



City of Richmond
Planning and Development Department

Report to Committee

To: Planning Committee **Date:** May 7, 2012

From: Brian J. Jackson, MCIP
Director of Development **File:** RZ 06-344606

Re: **Application by Kaiman Enterprises Co. Ltd. for Rezoning at 22560, 22600 and 22620 Gilley Road from Single Detached (RS1/B) to Town Housing (ZT11) – Hamilton**

Staff Recommendation

That Bylaw No. 8750, for the rezoning of 22560, 22600 and 22620 Gilley Road from “Single Detached (RS1/B)” to “Town Housing (ZT11) - Hamilton”, be referred to the June 18, 2012 Public Hearing.

Brian J. Jackson, MCIP
Director of Development

BJ:ke
Att.

FOR ORIGINATING DEPARTMENT USE ONLY		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF ACTING GENERAL MANAGER
Transportation	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	
Engineering Planning	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	
Sustainability Unit	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	

Staff Report

Origin

Kaiman Enterprises Co. Ltd has applied to the City of Richmond for permission to rezone 22560, 22600 and 22620 Gilley Road (**Attachment 1**) from Single-Detached (RS1/B) to Town Housing (ZT11) – Hamilton zoning in order to permit development of a 35 unit townhouse project.

Public Hearing Referral - May 16, 2011

At Public Hearing on May 16, 2011, Richmond City Council referred the subject rezoning application back to staff and the applicant to review the following as it related to the proposed townhouse development:

“That the application by Kaiman Enterprises Co. Ltd. for a rezoning at 22560, 22600 and 22620 Gilley Road be referred back to staff for further review of the following:

- (i) Routing of traffic through the neighbourhood;*
- (ii) Soil and fill conditions in the neighbourhood generally, and specific to the proposed project;*
- (iii) Vehicle access to the site from Gilley Road during construction and on a permanent basis;*
- (iv) Other options for development of this site, including the pros and cons of the type of fill required for a townhouse project compared to construction of a single-family houses; and*
- (v) Parking and fill arrangements in existing townhouse developments in the Lower Westminster Area that have incorporated parking on the first level, underneath the residences.”*

Purpose

This report responds to and presents new information related to the May 16, 2011 Council referral and brings forward a revised townhouse rezoning proposal.

Revised Project Description

The proposal involves development of a 35 unit townhouse development in the Lower Westminster Sub-Area contained in the Hamilton Sub Area, which permits a variety of low-density residential land uses (single-family; multi-family).

Vehicle access to the subject site has been revised with all access to be from Gilley Road. The vehicle access is located at the northeast corner of the development. No vehicle access for the proposed townhouse development will be provided from either Turner Street or Rathburn Drive in response to the concerns from neighbourhood residents. The developer is required to dedicate land and design/construct the Turner Street and Rathburn Drive connection as part of the development proposal, which will complete the neighbourhood road system that services the single-family dwellings in this area. Therefore, the Rathburn Drive/Turner Street connection will be a significant upgrade to the local road system enabling improved access and traffic circulation for residents in the neighbourhood.

Gilley Road is able to accommodate all vehicular traffic generated from the development. Minor works will be undertaken along Gilley Road, which will be discussed in latter sections of this report.

Internal traffic circulation for the townhouse development is arranged to enable traffic flow through the development site and around a centrally located outdoor amenity space. A public walkway is also being secured through this development to provide pedestrian linkages from Rathburn Drive to Gilley Road that will improve neighbourhood connections in Hamilton.

Townhouse building typologies consist of 3 storey massing (2 levels over parking) in duplex, triplex and fourplex configurations. Duplex unit types are concentrated along the Rathburn Drive/Turner Street frontage to be consistent with the existing form and character of existing single-family homes in the area. Due to the existing grade difference on the subject site (lower elevations along Gilley Road with higher elevations at Rathburn Drive/Turner Street), units that front onto Rathburn Drive/Turner Street will exhibit 2 storey massing as the first level parking will be concealed as a result of the grade difference. Please refer to **Attachment 2** for a preliminary site plan and elevations.

Findings of Fact

A Development Application Data Sheet providing details about the proposal is contained in **Attachment 3**.

A copy of the staff report considered at May 16, 2011 Public Hearing is contained in **Attachment 4**.

Surrounding Development

To the North: Properties zoned Agricultural (AG1) in the ALR to the west and properties zoned Single-Detached (RS1/B) to the east on the north side of Gilley Road

To the East: A low-density townhouse development zoned Town Housing (ZT11) – Hamilton and properties zoned Single-Detached (RS1/F).

To the South: Properties zoned Single-Detached (RS1/B).

To the West: Properties zoned Single-Detached (RS1/B).

Project Response to Public Hearing Referral Items

This section responds to the referral arising from the May 16, 2011 Public Hearing.

1. Routing of traffic through the neighbourhood

The access/egress to the townhouse site previously proposed from Rathburn Drive/Turner Street has been removed, with all access to the development from Gilley Road. This development will still be required to dedicate land and complete all necessary road works to complete the Rathburn Drive/Turner Street connection, which improves traffic circulation to the existing single-family neighbourhood only. Works to complete the Rathburn Drive/Turner Street connection will be designed and constructed to meet the existing standard in the neighbourhood. The proposed townhouse development will not result in the routing of additional traffic through existing neighbourhoods and the proposed road improvements will benefit the neighbourhood.

2. Soil and fill conditions in the neighbourhood generally, and specific to the proposed project
The entire Hamilton Sub Area Plan (including the subject site and neighbouring residential areas) is in an area that requires a Flood Construction Level (FCL) for residential habitable space at 3.5 m. For existing residential developments in the surrounding neighbourhood, this results in two primary responses to accommodate residential development:
- Placement of fill on a development site to raise the overall grade elevation so that the concrete slab of the building/dwelling is able to be at or above the minimum 3.5 m FCL. This approach to development is predominant for existing single-family residential lots developed and constructed in the early to mid 1990's in the residential neighbourhood surrounding the subject site. As a result, single-family dwellings in the area utilize a combination of fill to raise the grade of the site and construction of crawl spaces to comply with the necessary FCL.
 - Low-density residential townhouse developments in the Lower Westminster Area portion of the Hamilton Area Plan have minimized the placement of fill on sites as these projects have garages at grade, which enables habitable space for the remainder of the dwelling unit to occupy the second and third floors. This approach involves minimal placement of fill on the development site to permanently raise the site grade.

The surrounding neighbourhood also contains a number of sites and single-family dwellings that have minimal modifications to the grade elevation as these buildings were developed prior to the establishment of minimum flood construction level requirements.

A majority of the site is at or near the elevation to Gilley Road and minimal soil fill has occurred. Existing structures and dwellings on the site were demolished in 2007 and a thin layer of sand has been placed and graded level. At the south edge of all three development parcels (fronting onto the future Rathburn Drive/Turner Street connection), the elevation increases significantly to meet the existing grade of the road and single-family residential subdivision (i.e., approximately 4.1 m geodetic).

The proposed 35 unit townhouse development is not undertaking any significant soil filling activity. As the townhouse building typology enables garages to be situated at grade, FCL requirements are complied with as the second floor (containing habitable space) meets or exceeds the 3.5 m FCL. The townhouse scheme utilizes the grade difference along the south adjacency of the site along the future Rathburn Drive/Turner Street connection by concealing the ground level parking for units fronting the future road and presenting two storey massing similar to surrounding single-family dwellings. Please refer to **Attachment 5** for an illustration of this grade difference.

3. Vehicle access to the site from Gilley Road during construction and on a permanent basis
A traffic and road impact study has been undertaken by the developers' Transportation Engineer to review use of Gilley Road as the subject site's means of access/egress during construction and on a permanent basis. This study confirmed that Gilley Road can accommodate construction traffic, vehicle traffic generated by the townhouse development and existing traffic generated from the 12 existing single-family lots that have direct access along this portion of Gilley Road west of Westminster Highway (Gilley Road is not a thru road west of Westminster Highway).

To address neighbourhood concerns about construction traffic, the developer is required to submit a Construction Parking and Traffic Management Plan to be reviewed and approved by City Transportation staff. In response to specific concerns raised, the following measures will be included in the plan:

- No construction related parking or staging of trucks on Gilley Road or in the surrounding neighbourhood.
- Dedicated areas for construction staff parking on sites/areas secured by the developer for this purpose.
- Dedicated construction loading/staging areas on the subject development site only.
- Construction vehicle access/egress is prohibited from utilizing Rathburn Drive or Turner Street.
- Construction vehicles will be required to travel at a reduced speed down Gilley Road.

The portion of Gilley Road west of Westminster Highway has designated Riparian Management Areas (RMA) (5 m) on both sides of the road in conjunction with the existing watercourses. The existing 5 m RMA designations on both sides of Gilley Road place limitations on the extent of road upgrades that can be implemented without having significant impacts to the watercourse and related habitat.

As a result, the following cross-section is proposed along Gilley Road that will be implemented from Westminster Highway to the development's entrance on Gilley Road (northeast corner of site). This cross-section minimizes impacts on the existing RMA's and facilitates upgrades to Gilley Road to accommodate minor road widening and an interim walkway.

- Minimum 6.1 m wide asphalt driving surface.
- Minimum 1.5 m wide asphalt pedestrian pathway (interim) along the south side of the road and north of the existing watercourse with appropriate pavement markings and/or delineators for the walkway and tie-in to the top-of bank of the canal.
- Minimum 0.6 m wide gravel shoulder tie-in to the existing watercourse on the north side of Gilley Road.
- The detailed design and construction of identified works to Gilley Road from the development site's access to Westminster Highway will be completed through a Servicing Agreement.

