



City of Richmond

Report to Committee

To: Planning Committee
From: Wayne Craig
Director, Development

Date: September 4, 2019
File: RZ 17-763712

Re: Application by CLO Ventures K2 Ltd. for Rezoning at 9571, 9591, 9611, 9671 Steveston Highway & 10831 Southdale Road from Single Detached (RS1/E) to Low Density Townhouses (RTL4)

Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 10082, for the rezoning of 9571, 9591, 9611, 9671 Steveston Highway & 10831 Southdale Road from the “Single Detached (RS1/E)” zone to the “Low Density Townhouses (RTL4)” zone, in order to permit the development of 20 townhouse units with vehicle access from Steveston Highway, be introduced and given first reading.

Wayne Craig
Director, Development

WC:sds
Att. 7

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Affordable Housing	<input checked="" type="checkbox"/>	

Staff Report

Origin

CLO Ventures K2 Ltd. has applied to the City of Richmond for permission to rezone the properties at 9571, 9591, 9611, 9671 Steveston Highway & 10831 Southdale Road from the “Single Detached (RS1/E)” zone to the “Low Density Townhouses (RTL4)” zone, in order to permit the development of 20 townhouse units with right-in/right-out vehicle access from Steveston Highway. A location map and aerial photograph are provided in Attachment 1. The subject site is currently occupied by five single-family dwellings, which are proposed to be demolished.

Project Description

The subject properties have a total combined frontage of approximately 96 m (315 ft.) and are required to be consolidated into one development parcel prior to final adoption of the rezoning bylaw. The proposal includes 12 three-storey and eight two-storey townhouse units, in six buildings, with a proposed floor area ratio (FAR) of 0.6. Three secondary suites and two convertible units are also included in the proposal. The preliminary site plan, building elevations and landscape plan are provided in Attachment 2.

Findings of Fact

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

Existing Housing Profile

The applicant has advised that the five existing single-family dwellings are currently tenanted with no existing secondary suites.

Surrounding Development

To the North: Single-family dwellings on lots zoned “Single Detached (RS1/E)” fronting Mortfield Court and Southdale Road.

To the South: Across Steveston Highway, farm businesses on lots zoned “Agriculture (AG1)” located in the Agricultural Land Reserve (ALR).

To the East: Across Southdale Road, single-family dwellings on lots zoned “Compact Single Detached (RC1)” fronting Steveston Highway.

To the West: Single-family dwellings on lots zoned “Single Detached (RS1/E)” fronting Steveston Highway.

Related Policies & Studies

Official Community Plan

The Official Community Plan (OCP) land use designation for the subject site is “Neighbourhood Residential (NRES)”. The “Neighbourhood Residential” designation comprises of those areas where the principal uses are single-family, two-family and multiple family housing (specifically townhouses). The development proposal is consistent with this designation.

Arterial Road Policy

The Arterial Road Land Use Policy supports densification along arterial roads on properties in close proximity to commercial services, public amenities, schools and transit service. Although the subject site is identified for “Arterial Road Compact Lot Coach House” on the Arterial Road Housing Development Map, the subject site is located within walking distance of the following sites (where townhouse development may be considered):

- 800 m (2,625 ft. or 10 minute walk) of a City Community Centre (i.e. South Arm Community Park, which includes South Arm Community Centre, Hugh McRoberts Secondary and James Whiteside Elementary Schools); and
- 400 m (1,312 ft. or 5 minute walk) of a Commercial Service use (i.e. northwest corner of Steveston Highway and No. 4 Road).

The Arterial Road Land Use Policy allows townhouse development to be considered where sites are located within walking distances of the above-noted sites identified on the Arterial Road Housing Development Map. As per the Policy, the map is a guiding map that does not require amendments to show re-designated development areas approved by Council.

Compact lot single detached development was originally proposed as part of a previous rezoning proposal at the subject site (RZ 16-725911 & RZ 16-725915) with a lane along the rear for vehicle access. However, a significant tree at the rear of the property was identified for retention (see “Tree Retention and Replacement” section of this report for more information). Due to the retention of this tree, lane development along the rear is not feasible without removing the tree. Townhouse development is being considered on the subject site because it allows the retention of the significant tree and is consistent with the guiding principles of the Arterial Road Land Use Policy. The previous rezoning applications for compact lot single detached development were withdrawn prior to moving forward to Council as the applicant was advised to submit a new application for townhouse development.

The development proposal is also consistent with the Arterial Road Townhouse Development Requirements, including:

- Involves a land assembly with at least 50 m (164 ft.) frontage on a major arterial road;
- Leaves a residual site for future townhouse development with at least 50 m (164 ft.) frontage on a major arterial road;
- Includes public consultation (see “Public Consultation” section of this report for more information);

- Access from the arterial road only and located a sufficient distance from the local road;
- Shared access is being provided through the development for adjacent townhouse development by means of a statutory right-of-way; and
- No additional density is being requested from the base density (0.6 FAR).

Should Council endorse the subject rezoning application, the remaining western portion of the block would also be considered for townhouses (currently identified for “Arterial Road Compact Lot Coach House”), subject to public feedback and Council’s decision, and consistency with the Arterial Road Townhouse Guidelines.

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.

Public Consultation

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

The applicant has advised that notification letters were delivered by the applicant to all adjacent neighbouring properties, which included information on density, height, preliminary site plan and developer contact information (Attachment 4). To date, no correspondence has been received.

Should the Planning Committee endorse this application and Council grant 1st 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

Built Form and Architectural Character

The applicant is proposing to consolidate the subject properties into one development parcel, with a total frontage of approximately 96 m (315 ft.) and a site area of 3,546.2 m² (38,171 ft²), in order to construct 20 townhouse units. The proposed townhouse units are oriented around a single driveway providing right-in/right-out driveway access to the site from Steveston Highway and an east-west internal maneuvering drive aisle providing access to the garages of the units. The shared outdoor amenity space is proposed to be situated in an open area at the rear (north) of the site due to the retention of a significant tree.

The proposal consists of 12 three-storey and eight two-storey townhouse units, all with side-by-side double car garages, with a proposed FAR of 0.6. The three-storey units are proposed along

Steveston Highway, stepped down to two-storeys within 7.5 m (25 ft.) of the east and west property lines to minimize potential privacy concerns. The units are proposed to be setback 4.5 m (15 ft.) from Steveston Highway, which requires a variance (see “Variance Requested” section of this report for more information). Two-storey units and a 6.0 m (20 ft.) setback are proposed along the rear (north) to address the interface with the existing single-family dwellings. The proposed building forms, heights and setbacks are consistent with the design guidelines for arterial road townhouse development.

The proposal includes three secondary suites, each with one bedroom and floor area of 25.1 m² (270 ft²) to 28.3 m² (305 ft²), which complies with the minimum floor area for secondary suites in townhouses as per Zoning Bylaw 8500, which is 25 m² (269 ft²). The applicant has also demonstrated that the proposed secondary suite can accommodate a bed, and kitchen and washroom facilities. To ensure the secondary suites are built to the satisfaction of the City, the applicant is required to register a legal agreement on Title prior to final adoption of the rezoning bylaw, stating that no final Building Permit inspection will be granted until the secondary suites are constructed to the satisfaction of the City in accordance with the BC Building Code and Richmond Zoning Bylaw 8500. In addition, prior to final adoption of the rezoning bylaw, the applicant is required to register a legal agreement on Title to ensure the secondary suites will not be stratified.

Existing Legal Encumbrances

There is an existing 3.0 m wide Statutory Right-of-Way (SRW) (Plan 36732 & 35912) along the rear (north) property line for sanitary sewer services. The existing SRW will not be impacted by the proposed development and the developer is aware that encroachment into the SRWs is not permitted.

Transportation and Site Access

Vehicular access to the subject site is proposed via one driveway from Steveston Highway, located in the middle of the subject development. The driveway will be designed to restrict vehicle movements to right-in/right-out only in order to mitigate traffic impact on Steveston Highway. The long-term objective is for the driveway access established on Steveston Highway to be utilized by adjacent properties to the west, if the properties redevelop. A Statutory Right-of-Way (SRW) for Public Right-of-Passage (PROP) over the entire area of the proposed driveway and the internal maneuvering drive aisle is required prior to final adoption of the rezoning bylaw, which will facilitate access for future adjacent development.

The proposal complies with the required number of vehicle and bicycle parking spaces as per Zoning Bylaw 8500.

Prior to final adoption of the rezoning bylaw, the applicant is required to provide a 4 m by 4 m corner cut road dedication at the southeast corner of the subject site.

Tree Retention and Replacement

The applicant has submitted a Certified Arborist’s Report, which identifies tree species, assesses tree structure and condition, and provides recommendations on tree retention and removal

relative to the proposed development. The Report assesses 17 trees located on the subject property, one shared tree with the adjacent property to the north, and four neighbouring trees.

The City's Tree Preservation Coordinator has reviewed the Arborist's Report and Tree Management Plan (Attachment 5), conducted an on-site visual tree assessment provides the following comments:

- The presence of a Ganoderma fungal conk was identified at the base of the significant Sycamore Maple (tag# 346) (130 cm dbh) located on the north property line (shared tree with the adjacent property to the north), which raises potential risks associated with retaining this tree. If the tree is to be retained, the following is recommended, which will be included in the Arborist Contract required prior to final adoption of the rezoning bylaw:
 - no encroachment of buildings within the Tree Protection Zone (TPZ);
 - no grade changes within the TPZ;
 - crown reduction and/or thinning of the crown as needed;
 - on-site monitoring by the Project Arborist throughout the duration of construction;
 - site drainage mitigation may be required during preload within TPZ;
 - contract for watering as needed during summer dry months; and
 - evaluation of the tree by a Qualified Tree Risk Assessor on a yearly basis or after any major storm events.
- The Oak tree (tag# 347) (57 cm dbh) located on the neighbouring property beside the above-noted tree (tag# 346) has a torsion crack in the main stem, which is a major structural defect. Removal of this tree is recommended. A Letter of Authorization from the adjacent property owner for removal of this tree has been provided.
- Three trees (tag# 344(1-3)) located in the southeast portion of the development site have poor structure from historical poor pruning practice with dead sections in the crown and weak attachments in the stems. The row of trees is also in direct conflict with the new building foundation. Remove and replace.
- Two trees (tag# 343 & 345) located in the northeast portion of the development site are in poor condition and identified as not viable for retention. Remove and replace.
- Two trees (tag# 348 & 349) are undersized trees located on the development site. The trees are in fair condition with poor structure. These trees are identified as unsuitable for retention. Remove and replace.
- Two trees (tag# 351 & 352) located on the development site are in poor condition with presence of decay and poor structure. Tree #352 is undersized. The trees are identified as not viable for retention. Remove and replace.
- Three trees (tag# 350, 353 & 354) located on the development site are ornamental Pine trees. These trees are identified as not viable for retention due to poor structure and are in conflict with proposed development. Remove and replace.

- Three trees (tag# 355, 358 & 359) located in the northwest portion of the development site are in poor condition and identified as not viable for retention. Remove and replace.
- Two trees (tag# 356 & 357) are located on the development site are in poor condition with poor structures. They are in direct conflict with proposed building foundation. Remove and replace.
- Three neighbouring Pine trees (tag# 360, OS1 & OS2) are located on adjacent west property is recommended for removal in the Arborist report due to its existing poor condition and conflicts with new construction. Prior to removal for shared and off site trees, the applicant must obtain written permission from the adjacent property owner with whom the trees are shared or located (and obtain a valid tree removal permit). If permission to remove the trees is not granted, the trees should be protected as per City of Richmond Tree Protection Information Bulletin Tree-03.

Tree Replacement

The applicant is proposing to remove 17 on-site trees (tag# 343-345, 348-359), however three trees (tag# 348, 349 & 352) are undersized. The OCP tree replacement ratio of 2:1 requires 28 replacement trees to be planted and maintained on-site. Based on the submitted preliminary Landscape Plan (Attachment 2), the developer is proposing to plant 29 new trees.

The size and species of replacement trees, and overall landscape design, will be reviewed in detail through the Development Permit application process. To ensure the replacement trees are planted and maintained on-site, the applicant is required to provide an acceptable Landscape Plan and Landscape Security based on 100% of the cost estimate provided by the Landscape Architect, prior to Development Permit issuance.

Securities will not be released until a landscaping inspection has been passed by City staff after construction and landscaping has been completed. The City may retain a portion of the security for a one year maintenance period from the date of the landscape inspection.

Tree Protection

The proposed Tree Management Plan is provided in Attachment 5, which outlines the protection of the significant Sycamore Maple tree (tag# 346) (130 cm dbh). To ensure the protection of this tree, the applicant is required to provide the following, prior to final adoption of the rezoning bylaw:

- Submission to the City of a contract with a Certified Arborist for supervision of all works conducted within or in close proximity to tree protection zones and specific provisions as identified above.
- Submission of a Tree Survival Security in the amount of \$10,000 based on the size of the tree to be retained.
- Prior to demolition of the existing dwellings on the subject site, installation of tree protection fencing around all trees to be retained, in accordance with the City's Tree Protection Information Bulletin TREE-03, is required.

Variance Requested

The proposed development is generally in compliance with the “Low Density Townhouses (RTL4)” zone other than the variances noted below. Based on the review of the current plans for the project, the following variances are being requested:

- Reduce the exterior side yard setback (along the Steveston Highway frontage) from 6.0 m (20 ft.) to 4.5 m (15 ft.), in order to provide a 6.0 m rear yard setback to both the ground and second floors of the rear units.

Staff are supportive of the proposed variance for the following reasons:

- *The proposed variance is consistent with the Arterial Road Guidelines for Townhouses in the OCP. In this context, the exterior side yard functions as a front yard along Steveston Highway. The Arterial Road Guidelines are supportive of reduced front yard setbacks, provided an appropriate interface with neighbouring properties is provided. The reduced setback along Steveston Highway allows for an increased setback along the north property line, adjacent to existing single-family development. Balconies, bay windows, and porches are not permitted to project into the proposed 4.5 m front yard setback*
- *The proposed 6.0 m rear yard setback to both the ground and second floors of the rear units provides an improved rear yard interface with the existing single-family dwellings to the north and enhances solar access to the rear yards.*
- *The distance between the proposed building face and the back of curb on Steveston Highway would be approximately 8.45 m, in order to accommodate a new sidewalk and treed and grassed boulevard along Steveston Highway.*

The variance will be reviewed in the context of the overall detailed design of the project, including architectural form, site design and landscaping at the Development Permit stage.

Affordable Housing Strategy

In addition to providing three secondary suites (one bedrooms), the applicant proposes to provide a cash contribution to the Affordable Housing Reserve Fund of \$8.50 per buildable square foot, in accordance with the City’s Affordable Housing Strategy, for a total cash contribution in the amount of \$194,672.

Public Art

In response to the City’s Public Art Program (Policy 8703), the applicant will provide a voluntary contribution at a rate of \$0.83 per buildable square foot (2017 rate) to the City’s Public Art Reserve Fund, for a total contribution in the amount of \$19,009.15.

Agricultural Land Reserve (ALR) Buffer Zone

The OCP proposes specific land use considerations to protect the City’s agricultural land base in the Agricultural Land Reserve (ALR). These include guidelines for providing landscaped setbacks on non-agricultural sites located in close proximity to ALR lands. The objective of the

landscaped setback is to establish a buffer which identifies the urban/rural interface. The details of the landscaped setback will be reviewed in the context of the overall detailed design of the project at the Development Permit stage.

The proposed development will provide a minimum 4 m-wide landscaped buffer along the south property line of the proposed lots. Prior to final adoption of the rezoning bylaw, the applicant is required to register a legal agreement on title to ensure that the ALR landscaped buffer planted along Steveston Highway is maintained and will not be abandoned or removed. The legal agreement would also indicate that the property is located adjacent to active agricultural operations and may be subject to potential agricultural impacts including noise, dust and odour.

Energy Efficiency

The applicant has committed to design the subject development to meet the City's Step Code requirements (Attachment 6). Details on how all units are to be built and maintained to the City's Step Code requirements will be reviewed at Building Permit stage.

Noise Management

To address potential noise impacts generated by traffic on Steveston Highway, a restrictive covenant is required to be registered on Title prior to final adoption of the rezoning bylaw to ensure that noise attenuation measures are incorporated into dwelling design and construction.

Prior to a Development Permit application being considered by the Development Permit Panel, the applicant is required to submit an acoustical and thermal report and recommendations, prepared by a registered professional, to comply with the requirements of the restrictive covenant.

Amenity Space

The applicant is proposing a cash contribution in-lieu of providing the required indoor amenity space on-site. As per the OCP, rezoning applications received prior to February 28, 2019 may choose to provide a cash contribution of \$1,600 per unit for the first 19 units and \$3,200 per unit for additional units. The total cash contribution required for this 20 unit townhouse development is \$33,600.

Site Servicing and Frontage Improvements

Prior to Building Permit issuance, the developer is required to enter into a Servicing Agreement for the design and construction of required site servicing and frontage improvements, as described in Attachment 7. Site servicing and frontage improvements include, but are not limited to, the following:

- Steveston Highway: construct a new 1.5 m wide concrete sidewalk along the south property line and treed/grassed boulevard to the existing curb.
- Southdale Road: road widening, new curb and gutter, a 1.5 m wide concrete sidewalk along the east property line and treed/grassed boulevard to the new curb.

- Upgrade approximately 140 m of storm sewer along Steveston Highway and 55 m of sanitary sewer along the rear of the subject site.

The developer is also required to pay Development Cost Charges (DCCs') (City & Metro Vancouver), School Site Acquisition Charge, Address Assignment Fees, and the costs associated with the completion of the required site servicing and frontage improvements as described in Attachment 7.

Development Permit

A Development Permit application is required to be processed to a satisfactory level, prior to final adoption of the rezoning bylaw. Further refinements to architectural, landscape and urban design will be completed as part of the Development Permit application review process, including, but not limited to, the following:

- Compliance with Development Permit Guidelines for multi-family developments and arterial road townhouses in the OCP;
- Refinement of the proposed building form and architectural features to achieve sufficient variety in design and create an interesting streetscape along Steveston Highway and Southdale Road;
- Refinement of the shared outdoor area design, including the choice of play equipment, to create a safe and vibrant environment for children's play and social interaction; and
- Review of the relevant accessibility features, including aging-in-place features in all units and proposed convertible units.

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

Financial Impact or Economic Impact

The rezoning application results in an insignificant Operational Budget Impact (OBI) for off-site City infrastructure (such as roadworks, waterworks, storm sewers, sanitary sewers, street lights, street trees and traffic signals).

Conclusion

The purpose of this application is to rezone the properties at 9571, 9591, 9611, 9671 Steveston Highway & 10831 Southdale Road from the "Single Detached (RS1/E)" zone to the "Low Density Townhouses (RTL4)" zone, in order to permit the development of 20 townhouse units.

The rezoning application complies with the land use designations and applicable policies contained within the OCP for the subject site. Further review of the project design will be completed at part of the Development Permit application review process.

The list of rezoning considerations is included in Attachment 7, which has been agreed to by the applicant (signed concurrence on file).

On this basis, it is recommended that Richmond Zoning Bylaw 8500, Amendment Bylaw 10082 be introduced and given first reading.



