



To: Planning Committee

Date: March 6, 2014

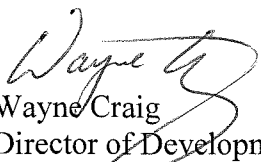
From: Wayne Craig
Director of Development

File: RZ 12-619835

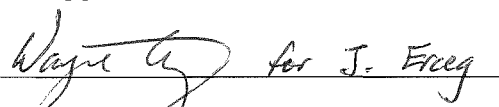
Re: Application by 664525 B.C. Ltd. for Rezoning at 7400, 7420 and
7440 Railway Avenue from Single Detached (RS1/E) to Low Density Townhouses
(RTL4)

Staff Recommendations

1. That Bylaw 9015, for the rezoning of 7400, 7420 and 7440 Railway Avenue from “Single Detached (RS1/E)” to “Low Density Townhouses (RTL4)”, be introduced and given first reading.
2. That the Public Hearing notification area be expanded from the standard 50 m radius to include the area shown in Attachment 5.


Wayne Craig
Director of Development

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REPORT CONCURRENCE		
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Affordable Housing	<input checked="" type="checkbox"/>	

Staff Report

Origin

664525 B.C. Ltd. has applied to the City of Richmond for permission to rezone 7400, 7420 and 7440 Railway Avenue (**Attachment 1**) from “Single Detached (RS1/E)” to “Low Density Townhouses (RTL4)” in order to permit the development of 14 townhouse units. A preliminary site plan, building elevations, and landscape plan are contained in **Attachment 2**.

Findings of Fact

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

Surrounding Development

To the North: Three (3) “Single Detached (RS1/E)” lots with a mix of newer and older homes fronting Railway Avenue; and then single-family lots zoned “Single Detached (RS1/E)” and “Single Detached (RS1/B)” fronting Linfield Gate.

To the South: Two (2) deeper “Single Detached (RS1/E)” lots with older homes; and then two (2) “Single Detached (RS1/B)” lots with newer homes and a temporary shared access from Railway Avenue to the unopened back lane; further south are six (6) more “Single Detached (RS1/E)” lots fronting Railway Avenue.

To the East: Three (3) “Single Detached (RS1/B)” lots with newer homes and one (1) “Single Detached (RS1/H)” lot, all fronting Lindsey Road.

To the West: Across Railway Avenue, Railway Corridor Greenway, then McCallan Road with a mix of newer and older, larger single-family dwellings on “Single Detached (RS1/E)” lots.

Background

- A rezoning application to rezone the subject site to permit the development of 15 townhouse units was submitted to the City on September 5, 2012.
- A petition with 35 signatures from 33 households and 13 letters from residents within the immediate neighbourhood in opposition to the proposed 15 unit townhouse development were received in early 2013.
- An Open House for the 15 unit townhouse proposal was held on March 12, 2013. Three (3) residents from two (2) households attended the event.
- A Report to Committee was taken to Planning Committee on April 16, 2013 and then to Public Hearing on May 21, 2013.
- An additional eight (8) pieces of written submissions, including seven (7) letters and one (1) petition with 12 signatures from six (6) households in opposition to the 15 unit townhouse proposal, were received prior to the Public Hearing meeting on May 21, 2013. In addition, there were five (5) residents spoke in opposition and one (1) person spoke in favour of the 15 unit townhouse proposal at the Public Hearing.

- A mapping of households within the immediate neighbourhood in opposition to the proposed townhouse development can be found in **Attachment 4**.
- The following referral motion was carried at the Public Hearing:
“That Zoning Amendment Bylaw 9015 be referred to staff to have the applicant consult with the community as to an appropriate development for the site.”
- The developer worked with staff to develop development options for the site.
- A second Open House was held on February 25, 2014; two (2) development options were presented. 20 residents from 10 households attended the event. Details on this Open House are provided in the next section.

Open House – February 25, 2014

In response to Council’s referral, the applicant consulted with the neighbouring residents regarding the development of the subject site through an Open House held on February 25, 2014 at the Thompson Community Centre. An Open House flyer was delivered by the applicant to approximately 105 households including properties on McCallan Road, as directed by Council (see **Attachment 5** for a map of the Notification Area).

Two (2) options were presented at the Open House: a 14 unit townhouse development (**Attachment 2**); and a 10 unit fee-simple rowhouse development (**Attachment 6**). Further discussions on these two (2) development options are provided in the Analysis section.

20 residents from 10 households attended the event. Staff attended the Open House to observe the meeting and answer questions related to current city policies. Comment sheets were provided to all the attendees. 16 completed comment sheets from nine (9) households were received; in which,

- seven (7) attendees from three (3) households within the notification area and an additional three (3) attendees from two (2) households from the neighbourhood were in favour of the townhouse development option;
- no support for the row-housing development option is recorded; and
- six (6) attendees from four (4) households within the notification area oppose to either of the presented options and some of them recommend single-family development instead (i.e. 3 to 5 single detached lots).

Mapping of the comment sheet responses as well as the completed comments sheets and follow up letters from the residents can be found in **Attachment 7**. A copy of the Open House Summary prepared by the applicant can be found in **Attachment 8**.

Staff has also received two (2) petitions regarding this project after the February 25, 2014 Open House:

- a petition in opposition with 11 signatures from six (6) households within the immediate neighbourhood (**Attachment 9**); and
- a petition in favour with 34 signatures from 25 households within the Notification Area and an extra 14 signatures from other City of Richmond residents (**Attachment 10**).

Public Input

Major concerns from the neighbourhood on the proposed townhouse development raised in all correspondences, petitions, and open house comment sheets received are summarized below with responses to each of the concerns identified in ***bold italics***.

1. The proposed townhouse development would generate more traffic. Traffic on Railway Avenue would be blocked by southbound vehicles turning left into the site. More vehicles would cut through this block of Railway Avenue via McCallan Road.

(Transportation staff have reviewed the proposed townhouse development and confirmed that the proposed fourteen (14) unit townhouse development will result in a manageable increase in traffic over the existing three (3) single-family houses. This marginal increase is expected to have minimal impact to the surrounding road system and can be accommodated within the capacity and geometry of Railway Avenue including southbound movements into the site.

It is noted that the Railway Avenue corridor is designed for all road users including transit and pedestrians, as well as bicycle lanes in both directions. Transportation supports a direct access from Railway Avenue as shown on the conceptual development plans as full movement. The townhouse proposal reduces the number of access points on Railway Avenue from three (3) to just a single access for the site.)

2. The proposed townhouse development would delay left turns at the Railway Avenue/ Linfield Gate intersection.

(The proposed site access is over 130 m from Linfield Gate. It is not anticipated that site generated traffic will impact the operation of the Railway Avenue / Linfield Gate intersection as adequate separation between the two (2) locations is provided.)

3. The proposed development would create a parking problem for the neighbourhood.

(The original 15 townhouse unit proposal included two (2) side-by-side parking spaces per unit and a total of three (3) visitor parking spaces on site, which is in compliance with the bylaw requirement. Based on the public input, the developer has agreed to reduce the number of townhouse unit to 14 and provide an extra small car visiting parking stall for a total of four (4) onsite visitor parking provided. Staff and the applicant have also looked at opportunities to provide a fifth visitor parking stall onsite but are not recommending this currently as it would compromise the access, function, and openness to the outdoor amenity area. The provision of an additional visitor parking stall could be further reviewed at Development Permit stage.)

4. Parking generated by the townhouse development would spill over to the residential neighbourhood on Linfield Gate, Lindsay Road and McCallan Road.

(The proposed development meets the off-street parking requirement in the Zoning bylaw with two (2) parking spaces for each unit and exceeds the bylaw parking rate for Visitor spaces by providing one additional visitor stall on site. In addition, there is no direct internal connection from the single-family neighbourhood to this site. Linfield Gate is over 130 m from the propose site access with less likelihood for parking to spill over to the residential neighbourhood.

As well, the City's Traffic Control and Regulation Bylaw restricts parking in front of a residential house over three (3) hours. Residents experiencing parking issues are encouraged to contact the RCMP non-emergency line.)

5. The proposed townhouse development would change the neighbourhood character.
(Two-storey ground oriented duplexes with traditional residential character are proposed to compliment surrounding single-family houses. High building quality details, materials and landscaping will enhance the streetscape. These proposed design features and landscaping will be controlled through the Development Permit.)
6. The proposed development would add burden on the infrastructure in the area.
(Upgrades to the existing storm sewer along the Railway Avenue frontage is required as part of this townhouse development. There is no concern on sanitary and water main capacity. There are no other impacts to infrastructure expected from this proposal.)
7. The proposed townhouse development would create privacy and overlook concerns.
(The developer has increased the setbacks where possible. Buildings will be set back a minimum 5.0 m from the rear property line and the second floor will be further set back to 6.0 m. Proposed side yard setbacks along the north and south property lines meet the bylaw required 3.0 m setback, which exceeds the typical minimum setback for single-family dwellings. A solid 1.8 m high wood fence is proposed along the property lines. Buildings will be limited to two-storeys with windows on upper floors oriented to minimize overlook. These proposed design features will be controlled through the Development Permit.)
8. The proposed townhouse development would block the sunlight on the neighbouring back yards.
(The applicant has provided a shadow analysis (Attachment 11) and confirmed that shading on the neighbouring yards is nominal. Staff have reviewed the analysis and agreed with the developer's findings.)
9. The proposed driveway along the north property line would have a disastrous effect on the neighbouring property.
(Based on the public input, the developer has relocated the entry driveway from the north edge of the site to the midpoint of the site frontage.)
10. The proposed townhouse development would reduce the value of the neighbouring properties along Railway Avenue.
(The applicant advised that the project will feature high quality construction in terms of detailing, materials, and landscaping, which could be controlled through the Development Permit. In addition, as part of the development, the frontage of the development site will be improved with a new 1.5 m wide sidewalk and a 2.0 m wide grassed and treed boulevard. Seven (7) bylaw-sized trees in the front yard of the site will also be retained and protected. The proposed development will improve the appearance of the streetscape.)

Related Policies & Studies

Arterial Road Policy

The 2041 OCP Bylaw 9000 Arterial Road Redevelopment Policy is supportive of multiple-family residential developments along certain arterial roads as identified on the Arterial Road Development Map (Section 3.6 of Schedule 1 of Bylaw 9000). Although the subject site is not specifically identified for townhouse development, it meets the location criteria set out in the OCP for new townhouse areas:

- within 800 m (or 10 minute walk) of a City Community Centre (i.e., Thompson Community Centre at Granville and Lynas Lane);
- within 400 m (or 5 minute walk) of a Commercial Service use (i.e., retail stores at Blundell and McCallan); and
- within 400 m (or 5 minute walk) of a Park on City lands (i.e., Railway Corridor Greenway on the west side Railway Avenue).

Floodplain Management Implementation Strategy

The applicant is required to comply with the Flood Plain Designation and Protection Bylaw (No. 8204). In accordance with the Flood Management Strategy, a Flood Indemnity Restrictive Covenant specifying the minimum flood construction level is required prior to rezoning bylaw adoption.

Affordable Housing Strategy

The applicant proposes to make a cash contribution to the affordable housing reserve fund in accordance to the City's Affordable Housing Strategy. As the proposal is for townhouses, the applicant will provide a cash contribution of \$2.00 per buildable square foot as per the strategy; making the payable contribution amount \$39,082.44.

Staff Comments

Site Servicing and Frontage Improvements

The existing 450 mm diameter storm sewer along the Railway Avenue frontage (from the north property line to the south property line of the proposed site with an approximate length of 70 meters) must be upgraded to a 600 mm diameter storm sewer.

A new 1.5 m sidewalk along the front property line, with a 2.0 m grass and treed boulevard (between curb & sidewalk) and street lighting (replacing the existing Hydro lease lights), extended south to the north property line of 7488 Railway Avenue is required.

Prior to final adoption, the developer is required to consolidate the three (3) lots into one (1) development parcel and enter into the City's standard Servicing Agreement to design and construct the required infrastructure upgrades described above and frontage beautification.

Trees Retention and Replacement

A Tree Survey and a Certified Arborist's report were submitted in support of the application; 36 trees were identified and assessed (see Tree Preservation Plan in **Attachment 12**):

- 2 trees located on City property;
- 1 tree located on neighbouring property; and
- 33 trees located on site.

Tree Protection

The developer is proposing to retain and protect seven (7) trees located along the Railway Avenue frontage and one (1) tree on the adjacent property to the east at 7373 Lindsay Road. Tree protection fencing is required to be installed to City standards prior to any construction activities occurring on-site. In addition, a contract with a Certified Arborist to monitor all works to be done near or within the tree protection zone will be required prior to Development Permit issuance.

In order to ensure that the eight (8) protected trees will not be damaged during construction, a Tree Survival Security will be required as part of the Landscape Letter of Credit at Development Permit stage to ensure that these trees will be protected. No Landscape Letter of Credit will be returned until the post-construction assessment report confirming the protected trees survived the construction, prepared by the Arborist, is reviewed by staff.

Tree Removal

The City's Tree Preservation Coordinator has reviewed the Arborist Report and concurs with the arborist's recommendation to remove 23 trees as they are either dead, dying (sparse canopy foliage), or exhibit suppressed canopies due to competition, structural defects such as inclusions at the main branch union and co-dominant stems.

The developer is also proposing to remove three (3) additional trees that are in "moderate-good" condition due to its conflict with the proposed driveway and buildings. To compensate for the loss of three (3) large conifers along the street frontage, the City's Tree Preservation Coordinator recommends that three (3) new larger caliper conifer replacement trees be provided along the Railway Avenue frontage. These "specimen" replacement trees will be specified at Development Permit stage and exceed typical replanting size requirements. Staff will work with the landscape architect to explore additional tree planting opportunities and ensure the provision of the larger specimen trees on-site at the Development Permit stage.

Should the applicant wish to begin site preparation work after third reading of the rezoning bylaw, but prior to final adoption of the rezoning bylaw and issuance of the Development Permit, the applicant will be required to obtain a Tree Permit, install tree protection around trees to be retained, and submit the landscape security and tree compensation cash-in-lieu (i.e. \$33,000 in total) to ensure the replacement planting will be provided.

Tree Replacement

Based on the 2:1 tree replacement ratio goal stated in the Official Community Plan (OCP), 52 replacement trees are required for the removal of 26 trees. Considering the effort made by the applicant to retain the seven (7) trees on site, staff recommend seven (7) replacement trees be exempted. According to the Preliminary Landscape Plan (**Attachment 2**), the developer is proposing to plant 12 new trees on-site; size and species of replacement trees and overall landscape design will be reviewed in detail at the Development Permit stage. The applicant has agreed to provide a voluntary contribution of \$16,500 to the City's Tree Compensation Fund in lieu of planting the remaining 33 replacement trees should they not be accommodated on the site.

City Tree

It is noted that two (2) city trees are located within the city boulevard in front of the site and may be impacted by the construction of the proposed storm sewer upgrade. The proposed servicing upgrade works will be under arborist supervision. The arborist will assess the impact of the proposed works to the protected city trees at the Servicing Agreement stage, and will provide future recommendations to the City as part of the Development Permit process.

Vehicle Access

One (1) driveway from Railway Avenue is proposed. The long-term objective is for the driveway access established on Railway Avenue to be utilized by adjacent properties to the north and south if they ultimately apply to redevelop. A Public Right of Passage (PROP) Rights of Way (ROW) will be secured as a condition of rezoning to facilitate this vision.

Indoor Amenity Space

The applicant is proposing a contribution in-lieu of on-site indoor amenity space in the amount of \$14,000 as per the Official Community Plan (OCP) and Council Policy.

Outdoor Amenity Space

Outdoor amenity space will be provided on-site. Based on the preliminary design, the size of the proposed outdoor amenity space complies with the Official Community Plan (OCP) requirements. Staff will work with the applicant at the Development Permit stage to ensure the configuration, and design of the outdoor amenity space meets the Development Permit Guidelines in the OCP.

Analysis

Development Options

In determining the potential forms of redevelopment for the subject site, staff recommend looking at the development potential of the entire block (i.e., east side of Railway Avenue between Linfield Gate and Lancing Road), rather than individual development sites or properties. Two (2) types of housing forms on this block are supported by current City's Policies: Small Lot Single-Family; and Townhouses. As part of the neighbourhood consultation, the applicant proposed a third option: Fee-Simple Rowhouse Developments.

Single-Family Development

Currently, there is a mix of older and newer homes on single-family lots with frontage/lot width ranging from 14.85 m to 27.11 m on the east side of Railway Avenue between Linfield Gate and Lacing Road. Single-Family Lot Size Policy 5463 (adopted by Council on February 19, 1996, **Attachment 13**) permits properties fronting on Railway Avenue on this block to be rezoned and subdivided as per “Single Detached (RS1/E)” zone, which is the current zoning of most the properties on this block.

Policy 5463 also permits these properties to be rezoned and subdivided into “Single Detached (RS2/B)” lots (minimum 12 m wide) where a lane or internal road access is available. A sketch showing the potential single-family development pattern can be found in **Attachment 14**. It is noted that:

- The existing lot pattern of the block between Linfield Gate and Lacing Road will create some impediments regarding the ability to establish a lane along the rear of these properties.
- A recent subdivision and new house constructions on Linfield Gate render it impossible to create a new lane connecting to the side street (i.e., Linfield Gate).
- To allow developments of “RS2/B” lots on this block, a lane access point off Railway Avenue will be required.
- For properties between 7320 and 7440 Railway Avenue, there is potential for 2-lot consolidations to facilitate 3-lot-subdivisions; however, a lane connecting Railway Avenue and the back lane would be required.
- There is no subdivision potential at 7460 and 7480 Railway Avenue since these lots are too narrow (16.76 m wide) for subdivision; these lots are also much deeper than the adjacent properties; this eliminates the opportunity to extend the back lane to the south.
- 7488 and 7508 Railway Avenue have already been redeveloped into “RS1/B” lots with a temporary access off Railway Avenue and an unopened lane at the rear.
- There is no subdivision potential at 7520 and 7540 Railway Avenue since lane access is not available.
- There is no subdivision potential at 7560 and 7566 Railway Avenue since these lots are too narrow (14.86 m wide) for subdivision.
- 7580 Railway Avenue and 5111 Lancing Road, together, maybe rezoned and subdivided into three (3) “RS2/B” lots with a back lane connecting to Lancing Road.
- Dead-end lanes are not preferred by Transportation and Environmental Programs due to issues related to garbage and recycling pick up services on major arterial road and limited turn-around capability in the dead-end lane.
- The applicant advised that single-family developments would not be economically feasible on this site.

Fee-Simple Rowhouse Development

At the Open House on February 25, 2014, the applicant presented a Fee-Simple Rowhouse Development option (**Attachment 6**). Each lot would have a lot width of 6.0 m and a lot area of approximately 239 m² (2572.6 ft²). The proposed density would be 0.65 FAR and each dwelling would be approximately 155.35 m² (1,672.2 ft²). Units will be grouped into duplexes to maintain a single-family scale and character; the streetscape of the proposed development would appear to be five (5) single-family homes. Vehicle access to these lots would be from a new back lane that would daylight to Railway Avenue. Each unit would have a total of two (2) parking spaces – one (1) enclosed and one (1) surface parking.

This development option was not well received by the area residents as there is no support to this form of housing according to the result of the completed comment sheets received at the Open House.

Multiple-Family Development

This block of Railway Avenue between Granville Avenue and Blundell Road is within 800 m of Thompson Community Centre located at Granville Avenue and Lynas Lane, 400 m of retail stores at Blundell Road and McCallan Road, 400 m of Railway Corridor Greenway on the west side Railway Avenue, and is on a bus route; therefore, townhouse developments may be considered in accordance with the Arterial Road Policy. A sketch showing the potential townhouse development pattern for this area can be found in **Attachment 15**. It is noted that:

- 7320/7340/7360 Railway Avenue, when consolidated, would have a frontage over 50 m, which meet the land assembly requirement under the Arterial Road Policy for a townhouse development.
- Although the consolidated frontage of 7460 and 7480 Railway Avenue (approximately 33.5 m) does not meet the minimum width requirement for arterial road townhouse development, the consolidated site may be considered as an extension of the subject townhouse proposal; a conceptual development plan has been prepared by the applicant and is on file.
- The houses at 7488 and 7508 Railway Avenue are approximately 10 years old; staff do not envision any redevelopment in the near future. These properties would remain “as is” until redevelopment occurs. Should the owners wish to redevelop these properties into townhouses in the future, the back lane must be closed and consolidated to the development site.
- 7520/7540/7560/7566 Railway Avenue, when consolidated, would have a frontage over 50 m, which meet the land assembly requirement under the Arterial Road Policy for a townhouse development.
- The houses at 7580 Railway Avenue and 5111 Lancing Road are approximately 4 and 17 years old respectively; staff does not envision any redevelopment in the near future. However, future development on the consolidated site could be considered as an extension of the development at 7520/7540/7560/7566 Railway Avenue.

Staff recommend low-density multiple-family developments on this block of Railway Avenue between Linfield Gate and Lancing Road as this form of development would provide the City an opportunity to review and guide the development pattern including the location and number of vehicle access points, provision of on-site, as well as the character and massing of the future dwellings.

In addition, staff believe that small scale duplex units along Railway Avenue would be compatible with the existing single-family developments on the block. Two-storey massing, the potential for detached rear units, as well as rear yard setbacks similar to the setback required for single-family lots, would provide an appropriate interface with the neighbouring single-family homes and would alleviate concerns related to privacy and shading.

Staff are of the opinion that a low density townhouse development is an appropriate supportable form of development for this block due to close proximity to a community centre, public school, access to transit services, and Railway Avenue is a designated bicycle route.

Proposed 14 Unit Townhouse Development

The proposed development is generally consistent with the Development Permit Guidelines for arterial road townhouse developments contained in the Official Community Plan (OCP). The proposed height, siting and orientation of the buildings generally respect the massing of the existing one or two-storey single-family homes to the north, south and east. The 2-storey interface with single-family homes around the subject site also complies with the Arterial Road Guidelines for Townhouses in the OCP.

The proposed small scale duplex units along Railway Avenue fit well with the character of the existing single-family neighbourhood. The detached units along the rear property line provide a good transition between the duplex units along Railway Avenue and the single-family homes to the east. The increased rear yard setback (minimum 5.0 m on the ground floor and 6.0 m on the second floor, compared to 3.0 m as required under the Low Density Townhouse zones) provides appropriate private outdoor open space for the units at the back of the site and minimizes the impact of the proposed development on existing single-family houses to the east.

All units have two (2) vehicle parking spaces in a side-by-side double car garage. A total of four (4) visitor parking spaces, including one (1) accessible visitor parking space, are provided throughout the site. The number of visitor parking spaces proposed exceeds the bylaw requirement (i.e., 3 spaces including 1 accessible space).

