



To: Planning Committee
From: Wayne Craig
Director, Development

Date: May 22, 2019
File: RZ 17-784927

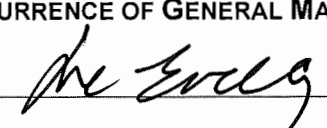
Re: **Application by Raman Kooner for Rezoning at 10200/10220 Railway Avenue from the "Two-Unit Dwellings (RD1)" Zone to the "Coach Houses (RCH1)" Zone**

Staff Recommendation

1. That the following recommendation be forwarded to a Public Hearing:
 - a) That Single-Family Lot Size Policy 5420 for the area generally bounded by Steveston Highway, Railway Avenue, Williams Road and the rear property lines of the properties located along No. 2 Road, in a portion of Section 36 Block 4 North Range 7 West, be amended as shown in the proposed draft Single-Family Lot Size Policy 5420 (Attachment 5);
2. That Richmond Zoning Bylaw 8500, Amendment Bylaw 10035, for the rezoning of 10200/10220 Railway Avenue from the "Two-Unit Dwellings (RD1)" zone to the "Coach Houses (RCH1)" zone, be introduced and given First Reading.


 Wayne Craig
 Director, Development
 (604-247-4625)

WC:JR
Att. 11

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

Staff Report

Origin

Raman Kooner has applied to the City of Richmond for permission to rezone 10200/10220 Railway Avenue from the “Two-Unit Dwellings (RD1)” zone to the “Coach Houses (RCH1)” zone, to permit the property to be subdivided to create three single-family lots each with a coach house suite, with vehicle access from the rear lane (Attachment 1). The proposed subdivision is shown in Attachment 2.

In order to consider this rezoning application, an amendment to Single-Family Lot Size Policy 5420 is required to remove the subject site from the Lot Size Policy area. The proposed amendment would remove a total of 46 properties fronting Railway Avenue between Williams Road and Steveston Highway, and two properties fronting Williams Road. Further discussion on the proposed amendment is provided below.

Findings of Fact

A Development Application Data Sheet providing details about the development proposal is provided in Attachment 3.

Subject Site Existing Housing Profile

There is an existing duplex on the property, which would be demolished. One of the duplex units was owner-occupied and the second was vacant before purchase by the developer. Both duplex units are now tenanted on an interim basis.

Surrounding Development

Existing development immediately surrounding the subject site is as follows:

- To the North: A single-family dwelling on a lot zoned “Single Detached (RS1/B)”.
- To the South: A single-family dwelling on a lot zoned “Single Detached (RS1/C)”.
- To the East: Single-family dwellings on lots zoned “Single Detached (RS1/B)”.
- To the West: Railway Avenue and an off-street multipurpose pathway, beyond which are single-family dwellings on lots zoned “Single Detached (RS1/E)”.

Related Policies & Studies

Official Community Plan/Steveston Area Plan

The Official Community Plan (OCP) land use designation for the subject site is “Neighbourhood Residential.” The proposed rezoning is consistent with this designation.

The subject site is located in the area governed by the Steveston Area Plan, and is designated “Single-Family” (Attachment 4). The proposed rezoning is consistent with this designation.

Arterial Road Land Use Policy

Since 2001, the City has encouraged redevelopment to compact lots along arterial roads where access is or can be made available to a rear lane. The Arterial Road Land Use Policy identifies the subject site for redevelopment to compact single-detached or coach house lots. The proposed rezoning is consistent with this designation.

Single-Family Lot Size Policy 5420

The subject site is located in the area governed by Single-Family Lot Size Policy 5420 (Attachment 5). The Lot Size Policy permits properties fronting Railway Avenue with rear lane access to rezone and subdivide in accordance with the “Single Detached (RS1/B)” zone (i.e., minimum 12 m wide lots, minimum 360 m² in area).

Where there is a rezoning application along an arterial road in an existing Lot Size Policy area that has been in place over five years, Council has the discretion to determine whether to remove all the properties in the block which front the subject arterial road from the applicable Lot Size Policy when considering the rezoning application.

It is on this basis that the proposed rezoning application and amendment to the Lot Size Policy are being considered.

The proposed amendment to the Lot Size Policy is to exclude the 46 properties fronting Railway Avenue and two properties fronting Williams Road with existing or planned rear lane access between Williams Road and Steveston Highway from the Lot Size Policy. This would enable these lots to apply for rezoning to permit redevelopment to a compact single detached housing form, in keeping with the Arterial Road Land Use Policy. All other provision of the Lot Size Policy would remain unchanged. The proposed amendment is shown in Attachment 6.

Affordable Housing Strategy

The applicant proposes a coach house on each of the three proposed lots, consistent with the City’s Affordable Housing Strategy. Each proposed coach house is 57.88 m² (623 ft²) and contains a single bedroom. Prior to final adoption of the rezoning bylaw, the applicant is required to register a covenant on Title ensuring that the dwelling unit located in each coach house cannot be stratified or otherwise held under separate Title.

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.

A letter dated March 29, 2019 (Attachment 7) was sent to the owners and residents of all the properties located within the area governed by Lot Size Policy 5420 describing the proposed amendment and to advise them of the proposed rezoning application at the subject site. The letter indicated that any comments or concerns with either the proposed Lot Size Policy amendment or rezoning application submitted to the City by April 30, 2019 would be included in this Staff Report to Council.

In response to this letter, the City received four pieces of written correspondence and two telephone calls. A summary of the correspondence is provided below, and the full text of each response is provided in Attachment 8.

- Two telephone calls asking for additional information.
- Two letters in support of the application.
- One letter in opposition to the application.
- One letter in support of the proposed Lot Size Policy amendment, but in opposition to the proposed rezoning to allow coach houses

Positive responses were supportive of locating additional density on Railway Avenue. Concerns included an increase to traffic and parking demand in the neighbourhood. Comments on housing affordability came from two different perspectives: a perception that single-detached homes with coach houses would be more expensive to build and therefore more expensive to buy, and appreciation that there are three potential rental units included in the proposal.

Staff support the proposed rezoning and Lot Size Policy amendment as the proposed development complies with the Arterial Road Land Use Policy and the “Coach Houses (RCH1)” zone, including the requirement for three on-site parking spaces. On-street parking is also available on Railway Avenue. Removal of the two existing driveways will increase the on-street parking capacity.

Should the Planning Committee endorse this application and Council grant First 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 preliminary conceptual plans have satisfactorily addressed the staff comments identified as part of the rezoning application review process. These include a site plan and architectural elevations for the coach houses on each proposed lot (Attachment 9).

The three proposed coach houses have identical massing, with differentiation achieved through varying the window size, dormer style, and cladding materials. All of the coach houses are sited closest to the south property line, which is a requirement of the “Coach Houses (RCH1)” zone.

Each of the proposed coach houses includes a one bedroom unit above a detached garage. There is additional living space at grade, which includes direct access to private outdoor space for the coach house. Additional private outdoor space is located in the rear yard beside the coach house.

Living space is oriented away from neighbouring properties, with the living room, kitchen, and den all having windows facing the principal dwelling. Windows in the bedroom overlook the rear lane. No balconies are proposed.

For each new lot, parking is proposed in a detached garage. Parking for the principal dwelling consists of two parking spaces provided in a tandem arrangement, which is permitted in the “Coach Houses (RCH1)” zone for the principal dwelling only. One parking space for the coach house is provided in the garage, for a total of three on-site parking spaces on each lot proposed. In addition to the parking provided on-site, on-street parking is permitted on Railway Avenue. The removal of the two existing driveways will increase opportunities for on-street parking.

Prior to final adoption of the rezoning bylaw, the applicant is required to provide:

- A Landscape Plan, prepared by a Registered Landscape Architect, that is consistent with the landscape regulations contained in Richmond Zoning Bylaw 8500 and the Arterial Road Land Use Policy. The Landscape Plan must include a cost estimate for all works, including any trees, soft and hard landscaping materials, fencing, installation costs, and a 10% contingency.
- A Landscape Security based on 100% of the cost estimate.

Furthermore, the applicant must register legal agreements on Title to ensure that:

- The coach house cannot be stratified.
- The area used for tandem parking cannot be converted to habitable space.
- The Building Permit application and ensuing development of the site is generally consistent with the conceptual plans included in Attachment 9.

Transportation and Site Access

Vehicle access to the proposed lots is from the rear lane, with no access permitted to Railway Avenue in accordance with Richmond Residential Lot (Vehicular) Access Regulation Bylaw No. 7222. The two existing driveways to Railway Avenue will be removed as part of the frontage works.

Pedestrian access to the principal dwelling and coach house is proposed from Railway Avenue and the rear lane in accordance with the requirements of the “Coach Houses (RCH1)” zone.

Prior to issuance of the Building Permit, the applicant is required to submit a Construction Parking and Traffic Management Plan to the City’s Transportation Department for review.

Tree Retention and Replacement

The applicant has 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 four bylaw-sized trees on the subject property and two street trees on City property.

The City's Tree Preservation Coordinator has reviewed the Arborist's Report and supports the Arborist's findings, with the following comments:

- Two trees (Tag # 32 and 33) located on the development site are in good condition, however the trees are in direct conflict with the proposed coach houses and will be negatively impacted by the required sanitary service works. As a result of proposed construction impacts, these trees are not good candidates for retention and should be removed and replaced.
- One Katsura tree (Tag # 91) located on the development site has a previously topped crown with poorly attached regrown leaders, but is in fair condition. This tree is in close proximity to the existing duplex and will be impacted by demolition. As a result this tree is not a good candidate for retention and should be removed and replaced.
- One Japanese Maple tree (Tag # 92) located on the development site is in fair condition. This tree is growing in a crowded location adjacent to the existing fence and other landscaping, including Trees # 91 and 717. As a result of proposed construction impacts, this tree should be removed and replaced.
- Replacement trees should be provided at 2:1 ratio as per the Official Community Plan (OCP).

City Parks staff have reviewed the Arborist's Report and support the Arborist's finding, with the following comments:

- One tree located in the site frontage (Tag # 34) is in good condition and should be retained and protected during construction.
- One tree located outside the site frontage (Tag # D) is in good condition and should be retained and protected during construction.
- One Elderberry shrub located in the site frontage (Tag # 717) is in poor condition and will be in conflict with the proposed new sidewalk. This shrub should be removed. Compensation is not required for shrubs.
- One Cedar hedgerow located in the boulevard in front of Proposed Lots B and C is in fair condition, but will be in conflict with the required frontage works and should be removed. Compensation is not required for hedges.

Tree Protection

Two City-owned trees in the boulevard (Tag # 34 and D) are proposed to be retained. The applicant has submitted a tree protection plan showing the trees to be retained and the measures taken to protect them during development stage (Attachment 10). To ensure that the trees

identified for retention are protected at development stage, the applicant is 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 demolition of the existing dwelling on the subject 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.
- Prior to final adoption of the rezoning bylaw or demolition of the existing dwelling, whichever is first, submission of a \$1,980 Tree Survival Security to the City.

Tree Replacement

The applicant wishes to remove four on-site trees (Tag # 32, 33, 91, and 92). Two trees located in the front yard (Tag # 91 and 91) are in a crowded location close to the existing duplex, existing fence, and other trees and shrubs. These trees will be negatively affected by the proposed building demolition, fence removal, and site grading. Two trees located in the rear yard (Tag # 32 and 33) are in conflict with the proposed detached garage and coach houses on Proposed Lots B and C. Siting of the detached garage and coach houses is established in the “Coach Houses (RCH1)” zone, which requires that accessory buildings be oriented closest to the south property line in order to reduce shadow impacts on properties to the north.

The 2:1 replacement ratio would require a total of eight replacement trees. The applicant has agreed to plant three trees on each proposed lot, for a total of nine trees in the development. A minimum of two trees in the front yard and one tree in the rear yard should be planted on each proposed lot, consistent with the landscaping requirements contained in Richmond Zoning Bylaw 8500 and the Arterial Road Land Use Policy. A Landscape Plan showing the proposed size, species, and location of the replacement trees is required prior to final adoption of the rezoning bylaw. The required replacement trees are to be of the following minimum sizes, based on the size of the trees being removed as per Tree Protection Bylaw No. 8057.