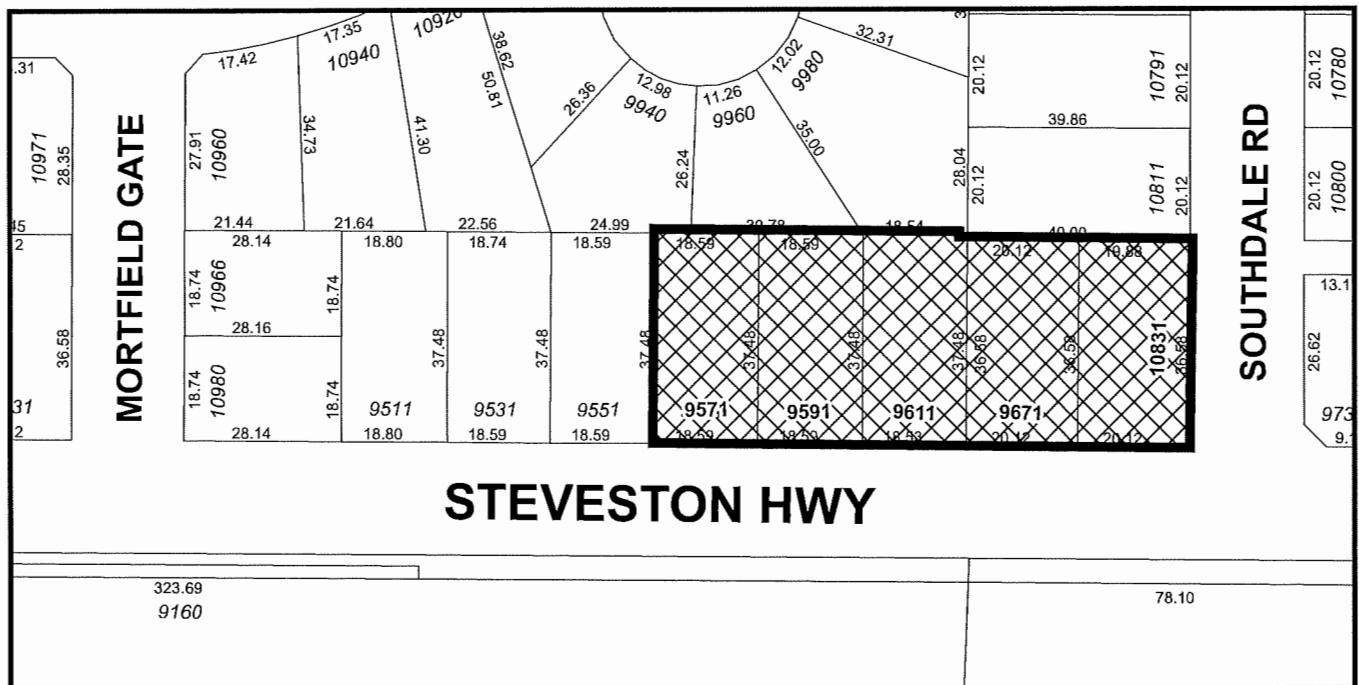
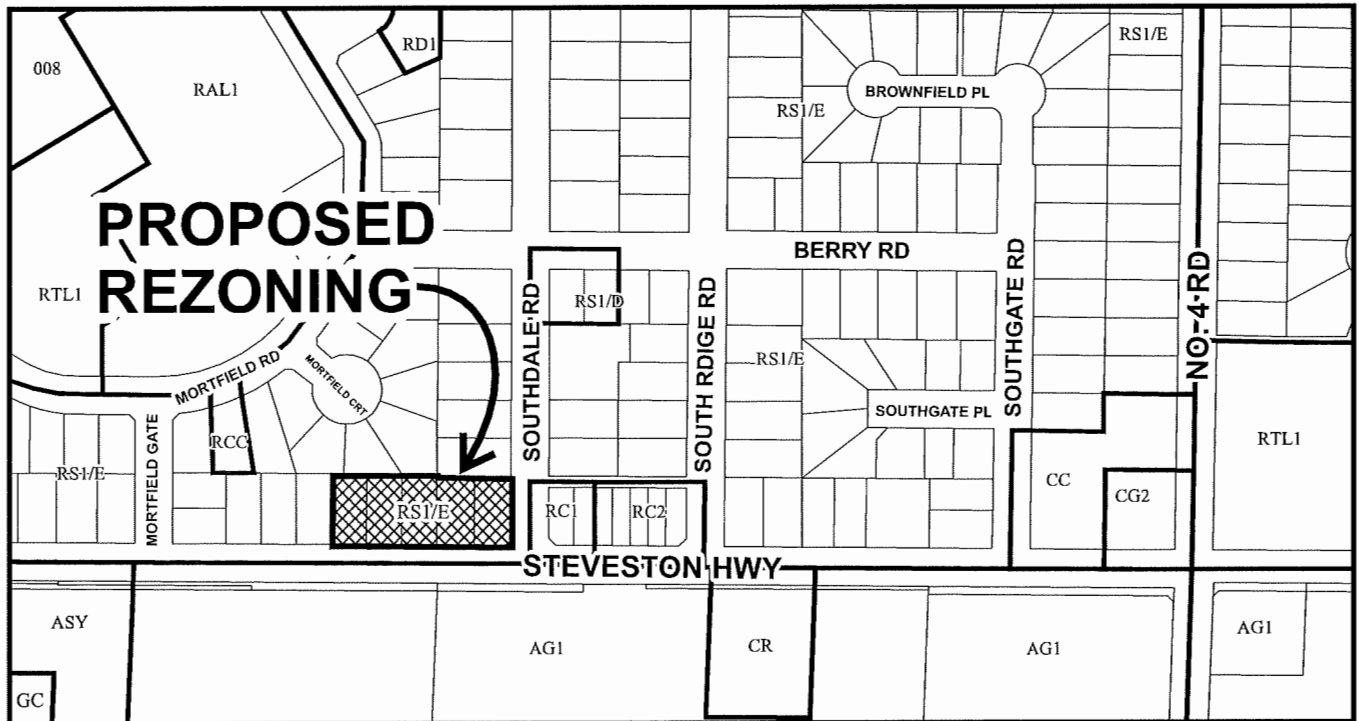
Steven De Sousa
Planner 1

SDS:cas

- Attachment 1: Location Map
- Attachment 2: Conceptual Development Plans
- Attachment 3: Development Application Data Sheet
- Attachment 4: Notification Letter by Applicant
- Attachment 5: Tree Management Plan
- Attachment 6: Step Code Letter from Applicant
- Attachment 7: Rezoning Considerations



City of
Richmond



RZ 17-763712

Original Date: 03/07/17

Revision Date: 08/14/19

Note: Dimensions are in METRES



City of Richmond



RZ 17-763712

Original Date: 03/07/17

Revision Date: 08/14/19

Note: Dimensions are in METRES

PLN - 65

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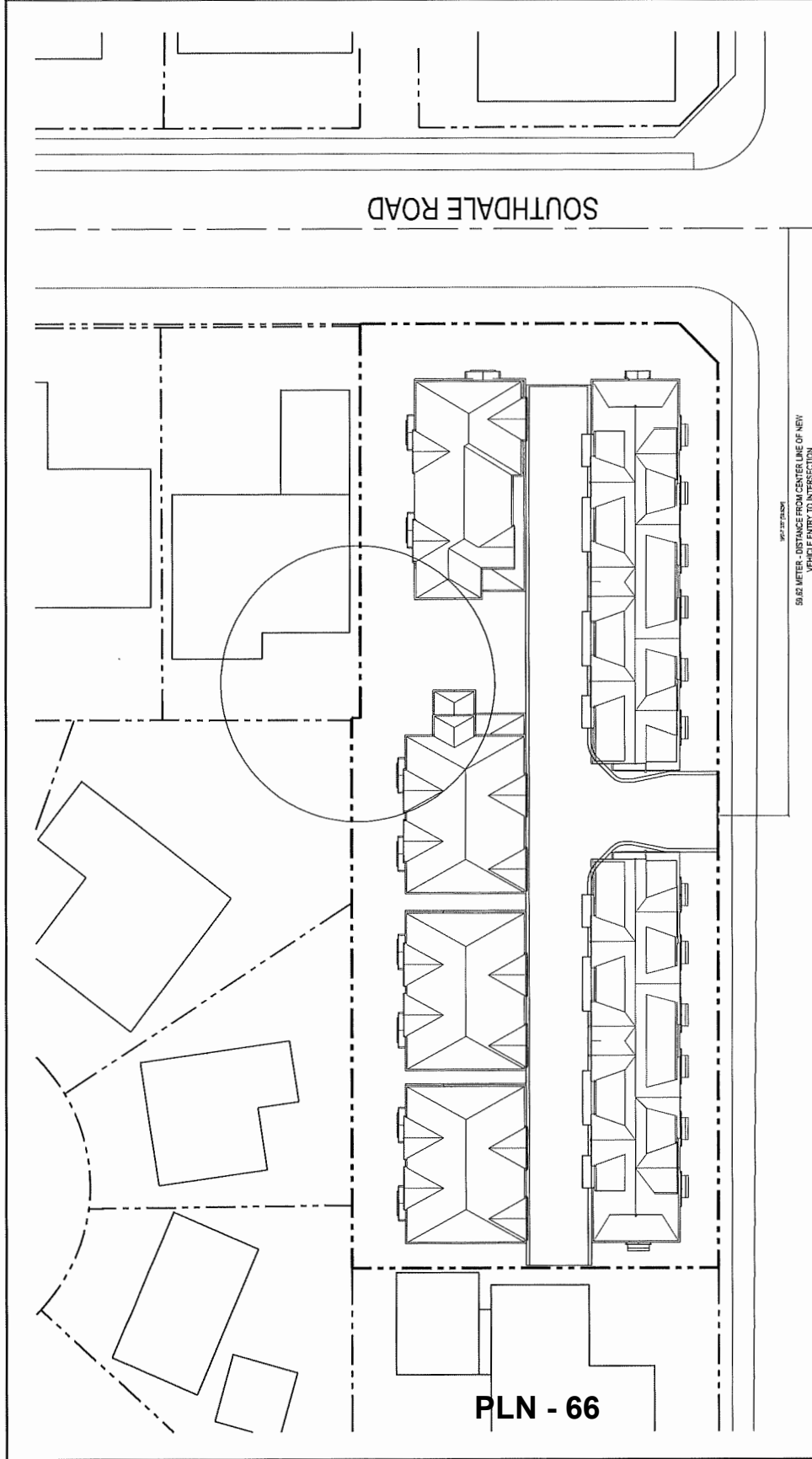
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ISSUED FOR REZONING RESUBMISSION
 2019-08-22

STEVESTON TOWHOUSE DEVELOPMENT
 9571.6951, 9611.6401 STEVESTON HWY. & 1001 SOUTHDALE ROAD, RICHMOND, BC

SITE CONTEXT PLAN

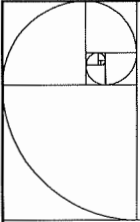
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 Sheet: 1 of 1
 Revision: A 0.5



59.67 METER - DISTANCE FROM CENTER LINE OF NEW VEHICLE ENTRY TO INTERSECTION

STEVESTON HIGHWAY

1 SITE CONTEXT PLAN
 A0.5 SCALE 1/16"=1'-0"



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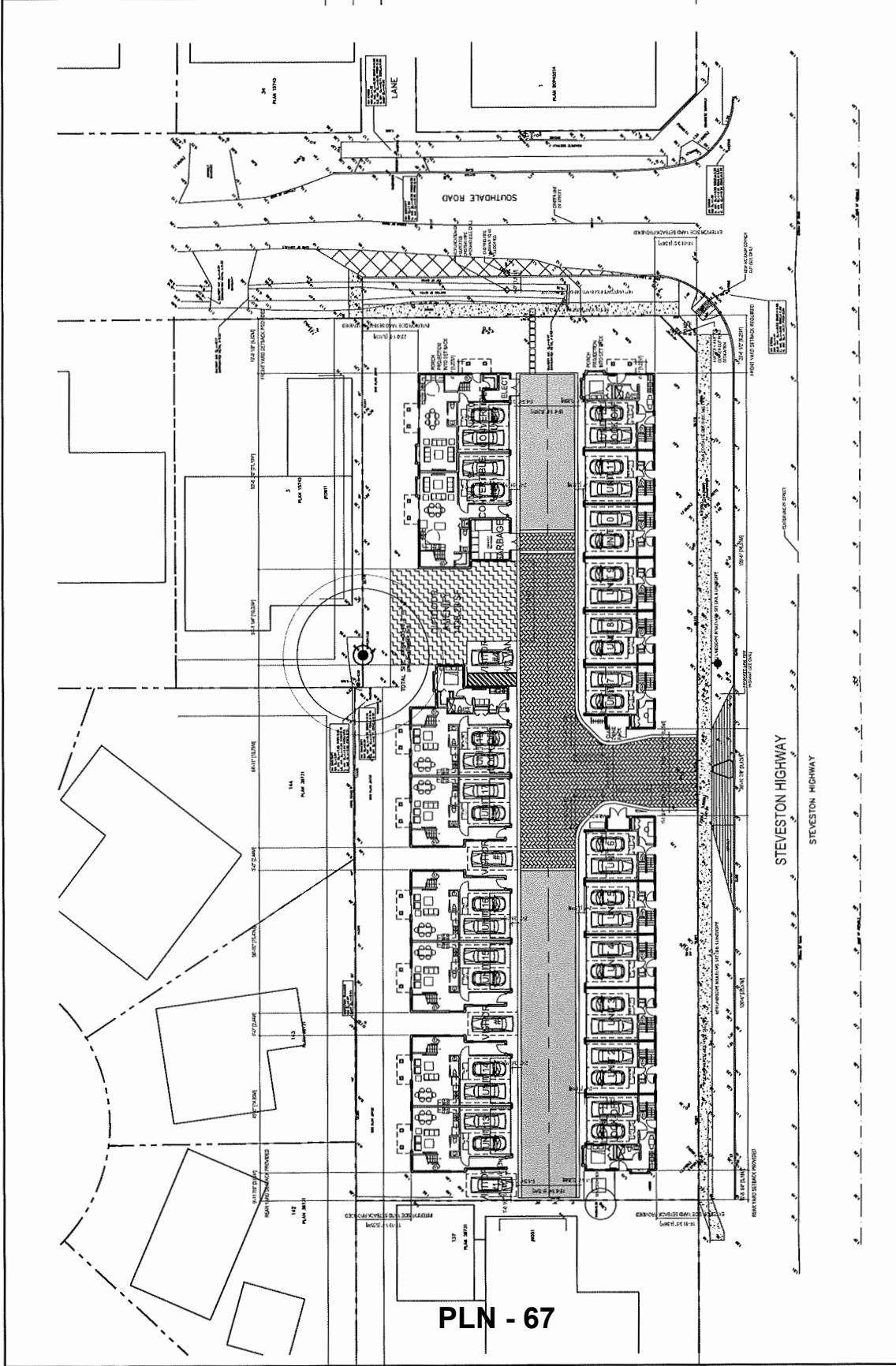
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ISSUED FOR REZONING RESUBMISSION
 2019-08-22

STEVESTON TOWNHOUSE DEVELOPMENT
 9311 96th AVE, SUITE 100, STEVESTON HWY & 100th AVE, STEVESTON, BC

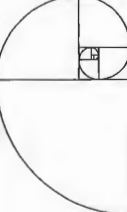
SITE PLAN
 Project No. #6211
 Scale: 1/16"=1'-0"
 Sheet: 1 of 1

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1 SITE / LEVEL 1 FLOOR PLAN
 SCALE 1/16"=1'-0"

PLN - 67



IMPERIAL ARCHITECTURE
 ARCHITECTURE OF AN ARCHITECTURE OF PRACTICE
 100 SOUTHDALE ROAD, RICHMOND, BC
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NO.	DATE	DESCRIPTION
1	2019-08-22	ISSUED FOR REZONING RESUBMISSION
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ISSUED FOR REZONING RESUBMISSION
 2019-08-22

STEVESTON TOWNHOUSE DEVELOPMENT
 971 59th St, Steveston Hwy & 106th St, Richmond, BC

SITE PLAN

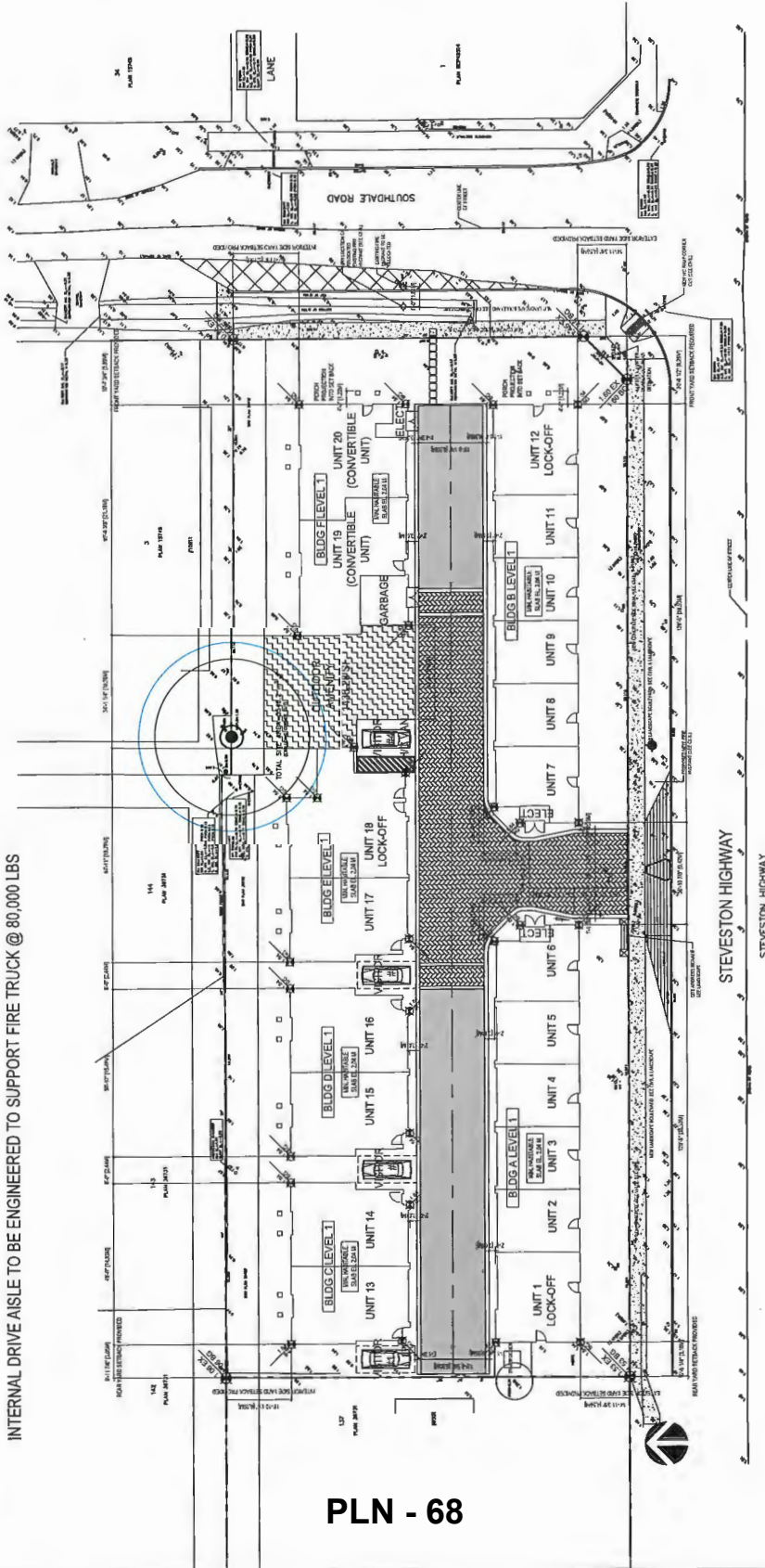
Project No: #6211
 Scale: 1/16" = 1'-0"

Sheet: A.1.2 of 1

VARIANCE REQUIRED:
 1. EXTERIOR SIDE YARD (SOUTH): REDUCE REQUIRED SETBACK FROM 6.0M REQUIRED TO 4.56M PROVIDED MEET OCP DESIGN GUIDELINE REQUIREMENTS