4. Other options for development of this site, including the pros and cons of the type of fill required for a townhouse project compared to construction of a single-family houses

All three properties under rezoning application have existing Single-Detached (RS1/B) zoning. Therefore, the lots have existing subdivision potential and could be developed into single-family lots similar to the pattern established in the neighbouring residential subdivision (which is also zoned RS1/B). Based on the size of the three subject properties, development of a minimum of 12 new single-family lots can be created based on existing zoning (i.e., 6 lots fronting Gilley Road and 6 lots fronting the future Rathburn Drive/Turner Road connection).

If single-family subdivision occurred as described, a significant amount of soil fill would be placed on the subject site in order to raise the elevation so that the habitable space for the

dwelling meets the 3.5 m FCL requirement. In conjunction with fill to raise the site's elevation, some habitable space may be situated over a crawl space to meet FCL requirements. The benefits associated with a single-family subdivision and raising the site significantly with fill is that the grade of the lots would be close to matching the existing residential lots fronting Rathburn Drive and Turner Street and FCL requirements would be met. Associated costs would be a resulting grade difference between the raised development site and existing lots fronting Gilley Road. Extensive amounts of fill to be placed on the development site to permanently raise the grade of the site also has the potential to settle over time due to the combined weight of the buildings and additional fill compressing underlying soils. This potential settling, over the long-term, could have negative impacts on the foundations and buildings developed on the subject site or on properties adjacent to the development site. The soil fill approach for single-family development may also result in the implementation of retaining walls adjacent to single-family developments to deal with the grade difference.

For a townhouse project, minimum additional fill is required to be placed on the development site permanently as the first level containing the garage and off-street parking would enable the second level, containing the habitable living space, to be situated at the 3.5 m FCL requirement. An advantage to this development approach is that new grade differences will not be introduced between the subject site and surrounding properties. The townhouse proposal will also be able to utilize the existing grade difference along the south edge of the site, which enables two storey building massing to be presented to the surrounding single-family neighbourhood as the first floor parking is concealed due to the subject sites lower elevation compared to Rathburn Drive/Turner Street. In summary, a townhouse proposal results in a significantly smaller amount of permanent fill to be placed on the site when compared to a single-family development.

In addition to any permanent fill to be placed on the development site for either a single-family or townhouse development, temporary preload materials will need to be placed in addition to fill to raise the site as part of the required site preparation prior to construction. An alternative means of site preparation utilized in Hamilton has been the placement of piles throughout the development site. However, concerns have been raised by residents through this rezoning application about the potential impacts site piling will have. As a result, the applicant will not be undertaking piling as a method of site preparation. For the townhouse proposal, the applicant plans to:

- Minimally raise the base elevation of the site from approximately 0.8–1.0 m (existing) to 1.75 m.
- Temporarily place 2–3 m of materials on top of the base elevation as part of the site preload preparations for townhouse development. This material will be removed once preload activities are completed.

5. Parking and fill arrangements in existing townhouse developments in the Lower Westminster Area that have incorporated parking on the first level, underneath the residences

Virtually all of the recent townhouse developments in the Lower Westminster Area of Hamilton have implemented parking/garage space (i.e., tandem parking configuration) on the first level, with second and third levels containing the living/habitable space. For this type of residential townhouse development, the amount of fill placed on property is minimal. In

most cases, townhouse development sites will match the existing elevation of the fronting street/sidewalk; therefore resulting in minimal differences in grade.

This model of townhouse development in the Lower Westminster Area has developed adjacent to existing single-family dwellings, City parks and other townhouse developments. Each development integrates well with surrounding land uses as elevation increases to the site are kept at a minimum and the site transitions to the public road/sidewalk or neighbouring development are achieved without the need for retaining walls/terraces or sloping of grade. In some cases, townhouse developments are next to existing retaining walls that have been implemented as a result of permanent fill placed on properties to increase elevation.

Public Correspondence Received Since May 16, 2011 Public Hearing

One piece of correspondence has been received from the property owners of land whose backyard is adjacent to Gilley Road (north side), which has vehicle access to Fraserbank Place (refer to **Attachment 6**). In the emails to City staff, the resident notes concerns about the following land use issues related to the rezoning proposal:

- Concern about the change in the proposal to enable vehicle access to the development from Gilley Road.
- Concerns about the existing width of Gilley Road and no sidewalks.
- Lack of parking on Gilley Road when compared to an abundance of parking available in the Rathburn Drive/Turner Street neighbourhood.

The revised development proposal proposing vehicle access from Gilley Road has been reviewed and approved by Transportation Division staff. Minor upgrades involving 6.1 m road widening and provisions for a 1.5 m paved pathway (interim) on the south side of Gilley Road are proposed along Gilley Road, which also does not involve extensive modification to the existing watercourses and habitat.

Staff Comments

Policy Planning

The revised 35 unit townhouse development, with vehicle access provided from Gilley Road, complies with the Hamilton Sub Area Plan (Lower Westminster Area) designation for residential redevelopment on the subject site.

Transportation

The applicant's transportation consultant reviewed the establishment of a vehicle access to the development from Gilley Road in coordination with Transportation Division staff. As a result of this review, minor upgrades are proposed to Gilley Road, which is supported for use by the proposed development.

Engineering Planning

A servicing capacity analysis to review City systems has been completed and approved by the City with no upgrades identified. All works to tie-in to City storm, water and sanitary systems are required to be done in accordance with the approved capacity analysis. A Servicing Agreement is required to be completed as a rezoning consideration for the proposed development

for the design and construction of off-site road works and upgrades (i.e., Rathburn Drive/Turner Street connection; Gilley Road works) and on-site pedestrian pathway works.

Environmental Sustainability

Along the subject site's Gilley Road frontage, there is an existing 5 m wide RMA associated with watercourses on both sides of the road. The development's on-site pathway and off-site Gilley Road works has been located and designed to incur minimal disturbance to existing RMA's.

As the above works will be undertaken within the 5 m RMA, the developer is required to engage a professional environmental consultant to review all proposed works and include recommendations for mitigation and enhancement of the RMA where applicable. All works within the RMA and proposed mitigation/enhancement measures is required to be approved by the Department of Fisheries and Oceans. The Servicing Agreement will include the RMA mitigation/enhancement strategy, as approved by DFO.

Description of Works and Requirements for Revised Development

The following sections highlight new works and rezoning considerations associated with the proposed 35 unit townhouse development and summarizes the original rezoning considerations to remain in place (based on the rezoning considered at Public Hearing on May 16, 2011).

Gilley Road Upgrades

Completion of a Servicing Agreement (prior to final adoption of the rezoning) is required to design and construct the following road cross-section along Gilley Road from the development's vehicle access to Westminster Highway:

- Minimum 6.1 m wide asphalt driving surface.
- Minimum 1.5 m wide asphalt pedestrian pathway (interim) along the south side of the road and north of the existing watercourse with appropriate pavement markings and/or delineators for the walkway and tie-in to the top-of bank of the canal.
- Minimum 0.6 m wide gravel shoulder tie-in to the existing watercourse on the north side of Gilley Road.

On-Site Pedestrian Pathway

A new east-west running pedestrian pathway along the north edge of the subject site (adjacent to the Gilley Road frontage) is proposed. This will be a permanent pathway established on the development site connecting to the proposed north-south running pathway proposed along the western edge of the site. The "L" shaped walkway will facilitate a connection from the completed portion Rathburn Drive, through the development site and onto the interim pathway established along Gilley Road through the associated upgrades.

To secure this pathway through the development site, a 4.5 m wide public-rights-of-way statutory right-of-way is required as a rezoning consideration along the entire west and north edge of the subject site and the Servicing Agreement will address design and construction. The pathway design will consist of a minimum 2.5 m wide hard surface pathway with appropriate landscape buffering. The public-right-of-passage statutory right-of-way will be required to be registered with Land Titles to allow public access for pedestrians, cyclists, scooters, wheelchairs (motorized and non-motorized) and similar types of non-vehicle related means of transport. The

agreement will also specify that the maintenance of the surrounding landscaping and related elements (fencing) along with the general upkeep of the pathway (i.e., snow, ice, debris removal; walkway upkeep in a safe condition) will be by the future strata corporation. The City will maintain the hard surface portion of the walkway.

To accommodate this walkway along the north edge of the development site, townhouse units are setback 7.5 m from Gilley Road to allow sufficient space for the 4.5 m pathway right-of-way and front yard space for the residential units.

The 1.5 m wide pathway established off-site along the south side of Gilley Road that provides a connection from the public pathway established on the subject site out to Westminster Highway is a interim measure to facilitate improved connections (for pedestrians and other non-motorized means of transport) to the area east of Westminster Highway/Gilley Road intersection (containing the community centre, elementary school and commercial services). The long-term solution is to establish a pathway located solely on development sites to the east that would run adjacent to Gilley Road between the subject properties and Westminster Highway (similar to the east-west running public pathway proposed in this townhouse proposal). Once a contiguous public pathway has been established on development sites that connect from the north-south running walkway (from Rathburn Drive) to Westminster Highway, the interim pathway on Gilley Road can be removed and the entire paved road width can be utilized for vehicle travel.

New Rezoning Considerations

The following is a summary of new rezoning considerations resulting from the current townhouse proposal (refer to **Attachment 7** for a consolidated list of new and existing rezoning considerations for the proposed development).