The site grade within the backyards will be raised to approximately 1.40 m geodetic, which is approximately 0.6 m higher than the site grade at the adjacent properties to the east. Perimeter drainage will be required as part of the Building Permit to ensure storm water is managed and addressed through the development and will not impact the neighbouring properties.

Design Review and Future Development Permit Considerations

A Development Permit will be required for the proposed townhouse development to ensure that the development at 7400, 7420 and 7440 Railway Avenue is sensitively integrated with adjacent developments. The rezoning conditions will not be considered satisfied until a Development

Permit application is processed to a satisfactory level. As part of the Development Permit, the following issues are to be further examined:

- Compliance with the relevant Development Permit Guidelines for multiple-family projects contained in OCP Bylaw 9000.
- Location, size and manoeuvring capacity of visitor parking stalls and landscape buffer adjacent to neighbouring back yards.
- Building form and architectural character, including separations between street fronting buildings, to ensure the proposal complements the existing single-family developments in terms of massing and scale.
- Provision of at least one (1) convertible unit and design of other units to include accessibility/aging-in-place features;
- Site grading to be designed to ensure the survival of protected on-site trees.
- Enhancement of the proposed landscaping design and provision of three (3) new larger caliper conifer replacement trees (in the range of 4.0 to 8.0 m tall) to compensate for the loss of three (3) large conifers along the street frontage.
- Design refinement of the outdoor amenity space to comply with the Development Permit Guidelines in terms of size and configuration, as well as provision of children's play equipments.

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

Public Hearing Notification Area

Staff were directed by Council at the May 21, 2013 Public Hearing to expand the notification area for future public consultation regarding the redevelopment proposal to include residents on McCallan Road. In addition, a number of residents on the east side of Lindsay Road expressed concerns regarding the original 15 unit townhouse development. Therefore, the notification area for the Open House held on February 25, 2014 was expanded to include residents on a portion of Lindsay Road.

Should the application be endorsed by Council and proceed to Public Hearing, it is recommended that the notification area be expanded. The statutory requirement for notification of Public Hearing is 50 m (164 ft.) from the development site, which generally includes all immediate neighbours. An expanded notification area as shown in **Attachment 5** is proposed.

It is recommended that the Public Hearing notices be sent to the same notification area as the Open House held in February 25, 2014 to ensure that residents who were involved in the recent public consultation process are advised of the Public Hearing date.

Financial Impact or Economic Impact

None.

Conclusion

The proposed 14-unit townhouse development is consistent with the Official Community Plan (OCP) regarding developments along major arterial roads. Overall, the proposed land use, site plan, and building massing complement the surrounding neighbourhood. Further review of the project design is required to ensure a high quality project and design consistency with the existing neighbourhood context, and this will be completed as part of the Development Permit application review process. The list of rezoning considerations is included as **Attachment 16**, which has been agreed to by the applicants (signed concurrence on file). On this basis, staff recommend that the proposed rezoning be approved.

It is recommended that Richmond Zoning Bylaw 8500 Amendment Bylaw 9015 be introduced and given first reading.



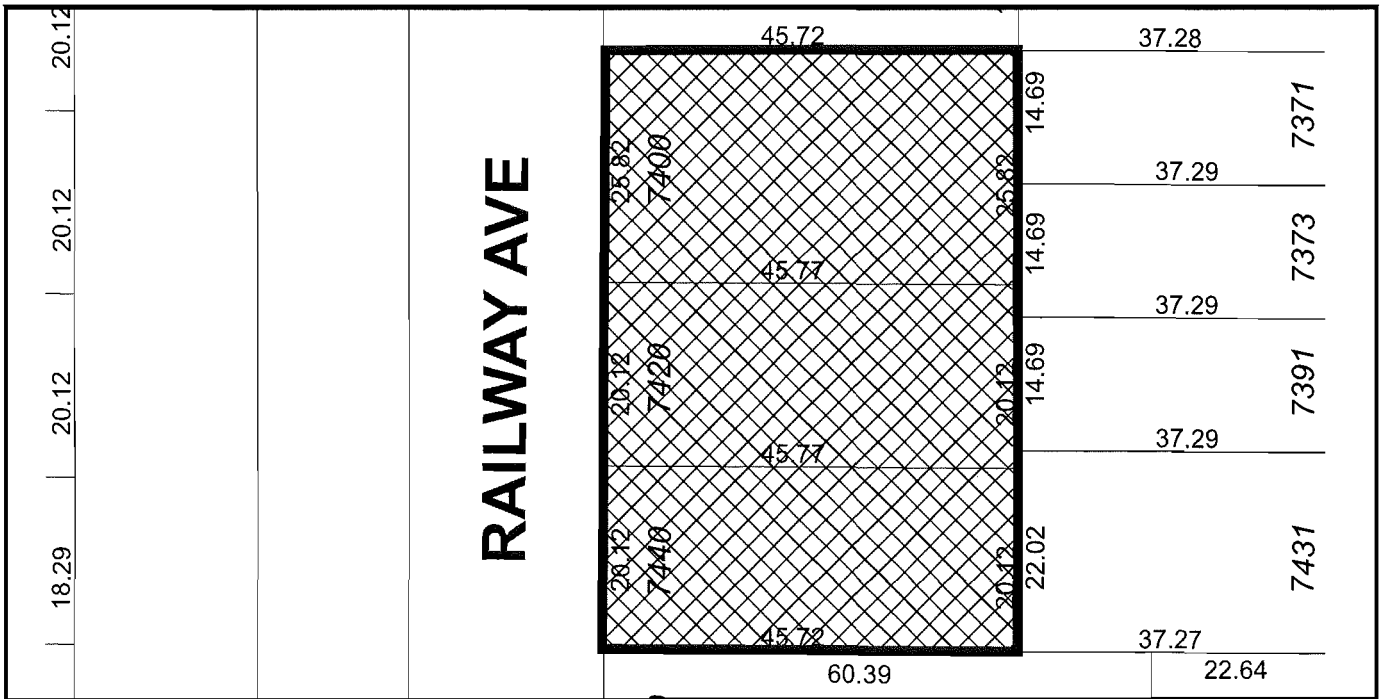
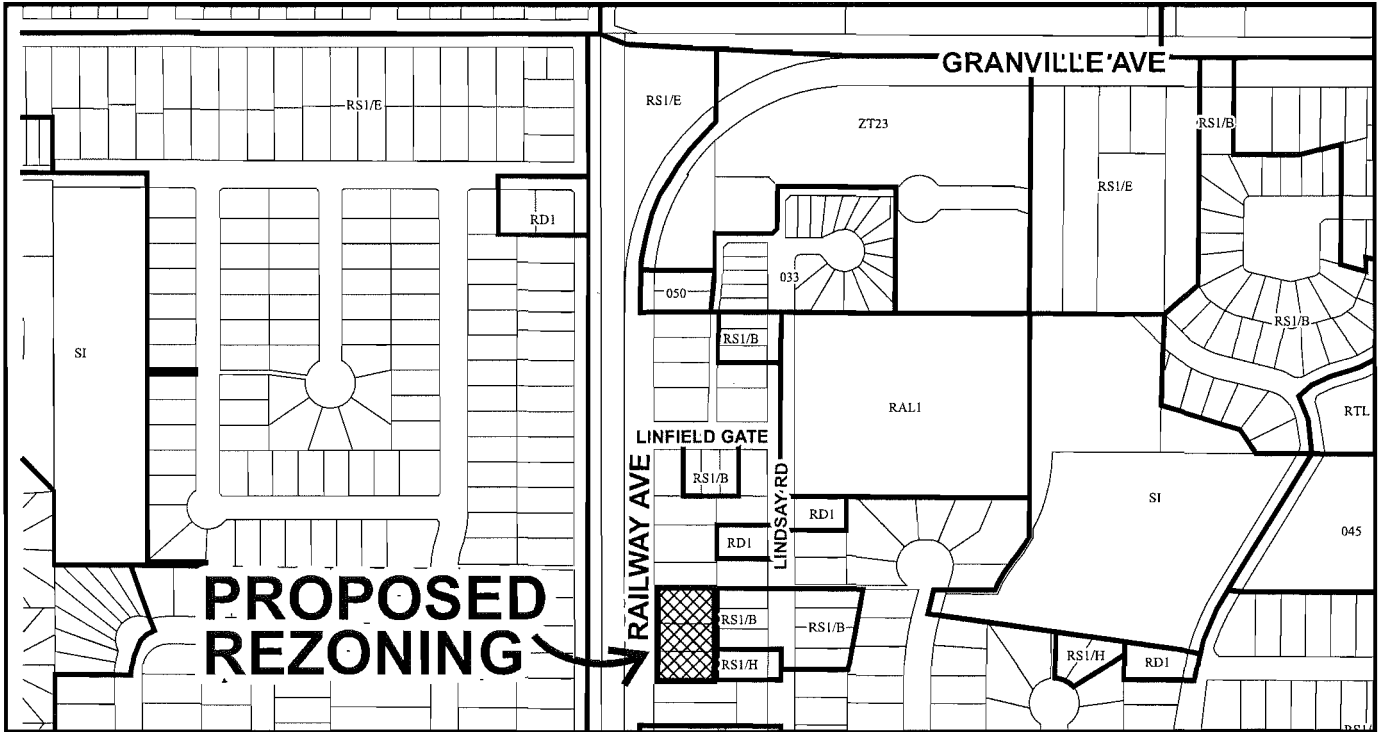
Edwin Lee
Planning Technician - Design

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- Attachment 1: Location Map
- Attachment 2: Proposed Townhouse Design
- Attachment 3: Development Application Data Sheet
- Attachment 4: Mapping of Opposition Letters and Petition Received Prior to Public Hearing Held on May 21, 2013
- Attachment 5: Open House Notification Area
- Attachment 6: Potential Fee-Simple Rowhouse Development Plan
- Attachment 7: Consultation Result – February 2014
- Attachment 8: Summary of the Open House Held on February 25, 2014
- Attachment 9: Petition in Opposition Received March 2014
- Attachment 10: Petition in Favour Received March 2014
- Attachment 11: Shadow Analysis
- Attachment 12: Tree Preservation Plan
- Attachment 13: Lot Size Policy 5463
- Attachment 14: Potential Development Pattern – Single Detached (RS2/B)
- Attachment 15: Potential Development Pattern – Low Density Townhouses
- Attachment 16: Rezoning Considerations



City of
Richmond



	<h1>RZ 12-619835</h1>	<p>Original Date: 03/04/14</p> <p>Revision Date:</p> <p>Note: Dimensions are in METRES</p>
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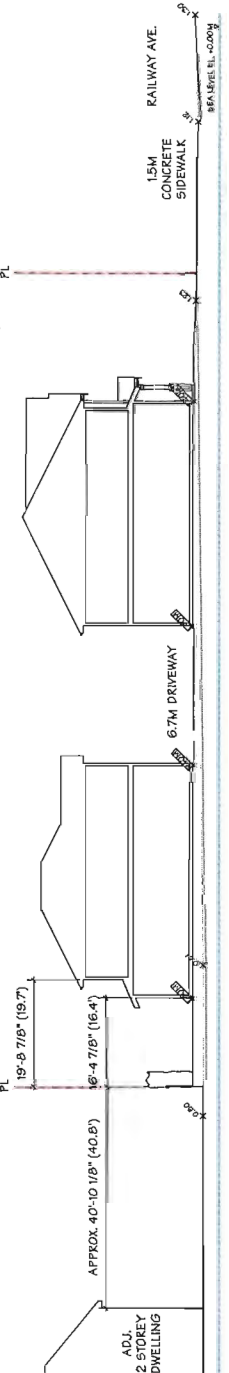


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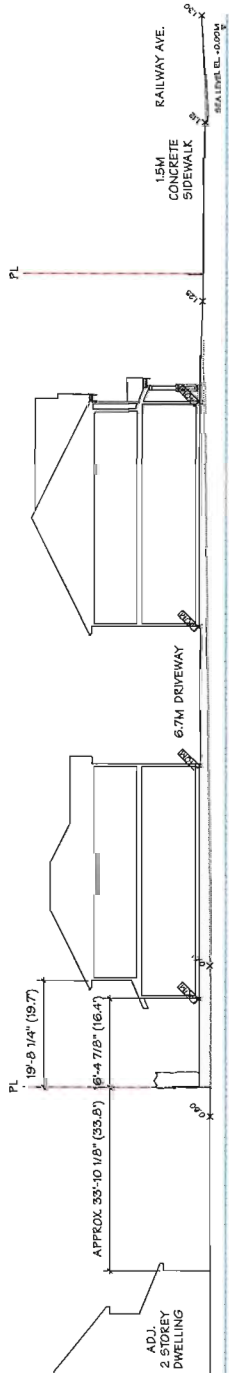
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Amended Date:

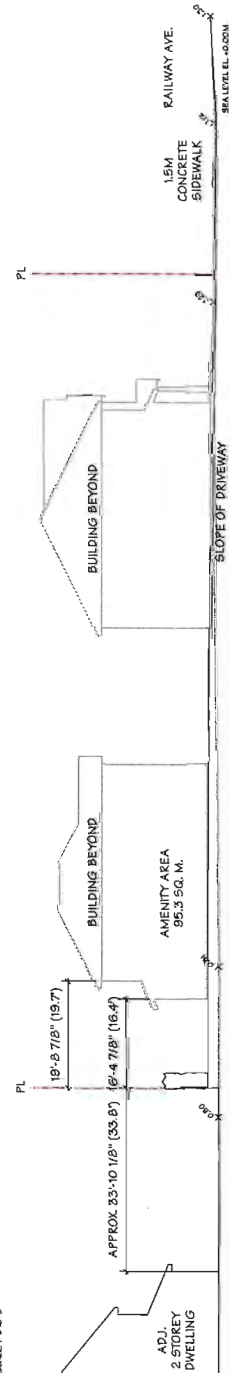
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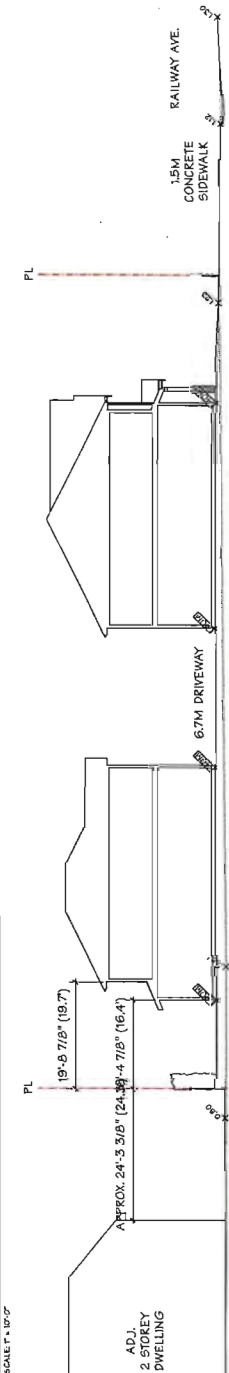
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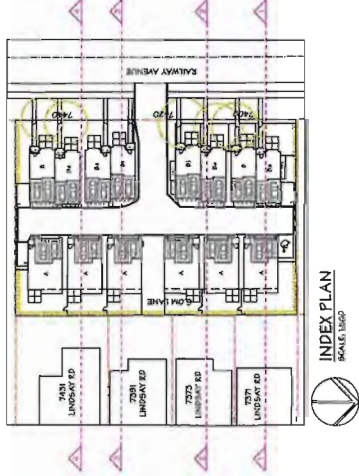
SITE SECTION 2 - THROUGH 7373 LINDSAY RD.
SCALE 1/8" = 1'-0"



SITE SECTION 3 - THROUGH 7391 LINDSAY RD. & DRIVEWAY
SCALE 1/8" = 1'-0"



SITE SECTION 4 - THROUGH 7431 LINDSAY RD.
SCALE 1/8" = 1'-0"



INDEX PLAN
SCALE 1/800

Yamamoto Architecture Inc.

PROJECT: 10 LOT BUILDING

DRAWING TITLE: SITE SECTIONS

DATE: 12/11/18

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

3.0-TH

PROJECT NO. 1001

DATE: 12/11/18

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

3.0-TH

PROJECT NO. 1001

REV.	DATE	DESCRIPTION
1		ISSUED FOR PERMIT

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pmg
LANDSCAPE ARCHITECTS
Suite C106 - 4185 53rd Street, Suite 100
Burnaby, British Columbia, V5C 6G3
P: 604-291-0111 F: 604-294-8822

SCALE:

NO.	DATE	REVISION DESCRIPTION	BY
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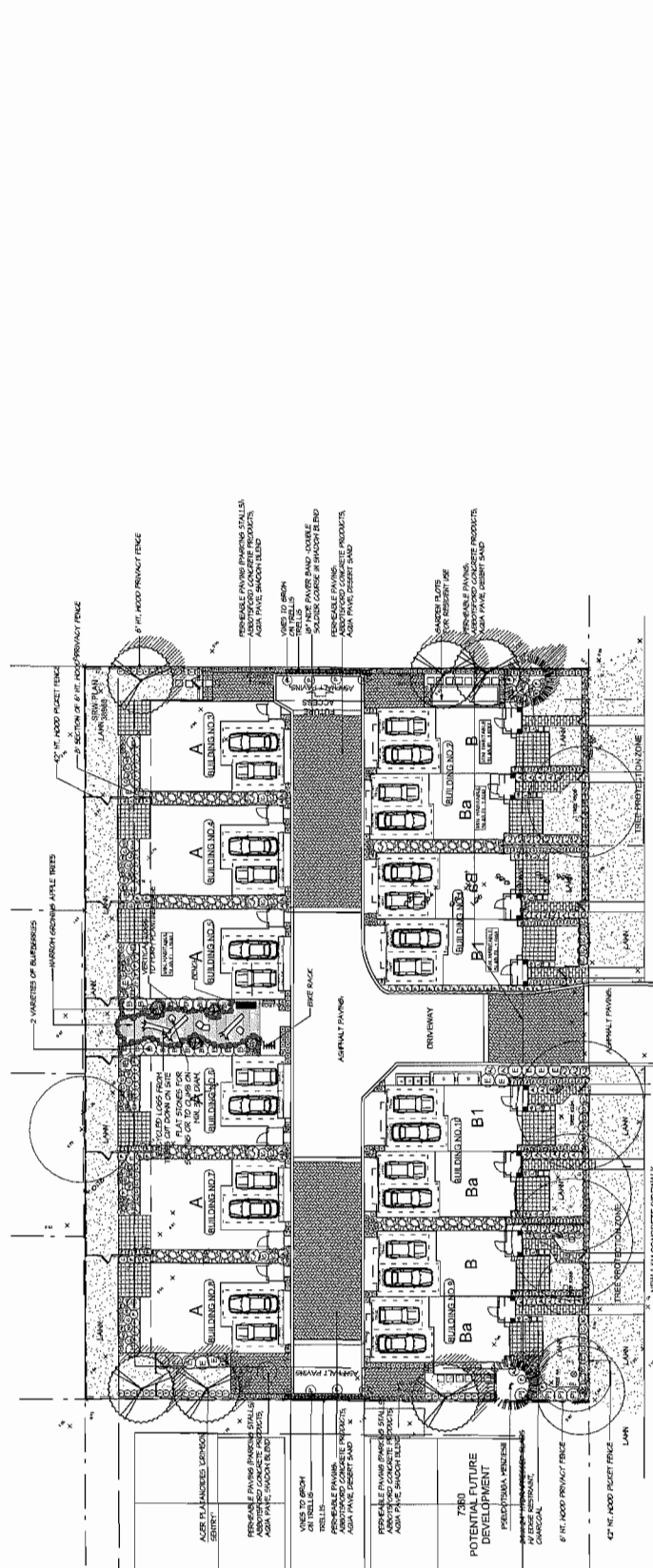
CLIENT:

PROJECT:
15 UNIT TOWNHOUSE DEVELOPMENT
7880 7430 7480 RAILWAY AVE.
RICHMOND, B.C.

DRAWING TITLE:
LANDSCAPE PLAN

DATE: 11/20/17 DRAWING NUMBER:
SCALE: 1/8"=1'-0"
DRAWN: MM
CHECKED: MM
DATE: 11/20/17

PMG PROJECT NUMBER: 19141-522



PLANT SCHEDULE	COMMON NAME	PLANT SPECIES
1	WEST PALM THORN	WEST PALM THORN
2	MAHONIA	MAHONIA
3	ARISAEMA	ARISAEMA
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RZ 12-619835

Attachment 3

Address: 7400, 7420 and 7440 Railway Avenue

Applicant: 664525 B.C. Ltd.