A STATUARY RIGHT-OF-WAY OVER THE ENTIRE VEHICLE DRIVE AISLE IS TO BE REGISTERED FOR PUBLIC RIGHT-OF-PASSAGE

INTERNAL DRIVE AISLE TO BE ENGINEERED TO SUPPORT FIRE TRUCK @ 80,000 LBS



PLN - 68



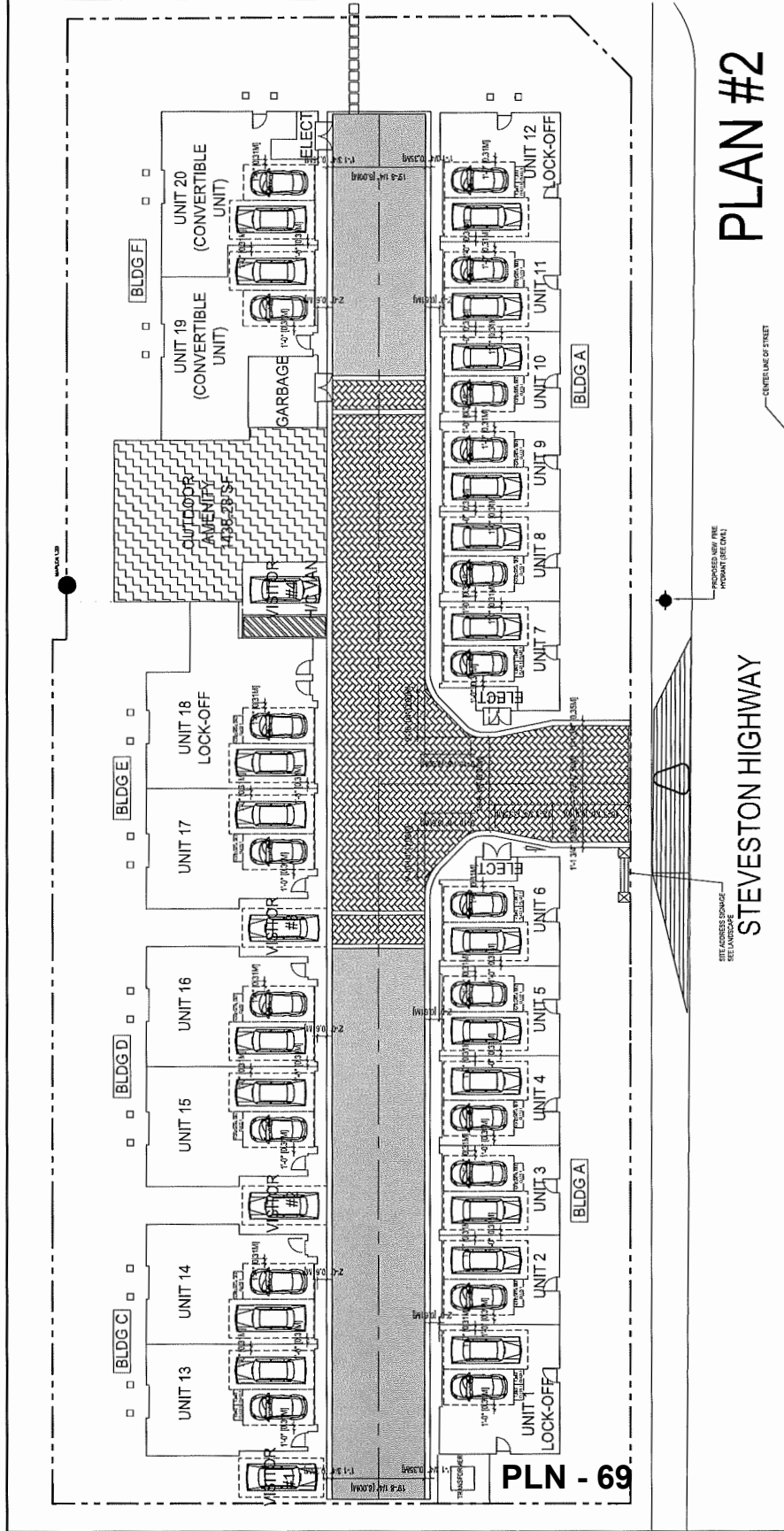
PLAN #1

SITE PLAN
 SCALE 1/16" = 1'-0"

A STATUARY RIGHT-OF-WAY OVER THE ENTIRE VEHICLE DRIVE AISLE IS TO BE REGISTERED FOR PUBLIC RIGHT-OF-PASSAGE

Item	Proposed Grade	Notes
Average Grading Calculation		
1.00 Meter		
2.00 Meter		
3.00 Meter		
4.00 Meter		
5.00 Meter		
6.00 Meter		
7.00 Meter		
8.00 Meter		
9.00 Meter		
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13.00 Meter		
14.00 Meter		
15.00 Meter		
16.00 Meter		
17.00 Meter		
18.00 Meter		
19.00 Meter		
20.00 Meter		
Average Grade		

Item	Proposed Grade	Notes
Ground Floor Interior Elevation Calculation		
1.00 Meter		
2.00 Meter		
3.00 Meter		
4.00 Meter		
5.00 Meter		
6.00 Meter		
7.00 Meter		
8.00 Meter		
9.00 Meter		
10.00 Meter		
11.00 Meter		
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14.00 Meter		
15.00 Meter		
16.00 Meter		
17.00 Meter		
18.00 Meter		
19.00 Meter		
20.00 Meter		



PLAN #2

STEVESTON HIGHWAY

1. PARKING PLAN 3/32"=1'-0"
A 1.4 SCALE

VAN ACCESSIBLE - NO STALLS, 4.8M X 2.4M

SMALL VANS, 2.0M X 1.8M

MOTORCYCLE SPACE (2.0M X 1.2M)

MOTORCYCLE SPACE (1.8M X 0.9M)

CAR

TRUCK

AUTOTURN SOFTWARE

Unit No.	Unit 1				Unit 2				Unit 3				Unit 4				Unit 5				Unit 6				Unit 7				Unit 8				Unit 9				Unit 10				Unit 11				Unit 12				Unit 13				Unit 14				Unit 15				Unit 16				Unit 17				Unit 18				Unit 19				Unit 20			
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4																								
Car	2	1	1	1	2	1	1	1	2	1	1	1	2	1	1	1	2	1	1	1	2	1	1	1	2	1	1	1	2	1	1	1	2	1	1	1	2	1	1	1	2	1	1	1	2	1	1	1	2	1	1	1	2	1	1	1	2	1	1	1																				
Motorcycle																																																																																
Van																																																																																
Truck																																																																																

Parking Calculation By Unit

Unit Type	Unit 1	Unit 2	Unit 3	Unit 4	Unit 5	Unit 6	Unit 7	Unit 8	Unit 9	Unit 10	Unit 11	Unit 12	Unit 13	Unit 14	Unit 15	Unit 16	Unit 17	Unit 18	Unit 19	Unit 20
Lock-off Unit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential Parking (Standard)	2	1	1	1	2	1	1	1	2	1	1	1	2	1	1	1	2	1	1	1
Residential Parking (Small Car)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Motorcycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Van	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	1	1	1	2	1	1	1	2	1	1	1	2	1	1	1	2	1	1	1

NO ADDITIONAL PARKING SPACES PROVIDED FOR LOCK-OFF UNITS WHEN VAN ACCESSIBLE SPACES PROVIDED IN GENERAL AREAS.

PLAN #2

IMPERIAL ARCHITECTURE
 ARCHITECTS
 1000 WEST 10TH AVENUE, SUITE 100
 DENVER, COLORADO 80202
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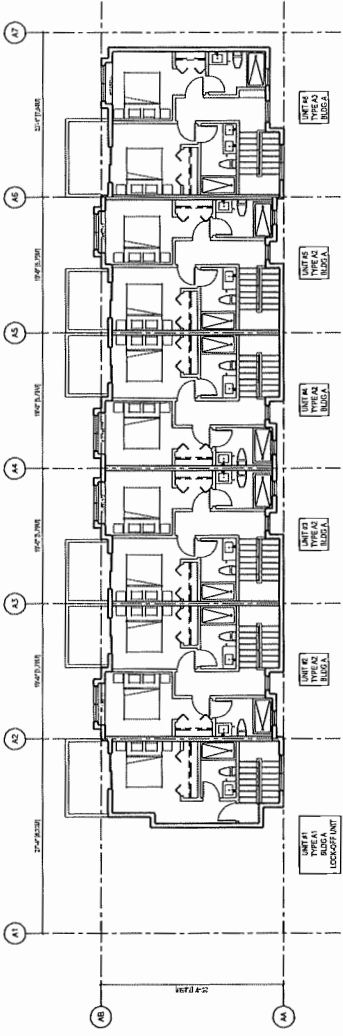
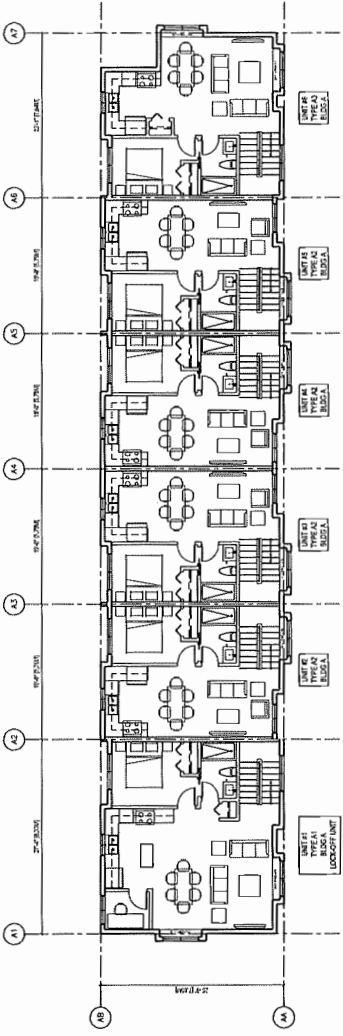
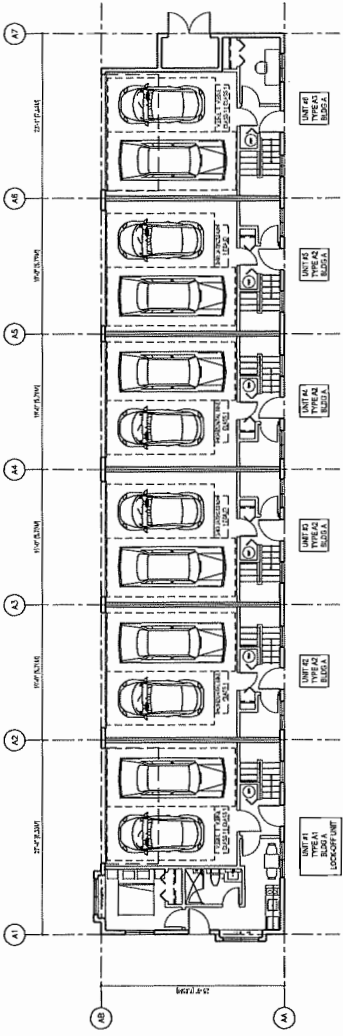
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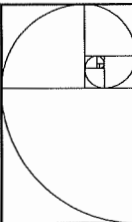
STEVESTON TOWNHOUSE DEVELOPMENT
 671.5991, 641.5971 STEVESTON HWY &
 1801 SOUTHDALE ROAD, RICHMOND, BC

PROJECT #
 #8211

SCALE
 1/8"=1'-0"

SHEET #
 A.2.1





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10	REVISED PER COMMENTS FROM THE BOARD	2019-09-10		

ISSUED FOR REZONING RESUBMISSION
 2019-08-22

Client/Project:
STEVESTON TOWNHOUSE DEVELOPMENT
 6771 58th Ave, Ste 1001, Steveston Hwy & 106th St, Steveston, BC
 10611 SOUTHSALE ROAD, RICHMOND, BC

Project No:
#S211

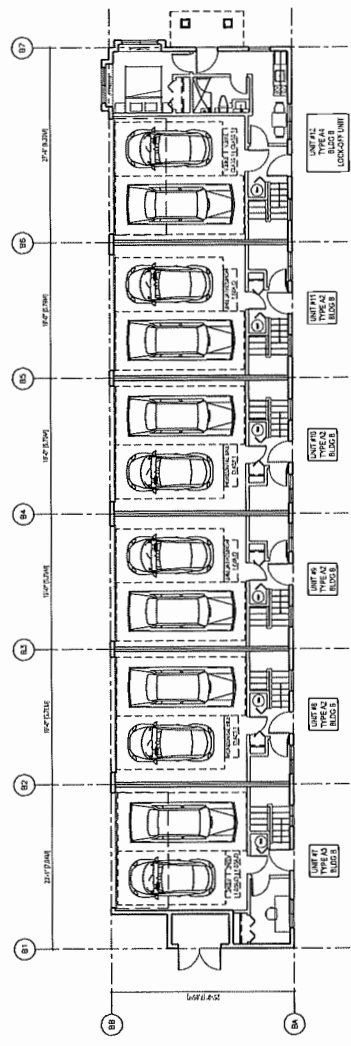
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1/8" = 1'-0"

Sheet:
A 2.2

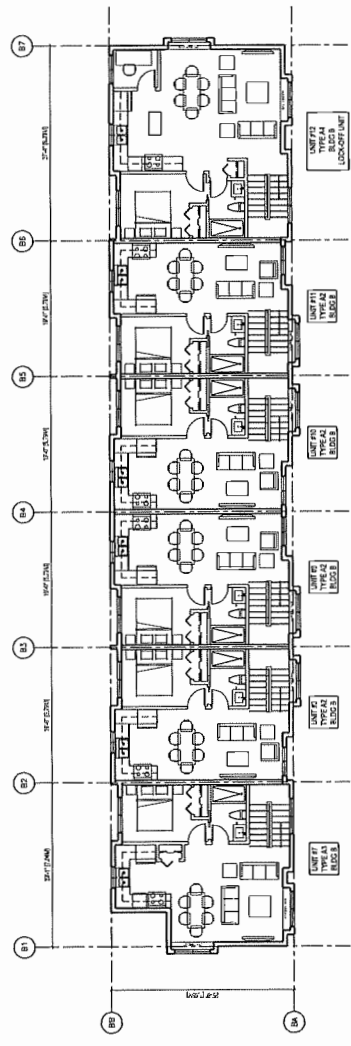
BUILDING B FLOOR PLANS

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

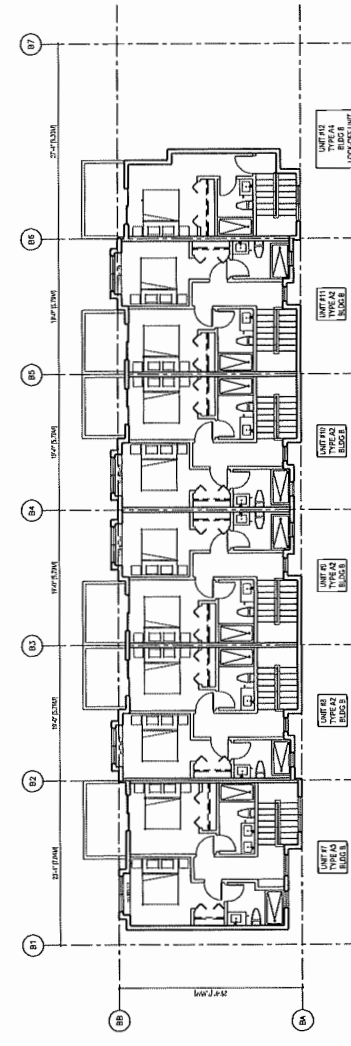
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1 BUILDING B LEVEL 1 FLOOR PLAN
 SCALE: 1/8" = 1'-0"
 AZ.2



2 BUILDING B LEVEL 2 FLOOR PLAN
 SCALE: 1/8" = 1'-0"
 AZ.2



3 BUILDING B LEVEL 3 FLOOR PLAN
 SCALE: 1/8" = 1'-0"
 AZ.2

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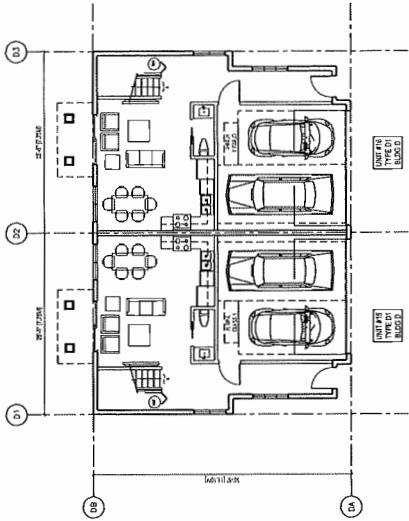
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 6571 95TH, 9611, 9611 STEVESTON HWY &
 10K1 SOUTHPDALE ROAD, RICHMOND, BC

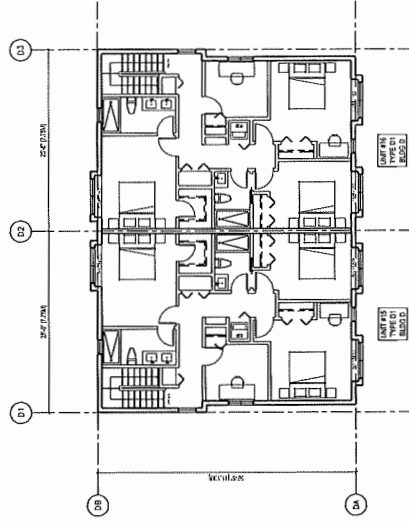
PROJECT NO. #8211
 SCALE 1/8"=1'-0"
 SHEET A 2.3

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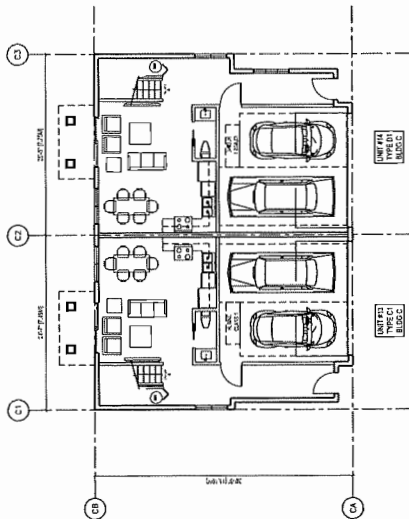
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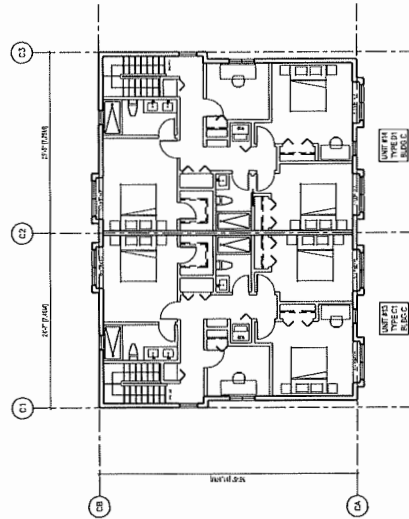
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 SCALE 1/8"=1'-0"



4 BUILDING D LEVEL 2 FLOOR PLAN
 SCALE 1/8"=1'-0"

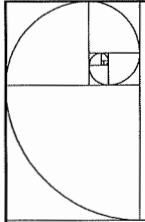


1 BUILDING C LEVEL 1 FLOOR PLAN
 SCALE 1/8"=1'-0"



2 BUILDING C LEVEL 2 FLOOR PLAN
 SCALE 1/8"=1'-0"





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 BUILDERS OF AN AIA CERTIFICATE OF PRACTICE
 1000 SOUTHDALE ROAD, ROCKWING, IN 47867
 TEL: 317-866-1111 FAX: 317-866-1112
 WWW.IMPERIALARCHITECTURE.COM