- Through the City's Servicing Agreement process, design and construct road upgrades along Gilley Road from the vehicle access to the site to Westminster Highway to establish a 6.1 m wide asphalt driving surface, 1.5 m wide asphalt pathway, appropriate delineation measures between the road and pathway and gravel shoulders on both sides of the road.
- Registration of a legal agreement to secure the 4.5 m wide public-rights-of-passage statutory right-of-way for a pedestrian pathway running along the entire north edge of the site along with design and construction of the pathway to the appropriate standard through the City's Servicing Agreement process.

Rezoning Considerations that Remain Unchanged from May 16, 2011 Public Hearing

The following is a summary of existing rezoning considerations that remain unchanged and attached to the development (see **Attachment 7**). These rezoning considerations are required to be completed prior to final adoption of the rezoning amendment bylaw.

- Consolidation of the three subject sites and land dedication (approximately 12.2 m wide) for the southern portions of 22560 & 22600 Gilley Road for the Rathburn Drive/Turner Street connection.
- Registration of a legal agreement to secure the 4.5 m wide public-rights-of-passage statutory right-of-way for a pedestrian pathway running along the entire west edge of the site.
- Submission and approval of a Servicing Agreement to design and construct:
 - The Rathburn Drive/Turner Street connection.
 - Public pathways (north-south/east-west).

- Removal of all existing driveway culvert crossings along the subject site's Gilley Road frontage and installation of a new culvert crossing along Gilley Road for the townhouse development.
 - Installation of an oil grit sump infrastructure associated with the on-site drainage system to filter storm water from the development site.
 - RMA mitigation and enhancement for all works in or adjacent to the RMA along Gilley Road, based on the environmental consultant's recommendations and approved by the Federal Department of Fisheries and Oceans.
- Voluntary contributions (in the applicable amount) to the City's affordable housing, public art and cash in lieu of indoor amenity space fund.
- Registration of the appropriate legal agreements to:
 - Secure a Flood Plain Covenant (with a minimum FCL of 3.5 m).
 - Secure the ALR landscape buffer along Gilley Road.
 - Restrict the conversion of off-street tandem parking areas to habitable space.
- Approval from the Ministry of Transportation and Infrastructure.

Summary Analysis

Modifications to the townhouse site plan have been undertaken to remove the access from Rathburn Drive/Turner Street, implement an access to Gilley Road at the northeast corner of the site and provisions for a public pedestrian pathway running along the north edge of the site (adjacent to Gilley Road) connecting to a public pathway proposed along the west edge of the site.

Revisions to provide access to the development from Gilley Road responds directly to neighbourhood concerns about routing of traffic through the single-family residential area south of the site. This townhouse project will not result in any additional traffic volume in this neighbourhood and improves the existing road network through the new Rathburn Drive/Turner Street connection to be completed by this development.

Use of Gilley Road for vehicle access to the townhouse site has been reviewed and approved by Transportation Division staff. Minor upgrades will be undertaken to slightly widen the paved driving area and create a interim public walkway on the south side of the road while also taking into account the existing RMA's to ensure road works result in minimal impact to the watercourses.

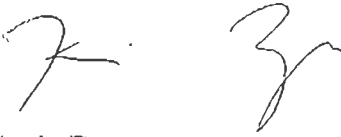
In response to comments arising from the May 16, 2011 Public Hearing, the following has been confirmed:

- 2-3 m of temporary fill material will be placed on the subject property as part of the preload site preparation for the proposed townhouse development.
- No piling will be undertaken as part of the site preparation.
- A townhouse development will result in less permanent fill/soil materials placed on the site when compared to a single-family subdivision and redevelopment.
- The existing grade difference of the subject site being approximately 3 m below the higher grades of the road and dwellings to the south along Rathburn Drive and Turner Street benefits the proposed townhouse site plan as the change in elevation enables the first floor of the units fronting the future Rathburn Drive to be concealed; therefore resulting in 2 storey massing immediately adjacent to existing residential dwellings.

- This approach to site preparation and minimum amounts of permanent fill placed on property to raise elevation responds to concerns from the neighbourhood about impacts of fill and piling methods and related disturbances to surrounding properties.

Conclusion

The proposal to rezone the subject site to Town Housing (ZT11) – Hamilton zoning to permit a 35 unit low-density residential development has been revised to respond to the neighbourhood concerns and Council referral arising from the May 16, 2011 Public Hearing. Staff support the revised rezoning application.