Planning Area(s): Blundell

	Existing	Proposed
Owner:	SSB Homes Ltd.	To be determined
Site Size (m²):	3,025.6 m ²	No Change
Land Uses:	Single-Family Residential	Multiple-Family Residential
OCP Designation:	Neighbourhood Residential	No Change
Area Plan Designation:	N/A	No Change
702 Policy Designation:	Single Detached (RS1/E) or Single Detached (RS2/B) with lane or internal road access. This policy is not applicable for multiple-family development.	No Change
Zoning:	Single Detached (RS1/E)	Low Density Townhouses (RTL4)
Number of Units:	3	14
Other Designations:	N/A	No Change

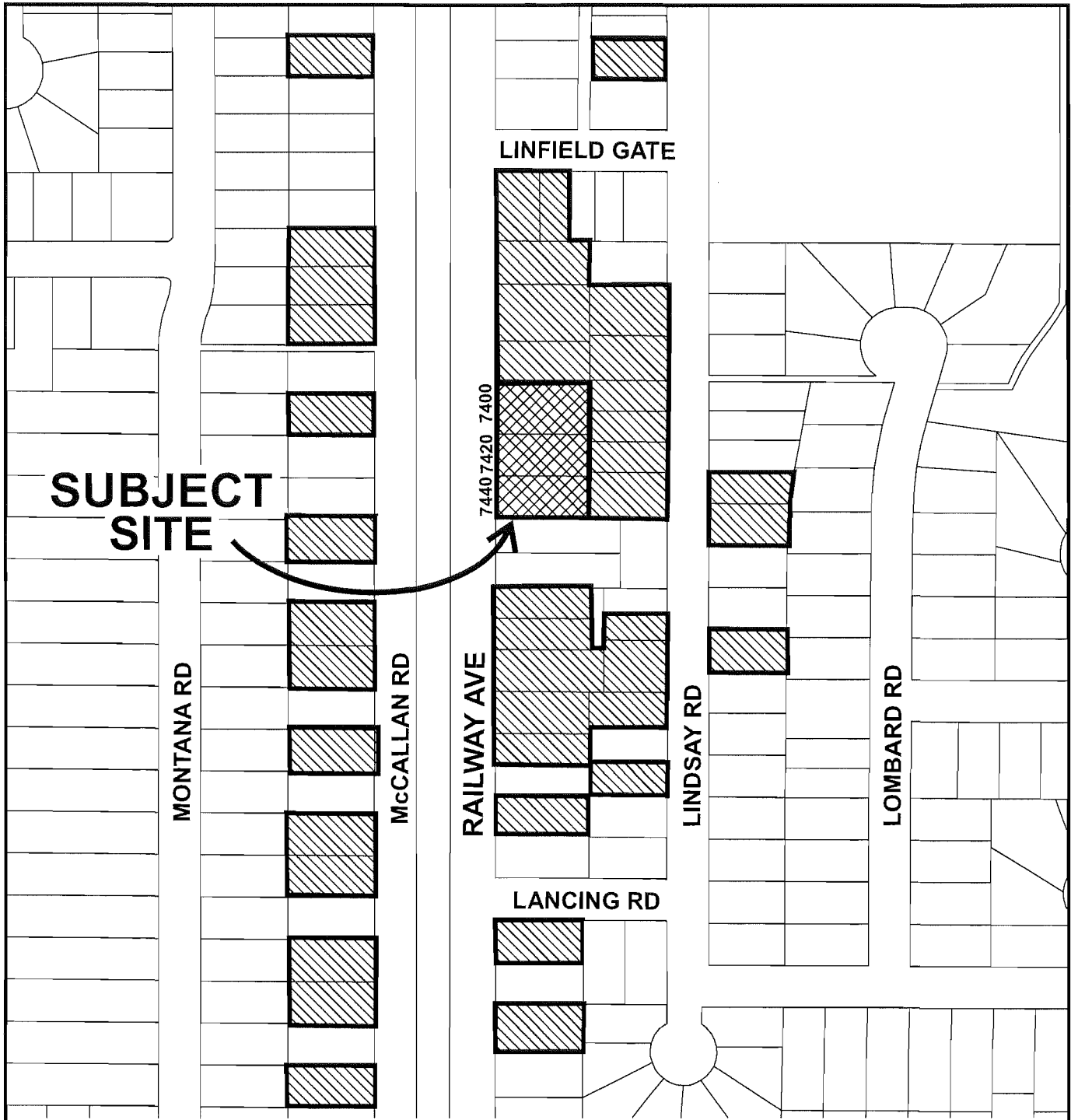
On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.60	0.60 Max.	none permitted
Lot Coverage – Building:	Max. 40%	40% Max.	none
Lot Coverage – Non-porous Surfaces:	Max. 65%	65% Max.	none
Lot Coverage – Landscaping:	Min. 25%	25% Min.	none
Setback – Front Yard (m):	Min. 6.0 m	6.0 m Min.	none
Setback – North Side Yard (m):	Min. 3.0 m	3.0 m Min.	none
Setback – South Side Yard (m):	Min. 3.0 m	3.0 m Min.	none
Setback – Rear Yard (m):	Min. 3.0 m	5.0 m Min.	none
Height (m):	Max. 12.0 m (3 storeys)	8.5 m (2 storeys)	none
Lot Width:	Min. 50.0 m	66.06 m	none
Off-street Parking Spaces – Regular (R) / Visitor (V):	2 (R) and 0.2 (V) per unit	2 (R) and 0.286 (V) per unit	none

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Off-street Parking Spaces – Total:	31	32	none
Tandem Parking Spaces:	Max. 50% of proposed residential spaces in enclosed garages (28 x Max. 50% = 14)	0	none
Small Car Parking Spaces	Max. 50% when 31 or more spaces are provided on site (32 x Max. 50% = 16)	14	none
Handicap Parking Spaces:	Min. 2% when 3 or more visitor parking spaces are required (3 x Min. 2% = 1)	1	none
Amenity Space – Indoor:	Min. 70 m ² or Cash-in-lieu	Cash-in-lieu	none
Amenity Space – Outdoor:	Min. 6 m ² x 15 units = 90 m ²	95 m ²	none

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



City of Richmond



Mapping of Opposition Letters
and Petition Received prior to
Public Hearing on May 21, 2013
RZ 12-619835

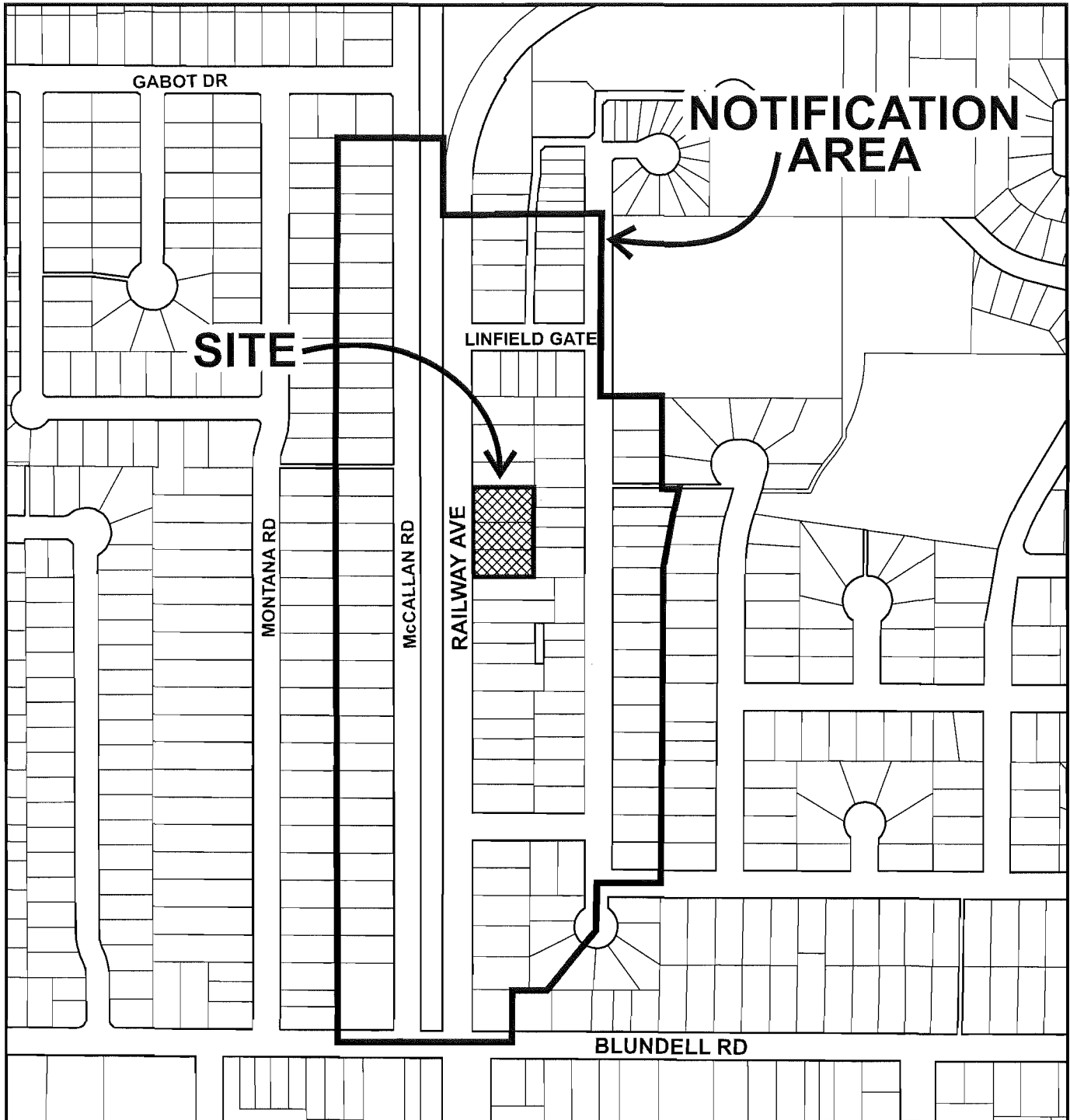
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Revision Date: 03/05/14

Note: Dimensions are in METRES



City of Richmond



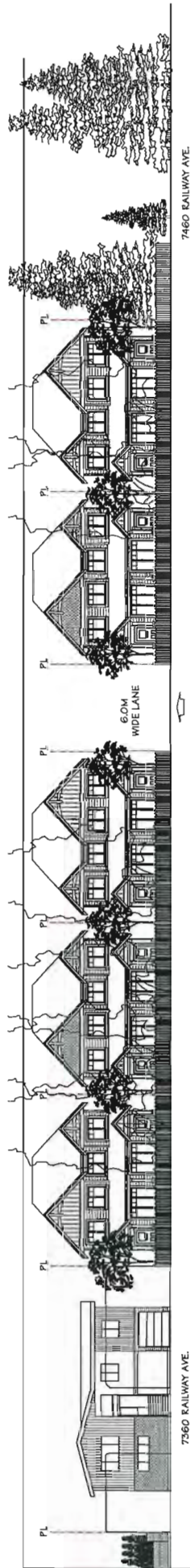
February 25, 2014,
Open House
Notification Area
RZ 12-619835

CNCL - 327

Original Date: 03/04/14

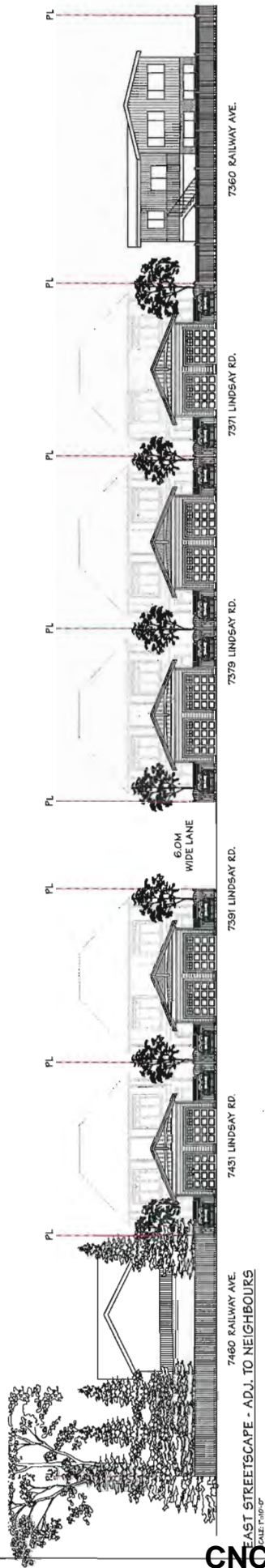
Revision Date: 03/05/14

Note: Dimensions are in METRES



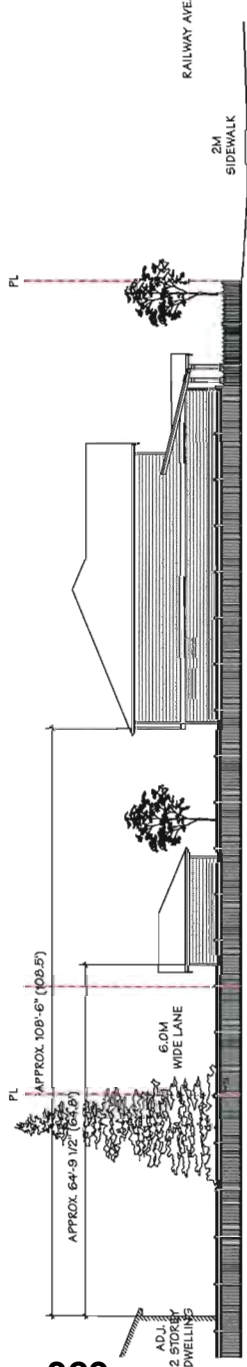
7460 RAILWAY AVE.

WEST STREETScape - RAILWAY AVE.
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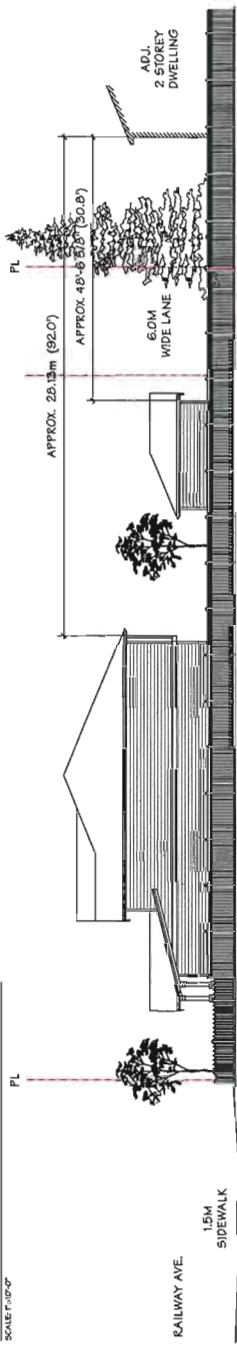


7460 RAILWAY AVE.
EAST STREETScape - ADJ. TO NEIGHBOURS
SCALE 1/4"=1'-0"

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7460 RAILWAY AVE.
NORTH STREETScape - ADJ. TO NEIGHBOURS
SCALE 1/4"=1'-0"



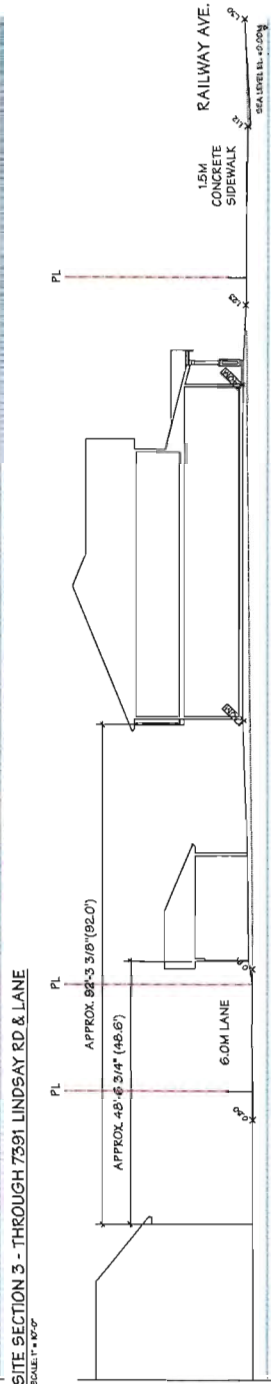
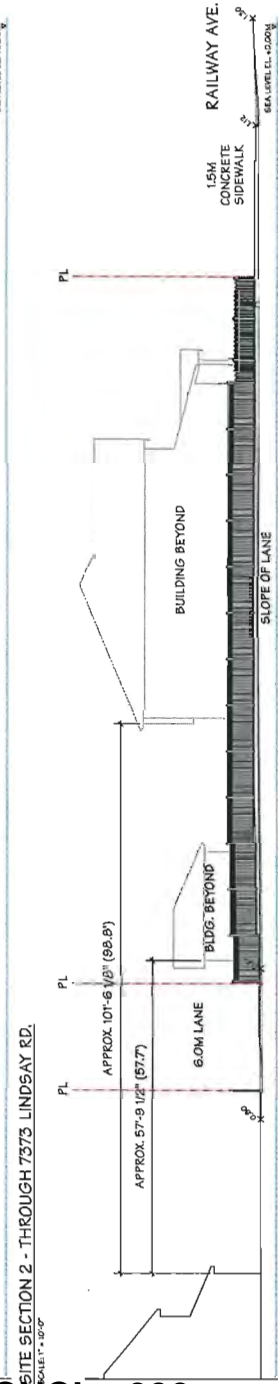
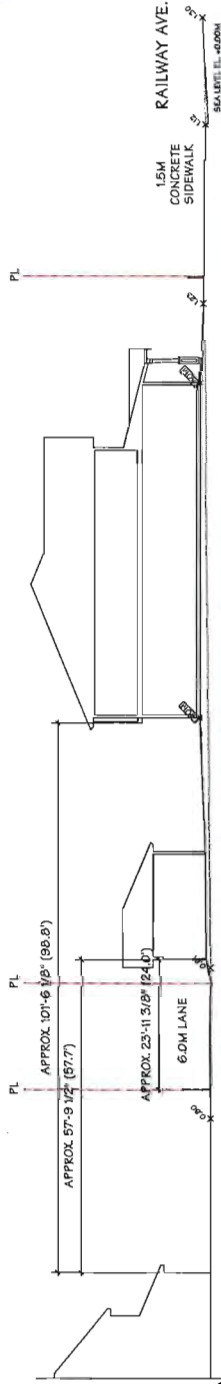
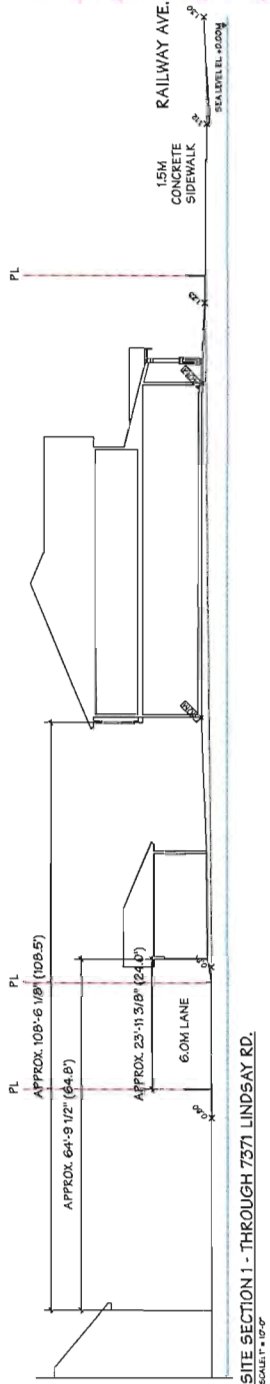
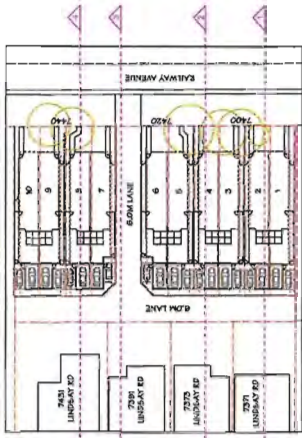
7460 RAILWAY AVE.
SOUTH STREETScape - ADJ. TO NEIGHBOURS
SCALE 1/4"=1'-0"

PROJECT		10 LOT SUBDIVISION	
OWNER TITLE		STREETSCAPES	
SCALE	DATE	SCALE	DATE
1/4"=1'-0"	APRIL 18, 2018	1/4"=1'-0"	APRIL 18, 2018
DRAWN BY		CHECKED BY	
YAMAMOTO		YAMAMOTO	
PROJECT NO.		PROJECT NO.	
100-100-100-100		100-100-100-100	
PROJECT NO.		PROJECT NO.	
2.0-R		2.0-R	

PROJECT		10 LOT SUBDIVISION	
OWNER TITLE		STREETSCAPES	
SCALE	DATE	SCALE	DATE
1/4"=1'-0"	APRIL 18, 2018	1/4"=1'-0"	APRIL 18, 2018
DRAWN BY		CHECKED BY	
YAMAMOTO		YAMAMOTO	
PROJECT NO.		PROJECT NO.	
100-100-100-100		100-100-100-100	
PROJECT NO.		PROJECT NO.	
2.0-R		2.0-R	

Yamamoto
Architecture Inc.

100-100-100-100
100-100-100-100
100-100-100-100
100-100-100-100



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PROJECT 10 LOT SUBDIVISION		DRAWING TITLE SITE SECTIONS	
ARCHITECT Yamamoto Architecture Inc.		SCALE 1/8" = 1'-0" 3/16" = 1'-0" 1/4" = 1'-0" 1/2" = 1'-0" 3/4" = 1'-0" 1" = 1'-0" 1 1/2" = 1'-0" 2" = 1'-0" 3" = 1'-0" 4" = 1'-0" 6" = 1'-0" 8" = 1'-0" 12" = 1'-0" 18" = 1'-0" 24" = 1'-0" 36" = 1'-0" 48" = 1'-0" 72" = 1'-0" 96" = 1'-0" 144" = 1'-0" 216" = 1'-0" 288" = 1'-0" 360" = 1'-0" 432" = 1'-0" 504" = 1'-0" 576" = 1'-0" 648" = 1'-0" 720" = 1'-0" 792" = 1'-0" 864" = 1'-0" 936" = 1'-0" 1008" = 1'-0" 1080" = 1'-0" 1152" = 1'-0" 1224" = 1'-0" 1296" = 1'-0" 1368" = 1'-0" 1440" = 1'-0" 1512" = 1'-0" 1584" = 1'-0" 1656" = 1'-0" 1728" = 1'-0" 1800" = 1'-0" 1872" = 1'-0" 1944" = 1'-0" 2016" = 1'-0" 2088" = 1'-0" 2160" = 1'-0" 2232" = 1'-0" 2304" = 1'-0" 2376" = 1'-0" 2448" = 1'-0" 2520" = 1'-0" 2592" = 1'-0" 2664" = 1'-0" 2736" = 1'-0" 2808" = 1'-0" 2880" = 1'-0" 2952" = 1'-0" 3024" = 1'-0" 3096" = 1'-0" 3168" = 1'-0" 3240" = 1'-0" 3312" = 1'-0" 3384" = 1'-0" 3456" = 1'-0" 3528" = 1'-0" 3600" = 1'-0" 3672" = 1'-0" 3744" = 1'-0" 3816" = 1'-0" 3888" = 1'-0" 3960" = 1'-0" 4032" = 1'-0" 4104" = 1'-0" 4176" = 1'-0" 4248" = 1'-0" 4320" = 1'-0" 4392" = 1'-0" 4464" = 1'-0" 4536" = 1'-0" 4608" = 1'-0" 4680" = 1'-0" 4752" = 1'-0" 4824" = 1'-0" 4896" = 1'-0" 4968" = 1'-0" 5040" = 1'-0" 5112" = 1'-0" 5184" = 1'-0" 5256" = 1'-0" 5328" = 1'-0" 5400" = 1'-0" 5472" = 1'-0" 5544" = 1'-0" 5616" = 1'-0" 5688" = 1'-0" 5760" = 1'-0" 5832" = 1'-0" 5904" = 1'-0" 5976" = 1'-0" 6048" = 1'-0" 6120" = 1'-0" 6192" = 1'-0" 6264" = 1'-0" 6336" = 1'-0" 6408" = 1'-0" 6480" = 1'-0" 6552" = 1'-0" 6624" = 1'-0" 6696" = 1'-0" 6768" = 1'-0" 6840" = 1'-0" 6912" = 1'-0" 6984" = 1'-0" 7056" = 1'-0" 7128" = 1'-0" 7200" = 1'-0" 7272" = 1'-0" 7344" = 1'-0" 7416" = 1'-0" 7488" = 1'-0" 7560" = 1'-0" 7632" = 1'-0" 7704" = 1'-0" 7776" = 1'-0" 7848" = 1'-0" 7920" = 1'-0" 7992" = 1'-0" 8064" = 1'-0" 8136" = 1'-0" 8208" = 1'-0" 8280" = 1'-0" 8352" = 1'-0" 8424" = 1'-0" 8496" = 1'-0" 8568" = 1'-0" 8640" = 1'-0" 8712" = 1'-0" 8784" = 1'-0" 8856" = 1'-0" 8928" = 1'-0" 9000" = 1'-0" 9072" = 1'-0" 9144" = 1'-0" 9216" = 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PROJECT DATA - FEE SIMPLE ROWHOUSE

STATISTICS (10 TYP. LOTS):

CIVIC ADDRESS: 7400, 7420, 7440 RAILWAY AVE.

