

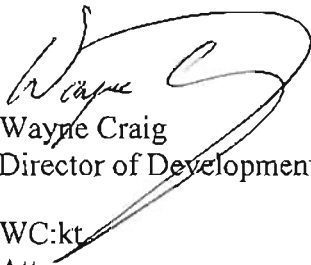


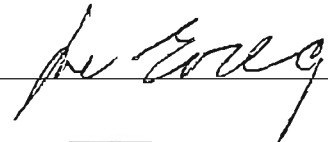
To: Planning Committee
From: Wayne Craig
Director of Development
Date: January 16, 2012
File: RZ 11-593406
Re: **Application by Interface Architecture Inc. for Rezoning at 4991 No. 5 Road from School & Institutional Use (SI) to Low Density Townhouses (RTL4)**

Staff Recommendation

1. That Official Community Plan Amendment Bylaw 8947:
 - To redesignate 4991 No. 5 Road from "Commercial" to "Neighbourhood Residential" in Attachment I to Schedule I of Official Community Plan Bylaw 9000 (City of Richmond 2041 OCP Land Use Map)
be introduced and given first reading.
2. That Official Community Plan Amendment Bylaw 8948:
 - To redesignate 4991 No. 5 Road from "School/Park Institutional" to "Residential" in Schedule 2.11B of Official Community Plan Bylaw 7100 (East Cambie Area Plan Land Use Map)
be introduced and given first reading.
2. That Bylaws 8947 and 8948, having been considered in conjunction with:
 - The City's Financial Plan and Capital Program
 - The Greater Vancouver Regional District Solid Waste and Liquid Waste Management Plansare hereby deemed to be consistent with said program and plans, in accordance with Section 882(3)(a) of the Local Government Act.
3. That Bylaws 8947 and 8948, having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043, are hereby deemed not to require further consultation.

- 4. That Zoning Amendment Bylaw 8986:
 - To rezone 4991 No. 5 Road from "School & Institutional Use (SI)" to "Low Density Townhouses (RTL4)"
 be introduced and given first reading.


 Wayne Craig
 Director of Development
 WC:kt
 Att.

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

Staff Report

Origin

Interface Architecture Inc. has applied to the City of Richmond for permission to rezone 4991 No. 5 Road (**Attachment 1**) from School and Institutional Use (SI) to Low Density Townhouses (RTL4) in order to permit the development of a 102 unit townhouse complex. The development proposal is predominantly three-storey, with some two-storey end units provided along the north interface to adjacent single-family properties, and a central single-storey amenity building. A preliminary site plan and building elevations are contained in **Attachment 2**.

The privately owned site currently contains four substantial buildings, an outdoor swimming pool, and surface parking areas. The existing commercial recreation complex includes a soccer store, licensed restaurant, and indoor sport facilities. The complex also includes a facility that is leased by the City for the operation of gymnastics, air pistol and archery programming. The lease is in effect until February 2016.

The developer is required to enter into a Servicing Agreement as a requirement of rezoning for the design and construction of: frontage improvements, storm sewer upgrades, and sanitary sewer extension.

Findings of Fact

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

Surrounding Development

To the North: Existing single-family dwellings fronting onto Dewsbury Drive on lots zoned Single Detached (RS1/E)

To the East: Existing single-family dwellings fronting onto No. 5 Road on lots zoned Single Detached (RS1/E), and across No. 5 Road is a rear lane and Ministry of Transportation and Infrastructure (MOTI) right-of-way for BC Highway 91

To the South: MOTI right-of-way for BC Highway 91

To the West: MOTI right-of-way for BC Highway 99

Related Policies & Studies

Official Community Plan (OCP)

The proposed development is located in the East Cambie planning area (**Attachment 4**). The application includes OCP amendments to amend the City of Richmond 2041 OCP Land Use Map Attachment 1 to Schedule 1 and also the East Cambie Area Plan Schedule 2.11B. The City of Richmond 2041 OCP Land Use Map is proposed to be amended by changing the designation of the subject site from "Commercial" to "Neighbourhood Residential". The East Cambie Area Plan Land Use Map is proposed to be amended by changing the designation of the subject site from "School/Park Institutional" to "Residential". The proposed low density townhouse land use complies with the amendments.

The applicant is requesting the change in land use to redevelop the commercial sports recreation complex into a townhouse development. The change is sought as the owner has expressed concerns about the continued economic viability of the business at this location. The addition of townhouses will help to address Richmond's growing population with a variety of housing to complement the adjacent single family neighbourhood.

OCP Aircraft Noise Sensitive Development (ANSD) Policy

The site is located within Area 2 (High Aircraft Noise Area) of the ANSD map (**Attachment 5**). Area 2 does not allow for consideration of new single family, but does allow consideration of all other Aircraft Noise Sensitive Land Uses (including dwelling units). The policy also requires the registration of a restrictive covenant on title to address aircraft noise mitigation and public awareness. Registration of an aircraft noise sensitive use restrictive covenant is a requirement of rezoning.

This legal agreement is intended to identify that the proposed development must be designed and constructed in a manner that mitigates potential aircraft noise within the proposed dwelling units. Dwelling units must be designed and constructed to achieve:

- a) CMHC guidelines for interior noise levels as indicated in the chart below

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

- b) The ASHRAE 55-2004 "Thermal Environmental Conditions for Human Occupancy" standard for interior living spaces.

As part of the required Development Permit, the applicant is required to submit a report and recommendations prepared by an appropriate registered professional, which demonstrates the interior noise levels and thermal conditions comply with the policy and the required covenant. These are also required to be incorporated into the future Building Permit.

A preliminary acoustic study prepared by BKL Consultants in Acoustics has been submitted to the City. The study includes recommendations for construction upgrades to the roof and walls, upgrades to windows for bedrooms, and installation of a sound barrier wall along the highway frontage. The Ministry of Transportation and Infrastructure requires the developer to install a sound barrier as a buffer to Highway 91 and the ramp onto Highway 91 (See MOTI section below). MOTI approval, including an arrangement to construct the sound barrier is a condition of rezoning.

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 is required prior to rezoning bylaw adoption. The subject site is located in Area A, which requires a minimum flood construction level of 2.9 m GSC for habitable space, or no lower than 0.3 m above the highest crown of road.

The proposal complies, with a ground floor level of approximately 3.0 m, which is 0.3 m above the highest crown of No. 5 Road in front of the subject site. In the portions of the site where neighbouring properties are lower than the required flood construction level, the proposed design has yards that slope down to meet the existing grade at the property lines. This improves the transition to neighbouring properties and successful tree retention.

Affordable Housing Strategy

The applicant proposes to make a cash contribution in accordance to the City's Affordable Housing Strategy. As the proposal is for townhouses, the applicant is making a cash contribution of \$2.00 per buildable square foot as per the Strategy (e.g. \$258,050).

The City's existing Affordable Housing Strategy requires townhouse developments to provide a cash contribution, regardless of the size of the development. The large size of the subject townhouse rezoning application is rare, but a cash contribution is appropriate given the City's existing policy.

Community Services staff are currently reviewing the City's Affordable Housing Strategy, and are anticipating submitting a separate staff report for Council consideration later this year. The review will include looking at contribution rates for all forms of development, and the provision of Affordable Housing units in larger scale townhouse developments.

Public Art Policy

Staff are working with the applicant to explore opportunities to participate in the City's Public Art Program. The applicant will participate in the City's Public Art Program with installation of Public Art as a part of the development in the amount of \$0.75 per buildable square foot of residential space (e.g. \$96,770), or City acceptance of a cash contribution in the same amount to the City's Public Art fund. This will be further investigated through the required Development Permit application.

City Lease

The privately owned site currently contains a mix of private and community sport programming, as well as retail and restaurant spaces. The City has an existing lease for indoor facilities on the site for the operation of gymnastics, air pistol and archery programming until February 2016.

Community Services staff have reviewed the proposal and are not opposed to the rezoning proceeding as the lease secures the facility until 2016.

The property owner has advised City staff that they would be willing to allow the City to terminate the lease should the City so desire.

Prior to final adoption of the Rezoning, Community Services staff will provide a separate staff report presenting information for Council consideration regarding:

- How gymnastics programming may be accommodated as part of the City's Capital plan.
- Business terms associated with lease termination in the event that the City and the property owner come to an agreement on terminating the lease prior to February 2016.

The applicant is proposing to contribute \$700,000 towards the City's Leisure Facilities Reserve Fund as a requirement of rezoning. This amenity contribution was reviewed in consultation with Community Services, Recreation Services, and Real Estate Services staff. Staff agreed that the contribution could assist the City in replacing the existing gymnastics facility given that it is only secured until February 2016. The proposed amenity contribution does not impact the City's ability to continue to utilize the lease space until the lease expiration in February 2016.

Consultation

BC Ministry of Transportation and Infrastructure (MOTI)

Approval from the BC Ministry of Transportation & Infrastructure (MOTI) is a requirement of rezoning as the subject site is located within 800 m of a controlled access to a Provincial Highway. Staff have reviewed the rezoning application with MOTI staff and impact of highway noise on future residents is a concern. MOTI requires that the developer install sound barrier fencing inside the MOTI right-of-way at the top of bank. Approximately 450 m of barrier will be constructed by the developer through a separate MOTI permit process. MOTI will take over ownership & maintenance of the barrier once completed.

Vancouver International Airport (YVR)

This application was not referred to YVR because the proposed multi-family land use complies with the OCP Aircraft Noise Sensitive Development Policy. As discussed above, the property is located in Area 2 of the policy, which allows for consideration of all new aircraft noise sensitive land uses, except single family. As a courtesy, staff has provided information regarding the rezoning application to YVR staff.

School District No. 38 (Richmond)

This application was not referred to School District No. 38 (Richmond) because it does not have the potential to generate 50 or more school aged children. According to OCP Bylaw Preparation Consultation Policy 5043, which was adopted by Council and agreed to by the School District, residential developments which generate less than 50 school aged children do not need to be referred to the School District (e.g., typically around 295 multiple-family housing units). As a courtesy, staff has provided information regarding the rezoning application to school district staff.

Public Input

The development application process to date has included a public information meeting before the rezoning application was submitted to the City and the installation of informational signage on the site. The Public Hearing will include notification to neighbours and local newspaper advertising. Public input has been received through the open house meeting and correspondence.

The applicant hosted a public information meeting before submitting a rezoning application to the City. Approximately 21 to 25 people attended the meeting which was held from 5pm to 8 pm on June 20, 2011 at the East Richmond Community Hall on Cambie Road. Invitations were delivered to more than 150 properties, including properties in the neighbourhood north of the site and properties in the block on the opposite side of No. 5 Road (**Attachment 6**). The development team provided a presentation on a preliminary design proposal (massing sketches, typical floor plan and elevations). The following concerns about the development proposal were expressed at the meeting (with response included in '*bold italics*')

- Three-storey building height – *In response to the concern, building height was stepped down to provide two-storey units for the majority of the north edge of the site, which is the interface to single-family properties fronting onto Dewsbury Drive. Overall, the development is predominantly Three-storey in height, which is typical for townhouse development throughout the City and allows for more consolidated building footprints and increased open space.*
- Excessive vehicle speed of No. 5 Road traffic – *Speeding has been an issue for northbound vehicles. A speed study conducted in July 2011 indicated an average speed on No. 5 Road in the northbound direction of 70 kph over a one-week period, which is significantly higher than the 50 kph speed limit. As a result, staff have notified RCMP to target enforcement along the No. 5 Road corridor, between Cambie Road and the Highway 91 overpass.*
To help reduce vehicle speeding, installation of a digital speed board is a requirement of rezoning.
- Safety crossing No. 5 Road – *There is a special crosswalk on No. 5 Road at McNeely Drive, adjacent to the bus stops and approximately 250 m north of the subject site. Staff will continue to monitor pedestrian activity in the area.*
- Lack of a sidewalk south of the site to the Nature Park – *Staff have forwarded the request to MOTI as the highway right-of-way south of the subject site is under their jurisdiction. The frontage of the subject site will be upgraded as a requirement of the rezoning. A new sidewalk will be pulled away from the street edge behind a landscaped boulevard to improve the pedestrian environment in front of this site. Concrete sidewalk exists along the west side of No. 5 Road from Cambie Road south to the abutment of the Highway 91 overpass, linking the residential areas to the Cambie shopping centre.*
- Difficulty for the neighbourhood (Dewsbury, Deerfield and Dumont) to gain access to/from No. 5 Road – *The existing recreation facility generates traffic that is higher than the estimated traffic that will be generated by the proposed townhouse development according to the Traffic Study submitted to the City. With the proposed change to a townhouse development, it is estimated that there will be a slight increase in traffic generated in the morning peak hour of about 15 vehicles and a reduction in the afternoon peak hour of*

approximately 35 vehicles. The 15 additional vehicles in the morning is anticipated to have minimal impact to the surrounding road system as it translates to just one additional car every four minutes and can be accommodated by the adjacent road network capacity and geometry with no significant impact to traffic on the nearby streets. In the evening, traffic to and from this site will reduce.

- Neighbours are finding too many cars being parked in front of their homes – *The existing recreation facility can have surges in parking demand, due to special events. The proposed townhouse use will generate a more regular and consistent traffic and parking pattern as compared to the existing recreation facility, with less likelihood for parking to spillover to the residential neighbourhood.*

The proposed development meets the off-street parking requirement in the Zoning bylaw with two parking spaces for each unit and 21 visitor parking spaces. Through the Development Permit review, the applicant and staff will explore opportunities to provide additional visitor parking on-site.

Restricted parking is generally permitted along No. 5 Road, although it is not permitted in the MOTI highway ROW to the south. On the west and east sides of No. 5 Road in front of the site and northward to Cambie Road, parking is permitted from 6pm to 7am. On the east side, it is also permitted from 9 am to 4 pm.

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

- Proposed density was too high; it would generate too much noise and potential unwanted activity – *Low density townhouse zoning (RTL4) is proposed, with a maximum floor area ratio of 0.6 and maximum building height of three-storeys.*
- Shadowing of the backyards of the adjacent neighbours to the north – *The design minimizes the shadow impact at the north edge of the site by minimizing the building massing along the shared north property line through turning the buildings, stepping down the building height from three-storey to two-storey for end units, increasing the side yard setback for two-storey units, and providing a larger setback for three-storey units.*
- Lack of a grocery store in the neighbourhood – *Retail grocery store development is not proposed.*
- City owned park use preferred – *Community Services staff have reviewed the proposal and are not opposed to the rezoning. The City has no plans to acquire the site for park use. The neighbourhood is served by the Nature Park and King George Park.*
- Single-family use preferred – *Because the site is located within a High Aircraft Noise Area, new single-family land use at this location would not comply with the OCP (see Aircraft Noise Sensitive Development section above). Multi-family development with acoustic and thermal measures to ensure resident comfort is recommended.*
- Construction process site vibration and noise – *The developer has been provided with a copy of the City's good neighbour brochure, which provides information to developers regarding construction disturbance in single-family neighbourhoods. The developer is required to comply with the City's noise bylaw which addresses the permitted level of noise, and hours of construction.*

- Impacts of the development on property taxes for neighbours – *Staff are not aware that the development proposal will significantly impact the property taxes for the neighbours.*

Public correspondence has been received regarding the public information meeting and regarding the rezoning application (**Attachment 7**). Residents of the adjacent single-family neighbourhood to the north expressed the following concerns (with response included in **'bold italics'**):

- Excessive vehicle speed of No. 5 Road traffic – *This concern was also raised at the public information meeting. See comments above.*
- Increased traffic volume worsening the existing difficulty for the neighbourhood (Dewsbury, Deerfied, Dumont, McNeely and Dallyn) to gain access to/from No. 5 Road and to/from Cambie Road – *This concern was also raised at the public information meeting. See comments above.*
- Overflow street parking as a result of garages being used for storage instead of parking. During Sportstown special events (ie. tennis tournament), our streets are littered with the cars of the patrons, as no parking is permitted on No. 5 Road – *This concern was also raised at the public information meeting. See comments above.*
- Loss of amenities: restaurant, gymnastics, tennis and outdoor swimming pool – *The subject site is a privately owned commercial site and the property owner has expressed concerns about the economic viability of the commercial facility. The proposal does result in the loss of amenities on this privately owned site, however, amenities are available elsewhere in the City. There are nearby restaurants at the Cambie Neighbourhood Service Centre at No. 5 Road and Cambie Road and additional commercial amenities may be considered through the future planning of the Neighbourhood Service Centre. As noted above, the City has secured space on the subject site for gymnastics programming until the lease expires in February 2016. Prior to final adoption of the rezoning, Community Services staff will provide information for Council consideration regarding gymnastics programming. Indoor tennis is available to the public in Minoru Park and Steveston Park. The small outdoor swimming pool on the site is not part of the inventory of public serving aquatic facilities.*
- Safety of proposed townhouse units from potential highway accidents – *This is under the jurisdiction of MOTI, who have reviewed the proposed redevelopment of this site.*
- Noise and pollution from highway traffic and townhouse residents – *As suggested by MOTI, the developer has agreed to construct sound barrier fencing along the highway interface as a requirement of rezoning.*
- Single-family use preferred – *This concern was also raised at the public information meeting. See comments above.*
- Location may result in the units being purchased as investments, rented out, and used as grow ops and drug labs – *The townhouse proposal will complement the single-family neighbourhood with housing choice.*
- Impact of secondary access on Dewsbury Road – *A single driveway to No. 5 Road is proposed for the development. There is no access to Dewsbury Road. A secondary emergency access is not required for this development; fire suppression sprinkler systems are required for the rear portion of the townhouse development.*

Staff Comments

Staff Technical Review comments are included. No significant concerns have been identified through the technical review.

Tree Retention and Replacement

	Existing	Retained	Compensation
On-site trees	24	10 trees retained 3 trees relocated	2:1 replacement ratio for removal of 11 trees
Off-site trees on neighbouring properties	5 trees 2 hedges	5 trees 2 hedges	To be protected
Off-site trees in MOTI Highway ROW	39	39	To be protected
Off-site trees in City boulevard	3	3	To be protected

- A Tree Survey and a Certified Arborist's report were submitted in support of the application and reviewed by the City's Tree Preservation Coordinator. A Tree Preservation Plan is included in **Attachment 2**.
- The developers are not permitted to endanger neighbouring off-site trees, as detailed in the City of Richmond Tree Protection Information Bulletin Tree-03. These include: three (3) street trees (Tag# A, B and C) in the adjacent No. 5 Road boulevard; five (5) trees and two (2) hedges (Tag# D, E, F, G, H, J and Hedge) in the adjacent properties to the north; and 39 off-site trees located in the MOTI highway ROW to the south.
- The City's Tree Preservation Coordinator reviewed the Arborist's Report and concurs with the removal of 11 bylaw-sized trees onsite, including:
 - Two (2) trees (Tag#524 and 525) located up against the existing building at the main entry, which have been previously topped and should be removed and replaced;
 - Five (5) trees (Tag#573, 577, 578, 579 and 580) located along the north property line in poor condition; and
 - Four (4) trees (Tag#562, 564, 568 and 569) located along the southwest property line in poor condition.
- The developers have agreed to retain and protect 10 trees onsite:
 - Four (4) trees located along the north property line, including a Sawara Cypress, two (2) Norway Spruces and a Dawn Redwood (Tag# 572, 574, 575 and 576).
 - One (1) Willow Oak (Tag# 522) in the No. 5 Road streetscape.
 - One (1) Norway Spruce (Tag# 570) at the west corner of the site.
 - A group of Biter Cherry trees (Tag# 571) at the southwest edge of the site.

