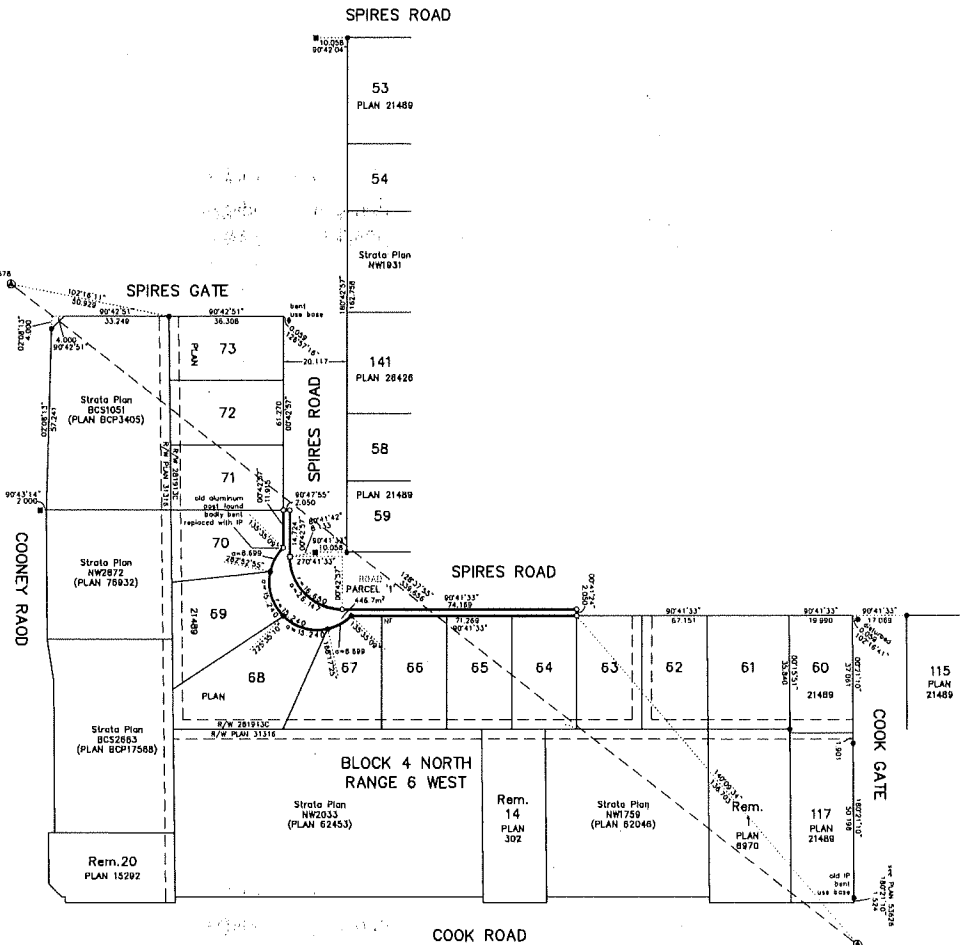
CNCL - 269

REFERENCE PLAN TO ACCOMPANY THE CITY OF RICHMOND  
ROAD CLOSING AND REMOVAL OF ROAD DEDICATION BYLAW NO. 9853  
OF A PORTION OF ROAD DEDICATED ON PLAN 21489  
SECTIONS 9 AND 10, BLOCK 4 NORTH, RANGE 6 WEST, NEW WESTMINSTER DISTRICT

PLAN EPP84198

Pursuant to Section 120, Land Title Act and Section 40, Community Charter

BCGS 92G.015  
SCALE 1 : 750  
All distances are in metres.  
The intended plot size of this plan is 84mm in width by 560mm in height (D size) when printed at a scale of 1 : 750.



UTM Zone 10 Coordinates Datum: NAD83(CSRS) / G.D.B.C.1.G.V.R.D.	
Point Identifier	7714678 9119829
UTM Northing	5448173.88 5445061.01
UTM Easting	490415.93 490681.15
Point combined factor	0.0000041 0.0004038
Estimated horizontal positional accuracy	0.01m 0.01m

**LEGEND:**  
Integrated survey area No. 18, Richmond, NAD83(CSRS) / G.D.B.C.1.G.V.R.D.  
Grid bearings are derived from observations between geodetic control monuments 7714678 and 9119829.  
The UTM coordinates and estimated horizontal positional accuracy are derived from the MASCOI published coordinates for geodetic control monuments 7714678 and 9119829.  
This plan shows horizontal ground-level distances unless otherwise specified to compute grid distances, multiply ground-level distances by the combined factor of 0.0004041 which has been derived from geodetic control monument 7714678.  
⊙ denotes control monument found  
⊙ denotes aluminum post found  
⊙ denotes standard iron post found  
⊙ denotes standard iron post found  
⊙ denotes lead plug found  
⊙ denotes lead plug placed