PROPOSED ZONING: FEE SIMPLE ROWHOUSE (PROPOSED)

LOT DIMENSIONS : 6.0M (19.7') x 39.68M (130.2') PER LOT

LOT AREA : 239.0 SQ.M. (2,572.6 SQ.FT.) PER LOT

SETBACKS:
 FRONT YARD: 6.0M (19.7')
 REAR YARD: 1.3M (4.26') + 6.0M LANE (20.0')
 SIDE YARD: 1.2M (4.0')

LOT COVERAGE:
 BUILDING: 940.4 SQ. FT.
 DETACHED GARAGE: 214 SQ. FT.
 TOTAL: 1154.4 SQ. FT. (45.0%) - PER LOT

F.A.R.: PROPOSED: 2,572.6 SQ.FT. x 65% = 1,672.2 SQ.FT. - PER LOT

F.A.R. OF ALL LOTS: PROPOSED: 25,668 SQ.FT. x 65% = 16,684.2 SQ.FT.

BLDG. HT.: PROPOSED: 9.62M (2 STOREYS)

PARKING:
 1 STANDARD CAR INDOOR PARKING STALL
 1 SMALL CAR OUTDOOR PARKING STALL

DESIGN RATIONALE: FEE SIMPLE ROWHOUSES

- TO ROWHOUSE UNITS PROPOSED ON TO LOTS
- MAXIMUM TWO STOREY UNITS SIMILAR SCALE AS ADJACENT HOMES
- UNITS GROUPED INTO DUPLEXES TO MAINTAIN SINGLE FAMILY SCALE AND CHARACTER
- STREETSCAPE APPEARS TO BE FIVE SINGLE FAMILY HOMES
- HIGH QUALITY MATERIALS TO ENSURE QUALITY STREETSCAPE AND HIGH PROPERTY VALUES
- LANEWAY AT REAR OF PROPERTY TO MINIMIZE OVERLOOK FROM UNITS INTO SINGLE FAMILY YARDS
- ONE STORY GARAGES ALONG LANE TO HAVE MINIMAL IMPACT ON VIEW FROM NEIGHBOURING HOMES
- NO IMPACT ON SUNLIGHT TO NEIGHBOURING LOTS TO EAST AND SOUTH, MINIMAL IMPACT ON SUNLIGHT TO NEIGHBOUR TO THE NORTH
- WINDOWS ON UPPER STOREYS MINIMIZED TO REDUCE OVERLOOK
- LANEWAY TREATED WITH HIGH FENCE AROUND PERIMETER
- RETENTION OF LARGE TREES ALONG RAILWAY AVENUE TO MAINTAIN GREEN APPEARANCE
- ADDITIONAL RESIDENTS WILL NOT CREATE NOTICEABLE INCREASE IN TRAFFIC

NO.	DATE	REVISIONS

Yamamoto Architecture Inc.

PROJECT
 10 LOT SUBDIVISION

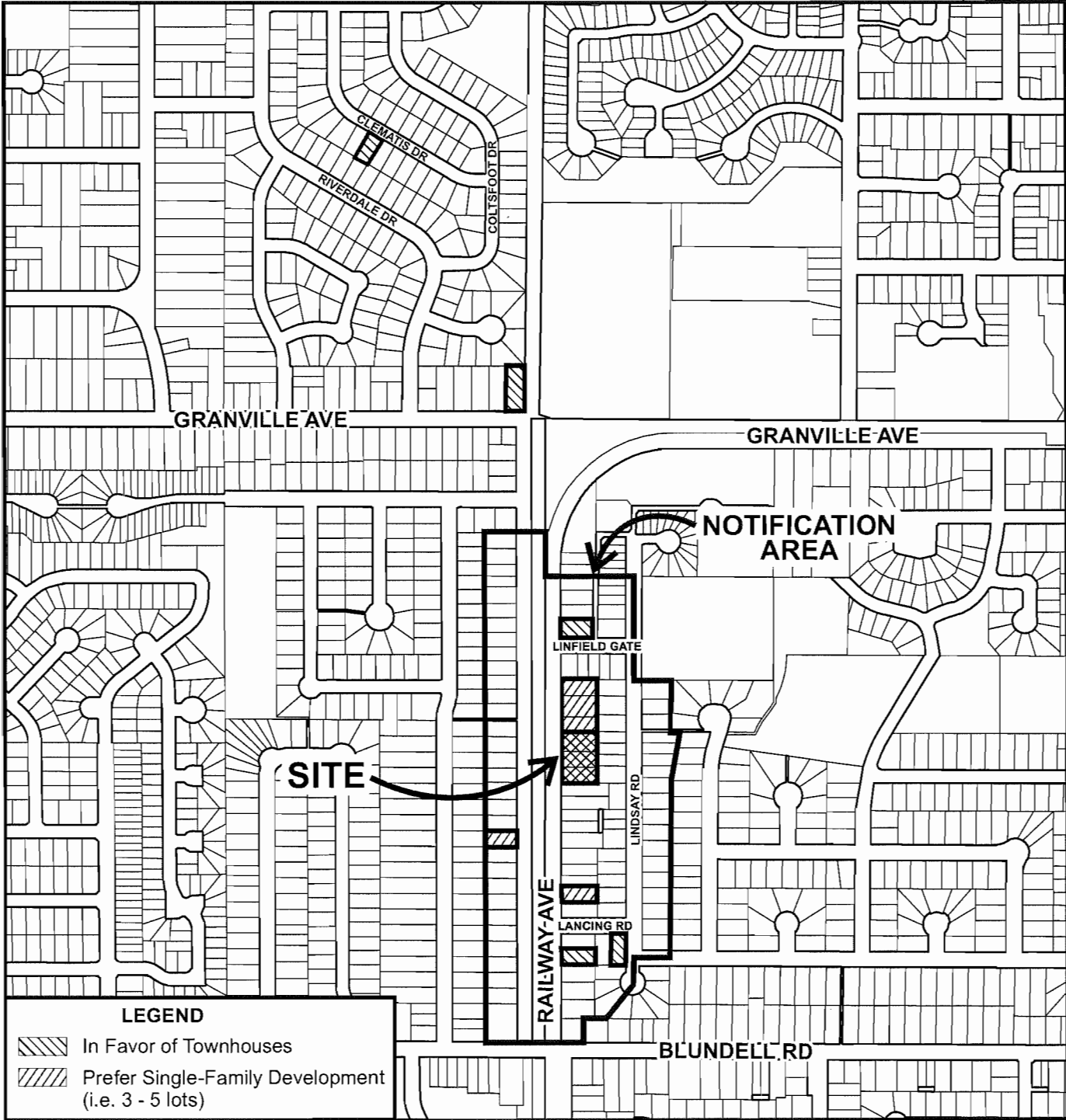
ISSUANCE TITLE	KEY STATISTICS
DESIGN RATIONALE	DESIGN RATIONALE
SCALE: 1"=30.48'	DATE: 11-11-2014
DATE: 11-11-2014	REVISION: 0.0-R
DATE: 11-11-2014	DATE: 11-11-2014
DATE: 11-11-2014	DATE: 11-11-2014
DATE: 11-11-2014	DATE: 11-11-2014

PREPARED BY:
 YAMAMOTO ARCHITECTURE INC.
 1000 WEST 10TH AVENUE, SUITE 200
 CALGARY, ALBERTA T2P 1G7
 TEL: 403-243-1177 FAX: 403-243-1177



DATE: 11-11-2014
SCALE: 1"=30.48'



City of Richmond



LEGEND

-  In Favor of Townhouses
-  Prefer Single-Family Development (i.e. 3 - 5 lots)



Open House Comment
 Sheet Responses
 RZ 12-619835

Original Date: 03/06/14

Revision Date: 03/10/14

Note: Dimensions are in METRES

228 – 11020 No. 5 Road, Richmond BC, Canada V7A 4E7
Phone: (604) 271 6296 Fax: (604) 276 8937 Email: info@sandhilldevelopment.ca

February 25, 2014

Public Information Meeting Rezoning Application Number: RZ 12-619835

The developer, Sandhill Development Ltd., is proposing to rezone 7400, 7420, 7440 Railway Avenue to allow *fourteen (14) 2-storey townhouses units* or *ten (10) units rowhouse (duplex)* to be developed on the property. We would appreciate your comments on the proposal.

Option 1: I am in favor of fourteen (14) 2-storey townhouse units.

Comments:

Option 2: I am in favor of ten (10) units' rowhouse (duplex).

Comments:

Your comments will be collected by the City and will become public record.

Contact Information:

Name: Burder Gill

Address: 7240 Railway

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Contact Information:

Name: Sharen Gill

Address: 7240 Railway Ave

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Comments:

It is okay I am in favour it

Option 2: I am in favor of ten (10) units' rowhouse (duplex).

Comments:

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Contact Information:

Name: BALJINDE KHANGURA

Address: 7660 Railway Ave

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Comments:

I am in favour. It is ok

Option 2: I am in favor of ten (10) units' rowhouse (duplex).

Comments:

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Contact Information:

Name: LAKHBIR S. KHANGURA

Address: 7660 Railway Ave.

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Contact Information:

Name: Sadagni Dhandu

Address: 7631 Lindsay Road

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Contact Information:

Name: Narinder Patara

Address: 7631 Lindsay Road

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Contact Information:

Name: Darren Skulsky

Address: 7631 Lindsay Rd

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Contact Information:

Name: Harsit Sandhu 604-771-0299

Address: 6991 Clematis Drive

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Contact Information:

Name: TJ Chung

Address: 6491 Clematis Dr

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Comments:

Option 2: I am in favor of ten (10) units' rowhouse (duplex).

Comments:

Your comments will be collected by the City and will become public record.

Contact Information:

Name: Tirath Sandhu

Address: 4757 Granville Row

SANDHILL HOMES LTD.

228 – 11020 No. 5 Road, Richmond BC, Canada V7A 4E7
Phone: (604) 271 6296 Fax: (604) 276 8937 Email: info@sandhilldevelopment.ca

February 25, 2014

Public Information Meeting Rezoning Application Number: RZ 12-619835

The developer, Sandhill Development Ltd., is proposing to rezone 7400, 7420, 7440 Railway Avenue to allow fourteen (14) 2-storey townhouse units or ten (10) units rowhouse (duplex) to be developed on the property. We would appreciate your comments on the proposal.

Option 1: I am in favor of fourteen (14) 2-storey townhouse units.

Comments:

Not in support for following reasons.
1) More congestion in area ie number of residences
2) Out of character for current zoning in area. All new houses in area are large houses on large lots.
3. Increased burden on infrastructure ie sanitary, storm roads.

Option 2: I am in favor of ten (10) units' rowhouse (duplex).

Comments:

Do not support for same reasons above.
** IN support of establishing the maximum number of single family residences (lots) for the area covered by 7400, 7420, 7440 Railway Ave.*

Your comments will be collected by the City and will become public record.

Contact Information:

Name: Tom Knowles

Address: 7320 RAILWAY AVE. Richmond.

SANDHILL HOMES LTD.

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February 25, 2014

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Option 1: I am in favor of fourteen (14) 2-storey townhouse units.

NO

Comments:

I am not in favour of (14) 2-storey townhouses. They are going to wreck the character of the tree lined street. Making left turn exiting out to Railway + left hand turn entering into our property is a challenge, especially Railway is a single lane both ways. It is even worse at rush hours. There are no townhouses all the way to Steveston + if this proposal is allowed it will destroy the appeal of Railway.

Option 2: I am in favor of ten (10) units' rowhouse (duplex).

NO

Comments:

I am not in favour of (10) units rowhouses (duplex). There is no visitor parking + no parking on Railway. Visitors are going to park on McAllum + other side streets. These duplexes are going to wreck the street appeal. I am in favour of detached single residential houses. Either have 3 houses or have 3 properties subdivided to provide 5 detached single family houses, which I feel is a fair compromise + still keep the appeal of Railway.

Your comments will be collected by the City and will become public record.

Contact Information:

Name: BALJIT TAMANA

Address: 7340 RAILWAY AVENUE

SANDHILL HOMES LTD.

228 – 11020 No. 5 Road, Richmond BC, Canada V7A 4E7

Phone: (604) 271 6296 Fax: (604) 276 8937 Email: info@sandhilldevelopment.ca

February 25, 2014

Public Information Meeting Rezoning Application Number: RZ 12-619835

The developer, Sandhill Development Ltd., is proposing to rezone 7400, 7420, 7440 Railway Avenue to allow *fourteen (14) 2-storey townhouse units* or *ten (10) units rowhouse (duplex)* to be developed on the property. We would appreciate your comments on the proposal.

Option 1: I am in favor of fourteen (14) 2-storey townhouse units.

NO

Comments:

Option 2: I am in favor of ten (10) units' rowhouse (duplex).

NO

Comments:

Want single family detached homes only. Either 3 as is or 5 40ft lots but no townhouse or duplex. want neighbourhood w/ appeal

Your comments will be collected by the City and will become public record.

Contact Information:

Name:

Baljit Tamara

Address:

7340 Railway Ave.

Lee, Edwin

From: Baljit Tamana [btamana@hotmail.com]
Sent: Tuesday, 25 February 2014 20:02
To: Lee, Edwin
Subject: 7400, 7420, 7440 Railway Ave Public Information meeting by Sandhill Homes

Categories: To Do

Hi Edwin,

I live at 7340 Railway Avenue and am the homeowner. I went to the public information meeting held by Sandhill Homes for the redevelopment of the site they own. I want to make sure you get my view on this project because the opinion form I was asked to fill out were taking by employees of Sandhill Homes and I want to make sure you and the City know my view.

First, the information meeting was very misleading showing the neighbours two options and the Sandhill staff making it sound like these are the only two options available when this is not true. Uninformed neighbours could easily think that they have to choose between these two options only and that no other options are available and the comment form reflected this by not providing a space to discuss another option and instead just saying which of these two options we want.

Secondly, I wrote I am against both options and am only in favour of DETACHED single residential homes. Either having 3 homes built on the 3 properties or the 3 properties being subdivided to provide for 5 DETACHED single family homes which I feel is a fair compromise.

Thank You,

Baljit Tamana

SANDHILL HOMES LTD.

228 - 11020 No. 5 Road, Richmond BC, Canada V7A 4E7

Phone: (604) 271 6296 Fax: (604) 276 8937 Email: info@sandhilldevelopment.ca

February 25, 2014

Public Information Meeting Rezoning Application Number: RZ 12-619835

The developer, Sandhill Development Ltd., is proposing to rezone 7400, 7420, 7440 Railway Avenue to allow fourteen (14) 2-storey townhouse units or ten (10) units rowhouse (duplex) to be developed on the property. We would appreciate your comments on the proposal.

Option 1: I am in favor of fourteen (14) 2-storey townhouse units.

NO

Comments:

I am not in favor of fourteen (14) 2 storey townhouse units. This plunked in the middle of our surrounding block does not fit in. This is blockbusting which has been recorded at the May 21st 2013 meeting. This proposal affects residents in many different ways. For us at 7360 Railway left turns exiting our driveway onto Railway and left turns entering into our driveway is the problem especially at rush hour. Traffic backs up. For our busy 410 bus service drivers turning left hold up the buses. Because Railway is a two lane Rd. If this proposal is allowed a domino effect along Railway could happen. Single detached homes is a better option and will be more appealing.

Option 2: I am in favor of ten (10) units' rowhouse (duplex).

NO

Comments:

With no visitor parking, this is unrealistic for anyone buying into this 10 units' rowhouse (duplex) proposal. With bicycle lanes on both sides along Railway Ave and no street parking, visitors will go to the surrounding streets. This is already happening. This proposal will have no street appeal.

Your comments will be collected by the City and will become public record.

Contact Information:

Name:

Helen Sheardown

Address:

*7360 Railway Ave.
Richmond BC.
V7C-3J9*

CNCL - 347

*604
Phone 274-3181*

SANDHILL HOMES LTD.

228 - 11020 No. 5 Road, Richmond BC, Canada V7A 4E7

Phone: (604) 271 6296 Fax: (604) 276 8937 Email: info@sandhilldevelopment.ca

February 25, 2014

Public Information Meeting Rezoning Application Number: RZ 12-619835

The developer, Sandhill Development Ltd., is proposing to rezone 7400, 7420, 7440 Railway Avenue to allow fourteen (14) 2-storey townhouses units or ten (10) units rowhouse (duplex) to be developed on the property. We would appreciate your comments on the proposal.

Option 1: I am in favor of fourteen (14) 2-storey townhouse units.

NO - Not in Favor.

Comments:

*This proposed presentation of 14 - 2 storey townhouses is not any better than the first presentation submitted at the first public hearing at city hall on May 21st, 2013. My rejections to these townhouses are already recorded at the public hearing and should be available at the city clerk's office for viewing.
These townhouses do not fit in with the overall character of the 7000 Block Railway Ave and surrounding streets.
All my recorded concerns remain the same*

Option 2: I am in favor of ten (10) units' rowhouse (duplex).

NO - Not in Favor.

Comments:

*Other Builders at this time are constructing single family homes on our street and surrounding streets with respect to the character of our neighborhood.
These (10) unit rowhouse (Duplex) with no visitor parking and no parking on Railway Ave is not acceptable.
This type of rowhouse (Duplex) won't have any appeal to this neighborhood and will decrease the value of our property.*

Your comments will be collected by the City and will become public record.

Contact Information:

Name: Mr. Glen Sheardown

Address: 7360 Railway Ave. Richmond, BC V7C-3J9 Phone 604-274-3181

CNCL - 348

SANDHILL HOMES LTD.

228 - 11020 No. 5 Road, Richmond BC, Canada V7A 4E7

Phone: (604) 271 6296 Fax: (604) 276 8937 Email: info@sandhilldevelopment.ca

February 25, 2014

Public Information Meeting Rezoning Application Number: RZ 12-619835

The developer, Sandhill Development Ltd., is proposing to rezone 7400, 7420, 7440 Railway Avenue to allow *fourteen (14) 2-storey townhouse units or ten (10) units rowhouse (duplex)* to be developed on the property. We would appreciate your comments on the proposal.

Option 1: I am in favor of fourteen (14) 2-storey townhouse units.

Comments:

I am totally against the idea to rezone this area, to allow townhouses. Apart from the traffic, parking problems, Railway Ave, as it is (two lanes only) cannot support, safely, any more traffic.
My main concern is from all the people (myself included) who have invested millions of dollars to build single dwelling houses with the

Option 2: I am in favor of ten (10) units' rowhouse (duplex).

Comments:

sense of living on Railway Ave and not worrying about what type of structure was going up next door, to devalue our life long savings.
There are many other places where this type of development is acceptable, certainly not on Railway.
Put me down to 100% against this proposal.

Your comments will be collected by the City and will become public record.

Contact Information:

Name: JASWANT MANN,

Address: 7580 RAILWAY AVE., RICHMOND

SANDHILL HOMES LTD.

228 – 11020 No. 5 Road, Richmond BC, Canada V7A 4E7

Phone: (604) 271 6296 Fax: (604) 276 8937 Email: info@sandhilldevelopment.ca

February 25, 2014

Public Information Meeting Rezoning Application Number: RZ 12-619835

The developer, Sandhill Development Ltd., is proposing to rezone 7400, 7420, 7440 Railway Avenue to allow *fourteen (14) 2-storey townhouses units or ten (10) units rowhouse (duplex)* to be developed on the property. We would appreciate your comments on the proposal.

Rather than either of the two options proposed, I believe you should consider the option presented in the following paragraphs, as it makes more sense within a "SINGLE FAMILY DWELLING" neighbourhood.

I would prefer the option of having 3 single family homes rather than either of the two proposed options.

First reason is that little or no visitor parking is provided with either of the two proposed options, which means that any persons visiting the new residences would probably park on McCallan Road since there is no parking allowed on Railway. This would result in more vehicle traffic on McCallan and further disrupt our "single family neighbourhood".

Second reason is that there are already a large number of vehicles on Railway as well as city buses. Many vehicles when heading west on Granville will turn onto McCallan rather than following the natural turn when Granville Avenue feeds into Railway. They do this because there is already a lot of traffic on Railway and there are no pullouts on Railway for the city buses and, therefore, traffic backs up on Railway. Many of these vehicles travel at a high rate of speed down McCallan (70-80km/hr) causing a safety hazard for the homeowners such as myself when we are pulling out of our driveways.

If there were only 3 single family homes built on the lots even if we assume 3 vehicles per house that would result in only 9 new vehicles being added to the existing traffic nightmare on Railway, whereas if either of the two proposed options were chosen it would result in upwards of 20 new vehicles being added. On top of this there would potentially be an exponential number of visitor vehicles looking for parking space on McCallan. Most single family homes have driveways large enough to accommodate a couple of visitor vehicles, which would eliminate a lot of the potential visitor parking issue caused by either of the two proposed options.

Your comments will be collected by the City and will become public record.

Contact Information:

Name: KEVIN MASON

Address: 7531 McCALLAN RD., RICHMOND

SANDHILL HOMES LTD.

228 – 11020 No. 5 Road, Richmond BC, Canada V7A 4E7

Phone: (604) 271 6296 Fax: (604) 276 8937 Email: info@sandhilldevelopment.ca

February 25, 2014

**Public Information Meeting
Rezoning Application Number: RZ 12-619835**

The developer, Sandhill Development Ltd., is proposing to rezone 7400, 7420, 7440 Railway Avenue to allow *fourteen (14) 2-storey townhouses units or ten (10) units rowhouse (duplex)* to be developed on the property. We would appreciate your comments on the proposal.

Rather than either of the two options proposed, I believe you should consider the option presented in the following paragraphs, as it makes more sense within a "SINGLE FAMILY DWELLING" neighbourhood.

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Your comments will be collected by the City and will become public record.

Contact Information:Name: PAT MASONAddress: 1531 McCallan Rd., Richmond

SANDHILL HOMES LTD.

228 – 11020 No. 5 Road, Richmond BC, Canada V7A 4E7

Phone: (604) 271 6296 Fax: (604) 276 8937 Email: info@sandhilldevelopment.ca

Public Information Meeting 7400, 7420, 7440 Railway Avenue

Purpose: A proposed to rezone 7400, 7420, 7440 Railway Avenue to allow fourteen (14) 2-storey townhouses units or ten(10) units rowhouses (duplex) to be developed on the property.