Note: four (4) trees in this grouping are on the development site and two (2) are on the Highway Right-of Way (ROW).

- The developers have agreed to protect and relocate three (3) Japanese maple trees (Tag# 526, 527 and 528) located in a raised planting bed at the main entry to the existing building. An appropriate location on site will be determined through the Development Permit application. Written confirmation from a tree moving company that these trees will be relocated on site is a requirement of rezoning.
- The project Arborist recommends removing 2 of the 5 neighbouring off-site trees in the adjacent property to the north at 11660 Dewsbury Drive (tag# E and H) due to their existing poor condition. The developer has delivered this information to the property for the owner's consideration. A tree removal permit application may be submitted to the City for consideration with the written permission from the adjacent property owner with whom the trees are shared. These trees will be protected unless the neighbouring owner grants permission for their removal.
- The project Arborist recommends removing seven (7) of the 39 neighbouring off-site trees in the MOTI highway ROW. The developer is discussing this information with MOTI and the applicant must obtain written permission from the MOTI prior to removal of any of these trees.
- Based on the 2:1 tree replacement ratio goal stated in the Official Community Plan (OCP), 22 replacement trees are required for the removal of 11 bylaw-sized trees. According to the Preliminary Landscape Plan included in **Attachment 2**, the developer is proposing to exceed this number of replacement trees on site to supplement the ten (10) retention trees and three (3) relocated trees. The landscape plan will be further refined through the required Development Permit application.
- The Certified Arborist will need to work with the Architect, Landscape Architect and Civil Engineer to ensure the design accommodates the tree and hedge protection. The design will be further reviewed and refined at the Development Permit stage.
- 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 is a requirement of rezoning.

Site Servicing

An upgrade to the existing storm sewer along No. 5 Road is required. Approximately 85 m of the existing storm sewer pipe is required to be upgraded from 450 mm diameter pipe to the larger of 900 mm or OCP size. The works extend beyond the site frontage to tie into the two (2) existing storm manholes along No. 5 Road (storm manholes STMH6923 and STMH6922). A site analysis will be required on the Servicing Agreement drawings (for site connection only).

An independent review of servicing requirements has concluded that the existing sanitary sewer along Dewsbury Drive will support the proposed development with the addition of an extension to accommodate site connection. Approximately 150 m of new 200 mm diameter sanitary sewer is required to be constructed along No. 5 Road and Dewsbury Drive to connect the southeast corner of the subject site with the closest sanitary manhole on Dewsbury Drive (sanitary manhole SMH5377).

At future Building Permit stage, the developer is required to submit fire flow calculations signed and sealed by a professional engineer based on the Fire Underwriter Survey to confirm that there is adequate available water flow. Due to the depth of the lot and single driveway, water flow will be required to service on-site private hydrants and sprinklers.

Transportation

One (1) driveway off No. 5 Road is proposed for the large townhouse development on a deep lot.

Frontage improvements are a requirement of rezoning. The developer is required to enter into a Servicing Agreement for the design and construction of frontage improvements including, but are not limited to: new 1.5 m wide concrete sidewalks at the new property line and grass boulevard with street trees to the existing curb.

In response to neighbourhood concerns, the applicant proposes to contribute \$10,000 towards a speed-reader board as a requirement of rezoning. This contribution will facilitate the installation of one (1) speed-reader board. The proposed location of the board is on the east side of No. 5 Road between the Highway 99 and Highway 91 bridges which is primarily a highway shoulder environment. The intent of the speed-reader board is to provide real-time feedback to drivers on their current speed with the objective of deterring speeding. This measure is aimed to help address vehicular speeding in the northbound direction on No. 5 Road and remind drivers to slow down in light of the unique conditions of this section of No. 5 Road where vehicles in the northbound direction tend to gain speed due to the downward grade from the Highway 99 overpass.

Staff do not intend use similar speed-reader boards as a regular measure to address speeding issues in other urban streets as it is recognized that there may be adverse aesthetic impacts. After installation of the proposed board, Transportation staff will monitor its effectiveness and will remove it if deemed ineffective.

Indoor Amenity Space

The applicant is proposing to provide an indoor amenity building located in the central outdoor amenity area. The proposed size meets the Official Community Plan (OCP) guidelines. The detailed design will be refined as part of the Development Permit application.

Outdoor Amenity Space

The proposed outdoor amenity space size meets the Official Community Plan (OCP) guidelines. Pedestrian paths are provided throughout the site and consolidated outdoor space is proposed to be provided in three areas on the site: a west children's play area, a central amenity space, and an east entry gateway. The design of the children's play area and landscape details will be refined as part of the Development Permit application.

Analysis

The proposal is generally in compliance with the development guidelines for multiple family residential developments. The proposed height, siting and orientation of the buildings respect the massing of the existing single-family homes to the north and east. The 11 units immediately adjacent to neighbouring single-family dwellings have been reduced in height to two-storeys and have a setback of 4 m. Only units with a greater setback (more than 6 m) have a building height of three-storeys. The building height and massing will be controlled through the Development Permit process.

Requested Variances

The proposed development is generally in compliance with the Medium Density Townhouses (RTL4) zone. The applicant is requesting the following variances for the project:

- Reduce the minimum rear yard from 6 m to 3.9 m for the southwest corner of the last building (Building 22).
- Allow tandem parking spaces in eighty-three (83) of the units.

All of the variances mentioned above will be reviewed in the context of the overall detailed design of the project, including architectural form, site design and landscaping at the Development Permit stage.

Transportation staff have reviewed the variance requested related to parking arrangement and have no concerns. A restrictive covenant to prohibit the conversion of the tandem garage area into habitable space is a requirement of rezoning.

Transportation staff are currently reviewing the City-wide provision of tandem parking in townhouse development and are anticipating submitting a separate staff report for Council consideration this spring.

The variance for tandem parking in 83 units represents 81.4% of the total number of units. Staff will continue to work with the applicant through the required Development Permit process to investigate opportunities to reduce the percentage of units with tandem parking and increase the number of visitor parking spaces, including any recommendations that may come out of the City-wide tandem parking review.

Design Review and Future Development Permit Considerations

A Development Permit will be required to ensure that the development is sensitively integrated into the neighbourhood. Through the Development Permit application review process, the following issues will to be further examined and additional issues may be identified:

- Review of detailed building form and architectural character.
- Review of detailed landscaping design.

- Review of fire fighting provisions. Due to the lot depth and single vehicle access, most of the buildings are required to have sprinklers, the site layout is required to provide opportunities for fire trucks to turn around, and private hydrants are required to be provided onsite. Richmond Fire Rescue has reviewed the proposal and does not object to the rezoning.
- Review of opportunities to increase the number of visitor parking spaces.
- Review of convertible and aging in place features. Seven (7) convertible units are proposed and aging in place features are proposed in all units.
- Review of site design and grade for the survival of protected trees.

Financial Impact or Economic Impact

None.

Conclusion

The proposed 102-unit townhouse development is generally consistent with the Official Community Plan (OCP) regarding multi-family developments. With the noted variances above, the proposal generally meets the zoning requirements set out in the Low Density Townhouses (RTL4) zone. Overall, the proposed land use, site plan, and building massing respects the adjacent single-family neighbourhood to the north. Further review of the project design is required to be completed as part of the Development Permit application review process.

The list of rezoning considerations is included as **Attachment 8**, which has been agreed to by the applicants (signed concurrence on file).

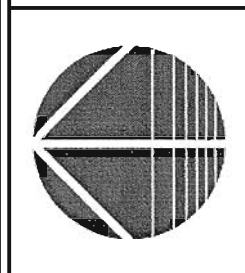
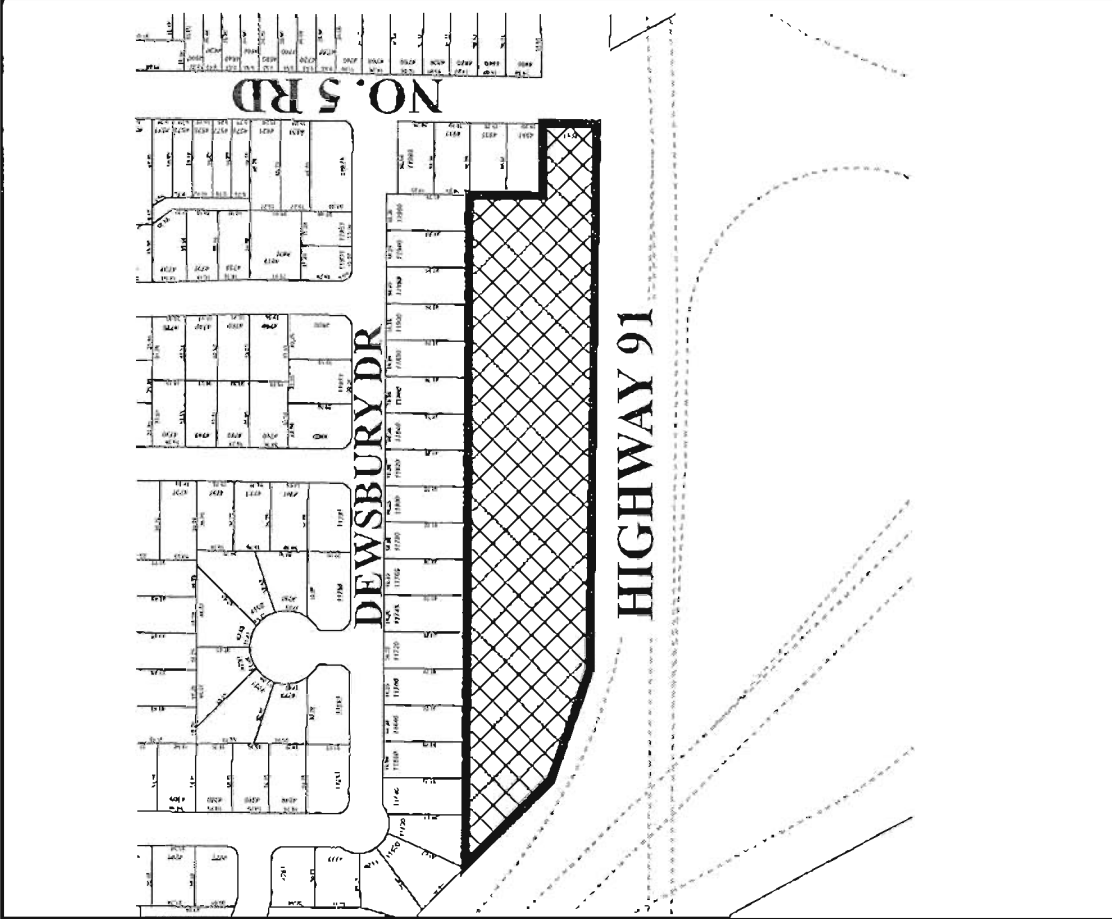
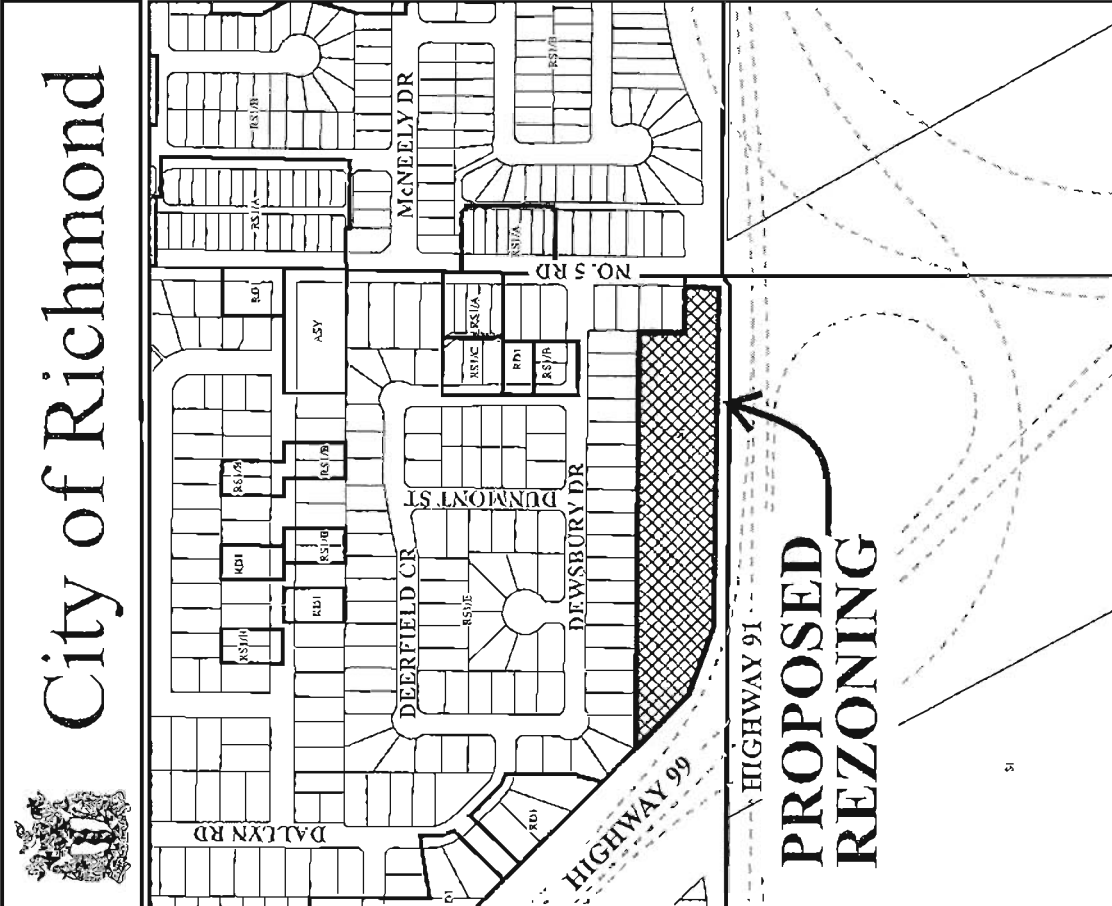
On this basis, staff recommends support for the rezoning application.



Sara Badyal, M. Arch, MCIP, RPP
Planner 2

SB:kt

- Attachment 1: Location Map & Aerial Photo
- Attachment 2: Conceptual Development Plans
- Attachment 3: Development Application Data Sheet
- Attachment 4: East Cambie Planning Area Site Context Map
- Attachment 5: OCP Aircraft Noise Sensitive Development Policy Context Map
- Attachment 6: Open House Notification Area Map
- Attachment 7: Public Correspondence
- Attachment 8: Rezoning Considerations Concurrence



RZ 11-593406

Original Date: 11/14/11
 Revision Date: 12/19/12
 Note: Dimensions are in METRES



RZ 11-593406

PLN - 151

Original Date: 11/14/11
Amended Date:
Note: Dimensions are in METRES

PRELIMINARY

ARCHITECTURAL DESIGN CONCEPT ONLY

DATE: 2011.12.23 09:00 AM

INTERFACE: ARCHITECTURAL DESIGN CONCEPT ONLY

Table with project information including Project Name, Product No, Date, and Drawing Title. Project Name: Proposed 104-Unit Transitional Development. Product No: 100-101. Date: August 10, 2011. Drawing Title: PROJECT DATA SHEETING PLAN.

A1.0

PROPOSED 104-UNIT TOWNHOUSE DEVELOPMENT

4997 NO. 5 ROAD, RICHMOND BC

686-7698 (REAR) LOT 18 (SECTION 1) BLOCK 16 (INTERSECTION OF 4997 NO. 5 ROAD & 114 ST)

REZONING APPLICATION

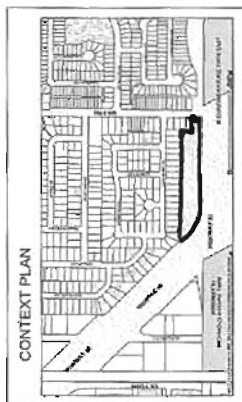
DRAWING LIST

- Architectural
A10 PROJECT DATA SHEETING SITE PLAN AND PROPOSED SITE PLAN
A11 SITE PLANS - TREE PROTECTION/RESPONSIBILITY, FIRE PROTECTION, AND PROPOSED EXISTING UTILITIES
A12 TYPICAL BUILDING ELEVATION
A13 SITE SECTION AND BARRIERS/RETENTION WALLS
A14 PROPOSED EXISTING UTILITIES AND BARRIERS/RETENTION WALLS
Landscape
L10 LANDSCAPE SITE PLAN (GENERAL KEY PLAN)
L11 LANDSCAPE ARCHITECTURAL PLAN
L12 LANDSCAPE ARCHITECTURAL PLAN - EAST
L13 LANDSCAPE ARCHITECTURAL PLAN - WEST
L14 LANDSCAPE ARCHITECTURAL PLAN - EAST
L15 LANDSCAPE ARCHITECTURAL PLAN - WEST

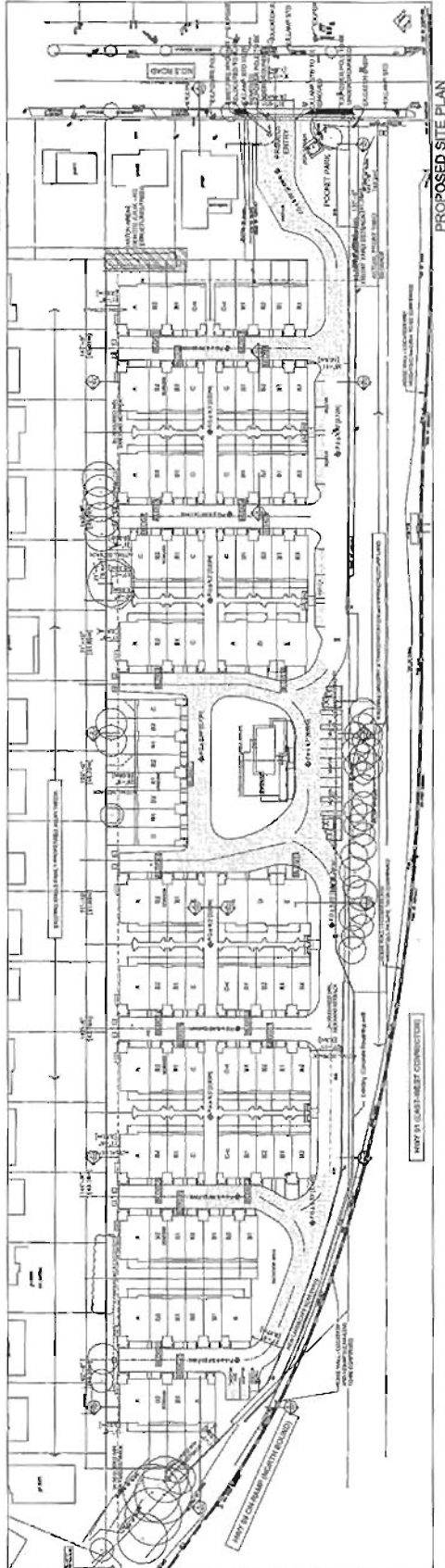
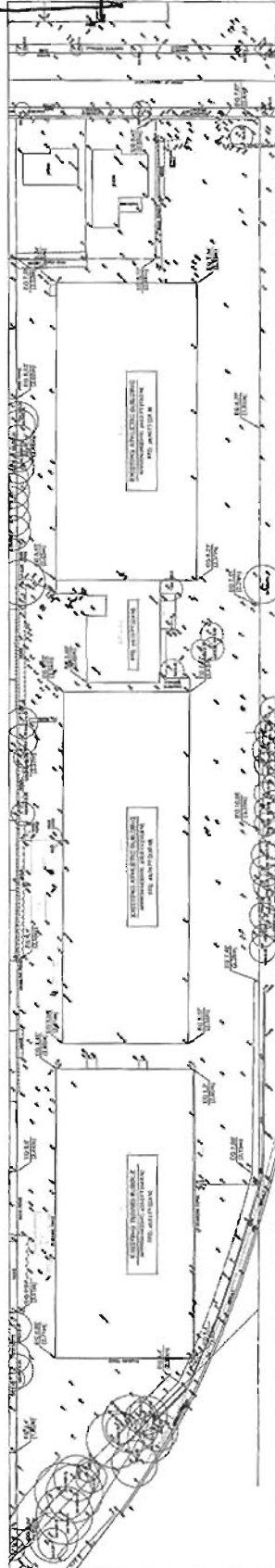
Author: ARCHITECTURE INC. (ARTIST)
Date: 2011.12.23 09:00 AM
Project: PROPOSED 104-UNIT TOWNHOUSE DEVELOPMENT
Drawing No: A1.0
Drawing Title: PROJECT DATA SHEETING PLAN

Table with columns: Area, Area Breakdown, Area Type, Area Code, Area Description, Area Count, Area Area. Summary of area breakdown for the development.