This plan lies within the jurisdiction of the Approving Officer for City of Richmond

The field survey represented by this plan was completed on the 28th day of June, 2018  
L005 WGN, BCL5 #743

This plan lies within the Metro Vancouver Regional District

**LNLS** METRO VANCOUVER LAND SURVEYORS  
4932 VICTORIA DRIVE, VANCOUVER, BC, V6P 3T6  
T 604.327.1535 WWW.LNLS.CA









**Address:** 8820, 8840, 8860, 8880, 8900, 8911 and 8931 Spires Road      **File No.:** RZ 17-766525

**Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9914, the developer is required to complete the following:**

1. Council approval of the road closure bylaw for a portion of Spires Road. The developer shall be required to enter into a purchase and sales agreement with the City for the purchase of the Land, which is to be based on the business terms approved by Council. The primary business terms of the purchase and sales agreement will be brought forward for consideration by Council in a separate report from the Senior Manager, Real Estate Services. All costs associated with the purchase and sales agreement shall be borne by the developer.
2. Consolidation of all the lots and the portion of Spires Road mentioned above into one development parcel (which will require the demolition of the existing dwellings).
3. Dedication along the entire west property line of the subject development site for the provision of the future north-south lane parallel to Cooney Road. This dedication will start at a width of 4.0 m at the north property line and taper over a length of 15.0 m to a 3.0 m wide dedication along the west property line to the south property line. The taper is required to tie into the future lane to the north that will be offset by 1.0 m.
4. Dedication of a 3.0 m x 3.0 m corner cut at the southwest corner of the subject development site for the future north-south and east-west lane intersection.
5. Granting of statutory right-of-way for access as follows:
  - a) 6.0 m wide through the site from north to south, with a center line aligned with the common property line between 8920 Spires Road and 8635 Cook Crescent; a concrete walkway with width ranging from 1.5 m to 3.0 m will be required within this SRW (as per the Development Permit for the site); the developer is required to build this walkway; a pedestrian bridge across the 6.0 m wide SRW through the site may be permitted if specified in a Development Permit approved by the City.
  - b) 1.5 m wide along the entire north property line of 8931 Spires Road; a 1.5 m wide concrete walkway will be built over the total 3.0 m wide SRW (a similar 1.5 m wide SRW will be secured from the adjacent site to the north); the developer may be required to build this walkway; any fences and other improvements installed within this SRW must be removed when the other 1.5 m wide SRW is secured from the adjacent site to the north and that the required 1.5 m wide concrete walkway can be constructed;
  - c) 1.5 m wide along the entire east side property line of 8820 Spires Road; a 1.5 m wide concrete walkway will be built over the total 3.0 m wide SRW (a similar 1.5 m wide SRW will be secured from the adjacent site to the east); the developer is required to build this walkway; any fences and other improvements installed within this SRW must be removed when the other 1.5 m wide SRW is secured from the adjacent site to the east and that the required 1.5 m wide concrete walkway can be constructed; and
  - d) 1.5 m wide along the entire south and new west property lines of the subject development site; a 1.5 m wide concrete sidewalk will be required within this SRW (as per the Servicing Agreement for this site); any fences installed within this SRW must be removed when the future lanes located to the south and/or west of the subject development site has become operational; the developer is required to build this sidewalk.

The owners are responsible for all maintenance of improvements, including but not limited to the public walkways/sidewalks and landscaping, within the SRWs, and are responsible for all liability of SRW areas.

6. Registration of an aircraft noise sensitive use covenant on title.
7. Registration of a flood indemnity covenant on title.
8. Registration of a legal agreement on title identifying that the proposed development must be designed and constructed to meet or exceed EnerGuide 82 criteria for energy efficiency and that all dwellings are pre-ducted for solar hot water heating, unless the subject development is subject to BC Energy Step Code requirements.