ARCHITECT: IMPERIAL ARCHITECTURE
 ENGINEER: IMPERIAL ARCHITECTURE
 PLANNING: IMPERIAL ARCHITECTURE

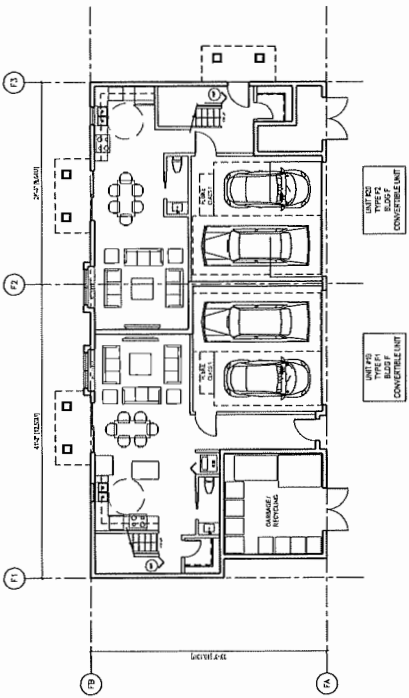
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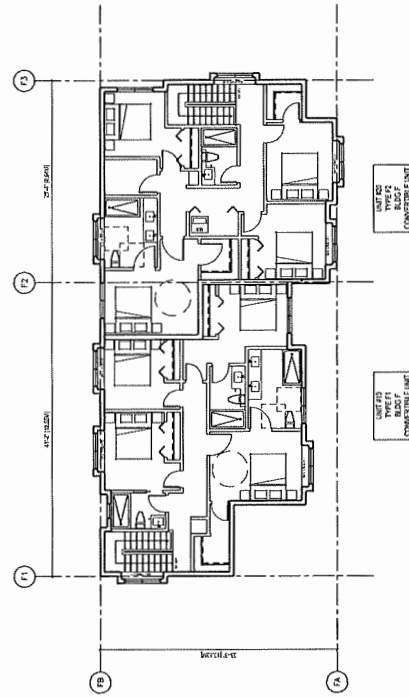
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STEVESTON TOWNHOUSE DEVELOPMENT
 9711 99th Ave, Steveston Hwy & 100th Southdale Road, Rockwing, IN

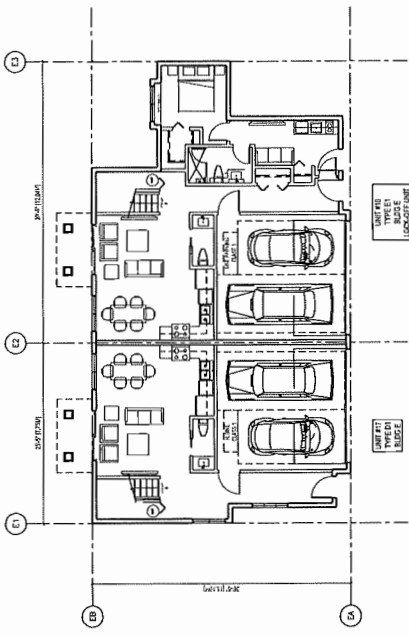
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 DRAWING: A.2.4



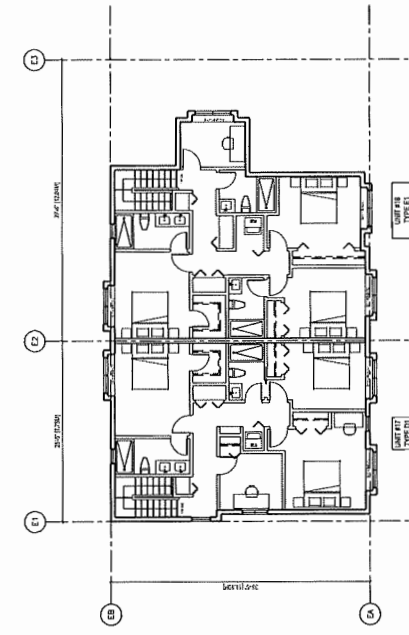
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 SCALE 1/8"=1'-0"
 A.2.4



4. BUILDING F LEVEL 2 FLOOR PLAN
 SCALE 1/8"=1'-0"
 A.2.4



1. BUILDING E LEVEL 1 FLOOR PLAN
 SCALE 1/8"=1'-0"
 A.2.4



2. BUILDING E LEVEL 2 FLOOR PLAN
 SCALE 1/8"=1'-0"
 A.2.4

IMPERIAL ARCHITECTURE
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 PLANNING

REGISTERED ARCHITECTS
 1001 SOUTHDALE ROAD, RICHMOND, NC
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3	08/22/2019	ISSUED FOR REZONING RESUBMISSION
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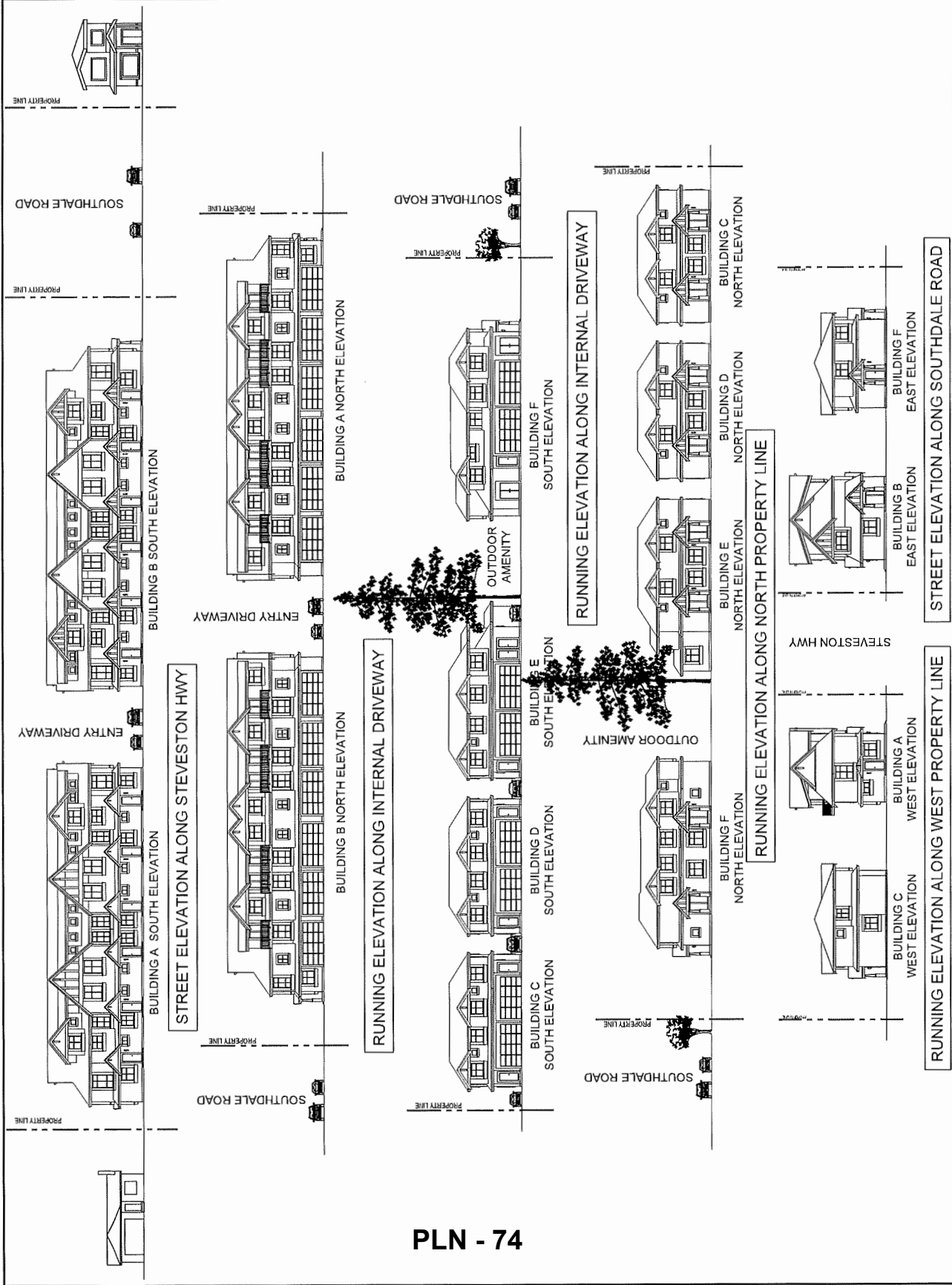
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STEVESTON TOWNHOUSE DEVELOPMENT
 9711 9911 SHELLEY STEVESTON HWY &
 1001 SOUTHDALE ROAD, RICHMOND, NC

CONTEXT / STREET ELEVATIONS

Scale: 1/16" = 1'-0"
 Drawing No: #8211
 Sheet: _____
 Revision: _____

A 3.0



PLN - 74

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 A DIVISION OF AN AEC CONSULTING PRACTICE
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Notes
 1. All dimensions are in feet and inches, rounded to the nearest 1/8 inch.
 2. All elevations are shown in black lines on a white background.
 3. All elevations are shown in black lines on a white background.
 4. All elevations are shown in black lines on a white background.
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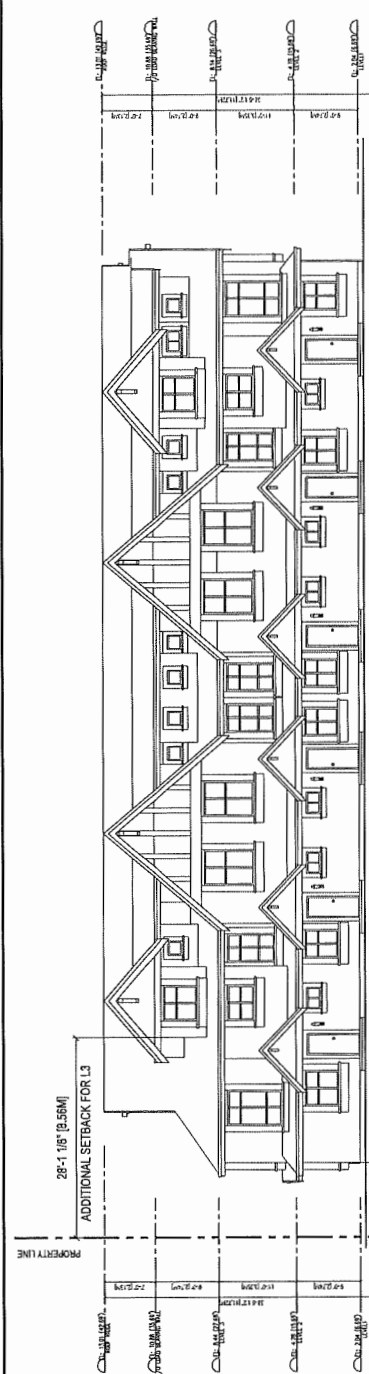
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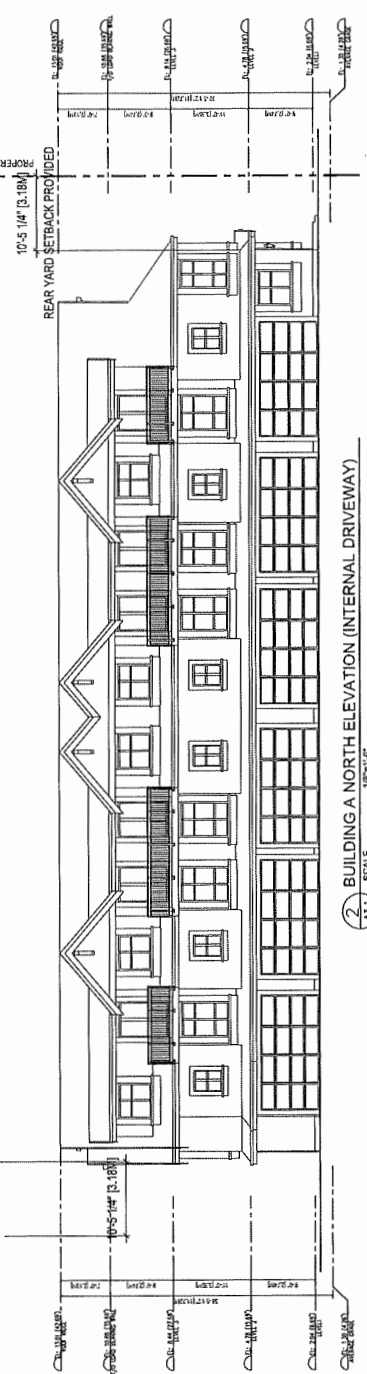
STEVESTON TOWNHOUSE DEVELOPMENT
 9711 59th, 9611 90th STEVESTON HWY &
 11811 SOUTHDALE ROAD, RICHMOND, BC

BUILDING A ELEVATIONS

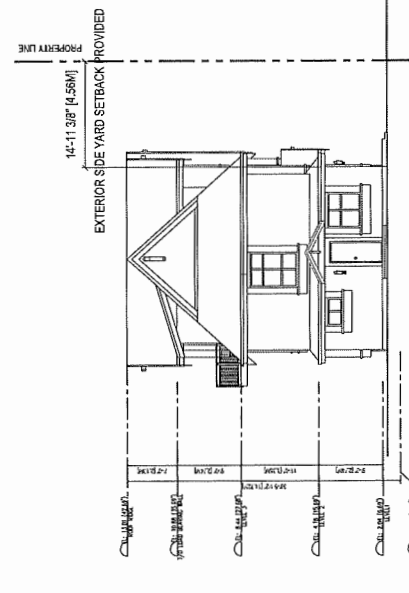
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 Sheet: A.3.1 of 3



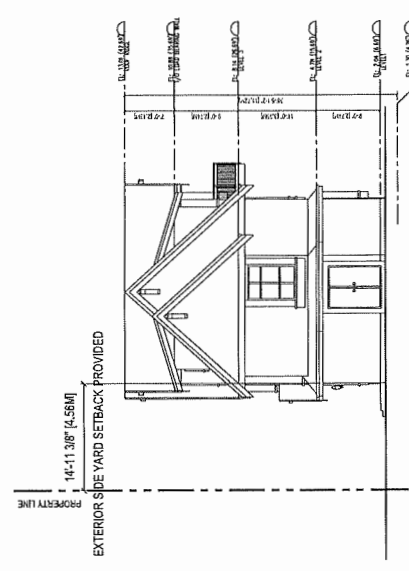
1 BUILDING A SOUTH ELEVATION (STEVESTON HWY)
 SCALE: 1/8"=1'-0"
 A.3.1



2 BUILDING A NORTH ELEVATION (INTERNAL DRIVEWAY)
 SCALE: 1/8"=1'-0"
 A.3.1



3 BUILDING A WEST ELEVATION
 SCALE: 1/8"=1'-0"
 A.3.1



4 BUILDING A EAST ELEVATION
 SCALE: 1/8"=1'-0"
 A.3.1

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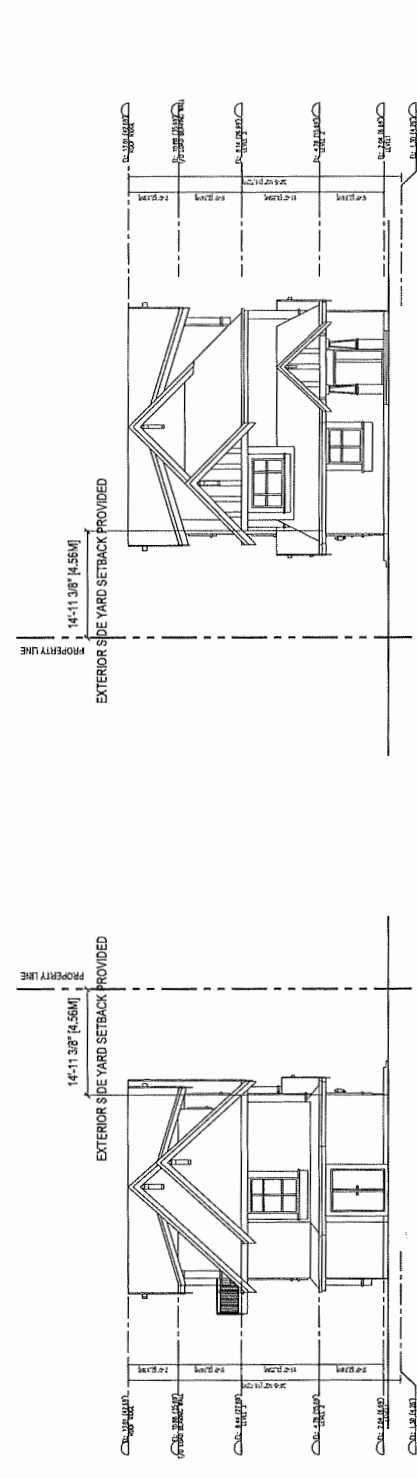
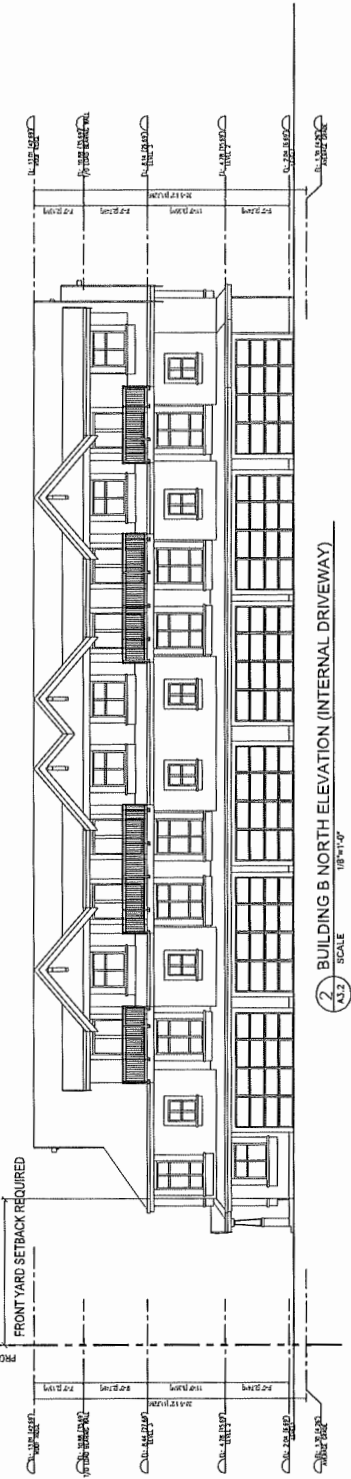
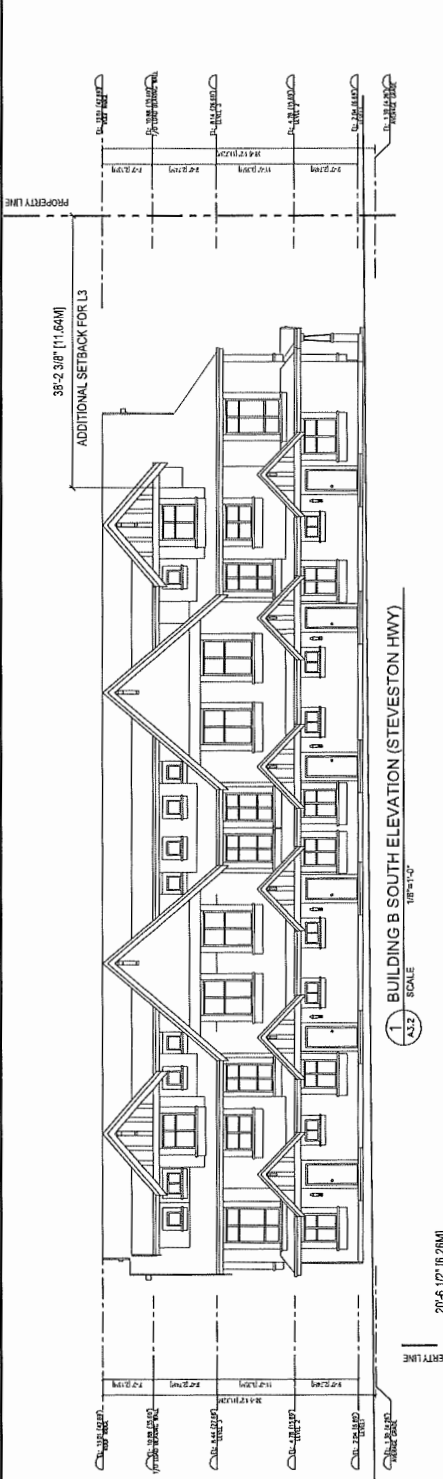
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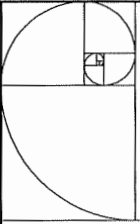
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STEVESTON TOWNHOUSE DEVELOPMENT
 971 991, 991, 991 STEVESTON HWY &
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BUILDING B ELEVATIONS