No. of Replacement Trees	Minimum Caliper of Deciduous Replacement Tree	Minimum Height of Coniferous Replacement Tree
4	9 cm	5 m
2	8 cm	4 m
3	6 cm	3.5 m

Existing Legal Encumbrances

There is an existing Statutory Right of Way (SRW) for the sanitary sewer inspection chamber. This SRW will be discharged and replaced with new SRWs when the sanitary connections are relocated on site to service the three proposed lots.

There is a strata plan registered on the property, as well as a covenant on Title restricting the use of the property to a duplex only. The strata plan must be cancelled and the covenant discharged at Subdivision stage.

Site Servicing and Frontage Improvements

The applicant is required to complete the site servicing and off-site improvements described in Attachment 11. Works are to be constructed through a City work order, and include:

- A cash-in-lieu contribution for future upgrades to the rear lane.
- Removal of the existing concrete sidewalk and grass boulevard, and replacement with new 2.0 m wide sidewalk at the property line, landscaped boulevard, and concrete curb and gutter in existing location.
- Permanent closure of the existing driveway crossings and replacement with the frontage works described above.

Financial 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 10200/10220 Railway Avenue from the “Two-Unit Dwellings (RD1)” zone to the “Coach Houses (RCH1)” zone, to permit the property to be subdivided to create three single-family lots each with a coach house suite, with vehicle access from the rear lane. Concurrent with the rezoning application, the applicant requests that Council consider an amendment to Lot Size Policy 5420 to exclude properties along Railway Avenue between Williams Road and Steveston Highway from the Lot Size Policy.

This rezoning application complies with the land use designations and applicable policies for the subject site contained in the OCP and Richmond Zoning Bylaw 8500.

The list of rezoning considerations is included in Attachment 11, which has been agreed to by the applicant (signed concurrence on file).

May 22, 2019

- 9 -

It is recommended that Richmond Zoning Bylaw 8500, Amendment Bylaw 10035 be introduced and given First Reading.



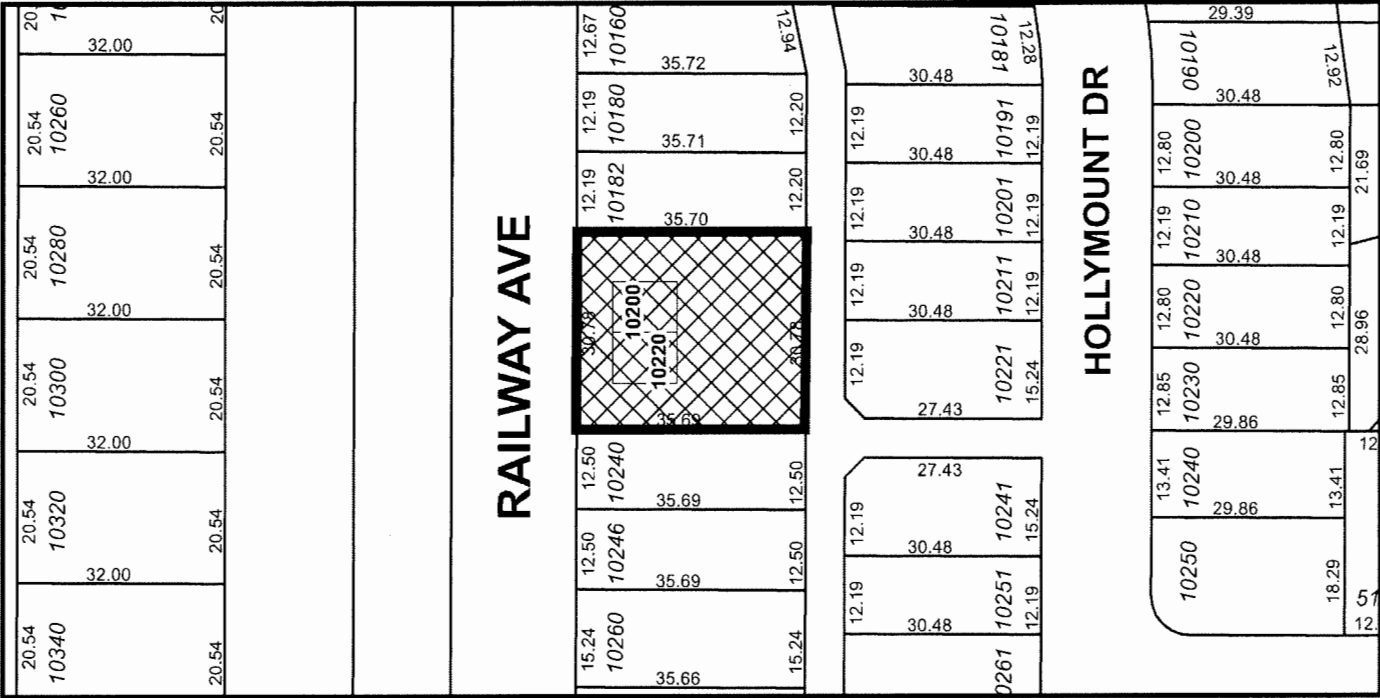
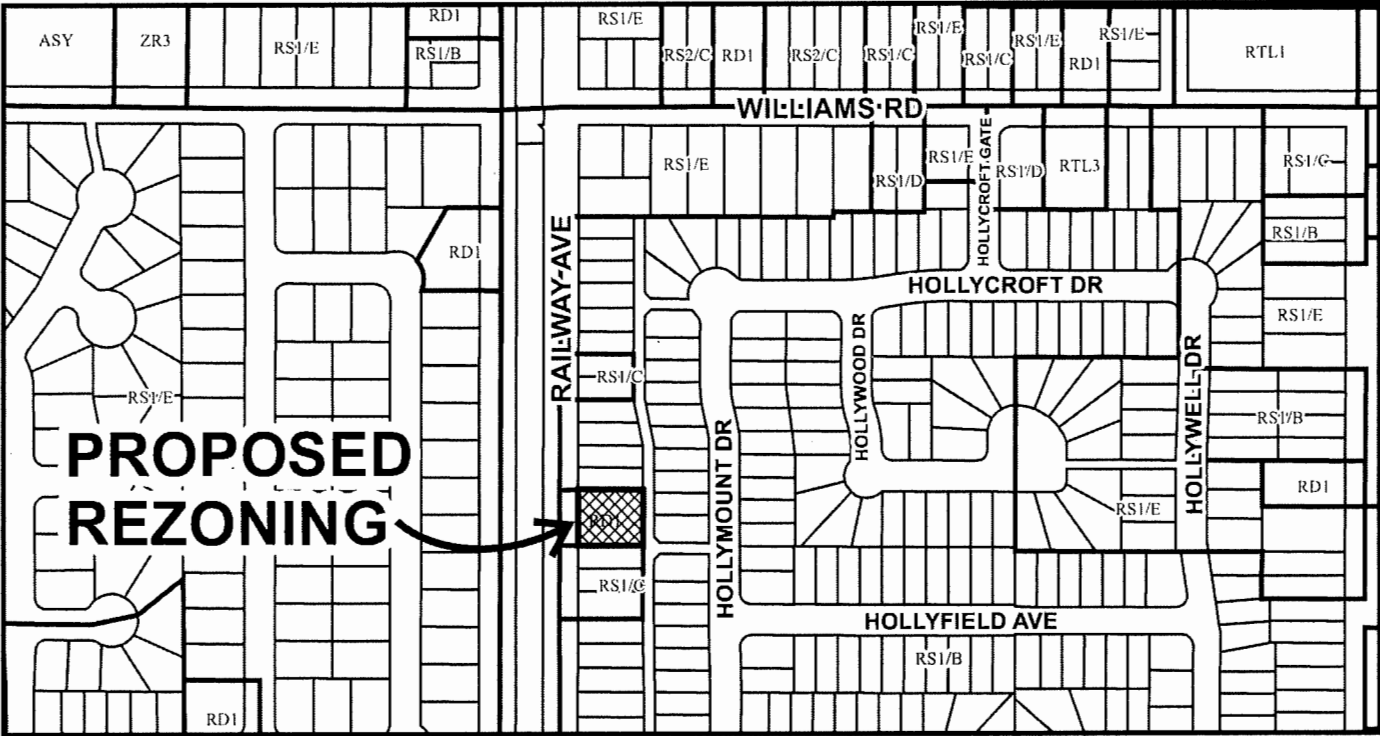
Jordan Rockerbie
Planning Technician
(604-276-4092)

JR:blg

- Attachment 1: Location Map and Aerial Photo
- Attachment 2: Site Survey with Proposed Subdivision Plan
- Attachment 3: Development Application Data Sheet
- Attachment 4: Steveston Area Land Use Map
- Attachment 5: Single-Family Lot Size Policy 5420
- Attachment 6: Proposed Amendment to Single-Family Lot Size Policy 5420
- Attachment 7: City's Letter Dated March 29, 2019
- Attachment 8: Written Correspondence Received from Residents
- Attachment 9: Conceptual Development Plans
- Attachment 10: Tree Management Plan
- Attachment 11: Rezoning Considerations



City of
Richmond



RZ 17-784927

PLN - 141

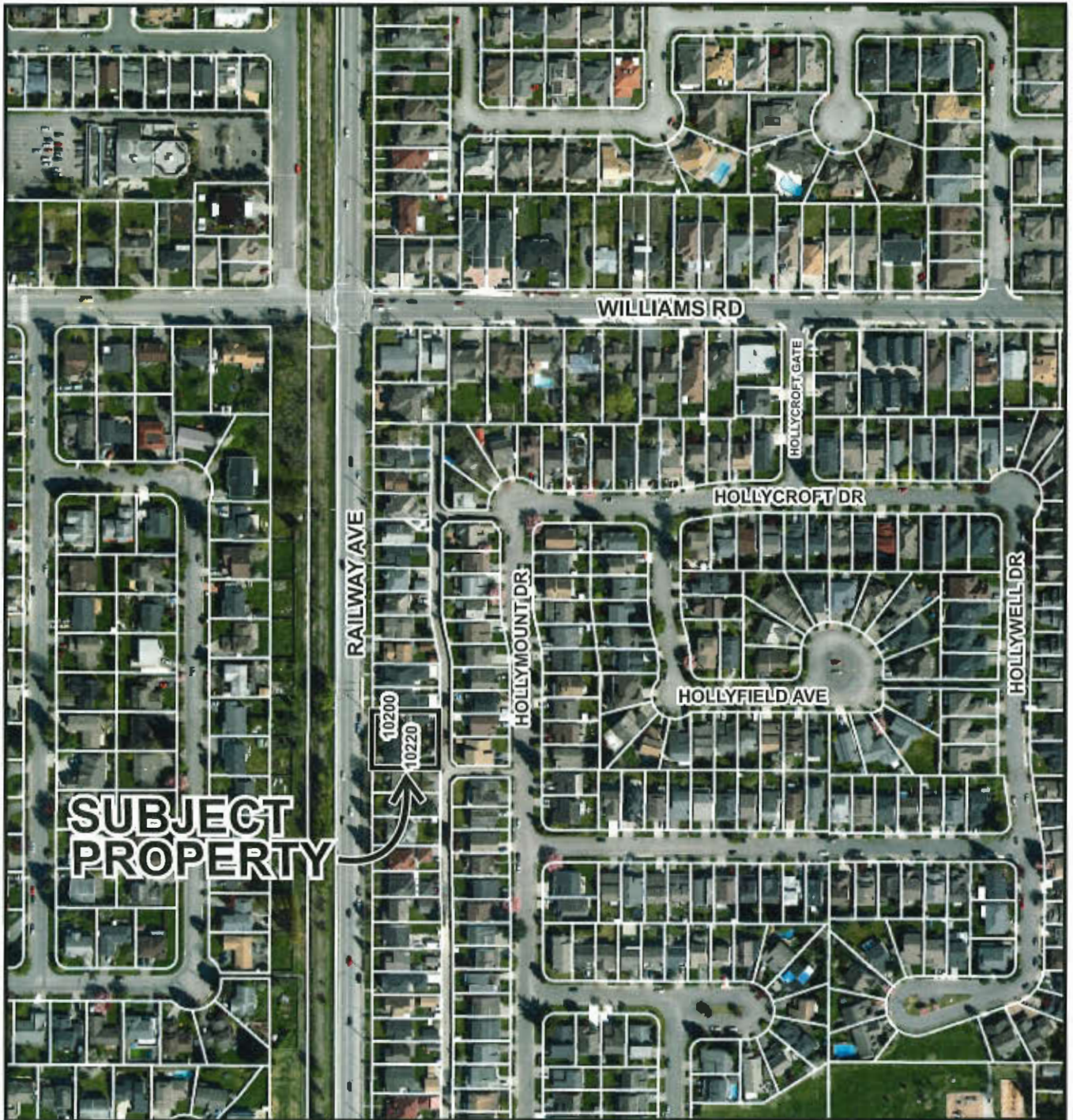
Original Date: 09/28/17

Revision Date:

Note: Dimensions are in METRES



City of Richmond



RZ 17-784927

Original Date: 09/28/17

Revision Date:

Note: Dimensions are in METRES

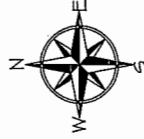
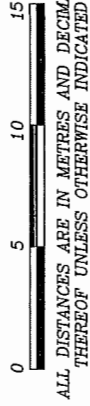
TOPOGRAPHIC SURVEY AND PROPOSED SUBDIVISION OF STRATA PLAN NWS2029

SECTION 36 BLOCK 4 NORTH RANGE 7 WEST

NEW WESTMINSTER DISTRICT

#10200 RAILWAY AVENUE,
RICHMOND, B.C.