9. Registration of a legal agreements on Title or other measures, as determined to the satisfaction of the Director of Development, to ensure that:
  - a) No final Building Permit inspection is granted until two secondary suites are constructed on site, to the satisfaction of the City in accordance with the BC Building Code and the City's Zoning Bylaw; and
  - b) The secondary suites cannot be stratified or otherwise held under separate title.
10. Registration of a legal agreement on title ensuring that:
  - a) where two parking spaces are provided in a tandem arrangement both parking spaces must be assigned to the same dwelling unit; and
  - b) conversion of tandem parking area into habitable space is prohibited.
11. Registration of a legal agreement on title ensuring that a parking stall with minimum dimensions of 3.7 m wide and 5.5 m long will be assigned to each of the basic universal housing units and convertible units contained within the proposed townhouse development. No accessible parking signage or pavement markings will be required on these parking spaces.
12. Registration of a legal agreement on title or other measures, as determined to the satisfaction of the Director of Development, to ensure that:
  - a) the number of visitor parking stalls per zoning bylaw requirements will be maintained in perpetuity;
  - b) selling, leasing, assigning, or designating any of the visitor parking spaces to individual unit owners/renters/occupants or any other persons by the developers/applicants/owners and future strata councils is prohibited; and
  - c) the required visitor parking stalls are available for the common use of visitors to this development and are accessible to visitors at all times.
13. Registration of a legal agreement on title ensuring that:
  - a) conversion of any of the bicycle parking areas within the parking structure into habitable space or general storage area is prohibited; and
  - b) all of the bicycle parking areas are available for shared common use and for the sole purpose of bicycle storage.
14. Registration of a legal agreement on title stipulating that the development is subject to potential impacts due to other development that may be approved within the City Centre including without limitation, loss of views in any direction, increased shading, increased overlook and reduced privacy, increased ambient noise and increased levels of night-time ambient light, and requiring that the owner provide written notification of this through the disclosure statement to all initial purchasers, and erect signage in the initial sales centre advising purchasers of the potential for these impacts.
15. Submission of a Contract entered into between the applicants and a Certified Arborist for supervision of any on-site works conducted within the tree protection zone of the trees to be retained on site and on neighbouring properties. The Contract should include the scope of work to be undertaken, including: the proposed number of site monitoring inspections, and a provision for the Arborist to submit a post-construction assessment report to the City for review.
16. City acceptance of the developer's voluntary contribution in the amount of \$18,897.60 (i.e. \$0.25/ft<sup>2</sup> of buildable area, excluding affordable housing) to future City community planning studies, as set out in the City Centre Area Plan.
17. City acceptance of the developer's offer to voluntarily contribute \$8.50 per buildable square foot (e.g. \$642,518.40) to the City's affordable housing fund.
18. City acceptance of the developer's offer to voluntarily contribute \$0.83 per buildable square foot (e.g. \$62,740.03) to the City's public art fund.
19. City acceptance of the developer's offer to voluntarily contribute \$5,850.00 to Parks Division's Tree Compensation Fund for the removal of four (4) trees located on the City boulevard in front of the site.

Note: Developer/contractor must contact the Parks Division (604-244-1208 ext. 1342) four (4) business days prior to the removal to allow proper signage to be posted. All costs of removal and compensation are the responsibility borne by the applicants.
20. City acceptance of the developer's offer to voluntarily contribute \$172,800.00 towards the construction of a new 750mm storm sewer via the capital project works that will front the development (from the bend at Spires Road to Cook Gate).

21. The submission and processing of a Development Permit\* completed to a level deemed acceptable by the Director of Development.
22. Enter into a Servicing Agreement\* for the design and construction of frontage beautification along the site frontage, storm sewer and sanitary sewer upgrades, fire hydrant, as well as service connections. Works include, but may not be limited to,

Water Works:

- a. Using the OCP Model, there is currently 102 L/s of water available at a 20 psi residual at the Spires Road frontage. Once Capital Program upgrades are installed there will be 254L/s of water available at a 20 psi residual at the Spires Road frontage. Based on your proposed development, your site requires a minimum fire flow of 220 L/s
- b. At the developer's cost, the City is to:
  - i. Install one new water service connection off of the proposed 200mm water main (that will be installed through the City's Capital project along Spires Road) complete with meter and meter box in a right of way which will be provided by the developer. The dimensions and location of the right of way shall be finalized through the servicing agreement process.
  - ii. Cut and cap all existing water service connections at main off of the existing 150mm AC water main.
  - iii. Relocate the existing fire hydrant as required by the proposed frontage improvements. Fire department approval is required for all fire hydrant relocations.

Storm Sewer Works:

- a. At the developer's costs, the developer is required to:
  - i. Install a new 750mm diameter storm sewer at the north-south aligned Spires Road from the north property line of 8931 Spires Road to 22 meters south. Tie-in to the south shall be to the new manhole at the bend at Spires Road that will be built through the City's Capital project. An appropriately sized manhole is required at the north end. Exact alignment of the new storm sewer in the roadway shall be determined via the Servicing Agreement process.
  - ii. Install a new 750mm diameter storm sewer from the new manhole in Spires Road at the north property line of 8931 Spires Road then tie-in to the existing ditch fronting 8951 Spires Road. Tie-in to the existing ditch shall be via a headwall.
  - iii. Install lane drainage 200 mm diameter along the entire west property line and along the entire north property line of 8931 Spires Road then tie-in to the new manhole at Spires Road.
- b. At the developer's cost, the City is to install a new storm service connection complete with inspection chamber connecting to the new 750mm storm sewer along Spires Road.