Sheet # 1 of 1
 Scale 1/8" = 1'-0"
 Project # A.3.2





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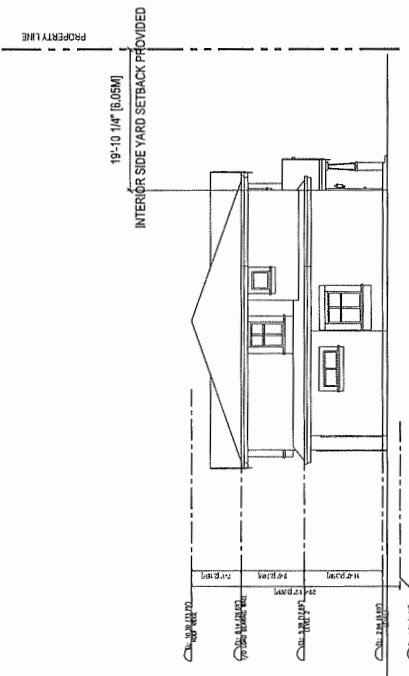
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CLIENT: STEVESTON TOWNHOUSE DEVELOPMENT
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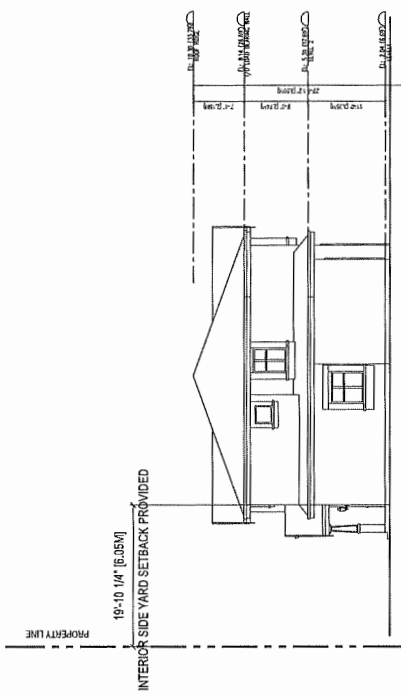
BUILDING C ELEVATIONS

Project No. #6211
 Scale 1/8"=1'-0"
 Sheet 1 of 1

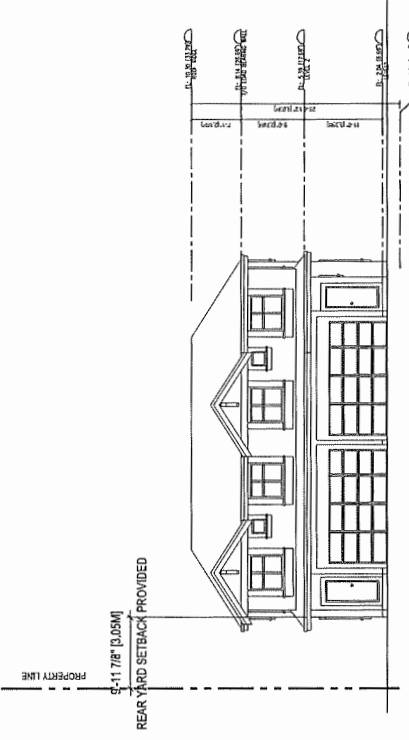
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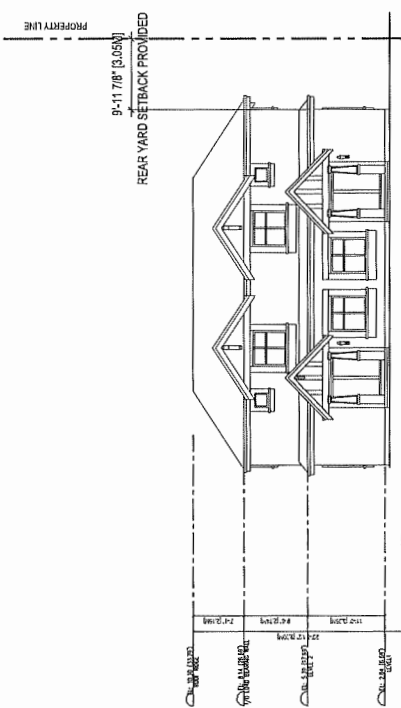
2 BUILDING C EAST ELEVATION
 SCALE 1/8"=1'-0"



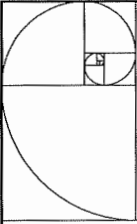
4 BUILDING C WEST SIDE ELEVATION
 SCALE 1/8"=1'-0"



1 BUILDING C SOUTH ELEVATION (INTERNAL DRIVEWAY)
 SCALE 1/8"=1'-0"



3 BUILDING C NORTH SIDE ELEVATION
 SCALE 1/8"=1'-0"



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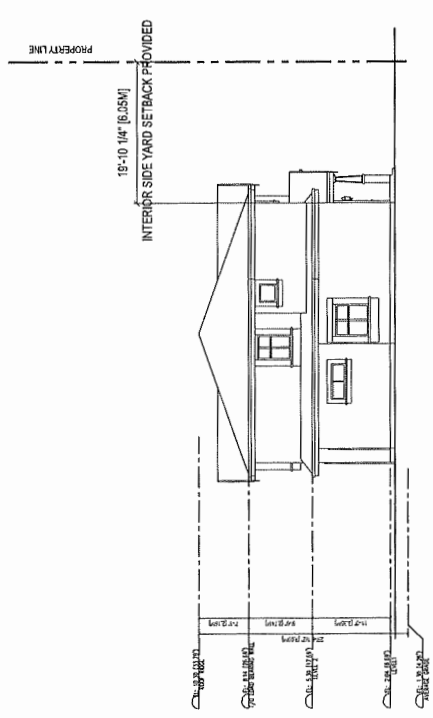
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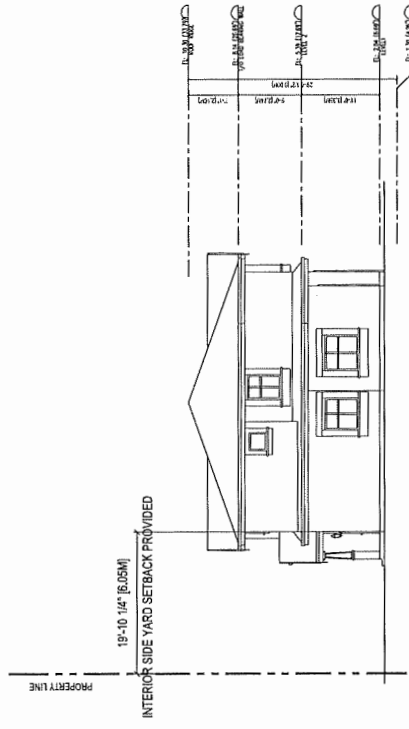
BUILDING D ELEVATIONS

Project No. #8211
 Scale 1/8"=1'-0"
 Sheet 3 of 4

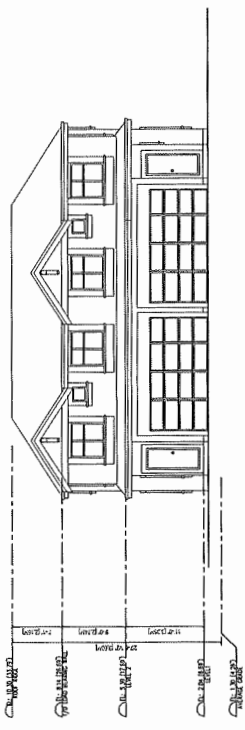
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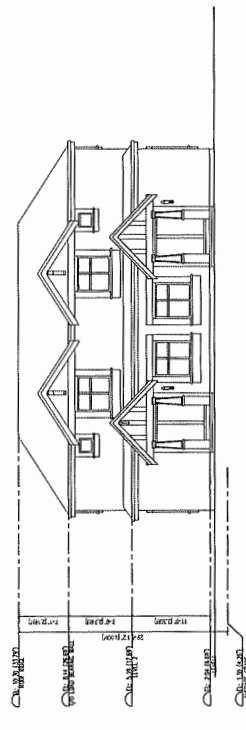
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 SCALE 1/8"=1'-0"



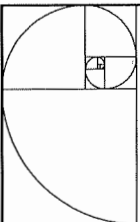
4. BUILDING D WEST SIDE ELEVATION
 SCALE 1/8"=1'-0"



1. BUILDING D SOUTH ELEVATION (INTERNAL DRIVEWAY)
 SCALE 1/8"=1'-0"



3. BUILDING D NORTH SIDE ELEVATION
 SCALE 1/8"=1'-0"



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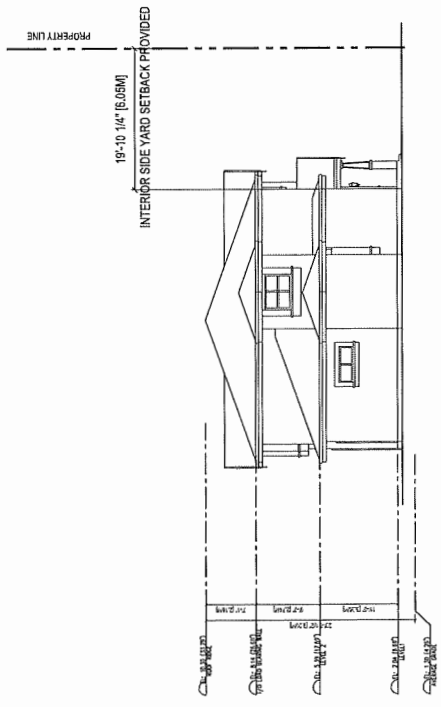
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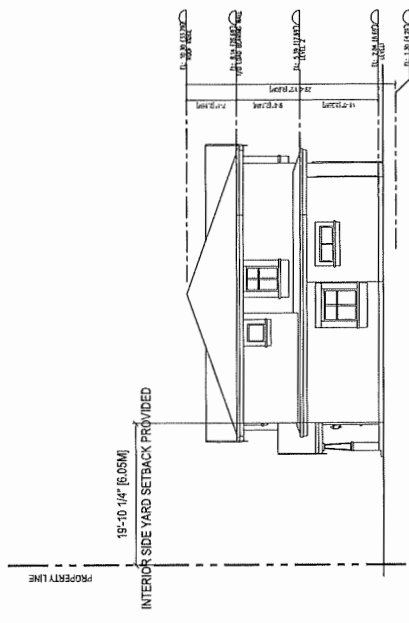
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BUILDING E ELEVATIONS

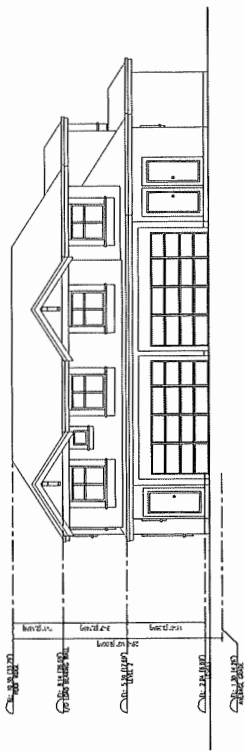
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 A 3.5



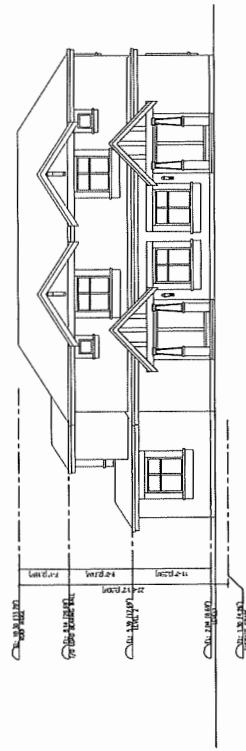
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 SCALE 1/8"=1'-0"



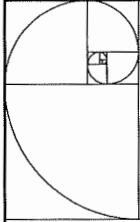
4. BUILDING E WEST SIDE ELEVATION
 SCALE 1/8"=1'-0"



1. BUILDING E SOUTH ELEVATION (INTERNAL DRIVEWAY)
 SCALE 1/8"=1'-0"



3. BUILDING E NORTH ELEVATION
 SCALE 1/8"=1'-0"



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 CHECKED BY: J. L. BROWN
 PROJECT: 1001 SOUTHDALE ROAD, RICHMOND, NC 28804

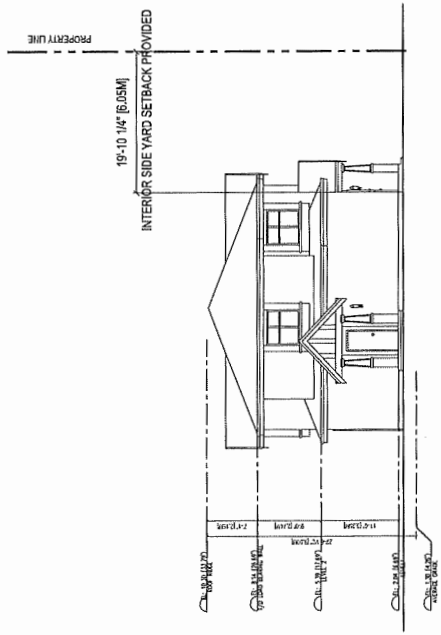
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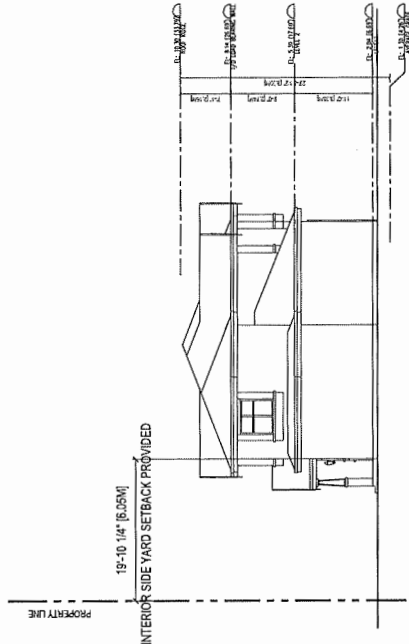
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BUILDING ELEVATIONS

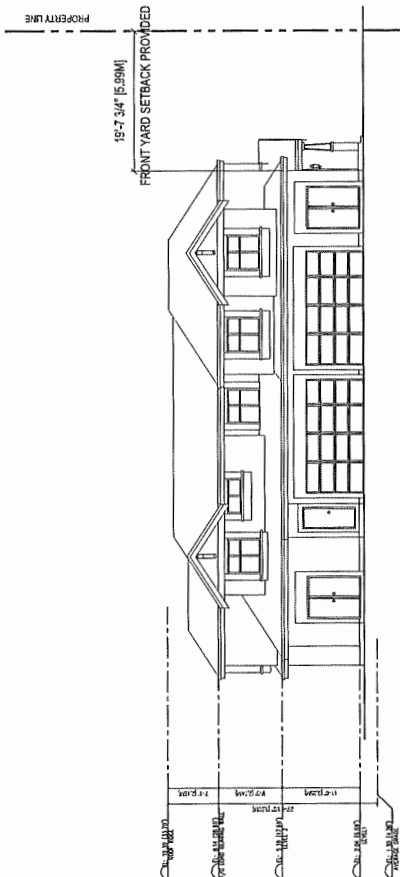
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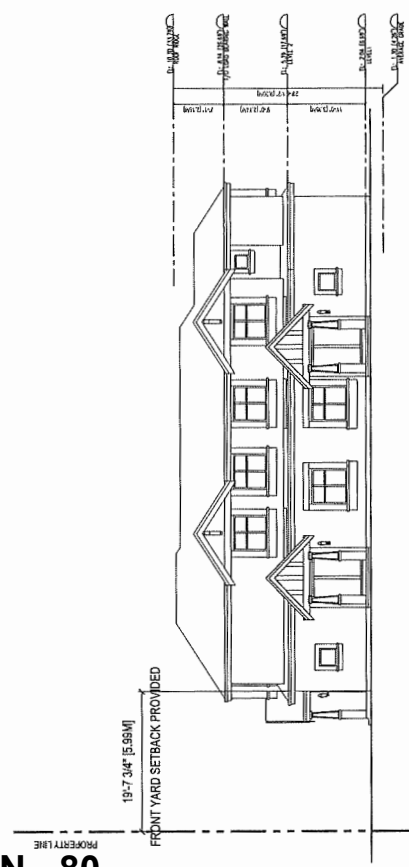
2. BUILDING F EAST ELEVATION (SOUTHDALE)
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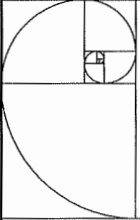
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 SCALE: 1/8"=1'-0"



1. BUILDING F SOUTH ELEVATION (INTERNAL DRIVEWAY)
 SCALE: 1/8"=1'-0"



3. BUILDING F NORTH SIDE ELEVATION
 SCALE: 1/8"=1'-0"



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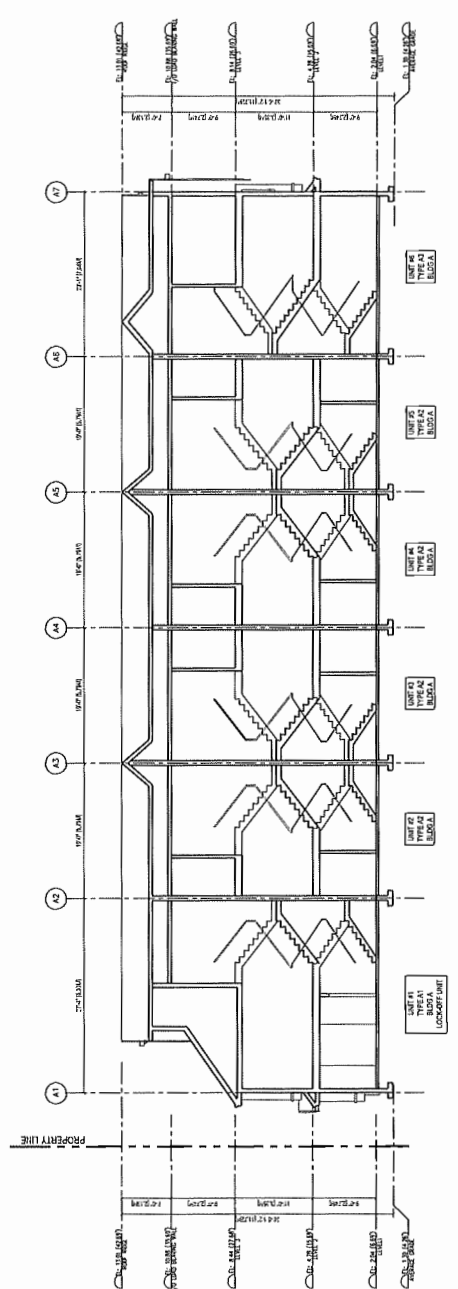
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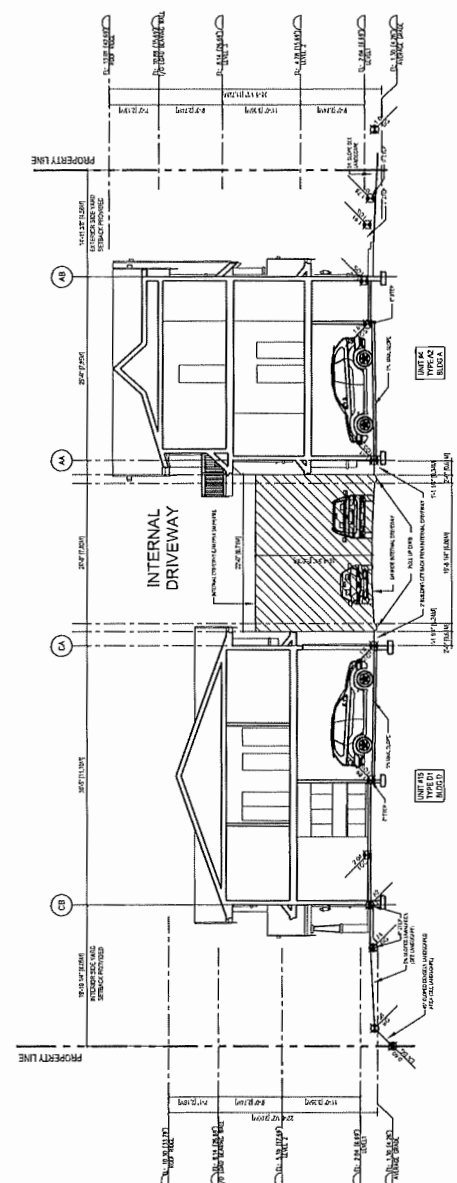
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BUILDING SECTIONS