Kevin Eng
Planner 1

KE:cas

Attachment 1: Location Map

Attachment 2: Preliminary Site Plan and Building Elevations

Attachment 3: Development Application Data Sheet

Attachment 4: Copy of Staff Report Considered at May 16, 2011 Public Hearing

Attachment 5: Diagram of Grade Differences on Subject Site

Attachment 6: Public Correspondence

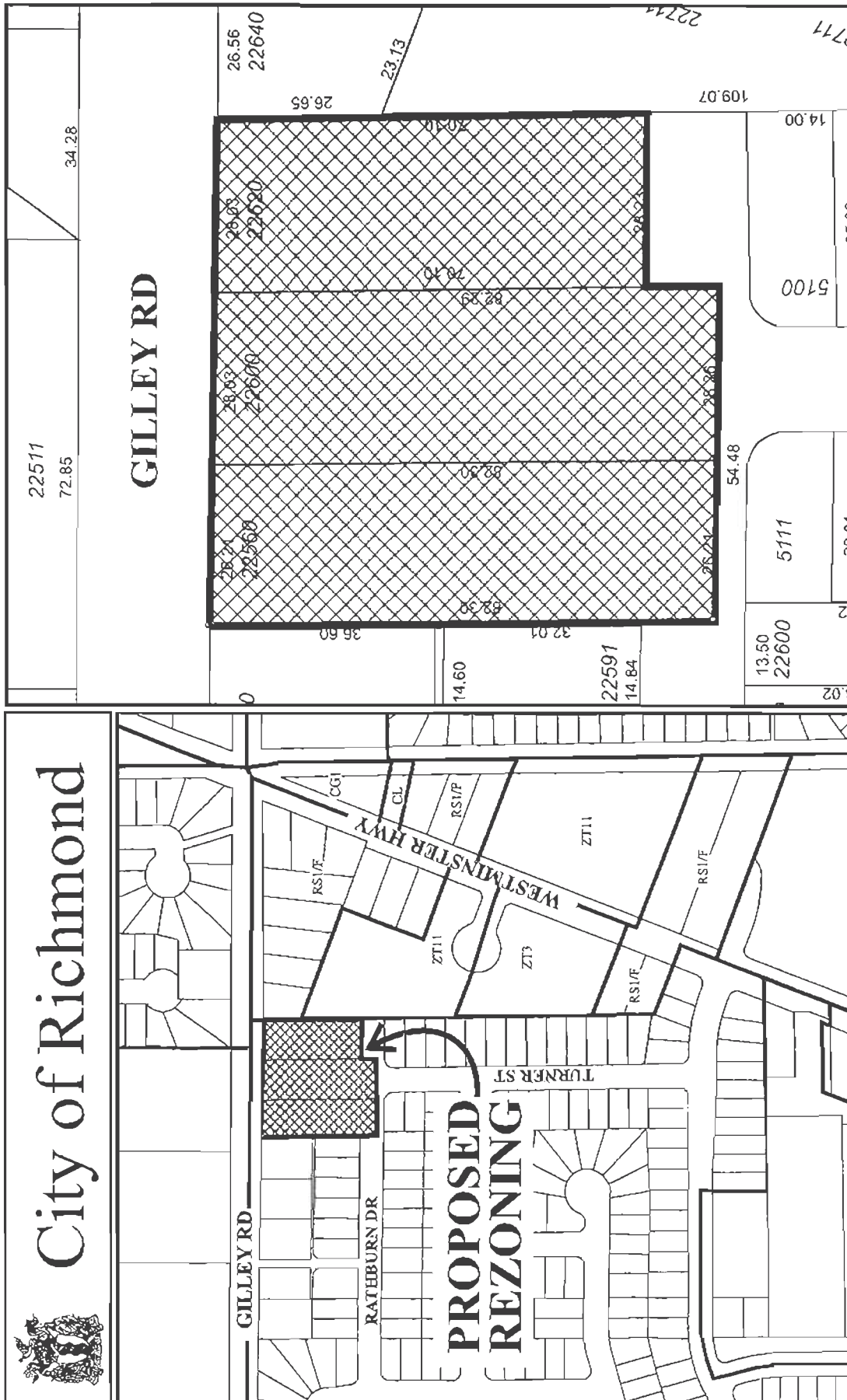
Attachment 7: Rezoning Considerations

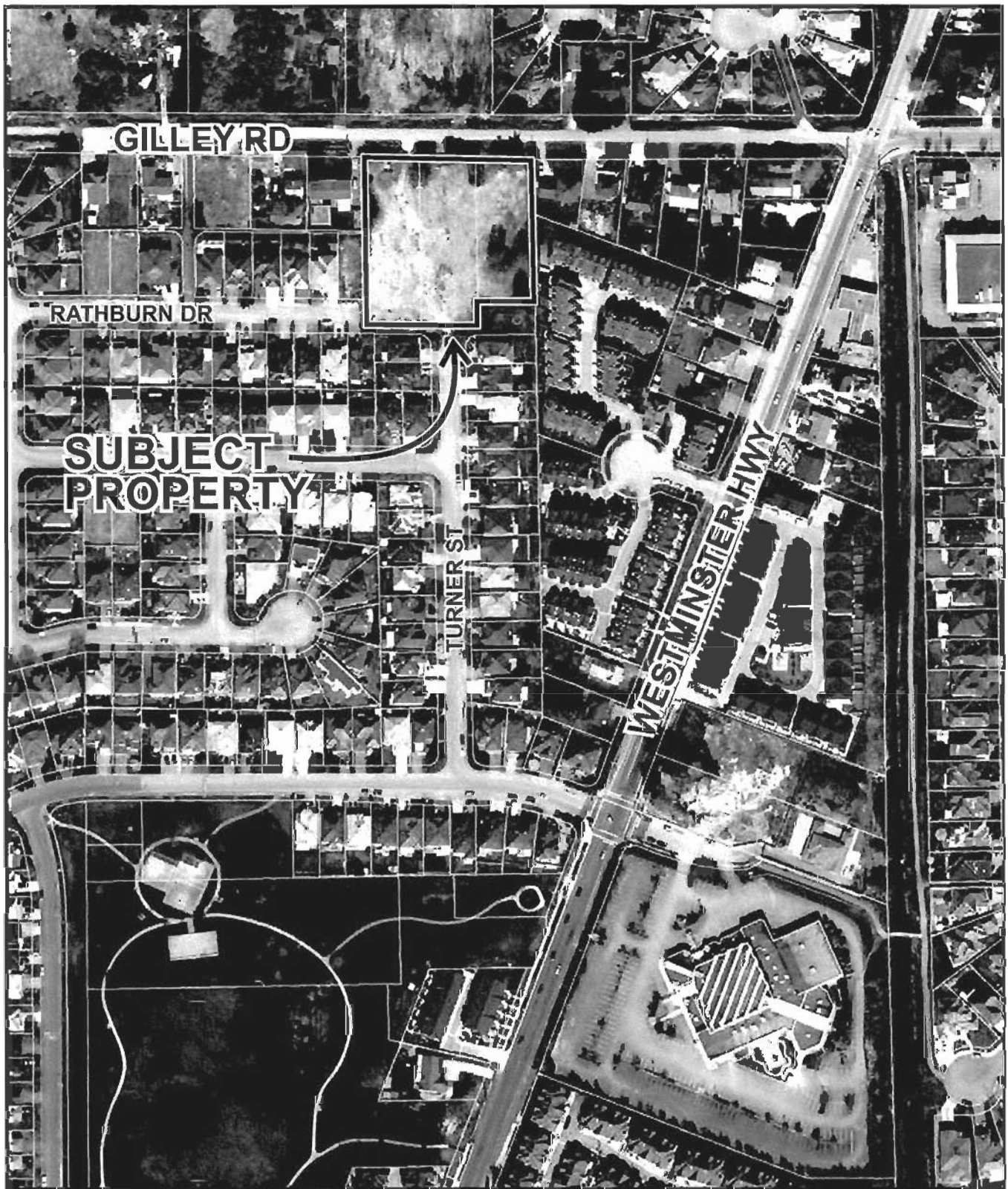


Note: Dimensions are in METRES

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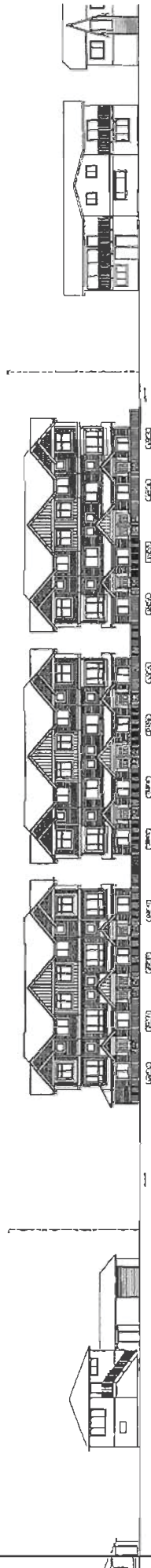
Original Date: 08/23/06

Amended Date: 05/04/12

Note: Dimensions are in METRES

ATTACHMENT 2





NORTH ELEVATION STREETSCAPE (GUILFORD ROAD)

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Non-physical skills needed
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 individual is confidence in the ability of the personnel who
 are responsible for the work being done at the time

AGENCY

AS UNIT TO WHOM USE

DEVELOPMENT

Questions about the book can be sent to bookquestions@wiley.com.

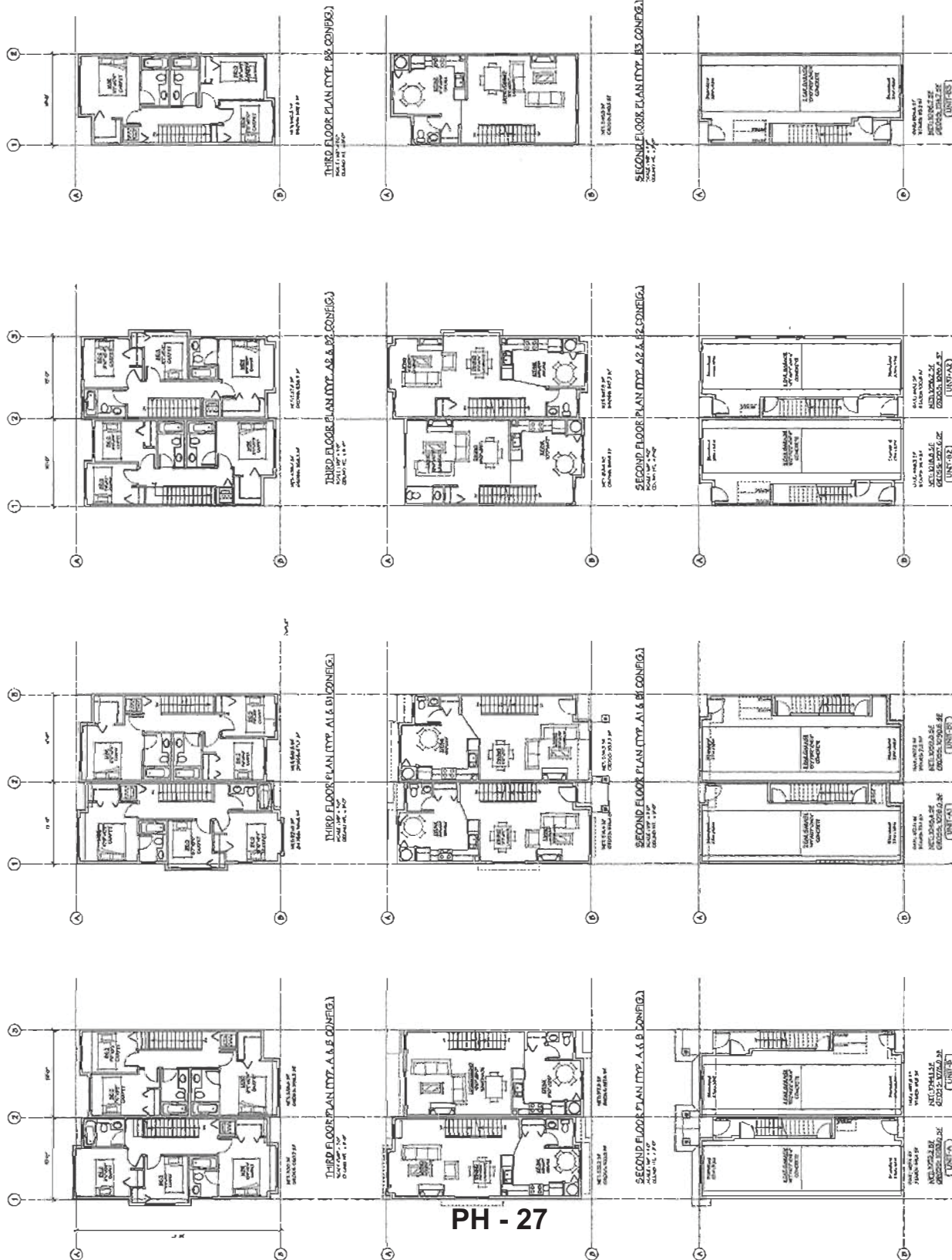
**Yamamoto
Architecture Inc.**

SOUTH ELEVATION STREETSCAPE (RATHBURN DRIVE)

STREETSCAPE

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TYP. UNITS



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NO.	DATE	DESCRIPTION
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DESIGNED BY
YAMANDO ARCHITECTURE
1001 E. 10TH AVE. SUITE 100
DENVER, CO 80202
TEL: 303.733.1111
WWW.YAMANDOARCH.COM

PREPARED BY
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1001 E. 10TH AVE. SUITE 100
DENVER, CO 80202
TEL: 303.733.1111
WWW.YAMANDOARCH.COM

Yamando
Architecture Inc.

UNIT A-1
UNIT B-2
UNIT C-3
UNIT D-4
UNIT E-5
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UNIT G-7
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UNIT L-12
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UNIT AO-1379
UNIT AP-1380
UNIT AQ-1381
UNIT AR-1382
UNIT AS-1383
UNIT AT-1384
UNIT AU-1385
UNIT AV-1386
UNIT AW-



City of Richmond

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

Development Application Data Sheet

RZ 06-344606

Attachment 3

Address: 22560, 22600 and 22620 Gilley Road

Applicant: Kaiman Enterprises Company Ltd.