SCALE: 1:200



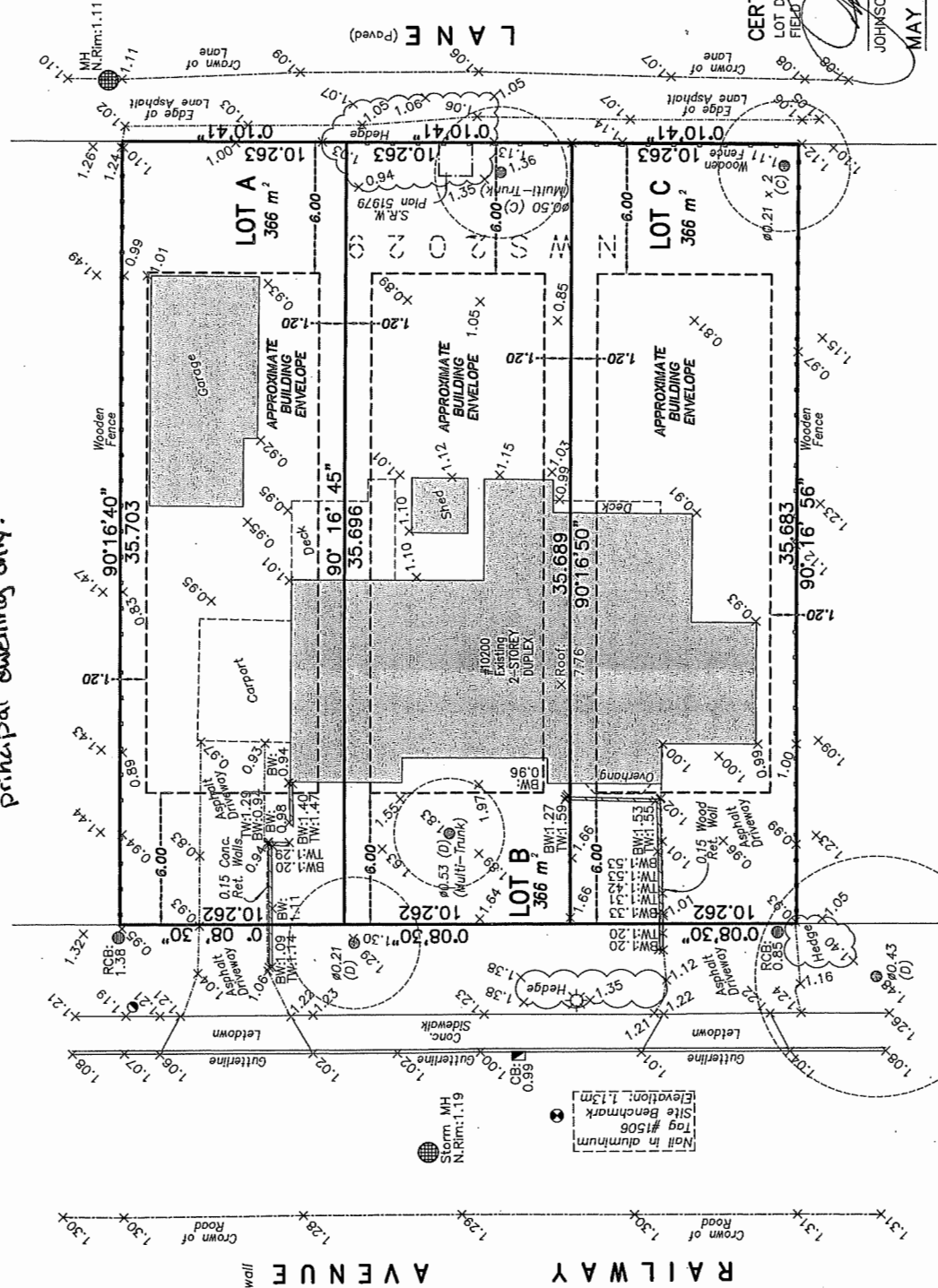
Note: "Approximate Building Envelope" reflects setbacks for the principal dwelling only.

- LEGEND:**
- (C) denotes conifer
 - (D) denotes deciduous
 - ▣ denotes catch basin
 - denotes round catch basin
 - denotes manhole
 - ⊙ denotes lamp standard
 - ⊕ denotes power post
 - MF denotes main floor
 - BW denotes bottom of retaining wall
 - TW denotes top of retaining wall

NOTE:
Elevation shown are based on City of Richmond HPN Benchmark network.
Benchmark: HPN #231
Control Monument 19713
Elevation: 3.419m
Benchmark: HPN #235
Control Monument 77H4885
Elevation: 1.103m

NOTE:
Use site Benchmark
Tag #1506 for construction elevation control.

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J. C. Tam and Associates
Canada and B.C. Land Surveyor
115 - 8833 Odlin Crescent
Richmond, B.C. V6X 3Z7
Telephone: 214-8928
Fax: 214-8929
E-mail: office@jctam.com
Website: www.jctam.com
Job No. 6956
FB-336 PB-12
Drawn By: IO



CERTIFIED CORRECT:
LOT DIMENSION ACCORDING TO FIELD SURVEY.

JOHNSON C. TAM, B.C.L.S., C.
MAY 29th, 2017.



RZ 17-784927

Attachment 3

Address: 10200/10220 Railway Avenue

Applicant: Raman Kooner

Planning Area(s): Steveston

	Existing	Proposed
Owner:	0845785 BC Ltd.	To be determined
Site Size (m²):	1,098 m ²	Three lots, each 366 m ²
Land Uses:	One two-unit dwelling	Three single-family dwellings with coach houses
OCP Designation:	Neighbourhood Residential	No change
Area Plan Designation:	Single-Family	No change
702 Policy Designation:	Single Detached (RS1/B)	Amendment to remove the property from the Lot Size Policy
Zoning:	Two-Unit Dwellings (RD1)	Coach Houses (RCH1)
Other Designations:	Arterial Road Compact Lot Coach House	No change

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.60	Max. 0.60	none permitted
Total Buildable Floor Area (m ²):*	Max. 219.6 m ² (2,363 ft ²)	Max. 219.6 m ² (2,363 ft ²)	none permitted
Principal Dwelling Floor Area (m ²):*	Max. 186.6 m ² (2,008 ft ²)	Max. 161.72 m ² (1,740 ft ²)	None
Coach House Floor Area (m ²):*	Min. 33.0 m ² (355 ft ²) Max. 60 m ² (645 ft ²)	57.88 m ² (623 ft ²)	None
Lot Coverage:	Building: Max. 45% Non-porous Surfaces: Max. 70%	Building: Max. 45% Non-porous Surfaces: Max. 70%	None
Lot Size (m ²):	315 m ²	366 m ²	None
Lot Dimensions (m):	Width: Min. 9.0 m Depth: Min. 35.0 m	Width: 10.26 m Depth: 35.69 m	None
Principal Dwelling Setbacks (m):	Front: Min. 6.0 m Rear: Min. 6.0 m Side: Min. 1.2 m	Front: Min. 6.0 m Rear: Min. 6.0 m Side: Min. 1.2 m	None

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Coach House Setbacks (m):	Rear: Min. 1.2 m Interior Side (Ground): Min. 0.6 m Interior Side (Upper): Min. 1.2 m Opposite Interior Side: Min. 1.8 m Building Separation: Min. 4.5 m	Rear: 1.2 m Interior Side (Ground): 0.6 m Interior Side (Upper): 1.2 m Opposite Interior Side: 2.2 m Building Separation: 5.29 m	None
Principal Dwelling Height (m):	Max. 9.0 m	Max. 9.0 m	None
Coach House Height (m):	Max. 6.5 m, measured from the crown of the lane	6.45 m, measured from the crown of the lane	None
Off-street Parking Spaces:	Principal Dwelling: 2 Coach House: 1	Principal Dwelling: 2 Coach House: 1	None
Tandem Parking Spaces:	Permitted for the principal dwelling only	2 spaces in the garage for the principal dwelling	None
Outdoor Amenity Space:	Principal Dwelling: Min. 30.0 m ² Coach House: No minimum	Principal Dwelling: Min. 30.0 m ² Coach House: 22.18 m ²	None

Other: Tree replacement compensation required for loss of significant trees.

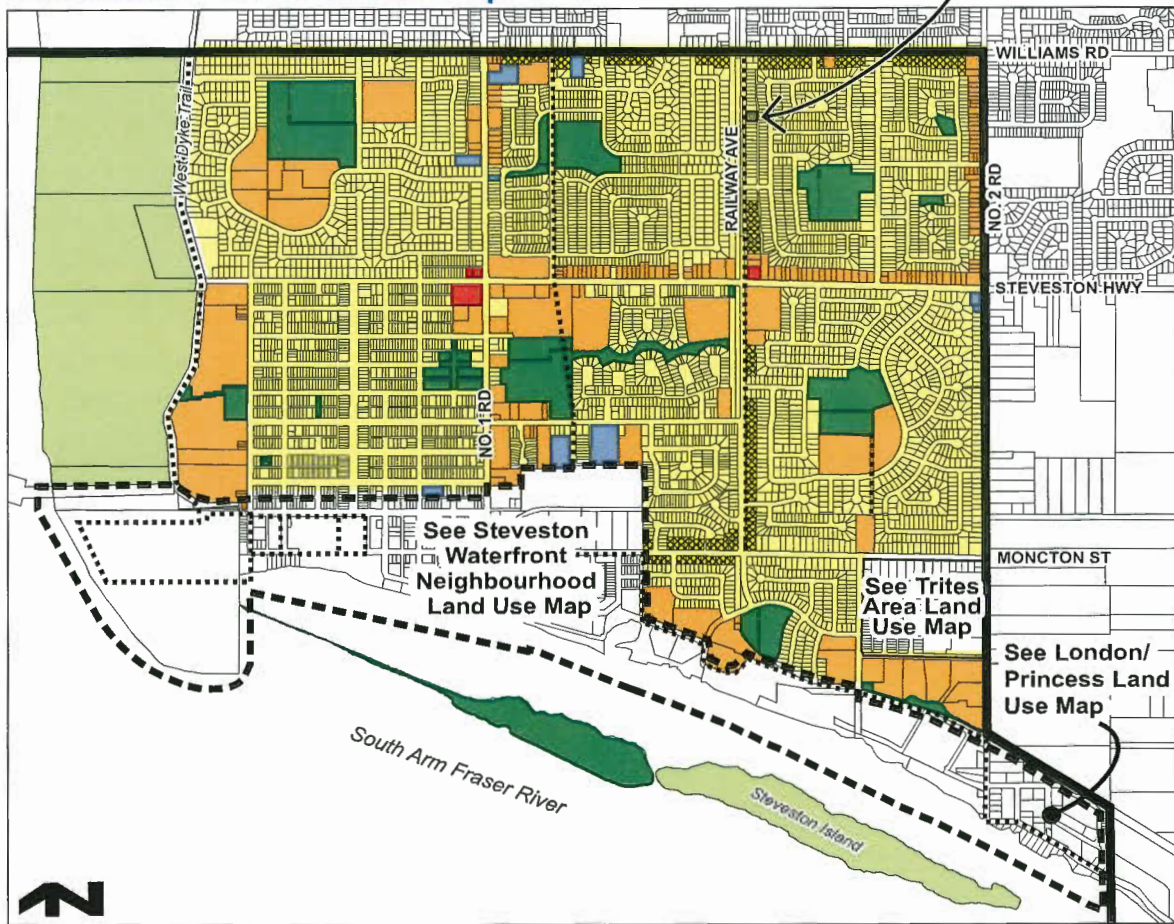
* Preliminary estimate; not inclusive of garage; exact building size to be determined through zoning bylaw compliance review at Building Permit stage.