Sheet: **A 4.1**
 Scale: 1/8"=1'-0"

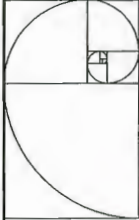


1. BUILDING A SECTION (SIM. TO BUILDING B)
 SCALE: 1/8"=1'-0"



2. BUILDING D CROSS SECTION
 SCALE: 1/8"=1'-0"

3. BUILDING A CROSS SECTION (SIM. TO BUILDING B)
 SCALE: 1/8"=1'-0"



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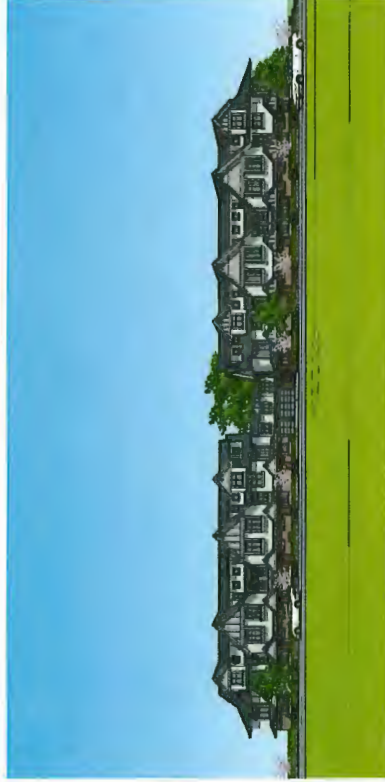
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 STEVESTON TOWNHOUSE DEVELOPMENT
 6711 JEFFERSON HWY. #100 STEVESTON HWY. &
 10811 SOUTHDALE ROAD, RICHMOND, BC

COLOR RENDERING

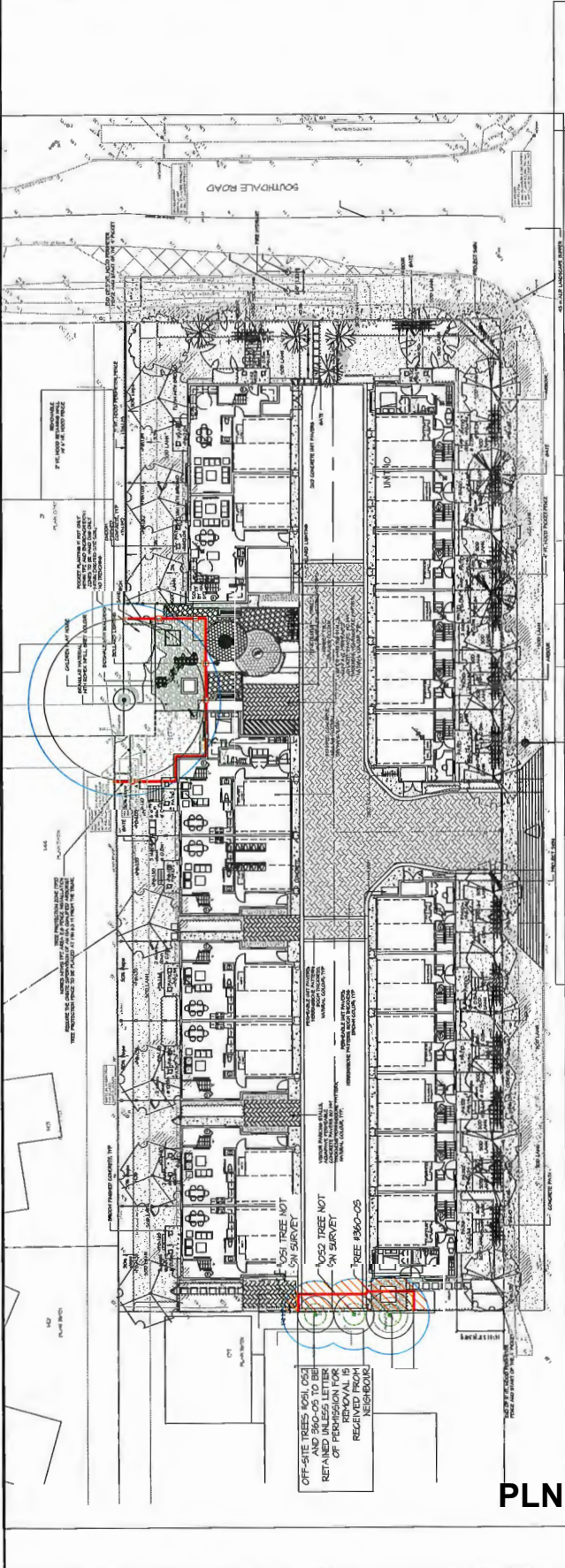
Project No. #9211
 Drawing No. 01
 Scale N.T.S.
 Sheet 1 of 1
 Revision

A.0.1

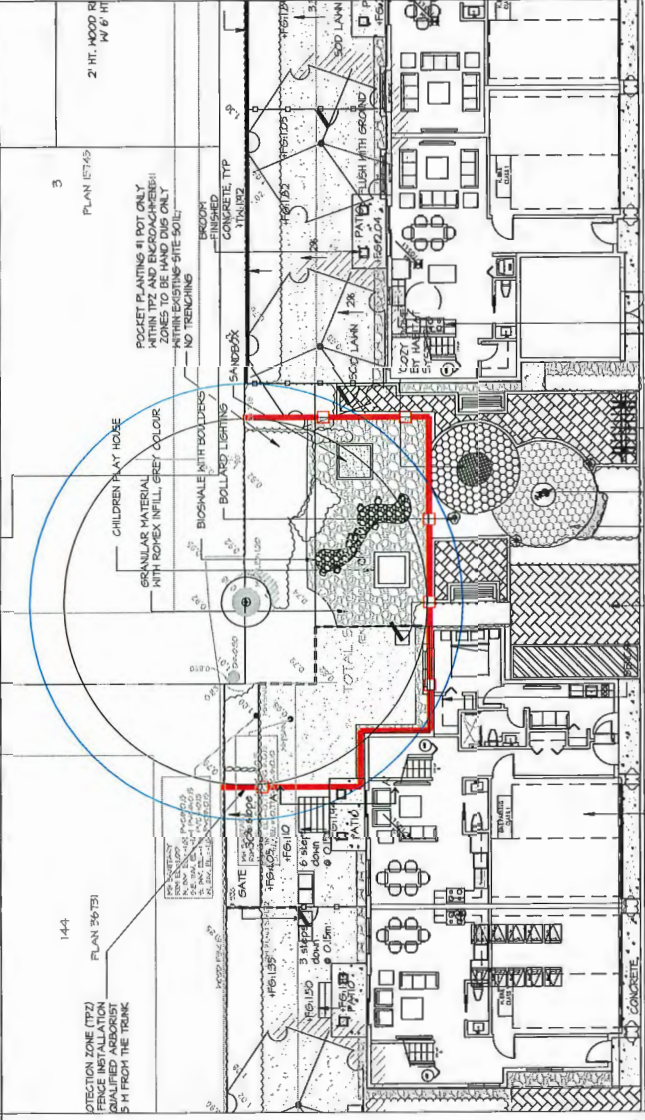


PLN - 82

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PLN - 83



SITE PLAN SCALE: 1/8"=1'-0"

PLANT SCHEDULE	COMMON NAME	MS FOR NUMBER	IS C/P
1 ACER CROMBIE	RED BARK	PLANTED	REPLACE
2 YUCCA	LEAF BUSH	PLANTED	REPLACE
3 LORDBARK	LEAF BUSH	PLANTED	REPLACE
4 LORDBARK	LEAF BUSH	PLANTED	REPLACE
5 LORDBARK	LEAF BUSH	PLANTED	REPLACE
6 LORDBARK	LEAF BUSH	PLANTED	REPLACE
7 LORDBARK	LEAF BUSH	PLANTED	REPLACE
8 LORDBARK	LEAF BUSH	PLANTED	REPLACE
9 LORDBARK	LEAF BUSH	PLANTED	REPLACE
10 LORDBARK	LEAF BUSH	PLANTED	REPLACE

ALL PLANT MATERIAL MUST BE PROVIDED FROM CERTIFIED DISEASE FREE NURSERY. PROUSE CERTIFICATION UPON REQUEST.

NO	DATE	REVISION/DESCRIPTION	BY
1	2023-10-10	ISSUE FOR PERMIT	DF
2	2023-09-20	REVISED PERMIT COMMENTS	DF
3	2023-09-15	REVISED PERMIT COMMENTS	DF
4	2023-09-10	REVISED PERMIT COMMENTS	DF
5	2023-09-05	REVISED PERMIT COMMENTS	DF
6	2023-08-20	REVISED PERMIT COMMENTS	DF
7	2023-08-10	REVISED PERMIT COMMENTS	DF
8	2023-07-20	REVISED PERMIT COMMENTS	DF
9	2023-07-10	REVISED PERMIT COMMENTS	DF
10	2023-06-20	REVISED PERMIT COMMENTS	DF

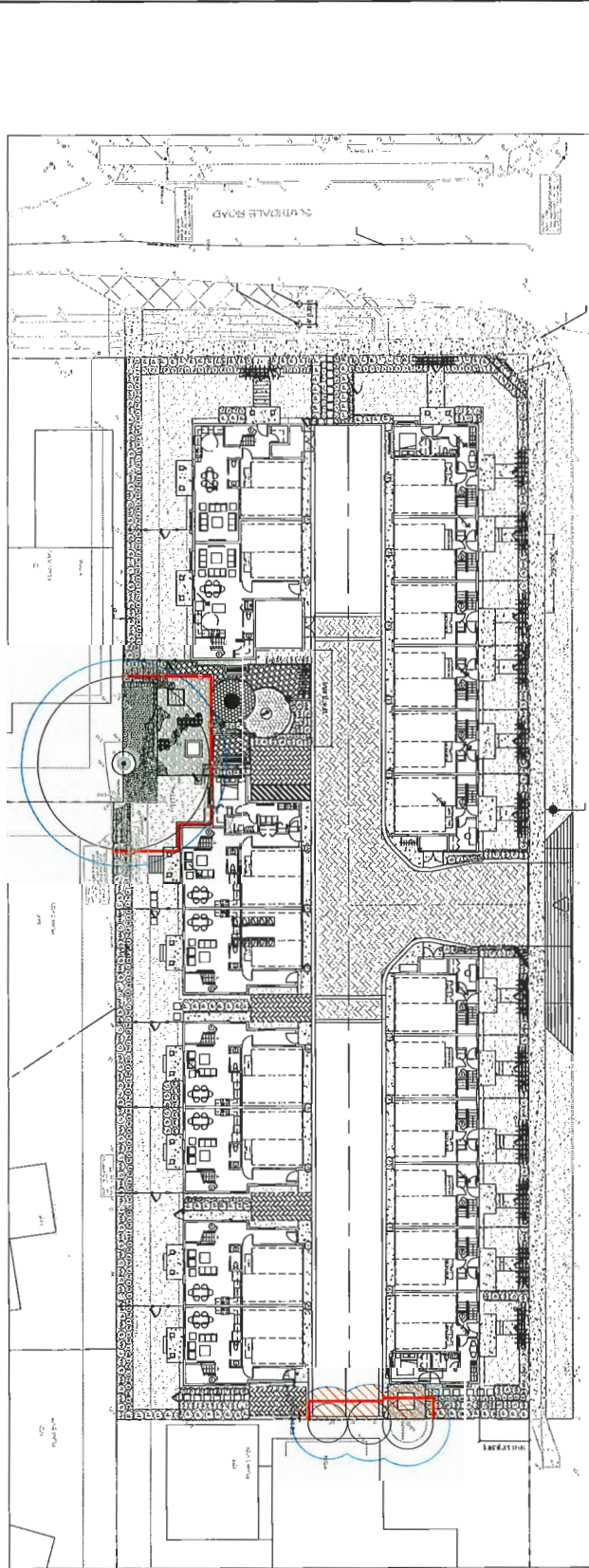
PROJECT: STEVESTON TOWNHOUSE DEVELOPMENT
9850-977 Steveston Hwy
1801 Southside Rd
RICHMOND, BC

DRAWING TITLE: TREE PLAN
DRAWING NUMBER: L1
DATE: 10/11/23
SCALE: VARIOUS
DRAWING BY: DF
CHECKED BY: DF
SCALE PROJECT NUMBER: OF 6

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#230 - 26 Lorne Mews
 Victoria, British Columbia
 V8M 3L7
 Tel: 604.553.0045
 Fax: 604.553.0045
 Email: office@m2la.com

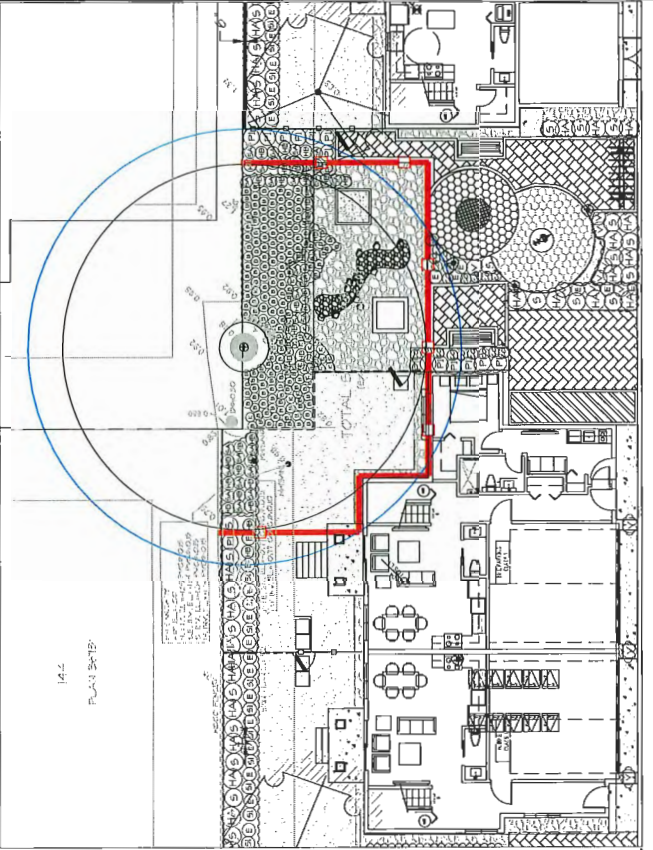


SITE PLAN
 SCALE: 1/8"=1'-0"

PLANT SCHEDULE	KEY CITY BOTANICAL NAME	COMMON NAME	M2 JOB NUMBER: 18 039	PLANTED SIZE / REMARKS
01	EDIMBURGH ALATA CORONATA	CONTACT NERED BURNING DOG		42 POT, 200P
02	HYDRANGEA HYDRANGEA	BRILLIANT HYDRANGEA		4 POT, 200P
03	FRAXINUS AMERICANA	AMERICAN BIRCH		42 POT, 200P
04	FRAXINUS AMERICANA	PAPERBARK BIRCH		42 POT, 200P
05	FRAXINUS AMERICANA	PAPERBARK BIRCH		42 POT, 200P
06	FRAXINUS AMERICANA	PAPERBARK BIRCH		42 POT, 200P
07	FRAXINUS AMERICANA	PAPERBARK BIRCH		42 POT, 200P
08	FRAXINUS AMERICANA	PAPERBARK BIRCH		42 POT, 200P
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60	FRAXINUS AMERICANA	PAPERBARK BIRCH		42 POT, 200P

NOTE: * PLANT SIZES IN THIS LIST ARE SPECIFIED ACCORDING TO THE BC LANDSCAPE STANDARDS LATEST EDITION. CONSUMER SIZES SPECIFIED AS PER THE MANUFACTURER'S RECOMMENDATIONS. * MANUSH AND BUSHY TREE PLANT MATERIAL AVAILABLE FOR OPTIONAL DELIVERY FROM APPROVAL FROM THE LANDSCAPE ARCHITECT'S FIRM TO A PLANT NURSERY. * APPROVAL TO BE OBTAINED FROM THE PLANT NURSERY IN STANDARD CONDITIONS OF AVAILABILITY.

ALL PLANT MATERIAL MUST BE PROVIDED FROM CERTIFIED DISEASE FREE NURSERY. PROVIDE CERTIFICATION UPON REQUEST.