Planning Area(s): Hamilton Sub Area Plan – Lower Westminster

	Existing	Proposed
Owner:	Kaiman Enterprises Ltd.	No change
Site Size (m ²):	6,441 m ² for combined three properties	5,776 m ² (consolidated lots minus road dedications)
Land Uses:	Single-family zoned lots – vacant	Low-density townhouses
OCP Area Plan Designation:	Small and Large Lots Single-Family Residential; Two Family Residential; Townhouse Residential; & Institutional	<ul style="list-style-type: none"> Complies with Townhouse Residential. Complies with 25 units per acre maximum
Zoning:	Single-Detached (RS1/B)	Town Housing Hamilton (ZT11)
Number of Units:	N/A – Vacant	35 units
Other Designations:	Riparian Management Area – 5 m along Gilley Road frontage	No change

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Density (units/acre):	25 upa identified in Hamilton Area Plan – Lower Westminster	24 upa	none permitted
Floor Area Ratio:	Max. 0.6 FAR	0.6 FAR	none permitted
Lot Coverage – Building:	Max. 35%	35%	none
Setback – Gilley Road Front Yard (m):	Min. 6 m	7.5 m	none
Setback – Rathburn Drive Front Yard (m):	Min. 6 m	6 m	none
Setback – Side & Rear Yards (m): West	None	4.5 m	none
Setback – Side & Rear Yards (m): East	None	3 m	none
Height (m):	10.6 m	9.73 m	none
Off-street Parking Spaces – Regular (R) / Visitor (V):	70 (R) and 7 (V) per unit	70 (R) and 7 (V) per unit	none

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Tandem Parking Spaces:	No provisions	35 stalls parked in tandem	variance requested
Amenity Space – Indoor:	n/a	Cash-in-lieu	none
Amenity Space – Outdoor:	6 m ² per unit	210 m ²	none

Other: N/A



STAFF REPORT

City of Richmond
Planning and Development Department

Report to Committee

To: Planning Committee Date: March 30, 2011

From: Brian J. Jackson
Director of Development File: RZ 06-344606

Re: Application by Kalman Enterprises Co. Ltd. for Rezoning at 22560, 22600 and
22620 Gilley Road from Single Detached (RS1/B) to Town Housing (ZT11) -
Hamilton

Staff Recommendation

That Bylaw No. 8750, for the rezoning of 22560, 22600 and 22620 Gilley Road from "Single Detached (RS1/B)" to "Town Housing (ZT11) - Hamilton", be introduced and given first reading.

Brian J. Jackson
Director of Development

BJ:ke
Att.

FOR ORIGINATING DEPARTMENT USE ONLY

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

Staff Report

Origin

Kaiman Enterprises Co. Ltd. has applied to the City of Richmond for permission to rezone 22560, 22600 and 22620 Gilley Road (**Attachment 1**) from Single-Detached (RS1/B) to Town Housing (ZT11) – Hamilton zoning in order to permit development of a 35 unit townhouse project.

Project Description

The subject properties, located in the Hamilton Area, are contained in the Lower Westminster Sub-Area where land uses permit a variety of low-density residential developments. This project facilitates the completion of Rathburn Drive and Turner Street that would service the proposed townhouse project and surrounding single-family residential subdivision in the neighbourhood. Vehicle access to the proposed townhouse development will be from the newly constructed Rathburn Drive/Turner Street connection. No vehicle access will be provided from Gilley Road. The project will have townhouse units fronting Gilley Road to the north and Rathburn Drive/Turner Street to the south. Townhouse buildings range from duplex to fourplex 3 storey building typologies that are arranged around a centrally located outdoor amenity area. Please refer to **Attachment 2** for a preliminary site, building elevation and landscape plan.

A public pedestrian pathway along the west side of the subject site is being secured through this development. This will enable a direct connection between the residential subdivision and Gilley Road, which will facilitate improved pedestrian movements to the community services and shopping centre located to the east of Westminster Highway and Gilley Road intersection.

Findings of Fact

A Development Application Data Sheet providing details about the proposal is contained in **Attachment 3**.

Surrounding Development

To the North: Properties zoned Agricultural (AG1) in the ALR to the west and properties zoned Single-Detached (RS1/B) to the east on the north side of Gilley Road

To the East: A low-density townhouse development zoned Town Housing (ZT11) – Hamilton and properties zoned Single-Detached (RS1/F).

To the South: Properties zoned Single-Detached (RS1/B).

To the West: Properties zoned Single-Detached (RS1/B).

Related Policies & Studies

Official Community Plan – Hamilton Sub Area Plan

The subject sites are located in Hamilton and subject to the land use policies and designations applicable to this sub area. Residential growth and redevelopment is permitted in the area of Hamilton that is generally located south of Gilley Road along Westminster Highway.

This area is contained in the Lower Westminster Area Plan of Hamilton (**Attachment 4**), which identifies a variety of permitted residential land uses ranging from single-family, duplex and townhouse. The low-density townhouse project complies with the land use designation for this Area of Hamilton.

The Lower Westminster Area Plan includes additional density limitations that range from 11 to 25 units per acre (upa). The subject site's proposed density is 24 units per acre developed at a floor area ratio of 0.6. This complies with the area plan and is consistent with the development density of a number of recent townhouse projects that have been constructed in the area.

A 700 unit maximum is also identified in the Lower Westminster Area Plan applicable to all new residential development. Currently, there are a total of 532 units that have been built (or approved for development through rezoning) in the Lower Westminster Area Plan. Based on this figure, the development proposal complies with the overall unit maximum and permits additional growth (approximately 133 units) on the remaining properties that have not redeveloped.

Agricultural Land Reserve Buffer

The OCP also contains guidelines for providing an appropriate buffer to developments that are adjacent to or across from the Agricultural Land Reserve (ALR). For this proposal, Gilley Road separates the subject site from the ALR area. The OCP guideline for buffers where there is a separating road requires a minimum 5 m (16.5 ft.) buffer distance measured from the edge of the curb or road. The subject proposal's frontage along Gilley Road will generally be maintained with upgrades to install a 1.5 m walkway (existing open ditch/Riparian Management Area to remain). All buildings are also setback a minimum of 6 m (20 ft.) from Gilley Road. The combined width of the building setback and existing frontage to be maintained along the south side of Gilley Road enables sufficient space to meet OCP ALR buffer guidelines. The Development Permit application will detail the on-site landscape scheme to be implemented on the development site.

Riparian Management Area

A 5 m Riparian Management Area (RMA) exists along the subject site's Gilley Road frontage. The 5 m RMA is associated with a watercourse/canal located on the north and south sides of Gilley Road. The watercourse consists of an open canal where storm water drains from the road and fronting properties. Immediately fronting the development site, the open canal contains some existing mature trees, driveway crossings and existing shrubbery and vegetation.

A survey has confirmed the location of the 5 m RMA setback line (measured from top of bank). The site plan indicates that no works associated with the townhouse development (buildings and/or landscaping) encroaches into the 5 m RMA.

Forthcoming works along Gilley Road will likely be located within the 5 m RMA. These works are associated with the following:

- Pedestrian walkway works on the south side of Gilley Road and associated walkway crossing over the watercourse at the northwest corner of the development site.
- Removal of existing driveway crossings.
- Potential removal of trees and vegetation.

Further review of the impact of these works along with any measures of protection during construction on the RMA will be undertaken along with the necessary consultation with and approval from external agencies (Department of Fisheries and Oceans) through the Development Permit and Servicing Agreement process. Recommended mitigation measures will also be examined as part of the RMA assessment.

Consultation

Agricultural Advisory Committee (AAC)

The rezoning proposal was referred to the AAC for review and comment in July 2007 as the subject site is located adjacent to the Agricultural Land Reserve (ALR) to the northwest. Gilley Road currently consists of a paved road, gravel/grass shoulders and ditches on both sides that separates the existing residential development to the south and agricultural areas to the north. The AAC had no objections to the project and supported the proposed buffer area within the 6 m setback along Gilley Road. Some concerns were noted about the alignment of the proposed pedestrian pathway running along the west edge of the development, which would increase the potential amount of pedestrian traffic adjacent to agricultural areas.

Staff reviewed the location of the pedestrian pathway through the site based on AAC concerns and recommend that the public walkway be maintained on the west side of the site for the following reasons:

- Gilley Road provides an existing separation between the development and ALR lands. The road, in conjunction with open ditches on both sides, serves as a significant buffer to discourage potential trespassing onto farmland for pedestrians walking along Gilley Road.
- An existing walkway approximately 100 m west of the subject sites already provides pedestrian access for the single-family residences south of Gilley Road. The provision of a publicly accessible walkway through the development site will potentially reduce the exposure distance between farmland and pedestrians walking along Gilley Road, which will further minimize opportunities to trespass onto agricultural areas.
- The proposed location of the walkway on the west edge of the site is the optimal location to ensure maximum visibility and usage by pedestrians.

Further details about the composition of the walkway and ALR landscape buffer will be determined through the forthcoming Development Permit application, which will also be reviewed by the AAC.

Public Input

Correspondence Received

Correspondence identifying questions and concerns about the land use proposal and related impacts is contained in Attachment 5. Throughout the processing of the rezoning application, staff responded to a number of inquiries relating to the status of the application and concerns about site works and preparation activities on the subject properties.

Staff Response to Public Comments

The following are staff responses to concerns raised in the received correspondence:

- **Land use issues and growth** – The subject site is located in an area where residential redevelopment has been approved in accordance with the density and unit/per acre figures identified in the Lower Westminster portion of the Hamilton Sub Area Plan.
- **Routing of traffic through single-family residential neighbourhood** – The proponent has submitted a Traffic Impact Assessment in relation to the rezoning application, which has also been reviewed and approved by the Transportation Division.

The assessment concluded that the proposed access (from the newly constructed Rathburn Drive/Turner Street) and surrounding road network is sufficient to accommodate the townhouse development.