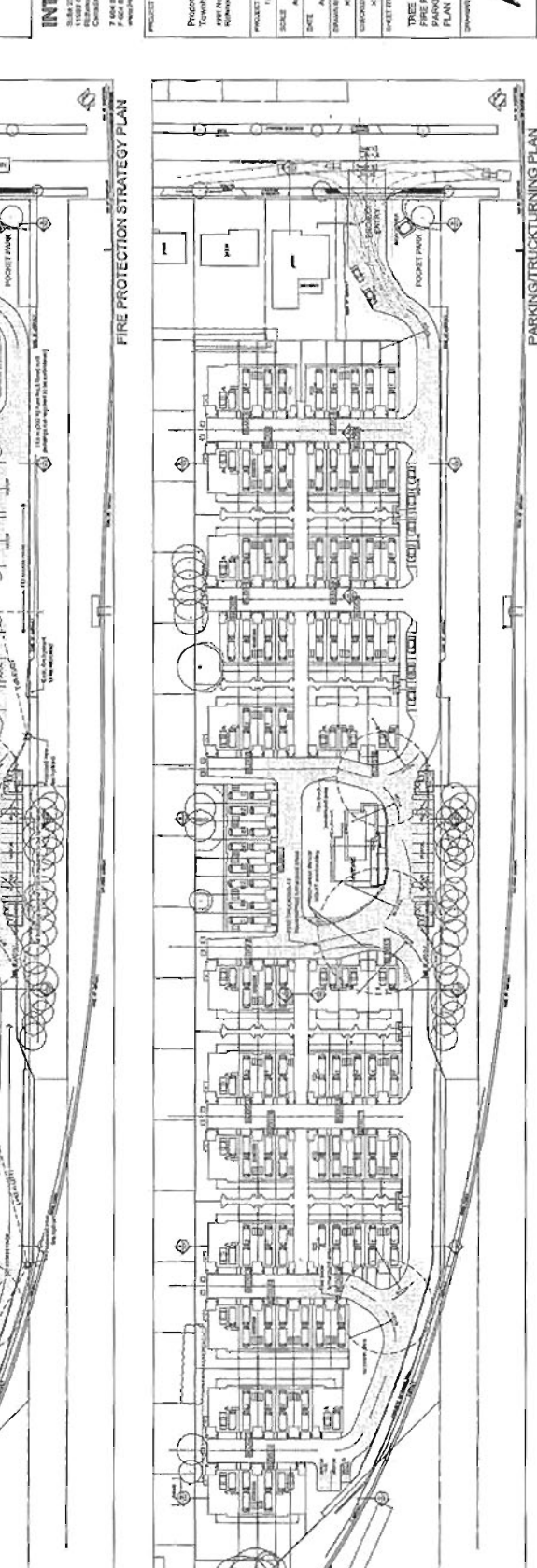
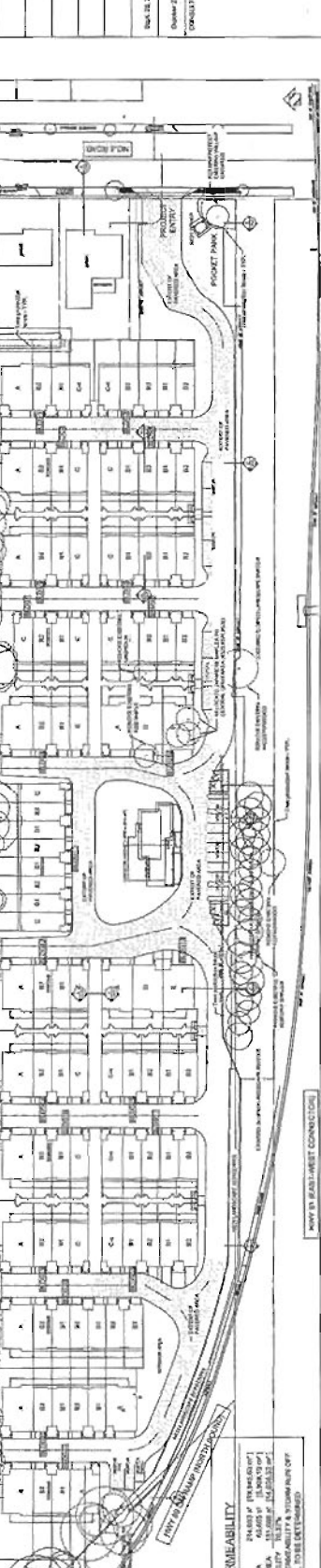
ZONING SUMMARY: Richmond Zoning and Development Bylaw No. 48700. Includes lot size, zoning, and project requirements.



PROJECT DESCRIPTION: A LUXURY TOWNHOUSE DEVELOPMENT... THE DEVELOPER'S INTENTION IS TO PROVIDE... A HIGH-QUALITY DEVELOPMENT...



PROPOSED	
DATE 03/20/2011 BY [unintelligible]	
DATE 03/20/2011 BY [unintelligible]	
09/03/2011	
<p>INTERFACE: 11800 Commerce Street Suite 100 Chicago, IL 60632 773.488.1132 773.488.1134 www.interfaceplanning.com</p>	
PROJECT	
Proposed 100-unit Townhome Development Normal, IL	
PROJECT NO. 118	
SCALE: As Shown	
DATE: August 18, 2011	
DRAWN BY: [unintelligible]	
CHECKED BY: [unintelligible]	
SHEET TITLE: TREE PROTECTION PLAN FIRE PROTECTION PLAN PARKING/TURNING PLAN	
DATE:	
<h1>A1.1</h1>	

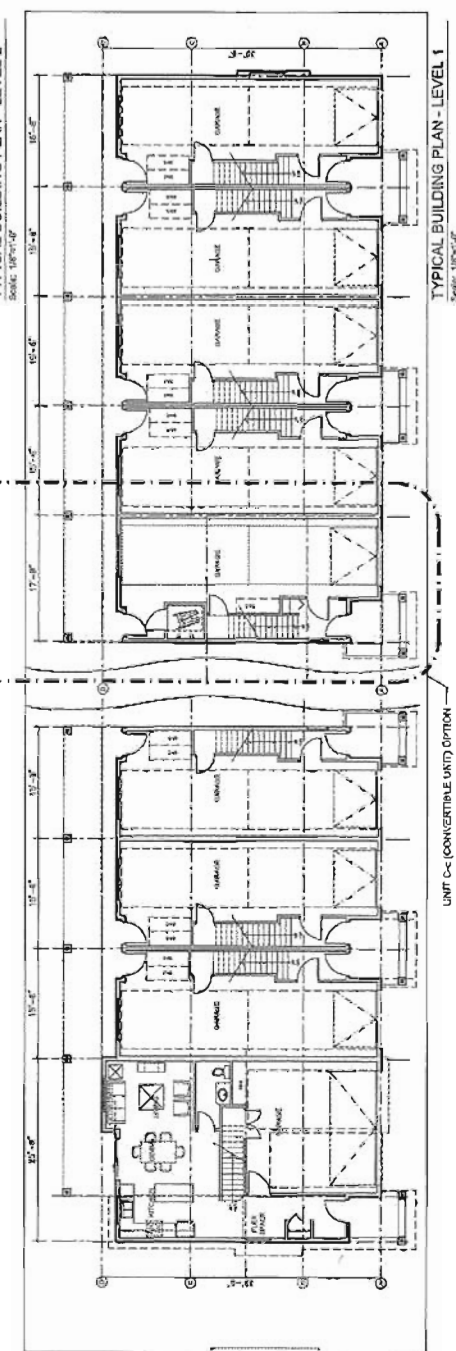
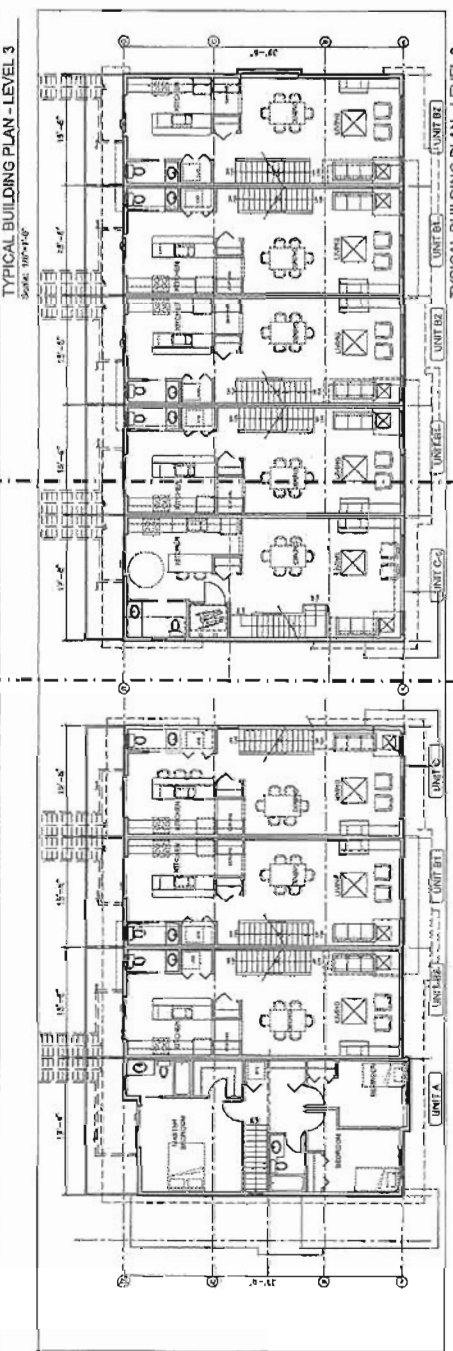
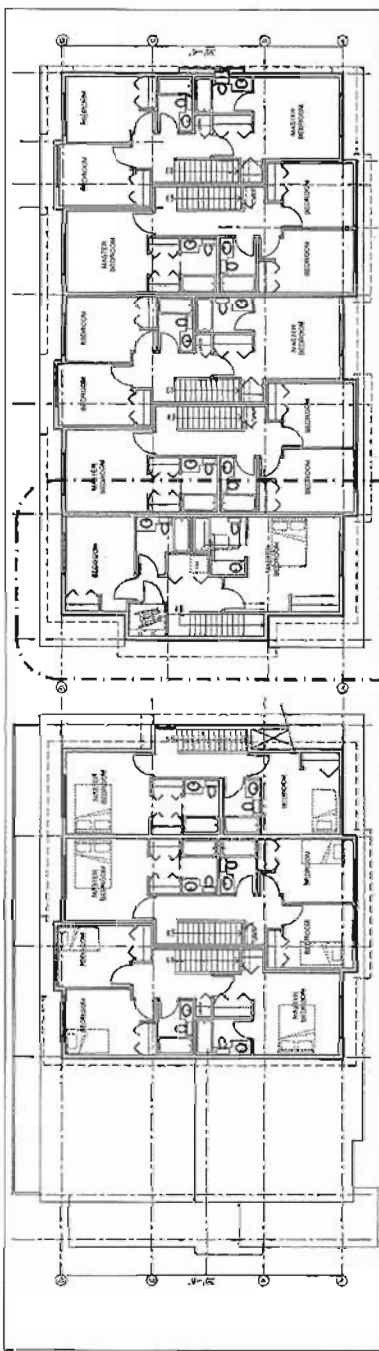


PROJECT NO.	100-148
DATE	08/14/14
DRAWN BY	KL
CHECKED BY	KL
PROJECT NO.	100-148
DATE	08/14/14
DRAWN BY	KL
CHECKED BY	KL
PROJECT NO.	100-148
DATE	08/14/14
DRAWN BY	KL
CHECKED BY	KL
PROJECT NO.	100-148
DATE	08/14/14
DRAWN BY	KL
CHECKED BY	KL

INTERFACE
 3400 27th
 Richmond, BC
 Canada V6V 3Z6
 P 604 271 1147
 F 604 271 1148
 www.interface.ca

PROJECT	Proposed 100-Unit Townhouse Development 4971 Pine Street Richmond, BC
PROJECT NO.	100-148
SCALE	AS SHOWN
DATE	August 14, 2014
DRAWN BY	KL
CHECKED BY	KL
PROJECT NO.	100-148
DATE	08/14/14
DRAWN BY	KL
CHECKED BY	KL
PROJECT NO.	100-148
DATE	08/14/14
DRAWN BY	KL
CHECKED BY	KL

A2.0



ALL TOILETS	WALL TOILET-TYPE ELECTRICAL SWITCHES
STAIRS	WALL TOILET-TYPE ELECTRICAL SWITCHES
STAIRS & LANDINGS	WALL TOILET-TYPE ELECTRICAL SWITCHES
BATHROOMS	WALL TOILET-TYPE ELECTRICAL SWITCHES
KITCHEN	WALL TOILET-TYPE ELECTRICAL SWITCHES
HALLWAYS	WALL TOILET-TYPE ELECTRICAL SWITCHES

UNIT FEATURES	APPROXIMATE MEASUREMENTS (ALL UNITS)
ENTRY	ENTRY DOOR MIN. 34" W CLEAR (OPENING) (IF SWINGING DOOR SPECIFIED)
DOOR	ENTRY DOOR CLEAR EXTENSION FLOOR SPACE MIN. 18" MIN. DEPTH BY DOOR WIDTH PLUS 6" MIN.
INTERIOR	INTERIOR DOORS TO ENTRY A MIN. LEANS AREAS
BATHROOM	MIN. 60" MIN. CLEAR SWINGING (IF SWINGING ON 270 SWINGING) MIN. 60" MIN. CLEAR SWINGING (IF SWINGING ON 90 SWINGING) MIN. 60" MIN. CLEAR SWINGING (IF SWINGING ON 270 SWINGING)
KITCHEN	MIN. 60" MIN. CLEAR SWINGING (IF SWINGING ON 270 SWINGING) MIN. 60" MIN. CLEAR SWINGING (IF SWINGING ON 90 SWINGING) MIN. 60" MIN. CLEAR SWINGING (IF SWINGING ON 270 SWINGING)
HALLWAY	MIN. 60" MIN. CLEAR SWINGING (IF SWINGING ON 270 SWINGING) MIN. 60" MIN. CLEAR SWINGING (IF SWINGING ON 90 SWINGING) MIN. 60" MIN. CLEAR SWINGING (IF SWINGING ON 270 SWINGING)

UNIT FEATURES	APPROXIMATE MEASUREMENTS (ALL UNITS)
ENTRY	ENTRY DOOR MIN. 34" W CLEAR (OPENING) (IF SWINGING DOOR SPECIFIED)
DOOR	ENTRY DOOR CLEAR EXTENSION FLOOR SPACE MIN. 18" MIN. DEPTH BY DOOR WIDTH PLUS 6" MIN.
INTERIOR	INTERIOR DOORS TO ENTRY A MIN. LEANS AREAS
BATHROOM	MIN. 60" MIN. CLEAR SWINGING (IF SWINGING ON 270 SWINGING) MIN. 60" MIN. CLEAR SWINGING (IF SWINGING ON 90 SWINGING) MIN. 60" MIN. CLEAR SWINGING (IF SWINGING ON 270 SWINGING)
KITCHEN	MIN. 60" MIN. CLEAR SWINGING (IF SWINGING ON 270 SWINGING) MIN. 60" MIN. CLEAR SWINGING (IF SWINGING ON 90 SWINGING) MIN. 60" MIN. CLEAR SWINGING (IF SWINGING ON 270 SWINGING)
HALLWAY	MIN. 60" MIN. CLEAR SWINGING (IF SWINGING ON 270 SWINGING) MIN. 60" MIN. CLEAR SWINGING (IF SWINGING ON 90 SWINGING) MIN. 60" MIN. CLEAR SWINGING (IF SWINGING ON 270 SWINGING)

ACCESSIBLE FEATURES
 CONVENTIONAL HOUSING STANDARDS

DATE	DESCRIPTION

Prop. 06.2017 42 The Meadows
 04.27.2017 02 Schematic
 CUREN & PARTS

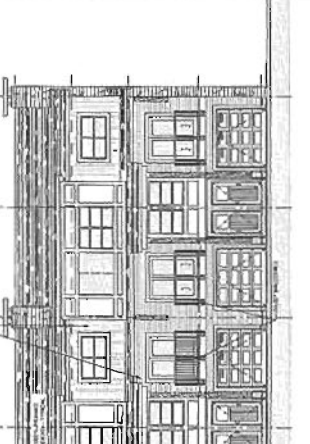
PROJECT NO. 17005
 SHEET NO. 02
 DATE 04/27/17
 DRAWN BY JMC
 CHECKED BY JMC
 300 N. 5TH ST, SUITE 100
 DENVER, CO 80202
 TEL: (303) 733-3400
 WWW.CUREN.COM

INTERFACE
 11455 Colorado Street
 Denver, CO 80231
 TEL: (303) 891-1100
 FAX: (303) 891-1146
 WWW.INTERFACEDENVER.COM

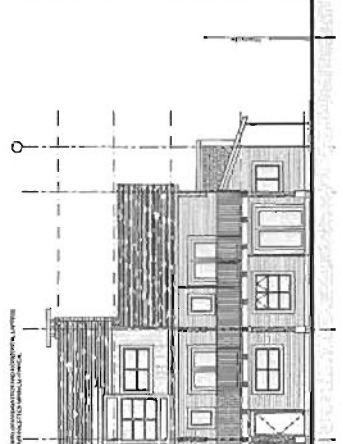
PROJECT
 Proposed 150-Unit
 Residential Development
 1500 South
 Federal Blvd.

SHEET TITLE
 TYPICAL BUILDING
 ELEVATIONS
 DRAWING NO.