AMENITY AREA
 SCALE: 1/8"=1'-0"

NO.	DATE	REVISION / DESCRIPTION	BY
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PROJECT:
 STEVESTON TOWN-HOUSE
 DEVELOPMENT
 9581-9571 Steveston Hwy
 1801 Steveston Rd
 RICHMOND, BC

DRAWING TITLE:
 TREE PLAN

DATE: 04/14/24
 SCALE: VARIOUS
 DRAWING SET:
 DESIGN SET
 DATE: 04/14/24
 DRAWING NUMBER:
 L3
 OF 6
 M2A PROJECT NUMBER:
 18-039

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 Email: office@m2la.com



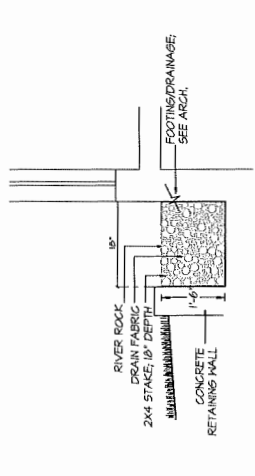
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PROJECT:
STEVESTON TOWNHOUSE DEVELOPMENT
 989-9871 Steveston Hwy
 1801 Southside Rd
 RICHMOND, BC

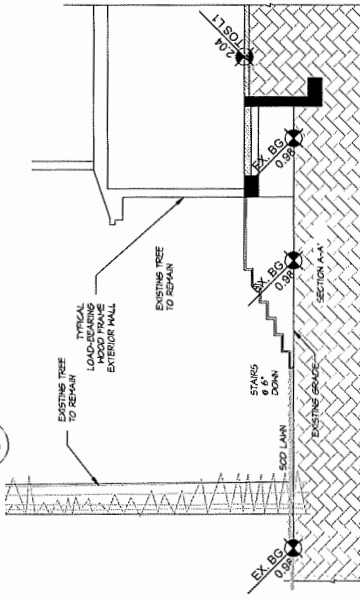
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LANDSCAPE DETAILS

DRAWING NUMBER:
L5

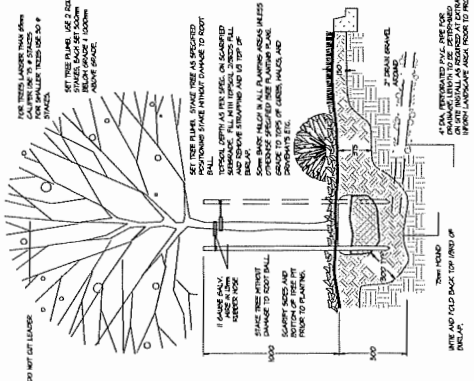
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 CHECKED BY: MPH
 OF 8
 8'00"



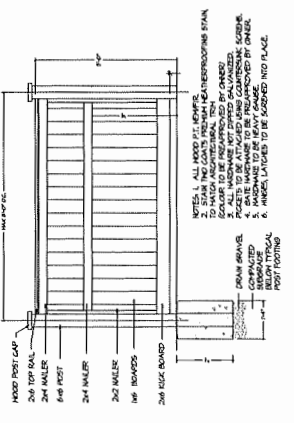
3 DRIP STRIP SCALE: 1/4"=1'-0"



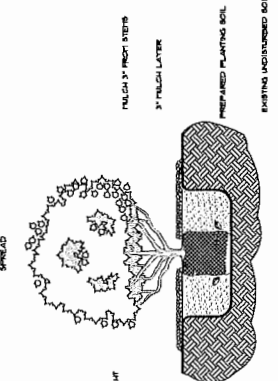
T SECTION A-A SCALE: 1/4"=1'-0"



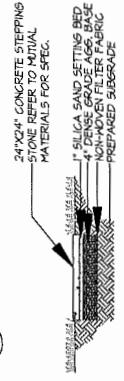
6 TREE PLANTING DETAIL SCALE: 1"=15'



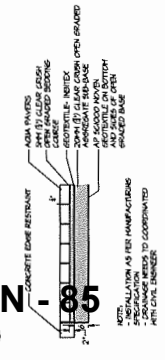
2 5' WOOD PERIMETER FENCE SCALE: 1/2"=1'-0"



1 3' WOOD FENCE AND GATE SCALE: 1/2"=1'-0"

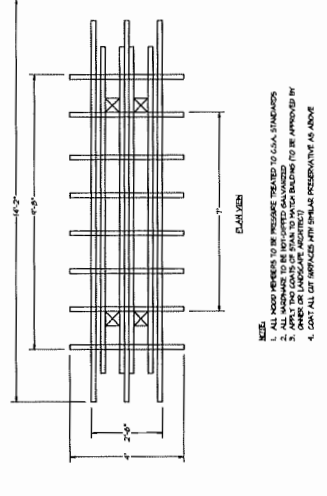
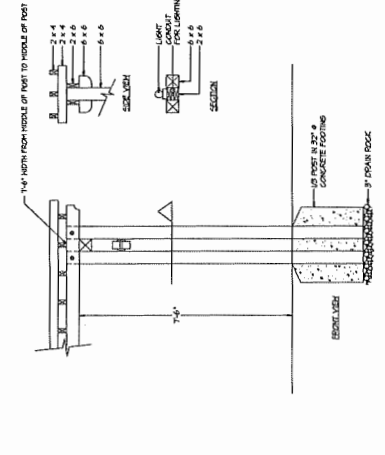


4 14'x24' CONCRETE STEPS SCALE: 1/4"=1'-0"



4 PERMEABLE CONCRETE PAVERS SCALE: 1/2"=1'-0"

5 SHRUB PLANTING DETAIL SCALE: 1"=15'



6 ARBOUR SCALE: 1/2"=1'-0"

IMPERIAL ARCHITECTURE
 HOLLERS OF AN ARCHITECTURE OF PRACTICE
 1000 WEST 10TH AVENUE, SUITE 1000, DENVER, CO 80202
 TEL: 303.733.8888 FAX: 303.733.8889
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Discussions

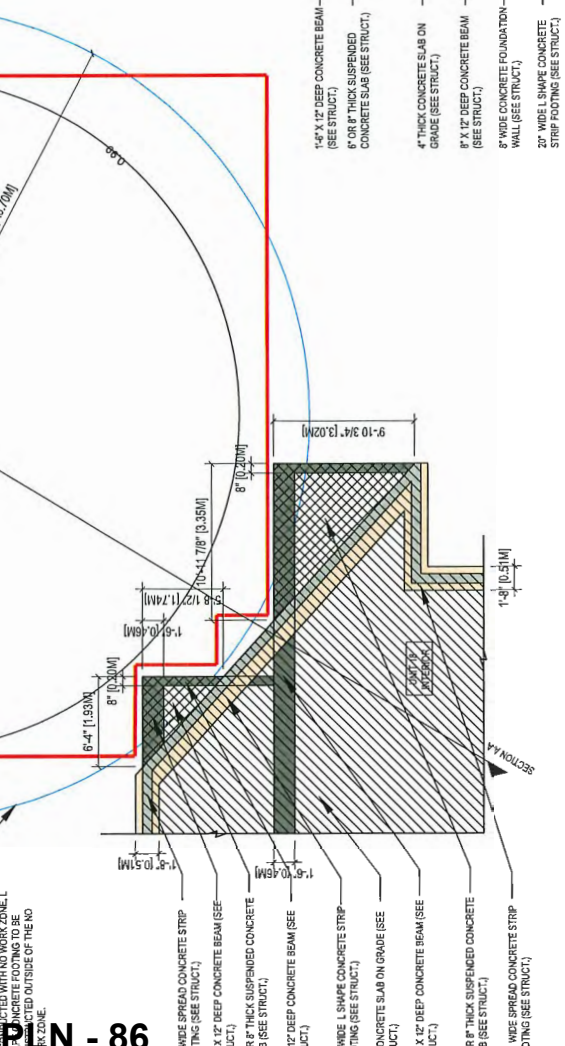
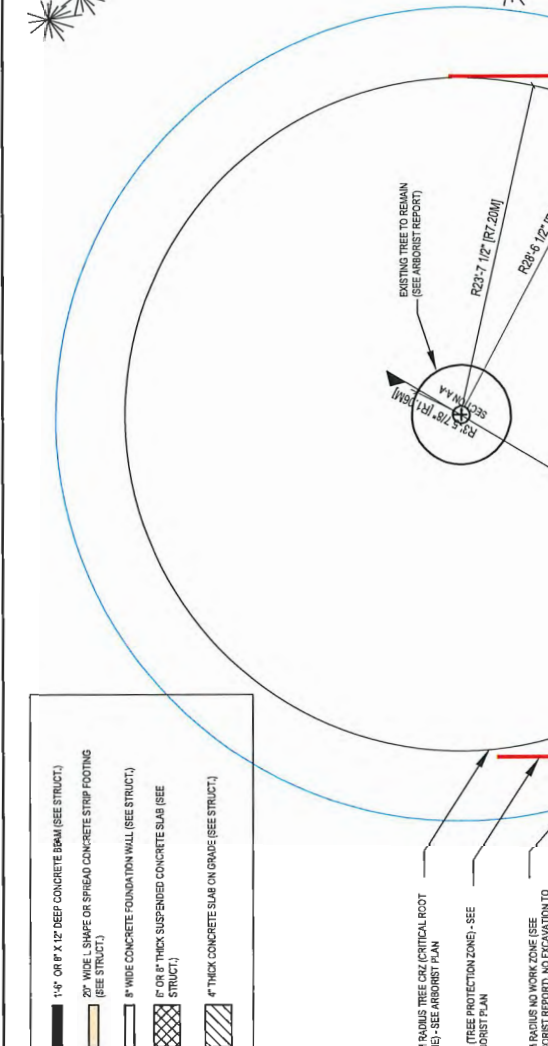
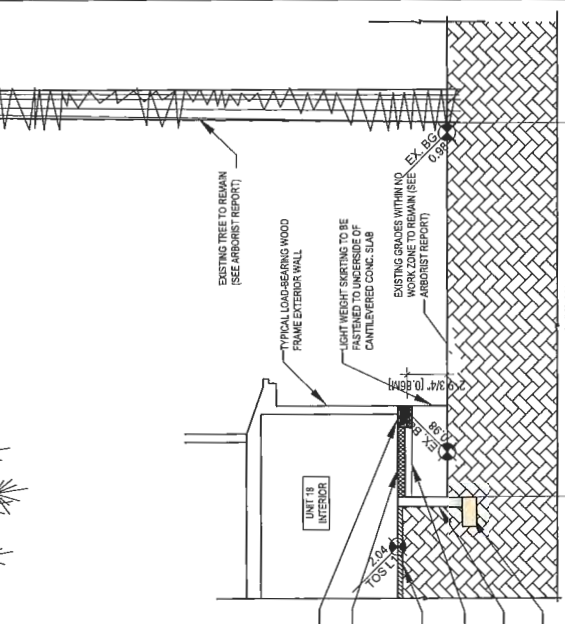
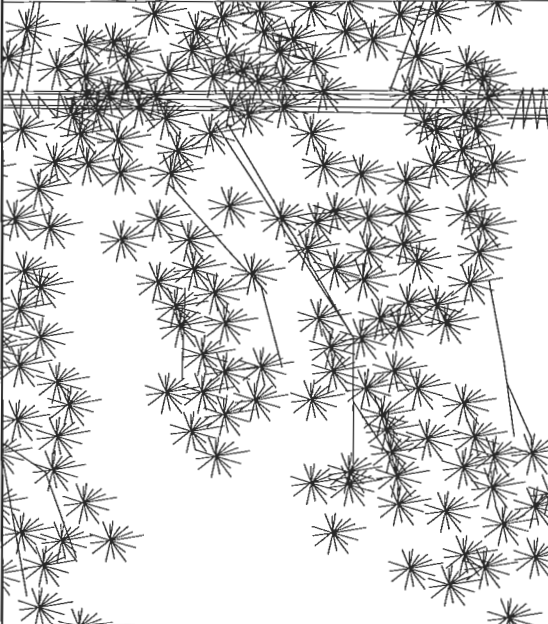
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99	9/14/21	PRELIMINARY DESIGN
100	9/21/21	SCHEMATIC DESIGN

ISSUED FOR REZONING RESUBMISSION 2019-08-22

STEVESTON TOWNHOUSE DEVELOPMENT
 8071 S 90th AVE, STEVENSON HWY & (H) SOUTHWALK ROAD, RICHMOND, BC

PLAN & SECTION DETAILS
 (TREE PROTECTION ZONE NEAR UNIT 18)

Scale: 1/4" = 1'-0"
 SHEET: A 6.1



1 PLAN DETAIL (TREE PROTECTION ZONE NEAR UNIT 108)
 1/4" = 1'-0"
 A6.1 SCALE

2 SECTION DETAIL (TREE PROTECTION ZONE NEAR UNIT 108)
 1/4" = 1'-0"
 A6.1 SCALE

8.0M RADIUS NO WORK ZONE (SEE ARBORIST REPORT); NO EXCAVATION TO BE CONDUCTED WITHIN THIS ZONE. EXCAVATION TO BE CONDUCTED OUTSIDE OF THE NO WORK ZONE.

EXISTING TREE TO REMAIN (SEE ARBORIST REPORT)

TYPICAL LOAD-BEARING WOOD FRAME EXTERIOR WALL

LIGHT WEIGHT SKIRTING TO BE FASTENED TO UNDERSIDE OF CANTILEVERED CONC. SLAB

EXISTING GRADES WITHIN (NO) EXCAVATION (SEE ARBORIST REPORT)

UNIT 18 INTERIOR

1'-4" X 12" DEEP CONCRETE BEAM (SEE STRUCT.)

6" OR 8" THICK SUSPENDED CONCRETE SLAB (SEE STRUCT.)

4" THICK CONCRETE SLAB ON GRADE (SEE STRUCT.)

8" X 12" DEEP CONCRETE BEAM (SEE STRUCT.)

8" WIDE CONCRETE FOUNDATION WALL (SEE STRUCT.)

20" WIDE L SHAPE CONCRETE STRIP FOOTING (SEE STRUCT.)

25'-3" (8.00M)

1'-4" X 12" DEEP CONCRETE STRIP FOOTING (SEE STRUCT.)

1'-6" X 12" DEEP CONCRETE BEAM (SEE STRUCT.)

8" OR 8" THICK SUSPENDED CONCRETE SLAB (SEE STRUCT.)

8" X 12" DEEP CONCRETE BEAM (SEE STRUCT.)

20" WIDE L SHAPE CONCRETE STRIP FOOTING (SEE STRUCT.)

1'-6" X 12" DEEP CONCRETE BEAM (SEE STRUCT.)

8" CONCRETE SLAB ON GRADE (SEE STRUCT.)

6" OR 8" THICK SUSPENDED CONCRETE SLAB (SEE STRUCT.)

20" WIDE SPREAD CONCRETE STRIP FOOTING (SEE STRUCT.)

6.0M RADIUS NO WORK ZONE (SEE ARBORIST REPORT); NO EXCAVATION TO BE CONDUCTED WITHIN THIS ZONE. EXCAVATION TO BE CONDUCTED OUTSIDE OF THE NO WORK ZONE.

EXISTING TREE TO REMAIN (SEE ARBORIST REPORT)

TYPICAL TREE CRITICAL ROOT ZONES - SEE ARBORIST PLAN

TOT TREE PROTECTION ZONE - SEE ARBORIST PLAN

PLAN - 86



RZ 17-763712

Attachment 3

Address: 9571, 9591, 9611, 9671 Steveston Highway & 10831 Southdale Road

Applicant: CLO Ventures K2 Ltd.

Planning Area(s): Broadmoor

	Existing	Proposed
Owner:	CLO Ventures K2 Ltd.	To be determined
Site Size:	3554.2 m ² (38,257 ft ²)	3546.2 m ² (38,171 ft ²) Corner cut: 8 m ² (86 ft ²)
Land Uses:	Single-family residential	Multiple-family residential
OCP Designation:	Neighbourhood Residential (NRES)	No change
Zoning:	Single Detached (RS1/E)	Low Density Townhouses (RTL4)
Number of Units:	5	20

	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.6	0.6	None permitted
Lot Coverage – Buildings:	Max. 40%	38%	None
Lot Coverage – Non-porous:	Max. 65%	56%	None
Lot Coverage – Live Landscaping:	Min. 25%	28%	None
Lot Size:	N/A	3546.2 m ²	None
Lot Width:	Min. 50.0 m	96.0 m	None
Lot Depth:	Min. 35.0 m	36.6 m	None
Setbacks – Front (East):	Min. 6.0 m	6.0 m	None
Setbacks – Rear (West):	Min. 3.0 m	3.0 m	None
Setbacks – Exterior Side (South):	Min. 6.0 m	4.5 m	Variance requested
Setbacks – Interior Side (North):	Min. 3.0 m	6.0 m	None
Height:	Max. 12.0 m (3 storeys)	Front Buildings: 12.0 m (3 storeys) Rear Buildings: 9.0 m (2 storeys)	None
Off-street Parking Spaces – Regular (R) / Visitor (V):	Min. 2.0 (R) and 0.2 (V) per unit	2.0 (R) and 0.2 (V) per unit	None
Off-street Parking Spaces – Accessible:	Min. 2% where three or more visitor spaces required = 1	1	None

	Bylaw Requirement	Proposed	Variance
Off-street Parking Spaces – Total:	Min. 40 (R) and 4 (V)	40 (R) and 4 (V)	None
Tandem Parking Spaces:	Permitted – Maximum of 50% of required spaces	0	None
Small Car Spaces:	Max. 50%	50%	None
Bicycle Parking Spaces – Class 1:	Min. 1.25 per unit = 25	25	None
Bicycle Parking Spaces – Class 2:	Min. 0.2 per unit = 4	4	None
Amenity Space – Indoor:	Min. 70 m ² or cash-in-lieu	Cash-in-lieu	None
Amenity Space – Outdoor:	Min. 6.0 m ² per unit = 120 m ²	134 m ²	None

CLO Ventures K2 LTD

Add: 5731 No.3 Rd, Richmond, BC, V6X 2C9

Office: 604-285-9818 ext 303 Fax:604-285-9816

July 11, 2019

HAND DELIVERED

To: Occupants

We are the developer to the south of your property developing townhouses located at 9671, 9611, 9591 & 9571 Steveston Highway and 10831 Southdale Road, Richmond. We are sending you information to notify and keep you informed of this upcoming project. Kindly find attached the current draft developing plans for your reference

(ATTACHMENT A).

The proposed development consists of approximately 20 townhouse units. The design of the proposal is in full compliance with various requirements with City of Richmond. The land use of the proposed development complies with Official Community Plan (OCP), the density and building height comply with Zoning Bylaw requirement. The front buildings are 3 storeys in height with both south and north end of buildings reduced to 2 storeys to adept our neighbour's single-family homes. The rear buildings are all proposed to be 2 storeys. We will have more information to communicate after Planning Committee.

Should there be any questions or concerns about the project, please do not hesitate to email me at 84welton@gmail.com or contact my direct line at 604-760-6983. Thank you for your valuable time in reading this notice.

Yours Sincerely,



Welton Wu






Director

CLO VENTURES K2 LTD.

Development Project: 9671, 9611, 9591 & 9571 Steveston Highway and 10831 Southdale Road

I hand-delivered the Notification envelope containing a letter and site plan proposal(Attachment A) to the mail box of the following neighbors:

Neighboring Properties Notification Summary

	Neighbor's Address	Developer Representative	Date (DD-MM-YYYY)	Time	Feedback	Signature
1	9940 Mortfield , Richmond	Welton Wu	12/07/2019	6:00 pm	No comments	
2	9960 Mortfield , Richmond	Welton Wu	12/07/2019	6:05 pm	No comment	
3	9980 Mortfield , Richmond	Welton Wu	12/07/2019	6:08 pm	No comment	
4	10811 Southdale Rd , Richmond	Welton Wu	12/07/2019	6:15 pm	No comment	
5	9551 Steveston Hwy , Richmond	Welton Wu	12/07/2019	6:20 pm	wait for Tree cut approve.	