City of Richmond

Steveston Area Land Use Map

Bylaw 9604
2016/12/19

SUBJECT SITE



	Single-Family		Institutional
	Single-Detached/Duplex/Triplex		Conservation Area
	Multiple-Family		Trail
	Commercial		Steveston Area Boundary
	Public Open Space		Steveston Waterfront Neighbourhood Boundary



City of Richmond

Policy Manual

Page 1 of 2

Adopted by Council: October 16, 1989
 Amended by Council: August 17, 1992
 Lassam Rd. Adopted by Council: August 21, 1995

POLICY 5420

File Ref: 4045-00

SINGLE-FAMILY LOT SIZE POLICY IN QUARTER-SECTION 36-4-7

POLICY 5420:

The following policy establishes lot sizes for the area, bounded by **Steveston Highway, Railway Avenue, Williams Road and the rear of the properties located along No. 2 Rd.** in Section 36-4-7:

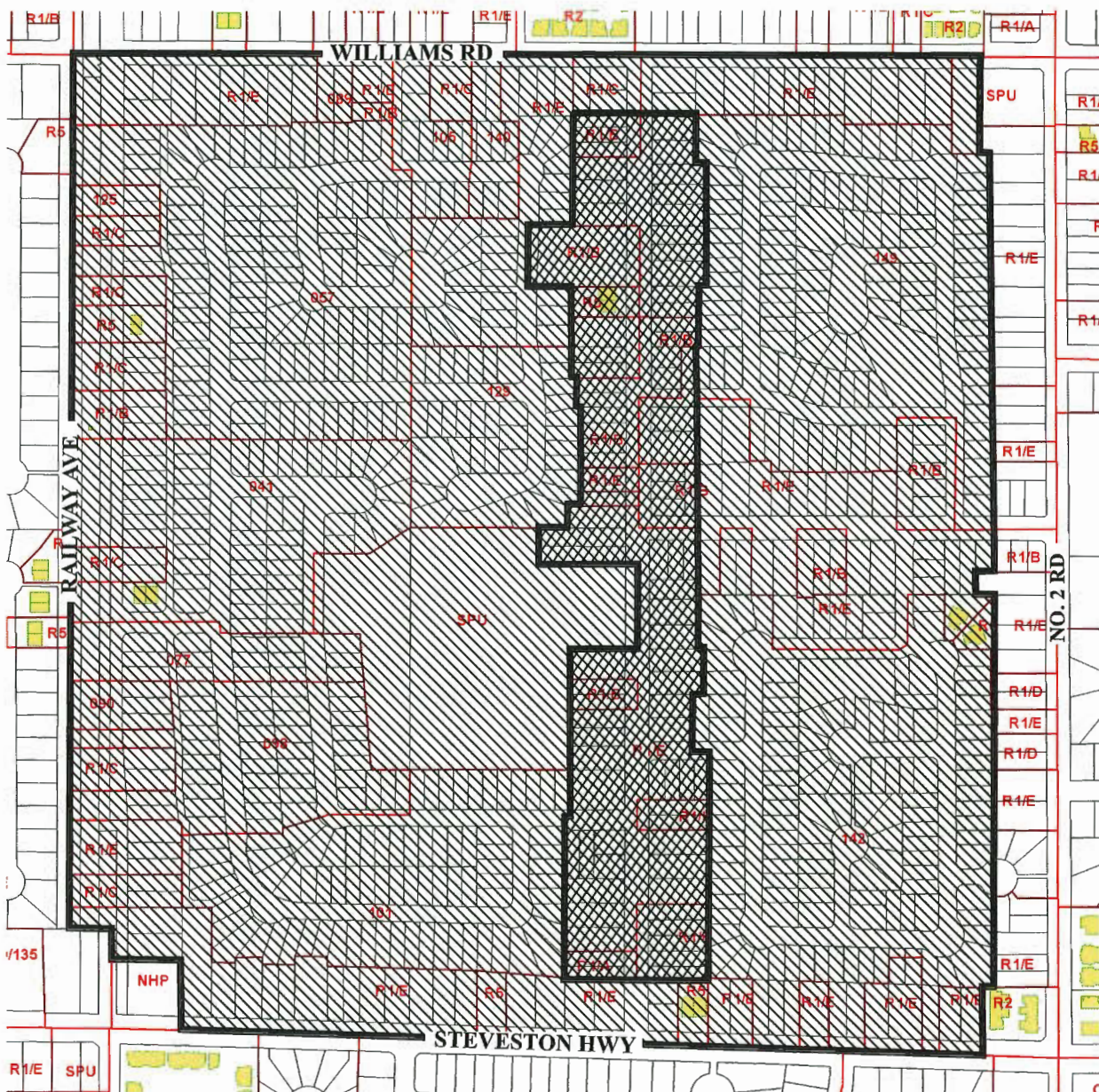
That properties within the area bounded by Steveston Highway, Railway Avenue, Williams Road and the rear property lines of the properties located along No. 2 Rd. (Section 36-4-7), be permitted to subdivide in accordance with the provisions of Single-Family Housing District (R1/B) in Zoning and Development Bylaw 5300, with the following provisions:

- (a) If there is no lane or internal road access, then properties along Railway Avenue and Steveston Highway will be restricted to Single-Family Housing District (R1/E);
- (b) Properties along Williams Road will be permitted Single-Family Housing District (R1/C) unless there is lane or internal road access in which case Single-Family Housing District (R1/B) will be allowed;
- (c) The Policy for the properties along Lassam Rd. (as cross-hatched on the attached map) was adopted on August 21, 1995;

and that this policy, as shown on the accompanying plan, be used to determine the disposition of future single-family rezoning applications in this area, for a period of not less than five years, unless changed by the amending procedures contained in the Zoning and Development Bylaw.

Note: Council adopted the above noted Single-Family Lot Size Policy, with an amendment clarifying that the western boundary of the policy area is the middle of Railway Avenue.

Note: There are two adoption dates for two separate portions of Policy 5420.



Subdivision permitted as per **R1/B** (date of adoption 08/21/95).



Subdivision permitted as per **R1/B** (date of adoption 10/16/89).

1. Williams Road - R1/C unless there is a lane or internal access then R1/B
2. Railway Avenue & Steveston Highway - R1/E unless there is lane or internal access then R1/B.



Policy 5420

Section 36-4-7

Adopted Date: 10/16/89
 Amended Date: 08/17/92
 Lassam Rd.
 Adopted Date: 08/21/95
 Note: Dimensions are in METRES



City of Richmond

Policy Manual

Page 1 of 2

Adopted by Council: October 16, 1989
 Amended by Council: August 17, 1992
 Lassam Rd. Adopted by Council: August 21, 1995
 Amended by Council:

DRAFT
PROPOSED POLICY 5420

File Ref: 4045-00

SINGLE-FAMILY LOT SIZE POLICY IN QUARTER-SECTION 36-4-7

POLICY 5420:

The following policy establishes lot sizes for the area, bounded by **Steveston Highway, Railway Avenue, Williams Road and the rear of the properties located along No. 2 Rd.** in Section 36-4-7:

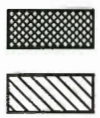
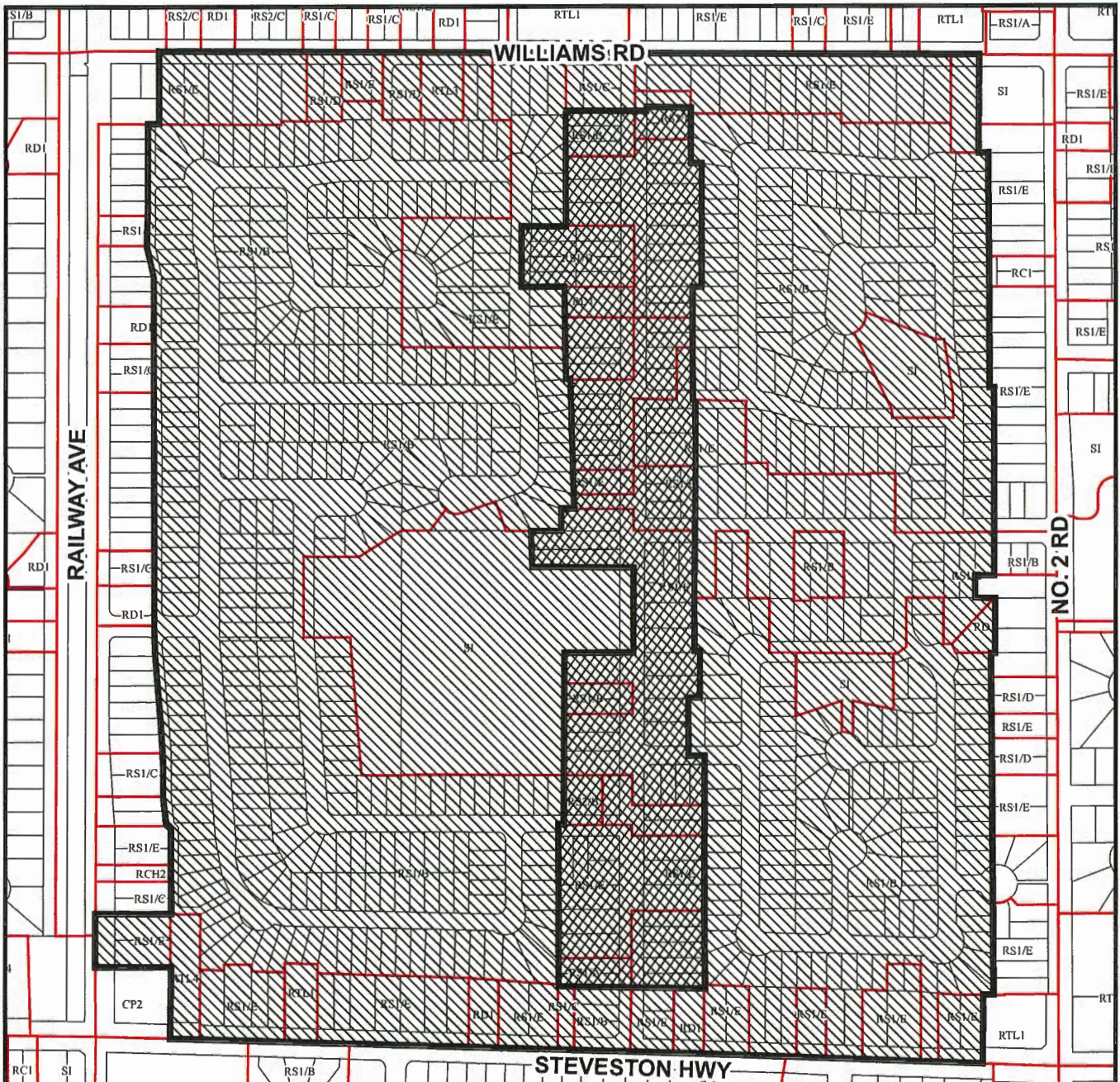
That properties within the area bounded by Steveston Highway, Railway Avenue, Williams Road and the rear property lines of the properties located along No. 2 Rd. (Section 36-4-7), be permitted to subdivide in accordance with the provisions of Single-Family Housing District (RS2/B) in Richmond Zoning Bylaw 8500, with the following provisions:

- (a) If there is no lane or internal road access, then properties along Steveston Highway will be restricted to Single-Family Housing District (RS2/E);
- (b) Properties along Williams Road will be permitted Single-Family Housing District (RS2/C) unless there is lane or internal road access in which case Single-Family Housing District (RS2/B) will be allowed;
- (c) The Policy for the properties along Lassam Rd. (as cross-hatched on the attached map) was adopted on August 21, 1995;

and that this policy, as shown on the accompanying plan, be used to determine the disposition of future single-family rezoning applications in this area, for a period of not less than five years, unless changed by the amending procedures contained in Richmond Zoning Bylaw 8500.