Sanitary Sewer Works:

- a. At the developer's costs, the developer is required to:
  - i. If the proposed 250mm sanitary main on Spires Road (to be built via the City's Capital project) is not in service at the time of connection, the developer will be required to construct a temporary connection from the site to the existing 200mm sanitary main located between 8780 & 8760 Spires Road at the developer's cost. If required, the interim connection shall be removed (at developer's costs) once the ultimate sanitary lines and manhole under the City's Capital project are constructed and the proposed site's ultimate service connection is connected to the ultimate sanitary system.
  - ii. Design the proposed development to accommodate future access, maintenance, repair or replacement of the existing sanitary sewer along the south and west property lines of the proposed development without impact to the development site, to the satisfaction of the City.
  - iii. Provide a pre and post pre-load and construction surveys and CCTV of the existing sanitary sewer along the west property line. Any damage to be repaired and any required replacement shall be done at the developer's sole cost.

- iv. Ensure that the existing sanitary sewer along the south and west property lines remains operational during any preload and/or construction phase (the sewer will remain active despite new works proposed for Spires Road). If the existing sanitary line is impacted during site preparation or construction of the proposed development then the developer shall be responsible to make the damaged sanitary system operational during the duration of the onsite works (i.e., temporary bypass via pumping, etc.). The damaged sanitary system shall be replaced at the same alignment through the servicing agreement, at the developer's costs, after completion of the site preparation and/or building construction works.
  - v. Ensure no soil fill or building encroaches into the existing sanitary right of way along the west property line.
  - vi. Provide a signed and sealed geotechnical assessment, complete with recommendations to ensure the following conditions are met. The assessment and mitigation recommendations shall be included in the rezoning staff report and the development process design review.
    - That the City be able to construct, maintain, operate, repair, or remove City utilities/infrastructures (i.e. sanitary main along the south and west property lines) without impact to the onsite works. The building edge shall be set based on the required clearance between the building edge and the edge of the existing sanitary main as recommended by a professional geotechnical engineer.
    - That the on-site works (e.g. soil densification, preload, foundation works, etc.), or the construction/maintenance of the proposed building, not cause damage to the existing sanitary main along the west property line. Impact of the site preparation works (e.g., soil densification, pre-load, foundation excavation, dewatering, etc.) to the existing sanitary main needs to be determined by the Geotechnical Engineer. If the existing sanitary main will be significantly impacted, the works required to mitigate the impact or the replacement of the affected existing infrastructures need to be done prior to start of the site preparation works at developer's cost.
- b. At the developers cost, the City is to:
- i. Cut and cap at main all existing connections and remove inspection chambers along the south and west property lines.
  - ii. Install a new sanitary service connection c/w inspection chamber at the north east property line connecting to the proposed 300mm sanitary main (to be built through the City's Capital project) along Spires Road.

Frontage Improvements:

- a. Road Works and Frontage improvements
  - i. Road works and frontage improvements (tangent sections of road)
    - Spires Road along the entire frontage of the subject development site is to be widened to provide 8.7 m wide pavement (one parking lane and two traffic lanes). The road works are also to include tie-in tapers (20:1) to the existing sections of Spires Road to the east and north of the site. The following are the road and behind the curb frontage improvement cross section elements to be designed and constructed by the developer. The existing ditch is to be filled to accommodate these frontage improvements. More details of the functional design requirements are described below.
      - new property line of road right-of-way along development frontage;
      - 2.0 m wide concrete sidewalk;
      - 1.5 m wide landscaped boulevard with street trees;
      - 0.15 m wide curb;
      - 8.7 m wide pavement; and
      - 1.0 m wide gravel shoulder (with no-post low barriers per TAC standards).