When: February 25, 2014
Time: 5:30 p.m. to 8:30 p.m.
Where: Thompson Community Center
(Boardroom)
5151 Granville Avenue
Richmond, BC V7C 1E6

Meeting Notice

Notice of the meeting was distributed to all properties located with in 100 meters (300 ft.) of the proposed project or subject site as specified distance from the city. The notice was sent on February 8, 2014, two weeks before the meeting date.

Please see enclosure (A) for the copy of Notice sent to the residents.

Time of the Meeting

The meeting was held on February 25, 2014 at 5:30 p.m. to 8:30 p.m. The time provided for this meeting is long enough for the residents to take a look into details of the proposed project, ask questions, and give their comments. The hours are also very suitable for those who are working.

Location of the Meeting

The meeting was held at Thompson Community Center's Boardroom which is very accessible and suitable location in close proximity of the project site. The parking and room is large enough to accommodate anticipated number of attendees.

Presentation and Information Supplied at the Meeting

The meeting is open to the public or residents within 100 meters (300 ft.) of the proposed project. As attendees arrived, they were asked to log into the sign in sheet. Comment sheet were given to them to put their selected option, make comments, give suggestions, and write their concerns in the development of the proposed project.

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The presentation was done as a group or families, after they signed on the sign in sheet, the attendees were advised about the two proposed options. They were allowed to look into the details. Sandhill Development Staff's guided families and informed them about the options and Arch. Taizo Yamamoto did the presentation, explanation, clarification, and answered inquiries for the two options presented.

Illustration board/display was used for the presentation of the proposed plan. The two Options presented were: *Option 1 – Fourteen (14) 2-storey townhouses units and Option 2 – Ten (10) units Rowhouses (duplex)*. A letter size copy of drawings was also given to attendees as they requested for it.

In our illustrations for both options we included:

- Project Data and Design Rationale
 - Proposed Zoning, Lot Dimensions, Lot Area, Setbacks, Lot Coverage, F.A.R., F.A.R. of all Lots, Building Height, Parking
- Site Plan and Context Plan
- Streetscapes
 - West Streetscape – Railway Avenue
 - East Streetscape – Adjacent to Neighbors
 - North Streetscape – Adjacent to Neighbors
 - South Streetcape – Adjacent to Neighbors
- Site Sections and Index Plan
- Context Plan showing the subject site, townhouse developments, and apartments.

Please see enclosure (B)

Other Materials:

- Sign in Sheet for the attendees was prepared for the record of who attended the Public Information Meeting.
- Comment Sheet was provided to all the attendees where they can put their selected option, make comments, give suggestions, and write their concerns in

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the development of the proposed project. After the meeting all collected data was given to Mr. Edwin Lee.

Please see enclosure (C)

City of Richmond Representative

Edwin Lee from the City Planning and Development Department was present in the meeting.

Meetings Comments, Response, and Summary

In speaking with the attendees at the Public Information Meeting, it was found that the majority were in favour of the 14-unit townhouse proposal. Those who were non-supportive of either scheme had similar objections, as outlined below.

1. Neighbours who objected did not want anything other than single family homes, they did not want townhouses nor duplexes. The concern was with increasing the number of people in the neighbourhood, and preserving the area as a single family enclave.

Response:

In speaking with the neighbours, it was explained that the two options presented were schemes that were economically viable for the developer. The desire for 3-5 single family lots was not realistic given the cost of the individual lots purchased by the developer. It was also explained that the City is looking to increase density along major arterial roads, as this is the most logical place for new homes. By creating density along these roads, lower density and single family neighbourhoods can be preserved off of the arterials. Finally, the housing types offered by a townhouse development are a unit type that is affordable to many more families, as opposed to "monster" homes affordable only by the wealthy. As a result, the arterials provide housing for a more diverse population in close proximity to public transportation.

2. Some neighbours had concerns about the increase in traffic that they felt would result from the townhouse development. They also noted that there was significant short-cutting of cars onto McCallan Road, many of which sped through the neighbourhood.

Response:

It was pointed out to the neighbours that single family lots within Richmond have the potential for secondary suites. With a potential subdivision of the subject site into 5 single family lots, each with secondary suites, the number of families within the site would be 10. The proposed townhouse development is for 14 families. The amount of additional traffic generated by this development would be negligible, especially when compared to the number of people that could be housed on five single family lots with

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secondary suites.

The City policy for both townhouse and single family subdivision is to reduce the number of driveways onto the arterial road. It was explained that even a single family subdivision would require a single access onto Railway, which would mean the introduction of a lane at the back of the property. In this way, the limited access onto Railway will minimize conflict of cars leaving and entering driveways and should improve the flow of traffic.

Finally, it was suggested that the neighbours bring their concerns about cars short-cutting through McCallan Road to the attention of the City so that potential traffic calming and traffic diverting measures can be considered.

3. Some neighbours had concerns about visitor parking, and suggested incorrectly that neither scheme had any visitor parking.

Response:

It is true that the rowhouse scheme did not include visitor parking, as this is consistent with the requirement for single family lots. The townhouse proposal does in fact propose 4 visitor parking stalls, which exceeds the requirements of the City Bylaw by 33%. A ratio of 0.2 visitor parking spaces is required for each unit which for 14 units results in a requirement of 2.8 stalls. With 4 stalls being proposed, the ratio is increased to 0.29. It was pointed out that there are no requirements for visitor parking on single family lots.

4. Though few of the immediate neighbours attended the Public Information meeting, attendees had concerns about reduced privacy for the single family homes surrounding the development.

Response:

It was pointed out that the minimum setback for single family homes is 6.0m. The proposed townhouse development has setbacks ranging from 5-6m on the ground floor and 6.0m on the upper floor. It was also explained that six, single units were proposed along the rear of the property so that out of the four homes backing onto the property from the east, only two would back onto the rear yards of two townhouse units. The other two homes would back onto the rear yards of one townhouse units. It was also explained that windows on upper floors would be minimized to reduce the potential for overlook, and that a landscape buffer would be planted to maximize planting.

As previously discussed, a single family alternative form of development would require a rear lane that would run along the length of the property. It was explained to the attendees that this could have a more negative impact to privacy as a public space would be introduced at the rear of the single family lots. To address issues of security

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within the lane, it is likely that lighting would have to be installed, and this could have a negative impact to the privacy and livability of the rear yards of the adjacent homes.

Finally, it was explained that a townhouse development would be subject to a Development Permit, and that the neighbourhood would have more opportunity to provide input into how the townhouses were designed. With a single family subdivision, there would be no design review by the City or Design Panel, and there would be no opportunity for the neighbours to bring up any concerns with privacy and overlook resulting from the construction of large homes.

5. Some attendees had concerns about the change in character resulting from the proposed townhouse development.

Response:

It was difficult to get a clear definition from the attendees about what they meant by “character” beyond issues highlighted above (density, number of homes, traffic, etc.). It was explained that the design of four duplexes along Railway would appear to be four single family homes, and that high quality materials and finishes would be used. In addition, each of the duplexes would have entries facing the street to reinforce the “front door” appearance and enhance the streetscape. It would be possible to differentiate the design of each duplex to further emphasize the individual units, and to enhance the appearance of four single homes fronting the street.

With the City policy to reduce the number of private driveways on Railway, it was pointed out that the streetscape massing for a townhouse development and 4 - 5 single family homes would be virtually identical.

Again, it was outlined that the public would have more input into the design and aesthetic character of a townhouse development subject to Design Panel and Development Permit. Since this is not required for single family lots, the resulting streetscape is inconsistent with multiple styles, rooflines, and landscape treatments. The townhouse form could be varied if this is desired, but it could also be made more uniform and consistent to create a strong character and identity for the street.

6. Some attendees suggested that their property values would go down as a result of a townhouse development.

Response:

We feel that the opposite is true. For property owners along Railway, the

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potential for development in line with what is being proposed would increase their property value. For single family property owners backing onto the site, the City would have more control over what was built in the rear yards, and would ensure that privacy and livability concerns are addressed. The amount of wall that is proposed along all property lines is actually less than what might be possible for single family homes.

7. Some attendees perceived an increased burden on infrastructure resulting from a townhouse development.

Response:

We feel that densification along arterial roads, in line with City policy, establishes an efficient use of City infrastructure, including utilities, roads, and public transit. A wide, single family subdivision requires significantly more infrastructure per family and as a result would require higher taxes per family to maintain.

Sandhill Homes Ltd.

Land Development Residential & Commercial Construction

Sandhill Homes is hosting a Public Information meeting to discuss the properties located at 7400, 7420, 7440 Railway Avenue.

We would like to give you the opportunity to express your comments and voice your concerns, and participate in the public consultation process.

At the meeting you will be able to view two possible development options, and to provide your feedback on these two schemes. We hope you are able to attend and look forward to seeing you there.

When: Tuesday, February 25, 2014

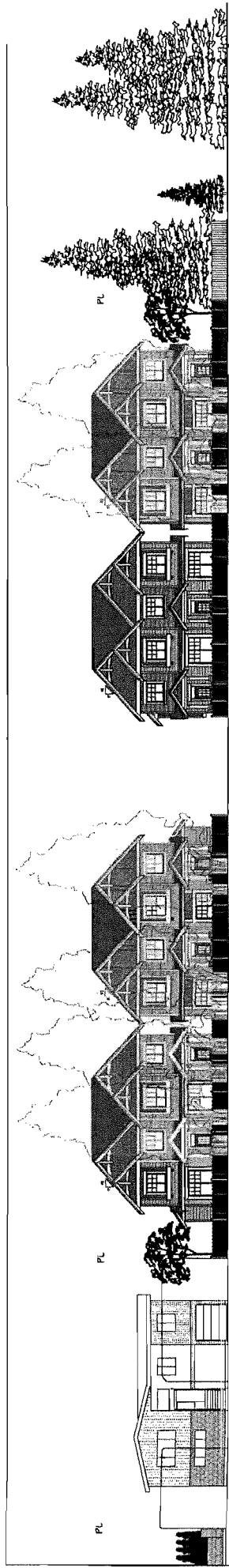
Time: 5:30 p.m. - 8:30 p.m.

Where: Thompson Community Center
(Boardroom)
5151 Granville Avenue
Richmond, BC V7C 1E6



CONTEXT PLAN
SCALE: N.T.S.

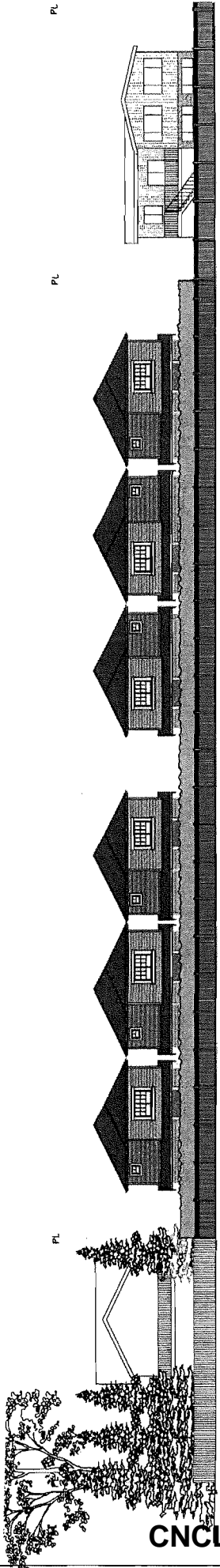
SUBJECT SITE:
7400, 7420, 7440
RAILWAY AVE



7360 RAILWAY AVE.
WEST STREETSCAPE - RAILWAY AVE.
SCALE 1/8" = 1'-0"

7400, 7420, 7440 RAILWAY AVE. - SUBJECT SITE

7460 RAILWAY AVE.



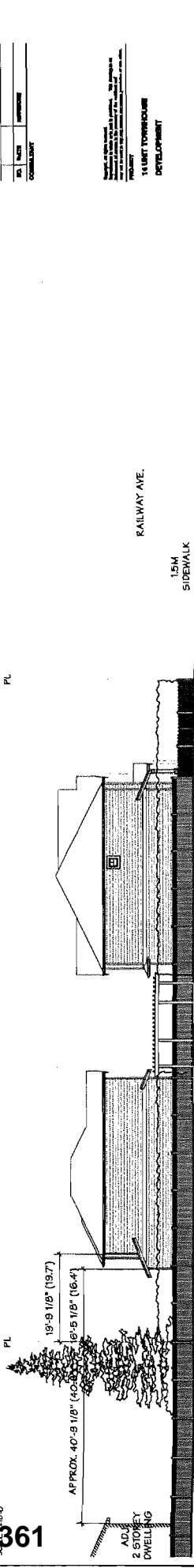
7431 LINDSAY RD.
EAST STREETSCAPE - ADJ. TO NEIGHBOURS
SCALE 1/8" = 1'-0"

7571 LINDSAY RD.

7591 LINDSAY RD.

7597 LINDSAY RD.

7560 RAILWAY AVE.



7371 LINDSAY RD.
NORTH STREETSCAPE - ADJ. TO NEIGHBOURS
SCALE 1/8" = 1'-0"

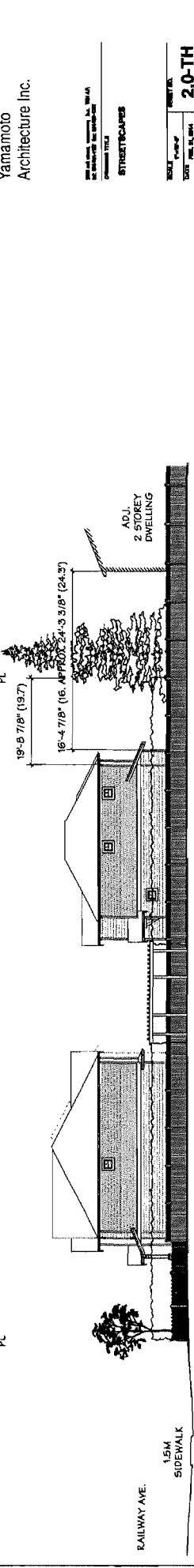
7431 LINDSAY RD.

7571 LINDSAY RD.

7591 LINDSAY RD.

7560 RAILWAY AVE.

7431 LINDSAY RD.



7431 LINDSAY RD.
SOUTH STREETSCAPE - ADJ. TO NEIGHBOURS
SCALE 1/8" = 1'-0"

7571 LINDSAY RD.

7591 LINDSAY RD.

7597 LINDSAY RD.

7560 RAILWAY AVE.

7431 LINDSAY RD.

NO.	DATE	DESCRIPTION

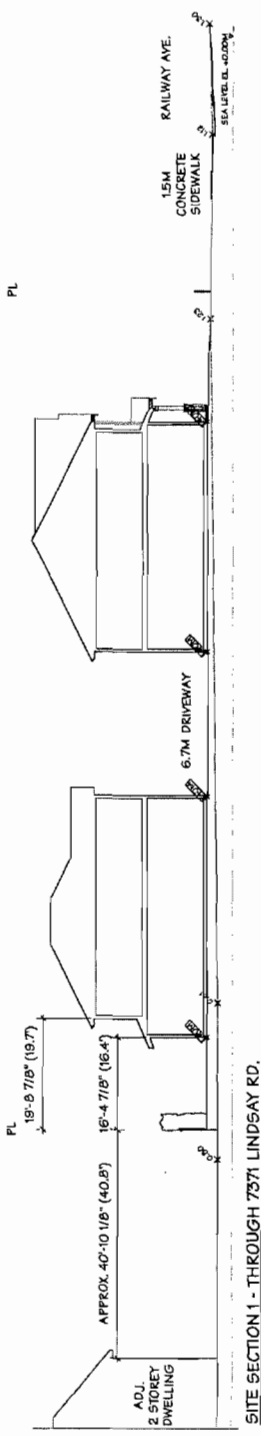
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14 5817 TOWNSCAPE
DEVELOPMENT

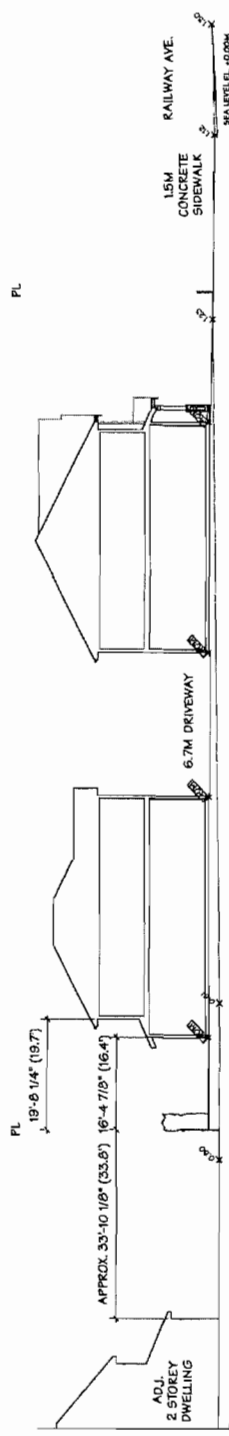
YAMAMOTO
Architecture Inc.

14 5817 TOWNSCAPE
DEVELOPMENT

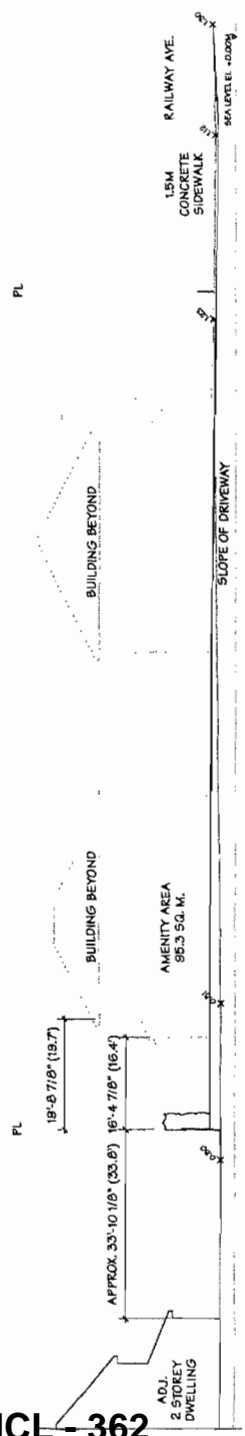
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CHECKED BY	
PROJECT NO.	



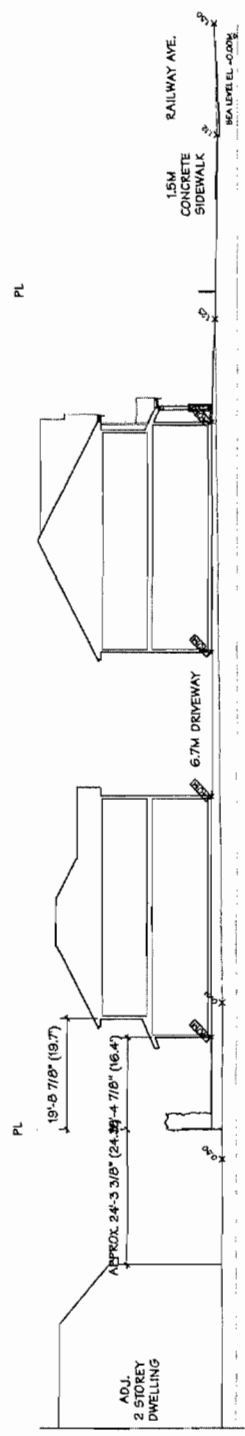
SITE SECTION 1 - THROUGH 7371 LINDSAY RD.
SCALE T = 1/8" = 1'-0"



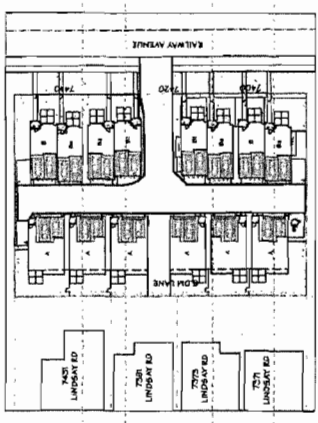
SITE SECTION 2 - THROUGH 7373 LINDSAY RD.
SCALE T = 1/8" = 1'-0"



SITE SECTION 3 - THROUGH 7391 LINDSAY RD. & DRIVEWAY
SCALE T = 1/8" = 1'-0"



SITE SECTION 4 - THROUGH 7431 LINDSAY RD.
SCALE T = 1/8" = 1'-0"



CNCL - 362

Yamamoto Architecture Inc.

PROJECT: 16 LOT SUBDIVISION
SHEET TITLE: SITE SECTIONS
DATE: 11-20-2023
SCALE: 1/8" = 1'-0"
SHEET NO.: 3.0-TH
PROJECT NO.: 2023-001

DATE: 11-20-2023	PROJECT: 16 LOT SUBDIVISION
SHEET: 3.0-TH	SCALE: 1/8" = 1'-0"
PROJECT NO.: 2023-001	

PROJECT DATA - FEE SIMPLE ROWHOUSE

STATISTICS (NO TYP. LOTS):

CIVIC ADDRESS: 7400, 7420, 7440 RAILWAY AVE.
PROPOSED ZONING: FEE SIMPLE ROWHOUSE (PROPOSED)
LOT DIMENSIONS: 6.0M (19.7') x 39.62M (130.2') PER LOT
LOT AREA: 239.0 SQ.M. (2,572.6 SQ.FT.) PER LOT
SETBACKS: FRONT YARD: 6.0M (19.7')
 REAR YARD: 1.3M (4.26') + 6.0M LANE (20.0')
 SIDE YARD: 1.2M (4.0')
LOT COVERAGE: BUILDING: 940.4 SQ. FT.
 DETACHED GARAGE: 214 SQ. FT.

CNCL 363

F.A.R.: TOTAL: 1154.4 SQ. FT. (45.0%) - PER LOT

F.A.R. OF ALL LOTS: PROPOSED: 2,572.6 SQ.FT. x 65% = 1,672.2 SQ.FT. - PER LOT

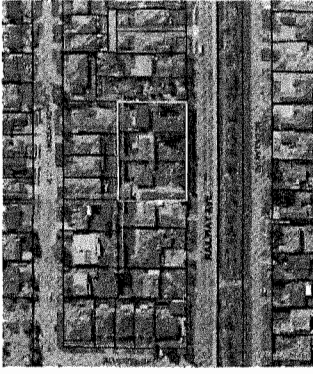
BLDG. HT.: PROPOSED: 25.668 SQ.FT. x 65% = 16.684.2 SQ.FT.