Note: Council adopted the above noted Single-Family Lot Size Policy, with an amendment clarifying that the western boundary of the policy area is the middle of Railway Avenue.

Note: There are two adoption dates for two separate portions of Policy 5420.



Subdivision permitted as per R1/B (date of adoption 08/21/95).

Subdivision permitted as per R1/B (date of adoption 10/16/89).

1. Williams Road - R1/C unless there is a lane or internal access then R1/B
2. Railway Avenue & Steveston Highway - R1/E unless there is lane or internal access then R1/B.



Proposed Policy 5420
Section 36-4-7

PLN - 150

Adopted Date: 10/16/89
Amended Date: 08/17/92
Lassam Rd.
Adopted Date: 08/21/95
Note: Dimensions are in METRES



City of Richmond

ATTACHMENT 7

6911 No. 3 Road,
Richmond, BC V6Y 2C1
www.richmond.ca

March 29, 2019
File: RZ 17-784927

Planning and Development Division
Development Applications
Fax: 604-276-4052

Dear Owner/Resident:

Re: Proposed amendment to Single-Family Lot Size Policy 5420 and proposed rezoning application at 10200/10220 Railway Avenue

This is to advise you that the City of Richmond has received a rezoning application for a property in your neighbourhood at 10200/10220 Railway Avenue. The applicant proposes to subdivide the property to create three single-family lots, each with a width of 10 metres. A location map showing the property and proposed subdivision is provided in Attachment 1.

This property is located in the area governed by Single Family Lot Size Policy 5420, which restricts lot width to a minimum of 12 metres (39 feet). As such, the proposal includes an amendment to this Policy.

It is important to note that the proposed amendment to Single-Family Lot Size Policy 5420 and the proposed rezoning at 10200/10220 Railway Avenue do not change the zoning of other properties in the area. Additional development in your neighbourhood would be subject to the standard rezoning application review process, which includes opportunity for public input at a Public Hearing. Details on this application and the Lot Size Policy are provided in the letter.

Rezoning Application at 10200/10220 Railway Avenue

Raman Kooner has applied to the City of Richmond for permission to rezone the property from the "Two-Unit Dwellings (RD1)" zone to the "Coach Houses (RCH1)" zone, to permit the property to be subdivided to create three single-family lots with vehicle access from the rear lane. Each lot would contain a single family dwelling as well as a coach house unit above a detached garage. The application is being processed under City file number RZ 17-784927. The proposed subdivision is shown in Attachment 1.

The proposed rezoning is consistent with the Arterial Road Land Use Policy contained in the Official Community Plan. Arterial Road Coach House development is permitted on designated lots with access to a municipal rear lane.

Single-Family Lot Size Policy 5420

On October 16, 1989, City Council adopted Single-Family Lot Size Policy 5420 to establish the lot sizes that would be considered on properties generally bounded by Steveston Highway, Railway

Avenue, Williams Road and the rear property lines of the properties located along No. 2 Road. A map of the current Policy area is provided in Attachment 2. The Lot Size Policy provides the following direction:

- Properties are permitted to subdivide in accordance with the provisions of the “Single-Detached (RS1/B)” zone, with the following provisions:
 - If there is no lane or internal road access, then properties along Railway Avenue and Steveston Highway will be restricted to the “Single-Detached (RS1/E)” zone;
 - Properties along Williams Road will be permitted the “Single Detached (RS1/C)” zone unless there is a lane or internal road access, in which case the “Single Detached (RS1/B)” zone will be allowed.

Proposed Amendment to Single-Family Lot Size Policy 5420

The proposed amendment to the Lot Size Policy would remove 46 properties on Railway Avenue, including the subject property, and two properties on Williams Road from the Lot Size Policy area. All other provisions in the Lot Size Policy would remain unchanged. A map showing the proposed Lot Size Policy area is provided in Attachment 3, with the changes highlighted in a bubbled area.

The Lot Size Policy currently permits the subject property to subdivide in accordance with the “Single Detached (RS1/B)” zone (see Table 1, below). This would yield two single-family lots with a minimum lot width of 12 metres. Each single-family lot would be permitted to contain one secondary suite.

The proposed amendment would permit this property to rezone and subdivide in accordance with the “Coach Houses (RCH1)” zone, which would yield three single-family lots with a minimum lot width of 9 metres each (see Table 1, below). Each single-family lot would be permitted to contain one detached garage with a coach house.

Zone	Min. Lot Width	Min. Lot Depth	Min. Lot Area	Max. Floor Area Ratio*	Purpose
<i>Permitted</i> Single Detached (RS1/B)	12.0 m (39.3 ft)	24.0 m (78.7 ft)	360.0 m ² (3,875 ft ²)	0.55 applied to a maximum of 464.5 m ² of the lot area, together with 0.30 applied to the balance	Single-family dwelling; secondary suite is permitted
<i>Proposed</i> Coach Houses (RCH1)	9.0 m (29.5 ft)	35.0 m (114.8 ft)	315.0 m ² (3,390 ft ²)	0.60	Single-family dwelling with detached coach house; secondary suite is not permitted

* **Floor Area Ratio (FAR)** is the floor area of the building divided by the area of the lot. This regulates the maximum building area.

Process

Please review the accompanying materials, and forward any comments or concerns you may have about the proposed amendment to Single-Family Lot Size Policy 5420, and/or the redevelopment proposal at 10200/10220 Railway Avenue, to my attention by April 30, 2019, via:

Jordan Rockerbie, Planning Technician
Development Applications Department
City of Richmond
6911 No. 3 Road
Richmond, BC V6Y 2C1

or

jrockerbie@richmond.ca

Next Steps

Staff will complete a report to Planning Committee on the proposed Lot Size Policy amendment and rezoning application, and will incorporate your feedback as part of the report. If supported by the Planning Committee, the application would be subsequently considered by Richmond City Council at a regular Council meeting. You will be provided with the opportunity to address Council directly if the proposed amendment to Single-Family Lot Size Policy 5420 and the application to rezone 10200/10220 Railway Avenue proceed to a Public Hearing.

It is emphasized that the proposed amendment to Single-Family Lot Size Policy 5420 and the proposed rezoning application at 10200/10220 Railway Avenue do not change the zoning of other properties in the area. Any future rezoning applications on other properties must undergo the standard rezoning application review process, which includes a public notification and a Public Hearing.

If you have any questions about the contents of this letter or require further explanation, please contact me by phone at 604-276-4092 or by email at jrockerbie@richmond.ca

Thank you,



Jordan Rockerbie
Planning Technician
T: 604-276-4092

JR:jr

Encl. 3

Attachments:

Attachment 1: Location Map showing proposed rezoning and subdivision
Attachment 2: Existing Single-Family Lot Size Policy 5420
Attachment 3: Proposed Single-Family Lot Size Policy 5420

Rockerbie, Jordan

From: Bill de Mooy <bill@billdemooy.com>
Sent: Saturday, 6 April 2019 14:01
To: Rockerbie, Jordan
Subject: Re: Single-Family Lot Size Policy 5420

We'll support the change in Lot Size Policy and the rezoning application associated with it. The proposed allowance for (approx) 30' frontage lots have little to do with my lot or that of most properties on Railway Ave. without assembling and subdividing but it at least allows the duplex lot to be put to better use.

I look forward to learning more about your "suite of options" being put forth to city council.

Thanks.

Bill de Mooy

On Fri, Apr 5, 2019 at 4:08 PM Rockerbie, Jordan <JRockerbie@richmond.ca> wrote:

Hello Bill,

The purpose of the letter is twofold: first, to provide notice that the City is considering a change to the Lot Size Policy in your neighbourhood, and second, to gather feedback on the proposed change *and* the rezoning application associated with it. The mail-out went to all of the properties currently subject to the Lot Size Policy, i.e. the area generally bound by Williams Road, Steveston Highway, Railway Avenue, and No. 2 Road.

Regarding the BC Assessment Authority, I cannot make assurances on their behalf.

What I can tell you is that all of the properties on Railway Avenue in your neighbourhood currently have two conflicting land use designations: a designation under than Lot Size Policy introduced in 1989 and last amended in 1995, and a designation in the Arterial Road Land Use Strategy last amended in 2016. The proposed Lot Size Policy amendment addresses the conflicting policies by removing the land use designation from 1995 in favour of the designation applied in 2016. Depending on where you property is on Railway Avenue, the land use designation already supports redevelopment to "Compact Single Detached," "Compact Lot Coach House," "Arterial Road Duplex," or "Arterial Road Townhouses."

Part of my staff report to Council will include a tally of the number of positive and negative responses, as well as copies of those responses as an attachment. Please let me know if you would like your correspondence included in this attachment. Additionally, please let me know if you have further questions about the application at hand, the Lot Size Policy, or the Arterial Road Land Use Strategy.

Thank you,

Jordan Rockerbie

Planning Technician, Development Applications

City of Richmond | T: 604-276-4092

From: Bill de Mooy [mailto:bill@billdemooy.com]

Sent: Thursday, 4 April 2019 16:23

To: Rockerbie, Jordan

Subject: Re: Single-Family Lot Size Policy 5420

Thanks Jordan.

So what is it that planning would like from people living on Railway Ave between Williams Road and Steveston Hwy? Support or disapproval of the application by the developer or of the lot size policy amendment?

The only concern I have is that the BC Assessment Authority assesses my property higher because of their mantra of "highest and best use" even though I am not rezoning my property to the revised lot size policy. If I can be assured that I will not be financial worse off by the amendment then I have no objection. If by allowing the amendment I'm likely to pay more in property taxes then HELL NO.

Cheers.

Bill de Mooy.

On Wed, Apr 3, 2019 at 9:27 AM Rockerbie, Jordan <JRockerbie@richmond.ca> wrote:

Hello William, thank you for your comments on this redevelopment.

At this time, the City is not proposing any changes to the Single Family Lot Size Policy other than a shift in the boundary. Policy Planning staff are currently working on a referral from Council regarding the effectiveness of the Lot Size Policy program as a whole in Richmond neighbourhoods. It is likely that staff will bring forward a suite of options for Council to consider, ranging from status quo to a complete reworking of the policy. Any changes to the Lot Size Policy program would involve significant public consultation.

Regarding the application at hand, the applicant is proposing to remove 10200/10220 Railway Avenue from the Lot Size Policy area, to enable a rezoning and subdivision to create three single-family lots with coach houses. If the property were to remain in the Lot Size Policy area, the redevelopment potential would be limited to two single-family lots with coach houses *or* secondary suites.

I would be happy to provide additional information or staff contacts for the various policies in Richmond which target housing affordability. Many of our policies are "living documents," with regular review, public feedback, and updates.

If you have any additional comments or concerns about the subject rezoning and Lot Size Policy amendment, do let me know.

Thank you,

Jordan Rockerbie

Planning Technician, Development Applications

City of Richmond | T: 604-276-4092

From: Bill de Mooy [<mailto:bill@billdemooy.com>]

Sent: Tuesday, 2 April 2019 12:48

To: Rockerbie, Jordan

Subject: Single-Family Lot Size Policy 5420

Hi Jordan

Just thinking.

Why is there a proposal to change a zoning that allows for a house with secondary accommodation to a zoning that does not allow for a house with secondary accommodation yet allows a coach house?

I'm led to understand that the building of a coach house is much more expensive than building a secondary accommodation as part of a house.

Where is affordable housing in this thought process? To merely allow building on smaller lots and collect more DCC money from subdividing?

If the creation of "affordable housing" is truly what those on Richmond Council want then I would think following the lead of Vancouver, North Vancouver, Surrey, Maple Ridge and Langley would be more thoughtful.

A lot size policy that allows for secondary accommodations AND a coach house or two secondary accommodations would allow for (1) more rentable units, as Richmond desperately requires, and (2) more mortgage helpers to help make a detached home be more affordable, or (3) more multi-generational family homes to supply the need for family support, with privacy, of an aging parents AND young adult children who are staying home longer because of the high cost of rents or real estate.

If you're going to change a policy, would now not be a good time to have a "more useful" land use policy. Even the reintroduction of the Flex-House and Coach house could be worthy of consideration. A home for all ages.

Just thinking.

William de Mooy

10540 Railway Ave.,

Richmond, BC V7E 2B8

Rockerbie, Jordan

From: L Neudorf <leleyn@telus.net>
Sent: Thursday, 18 April 2019 15:43
To: Rockerbie, Jordan
Subject: Rezoning appl 10200/10220 Railway Ave.