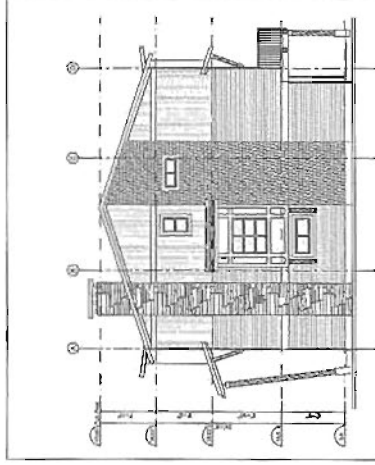
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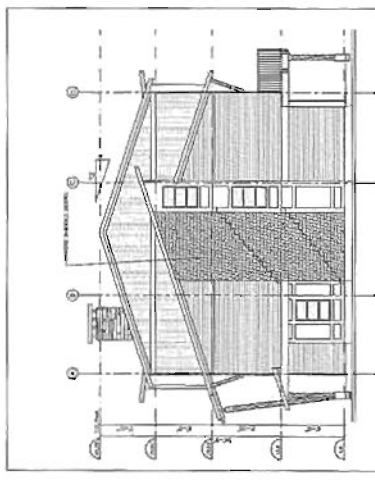
DRIVE AISLE ELEVATION (TYPICAL)
 Scale: 1/8"=1'-0"



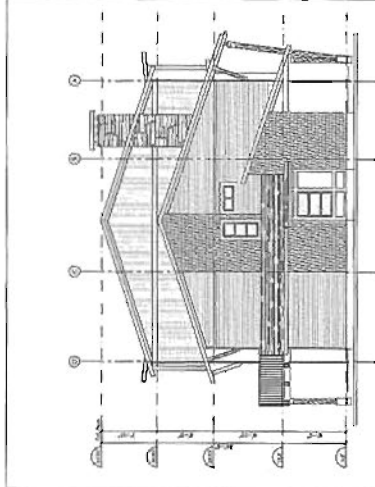
REAR YARD ELEVATION (TYPICAL)
 Scale: 1/8"=1'-0"



SIDE ELEVATION - 3 (TYPICAL)
 Scale: 1/8"=1'-0"



SIDE ELEVATION - 2 (TYPICAL)
 Scale: 1/8"=1'-0"



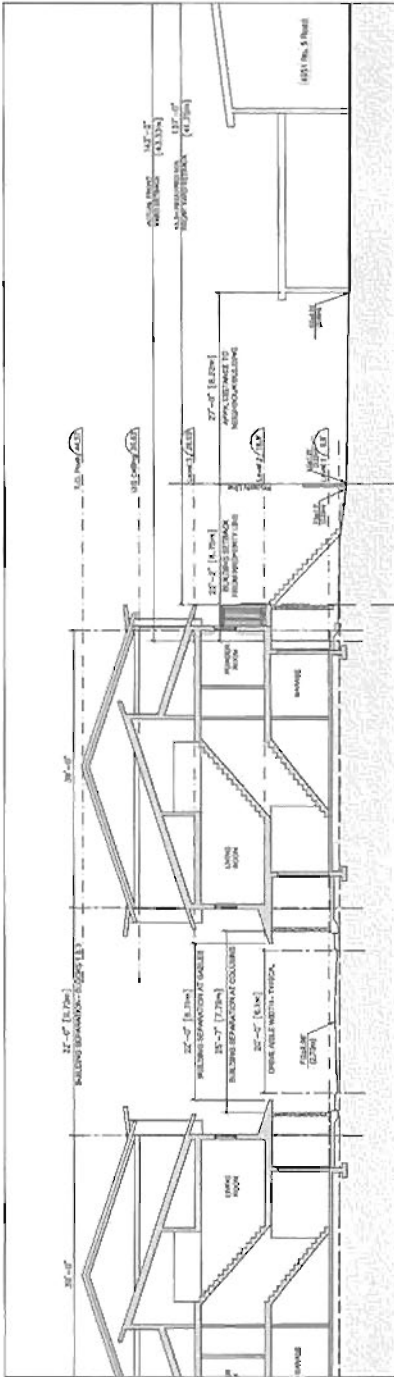
SIDE ELEVATION - 1 (TYPICAL)
 Scale: 1/8"=1'-0"

PROJECT	Proposed 100,000 sq. ft. Townhouse Development at 11000 Concho Road, Austin, TX 78748
ARCHITECT	INTERFACE ARCHITECTURE, INC.
DATE	August 15, 2011
OWNER	TRACOR REAL ESTATE
PROJECT NO.	11000 Concho Road
SCALE	AS SHOWN
DATE	August 15, 2011
DRAWN BY	W. J. BROWN
CHECKED BY	W. J. BROWN
PROJECT TITLE	11000 Concho Road
SITE SECTION	SECTION 1-1
ENCLOSURE	ENCLOSURE
DATE	August 15, 2011

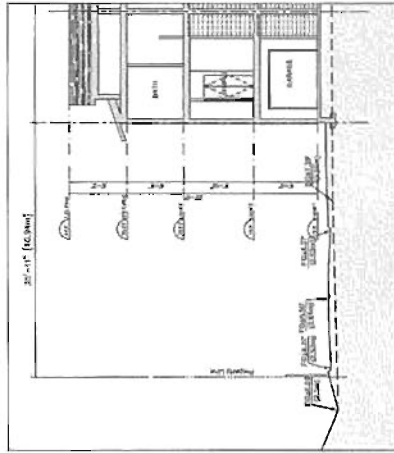
INTERFACE
 11000 Concho Road
 Austin, TX 78748
 7.500.831.1142
 www.interfacearchitecture.com

PROJECT	Proposed 100,000 sq. ft. Townhouse Development at 11000 Concho Road, Austin, TX 78748
ARCHITECT	INTERFACE ARCHITECTURE, INC.
DATE	August 15, 2011
OWNER	TRACOR REAL ESTATE
PROJECT NO.	11000 Concho Road
SCALE	AS SHOWN
DATE	August 15, 2011
DRAWN BY	W. J. BROWN
CHECKED BY	W. J. BROWN
PROJECT TITLE	11000 Concho Road
SITE SECTION	SECTION 1-1
ENCLOSURE	ENCLOSURE
DATE	August 15, 2011

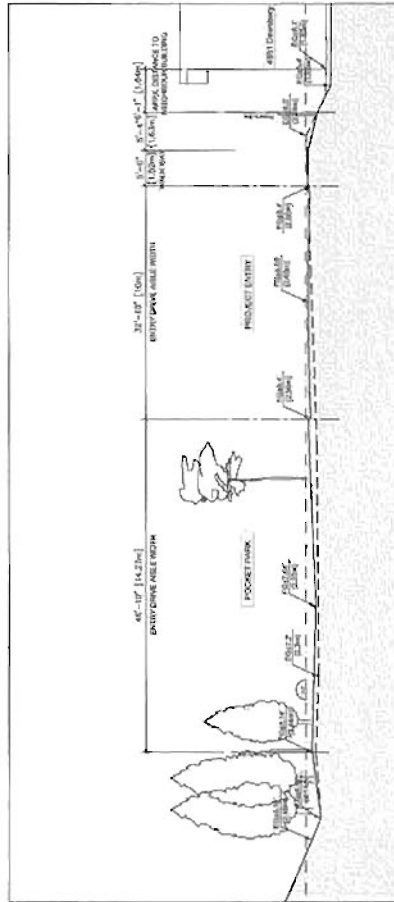
A3.0



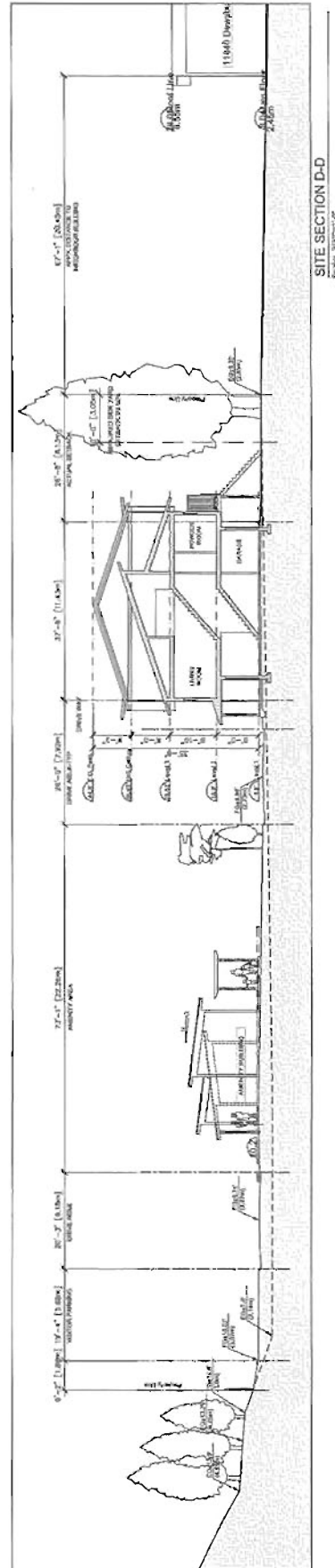
SITE SECTION A-A
Scale: 1/8"=1'-0"



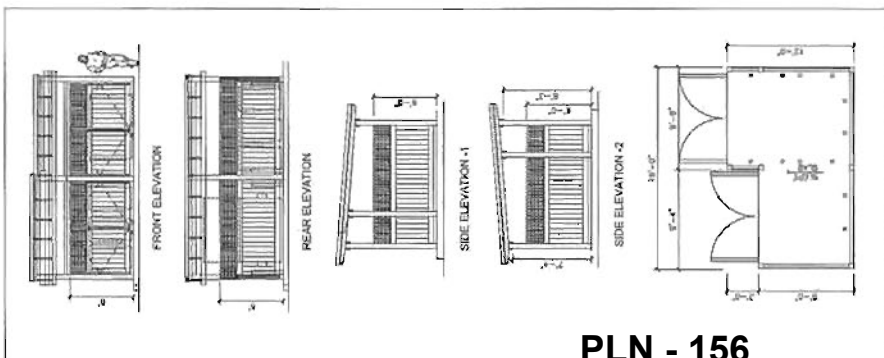
PARTIAL SITE SECTION C-C
Scale: 1/8"=1'-0"



SITE SECTION B-B
Scale: 1/8"=1'-0"



SITE SECTION D-D
Scale: 3/16"=1'-0"



PLN - 156

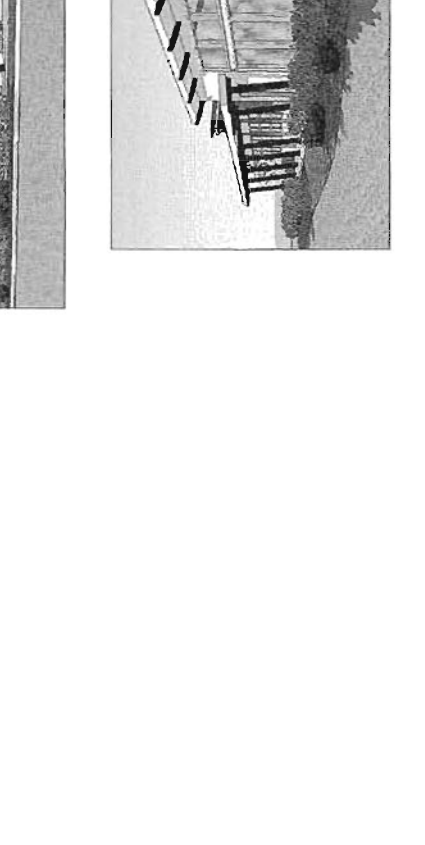
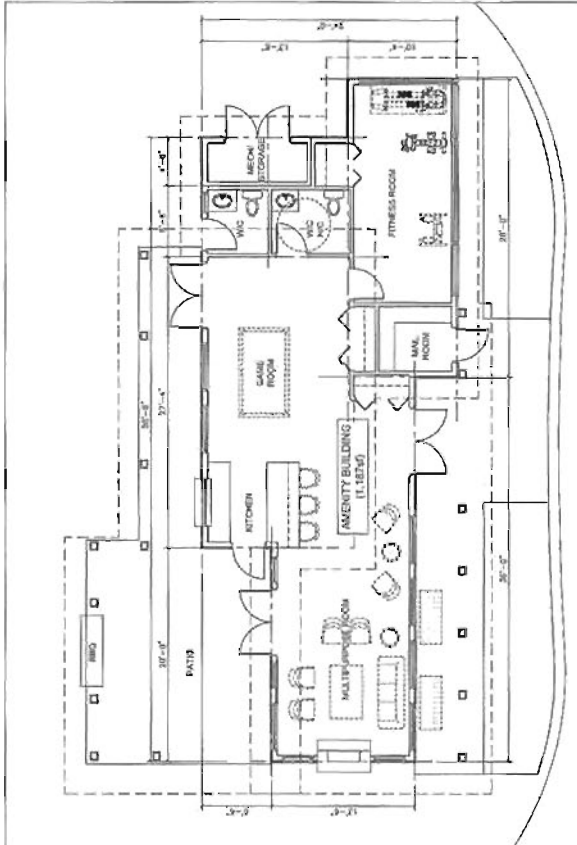
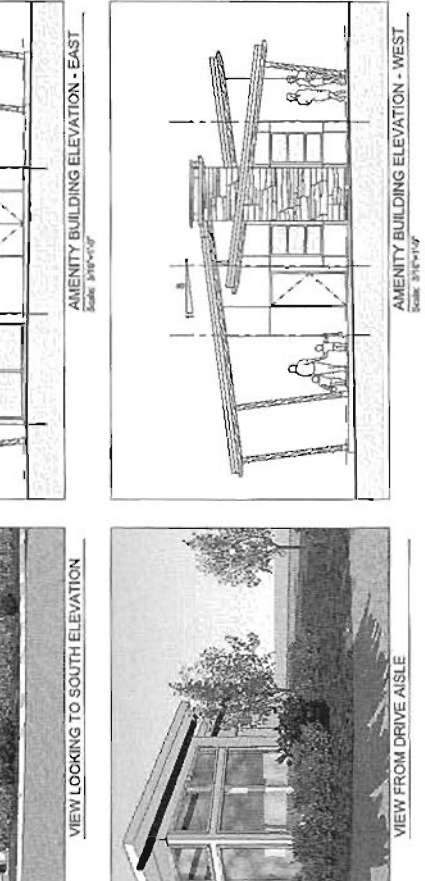
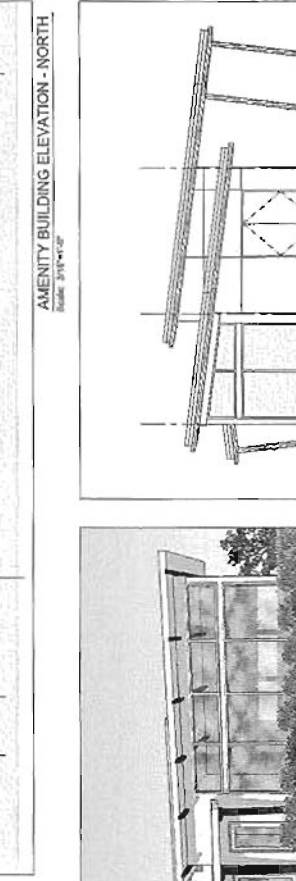
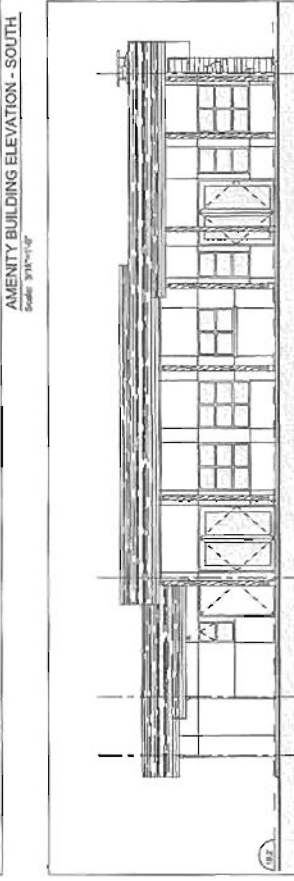
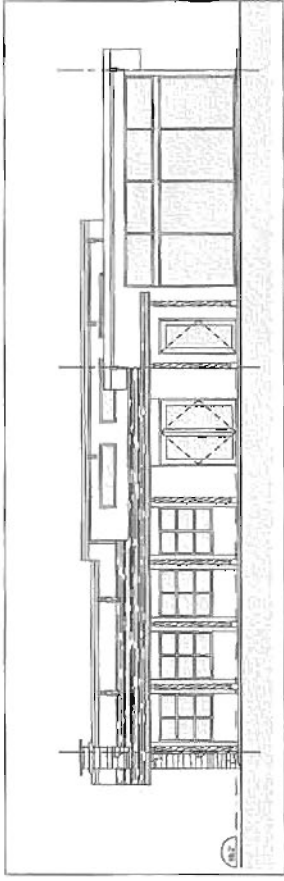
PROJECT NO.	1183
SCALE	AS SHOWN
DATE	Dec. 15, 2017
DRAWN BY	PVC, MBE
CHECKED BY	PVC
PROJECT TITLE	AMENITY BUILDING
OWNER	INTERFAC
PROJECT ADDRESS	1183 Coastal Road Milton, MA 02186 Tel: 617 552 1183 Fax: 617 552 1188 www.interfacgroup.com
PROJECT NO.	1183
SCALE	AS SHOWN
DATE	Dec. 15, 2017
DRAWN BY	PVC, MBE
CHECKED BY	PVC
PROJECT TITLE	AMENITY BUILDING
OWNER	INTERFAC

INTERFAC:
 1183 Coastal Road
 Milton, MA 02186
 Tel: 617 552 1183
 Fax: 617 552 1188
 www.interfacgroup.com

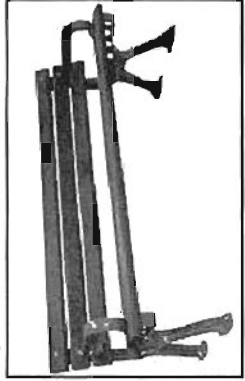
PROJECT NO.	1183
SCALE	AS SHOWN
DATE	Dec. 15, 2017
DRAWN BY	PVC, MBE
CHECKED BY	PVC
PROJECT TITLE	AMENITY BUILDING
OWNER	INTERFAC

PROJECT NO.	1183
SCALE	AS SHOWN
DATE	Dec. 15, 2017
DRAWN BY	PVC, MBE
CHECKED BY	PVC
PROJECT TITLE	AMENITY BUILDING
OWNER	INTERFAC

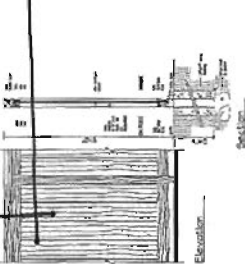
A3.2



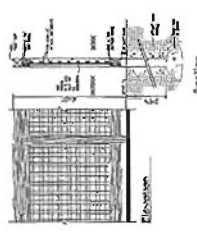
PRELIMINARY
 LANDSCAPING
 DESIGN
 CONCEPT
 ONLY