Concerns were also noted about the intersection at McLean Avenue and Westminster Highway, which is one of the access/egress points to and from the neighbourhood and townhouse site. The signal at McLean Avenue and Westminster Highway was recently upgraded to a fully signalized intersection to minimize queuing along McLean Avenue and improve traffic improvements in and out of the neighbourhood.

- **Gilley Road (Access, parking and pedestrian walkway)** – Concerns were noted about use of Gilley Road as an access and parking to the townhouse development. The vehicle access will be from the south of the subject site through the newly constructed Rathburn Drive and Turner Street. Vehicles will not travel down Gilley Road to access the townhouse site. The subject development also has 7 on-site visitor parking stalls, which complies with City requirements.

A pedestrian pathway will be provided along the Gilley Road frontage that connects to the north-south pathway located on the west side of the site. These works will facilitate improved pedestrian infrastructure for travel from the single-family residential neighbourhood and townhouse site to the commercial shopping centre, community centre and elementary school located on the east side of Gilley Road/Westminster Highway intersection.

- **Forthcoming Construction Activities** – Concerns were also noted about the impact of construction activities, geo-technical issues, site preparation and construction related traffic.

In relation to concerns about vibrations and related impacts to surrounding properties due to construction activities associated with site foundation work, the proponent has consulted a geotechnical engineer. There is a significant drop in elevation (approximately 2.5m) from the grades of Rathburn Drive at the southern portion of the site to Gilley Road to the north. As a result, the overall development plan utilizes the existing grade difference to minimize significant modifications to the subject site's elevation. The proponent has indicated that the foundation for the townhouses will involve a concrete base poured over piles. To address these concerns, the applicant has indicated that piling activities will be monitored by a geotechnical

consultant who will also work with concerned neighbours to set up appropriate sensors. Depending on vibration generated from construction activities, measures can be taken to minimize impact (i.e., pre-auger pile holes).

Neighbourhood residents also noted concerns related to the condition of properties and site preparation activities that occurred through the processing of the rezoning application. In 2007, the applicant obtained the necessary permits to demolish the existing three single-family dwellings on the subject site due to site security, vandalism and trespassing.

Construction traffic and parking will be addressed through the "Traffic and Parking Plan During Construction" plan that is required to be submitted and approved to the Transportation Division prior to issuance of the building permit. This plan will address construction parking, deliveries and loading along with any requested road closures.

Examination of Issues and Analysis

Land Use Adjacency

The surrounding land uses consist of a mix of single-family dwellings and townhouses. Public road setbacks along Gilley Road and Rathburn Drive (to be constructed) will be a minimum of 6 m, which is consistent with surrounding residential developments. Side and rear yard setbacks throughout the townhouse site range from 3 m (for side yard adjacencies) and 4.5 m (for rear yards), which provide sufficient setbacks to neighbouring sites.

Transportation

The project will facilitate the completion and connection of Rathburn Drive to Turner Street, which will also be the primary vehicle access to the townhouse development site at the south end of the property. A Traffic Impact Assessment was submitted and approved by the Transportation Division in support of the townhouse development that concluded that the existing surrounding road network was sufficient to accommodate traffic generated by the project.

The townhouse project provides two parking stalls for each townhouse unit with a total of 7 visitor parking stalls, which complies with zoning bylaw requirements. 70 parking stalls are proposed in tandem arrangement, which will require a variance to be reviewed through the Development Permit. A restrictive covenant to ensure that tandem parking spaces are not converted to living spaces is required to be registered on title as a rezoning consideration. The internal drive-aisle is arranged to accommodate loading and fire-truck turning movements throughout the townhouse project.

Road Improvements

Completion and connection of Rathburn Drive and Turner Street will also be facilitated through this project. The southern portion (approximately 12.2m wide) of 22560 and 22600 Gilley Road will be dedicated to allow for construction of the necessary road works. The dedication and works will facilitate completion of a municipal standard road within a 17 m wide road right-of-way (8.5 m paved road, curb and gutter, 1.5 m sidewalk and related City services). The design and construction of the road works will be through the City's standard servicing agreement. No Development Cost Charge (DCC) credits are applicable to the identified road works. Land dedication and roadwork construction (through a Servicing Agreement) are rezoning

considerations to be completed as part of this development (**Attachment 6 – Consolidated list of Rezoning Considerations**)

An undeveloped road end currently exists adjacent to the southeast corner of the subject site. This road end is not required for the connection of Rathburn Drive or Turner Street or for the extension of the street further to the east. Upon redevelopment, dedication and roadwork associated with the subject site, this dedicated road end will remain with the potential to develop into a single-family dwelling (currently zoned RS1/B). If initiated in the future, disposition of this dedicated road end will be undertaken by the Real Estate Services Division in accordance with the applicable Council process.

Pedestrian Improvements

North-South Public Walkway

A public pedestrian pathway on the west side of the development site is being secured through a public rights-of-passage (PROP) statutory right-of-way (ROW) to facilitate the implementation of a north-south walkway connecting Rathburn Drive with Gilley Road. The public rights-of-passage statutory right-of-way will be 4.5 m wide and secured as a rezoning consideration. Implementation and construction of the public walkway will be through a Servicing Agreement (secured as a rezoning consideration). The walkway design will consist of a minimum 2.5 m wide hard surface pathway with landscape buffering on each side. The public right-of-passage statutory right-of-way will be required to be registered with Land Titles to allow public access for pedestrians, cyclists, scooters, wheelchairs (motorized and non-motorized) and similar types of non-vehicle related means of transport. The agreement will also specify that the maintenance of the surrounding landscaping and related elements (i.e., fencing) along with general upkeep of the walkway (i.e., snow, ice, debris removal; walkway upkeep in a safe condition) will be by the future strata corporation. The City will maintain the hard surface portion of the walkway.

Public Walkway – Gilley Road

Works along the subject site's Gilley Road frontage are also proposed as part of this development proposal to improve pedestrian related infrastructure. Establishment of a separated pedestrian walkway along Gilley Road will connect to the public north-south running walkway through the development site. Pedestrian related upgrades along Gilley will facilitate improved movements to the area east of Gilley Road/Westminster Highway intersection, which is a focus of commercial, community and school activities for the Hamilton Area.

Along the subject site's frontage, works will involve development of a 1.5 m wide asphalt walkway on the south side of Gilley Road, which will be separated from traffic by an appropriate concrete extruded curb. These works are contained within the City's existing road allowance and will be completed through a Servicing Agreement. When the area to the west of the subject properties redevelop, the remainder of the pedestrian walkway works along Gilley Road to the intersection at Westminster Highway will be implemented.

Engineering Capacity Analysis

Engineering capacity analyses have been completed and approved for City storm, water and sanitary sewer systems. Based on the findings capacity analyses, existing City systems have sufficient capacity to accommodate the proposed development. All works to tie-in to City storm, water and sanitary systems are required to be done in accordance with the approved capacity analysis.

Flood Construction Level

The Flood Construction Level is 3.5 m on the subject site. As a result, a Flood Plain Covenant is required to be registered on title that identifies a minimum Flood Construction Level of 3.5 m.

Servicing Agreement

Completion and approval of a Servicing Agreement is a rezoning consideration attached to the project. This servicing agreement will address works associated with the design and construction of:

- Roadwork associated with the Rathburn Drive and Turner Street connection.
- A 4.5 m wide public pedestrian pathway along the development site's west property line (with appropriate culvert crossing).
- A 1.5 m wide separated public pedestrian walkway along the south side of Gilley Road.
- Removal of any existing driveway culvert crossings along the subject site's Gilley Road frontage.
- Installation of an oil and grit sump infrastructure associated with the on-site drainage system to filter storm water from the development site.
- Any additional RMA mitigation and enhancement works based on the review by the appropriate professional consultant and conditions associated with environmental and Department of Fisheries and Oceans approval.

ALR Landscape Buffer

A landscape buffer is proposed along the subject site's Gilley Road frontage as a result of the ALR adjacency to the northwest. A more detailed landscape buffer scheme will be developed through the forthcoming Development Permit application. As a condition of rezoning, a restrictive covenant will be registered on title that indicates landscaping implemented along the north side of the development site's Gilley Road frontage cannot be removed or modified without City approval. The covenant would identify that the landscape planting is intended to be a buffer to mitigate the impacts of noise, dust and odour generated from typical farm activities. A 6 m setback along Gilley Road enables sufficient space to implement the necessary landscape buffer.

Tree Retention and Removal

A tree survey and accompanying arborist report was submitted and reviewed by City staff. A summary of tree removal and retention is provided in the following table:

	Total number of trees	Trees to be retained	Compensation required	Comments
On-site bylaw sized trees	17	0	34 trees	<ul style="list-style-type: none"> • All on-site trees to be removed have been recommended for removal by the consulting arborist. • 6 trees recommended for removal have been identified in poor health and not

				suitable for retention. <ul style="list-style-type: none"> 11 trees recommended for removal have been identified in poor health and within the proposed building locations.
Off-site Trees (Gilliey Road)	8	TBD	TBD	Trees within City road allowance also within RMA. To be reviewed through Development Permit and Servicing Agreement application.
Off-site Trees (Neighbouring lots)	Cedar hedgerow	To be retained	N/A	Tree protection zone fencing to be installed

Based on the condition of trees, supporting arborist report and overall site plan, a majority of on-site trees will be removed. A total of 34 trees will need to be replanted for compensation. A preliminary landscape plan has been submitted to indicate that the minimum number of compensation trees can be accommodated within the development site. Review and finalization of the landscape plan will be undertaken in the forthcoming Development Permit application.