Dear Jordon Rockerbie,
Re: Rezoning application at 10200/10220 Railway Ave.

If I had a vote, we would vote against this rezoning application – I propose that the developer work with the current zoning (39.3 ft.). For sure, if we lived on the west side of Hollymount Dr. (with the back lane) I would not be keen to have a swath of laneway homes using the back alley, higher traffic, etc. and no doubt many Air BnB operations.

I see a slim lot of 29.5 ft. as only benefiting the developer and the City.

Per se I am not against higher densities, in fact rather than the standard 3 level townhomes going in along Steveston Hwy between Railway and No. Two Rd I would vote to allow 3-4 level apartment blocks in these land assembly areas, thus allowing many more housing units and many more lower price options.

Thank you.
Len Neudorf – Res. 604-271-9147
10370 Hollymount Dr.



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**A**

I am writing in response to the correspondence regarding the rezoning application at 10200/10220 Railway Avenue.

I do not have any objection to the change to the lot size. I do however, object to the coach house rezoning for the smaller lots.

The subdivision to the east of Railway Avenue, historically known as Holly Park, is already very crowded with vehicles. I live on Hollymount Drive. During weekdays the street is fairly clear of cars. In the evenings and on weekends, Hollymount is already very crowded with most street space completely used for parking. Please do a check evenings and weekends.

I believe, it is reasonable to assume that single family houses will have a minimum of 2 vehicles. If there are more than two adults living in the house it's possible each person over sixteen would have a vehicle. This is the norm in Richmond these days. If you add a coach house to the property, each adult living there, would also, presumably, own a vehicle. Where will all these cars park? The lane access garage could only accommodate 2 vehicles.

Our neighbourhood already serves as overflow parking for O'hares Pub. It is not unusual to have pub patrons parking here.

When I have family and friends visit they already have a hard time finding parking. I have a fire hydrant in my front yard, no one can park in front of my home.

I realize that densification is needed and inevitable, but, some consideration of existing neighbourhoods is required.

Yours truly,

Carolyn Payer
10420 Hollymount Drive
V7E 4S3

Rockerbie, Jordan

From: Michelle Li <michelleli@shaw.ca>
Sent: Monday, 29 April 2019 19:15
To: Rockerbie, Jordan
Subject: Redevelopment proposal to 10200/10220 Railway

Hello,

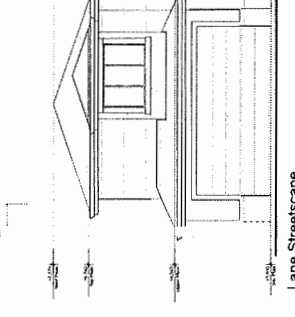
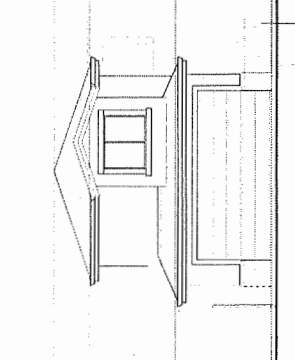
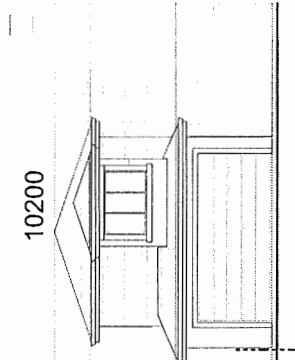
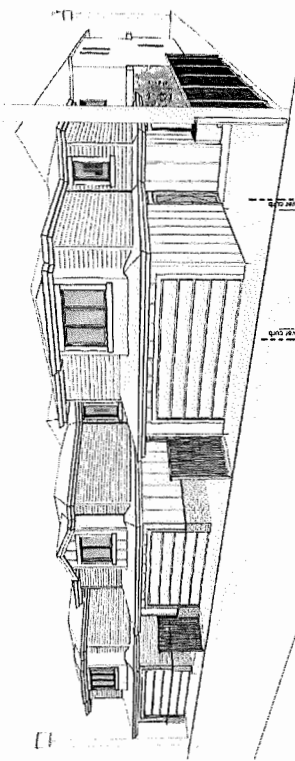
I received a package in the mail about this redevelopment in my neighbourhood and I want to show my strong support of this redevelopment. I would like to see coach homes allowed on any lots where it is suitable with no input from the public since this is a way to add affordable rental housing, housing for extended families, and allow for aging in place. It would also make home ownership more affordable and sustainable for families in our area.

Sincerely,

Michelle Li

10350 Hollybank Drive

Richmond, BC



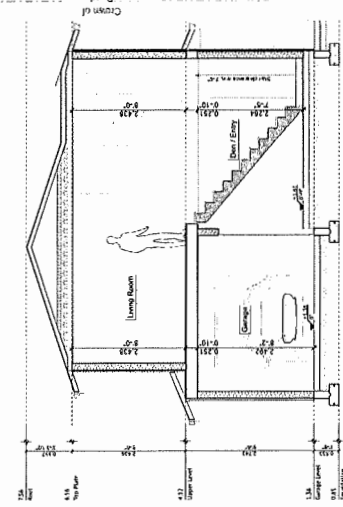
Lane Streetscape
3/16" = 1'-0"

10200 Railway Avenue Coach House

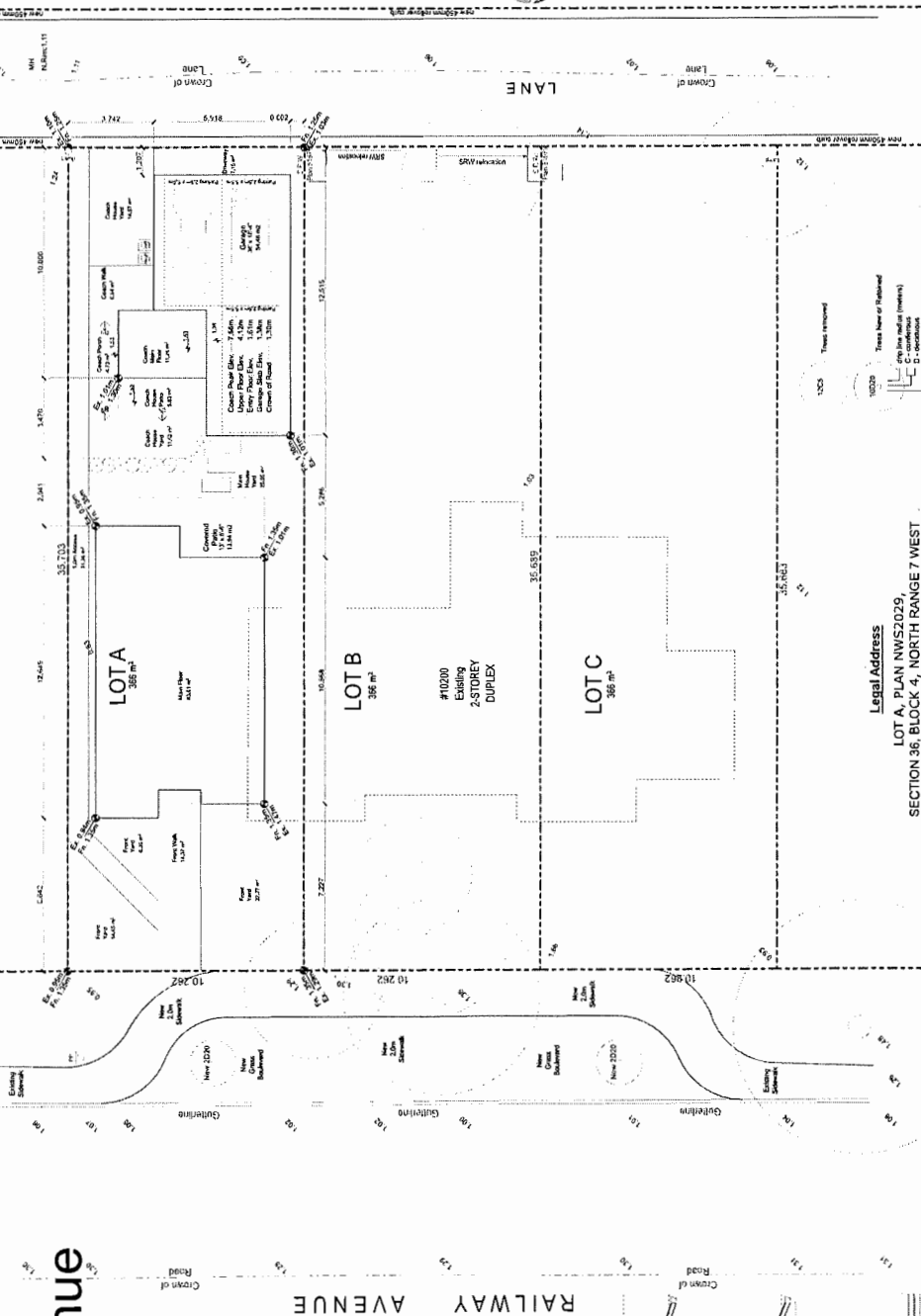
PLN 161

RCH1 Site Data			
10200 Railway Avenue			
Lot Width	10.262	33.87	
Lot Depth (S170 + S166/2)	25.736	117.71	
Lot Area	306	3943	
Proposed			
Area	279.81	256.34	279.81
Intensity (Per Unit)	96.00	945.82	57.58
Capacity (Per Unit, Per Area)	164.66	1774.00	96.36
Capacity (Per Area)	256.41	2762.34	1188.02
Area	73.27	789.87	
Area	1.38		
Area	7.50	25.58	
Area			
Area			

Level 2 suitable for residential use per zoning scheme.



AA Section
1/4" = 1'-0"



Legal Address
LOT A, PLAN NWS2029,
SECTION 36, BLOCK 4, NORTH RANGE 7 WEST
NEW WESTMINSTER DISTRICT.

Site Plan
1/8" = 1'-0"

PROPOSED LOT A



REINE PHOTOGRAPHY & DESIGN
3051 Blenheim Road, Unit #7
Richmond, BC, V6V 1K6
604.782.8249
www.reinephoto.com

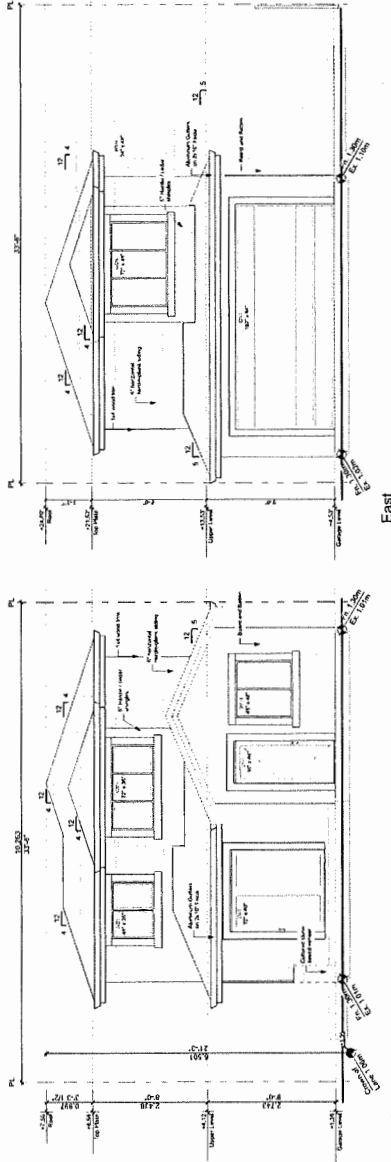
Coach House
10200 Railway Avenue
Richmond, BC