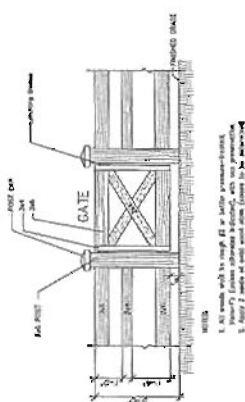
BENCH DETAIL
 BRAND: FRANCES ANDREW
 MODEL: Cast-Series 10, C10-3A
 LENGTH: 70"



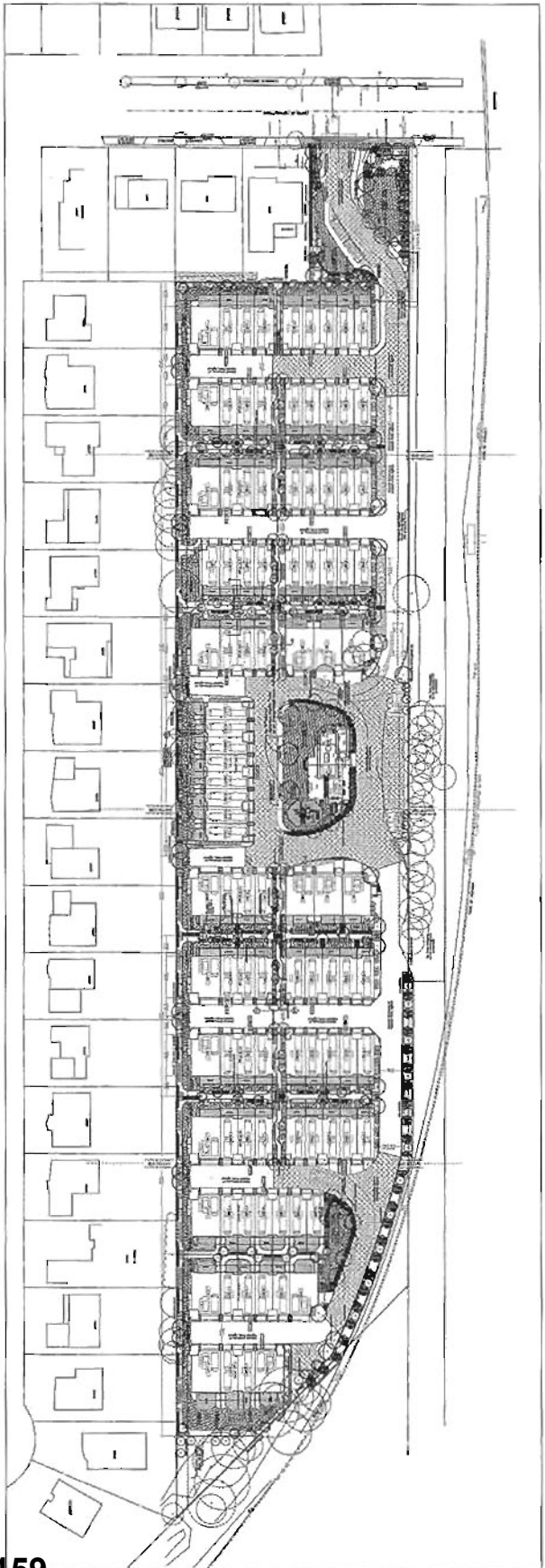
Perimeter Solid Wood Fence (Back Yard)
 Scale: 1/2"=1'-0"



Lattice Screen Fence (Front Yard)
 Scale: 1/2"=1'-0"



Perimeter Open Wood Fence Along Highway
 Scale: 1/2"=1'-0"



REVISIONS	<p>Member: LARRY DE BURCA CONSULTANT</p> <p>FRANCIS & ASSOCIATES, INC. 2000 BARRINGER AVENUE, SUITE 200 DALLAS, TEXAS 75201 TEL: (972) 242-1234</p> <p>PROJECT: [illegible] DATE: [illegible]</p> <p>DATE: [illegible] DRAWN BY: [illegible] CHECKED BY: [illegible]</p>
-----------	---

<p>INTERFAC: 1500 Capital Blvd Charlotte, NC 28203 TEL: 704.521.1122 FAX: 704.521.1122 www.interfac.com</p>	<p>PROJECT NO.: [illegible] DATE: 11.2008 DRAWN BY: [illegible] CHECKED BY: [illegible]</p>	<p>PROJECT: [illegible] TITLE: [illegible] SHEET NO.: [illegible]</p>
---	--	---

DATE: 01.21.11	42
PROJECT NO.	
SHEET NO.	
SCALE	
DATE	
BY	
CHECKED BY	
PROJECT NO.	
SCALE	
DATE	
BY	
CHECKED BY	
PROJECT NO.	
SCALE	
DATE	
BY	
CHECKED BY	

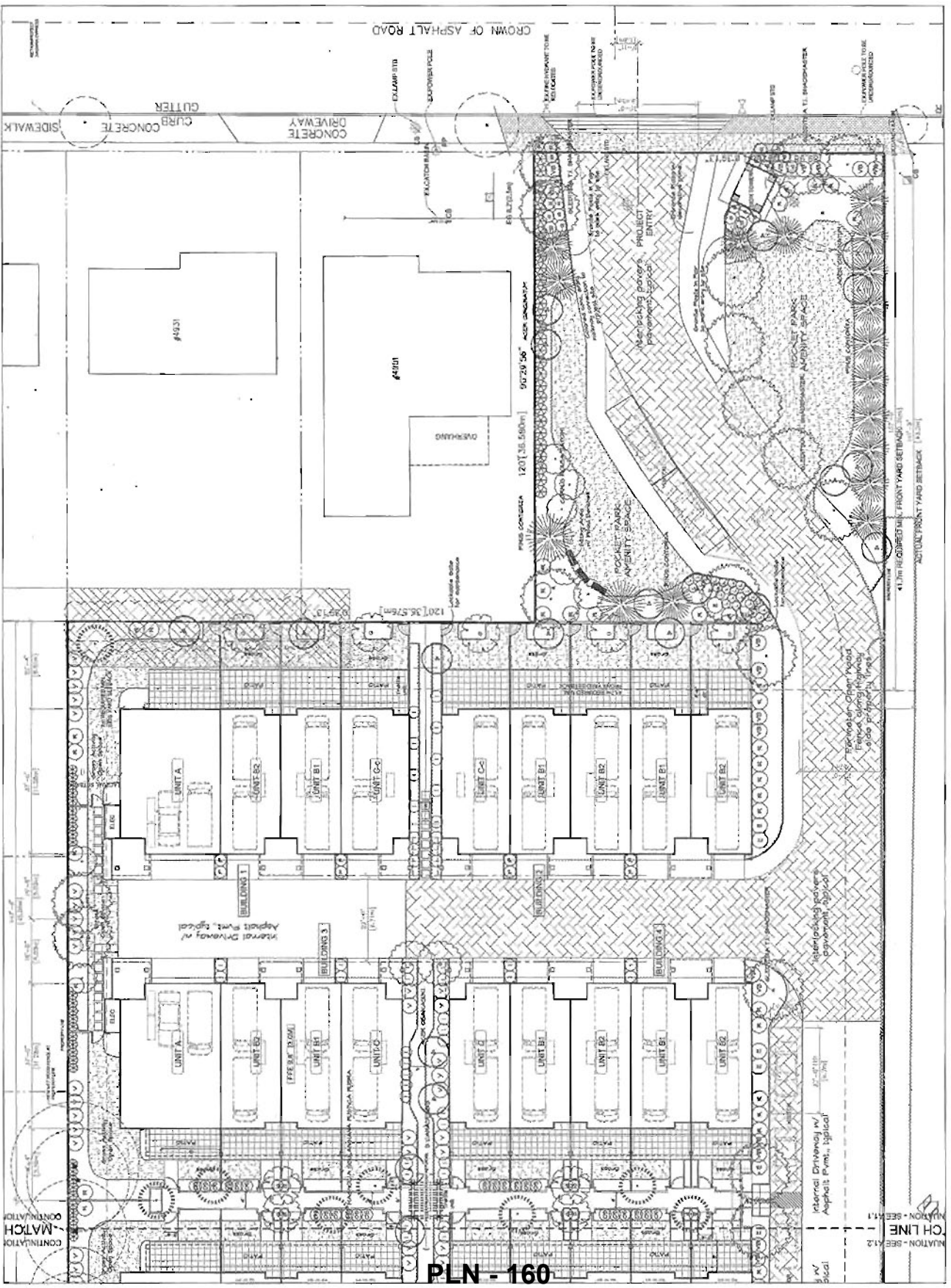
FRED LEE & ASSOCIATES, INC.
 2000 Rosslyn Avenue, Virginia Beach, VA 23462
 TEL: (757) 435-7251
 FAX: (757) 435-7252

INTERPACE:
 11500 Lakeside Road
 Chesapeake, VA 23041
 TEL: (757) 546-1122
 FAX: (757) 546-1126
 www.interpacemgmt.com



PROJECT NO.	11010101
SCALE	1/8" = 1'-0"
DATE	September 2011
DESIGNED BY	FAI
CHECKED BY	PL
SHEET TITLE	LANDSCAPE PLANTING PLAN - East End
PROJECT	INTERPACE

L2 of 6



PLN - 160

CONTRACTOR MATCH

INTERNAL DRIVEWAY W/
 ASPHALT PAVT. TYPICAL
 4'-0" (11'-0")
 CH LINE
 MATCH - SEE P. 11
 MATCH - SEE P. 12

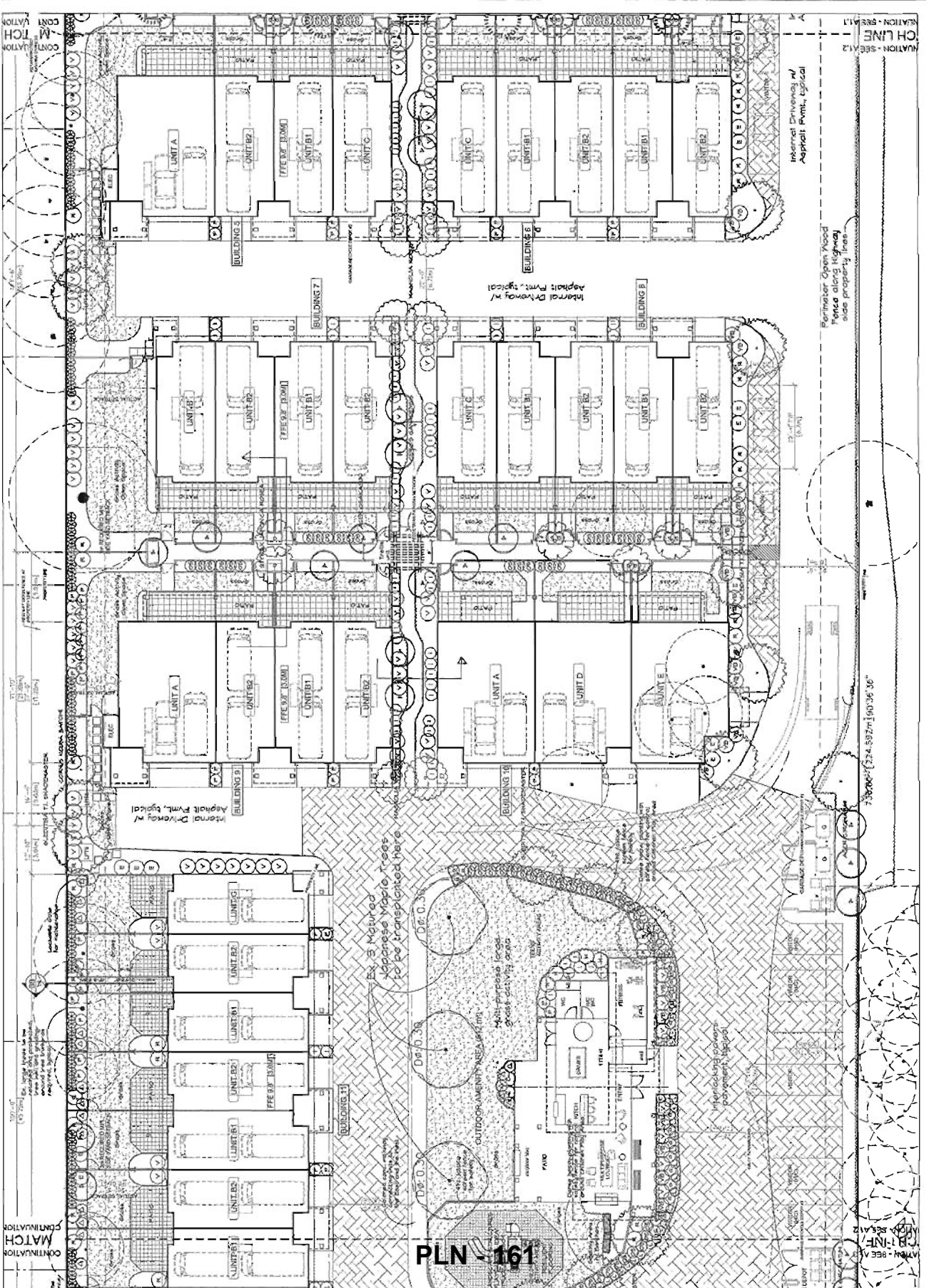
PROJECT: Proposed 100-Job
 Residential Development
 11900 Daniels Road
 Columbia, MO 65226
 7 656 831 1143
 P 656 831 1146
 www.landscapeslative.com

INTERFAC:

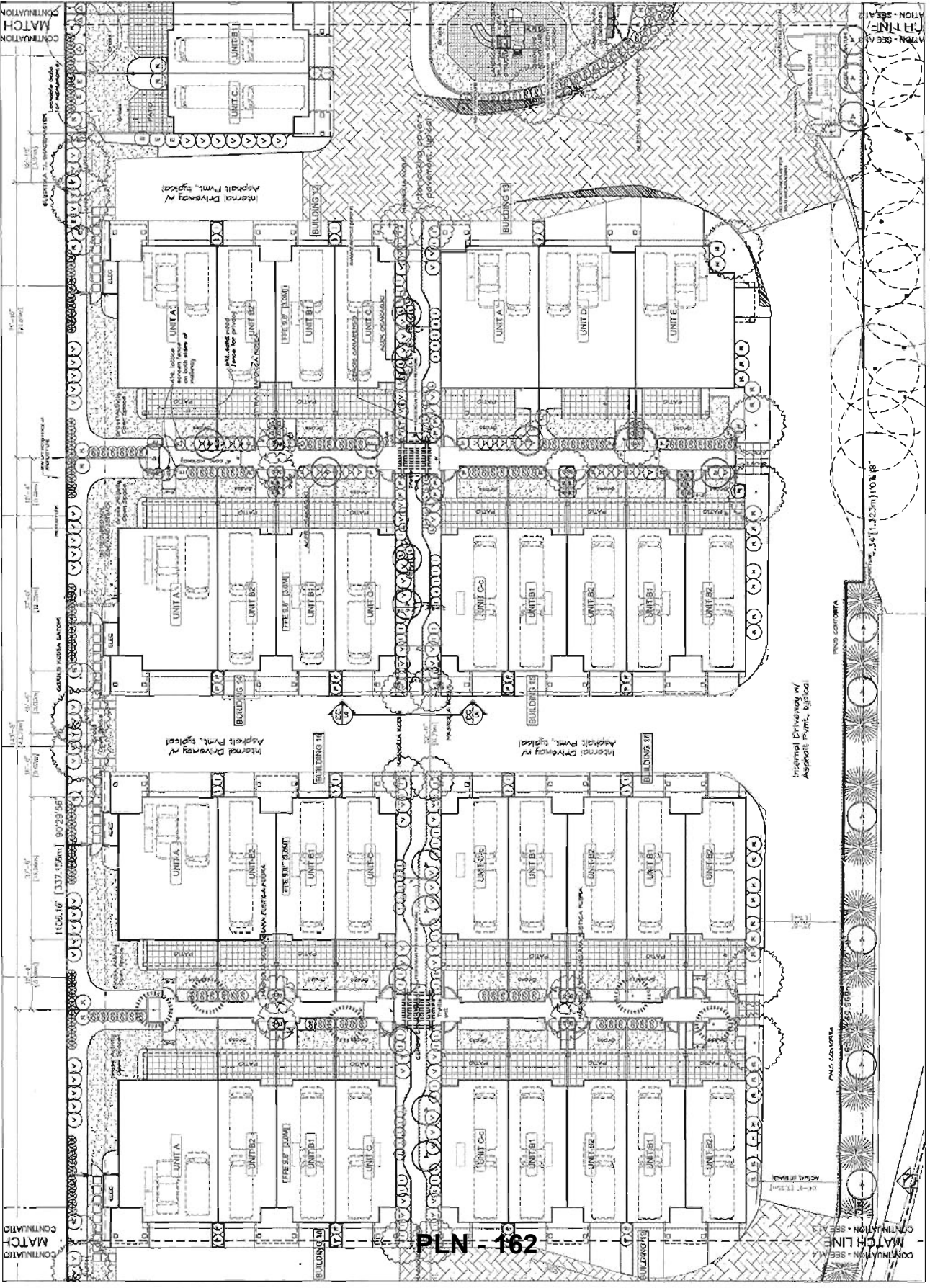
PRODUCT: INTERFAC
 SCALE: 1/8" = 1'-0"
 DATE: September 2011
 DRAWN BY: [Name]
 CHECKED BY: [Name]
 SHEET TITLE: [Title]
 LANDSCAPE PLATTING PLAN
 - Middle East

REVISED: [Table with revision details]

L3 of 6



PLN - 161



FRID LUI & ASSOCIATES INC. CONSULTING 2500 Redwood Avenue, Vancouver BC V6Z 2L1 TEL: (604) 271-5111		INTERFACCE: 1550A Cummer Road Burnaby BC V5C 6C3 TEL: (604) 871-1443 F: (604) 871-1180 www.interfacce.com	
PROPOSED TITLE: Transitions Development 1000 No. 100 St. Burnaby, B.C.		PROJECT NO.: 16043/01T DATE: 2006-11-01 SCALE: 1/8" = 1'-0" SHEET: Landscape Plan 022	DRAWN BY: PA CHECKED BY: PL SHEET TITLE: LANDSCAPE PLANNING PLAN PROJECT: 1000 No. 100 St. BURNABY, B.C.
DRAWN: L4 of 6			SHEET NO.: 022