- ii. Road works and frontage improvements (curve section of road)
  - The overall cross section described above would apply to the curve section of Spires Road along the development frontage. The dimensions of the cross section elements may vary and will be determined as part of the functional road design exercise. In particular, the pavement along the curve is expected to be wider to provide minimum design turn radii (9.0 m and 13.0 m for inside and outside curve radius respectively). More details of the functional design requirements are described below.
- iii. Treatments of north and east sides of Spires Road opposite site frontage
  - The developer shall retain a Geotechnical Engineer to determine the requirement for filling in the existing ditch, or installing retaining walls to support the widened pavement. The developer shall advise the City of the outcome of the geotechnical investigation.
- iv. Existing driveways along the Spires Road site frontage
  - All existing driveways along the Spires Road development frontage are to be closed permanently. The developer is responsible for removing the existing driveways and the replacement with barrier curb/gutter, boulevards and concrete sidewalk per standards described above.
- v. Existing driveways on the opposite side of the Spires Road development frontage
  - All existing driveways on the opposite side of the Spires Road development frontage are to be kept during and post construction. Consultation and co-ordination with adjacent property owners would be required if their driveways are altered as part of the proposed road works.
- vi. New development driveway and truck access to loading area
  - Driveway design standards - Construct a single new driveway to the site to City design standards (6.7 m wide at the property line, with 0.9 m flares at the curb and 45° offsets to meet existing grade of sidewalk/boulevard). The site plan is to show the driveway configuration with dimensions (in metric).
  - Design standards for curb access to truck loading area – A separate truck access, located immediately to the east of the proposed driveway, is to be provided. Design standards: minimum 3.25 m wide rollover curb measured from the east edge of the driveway flare; 10.0 m minimum depth measured from the P/L; grass rete driving surface; and back-in truck access only with on-site signage to prohibit back-out movements.
- vii. Sidewalk/Walkway
  - A 1.5 m wide concrete sidewalk is to be built within the 1.5 m wide SRW along the site's entire south and west property lines. The elevation of the sidewalk is to take into consideration the elevation of the future lane and is to be confirmed with Engineering. The developer is to bear the cost of the sidewalk construction.
  - A 1.5 m wide walkway is to be built along the entire north property line of 8931 Spires Road within the 1.5 m SRW on site and the similar 1.5 m wide SRW to be secured from the adjacent development site to the north. The responsibility of the developer is dependent on the sequence of Final Adoptions of the Rezoning Bylaws for the two sites:
    - If the Rezoning Bylaw for the site to the north were to receive Final Adoption before the Rezoning Bylaw for subject development site, the developer is required to construct a walkway over the total 3.0 m wide SRW. The cross-section is to consist of a 1.5 m wide concrete walkway with a 0.75 m wide swale for drainage along both edges of the walkway.
    - If the Rezoning Bylaw for the subject development site were to receive Final Adoption first, then the developer is responsible for providing a grass surface treatment over the 1.5 m wide SRW in the interim.

- A 1.5 m wide walkway is to be built along the entire east property line of 8820 Spires Road within the 1.5 m SRW on site and the similar 1.5 m wide SRW to be secured from the adjacent development site to the east. The responsibility of the developer is dependent on the sequence of Final Adoptions of the Rezoning Bylaws for the two sites:
  - If the Rezoning Bylaw for the site to the east were to receive Final Adoption before the Rezoning Bylaw for subject development site, the developer is required to construct a walkway over the total 3.0 m wide SRW. The cross-section is to consist of a 1.5 m wide concrete walkway with a 0.75 m wide swale for drainage along both edges of the walkway.
  - If the Rezoning Bylaw for the subject development site were to receive Final Adoption first, then the developer is responsible for providing a grass surface treatment over the 1.5 m wide SRW in the interim.

viii. Interim lane treatments

- The following works, at the full cost of the Developer, are required over the dedicated section of the lane along the subject site's new west property line:
  - A 1.8 m tall solid fence is to be erected across the entire new west property line of the subject site.
  - The dedicated section of the lane is to have a gravel surface. Consult Engineering on the required design standards. The final roadworks to be designed and constructed for the interim lane will be finalized through the servicing agreement.

ix. Parks consultation

- Consult Parks on the requirements for tree protection/placement including tree species and spacing as part of the frontage works.

x. Engineering consultation

- Consult Engineering on lighting and other utility requirements as part of the frontage works. The tree planting works will need to be coordinated with Engineering to ensure there are no conflicts with any above ground or underground utilities.

xi. Design and construction standards

- All road works are to be designed to meet City Engineering Design Specifications and constructed to the satisfaction of the City.

b. Functional Road Design Plan

Prepare a functional road design plan with cross-sections (interim and ultimate) to show the road works and behind the curb frontage improvements described above. The functional design plan is to be approved by Transportation. The following elements are to be incorporated in the functional design exercise.

i. General comments

- Use metric scale.
- Provide basic geometric design information, e.g. curve radii, taper ratios, etc.
- Identify the width of road and frontage elements.
- The pavement should be presented without shaded background so as not to obscure any road element information.
- Provide cross sections for both interim and ultimate road and frontage configurations.
- The center line of the widened pavement is to follow the existing center line of Spires Road.
- The location of underground utilities must be confirmed with Engineering and the road cross sections must show the correct underground utility locations.