ATTACHMENT 9

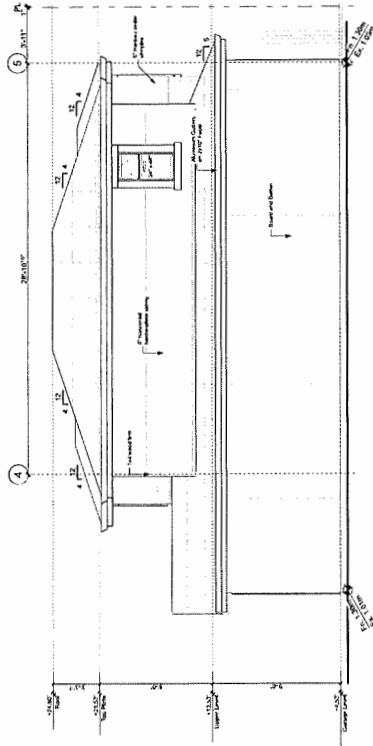
Cover Sheet

Issued for Planning

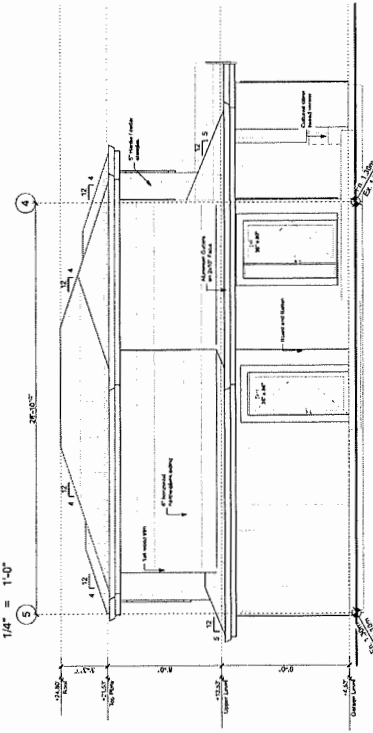
A01



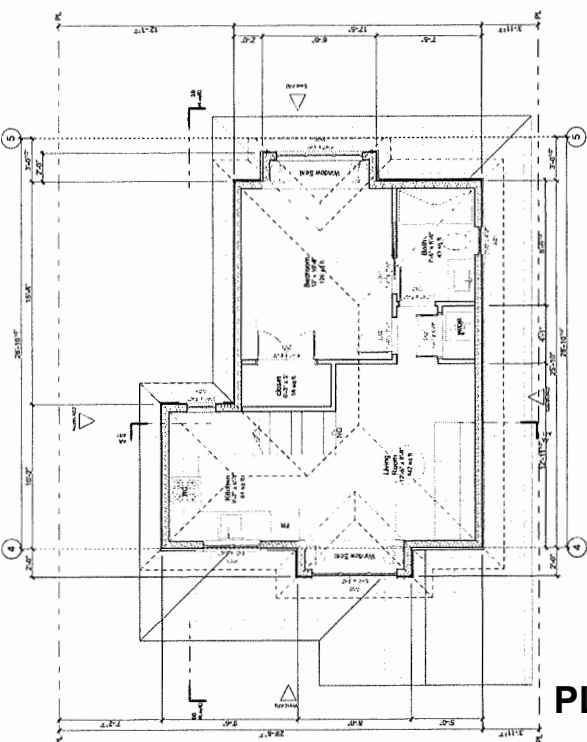
West 1/4" = 1'-0"
East 1/4" = 1'-0"



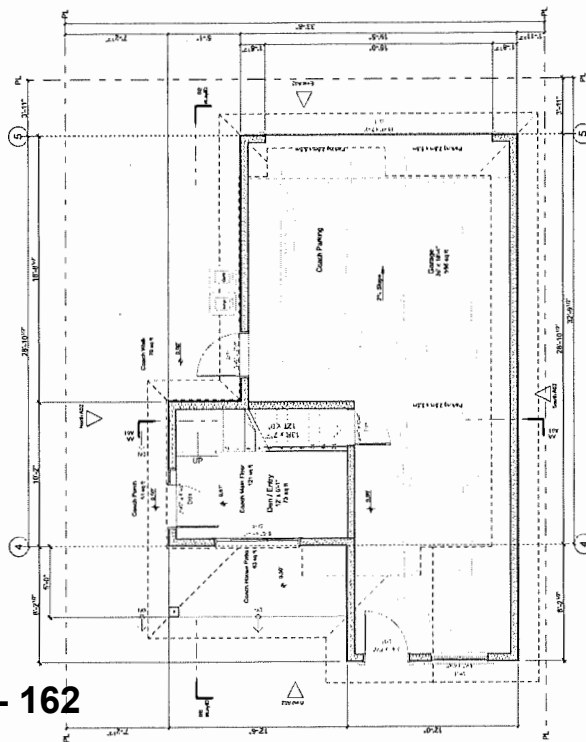
South 1/4" = 1'-0"



North 1/4" = 1'-0"

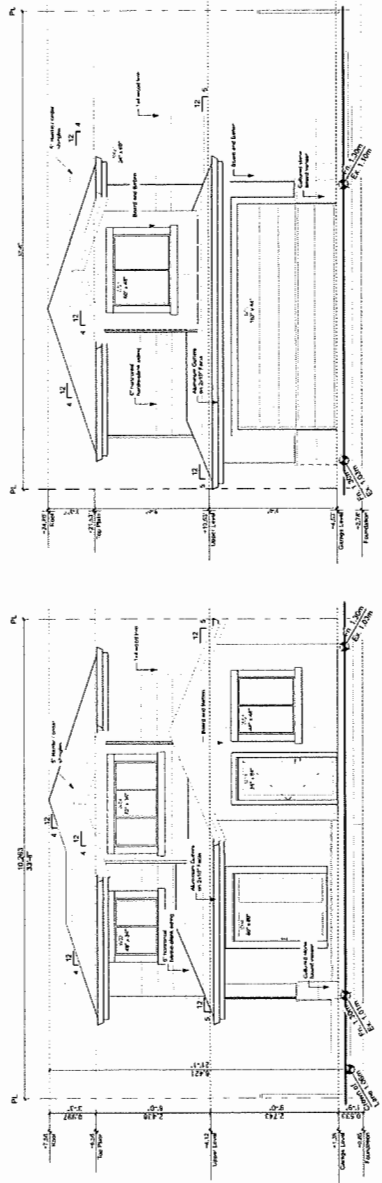


Upper Level
1/4" = 1'-0"



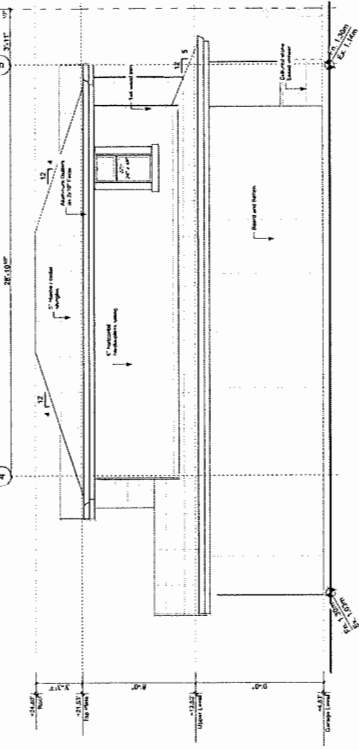
Garage Level
1/4" = 1'-0"

PROPOSED LOT A

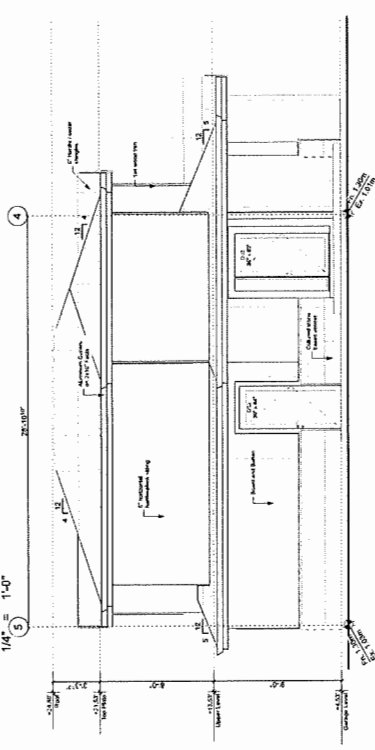


West
1/4" = 1'-0"

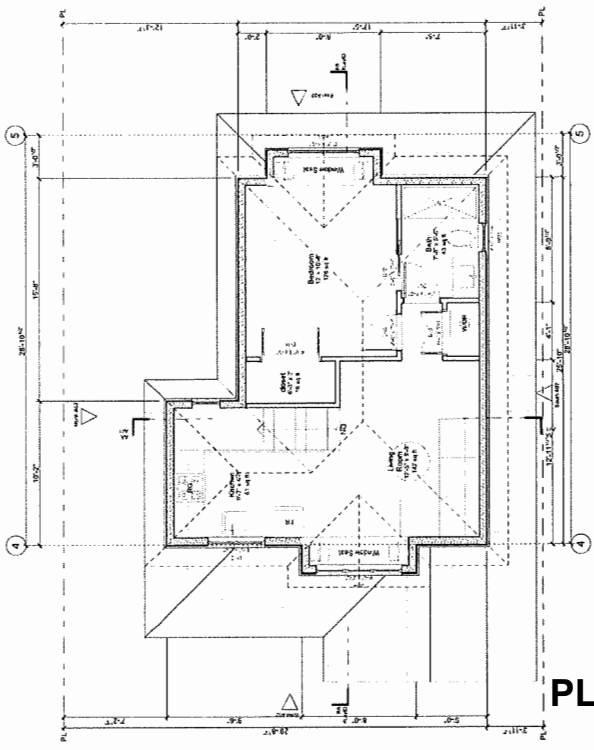
East
1/4" = 1'-0"



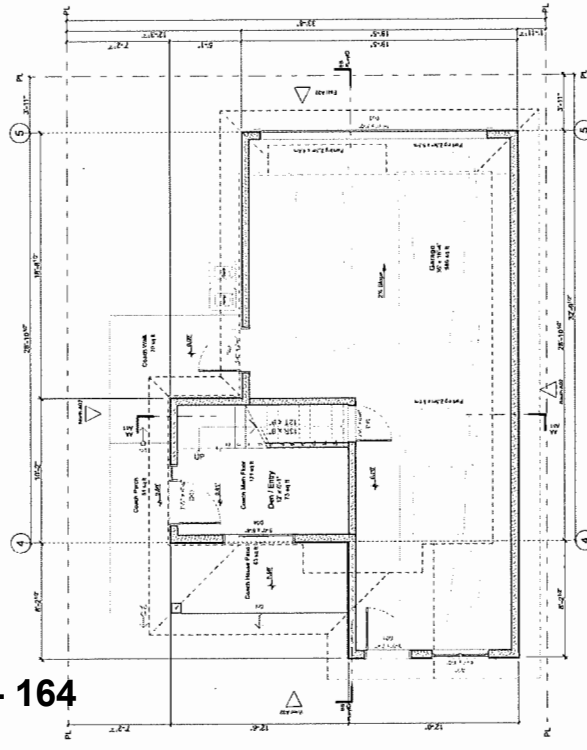
South
1/4" = 1'-0"



North
1/4" = 1'-0"



Upper Level
1/4" = 1'-0"



Garage Level
1/4" = 1'-0"

PLN - 164

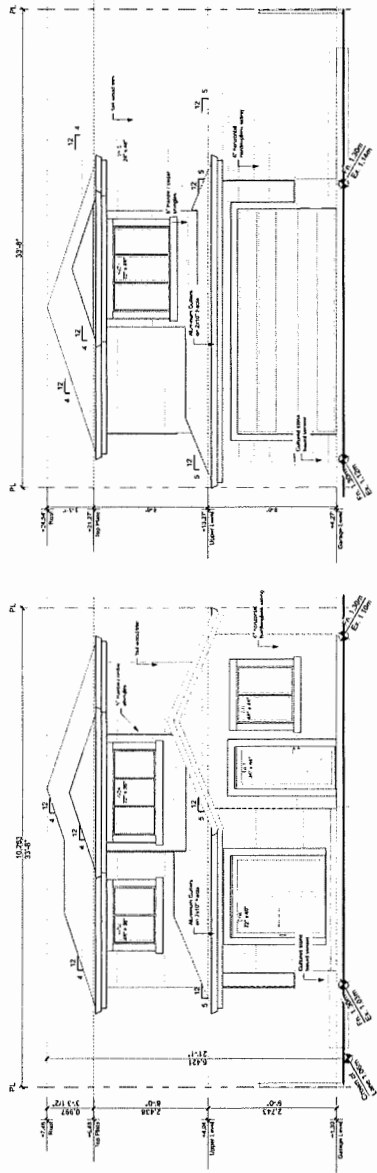
REINE
PHOTOGRAPHY & DESIGN
6950 Brentwood Road, Unit 114
Richmond, BC V6X 2G9
604-272-8249
www.reinepd.ca