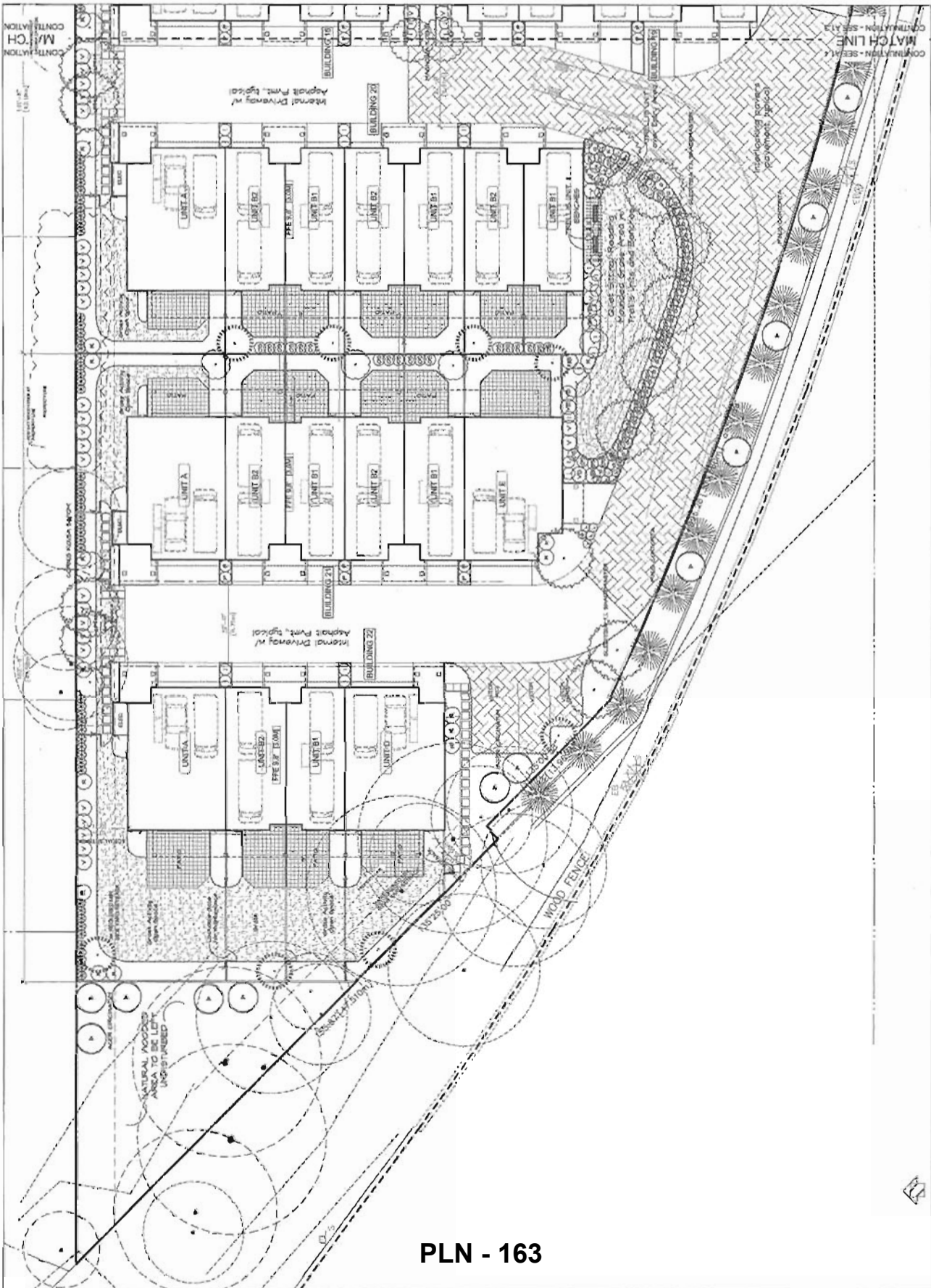
NORTH

DATE: 10.27.2011	BY: J. B. BAKER
PROJECT: INTERPACE	
SCALE: AS SHOWN	

PRCD LU & ASSOCIATES, INC.
 2000 Parkway Avenue, Suite 200
 Boca Raton, FL 33433
 TEL: (561) 997-7500
 FAX: (561) 997-7501

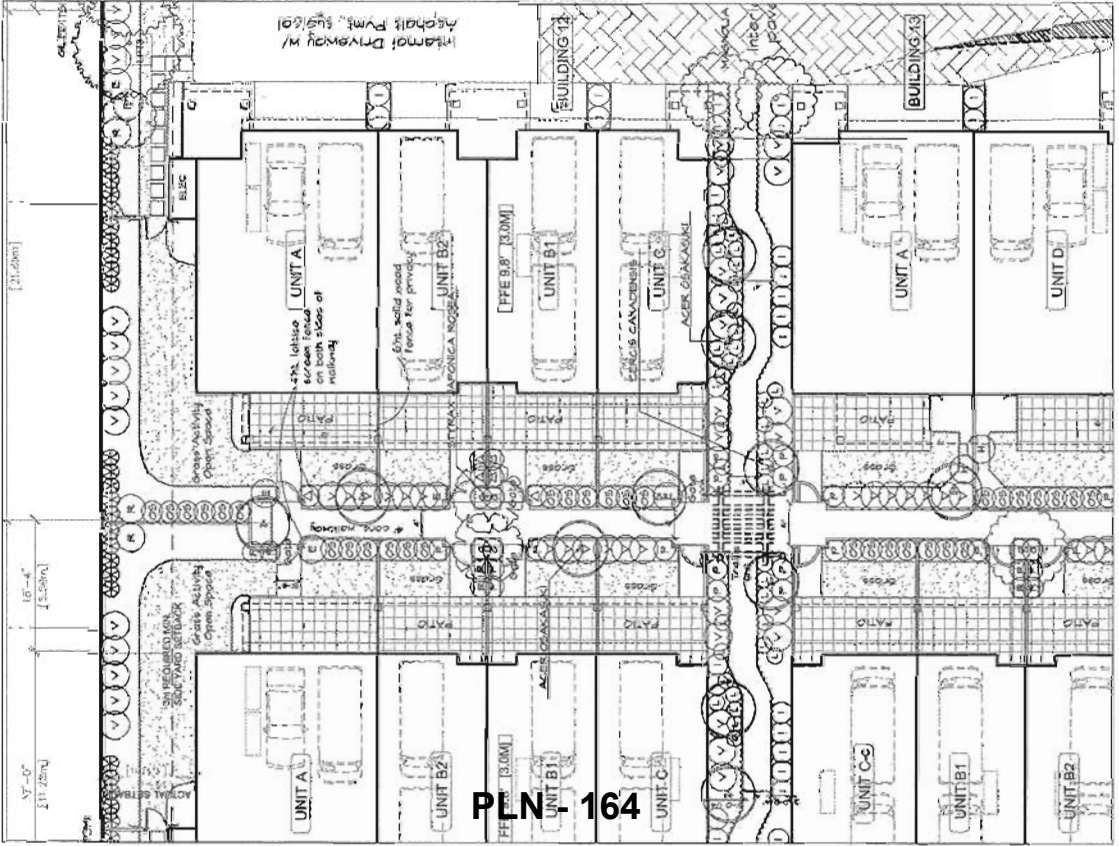
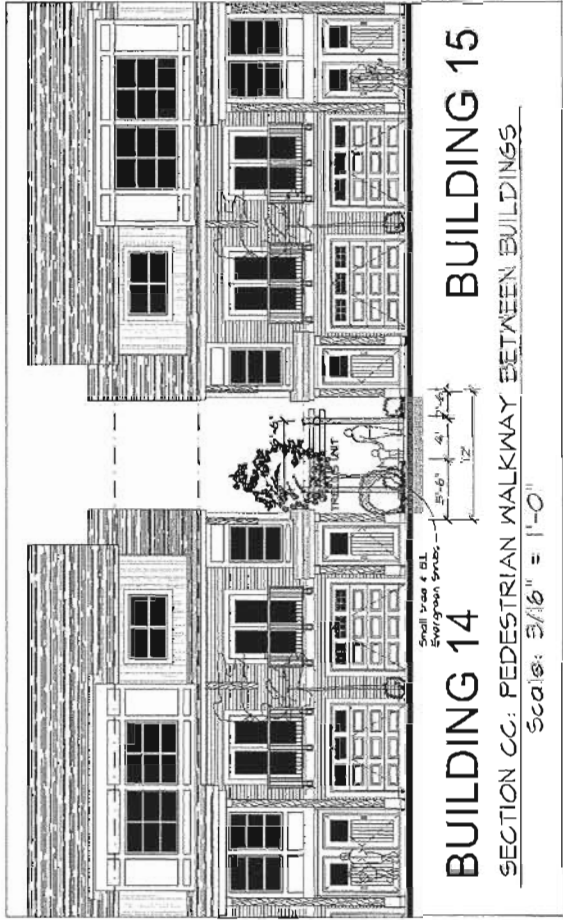
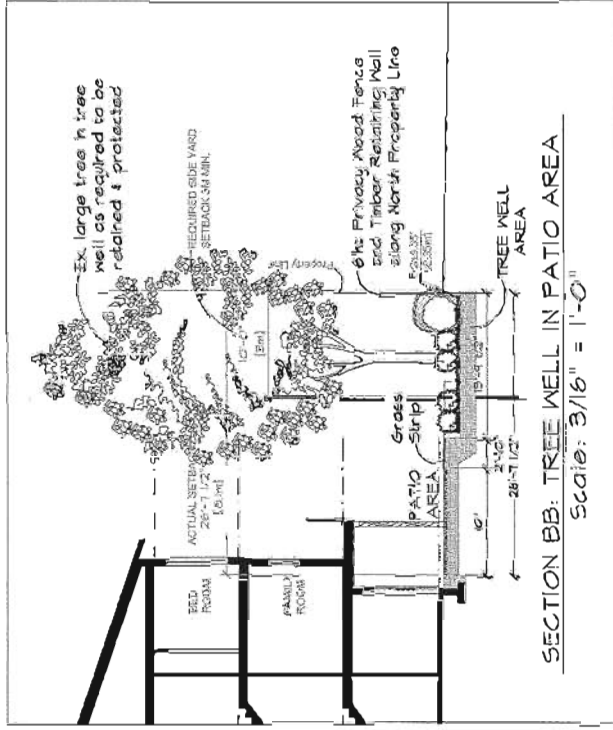
INTERPACE:
 1500 SW 15th Street, Suite 100
 Boca Raton, FL 33432
 TEL: (561) 997-7500
 FAX: (561) 997-7501
 www.interpacefl.com

PROPOSER: ICI-LAR	PROFESSIONAL DESIGNER: J. B. BAKER
DESIGNER: J. B. BAKER	DATE: 10/27/2011
PROJECT NO.: 100010101	DRAWING NO.: 100010101
DATE: 10/27/2011	SCALE: AS SHOWN
PROJECT: INTERPACE	
SHEET TITLE: LANDSCAPE PLANTING PLAN	
	WEST END

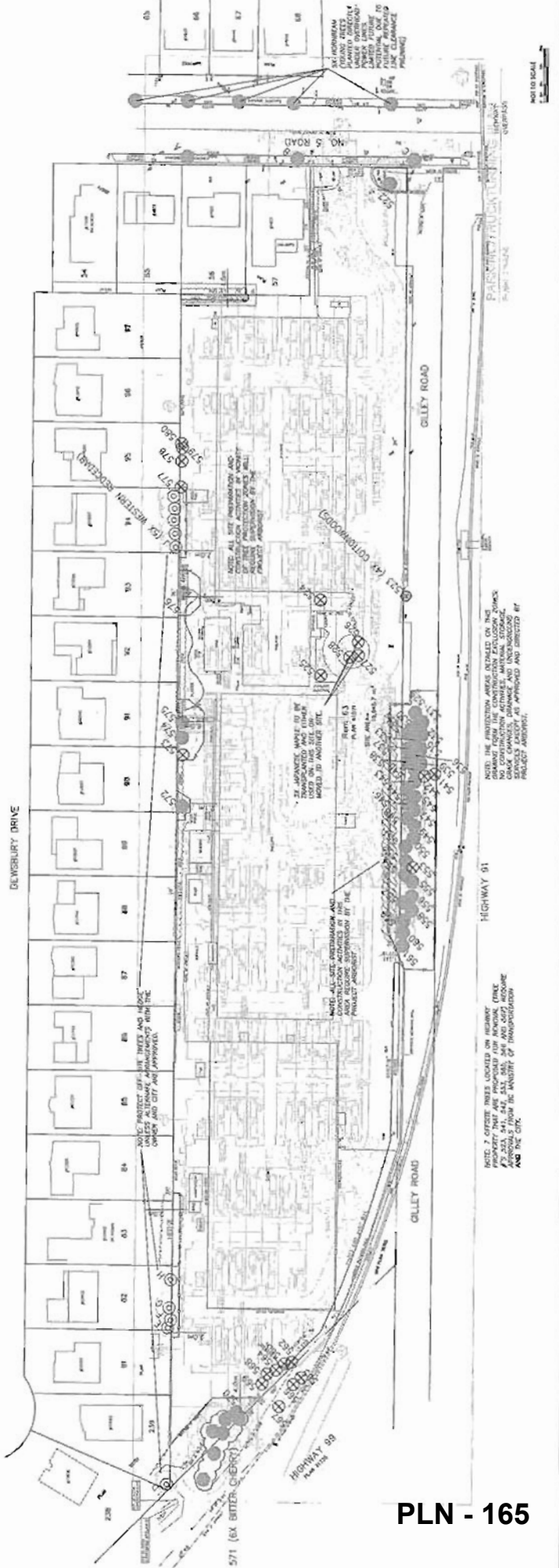


PLN - 163

PROJECT: 2010-02-001
 DATE: 11/20/10
 DRAWN BY: [Redacted]
 CHECKED BY: [Redacted]
 PROJECT NO.: 101010101
 SCALE: 1" = 1'-0"
 SHEET NO.: 16 OF 18
 SHEET TITLE: LANDSCAPE PLAN AND SECTIONS
 PROJECTED BY: [Redacted]
 PROJECTED FOR: [Redacted]
 PROJECTED DATE: [Redacted]
 PROJECTED BY: [Redacted]
 PROJECTED FOR: [Redacted]
 PROJECTED DATE: [Redacted]



DEWBURY DRIVE



NOTE: 7 OFFICE BUILT LOCATED ON HIGHWAY PROPERTY THAT ARE PROHIBIT FOR REMOVAL, TRIM OR PRUNING FROM THE JANUARY OF 1990 TO 2000 AND THE CITY.

NOTE: THE PROTECTION AREAS DETAIL ON THE DRAWING FROM THE CONSTRUCTION ZONE WORKSHEET ARE SUBJECT TO CHANGE. ALL PROTECTION SERVICES ACCORD AS APPROVED AND DIRECTED BY PROJECT ARCHITECT.

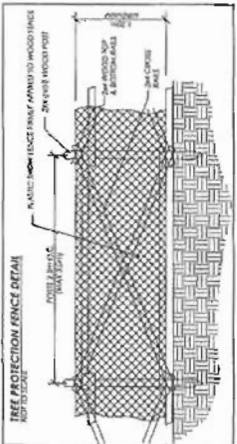
NOTE: ALL SITE PRESERVATION AND PROTECTION AREAS SHALL BE MAINTAINED THROUGHOUT THE CONSTRUCTION PERIOD. ALL SITE PRESERVATION AND PROTECTION AREAS SHALL BE MAINTAINED THROUGHOUT THE CONSTRUCTION PERIOD.

NOTE: ALL SITE PRESERVATION AND PROTECTION AREAS SHALL BE MAINTAINED THROUGHOUT THE CONSTRUCTION PERIOD. ALL SITE PRESERVATION AND PROTECTION AREAS SHALL BE MAINTAINED THROUGHOUT THE CONSTRUCTION PERIOD.

NOT TO SCALE

PLN - 165

TREE PRESERVATION PLAN



REVISIONS TO PROTECTION FENCE DETAIL: ALL OTHERS TO BE...
1. ALL OTHERS TO BE...
2. ALL OTHERS TO BE...
3. ALL OTHERS TO BE...
4. ALL OTHERS TO BE...
5. ALL OTHERS TO BE...
6. ALL OTHERS TO BE...
7. ALL OTHERS TO BE...
8. ALL OTHERS TO BE...
9. ALL OTHERS TO BE...
10. ALL OTHERS TO BE...

TREE PROTECTION GUIDELINES:
1. ALL OTHERS TO BE...
2. ALL OTHERS TO BE...
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- LEGEND**
- ① PROTECTED TREE TO BE MAINTAINED THROUGHOUT THE CONSTRUCTION PERIOD.
 - ② PROTECTED TREE TO BE MAINTAINED THROUGHOUT THE CONSTRUCTION PERIOD.
 - ③ PROTECTED TREE TO BE MAINTAINED THROUGHOUT THE CONSTRUCTION PERIOD.
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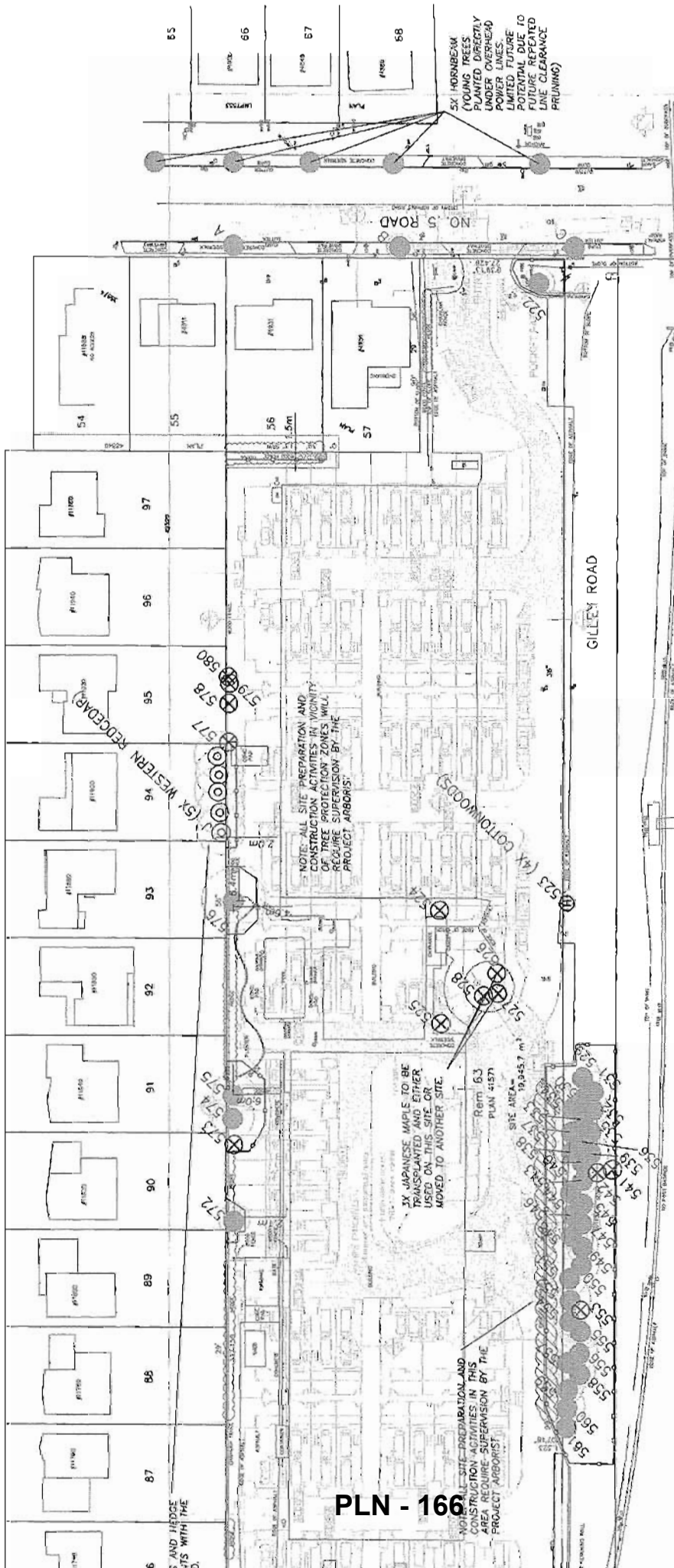
TREE MANAGEMENT DRAWING

ARBORTECH CONSULTING

DATE: 27 AUG 13
BY: BSL
NO. OF SHEETS: 1 OF 1

SANSKO

4991 NOLS ROAD, RICHMOND, VA 23221



LEGEND

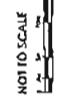
- ⊕ DENOTES TREE TO BE REMOVED
- ⊗ DENOTES TREE TO BE RETAINED
- ⊙ DENOTES TREE TO BE REMOVED FOR MITIGATION OF HIGH RISK (CTRA)
- ⊖ DENOTES OFFSITE TREE LOCATED ON ADJACENT PRIVATE PROPERTY. REFER TO REPORT FOR RECOMMENDED TREATMENT. OWNER APPROVAL FOR ANY PROPOSED ACTION/TREATMENT TO OFFSITE TREES WOULD BE REQUIRED.
- ⊕ DENOTES TREE PROTECTION ZONE (TPZ) ALIGNMENT. FENCE TO BE INSTALLED TO MEET APPLICABLE MUNICIPAL STANDARDS. SEE TREE PROTECTION NOTES FOR RESTRICTIONS ON ACTIVITIES WITHIN OR IN CLOSE PROXIMITY OF TPZ.