PARKING: PROPOSED: 9.62M (2 STOREYS)
 1 STANDARD CAR INDOOR PARKING STALL
 1 SMALL CAR OUTDOOR PARKING STALL

DESIGN RATIONALE: FEE SIMPLE ROWHOUSES

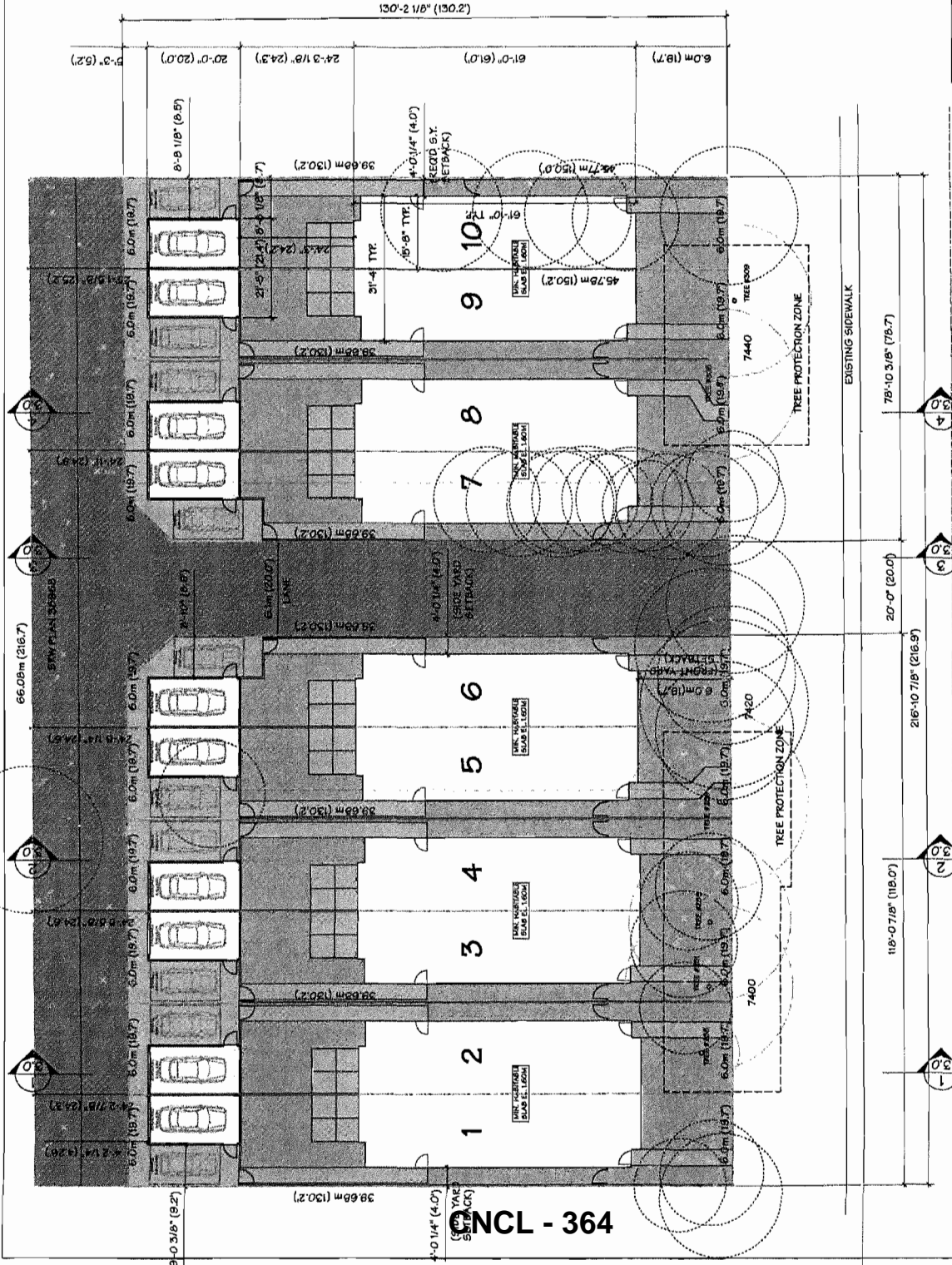
- 10 ROWHOUSE UNITS PROPOSED ON 10 LOTS
- MAXIMUM TWO STOREY UNITS SIMILAR SCALE AS ADJACENT HOMES
- UNITS GROUPED INTO DUPLEXES TO MAINTAIN SINGLE FAMILY SCALE AND CHARACTER
- STREETSCAPE APPEARS TO BE FIVE SINGLE FAMILY HOMES
- HIGH QUALITY MATERIALS TO ENSURE QUALITY STREETSCAPE AND HIGH PROPERTY VALUES
- LANEWAY AT REAR OF PROPERTY TO MINIMIZE OVERLOOK FROM UNITS INTO SINGLE FAMILY YARDS
- ONE STORY GARAGES ALONG LANE TO HAVE MINIMAL IMPACT ON VIEW FROM NEIGHBOURING HOMES
- NO IMPACT ON SUNLIGHT TO NEIGHBOURING LOTS TO EAST AND SOUTH, MINIMAL IMPACT ON SUNLIGHT TO NEIGHBOUR TO THE NORTH
- WINDOWS ON UPPER STOREYS MINIMIZED TO REDUCE OVERLOOK
- LANEWAY TREATED WITH HIGH FENCE AROUND PERIMETER
- RETENTION OF LARGE TREES ALONG RAILWAY AVENUE TO MAINTAIN GREEN APPEARANCE
- ADDITIONAL RESIDENTS WILL NOT CREATE NOTICEABLE INCREASE IN TRAFFIC

PROJECT NO. 19 LOT SUBDIVISION YAMAMOTO Architecture Inc.		KEY STATISTICS DESIGN RATIONALE SHEET NO. 0.0-R DATE: 19.04.2019 DRAWN BY: [blank] CHECKED BY: [blank]
PROJECT NO. 19 LOT SUBDIVISION YAMAMOTO Architecture Inc.		KEY STATISTICS DESIGN RATIONALE SHEET NO. 0.0-R DATE: 19.04.2019 DRAWN BY: [blank] CHECKED BY: [blank]



CONTEXT PLAN
SCALE: N.T.S.

STATISTICS (10 TYP. LOTS):
 DVC ADDRESS: 7400, 7420, 7440 RAILWAY AVE.
 LEGAL DESCRIPTION: FEE SIMPLE ROWHOUSE (PROPOSED)
 PROPOSED ZONING: R1
 LOT AREA: NET 233.0 SQ.M. (57,276 SQ.FT.) PER 3 LOTS
 LOT COVERAGE: BUILDING: 94.0 SQ. FT. DETACHED GARAGE: 24.0 SQ. FT. TOTAL: 118.0 SQ. FT. (16.5%)
 F.A.R. (PER LOT): PROPOSED: 1.000 (6.56 FT. (2.00 M.))
 PARKING: PROVIDED: 1 STANDBY CAR INDOOR PARKING SPALL 1 SMALL CAR OUTDOOR PARKING SPALL



PROJECT	10 LOT SUBDIVISION
DATE	10/15/2023
SCALE	1:100
PROJECT NO.	23-001
DATE	10/15/2023
SCALE	1:100
PROJECT NO.	23-001

Yamamoto Architecture Inc.
 1000 10th Ave S.W. #100
 Vancouver, B.C. V6H 2Y6
 TEL: 604.271.1111
 FAX: 604.271.1112
 WWW.YAMAMOTOARCHITECTURE.COM

DATE	10/15/2023	DESCRIPTION	BY
10/15/2023	10/15/2023	10/15/2023	10/15/2023

EXISTING
 FEE-ADJUTANT

RAILWAY AVENUE

EXISTING SIDEWALK

7400

7420

7440

7460

7480

7500

7520

7540

7560

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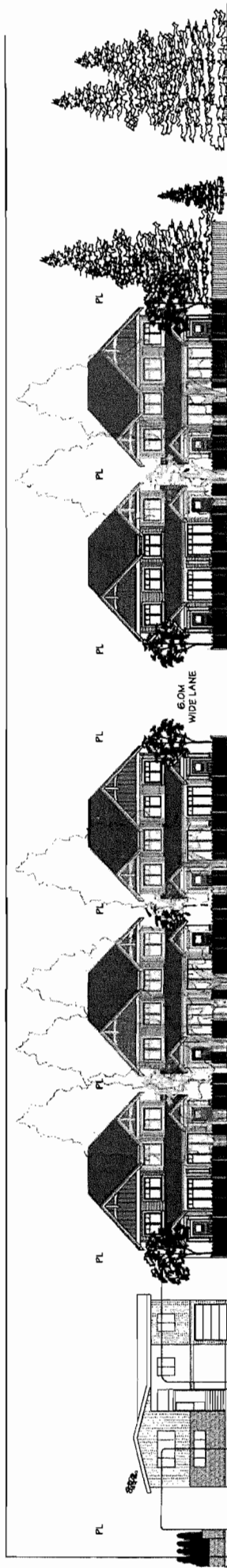
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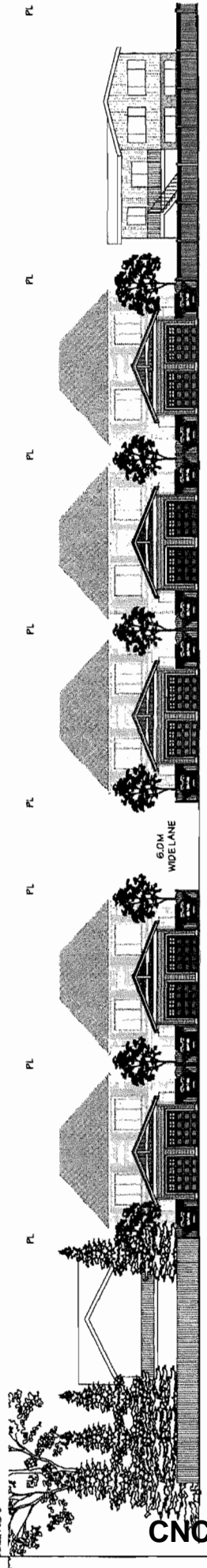
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7460 RAILWAY AVE.

7460 RAILWAY AVE.
WEST STREETSCAPE - RAILWAY AVE.
SCALE 1:100



7431 LINDSAY RD.

7431 LINDSAY RD.

7431 LINDSAY RD.

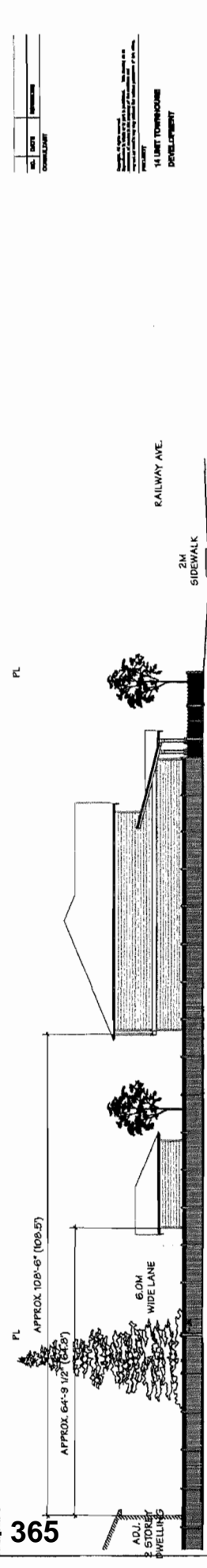
7431 LINDSAY RD.

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7431 LINDSAY RD.

7460 RAILWAY AVE.
EAST STREETSCAPE - ADJ. TO NEIGHBOURS
SCALE 1:100



7371 LINDSAY RD.

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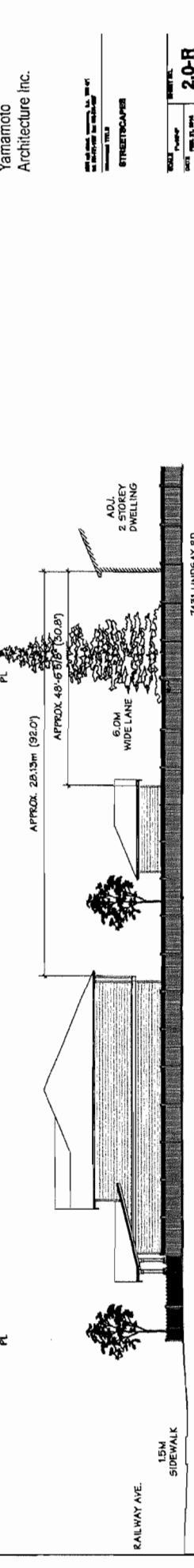
7371 LINDSAY RD.

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NORTH STREETSCAPE - ADJ. TO NEIGHBOURS
SCALE 1:100



7431 LINDSAY RD.

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7431 LINDSAY RD.
SOUTH STREETSCAPE - ADJ. TO NEIGHBOURS
SCALE 1:100

NO.	DATE	DESCRIPTION

THIS PLAN IS THE PROPERTY OF YAMAMOTO ARCHITECTURE INC. AND IS NOT TO BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM, WITHOUT THE WRITTEN PERMISSION OF YAMAMOTO ARCHITECTURE INC.

14 LINDSEY TERRACE
DEVELOPMENT

YAMAMOTO ARCHITECTURE INC.
14 LINDSEY TERRACE
MISSISSAUGA, ONT. L4X 1L7

Yamamoto
Architecture Inc.

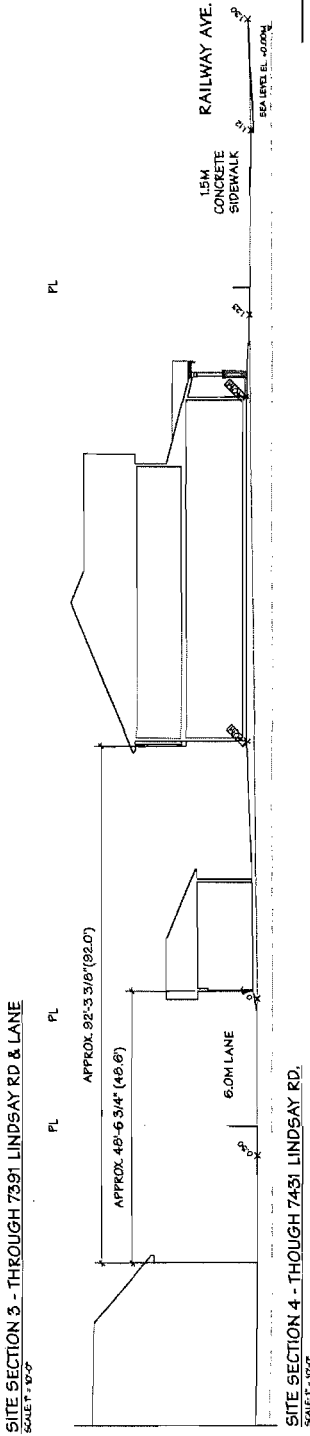
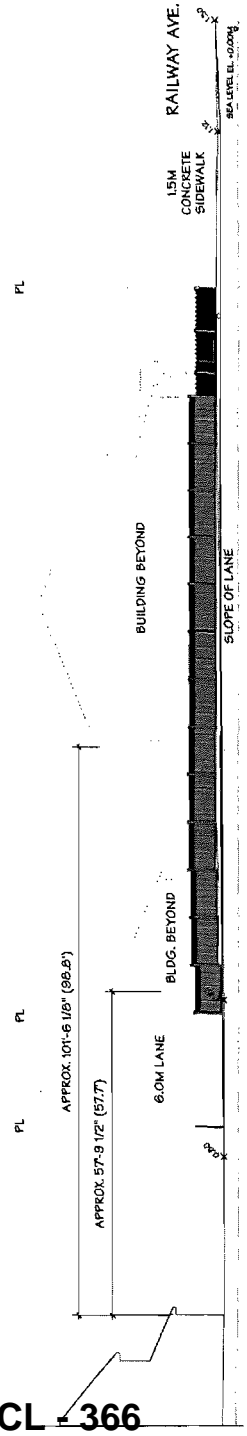
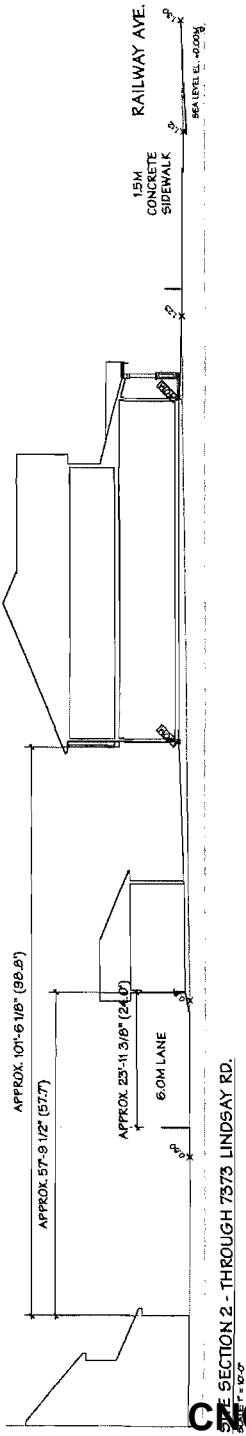
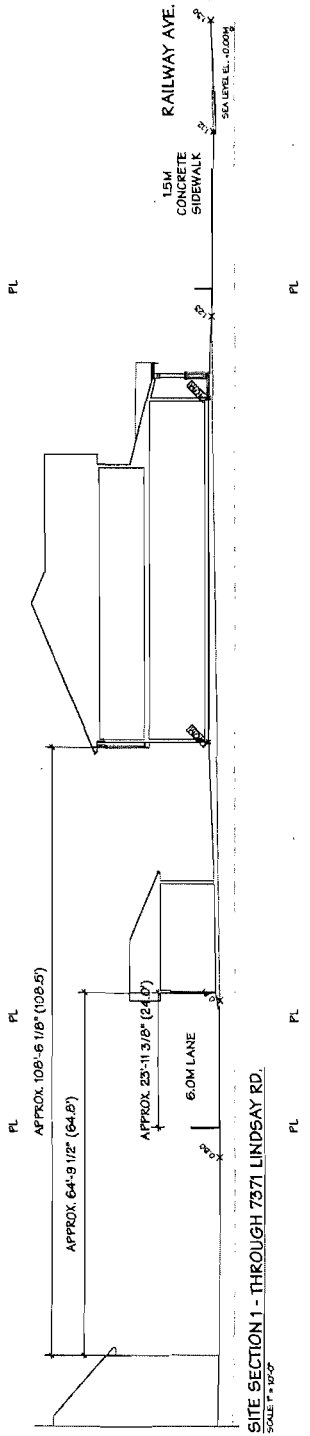
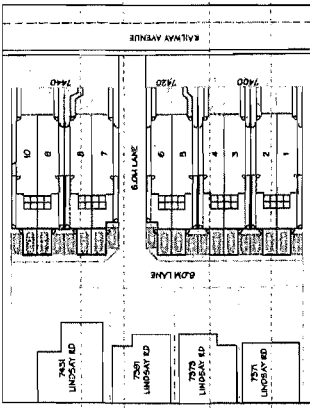
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STREETSCAPES

SCALE	PURPOSE	DATE	BY	PROJECT NO.
1:100				

2.0-R

PROJECT NO. 100



366

Yamamoto Architecture Inc.

15 LOT SUBDIVISION

DATE: 08/14/2018

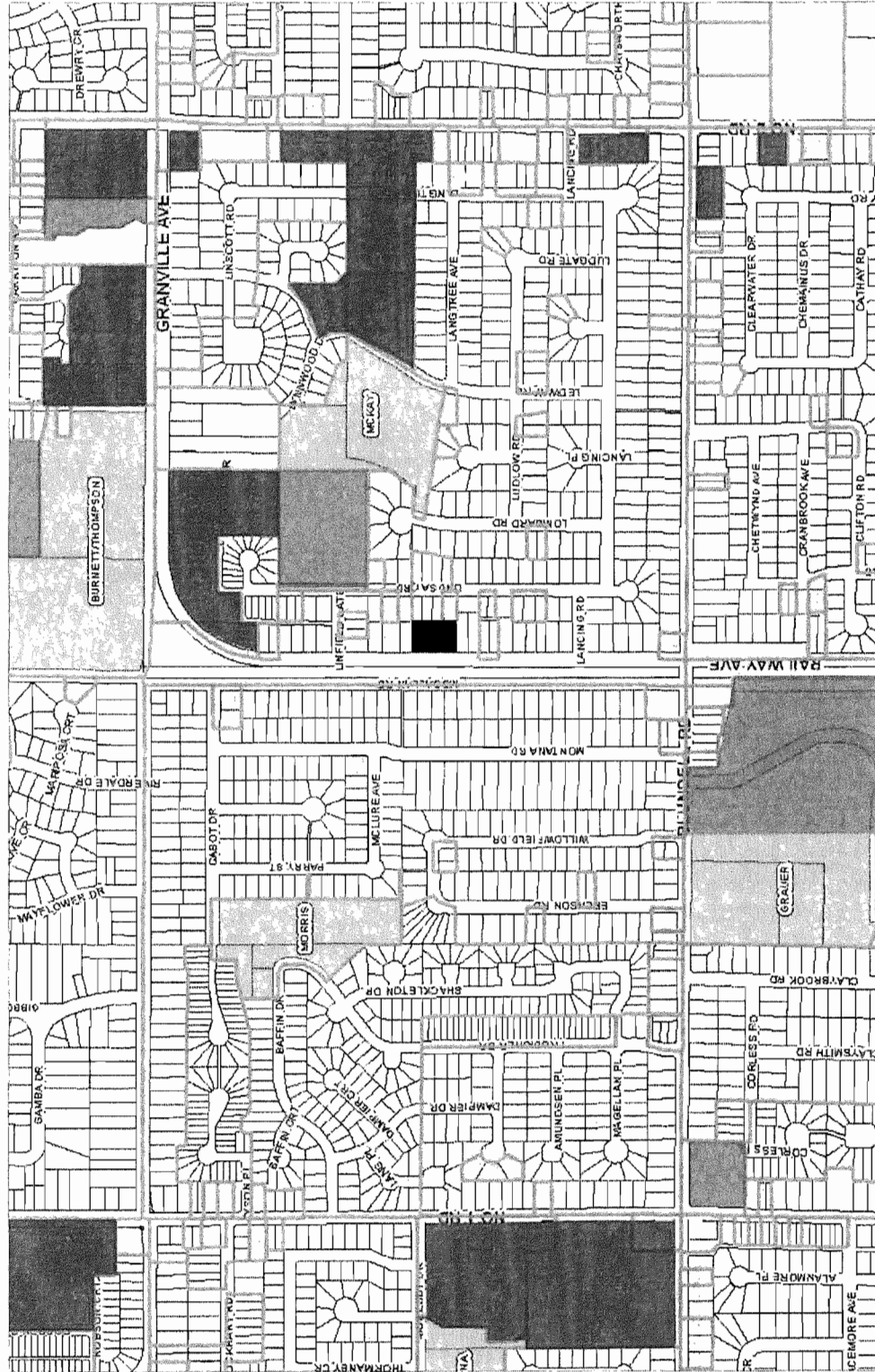
SCALE: 3.0-R

PROJECT NO.: 1501

NO.	DATE	DESCRIPTION
1	08/14/2018	ISSUE FOR PERMIT

LEGEND:

- SUBJECT SITE
- TOWNHOUSE DEVELOPMENTS
- APARTMENTS



CNCL - 367

Yamamoto
Architecture Inc.