Coach House
10210 Railway Avenue
Richmond, BC

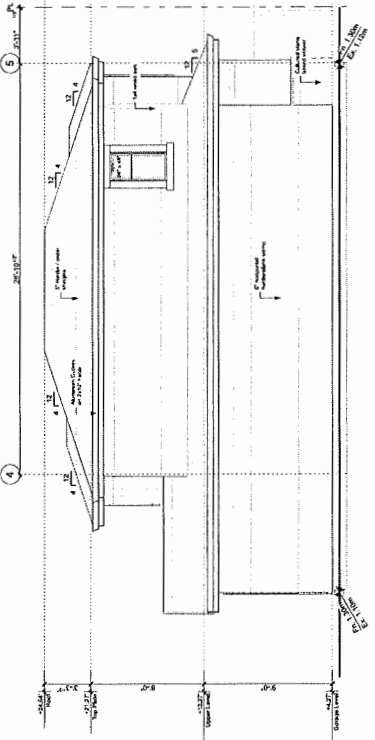
The details and specifications of all drawings are subject to change without notice.	
Based For Receiving	2016-10-09
A02	

Floor Plans

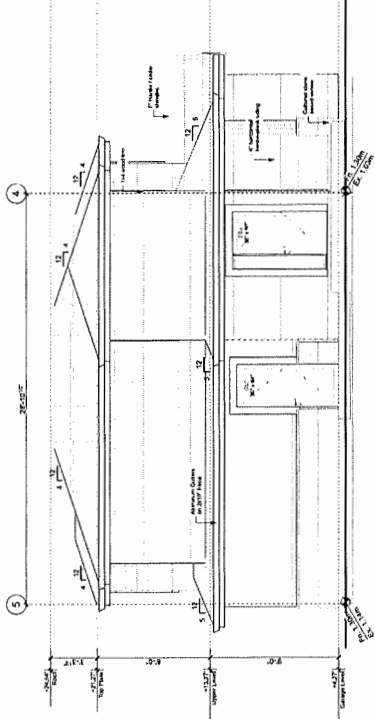
PROPOSED LOT B



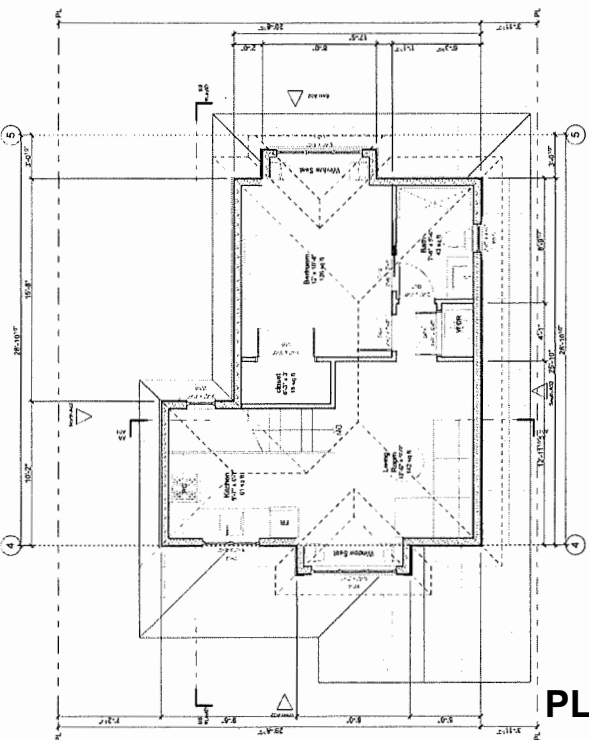
West 1/4" = 1'-0" East 1/4" = 1'-0"



South 1/4" = 1'-0"

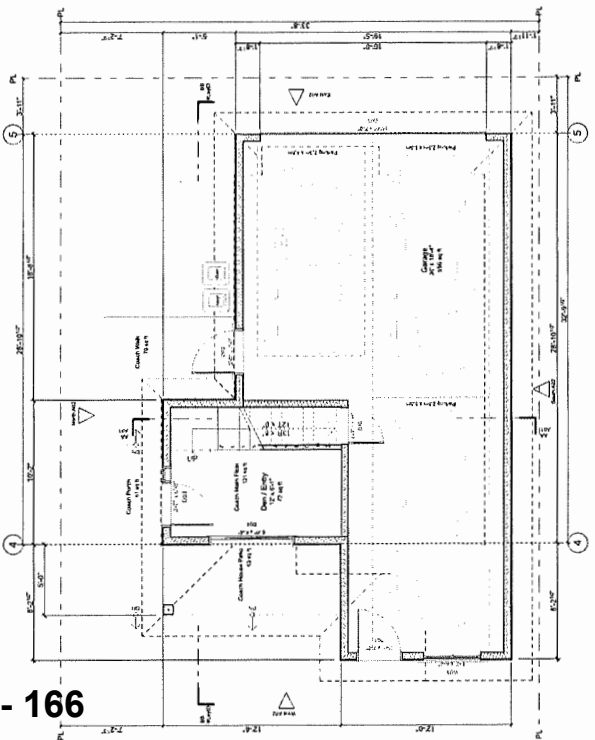


North 1/4" = 1'-0"



Upper Level 1/4" = 1'-0"

PLN - 166



Garage Level 1/4" = 1'-0"

Coach Main Floor 121
Coach Upper Floor 807
Garage 116.44
G08.44.1

PROPOSED WTC



Address: 10200/10220 Railway Avenue

File No.: RZ 17-784927

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 10035, the developer is required to complete the following:

1. Submission of a Landscape Plan, prepared by a Registered Landscape Architect, to the satisfaction of the Director of Development, and deposit of a Landscaping Security based on 100% of the cost estimate provided by the Landscape Architect, including installation costs and a 10% contingency. The Landscape Plan should:
 - comply with the guidelines of the OCP’s Arterial Road Policy and should not include hedges along the front property line;
 - include a mix of coniferous and deciduous trees;
 - include the dimensions of tree protection fencing as illustrated on the Tree Retention Plan attached to this report; and
 - include the 9 required replacement trees with the following minimum sizes:

No. of Replacement Trees	Minimum Caliper of Deciduous Tree	Minimum Height of Coniferous Tree
4	9 cm	5 m
2	8 cm	4 m
3	6 cm	3.5 m

If required replacement trees cannot be accommodated on-site, a cash-in-lieu contribution in the amount of \$500/tree to the City’s Tree Compensation Fund for off-site planting is required.

2. 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.
3. Submission of a Tree Survival Security to the City in the amount of \$1,980 for the 2 trees to be retained.
4. Registration of a flood indemnity covenant on title.
5. Registration of a legal agreement on title ensuring that the coach house cannot be stratified.
6. Registration of a legal agreement on title prohibiting the conversion of the tandem parking area into habitable space.
7. Registration of a legal agreement on title to ensure that the Building Permit application and ensuing development at the site is generally consistent with the preliminary conceptual plans included in Attachment 8 to this staff report.

Prior to Demolition 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.
2. Submission of a Tree Survival Security to the City in the amount of \$1,980 for the 2 trees to be retained (if it has not already been received as part of the Rezoning Considerations Item 5, above).

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. 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.

At Subdivision* stage, the developer must complete the following requirements:

1. Payment of the current year's taxes, Development Cost Charges (City and GVS & DD), School Site Acquisition Charge, and Address Assignment fees.
2. Discharge of covenant RD147895, which restricts the land use to two-unit housing only.
3. Cancellation of Strata Plan NWS2029.
4. Complete the following site servicing works and off-site improvements through a City work order. Works include, but may not be limited to, the following:

Water Works:

- Using the OCP Model, there is 271.0 L/s of water available at a 20 psi residual at 10126 Railway Avenue frontage and 247.0 L/s of water available at a 20 psi residual at 10260 Railway Avenue frontage. Based on your proposed development, your site requires a minimum fire flow of 95 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 building designs.
 - Confirm with the City's Fire Department whether a hydrant is required at the proposed site's Railway Ave frontage to comply with the maximum 120 meters hydrant spacing (per City's specifications) and to service the proposed development.
 - If required, replace the portions (two locations) of the existing AC watermain at Railway Avenue that may be exposed and impacted to facilitate installation of the required storm sewer service connections.
- At Developer's cost, the City is to:
 - Install 3 new water service connections to serve the proposed development, complete with meters and meter boxes. The meters shall be placed at the boulevard area between the property line and the sidewalk.
 - Cut and cap, at main, the existing water service connections to 10200 and 10220 Railway Ave.

Storm Sewer Works:

- At Developer's cost, the City is to:
 - Provide a new storm sewer service connection complete with a type 3 inspection chamber at the common property line of the northernmost lot and the middle lot. Tie-in of the new service connection shall be to the existing opening at the east side of manhole STMH849. The new inspection chamber shall be placed at the boulevard area between the property line and the sidewalk.
 - Remove the existing storm service connection and IC off of the STMH849 fronting the adjoining property line of the north and middle lot.
 - Remove the existing storm sewer service connection and IC at the south property line of the southernmost lot to be created and replace it in the same alignment with a new storm service connection complete with a type 3 inspection chamber. Use the same tie-in point for the new connection as the old one. The new inspection chamber shall be placed at the boulevard area between the property line and the sidewalk.
 - Cut and cap the existing storm sewer service connection at the northwest corner of the proposed site.

Sanitary Sewer Works:

- At Developer's cost, the City is to:
 - Remove the existing inspection chamber and sanitary pipe connections and discharge the existing utility right of way.
 - Cut and cap at main the existing sanitary services 10200 and 10220 Railway Ave.

Initial: _____

- Provide a new sanitary sewer service connection complete with an inspection chamber at the common property line of the northernmost lot and the middle lot. The new inspection chamber shall be placed in a new 2.0 m wide x 1.0 m deep utility right of way that's divided equally between the northernmost lot and the middle lot.
- Provide a new sanitary sewer service connection complete with an inspection chamber in a new 1.5 m x 1.5 m utility right of way to service the southernmost lot.

Frontage Improvements:

- At the developer's costs, the developer is required to:
 - Coordinate with BC Hydro, Telus and other private communication service providers:
 - To underground the electric power and telecommunication lines required to service the proposed three-lot subdivision in compliance with the City's Subdivision and Development Bylaw 8751 and the City's Building Regulation Bylaw 7230.
 - To determine if above ground structures are required and coordinate their locations (e.g. PMT, LPT, Shaw cabinets, Telus Kiosks, etc). These should be located onsite.
 - When relocating/modifying any of the existing power poles and/or guy wires within the property frontages.
 - Pay, in keeping with the Subdivision and Development Bylaw No. 8751, a \$53,010.00 cash-in-lieu of construction contribution for the design and construction of lane upgrades as set out below:
 - Lane-Asphalt Pavement \$16,740.00
 - Lane-Concrete Curb and Gutter \$12,400.00
 - Lane Drainage \$16,120.00
 - Lane-Lighting \$7,750.00
 - Complete frontage improvements to Railway Avenue, including:
 - 2.0 m sidewalk at the property line, landscaped boulevard, and concrete curb and gutter in the existing location;
 - Removal of the existing sidewalk and driveway crossings, and replacement with frontage improvements as described above;
 - New trees are not permitted behind the curb to avoid impact to the existing AC watermain, and therefore must be placed closer to the new sidewalk at property line to maintain minimum clearance of 1.5 m between the AC watermain and the trees; and
 - Lower the existing street light conduits at a minimum depth of 1.0 m below ground and replace the wiring along entire Railway Avenue frontage.

General Items:

- The Developer is required to:
 - 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.

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.

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Initial: _____

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



Richmond Zoning Bylaw 8500
Amendment Bylaw 10035 (RZ 17-784927)
10200/10220 Railway Avenue

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 "COACH HOUSES (RCH1)".

P.I.D. 000-702-536

Strata Lot 1 Section 36 Block 4 North Range 7 West New Westminster District Strata Plan NW2029 Together With An Interest In The Common Property In Proportion To The Unit Entitlement Of The Strata Lot As Shown On Form 1

P.I.D. 000-702-552

Strata Lot 2 Section 36 Block 4 North Range 7 West New Westminster District Strata Plan NW2029 Together With An Interest In The Common Property In Proportion To The Unit Entitlement Of The Strata Lot As Shown On Form 1

- 2. This Bylaw may be cited as "Richmond Zoning Bylaw 8500, Amendment Bylaw 10035".

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

Series of horizontal lines for recording readings and conditions.



MAYOR

CORPORATE OFFICER