- ii. Tangent sections of Spires Road - The design considerations, among others, are to include:
    - Full road and frontage improvement cross sections including edge of pavement treatments along the north and east sides of the road;
    - Provide 20:1 taper sections to tie-in the widened section of Spires Road along the development frontage to the existing roadway; and
    - As parking is permitted on Spires Road, the maximum cross slope for the boulevards and sidewalk is 2%.
  - iii. Curve section of Spires Road - The design considerations, among others, are to include:
    - Full road and frontage improvement cross section including edge of pavement treatments along the inside of the curve;
    - The design is to show: appropriate road width; turning radius for the inside and outside curves (9.0 m and 13.0 m for inside and outside curve radius respectively); and approach and departure flares/off-sets along the outside curve;
    - The design is to permit the movements of two SU-9 vehicles travelling in opposite directions to pass one another; and
    - As part of the Servicing Agreement detailed design process, include any required speed and other signs in the signage and pavement marking plan. The minimum requirements are: turn advisory signs with 30km/h speed limit tab, painting of center line 15.0 m from start of tangent on both sides of the curve, and “No Parking” signs along the curve section of Spires Road.
  - iv. Engineering consultation - As part of the review and approval process of the functional plan, Engineering is to be consulted on the following design issues, among other requirements:
    - Vertical alignment - The elevation of the centre line of Spires Road along the development frontage is to take into considerations drainage requirements and to ensure there is no conflict with district energy equipment and other underground utilities.
    - Horizontal alignment - A new underground utility corridor is planned for 2017/2018 construction in the Spires Road area. Engineering is to be consulted to ensure that the establishment of the road alignment along the development frontage and the alignment of the underground utility corridor are coordinated.
  - v. Above ground hydro and telephone kiosks must not be placed within any frontage works area including sidewalk and boulevards. On-site SRW's or dedications are to be secured for the placement of this equipment.
- c. At the developer's costs, the developer is required to coordinate with BC Hydro, Telus and other private communication service providers to undertake the following:
- To provide underground service lines and private utility lines for the proposed development along Spires Road, at the Developer's cost.
  - To coordinate the removal of the existing overhead lines along the south and west property line.
  - To provide the private utility companies (e.g., BC Hydro, Telus and Shaw) rights of ways in the proposed site to facilitate transition from the existing rear yard overhead private utility service to an underground service at Spires Road frontage. The private utility servicing (i.e., transition from rear yard overhead service to underground service at the fronting streets) shall be coordinated with the private utility companies and the servicing plan showing such transition shall be included in the development process design review. The purpose of this is to ensure that all private utility above ground cabinets that are required to facilitate the transition from rear yard overhead system to underground system at the fronting streets are determined and placed onsite and the required rights of ways are secured via the Development Permit process.
  - To pre-duct for future hydro, telephone and cable utilities along all road frontages at Developer's cost.
  - When relocating/modifying any of the existing power poles and/or guy wires within the property frontages.

- To locate all above ground utility cabinets and kiosks required to service the proposed development within the developments site (see list below for examples). A functional plan showing conceptual locations for such infrastructure shall be included in the staff report and the development process design review. Please coordinate with the respective private utility companies and the project’s lighting and traffic signal consultants to confirm the requirements and the locations for the above ground structures. If a private utility company does not require an above ground structure, that company shall confirm this via a letter to be submitted to the City. The following are examples of SRWs that shall be shown in the functional plan and registered prior to SA design approval:
  - BC Hydro PMT – 4mW X 5m (deep)
  - BC Hydro LPT – 3.5mW X 3.5m (deep)
  - Street light kiosk – 1.5mW X 1.5m (deep)
  - Traffic signal kiosk – 2mW X 1.5m (deep)
  - Traffic signal UPS – 1mW X 1m (deep)
  - Shaw cable kiosk – 1mW X 1m (deep) – show possible location in functional plan
  - Telus FDH cabinet - 1.1mW X 1m (deep) – show possible location in functional plan
- d. Review the existing street lighting levels along Spires Gate, Spires Road and Cook Gate frontages and upgrade lighting along the developments frontage.
- e. A geotechnical assessment (complete with recommendations) is required to confirm that the existing road base structures are adequate to support the required road upgrades at Spires Road frontage.

General Items:

- a. At the developers cost, the Developer is required to:
  - Not encroach (e.g., footing foundations, trees, patios, etc.) into the rear yard sanitary right of way. Please note fence along south property line should be a standard wooden fence.
  - Enter into, if required, additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering, including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.
- b. Due to the Capital Project being constructed along Spires Rd and Spires Gate, the occupancy permit for this development will not be issued until the capital project is completed by the City and in service. If the developer wishes to proceed prior to completion of the Capital Project, the developer may have the option to complete Capital Project works required to service their development and enter into a latecomer agreement.