Affordable Housing

The subject rezoning was submitted in 2006 prior to the approval of the City's current Affordable Housing Strategy in May 2007. As a result, the City's Interim Affordable Housing Strategy applies to the development proposal that requires a voluntary contribution of \$0.60 per square foot of developable density. The developer has agreed to submit a voluntary contribution for cash-in lieu in the amount of \$22,388 based on the provisions of the Interim Affordable Housing Strategy, which will be secured as a rezoning consideration for the subject application.

Indoor and Outdoor Amenity Space

An outdoor amenity space is provided in a central location on the development site and meets size requirements based on the number of units in the project. Further design refinement and landscaping details will be reviewed through the forthcoming Development Permit application.

A voluntary contribution has been agreed to by the developer to provide cash-in-lieu of dedicated indoor amenity space. The contribution is based on \$1,000 per unit (\$35,000 total contribution based on 35 units). The voluntary contribution is being secured as a rezoning consideration.

Public Art Program

The developer has agreed to a voluntary contribution to the City's Public Art Fund. The contribution is based on \$0.60 per square foot of developable density (\$22,388 total contribution). The voluntary contribution is being secured as a rezoning consideration.

Development Permit Application

A Development Permit application will be required to undertake a review of the overall architectural form and character of the project, landscaping and urban design. The Development Permit application is required to be processed to a satisfactory level to fulfil the rezoning considerations attached to the proposal.

Specific issues for this project to be examined through the Development Permit application are as follows:

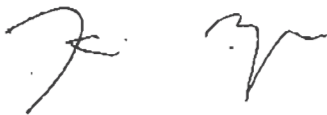
- Finalized design of the ALR landscape buffer along Gilley Road.
- Finalized design of the public walkway running along the west edge of the site.
- Opportunities to implement measures to improve sustainability (i.e., permeable pavers, native plantings, enhancements to the RMA).
- Minor variances for any proposed building projections into setbacks.
- Environmental and Department of Fisheries and Oceans approval for works within RMA and recommended mitigation/enhancement measures.

Financial Impact or Economic Impact

None.

Conclusion

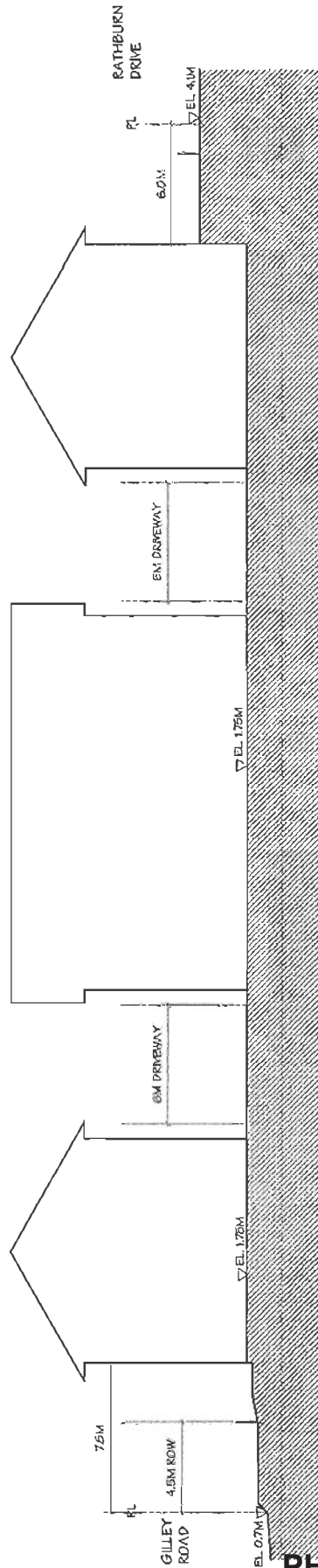
The application to rezone 22560, 22600 and 22620 Gilley Road to permit the development of 35 townhouse units complies with the OCP land use designation for the area and is similar to other forms of multi-family housing in the Hamilton Area. Staff recommend support of the rezoning application.



Kevin Eng
Planner 1

KE:cas

- Attachment 1: Location Map and Air Photo
- Attachment 2: Conceptual Development and Landscape Plans
- Attachment 3: Development Application Data Sheet
- Attachment 4: Hamilton – Lower Westminster Sub Area Plan
- Attachment 5: Public Correspondence
- Attachment 6: Rezoning Considerations Concurrence



PH - 40

SITE SECTION

COMMENTS	
DATE	TIME
RECEIVED	

[illegible]

UNIVERSITY OF CALIFORNIA

ALL INFORMATION CONTAINED
HEREIN IS UNCLASSIFIED

**Yamamoto
Architecture Inc.**

1994 = 0.0000, 1995 = 0.0000, 1996 = 0.0000
1997 = 0.0000, 1998 = 0.0000, 1999 = 0.0000

1994/95

SITE SECTION

DATE	DATE	DATE
TIME	TIME	TIME
NAME	NAME	NAME
NO.	NO.	NO.

Eng, Kevin

From: Eng, Kevin
Sent: Friday, 15 July 2011 13:48
To: 'Wendy Walker'
Cc: MayorandCouncillors
Subject: RE: 22560/22600/22620 Gilley Road Rezoning (RZ 06-344606)

Hi Wendy,

Thank you for the email emphasizing your previous concerns and the additional comment about stability of home foundations in the neighbourhood.

At the public hearing, these concerns were brought up by other residents and as a result, the issues surrounding soil and fill conditions in the neighbourhood and specific to the proposed project are to be reviewed by staff and the applicant and addressed in any forthcoming application to be considered by Council.

Regards,
Kevin Eng
Policy Planning
 City of Richmond
 P: 604-247-4626 F: 604-276-4052
keng@richmond.ca

From: Wendy Walker [mailto:wgwalker@shaw.ca]
Sent: Friday, 15 July 2011 11:20 AM
To: Eng, Kevin; Wendy Walker
Cc: MayorandCouncillors
Subject: Re: 22560/22600/22620 Gilley Road Rezoning (RZ 06-344606)

Dear Kevin,

Sorry - I meant to also mention that another main concern that brought everyone together at the meeting mentioned below was potential damage to homes in the area that might occur during the building process. Those present stated there are homes in their area that are sinking and some owners have had their homes slab jacked to stabilize them while others have visible signs of sinking. It was also mentioned that some properties have their homes and or yards sinking down towards the proposed development. During the parts of the discussion I was able to be part of this was discussed as a major concern far more than traffic flow or parking. This is definately a concern for us as stated in earlier communications.

Regards,

Wendy Walker

----- Original Message -----

From: Wendy Walker
To: Eng, Kevin
Cc: MayorandCouncillors
Sent: Thursday, July 14, 2011 4:05 PM

Subject: Re: 22560/22600/22620 Gilley Road Rezoning (RZ 06-344606)

Dear Kevin,

Thank you for your reply. I was very disappointed when I learnt that the local residents who came to the last meeting focused their concerns only on the traffic routing. Just prior to the meeting at City Hall, there were a group of residents including myself that came together via email as we all had concerns about the townhouses. It was agreed we should all meet and I was asked by Carrie Murray to hold it at my house.

It was originally meant to discuss concerns that the the size of the townhouse development in the middle of single family homes was inappropriate. The question of access onto Gilley Road came up as an option to Turner and I said I was advised that access would definitely be via Turner which was also noted on the documents you had forwarded. There were many comments from those present about lack of parking in front of their homes when more than one neighbour had a family gathering at the same time. In addition, they all commented on the great many secondary suites in the homes in that area. As we live on a cul de sac I didn't see this as a major concern to perhaps have friends park 1/2 block away - it is a fact of life for us and many.

Even though everyone present spoke great English and I was the only person in the group that did not speak Chinese, the conversation switched largely to Chinese. I was asked if I thought the city would listen if they were vocal enough and I said I believed yes. I was then asked if I would draw up a petition as they said most people in the area would not come out or may not have enough English to understand the issue but they could get them to sign something. In good faith I did this. The final petition was translated to Chinese but the wording was also changed from what I put together and of course I don't know what the actual translation says. I don't know how many signatures were turned in via the petitions but I would question the validity of these.

Again, when I walk or drive through the area in question around Turner, there is always has plenty of street parking, easy access for passing, and very little pedestrian traffic. I **have also noticed most driveways are also usually empty though they have room for at least 2 cars each.** Given how quiet this area is, the width of the streets, sidewalks and available parking it is hard to believe that Gilley could ever be considered an option. I would suggest that everyone in concern take a road trip to see this section of Gilley Road if they haven't already done so. Especially when school is back in and the foot traffic increases, I cannot invision how Gilley could ever work as an option.

Regards,

Wendy Walker

----- Original Message -----

From: Eng, Kevin

To: wgwalker@shaw.ca

Cc: MayorandCouncillors

Sent: Thursday, July 14, 2011 3:06 PM

Subject: RE: 22560/22600/22620 Gilley Road Rezoning (RZ 06-344606)

Hi Wendy and George Walker,

Thank you for the email and communicating your observations about the streets in the area and concerns about use of Gilley Road by the proposed townhouse development.

The rezoning application was referred by Richmond City Council at the May 16, 2011 Public Hearing with the direction to address a number of the concerns raised at the meeting. Two specific issues raised at Public Hearing are the routing of traffic through the neighbourhood and providing access to the proposed development from Gilley Road.

Staff and the applicant are in the process of reviewing these issues raised at Public Hearing by area residents and Council.