LEGEND

- ⊕ DENOTES SITE LIMITS
- ⊗ DENOTES TREE NUMBER. REFER TO TREE INVENTORY FOR TYPE, SIZE AND CONDITION DATA
- ⊙ DENOTES TREE TO BE RETAINED
- ⊖ DENOTES TREE TO BE REMOVED
- ⊕ DENOTES TREE TO BE REMOVED FOR MITIGATION OF HIGH RISK (CTRA)
- ⊗ DENOTES OFFSITE TREE LOCATED ON ADJACENT PRIVATE PROPERTY. REFER TO REPORT FOR RECOMMENDED TREATMENT. OWNER APPROVAL FOR ANY PROPOSED ACTION/TREATMENT TO OFFSITE TREES WOULD BE REQUIRED.
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NOTE: THE PROTECTION AREAS DETAILED ON THIS DRAWING FORM THE CONSTRUCTION EXCLUSION ZONES; NO CONSTRUCTION ACTIVITIES, MATERIAL STORAGE, GRADE CHANGES, DRAINAGE AND UNDERGROUND SERVICES EXCEPT AS APPROVED AND DIRECTED BY PROJECT ARBORIST.

HIGHWAY 91
REMOVAL (TREE AND 567) REQUIRE TRANSPORTATION



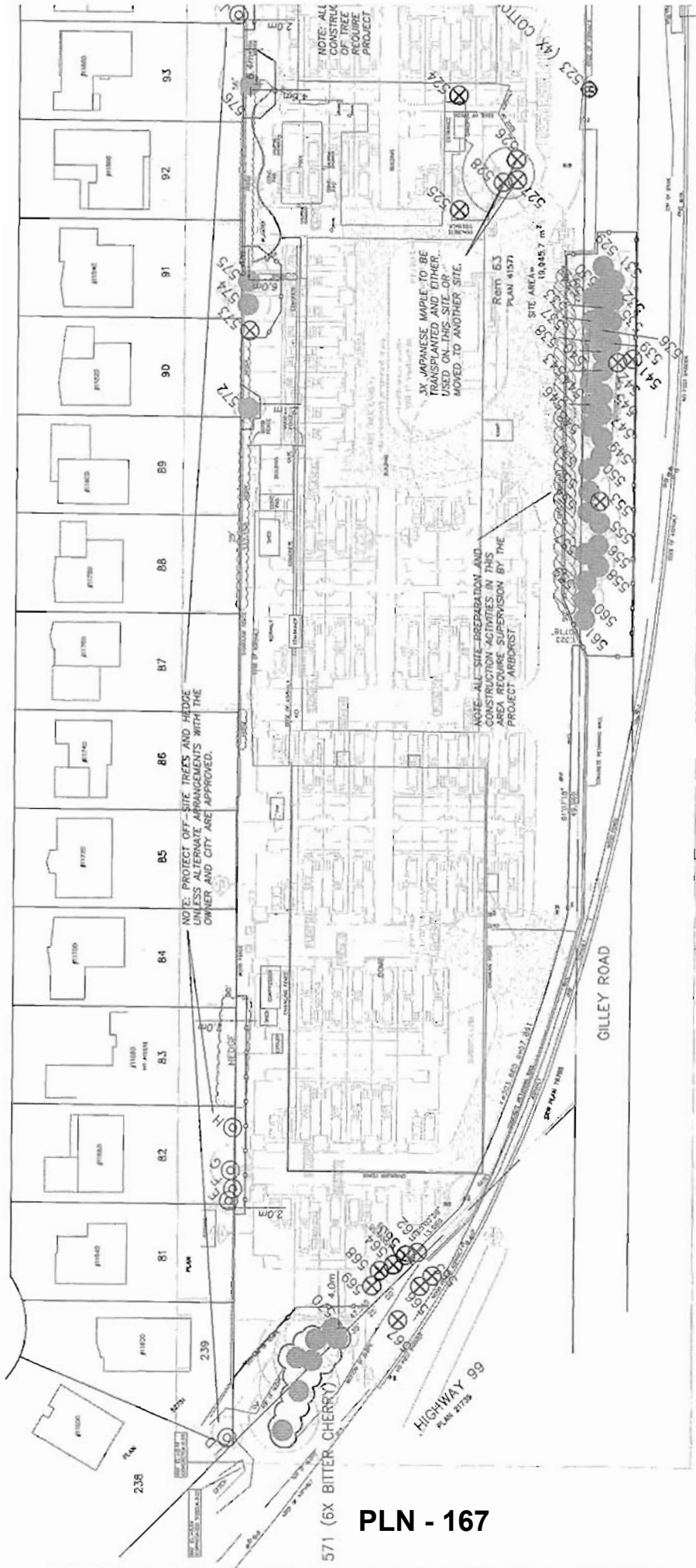
6X HORNBEAM (YOUNG TREES PLANTED DIRECTLY UNDER OVERHEAD POWER LINES. TO BE REMOVED DUE TO FUTURE REPEATED LINE CLEARANCE PRUNING)

NOTE: ALL SITE PREPARATION AND CONSTRUCTION ACTIVITIES IN VICINITY OF TREE PROTECTION ZONES WILL REQUIRE SUPERVISION BY THE PROJECT ARBORIST.

3X JAPANESE MAPLE TO BE TRANSPLANTED AND EITHER USED ON THIS SITE OR MOVED TO ANOTHER SITE.

NOTE: ALL SITE PREPARATION AND CONSTRUCTION ACTIVITIES IN THIS SITE AREA WILL REQUIRE SUPERVISION BY THE PROJECT ARBORIST.

HIGHWAY 91
REMOVAL (TREE AND 567) REQUIRE TRANSPORTATION



PLN - 167



RZ 11-593406

Attachment 3

Address: 4991 No. 5 Road

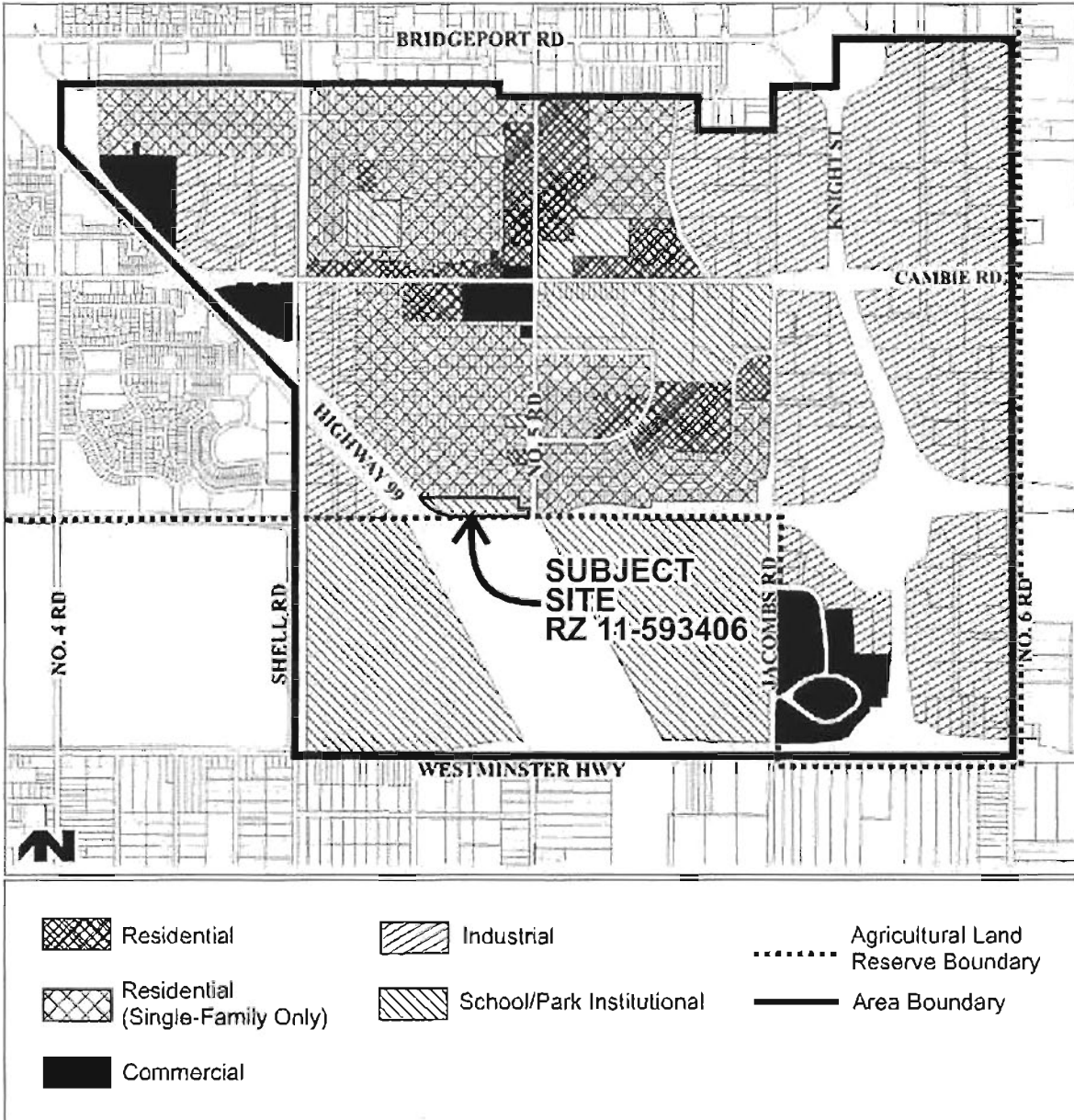
Applicant: Interface Architecture Inc.

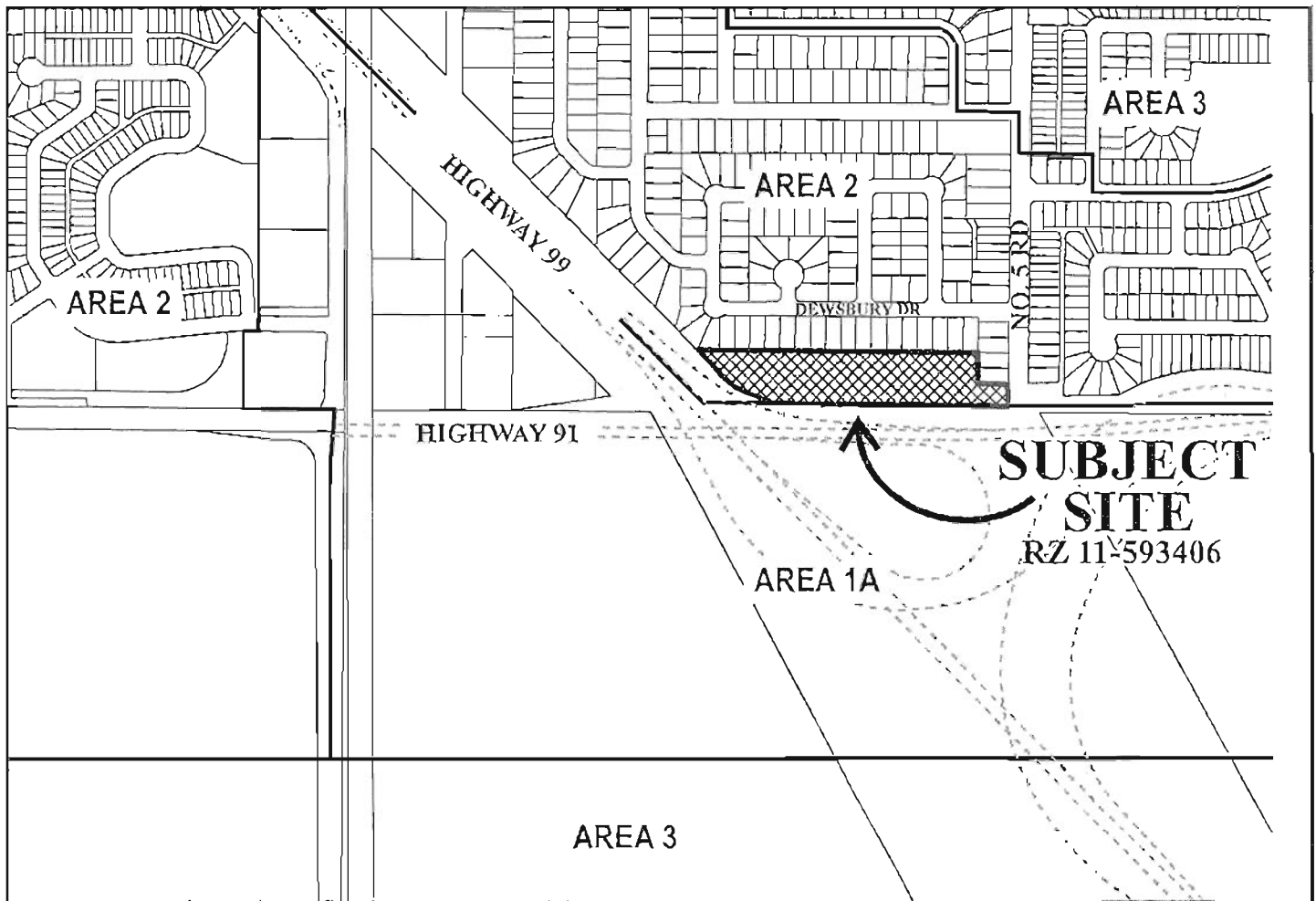
Planning Area(s): East Cambie

	Existing	Proposed	
Owner:	Sportstown BC Operations Ltd.	Unknown	
Site Size (m²):	Approximately 19,945 m ²	No change	
Land Uses:	Commercial Sports Facility	Multi-Family Residential	
OCP Designation:	Commercial	Neighbourhood Residential	
Area Plan Designation:	School/Park Institutional	Residential	
Zoning:	School & Institutional Use (SI)	Low Density Townhouses (RTL4)	
Number of Units:	Commercial Sports Facility Complex	102 townhouses	
Aircraft Noise Sensitive Development Policy:	Area 2: High Aircraft Noise Area. All Aircraft Noise Sensitive Land Uses (except new single family) may be considered	Complies	
	Bylaw Requirement	Proposed	Variance
Floor Area Ratio	Max. 0.6	0.6	None permitted
Lot Coverage – Building	Max. 40%	32%	None
Lot Size	Min. 50 m lot width Min. 35 m lot depth	64 m width (average) 306 m depth (average)	None
Setback: Front Yard (No. 5 Road) Interior Side Yard (North) Exterior Side Yard (South) Rear Yard	Min. 6 m Min. 3 m Min. 6 m Min. 6 m	6 m to 42.4 m 3.5 m to 7.2 m 7.6 m to 10.9 m 3.9 m to 30.8 m	None None None 2.1 m reduction
Building Height	Max. 12 m (3-storeys)	Max. 12 m (Max 3-storeys)	None
Off-street Parking Spaces: Resident Visitor (Accessible) Total	204 21 (5) 225	204 21 (5) 225	None
Tandem Parking Spaces	Not permitted	81.4% of units (166 spaces in 83 units)	83 units
Small Car Parking Spaces	Max. 50%	8.4% (19 spaces in 19 units)	None
Amenity Space – Indoor:	Min. 100 m ²	109 m ²	None
Amenity Space – Outdoor:	Min. 612 m ²	614 m ²	None

Land Use Map

East Cambie Planning Area
Site Context Map





LEGEND

**Aircraft Noise Sensitive Development Policy (ANSD) Areas
(see Aircraft Noise Sensitive Development Policy Table)**

No New Aircraft Noise Sensitive Land Uses:

AREA 1A - New Aircraft Noise Sensitive Land Use Prohibited.

AREA 1B - New Residential Land Uses Prohibited.

Areas Where Aircraft Noise Sensitive Land Uses May be Considered:
Subject to Aircraft Noise Mitigation Requirements:

AREA 2 - All Aircraft Noise Sensitive Land Uses (Except New Single Family) May be Considered (see Table for exceptions).

AREA 3 - All Aircraft Noise Sensitive Land Use Types May Be Considered.

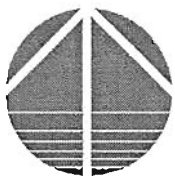
AREA 4 - All Aircraft Noise Sensitive Land Use Types May Be Considered.

No Aircraft Noise Mitigation Requirements:

AREA 5 - All Aircraft Noise Sensitive Land Use Types May Be Considered.