**Prior to a Development Permit\* being forwarded to the Development Permit Panel for consideration, the developer is required to:**

1. Complete an acoustical report and recommendations prepared by an appropriate registered professional, which demonstrates that the interior noise levels and noise mitigation standards comply with the City’s Official Community Plan and Noise Bylaw requirements. Maximum interior noise levels (decibels) within the dwelling units must achieve CMHC standards follows:

Portions of Dwelling Units	Noise Levels (decibels)
Bedrooms	35 decibels
Living, dining, recreation rooms	40 decibels
Kitchen, bathrooms, hallways, and utility rooms	45 decibels

2. Submission of a final LEED strategy report/summary confirming that the proposed development will achieve LEED Silver equivalency, to the satisfaction of the City, unless the subject development is subject to BC Energy Step Code requirements.
3. Complete a proposed townhouse energy efficiency report and recommendations prepared by a Certified Energy Advisor which demonstrates how the proposed construction will meet or exceed the required townhouse energy efficiency standards (EnerGuide 82 or better), in **GNCL-280** the City’s Official Community Plan.

Initial: \_\_\_\_\_

**Prior to a Development Permit\* issuance, the developer is required to complete the following:**

1. Submission of a Landscaping Security based on 100% of the cost estimate provided by the landscape architect.
2. Submission of a Tree Survival Security to the City as part of the Landscape Letter of Credit to ensure that all trees identified for retention will be protected. No Landscape Letter of Credit will be returned until the post-construction assessment report, confirming the protected trees survived the construction, prepared by the Arborist, is reviewed by staff.

**Prior to Building Permit Issuance, the developer must complete the following requirements:**

1. Installation of appropriate tree protection fencing around all trees to be retained as part of the development prior to any construction activities, including building demolition, occurring on-site.  
Note: Should the applicants wish to begin site preparation work after third reading of the rezoning bylaw, but prior to final adoption of the rezoning bylaw and issuance of the Development Permit, the applicants will be required to obtain a Tree Permit and submit landscaping security (i.e. \$13,000 in total) to ensure the replacement planting will be provided.
2. Submission of a Construction Parking and Traffic Management Plan to the Transportation Department. Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.
3. Incorporation of energy efficiency, CPTED, sustainability, and accessibility measures in Building Permit (BP) plans as determined via the Rezoning and/or Development Permit processes.
4. If applicable, payment of latecomer agreement charges, plus applicable interest associated with eligible latecomer works.
5. Obtain a Building Permit (BP) for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Department at 604-276-4285.

**Note:**

- \* This requires a separate application.
- Where the Director of Development deems appropriate, the preceding agreements are to be drawn not only as personal covenants of the property owner but also as covenants pursuant to Section 219 of the Land Title Act.

All agreements to be registered in the Land Title Office shall have priority over all such liens, charges and encumbrances as is considered advisable by the Director of Development. All agreements to be registered in the Land Title Office shall, unless the Director of Development determines otherwise, be fully registered in the Land Title Office prior to enactment of the appropriate bylaw.

The preceding agreements shall provide security to the City including indemnities, warranties, equitable/rent charges, letters of credit and withholding permits, as deemed necessary or advisable by the Director of Development. All agreements shall be in a form and content satisfactory to the Director of Development.

- Additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering may be required including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.
- Applicants for all City Permits are required to comply at all times with the conditions of the Provincial *Wildlife Act* and Federal *Migratory Birds Convention Act*, which contain prohibitions on the removal or disturbance of both birds and their nests. Issuance of Municipal permits does not give an individual authority to contravene these legislations. The City of Richmond recommends that where significant trees or vegetation exists on site, the services of a Qualified Environmental Professional (QEP) be secured to perform a survey and ensure that development activities are in compliance with all relevant legislation.

Signed \_\_\_\_\_

\_\_\_\_\_ Date  
**CNCL - 281**



**Richmond Zoning Bylaw 8500  
Amendment Bylaw 9914 (RZ 17-766525)  
8820, 8840, 8860, 8880, 8900, 8911 and 8931 Spires 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 Bylaw 8500, is amended by repealing the existing zoning designation of the following area and by designating it “**PARKING STRUCTURE TOWNHOUSES (RTP4)**”.

P.I.D. 010-472-835

Lot 64 Section 9 and 10 Block 4 North Range 6 West New Westminster District Plan 21489

P.I.D. 004-113-110

Lot 65 Section 9 Block 4 North Range 6 West New Westminster District Plan 21489

P.I.D. 007-521-324

Lot 66 Section 9 Block 4 North Range 6 West New Westminster District Plan 21489

P.I.D. 010-472-843

Lot 67 Section 9 Block 4 North Range 6 West New Westminster District Plan 21489

P.I.D. 004-707-176

Lot 68 Section 9 Block 4 North Range 6 West New Westminster District Plan 21489

P.I.D. 004-081-382

Lot 69 Section 9 Block 4 North Range 6 West New Westminster District Plan 21489

P.I.D. 004-066-057

Lot 70 Section 9 Block 4 North Range 6 West New Westminster District Plan 21489

and a closed portion of Spire Road dedicated by Plan 21489 Sections 9 and 10, Block 4 North Range 6 West New Westminster District as shown in Reference Plan EPP 84198.