CONTEXT PLAN : USE ANALYSIS
SCALE N.T.S.

DATE	DESCRIPTION

PROJECT	MILITARY SUBDIVISION
DATE	

DATE	DESCRIPTION

CONTEXT PLAN
USE ANALYSIS

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CONTEXT PLAN
USE ANALYSIS

DATE	DESCRIPTION

DATE	DESCRIPTION

SANDHILL HOMES LTD.

228 – 11020 No. 5 Road, Richmond BC, Canada V7A 4E7
 Phone: (604) 271 6296 Fax: (604) 276 8937 Email: info@sandhilldevelopment.ca

February 25, 2014

Public Information Meeting Sign In Sheet Rezoning Application Number: RZ 12-619835

The Developer, Sandhill Development Ltd., is proposing to rezone 7400, 7420, 7440 Railway Avenue to allow *fourteen (14) 2-storey townhouse units or ten (10) units rowhouse (duplex)* to be developed on the property.

Attachment C

No.	Name	Phone#	Address
1			
2			
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8			
9			
10			

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228 – 11020 No. 5 Road, Richmond BC, Canada V7A 4E7
Phone: (604) 271 6296 Fax: (604) 276 8937 Email: info@sandhilldevelopment.ca

February 25, 2014

Public Information Meeting Rezoning Application Number: RZ 12-619835

Attachment C

The developer, Sandhill Development Ltd., is proposing to rezone 7400, 7420, 7440 Railway Avenue to allow *fourteen (14) 2-storey townhouses units* or *ten (10) units rowhouse (duplex)* to be developed on the property. We would appreciate your comments on the proposal.

Option 1: I am in favor of fourteen (14) 2-storey townhouse units.

Comments:

Option 2: I am in favor of ten (10) units' rowhouse (duplex).

Comments:

Your comments will be collected by the City and will become public record.

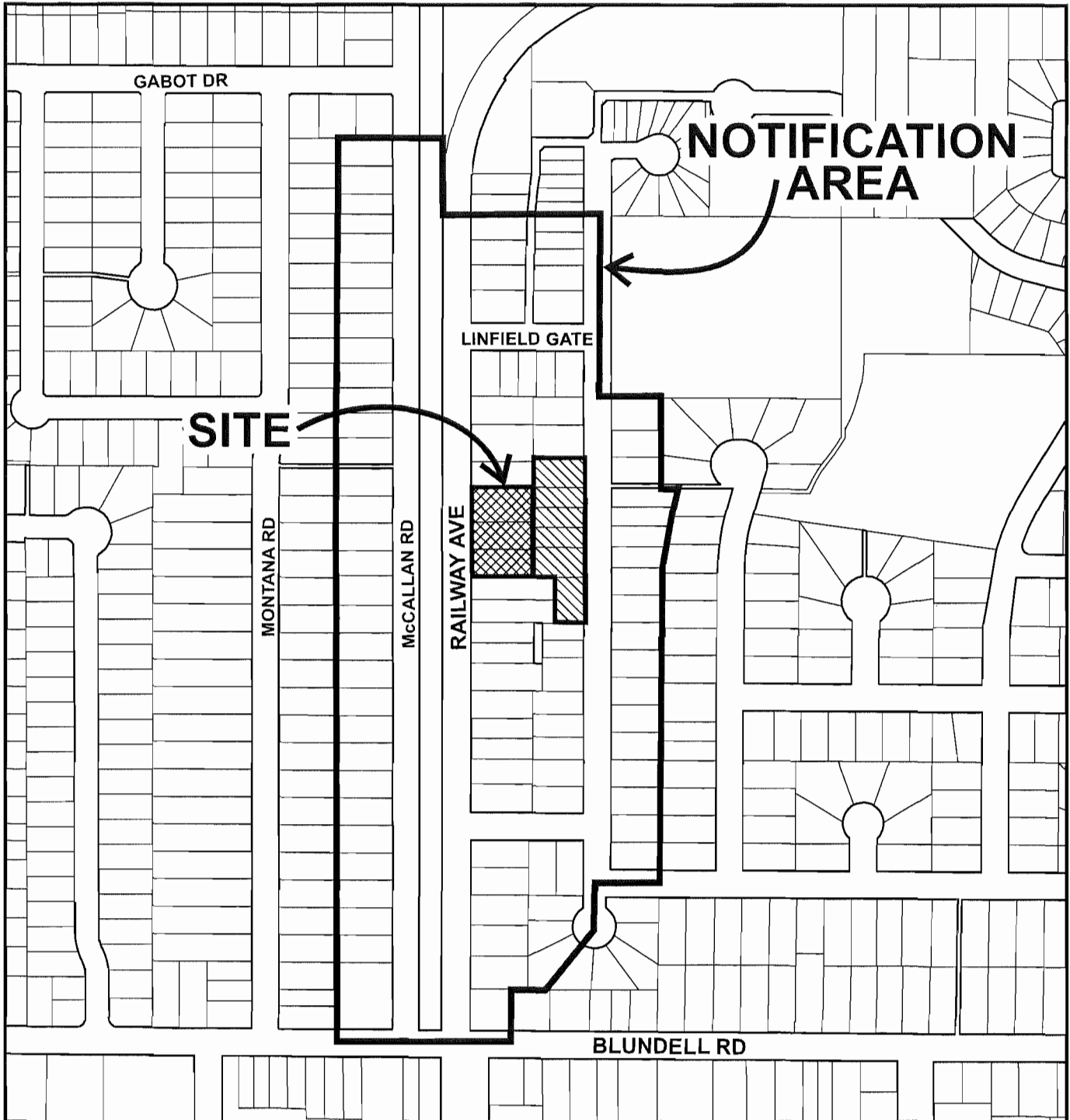
Contact Information:

Name: _____

Address: _____



City of Richmond



Petition in Opposition
received March 2014
RZ 12-619835

Original Date: 03/04/14

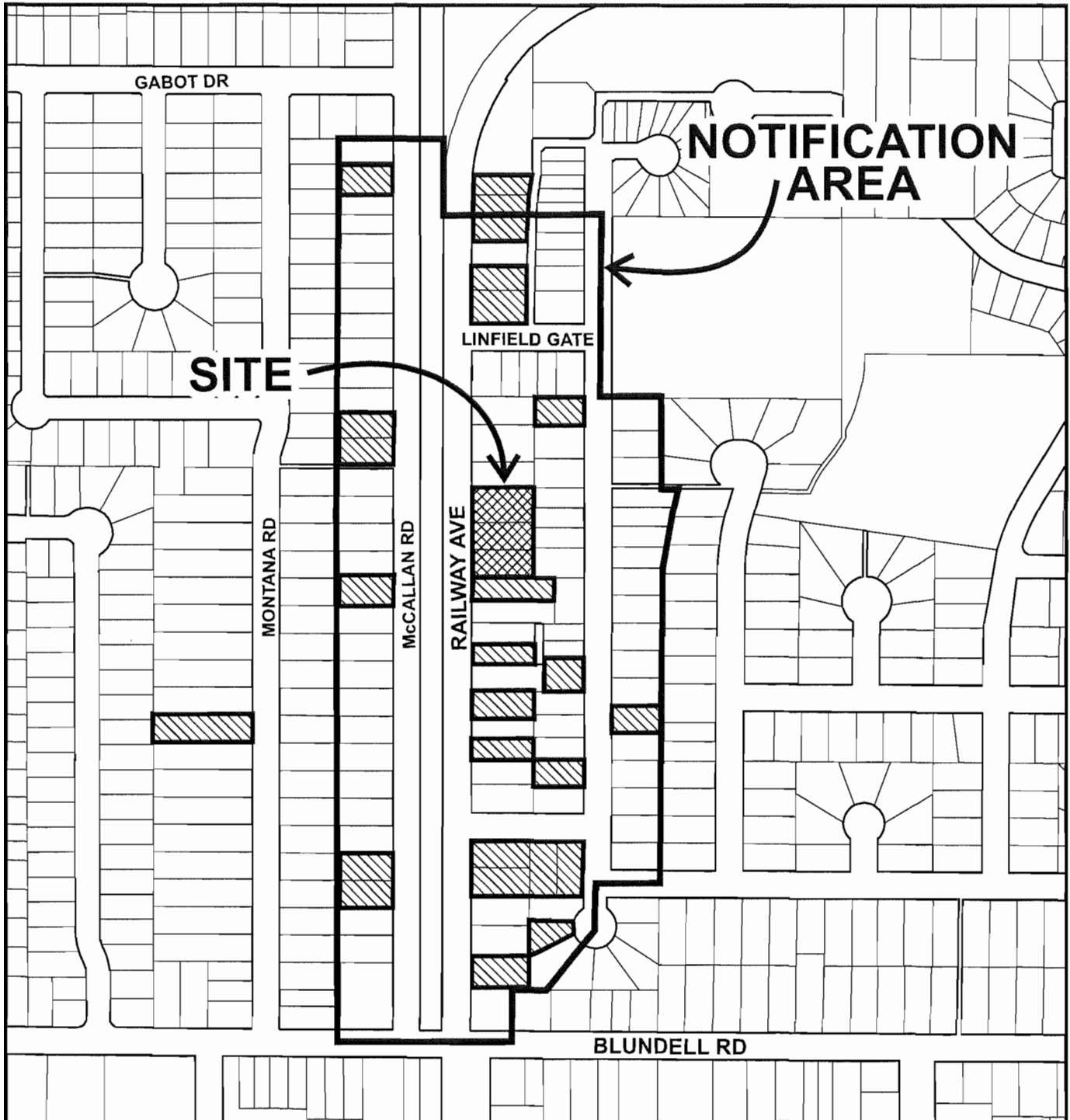
Revision Date: 03/05/14

Note: Dimensions are in METRES

GNCL - 370



City of Richmond



Petition in Favor
received March 2014
RZ 12-619835

*only showing residents/households within
the immediate neighbourhood

CNCL - 372

Original Date: 03/04/14

Revision Date: 03/05/14

Note: Dimensions are in METRES

PETITION IN FAVOR

We, the neighbors, are in favor in the rezoning application (File No. RZ 12-619835) to rezone 7400, 7420, 7440 Railway Avenue from single detached (RS1/E) to low density townhouses (RTL4) in order to construct 14 townhouse units (6 detached units and 8 duplex) with this amended plan instead of 15 townhouses.

This proposal is in line with the character of the street and neighborhood.

We are in favor that the City of Richmond approves this rezoning application.

Name	Address	Phone #	Signature
Sharon Gill	7240 Railway Ave.	604-557-1004	[Signature]
Gurdev Gill	7240 Railway Ave	604-278-1330	[Signature]
Hugo Pineda	7260 Railway Ave	604 561 7325	[Signature]
Marili Vosquez	7260 Railway Ave	604 561 7325	[Signature]
Penny Yin	7201 Lindsay Rd	604 34-2130	[Signature]
Eric Li	7251 Lindsay Rd	7789915507	[Signature]
Guybert Mann	7491 Lindsay Rd.	604 720 0944	[Signature]
Abuhmani	7491 Lindsay Rd.	604 506 5546	[Signature]
Stanley Tsing	7540 Lindsay Rd.	604 396-4900	[Signature]
Fumatale	5100 Landing Rd.	604-720-2611	[Signature]
Gertrud Beichel	5040 Landing	604-2778878	[Signature]

PETITION IN FAVOR

We, the neighbors, are in favor in the rezoning application (File No. RZ 12-619835) to rezone 7400, 7420, 7440 Railway Avenue from single detached (RS1/E) to low density townhouses (RTL4) in order to construct 14 townhouse units (6 detached units and 8 duplex) with this amended plan instead of 15 townhouses.

This proposal is in line with the character of the street and neighborhood.

We are in favor that the City of Richmond approves this rezoning application.

Name	Address	Phone #	Signature
N. Li	7460 Railway Rd.	778-385-1018	<i>[Signature]</i>
Dawn Sh	7478 Railway Ave	604-729-7962	<i>[Signature]</i>
R. Wang	7400 Railway Ave	604-353-0122	<i>[Signature]</i>
LAKH BIR SINGH	7660 Railway Ave	778-895-1453	<i>[Signature]</i>
Sukhi Gosal	7210 Railway Ave	604-807-1513	<i>[Signature]</i>
MADAN SINGH	7220 Railway Ave	604-649-4209	<i>[Signature]</i>
Parvez Malik	7220 Railway Ave	778-975-5211	<i>[Signature]</i>
Jindal H.	7571 Lonsdale Rd		<i>[Signature]</i>
G. Gindal	7571 Lonsdale Rd		604-447-1991
Karen Duorschak	7611 Lindsay Cir	604-270-0412	<i>[Signature]</i>
Manjany Hu	7162 Railway Ave		
Uday Feroz	7160 Railway Ave	604-447-4078	<i>[Signature]</i>
Abdul Feroz	7160 Railway Ave	604-447-4078	<i>[Signature]</i>
Trevor Quinn	7171 McCollan Rd	604-271-4591	<i>[Signature]</i>
R. S.	7351 McCollan Rd	778-888-7777	<i>[Signature]</i>
FAZANIS M.	7371 McCollan Rd	604-271-2991	<i>[Signature]</i>
Shirley Singh	7671 McCollan Rd	604-448-9213	<i>[Signature]</i>
Shirley Singh	7691 McCollan Rd	604-231-5017	<i>[Signature]</i>
AZIM BHIMANI	7491 LINDSAY ROAD	604-649-1099	<i>[Signature]</i>

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PETITION IN FAVOR

We, the neighbors, are in favor in the rezoning application (File No. RZ 12-619835) to rezone 7400, 7420, 7440 Railway Avenue from single detached (RS1/E) to low density townhouses (RTL4) in order to construct 14 townhouse units (6 detached units and 8 duplex) with this amended plan instead of 15 townhouses.

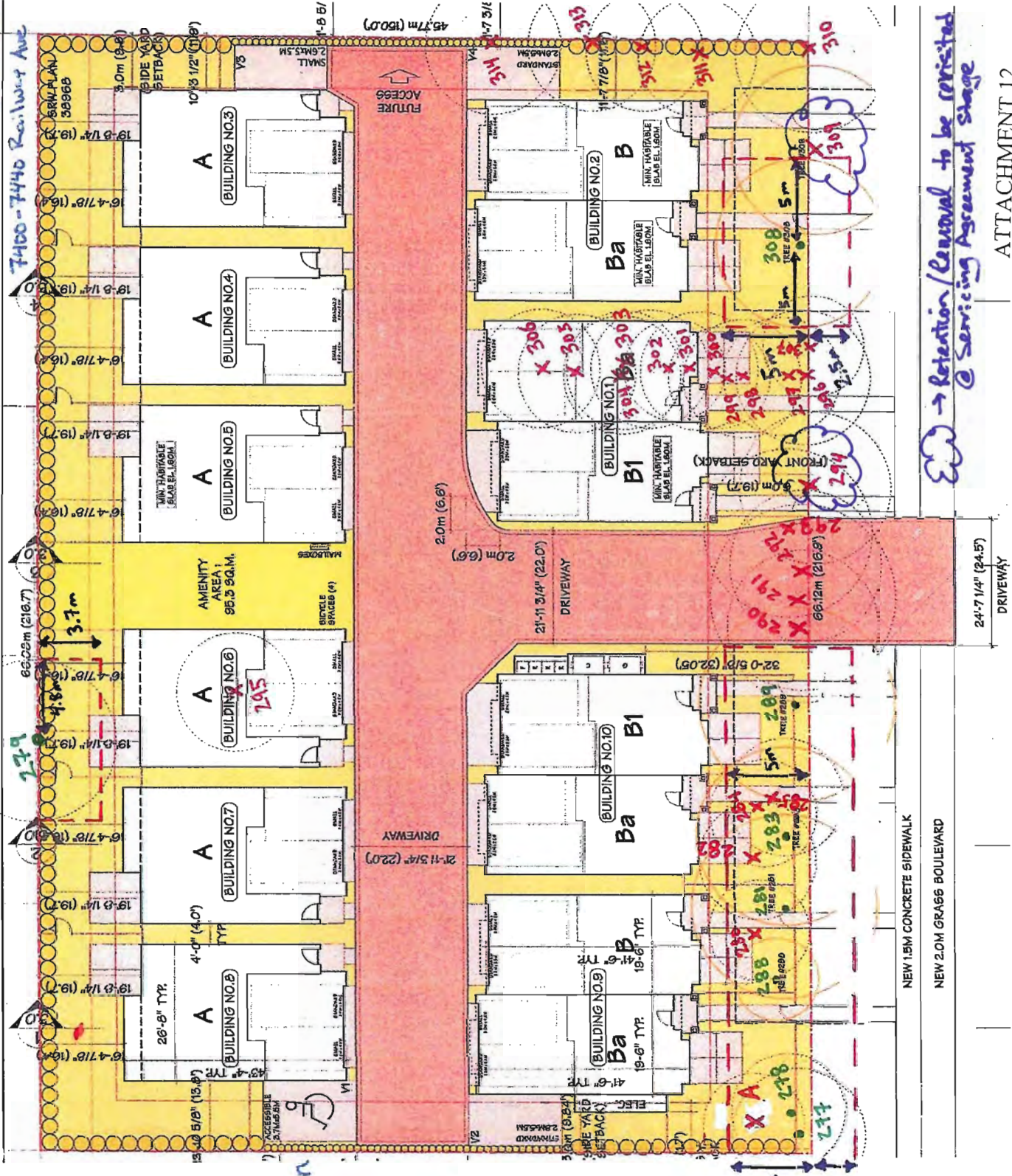
This proposal is in line with the character of the street and neighborhood.

We are in favor that the City of Richmond approves this rezoning application.

Name	Address	Phone #	Signature
Navinder Dadas	9591 Potlerson Road	604 721-2192	Navinder
Steve Dhandra	11890 Railway Avenue	778 7-8883	[Signature]
Darren Skully	7631 Lindsay Road	604 219-6562	[Signature]
Jas Sandhu	7788 Railway Ave	604-274-1000	[Signature]
Pam Sandhu	7788 Railway Ave	604 274-1000	Pam Sandhu
ZAKI KHAN	6800 GIBBONS DR	604-782 4146	Zaki Khan
Aneesha Hayer	4651 TITON RD.	604-339 7474	Aneesha
NABEEL KHAN	6800 GIBBONS DR.	604-782 4146	[Signature]
Ashaun Jagpal	4651 Titon Rd.	778 889 7777	[Signature]
LUTFOR KHAN	6780 GIBBONS DR.	604-782 4146	[Signature]
PAVI SAUNDHU	7611 McAllan Rd	604-778-2339821	[Signature]
JASPREET ARORA	7551 Montana Road	604-215-9172	Jaspreet Arora
Kaul Arora	7551 Montana Road	604-215-9172	[Signature]
Carl Zheng	8980 Demorest Dr.	778-855-8321	Carl Zheng
Allen Wang	7391 Petts Rd	604-561-9799	[Signature]
Frick Wolf	#5-7760 Blundell Rd	604-809-3501	[Signature]
(Vand) Noman	H.S. 7760 Blundell Rd	(604) 809-3501	[Signature]
Randy Nysym	# 7566 Railway Ave	778-759-5377	[Signature]
Juliz Shala	7540 Railway Ave	778-323-7607	[Signature]
YANJIE HE	7458 RAILWAY AVE	778-994	Yanjie He

BALSINDE KAVR 7660 Railway Ave 778 383 6215
604 272 1453 [Signature]

Tree Location + Protection Plan - Amend. #2 (March 3 2014)



0 3 6 9
Scale (m)

Retain Tree 100

Tree Protection Barrier

Remove Tree 101

CNCL - 377

→ Retention/Removal to be revisited @ Servicing Agreement Stage

Tree Information for Tree Location & Protection Plan Amendment #2: 7400 – 7440 Railway Ave. Richmond, B.C.