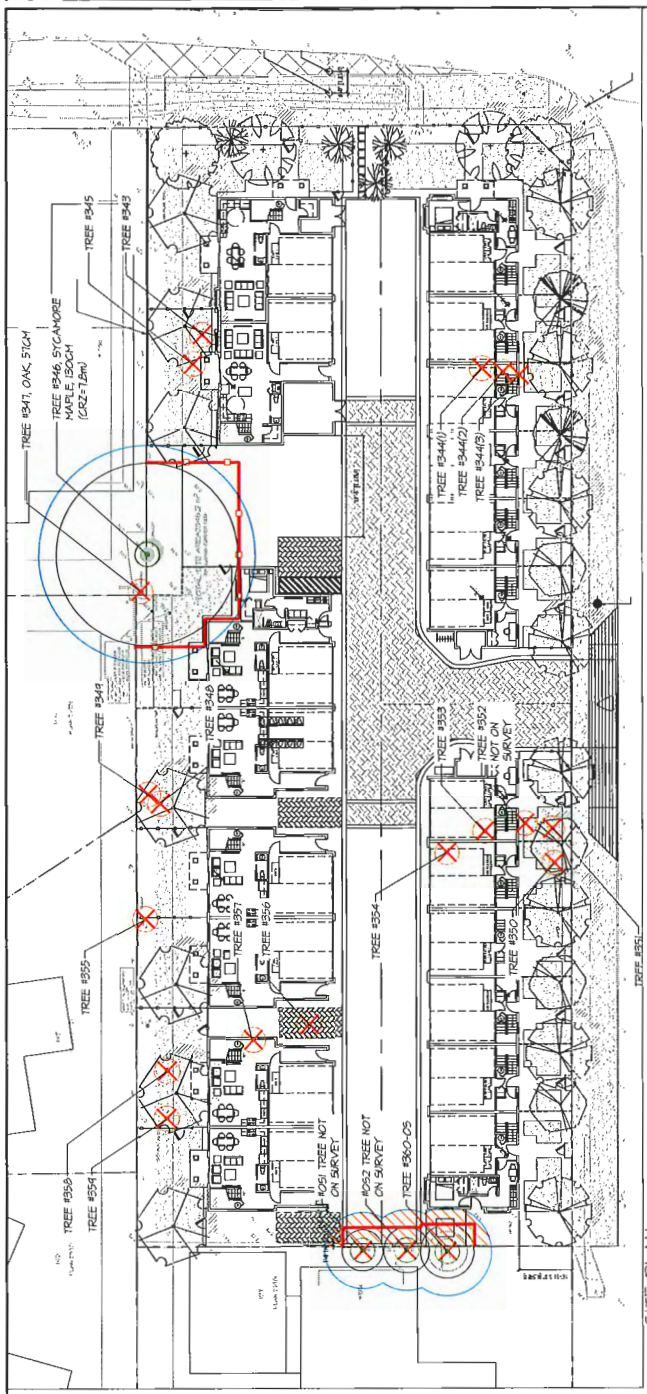
EXISTING TREES:
refer to the arborist report

Tree Number	Species	DBH cm
343	<i>Prunus</i> spp. Flowering cherry	22
344	<i>Chaetacyparis pisifera</i> , Sawara cypress	40 (average)
345	<i>Betula pendula</i> , European birch	62
346	<i>Acer pseudoplatanus</i> , Sycamore maple	130
347	<i>Quercus robur</i> , English oak	57
348	<i>Acer pseudoplatanus</i> , Sycamore maple	15 (average)
349	<i>Acer pseudoplatanus</i> , Sycamore maple	16 (average)
350	<i>Pinus densifolia</i> , Japanese red pine	38
351	<i>Prunus cerasifera</i> , Flowering plum	45
352	<i>Acer palmatum</i> , Japanese maple	10 (average)
353	<i>Pinus densifolia</i> , Japanese red pine	30 (average)
354	<i>Pinus densifolia</i> , Japanese red pine	26
355	<i>Picea pungens</i> , Blue colorado spruce	38
356	<i>Prunus cerasifera</i> , Flowering plum	26
357	<i>Aesculus hippocastanum</i> , Horsechestnut	100
358	<i>Malus</i> spp., Apple	30
359	<i>Pyrus calleryana</i> , Pear	20
OS1	<i>Pinus nigra</i> , Austrian pine	35
OS2	<i>Pinus nigra</i> , Austrian pine	27
	<i>Pinus nigra</i> , Austrian pine	30

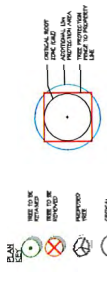
PLN - 91

REPLACEMENT TREES:

Tree Number	Species	DBH cm
OS1	<i>Pinus nigra</i> , Austrian pine	35
OS2	<i>Pinus nigra</i> , Austrian pine	27
	<i>Pinus nigra</i> , Austrian pine	30



SITE PLAN
SCALE: 1/8" = 1'-0"



COORDINATION WITH ARBORIST - NOTE:
NO WORK IS TO BE DONE WITHIN 1.5M OF TREE PROTECTION FENCING. PREPARATORY WORK AND CONSTRUCTION WITHIN AND IN DIRECT CONTACT WITH TREE PROTECTION FENCING IS TO BE LIMITED TO THE MINIMUM NECESSARY TO MAINTAIN ACCESS TO THE TREE. ALL MATERIALS TO BE USED TO MAINTAIN ROOT AND SOIL CONTACT WITHIN 1.5M OF TREE PROTECTION FENCING ARE TO BE COORDINATED WITH THE PROJECT ARBORIST IN ADVANCE OF COMMENCING THEM, AND SUPERVISED AT THE DISCRETION OF THE PROJECT ARBORIST IN ACCORDANCE WITH ARBORICULTURAL BEST MANAGEMENT PRACTICES.

NO EXCAVATION IS TO OCCUR WITHIN THE TREE PROTECTION ZONE. NO GRADE CHANGES ARE TO OCCUR WITHIN THE TREE PROTECTION AREA. PROJECT ARBORIST TO COORDINATE WITH ARCHITECT FOR CANTILEVERED SLAB BUILDING FOOTPRINT WITHIN NO WORK ZONE. SEE ARCHITECTURAL DRAWINGS FOR DETAILS.
TREE REMOVALS AND RETENTION DEFECTED ON THIS PLAN ARE BASED ON THE MOST RECENT FORM OF DEVELOPMENT SUBMITTED TO MO.
TREE #346 SYCAMORE MAPLE IS TO BE EVALUATED ON A YEARLY BASIS AND/OR AFTER ANY MAJOR STORM EVENT, BY A QUALIFIED TREE RISK ASSESSOR.
TREE PROTECTION FENCE TO BE PLACED AT MIN 6.5M FROM FACE OF TRUNK

NOTE: ALL TREES REGARDLESS OF SIZE ARE PROTECTED IN HIGH ENVIRONMENTALLY SENSITIVE AREAS

TRUNK DIAMETER (DBH) IN METRES	MINIMUM REQUIRED PROTECTION RADIUS (TRUNK IN METRES)
20	1.2
25	1.3
30	1.6
35	2.1
40	2.4
45	2.7
50	3
55	3.3
60	3.6
75	4.5
90	5
100	6.0

EXTRAPOLATE PROTECTION RADIUS FOR TREES LARGER THAN 100CM DBH TO DIAMETER AT BREAST HEIGHT OR 1.4M FROM GRADE.

SOLID 2x4 CONSTRUCTION WITH CROSS BRACING AND TOP AND BOTTOM RAILS

PLASTIC MESH SCREENING

1.2M MIN

NO WORK WITHIN 1.5M OF TREE PROTECTION FENCING. ARBORIST REQUIRED ON SITE TO MONITOR ALL WORK WITHIN TPZ

1 TREE PROTECTION BARRIER
N.T.S.

M2
LANDSCAPE ARCHITECTURE
#220 - 26 Lorne Mews
Victoria, British Columbia
V8M 3L7
Tel: 604.553.0044
Fax: 604.553.0045
Email: office@m2la.com



NO.	DATE	REVISION DESCRIPTION	BY
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PROJECT:
STEVESTON TOWNHOUSE DEVELOPMENT
999-9671 Steveston Hwy
10871 Southdale Rd
RICHMOND, BC

ATTACHMENT 5

DRAWING TITLE: TREE MANAGEMENT PLAN

DATE: 04/24/24
SCALE: VARIOUS
DRAWING BY: [Signature]
DESIGN BY: [Signature]
CHECKED BY: [Signature]
DATE: 04/24/24

DRAWING NUMBER: L2

PROJECT NUMBER: [Blank]



JRS ENGINEERING
BUILDING ENVELOPE CONSULTANTS

Project: VR19008

August 13, 2019

City of Richmond
Policy Planning Department
T: 604-204-8529

Attention: Steven De Sousa

Dear Sir:

Re: Assurance Letter – Step Code Compliance
• 9571 Steveston Townhouse Development

This project is currently in the conceptual design phase, which includes the building elevations and suite layouts. Mechanical, electrical, envelope, structural disciplines are still in the early phases, and various options are being considered and investigated.

This letter is to indicate that the project will be designed to meet the City's Step Code requirements (i.e. Step 3 of the Energy Step Code).

Please contact me if you have any questions.

Sincerely,

JRS ENGINEERING

Per:

Jack Cui, P.Eng., MSc, LEED® AP
Sr Energy Modeling Specialist | Division Manager



AUG 13 2019



City of Richmond

Rezoning Considerations
Development Applications Department
6911 No. 3 Road, Richmond, BC V6Y 2C1

Address: 9571, 9591, 9611, 9671 Steveston Highway &
10831 Southdale Road

File No.: RZ 17-763712

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 10082, the developer is required to complete the following:

1. Dedication of a 4 m x 4 m corner cut as road at the southeast corner of the subject site (at the intersection of Steveston Highway and Southdale Road).
2. Consolidation of all the lots into one development parcel (which will require the demolition of the existing dwellings).
3. Submission of a Contract entered into between the applicant and a Certified Arborist for supervision of any on-site works conducted within the tree protection zone of the trees to be retained. 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. The Contract should also include the following provisions for the retention of Sycamore Maple tree (tag# 346):
 - a) no encroachment of buildings within the Tree Protection Zone (TPZ);
 - b) no grade changes within the TPZ;
 - c) crown reduction and/or thinning of the crown as needed;
 - d) on-site monitoring by the Project Arborist throughout the duration of construction;
 - e) site drainage mitigation may be required during preload within TPZ;
 - f) contract for watering as needed during summer dry months; and
 - g) evaluation of the tree by a Qualified Tree Risk Assessor on a yearly basis or after any major storm events.
4. Submission of a Tree Survival Security to the City in the amount of \$10,000 for Sycamore Maple tree (tag# 346) to be retained. The City will retain a portion of the security for a one year maintenance period from the date of the inspection.
5. 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.
6. Registration of a legal agreement on title identifying that the proposed development must be designed and constructed in a manner that mitigates potential traffic noise to the proposed dwelling units. Dwelling units must be designed and constructed to achieve:
 - a) CMHC guidelines for interior noise levels as indicated in the chart below:

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

- b) the ASHRAE 55-2004 “Thermal Environmental Conditions for Human Occupancy” standard for interior living spaces.
7. Registration of a flood indemnity covenant on title.
8. Registration of a cross-access easement, statutory right-of-way, property right-of-passage, and/or other legal agreements or measures, as determined to the satisfaction of the Director of Development, over the entry driveway to the site and entire length of all internal drive aisles, in favour of the future developments located to the west of the subject development, to permit shared use. The legal agreement is to include that the City will not be responsible for maintenance or liability, no permanent structures are to be placed at the west end of the east-west drive aisle, and the intent and existence of the legal agreements are to be made known to the purchasers of any unit(s) and the strata council of this development.

PLN - 93

Initial: _____

9. Registration of a legal agreement on title ensuring a 4.0 m wide landscaped buffer planted on-site along Steveston Highway (as measured from the south property line) is maintained and will not be abandoned or removed. The legal agreement is also to indicate that the property is potentially subject to impacts of noise, dust, and odour resulting from agricultural operations due to the subject site's proximity to properties in the Agricultural Land Reserve (ALR).
10. The submission and processing of a Development Permit* completed to a level deemed acceptable by the Director of Development.
11. City acceptance of the developer's offer to voluntarily contribute \$0.83 per buildable square foot (e.g. \$19,009.15) to the City's public art fund.
12. Contribution of \$1,600 per dwelling unit for the first 19 dwelling units and \$3,200 per dwelling unit for additional dwelling units (e.g. \$33,600) in-lieu of on-site indoor amenity space.
13. City acceptance of the developer's offer to voluntarily contribute \$8.50 per buildable square foot (e.g. \$194,672) to the City's affordable housing fund.
14. Registration of a legal agreement on Title, as determined to the satisfaction of the Director of Development, to ensure that:
 - a) no final Building Permit inspection is granted until three 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.

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

1. Submission of a Landscape Plan, prepared by Registered Landscape Architect, to the satisfaction of the Director of Development.
2. Complete an acoustical and thermal 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. The standard required for air conditioning systems and their alternatives (e.g. ground source heat pumps, heat exchangers and acoustic ducting) is the ASHRAE 55-2004 "Thermal Environmental Conditions for Human Occupancy" standard and subsequent updates as they may occur. 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

Prior to Development Permit* issuance, the developer must complete the following requirements:

1. Submission of a Landscape Security based on 100% of the cost estimate provided by the Landscape Architect, including all hard and soft materials, installation and a 10% contingency. The City will retain a portion of the security for a one year maintenance period from the date of the inspection.

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

1. 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.
2. Incorporation of energy efficiency, CPTED, sustainability, and accessibility measures in Building Permit (BP) plans as determined via the Rezoning and/or Development Permit processes.
3. Enter into a Servicing Agreement* for the design and construction of required site servicing and frontage improvements. A Letter of Credit or cash security for the value of the Service Agreement works, as determined by the City, will be required as part of entering into the Servicing Agreement. Works include, but may not be limited to, the following:

Water Works:

- Using the OCP Model, there is 314.0 L/s of water available at a 20 psi residual at the Southdale Rd frontage, and 1,048 L/s of water available at 20 psi residual at the Steveston Hwy frontage. Based on your proposed development, your site requires a minimum fire flow of 220 L/s.
- The Developer is required to:
 - Submit Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) fire flow calculations to confirm the development has adequate fire flow for onsite fire protection. Calculations must be signed and sealed by a Professional Engineer and be based on Building Permit Stage and Building designs.
- At the Developers cost, the City is to:
 - Cut and cap at main, the existing water service connections at the Steveston Hwy and Southdale Rd frontages.
 - Install a new fire hydrant along the Steveston Highway frontage.
 - Relocate to the ultimate location the existing fire hydrant on the Southdale Road frontage as required to facilitate the required curb, sidewalk, and road widening. Fire Department approval is required for all fire hydrant relocations.
 - Install a new service connection off of the existing 300mm PVC watermain on the south side of Steveston Hwy. Meter to be located onsite (e.g. in a mechanical room).

Storm Sewer Works:

- The Developer is required to:
 - Cut and cap, at main, all existing storm service connections serving the development site and remove inspection chambers.
 - Upgrade approximately 140 m of existing 200 mm & 450 mm storm sewer to 600mm along the entire Steveston Hwy frontage, from existing manhole STMH2786 to existing manhole STMH134896, complete with new manhole at the tie-in point to the existing 200 mm storm sewer to the east.
 - Remove the existing AC storm sewer to the extent of the storm sewer upgrades and legally dispose offsite, and reconnect all existing catch basins and service connections to the new 600 mm storm sewer.
 - Install a new storm service connection, complete with inspection chamber, and tie-in to the proposed 600 mm storm sewer.
 - Remove the existing 450 mm storm sewer and infill the existing ditch along the Southdale Road frontage and replace with a new 600 mm storm sewer, complete with a new manhole at the upstream tie-in point.
 - Review catch basin spacing along Steveston Highway and Southdale Road, and add catch basins as required to meet City spacing requirements.
- At the Developers cost, the City is to:
 - Perform all tie-ins for the proposed works to existing City infrastructure.

Sanitary Sewer Works:

- The Developer is required to:
 - Cut and cap, at inspection chamber, all existing service connections serving the development site.
 - Upgrade approximately 55 m of existing 150 mm sanitary main to 200 mm along the north property line, from the west property line of 9571 Steveston Highway to existing manhole SMH2069. A new manhole will be required at the tie-in point to the west.
 - Install a new sanitary service connection, complete with inspection chamber, off of the proposed 200 mm sanitary main. A 1.5 x 3.0 m statutory right-of-way from the edge of the existing sanitary right-of-way along the north property line may be required for the inspection chamber, to be determined at the servicing agreement stage.
 - Due to the existing tree to be protected near existing manhole SMH2069, the manhole will not be required to be replaced. Depending on the condition of the manhole, restoration may be required, to the satisfaction of the City. The developer's Civil Engineer shall submit, within the first servicing agreement submission, a signed & sealed inspection report of the manhole complete with reparation recommendations. These recommendations shall be included within the servicing agreement scope.
 - Not start onsite excavation or foundation construction until completion of rear-yard sanitary works by City crews.

- Widen 43.0 m (measured from the east property line) of the existing sanitary right-of-way along the north property line to 3.0 m deep (measured from the north property line of 9671 Steveston Highway), at no cost to the City.
- At the Developers cost, the City is to:
 - Perform all tie-ins for the proposed works to existing City infrastructure.

Frontage Improvements:

- Transportation requirements include, but are not limited to, the following
 - Vehicle access to the development is to be provided by a single driveway located on Steveston Highway.
 - The driveway width at the property line is to be designed to restrict vehicle movement to right-in/right-out only. A concrete median will be required in the driveway letdown to restrict vehicles from making a left turn into and out of the site. The taper from the wider driveway at the property line to the on-site drive aisle is to be a maximum of 5:1. Geometry wheel path analysis using AutoTurn software to illustrate SU9 trucks turning into and out of the site will be required to review the design of the driveway to the site.
 - Steveston Highway: design and construction of a 1.5 m wide concrete sidewalk along the south property line and the remaining space to the existing curb to be landscaped/treed boulevard.
 - Southdale Road: design and construction of road widening to 5.6 m measured from the existing centreline of the road, new curb and gutter, a 1.5 m concrete sidewalk along the east property line and the remaining space to the new curb to be landscaped/treed boulevard. Curb return at southeast corner to have a 9 m radius.
 - There may be hydro/TELUS pole relocations required to maintain a free and clear path of 1.5 m for the new concrete sidewalk. Applicant to engage the appropriate third party utility companies early on in the process to assess hydro implications.
 - The developer is responsible for the removal of the existing driveway let-downs and the replacement with barrier curb/gutter, grass/treed boulevard and concrete sidewalk per standards described above.
- The Developer is required to:
 - Coordinate with BC Hydro, Telus and other private communication service providers:
 - To underground overhead service lines.
 - To underground or relocate outside of the proposed sidewalk the existing overhead poles along the Steveston Highway frontage. This may require a BC Hydro right-of-way on the development site for the relocated poles.
 - 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 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 (e.g., statutory right-of-way dimensions) and the locations for the aboveground structures. If a private utility company does not require an aboveground structure, that company shall confirm this via a letter to be submitted to the City. The following are examples of statutory right-of-ways that shall be shown in the functional plan and registered prior to servicing agreement 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-1.1 m W X 1 m (deep) show possible location in functional plan
 - Complete other frontage improvements as per Transportation's requirements.

General Items:

- a. The Developer is required to:
 - Not encroach into the sanitary statutory right-of-way along the north property line with proposed trees, retaining walls, fences, or other obstructions.

- Provide, prior to soil densification or installation of pre-load, a geotechnical assessment of pre-load and soil preparation impacts on the existing utilities fronting the development site, including but not limited to 150 mm FRP sanitary main along the north property line, and provide mitigation recommendations.
 - 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.
4. If applicable, payment of latecomer agreement charges, plus applicable interest associated with eligible latecomer works.
 5. If applicable, 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 copy on file]

Signed

Date



Richmond Zoning Bylaw 8500
Amendment Bylaw 10082 (RZ 17-763712)
9571, 9591, 9611, 9671 Steveston Highway & 10831 Southdale 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 "LOW DENSITY TOWNHOUSES (RTL4)".

P.I.D. 003-885-208
Lot 138 Section 34 Block 4 North Range 6 West New Westminster District Plan 36731
P.I.D. 007-371-977
Lot 139 Section 34 Block 4 North Range 6 West New Westminster District Plan 36731
P.I.D. 007-371-985
Lot 140 Section 34 Block 4 North Range 6 West New Westminster District Plan 36731
P.I.D. 004-984-897
Lot 1 Section 34 Block 4 North Range 6 West New Westminster District Plan 15745
P.I.D. 004-113-934
Lot 2 Section 34 Block 4 North Range 6 West New Westminster District Plan 15745

- 2. This Bylaw may be cited as "Richmond Zoning Bylaw 8500, Amendment Bylaw 10082".

FIRST READING

A PUBLIC HEARING WAS HELD ON

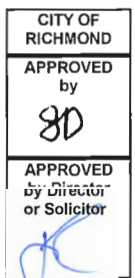
SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

Horizontal lines for signature and date entry.



MAYOR

CORPORATE OFFICER