2. This Bylaw may be cited as “**Richmond Zoning Bylaw 8500, Amendment Bylaw 9914**”.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

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MAYOR

\_\_\_\_\_  
CORPORATE OFFICER



**Richmond Zoning Bylaw 8500  
Amendment Bylaw 9915 (RZ 17-766525)**

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

1. Richmond Zoning Bylaw 8500 is amended
  - i. by inserting the following new sections directly after section 8.9.4.2.:
    - “3. Notwithstanding section 4.2.2 and section 4.4.1 of this bylaw, the following items are not included in the calculation of maximum **floor area ratio** for **town housing**:
      - a) **enclosed parking** within a **building** or **structure** located on **site**;
      - b) bicycle, loading, garbage and recycling facilities located within an **enclosed parking** area;
      - c) common mechanical, heating, ventilation, electrical, telephone and air conditioning service rooms that are not intended as **habitable space** and located within an **enclosed parking** area;
      - d) common stairwells and common elevator shafts; however, the ground level of common stairwells and common elevator shafts are included in the calculation of maximum **floor area ratio** for **town housing**;
      - e) 10% of the **floor area** total calculated for the **lot** in question, which must be used exclusively for covered areas of the **principal building** which are open on two or more sides and are never enclosed;
      - f) an area of up to 10 m<sup>2</sup> per principal dwelling unit used exclusively for staircase purposes; and
      - g) an area of up to 10 m<sup>2</sup> per principal dwelling unit on the highest storey of a principal dwelling unit that is open to the staircase area below.
    4. Notwithstanding section 4.4.2 of this bylaw, any portion of **floor area** in a **principal building** with a **ceiling height** which exceeds 5.0 m shall be considered to comprise two floors and shall be measured as such for the purposes of calculating **density**.”



- ii. by repealing section 8.9.5 and replacing it with the following:

“8.9.5 Permitted Lot Coverage

1. The maximum **lot coverage** is 50% for **buildings**;
2. No more than 75% of the **lot** may be occupied by **buildings, structures and non-porous surfaces**, except that the reference to “75%” may be increased to 80%, as specified in a Development Permit approved by the **City**.
3. 20% of the **lot area** is restricted to **landscaping** with live plant material.”

- iii. by repealing sections 8.9.6.2 and 8.9.6.3 and replacing them with the following:

- “2. The minimum **interior side yard, rear yard and walkway setback** shall be 3.0 m; except that an **interior side yard, rear yard and walkway setback** may be reduced to 1.5 m, as specified in a Development Permit approved by the **City**.
3. The minimum **setback** from a **lane** is 1.5 m.
4. Notwithstanding section 4.9 of this bylaw, the following projections shall be permitted in this zone and are subject to the *Building Code*:
  - a) portions of the **principal building** which are less than 5.0 m in **height** and are open on those sides which face a **road** or **walkway** may project into the **road setback** and **walkway setback** a distance of not more than 0.6 m, but shall be no closer than 2.4 m to a **road** and **walkway**;
  - b) **balconies, bay windows, porches** may project into the **road setback** and **walkway setback** a distance of not more than 0.6 m, but shall be no closer than 2.4 m to a **road** and **walkway**;
  - c) entry stairs may project into the **road setback** and **walkway setback** a distance of not more than 2.0 m, but shall be no closer than 0.6 m to a **road** and **walkway**; and
  - d) gateways, pergolas and similar landscape **structures** that do not form part of the **principal building** may be located within the **setbacks**, but shall be no closer than 2.0 m to a **lot line** or a **walkway**.”

iv. by inserting the following new section directly after section 8.9.10.1:

“2. Notwithstanding section 7.5.6 and section 7.5.6A,

- a) where residents of a principal dwelling unit intend to use two **parking spaces**, the spaces may be provided in a **tandem arrangement** with one standard **parking space** located behind another one standard **parking space**, and both standard **parking spaces** may be set perpendicular to the **adjacent** manoeuvring aisle; and
- b) a maximum of 50% of the required resident parking spaces may be provided in a **tandem arrangement.**”

2. This Bylaw may be cited as “**Richmond Zoning Bylaw 8500, Amendment Bylaw 9915**”.

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

ADOPTED

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MAYOR

\_\_\_\_\_  
CORPORATE OFFICER