Tree I.D.	Species Common Name (<i>Botanical Name</i>)	DBH (cm)	Crown Radius (m)
277	Western Redcedar (<i>Thuja plicata</i>)	32+30	4.0
278	Shore Pine (<i>Pinus contorta</i> var <i>contorta</i>)	35	3.4
A	Juniper (<i>Shrub</i>)	NA	3.0
279	Western Redcedar (<i>Thuja plicata</i>)	65	4.8
280	Falsecypress (<i>Chamaecyparis</i>)	28 + 12 x2	3.0
281	Douglas-fir (<i>Pseudotsuga menziesii</i>)	55	5.5
282	Western Redcedar (<i>Thuja plicata</i>)	43	3.5
283	Douglas-fir (<i>Pseudotsuga menziesii</i>)	44	5.3
284	Western Redcedar (<i>Thuja plicata</i>)	33+15	3.2
285	Shore Pine (<i>Pinus contorta</i> var <i>contorta</i>)	24	3.5
288	Western Redcedar (<i>Thuja plicata</i>)	14+13	2.5
289	Douglas-fir (<i>Pseudotsuga menziesii</i>)	50	5.8
290	Douglas-fir (<i>Pseudotsuga menziesii</i>)	28	4.5
291	European Birch (<i>Betula pendula</i>)	37	5.5
92	Norway Spruce (<i>Picea abies</i>)	40	4.2
293	Western Redcedar (<i>Thuja plicata</i>)	44	5.0
294	Douglas-Fir (<i>Pseudotsuga menziesii</i>)	50	4.5
295	Japanese Flowering Cherry (<i>Prunus serrulata</i>)	30 x2	4.7
296	Western Hemlock (<i>Tsuga heterophylla</i>)	34	4.0
297	Western Redcedar (<i>Thuja plicata</i>)	15+18+20	3.5
298	Western Redcedar (<i>Thuja plicata</i>)	28+18+10	3.5
299	Western Hemlock (<i>Tsuga heterophylla</i>)	15 x2 + 13	3.0
300	Western Redcedar (<i>Thuja plicata</i>)	20 x2 +24	3.5
301	Western Hemlock (<i>Tsuga heterophylla</i>)	25	3.0
302	Western Redcedar (<i>Thuja plicata</i>)	25+15	3.5
303	Douglas-Fir (<i>Pseudotsuga menziesii</i>)	40	3.5
304	Western Redcedar (<i>Thuja plicata</i>)	20 x4 + 15 x3 + 25	3.5
305	Western Redcedar (<i>Thuja plicata</i>)	20 x3 + 15 x3	3.5
306	Western Redcedar (<i>Thuja plicata</i>)	28+25 + 30 x2	3.5
307	Ponderosa Pine (<i>Pinus ponderosa</i>)	40	3.0
308	Western Redcedar (<i>Thuja plicata</i>)	40+45+ 20 x3	5.0
309	Ponderosa Pine (<i>Pinus ponderosa</i>)	90	5.0
310	Ponderosa Pine (<i>Pinus ponderosa</i>)	75	4.5
311	Japanese Flowering Cherry (<i>Prunus serrulata</i>)	25+20	3.5
312	Western Redcedar (<i>Thuja plicata</i>)	14 x2	3.5
313	Western Redcedar (<i>Thuja plicata</i>)	26	3.8
314	Atlas Cedar (<i>Cedrus atlantica</i>)	44	4.0





City of Richmond

Policy Manual

Page 1 of 2

Adopted by Council: February 19, 1996

POLICY 5463

File Ref: 4045-00

SINGLE-FAMILY LOT SIZE POLICY IN QUARTER-SECTION 13-4-7

POLICY 5463:

The following policy establishes lot sizes for properties within the area generally bounded by **Railway Avenue, Blundell Road and No. 2 Road**, in a portion of Section 13-4-7 as shown on the attached map:

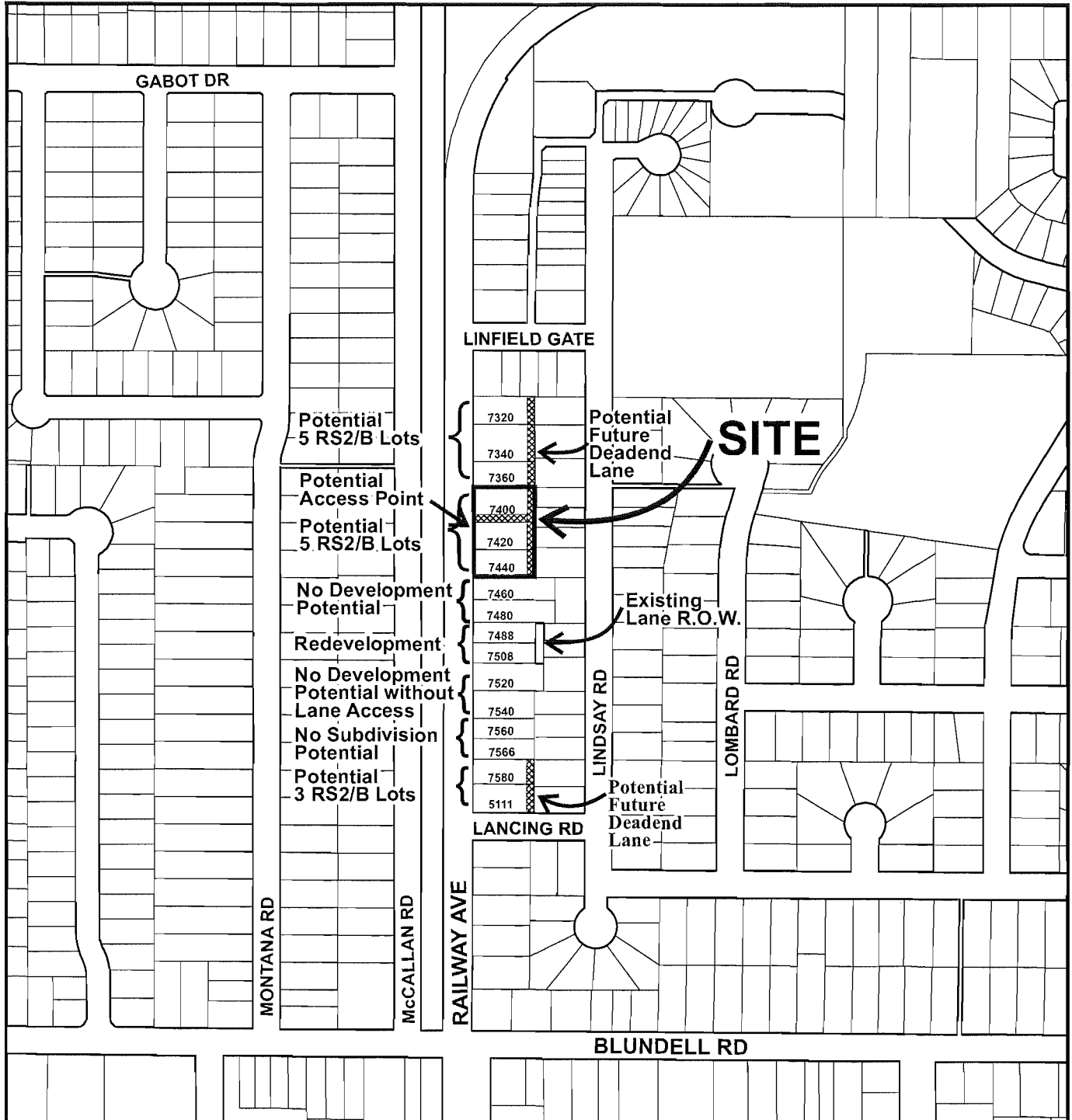
That properties within the area generally bounded by Railway Avenue, Blundell Road and No. 2 Road, in a portion of Section 13-4-7, be permitted to rezone in accordance with the provisions of Single-Family Housing District, Subdivision Area H (R1/H) in Zoning and Development Bylaw 5300, with the exception that:


1. Single-Family Housing District, Subdivision Area E (R1/E) applies to lots with frontage on No. 2 Road and Blundell Road that do not have a lane or internal road access;
2. Single-Family Housing District, Subdivision Area B (R1/B) applies to properties with duplexes on them with the exception that Single-Family Housing District, Subdivision Area E (R1/E) applies to those properties with frontage on No. 2 Road and Blundell Road that do not have lane or internal road access;
3. Single-Family Housing District, Subdivision Area B (R1/B) applies to properties generally fronting Lindsay Road and Linfield Gate in the western portion of Section 13-4-7; and

That this policy 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 amended according to Bylaw No. 5300.



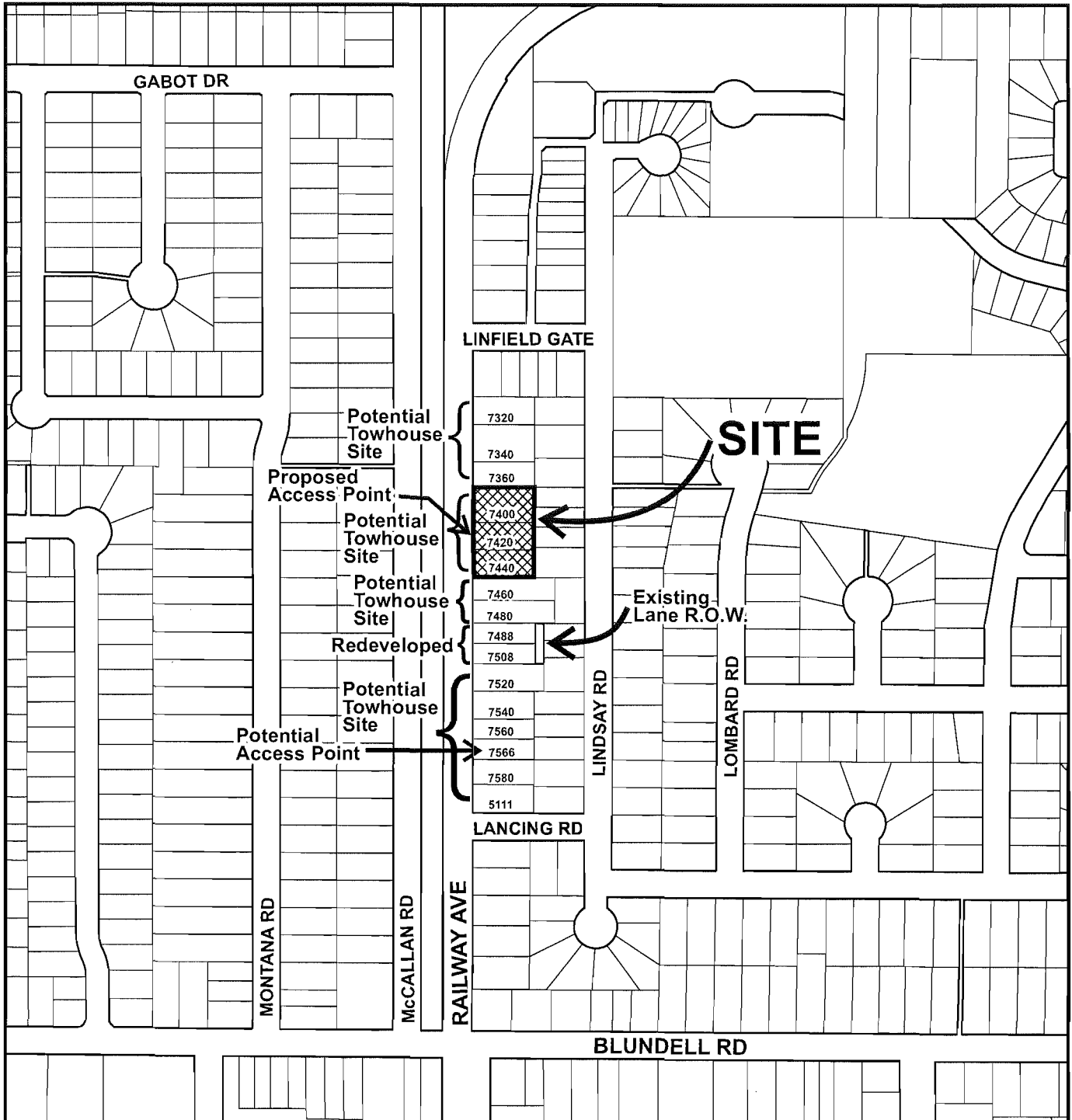
City of
Richmond



	<p>Potential Single-Family Redevelopment Pattern (Single Detached (RS2/B) with Lane Access)</p>	<p>Original Date: 03/04/14 Revision Date: 03/06/14 Note: Dimensions are in METRES</p>
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City of
Richmond



Potential Low Density
Townhouse Development Pattern

Original Date: 03/04/14

Revision Date:

Note: Dimensions are in METRES



Address: 7400, 7420 and 7440 Railway Avenue

File No.: RZ 12-619835

Prior to final adoption of Zoning Amendment Bylaw 9015 , the developer is required to complete the following:

1. Consolidation of all the lots into one development parcel (which will require the demolition of the existing dwellings).
2. Registration of a flood indemnity covenant on title.
3. Registration of a Public Rights-of-Passage (PROP) statutory rights-of-way (ROW), and/or other legal agreements or measures, as determined to the satisfaction of the Director of Development, over the internal drive-aisle in favour of future townhouse developments to the north and south. Language should be included in the ROW document that the City will not be responsible for maintenance or liability within this ROW.
4. City acceptance of the developer's offer to voluntarily contribute \$16,500.00 to the City's Tree Compensation Fund for the planting of replacement trees within the City. If additional replacement trees (over and beyond the 12 replacement trees as proposed at the Rezoning stage) could be accommodated on-site (as determined at Development Permit stage), the above cash-in-lieu contribution would be reduced in the rate of \$500 per additional replacement trees to be planted on site.
5. Contribution of \$1000.00 per dwelling unit (e.g. \$14,000.00) in-lieu of on-site indoor amenity space.
6. City acceptance of the developer's offer to voluntarily contribute \$2.00 per buildable square foot (e.g. \$39,082.44) to the City's affordable housing fund.
7. The submission and processing of a Development Permit* completed to a level deemed acceptable by the Director of Development.
8. Enter into a Servicing Agreement* for the design and construction of frontage improvements along Railway Avenue. The frontage improvements to include, but not limited to:
 - a) Removal of the existing asphalt sidewalk, construction of a new 1.5 m concrete sidewalk and a 2.0 m grass boulevard (between existing curb and new sidewalk) extended south to the north property line 7488 Railway Avenue, and Street Lighting (replacing the existing Hydro lease lights).
 - b) Upgrade the existing 450 mm diameter storm sewer along Railway Avenue frontage to 600 mm diameter. It is noted that existing large trees located near the south end of the site frontage may be impacted by the construction of the proposed storm sewer upgrade. The proposed servicing upgrade works must be under arborist supervision. The arborist must assess the impact of the proposed works to the protected trees at the Servicing Agreement stage or Development Permit stage (whichever comes first), and will conduct root pruning, if required. A summary report including future recommendations must be provided to the City as part of the Servicing Agreement or Development Permit process (whichever comes first).
 - c) Design to include water, storm & sanitary connections for the proposed Townhouse development.
 - i. The location for the sanitary service connection of the proposed site is to be at the northeast corner of 7400 Railway Avenue so that sanitary flow from the proposed site will be directed to the existing manhole and existing 200 mm diameter sanitary pipe along the north property line of 7371 Lindsay Road.
 - ii. The Water Connection to the proposed site is to be from the existing 300 mm diameter watermain at the west side of Railway Avenue. The existing 100 mm diameter AC watermain along the proposed site's Railway Avenue frontage on the east side of Railway Avenue is to be abandoned and connected back to the 300 mm diameter at both ends of the abandoned section.

Note: DCC's (City & GVS&DD), School site acquisition charges and Utility Charges etc., will be paid at Building Permit stage.

RE: Item #7 - Bylaw 9015
March 18, 2014
Planning Committee
Agenda

re: Mounie Craig
Joe Erceg

SANDHILL HOMES LTD.

TO: MAYOR & EACH COUNCILLOR
FROM: CITY CLERK'S OFFICE

228 - 11020 No. 5 Road, Richmond BC, Canada V7A 4E7
Phone: (604) 271 6296 Fax: (604) 276 8937 Email: info@sandhilldevelopment.ca

	DW	INT
✓	MJ	
	DB	

February 25, 2014

Public Information Meeting Rezoning Application Number: RZ 12-619835

8060-20-9015
X: 12-619835

The developer, Sandhill Development Ltd., is proposing to rezone 7400, 7420, 7440 Railway Avenue to allow *fourteen (14) 2-storey townhouses units* or *ten (10) units rowhouse (duplex)* to be developed on the property. We would appreciate your comments on the proposal.

Option 1: I am in favor of fourteen (14) 2-storey townhouse units. **No**

Comments:

- TRAFFIC CONGESTION
- SAFETY OF FAMILIES LIVING AROUND THE NEIGHBORHOOD

• IT WOULD BE VERY ODD TO SEE MULTIFLEX HOMES ALONG SIDE BY SIDE WITH SINGLE HOMES. NEW HOMES ARE CURRENTLY IN CONSTRUCTION AND THE VIEW WOULD BE NOT APPEALING IF THIS PLAN WOULD PUSH THROUGH.

Option 2: I am in favor of ten (10) units' rowhouse (duplex). **No**

Comments:

• NO VISITOR PARKING IS UNACCEPTABLE
~~ALMOST SAME RZ~~

• I HAVE THE SAME REASONS AS ABOVE AS WELL. THIS IS A NICE WEST SIDE OF RICHMOND & THE PROPERTIES ARE I BELIEVE VERY VALUABLE. IF THIS PLAN OF HAVING MULTIPLE HOMES ARE BUILT, THE "EXCLUSIVENESS" FEELING WOULD BE THERE ANYMORE AS THIS SIDE OF RAILWAY IS ONLY DESIGNED FOR SINGLE HOMES. WHERE WE ENJOY THE NEW GREEN WALK WAY. LETS

Your comments will be collected by the City and will become public record. **KEEP THIS GREEN!**

Contact Information:

Name: DIVINA C. HIPOUITO

Address: 7560 RAILWAY AVE RICHMOND BC V7C3



SANDHILL HOMES LTD.

228 - 11020 No. 5 Road, Richmond BC, Canada V7A 4E7

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February 25, 2014

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Option 1: I am in favor of fourteen (14) 2-storey townhouse units.

no

Comments:

We just think only single house with 40 foot lot or three single houses would be acceptable. But not 14 townhouses.

Option 2: I am in favor of ten (10) units' rowhouse (duplex).

no

Comments:

I think it is no good to build ~~the~~ either townhouse or rowhouse in between single houses. It will cause potential troubles, like the traffic. It may make the already busy Railway worse to drive on. Anyway, we just want to keep our community along railway a single house area like it is right now. Thank you for your consideration to our opinions.

Option 3: We prefer Single Houses in this area.

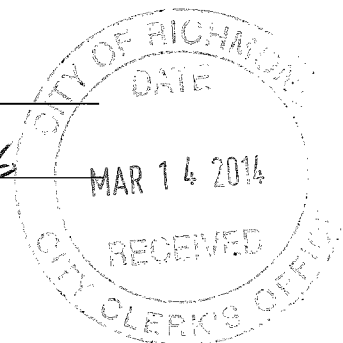
Your comments will be collected by the City and will become public record.

Contact Information:

Name: Jiro Zhang

Address: 7500 Lindsay Rd. Richmond, BC V6C 3M6

CNCL - 385



SANDHILL HOMES LTD.

228 – 11020 No. 5 Road, Richmond BC, Canada V7A 4E7
Phone: (604) 271 6296 Fax: (604) 276 8937 Email: info@sandhilldevelopment.ca

February 25, 2014

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Option 1: I am in favor of fourteen (14) 2-storey townhouse units.

Comments:

*Its a bad plan. and the parking is a problem
and its will block the traffic.
we want a single homes. Beside me will
build a single homes*

Option 2: I am in favor of ten (10) units' rowhouse (duplex).

Comments:

*no visit parking is unrealistic. and could its
could be turn out. a rental. I reject this
idea. and its will lost the privacy.*

Your comments will be collected by the City and will become public record.

Contact Information:

Name:

GEORGE WANG

Address:

7351 LINDSAY RD RICHMOND BC

CNCL - 386



SANDHILL HOMES LTD.

228 – 11020 No. 5 Road, Richmond BC, Canada V7A 4E7

Phone: (604) 271 6296 Fax: (604) 276 8937 Email: info@sandhilldevelopment.ca

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Option 1: I am in favor of fourteen (14) 2-storey townhouse units.



Comments:

*We ask council to reject this option No 1
Traffic and parking are already an issue.
3 new homes are being built beside me.*

Option 2: I am in favor of ten (10) units' rowhouse (duplex).



Comments:

*We ask council to reject this option No 2
Could this units end up being yestals.
With our new Greenway why would our City Council
plug Railway with Rowhouses?*

Your comments will be collected by the City and will become public record.

Contact Information:

Name:

Gertrud Beichel

Address:

5040 Lancing Rd.

CNCL - 387



SANDHILL HOMES LTD.

228 - 11020 No. 5 Road, Richmond BC, Canada V7A 4E7
Phone: (604) 271 6296 Fax: (604) 276 8937 Email: info@sandhilldevelopment.ca

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February 25, 2014

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Option 1: I am in favor of fourteen (14) 2-storey townhouse units.

oppose

Comments:

We are firmly opposing the option. The density of the population for this area will be increased dramatically which will consequently increase the traffic on the railway road, an already very busy road. ~~It~~ It will also reduce the grass and forest cover area in this community. The value of single house will be dragged down by having townhouses nearby.

Option 2: I am in favor of ten (10) units' rowhouse (duplex).

oppose

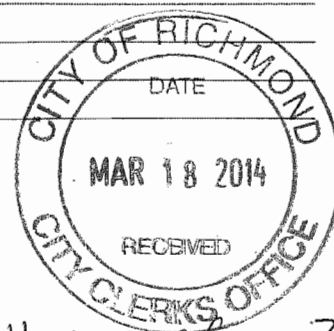
Comments:

We are firmly opposing the option. Pls see above stated reasons.

Your comments will be collected by the City and will become public record.

Contact Information:

Name: *Mingying Huang & Tianwei Zhou who are representing Huijun He & Guoan Zhang*
Address: *7431 Lindsay Road, Richmond on 7373 Lindsay Road & Sun Tao on 7371 Lindsay Road.*



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	MJ	
	DB	

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Option 1: I am in favor of fourteen (14) 2-storey townhouse units.

NO

Comments:

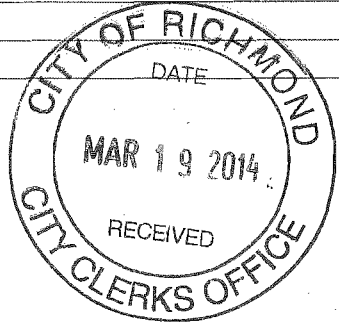
I do not want (14) 2-storey townhouses. There is not enough parking + traffic problems. McCallan Road is going to be parking lot for Railway visitors.

Option 2: I am in favor of ten (10) units' rowhouse (duplex).

NO

Comments:

I do not want (10) units' rowhouse (duplex). I was told that there was plenty of parking + so that is why I signed for option 2. Now I have been made aware that is not true. Only 5 single family houses are acceptable.



Your comments will be collected by the City and will become public record.

Contact Information:

Name: MARZALL AJ
 Address: 7371 MC CALLAN RD RICHMOND BC V7A 4H6

CNCL- 389

SANDHILL HOMES LTD.

228 - 11020 No. 5 Road, Richmond BC, Canada V7A 4E7
Phone: (604) 271 6296 Fax: (604) 276 8937 Email: info@sandhilldevelopment.ca

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February 25, 2014

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Option 1: I am in favor of fourteen (14) 2-storey townhouse units.

No.

Comments:

I am not in favor of either of these two projects. Firstly, Railway does not allow parking, meaning more people will decide to park onto Lindsay, cluttering up the road for us residents who already live there. At the most, the construction of a new residential area should not be of any more than 5 subdivided lots to create 5 single family houses.

Option 2: I am in favor of ten (10) units' rowhouse (duplex).

No

Comments:

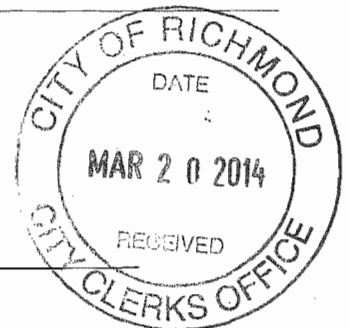
Same reasoning as above.

Your comments will be collected by the City and will become public record.

Contact Information:

Name: Steven Yeung

Address: 7388 Lindsay Road





Richmond Zoning Bylaw 8500
Amendment Bylaw 9015 (RZ 12-619835)
7400, 7420 and 7440 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 “**LOW DENSITY TOWNHOUSES (RTL4)**”.

P.I.D. 002-372-088

Lot 8 Section 13 Block 4 North Range 7 West New Westminster District Plan 20458

P.I.D. 008-823-511

Lot 7 Section 13 Block 4 North Range 7 West New Westminster District Plan 20458

P.I.D. 001-923-927

Parcel Two (Reference Plan 16460) of Parcel One (Explanatory Plan 11037) of Lots “A” and “B” Section 13 Block 4 North Range 7 West New Westminster District Plan 8007

- 2. This Bylaw may be cited as “**Richmond Zoning Bylaw 8500, Amendment Bylaw 9015**”.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

CITY OF RICHMOND
APPROVED by <i>RK</i>
APPROVED by Director or Solicitor <i>pl</i>

MAYOR

CORPORATE OFFICER