The rezoning application is required to proceed through the statutory rezoning process (including a Public Hearing).

Your email will be included in any forthcoming report on the application so that Council is aware of your comments and concerns.

Regards,
Kevin Eng
Policy Planning
City of Richmond
P: 604-247-4626 F: 604-276-4052
keng@richmond.ca

From: Wendy Walker [mailto:wwalker@shaw.ca]
Sent: Wednesday, 13 July 2011 12:02 PM
To: Eng, Kevin
Cc: MayorandCouncillors; PlanningDevelopment
Subject: Re: 22560/22600/22620 Gilley Road Rezoning (RZ 06-344606)
Importance: High

Dear Kevin,

We were shocked to recently hear from a realtor that the rezoning of 22560/22600/22620 Gilley Road (RZ 06-344606) is going ahead with the traffic now being diverted to Gilley Road. **This is completely contrary to what we have been sent in attachments from the city. We have been verbally told in the past that Gilley was not an option.**

The original documents state that all traffic will be diverted via Turner Street. In speaking with the city they also advised that once the dead end near Turner was completed it would actually create a greater traffic flow on Turner.

We have heard complaints from residents on Turner and surrounding streets not wanting the additional traffic. They stated it was because many of their homes have secondary suites and in addition the majority have regular, large family gatherings that place a demand on parking. We have made it a point over the past several months to walk and drive through that area at various times of day and night on a very regular basis. It is a very quiet street and area. There is always has plenty of street parking, easy access for passing, no traffic blocks and very little pedestrian traffic.

Turner and other streets in that subdivision are 29.9 feet wide AND in addition they also have sidewalks that add to the safety of pedestrians.

Gilley Road is only 16 feet wide with no sidewalks and virtually no parking. It is difficult for two vehicles to often pass each other especially if one is a truck or such. I live on Fraserbank Place but my kitchen window looks over Gilley. Over the years I have witnessed many close calls as pedestrians have no choice but to walk on the road. There is a lot of foot traffic on Gilley from the sub division above especially during the school season and there are no sidewalks and minimal shoulders to walk on. It is a dead end street and also popular with people racing mini bikes and such and most vehicles travel above the speed limit - garbage trucks are amongst the worst.

The ditches are full of wild life including beavers and a year ago we found a dead beaver on the should that had been hit by a car. Gilley is already so unsuited to the amount of foot traffic given its width and other conditions it is unimaginable it could become a main access for the new homes.

We would like to request an update on the status of the development and do understand it is likely to go ahead. However, Gilley Road at a mere 16 feet, with no sidewalks, the ditches etc. is absolutely the wrong street for access. We live on a cul de sac where many neighbours also have family gatherings and we manage. These events do not reflect the true traffic/parking conditions.

Regards,

Wendy and George Walker

Rezoning Considerations

22560, 22600 and 22620 Gilley Road

RZ 06-344606

Prior to final adoption of Zoning Amendment Bylaw 8750, the developer is required to complete the following:

1. Consolidation of the 3 subject properties into one development parcel.
2. Provide a 12.2 m wide land dedication along the southern most portions of 22560 and 22600 Gilley Road to facilitate a road right-of-way with a minimum width of 17 m.
3. Registration on title of a 4.5 m wide public rights-of-passage statutory right-of-way along the consolidated development site's west and north property line for the purposes of a public pedestrian walkway that includes the following provisions:
 - a. A minimum 2.5 m wide hard surface walkway is to allow public access for pedestrians, cyclists, scooters, wheelchairs (motorized and non-motorized) and similar types of non-vehicle related means of transport.
 - b. Maintenance of the surrounding landscaping and related elements (i.e., fencing) along with general upkeep of the walkway (i.e., snow, ice, debris removal; walkway upkeep in a safe condition) will be by the future strata corporation.
 - c. The City will maintain the hard surface walkway.
4. Submission of a report by a professional environmental consultant to review all proposed works in or adjacent to the existing 5 m RMAs. All works and mitigation/enhancement measures recommended by the developer's environmental consultant must be approved by the Department of Fisheries and Oceans prior to final approval of the Servicing Agreement.
5. Submission and approval of a Servicing Agreement* for the design and construction of the following works (No Development Cost Charge Credits available):
 - a. Rathburn Drive and Turner Street connection – works include, but are not limited to 8.5 m pavement width, curb & gutter on both sides of the road, 1.5 m wide sidewalk and boulevard. Road works are required to match and connect with existing road standard implemented for Rathburn Drive and Turner Street.
 - b. Pedestrian pathway within the 4.5 m wide public rights-of-passage statutory right-of-way running along the west and north edge of the consolidated development site to consist of a minimum 2.5 m wide hard-surface pathway, appropriate landscape buffering and fencing (i.e., 4 ft. maximum height). The design is also required to include a culvert crossing to Gilley Road at the northeast corner of the site in conjunction with the vehicle driveway access to the site.
 - c. Gilley Road upgrades between the vehicle access to the subject site and Westminster Highway to achieve the following road cross section:
 - i. Minimum 6.1 m wide asphalt driving surface.
 - ii. Minimum 1.5 m wide asphalt pedestrian pathway (interim) along the south side of the road and north of the existing watercourse. The pathway would be

delineated with pavement markings or other traffic devices (i.e., delineators or raised pavement markers). The 1.5 m wide pathway is required to be designed to accommodate vehicle travel.

- iii. Appropriate tie-in to the top-of bank of the canal on both sides of Gilley Road.
 - iv. Minimum 0.6 m wide gravel shoulder tie-in to the existing watercourse on the north side of Gilley Road.
 - d. Removal of all existing culvert crossings along the subject site's Gilley Road frontage and installation of a new culvert crossing along Gilley Road for the townhouse development.
 - e. Installation of an oil and grit sump infrastructure associated with the on-site drainage system to filter storm water from the development site.
 - f. Inclusion of mitigation and enhancement works to the RMA along Gilley Road as recommended by the professional environmental consultant's report and approved by the Department of Fisheries and Oceans.
6. Registration on title of a Flood Plain Covenant identifying a minimum Flood Construction Level of 3.5 m.
 7. Registration on title of a covenant that restricts the conversion of off-street parking areas to habitable space.
 8. Registration on title of a restrictive covenant that prevents the removal or significant modification of the 6 m wide landscape buffer screening along the development site's Gilley Road frontage, which is to be adequately maintained by the property owner for the purposes of mitigating against typical noise, dust and odour activities associated with adjacent agricultural operations.
 9. City's acceptance of a voluntary contribution of \$22,388 (\$0.60 per square foot of developable density) to the City's affordable housing fund.
 10. City's acceptance of a voluntary contribution of \$22,388 (\$0.60 per square foot of developable density) to the City's public art fund.
 11. City's acceptance of a voluntary contribution of \$35,000 (\$1,000 per unit) for cash-in-lieu of on-site indoor amenity space.
 12. Approval from the Ministry of Transportation and Infrastructure.
 13. Submission and processing of a Development Permit completed to a level deemed acceptable to the Director of Development.

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

1. Submission of a letter of credit for the appropriate amount based on the approved Development Permit landscape plan for the subject site.
2. Installation of tree protection fencing to the City's specification for the hedge located on the neighbouring property at the north-west corner of the site and engage a certified professional arborist to oversee, inspect and approve the installed tree protection fencing.

Prior to issuance of the Building Permit*, the developer is required to complete the following:

1. Submission and approval of a construction parking and traffic management plan to be provided to the Transportation Division that includes location for parking for services, deliveries, loading, application for request for any lane closures (including dates, times, and duration), and proper construction traffic controls as per Traffic Control Manual for Works on Roadways (Ministry of Transportation and Infrastructure). The construction parking and traffic management plan is required to include the following provisions:
 - a. No construction related parking or staging of trucks on Gilley Road or in the surrounding neighbourhood.
 - b. Dedicated areas for construction staff parking on sites/areas secured by the developer for this purpose.
 - c. Dedicated construction loading/staging areas on the subject development site.
 - d. Construction vehicle access/egress is prohibited from utilizing Rathburn Drive or Turner Street.
 - e. Construction vehicles will be required to travel at a reduced speed down Gilley Road.

**Requires separate application submission*

[Signed original on file]

Signed

Date



**Richmond Zoning Bylaw 8500
Amendment Bylaw 8750 (RZ 06-344606)
22560, 22600 & 22620 GILLEY ROAD**

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

1. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following area and by designating it **TOWN HOUSING (ZT11) - HAMILTON**.

P.I.D. 003-911-985

Parcel "A" (Explanatory Plan 29178) Lot 2 Section 2 Block 4 North Range 4 West New Westminster District Plan 5334

P.I.D. 003-558-622

Parcel A (RD14733E) Lot 1 Except: Part Subdivided by Plan 79860, Section 2 Block 4 North Range 4 West New Westminster District Plan 5334

P.I.D. 010-724-915

Easterly Half Lot 1 Except: Part Subdivided by Plan 79860, Section 2 Block 4 North Range 4 West New Westminster District Plan 5334

2. This Bylaw may be cited as "Richmond Zoning Bylaw 8500, Amendment Bylaw 8750".

FIRST READING

APR 26 2011

A PUBLIC HEARING WAS HELD ON

MAY 16 2011

SECOND READING

THIRD READING

MINISTRY OF TRANSPORTATION
AND INFRASTRUCTURE

DEVELOPMENT REQUIREMENTS SATISFIED

ADOPTED

CITY OF RICHMOND
APPROVED by 
APPROVED by Director or Solicitor 

MAYOR

CORPORATE OFFICER