Objective: To support the 2010 Olympic Speed Skating Oval

- Residential use: Up to 2/3 of the buildable square feet (BSF);
- Non-residential use: The remaining BSF (e.g., 1/3)



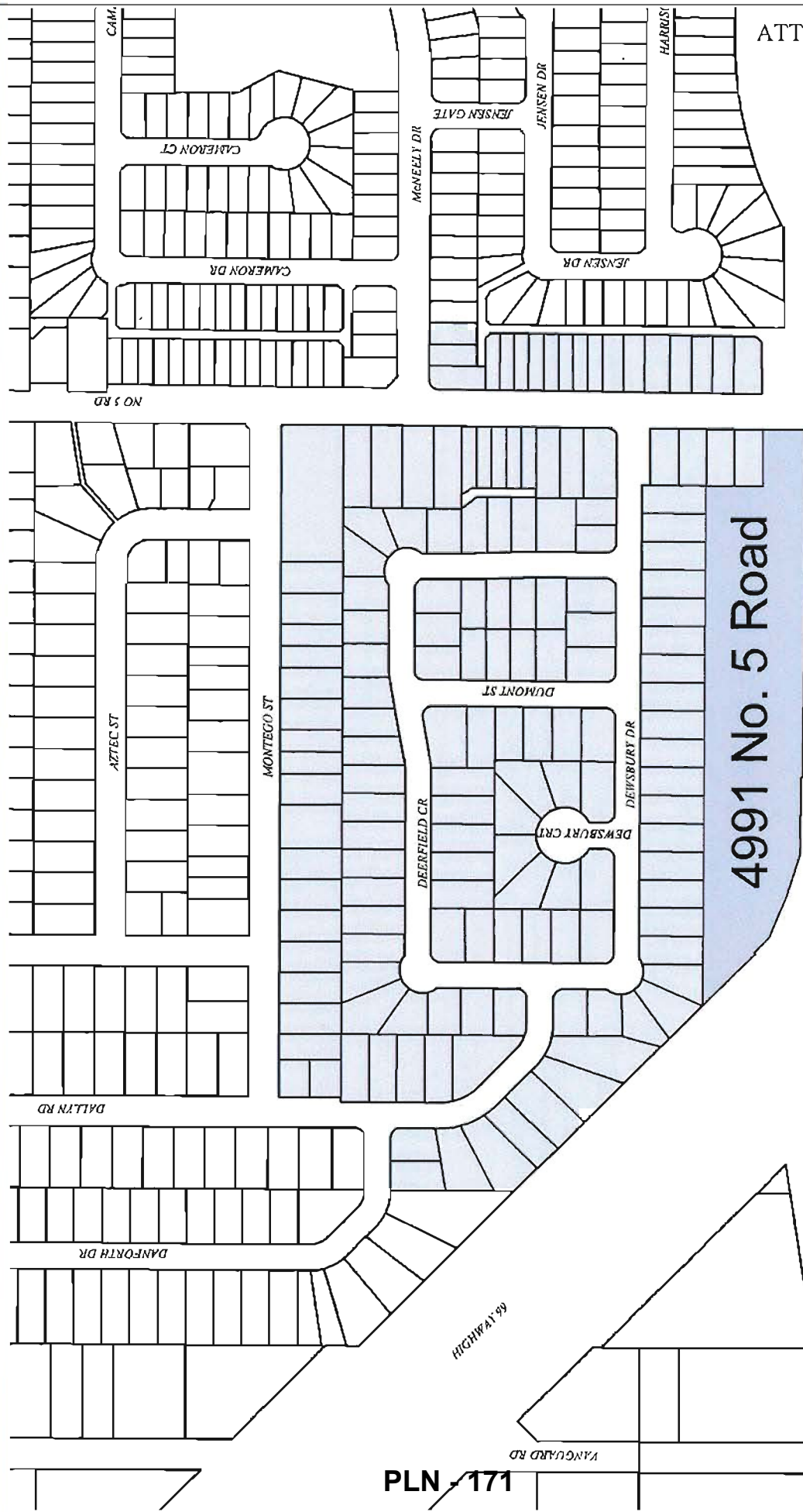
Aircraft Noise Sensitive Development Location Map

PLN - 170

Original Date: 11/14/11

Amended Date: 12/19/12

Note: Dimensions are in METRES



Public Correspondence

Received

Correspondence Received Regarding Public Information Meeting

Marie Murtagh June 27, 2011

Ben Gnyp June 27, 2011

Correspondence Received Regarding Rezoning Application

Marie Murtagh February 25, 2012

Kim and Rose Mah May 31, 2012

Samuel and Noreen Roud June 4, 2012

Tom N. Uyeyama June 7, 2012

Suresh and Tripta Kurl June 15, 2012

From: Marie Murtagh [<mailto:illawarra@shaw.ca>]

Sent: Monday, June 27, 2011 8:34 AM

To: info@interfacearchitecture.com

Subject: Sportstown Feedback

Importance: High

Goodmorning

My name is Marie Murtagh and I live on Dumont Street in Richmond. I recently attended your information meeting, regarding the proposed redevelopment of the Sportstown Complex. I am strongly opposed to this proposed redevelopment for a variety of reasons:

-Traffic. It has become increasingly difficult to navigate out of Dewsbury onto No. 5 Rd, and the traffic has increased substantially in the 15+ years that we have lived in this neighbourhood. The thought of another 240 anticipated vehicles entering/exiting the proposed townhouse complex would have a direct, negative effect on our current neighbourhood. Neighbours living on McNeely have also expressed concern about how this extra traffic may impact their ability to exit their neighbourhood onto No. 5 Rd.

-Parking. While it may be true that 2 car parking may be available at the complex for each townhouse, it is also true that the majority of people living in Richmond use their garages as basements, and as a result, park at least one vehicle on the street. It is quite possible therefore, that of 120 townhouses, there will be a number of residents who will need to park their vehicles on the road. In addition, if these people own trucks or vans, it is a guarantee that they will be parking on the street as the space provided for vehicles in a complex is typically narrow. I am very aware of this tendency because there are several townhouse complexes in my area (Capistrano for one) and the street is typically full with parked cars on each side.

Parking on No. 5 Rd. would not be possible, so in all likelihood these people may be using our streets (Dewsbury etc.) to park their vehicles. Our streets are not wide, and it is already a problem to safely navigate this area in a car, due to the high number of parked cars already; adding more vehicles to this is not the answer. I know that during special events at Sportstown, our streets are cluttered with vehicles. However, these events are not typical, so it is something that we 'endure' for a day or an evening.

-Amenities. Our neighbourhood needs more amenities, not less. Our family have used all the amenities at this complex: tennis; gymnastics, the pup/restaurant and the pool. We enjoy being able to walk to/from a pub without having to drink/drive. We need more services, not more people.

I did attend your initial meeting, and I think it was quite clear that no resident was in favour of your development as it was presented. In fact, the majority of people were strongly opposed. In light of this, I am hoping that you will keep us informed of any future meetings or applications with the City of Richmond.

Sincerely
Marie Murtagh

From: Marie Murtagh [<mailto:illawarra@shaw.ca>]

Sent: Monday, June 27, 2011 12:18 PM

To: info@interfacearchitecture.com

Subject: No to rezoning of 4991 No. 5 Rd.

Importance: High

Re: proposed rezoning and redevelopment of property at 4991 No. 5 Road Richmond.

I am emphatically opposed to the proposed redevelopment at the site at 4991 No. 5 Road (commonly known as Sports Town) as illustrated at the meeting at the East Richmond Community Hall on Monday June 20, 2011.

My family and I have lived on Dumont Street since September 1994. We enjoy the serenity of our neighbourhood. The enormity of the proposed development would result in over-crowding in our neighbourhood. In the past Sports Town held various soccer and tennis tournaments. Our neighbourhood was choked with traffic and sports related vehicles were parked bumper to bumper in front of our house for the duration of the tournament. Our street would be used as an over-flow parking lot on a permanent basis if the proposed development was approved.

I prefer the zoning remain the same and the land used consistently with its parameters. If the zoning must be changed (e.g. if a dire need for more housing was proven) I would prefer single family zoning to keep site consistent with the surrounding neighbourhood.

There are two new townhouse complexes under construction nearby (one on Woodhead across from St. Monica's church and one on No.5 Road near Daniel's Road). So renters who would like to buy their first new home in East Richmond can have an opportunity to do so. There are many resale townhouse units for sale in the California Point neighbourhood, so there is no need for the subject site to be zoned multi-family.

Over the past week I chatted with a few neighbours about the proposed development and I failed to find one who was in favour of it.

I look forward to your response.

Ben Gnyp
4771 Dumont Street
Richmond, BC

Badyal, Sara

From: Marie Murtagh [illawarra@shaw.ca]
Sent: Saturday, 25 February 2012 01:18 PM
To: Badyal, Sara; Badyal, Sara
Subject: Redevelopment proposal at 4991 No. 5 Rd.

February 18, 2012

Dear Sara,

First of all, let me explain that Bill Dhaliwal from the City's Transportation Planning Department, passed on your contact information to me.

My name is Marie Murtagh, and my husband and I purchased our home on Dumont Street 18 years ago.

Our home is close by, but not adjacent, to the Sportstown Complex at 4991 Number 5 Road. Over the years we have come to enjoy the convenience of having a local restaurant/pub that is within walking distance; where our children have participated in the gymnastics and in the tennis lessons at different ages and stages; and where many a birthday party has been hosted at their outdoor pool!

Last year, we were very disappointed to learn that we may be losing this neighbourhood amenity, and that a proposal is underway to rezone this property in order to build over 100 townhouses on this very awkwardly positioned piece of land. I say awkward, because it is has highway 99 and Highway 91 adjacent to it, and the entrance/exit is off No. 5 rd, where driving habits often resemble a highway.

The architects for this project did host a meeting last June to present the residents with some information regarding their proposal. To say that the residents were less than enthusiastic about the project is an understatement. Their opposition to this proposed redevelopment is based on a number of reasons, most of which related to noise and traffic related issues.

At that meeting, I was told by someone representing the developer (Interface Architecture Inc.) that I had "to face facts; that this project was a done deal, and would be going ahead, whether we liked it or not". I have to admit, that such open arrogance for the so-called process of public consultation infuriated me. Perhaps I am naive, but I still believe that the public voice is an important component of a redevelopment process. I am confident that the City will take into consideration what residents think; what residents know; and what concerns residents share. I am also hoping that City Council's decision is not based entirely on a developer's promise to increase the number of Richmond citizens who will ultimately pay property tax to the City.

PLN r 175

I am writing to you today, to ask you to consider the impact that this townhouse complex could have on our neighbourhood (Dewsbury, Dumont, Deerfield) and on No.5 Rd. In order for you to better appreciate my concerns, I am outlining the current situation.

- Currently during rush hours, most cars driving down No. 5 Rd, drive past the entrance to Sportstown, well over the speed limit. Many times, excessively over the speed limit, and the volume of cars is significant. I personally know how difficult it is as a resident to turn onto No. 5 Rd. from Dewsbury. Sometimes it involves waiting at the stop sign for several minutes before it appears safe to turn.
- The RCMP are already familiar with this area, and over the years, make a point of nabbing the speeders who race down the overpass, on their way to Cambie Rd. I wonder if this information is typically shared with the City when a re-development application is under consideration? Does the RCMP work collaboratively with the City, or are these separate entities that operate independent of each other.
- According to the most recent sign on the Sportstown Property, the proposed townhouse complex will have over 100 units. This means that on average, there could be somewhere between 150-200 extra vehicles entering/exiting at 4991 No. 5 Rd on a daily basis. There is no doubt that this extra activity will have a significant impact the ability of the residents who live in the '3D' area (Dewsbury, Deerfield and Dumont) to exit or enter their neighbourhood from No. 5 Rd.
- Our other option is to drive along Dewsbury in the opposite direction, where it meets Dallyn Road, and travel over the several speed humps to arrive at another equally congested and deadly intersection: Dallyn and Cambie Roads.
- In addition to increased volume on No. 5 Rd, the residents are also concerned about the number of townhouse occupants, who will park their cars on our already congested streets. Experience has taught us, that when Sportstown hosts a special event (ie. tennis tournament) our streets are littered with the cars of the patrons, as no parking is permitted on No. 5 Rd.
- Furthermore, one only has to look at any large townhouse complex in this area to know that residents use the streets to park their extra vehicles. For example, along McNeely Drive, the streets are always full of parked cars on each side outside the townhouse complexes. While it is true that the units do come with garages, most people in Richmond consider the garage their basement, and prefer to leave their vehicles parked on the street.

I am wondering if the City is aware of the traffic issues that I have outlined, as it pertains directly to this rezoning proposal.

The 3D residents (Dewsbury, Dumont and Deerfield) are equally concerned about:

- the safety of the residents who will live in these townhouses which will undoubtedly be built beside the East-West Connector. (will there be protective barriers to protect units in the event of a traffic accident?)
- the noise and the pollution that these potential residents will be exposed to, with their windows opening onto major highways. The sound of trucks driving by may be endurable for someone staying in a motel overnight, but it is hardly the ideal setting for families raising children.

At the June 2011 information meeting, I inquired why single family homes were not being considered for this property, and I was told that no one would buy a house that is so close to the highways. I found this response rather comical given the present real estate situation. Currently we have properties all over this neighbourhood being 'rebuilt' and sold as enormous million dollar mansions which are typically adjacent to smaller older style homes and rundown rented houses on streets that not only lack sidewalks, but have ditches! It would seem that these 'affluent' folk who choose to purchase and live in these mega homes are not exactly discerning when it comes to location. However, if townhouses do go ahead, it is quite likely that young couples would neither be interested in raising their families near a major highway. It is more probably that the units will be purchased and rented out as investments, to folk who won't really care about the trucks roaring by on the highway nearby; they will be too busy minding their 'grow ops' and 'drug labs' to care.

Thank you for taking the time to read my letter. I am hopeful that very soon, there will be another public consultation by Interface Architecture Inc. regarding their redevelopment proposal.

If you have any additional information regarding this, please do not hesitate to contact me.

Thank you
Sincerely

Marie Murtagh
4771 Dumont Street
Richmond BC
V6X 2Z4

Ms Sara Badyal
City Hall
6911 No. 3 Rd.
Richmond, BC V6Y 2C1

Received May 31, 2012

RE: Rezoning Application #RZ11-593406 (4991 No. 5 Rd.)

We the undersigned are very much against the rezoning application for the Sportstown Complex. Developers are wanting to rezone this property to build over 100 townhouses. We attended a public meeting in June, 2011 and at that time expressed our concerns for this rezoning. This rezoning, we believe, will have a direct negative impact on our neighbourhood (Dewsbury, Deerfield, Dumont, and Dallyn). There will be a significant increase of vehicles exiting and entering No. 5 Road; increased congestion/parking problems as townhouse residents use our streets to park their additional vehicles, and increased noise from the highway and townhouses themselves.

At the public meeting last June, we were told that a single parking spot would be available for a one bedroom townhouse. With 2 people in a townhouse, there will be inevitably 2 cars. The developers believed otherwise and said people would use public transportation. I guarantee you that with the lack of convenient bus service on No. 5 Road, very few people will be using public transportation. Where will the second car be parked? Where else but on the streets of our subdivision. Also, for the 2 bedroom units, the parking for that unit is one car behind the other. How long before they get tired of shuffling their cars and start to park in our subdivision?

When there is a big event on at the Sportstown Complex, it is difficult to get in and out of our subdivision. Many more cars than usual are parked on Dewsbury and on both sides of No. 5 Road. When you try to exit our subdivision onto the main road, you are blinded by the parked cars and have to be ready to slam on your brakes if a car coming northbound on No. 5 Road suddenly turns the corner onto Dewsbury. There is no room for 2 cars to pass each other so you have to back up and that usually means all the way to Deerfield so you can pass one another. Now put the extra cars from each of the townhouses onto our streets every day and we have a real problem.

Dallyn Road had speed bumps installed to slow down traffic and keep drivers from short-cutting through our area. Add 100 townhouses to this area and you can imagine how many cars will be added to the Dallyn and Dewsbury. We were also told there would be one exit in and out of this development and that would be on No. 5 Road. Is there no requirement for a second exit for an emergency such as a fire? If this is the case, one house on Dewsbury would have to become this exit/entrance, having even more of an impact as an easy walkway for people parking their cars on Dewsbury and the adjacent roads of our subdivision.

Sincerely,

Him & Rose Mah
4611 Deerfield Crescent
Richmond, B.C.

PLN - 178

May 15, 2012

Ms Sara Badyal
City Hall
6911 No. 3 Rd.
Richmond, BC V6Y 2C1

Received June 4, 2012

RE: Rezoning Application #RZ11-593406 (4991 No. 5 Rd.)

We the undersigned are very much against the above rezoning application for the Sportstown Complex. Developers are wanting to rezone this property to build over 100 townhouses. We attended a public meeting in June, 2011 and at that time expressed our concerns for this rezoning. This rezoning, we believe, will have a direct negative impact on our neighbourhood (Dewsbury, Deerfield, Dumont, and Dallyn). There will be a significant increase of vehicles exiting and entering No. 5 Road; increased congestion/parking problems as townhouse residents use our streets to park their additional vehicles, and increased noise from the highway and townhouses themselves.

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When there is a big event being held at the Sportstown Complex, it is difficult to get in and out of our subdivision. Many more cars than usual are parked on Dewsbury and on both sides of No. 5 Road. When you try to exit our subdivision onto the main road, you are blinded by the parked cars and have to be ready to slam on your brakes if a car travelling on No. 5 Road suddenly turns the corner onto Dewsbury because you can't see that car until it is right in front of you. There is no room for 2 cars to pass each other so you have to back up and that usually means all the way to Deerfield so you can pass one another. Now put the extra cars from each of the townhouses onto our streets every day and we have a real problem.

Dallyn Road had speed bumps installed to slow down traffic and keep drivers from short-cutting through our area. Add 100 townhouses to this area and you can imagine how many cars will be added to Dallyn and Dewsbury. We were also told there would be one exit in and out of this development and that would be on No. 5 Road. Is there no requirement for a second exit for an emergency such as a fire? If this is the case, one house on Dewsbury would have to become this exit/entrance, having even more of an impact as an easy walkway for people parking their cars on Dewsbury and the adjacent roads of our subdivision.

Sincerely,



Samuel and Noreen Roud
4631 Deerfield Crescent
Richmond, BC V6X 2Y4

Note: We would like to be informed of any future meetings re this rezoning.

Ms Sara Badyal
City Hall
6911 No. 3 Rd.
Richmond, BC V6Y 2C1

Received June 7, 2012

RE: Rezoning Application #RZ11-593406 (4991 No. 5 Rd.)

We the undersigned are very much against the rezoning application for the Sportstown Complex. Developers are wanting to rezone this property to build over 100 townhouses. We attended a public meeting in June, 2011 and at that time expressed our concerns for this rezoning. This rezoning, we believe, will have a direct negative impact on our neighbourhood (Dewsbury, Deerfield, Dumont, and Dallyn). There will be a significant increase of vehicles exiting and entering No. 5 Road; increased congestion/parking problems as townhouse residents use our streets to park their additional vehicles, and increased noise from the highway and townhouses themselves.

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Sincerely, *M. Badyal*

4291 DEERFIELD CRES.

May 15, 2012

Ms Sara Badyal
City Hall
6911 No. 3 Rd.
Richmond, BC V6Y 2C1

Received June 15, 2012

RE: Rezoning Application #RZ11-593406 (4991 No. 5 Rd.)

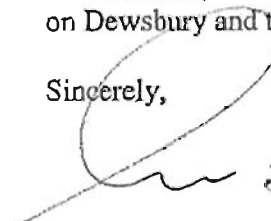
We the undersigned are very much against the above rezoning application for the Sportstown Complex. Developers are wanting to rezone this property to build over 100 townhouses. We attended a public meeting in June, 2011 and at that time expressed our concerns for this rezoning. This rezoning, we believe, will have a direct negative impact on our neighbourhood (Dewsbury, Deerfield, Dumont, and Dallyn). There will be a significant increase of vehicles exiting and entering No. 5 Road; increased congestion/parking problems as townhouse residents use our streets to park their additional vehicles, and increased noise from the highway and townhouses themselves.

At the public meeting last June, we were told that a single parking spot would be available for a one bedroom townhouse. With 2 people in a townhouse, there will be inevitably 2 cars. The developers believed otherwise and said people would use public transportation. It is a guarantee that with the lack of convenient bus service on No. 5 Road, very few people will be using public transportation. Where will the second car be parked? Where else but on the streets of our subdivision. Also, for the 2 bedroom units, the parking for that unit is one car behind the other. How long before they get tired of shuffling their cars and start to park in our subdivision?

When there is a big event being held at the Sportstown Complex, it is difficult to get in and out of our subdivision. Many more cars than usual are parked on Dewsbury and on both sides of No. 5 Road. When you try to exit our subdivision onto the main road, you are blinded by the parked cars and have to be ready to slam on your brakes if a car travelling on No. 5 Road suddenly turns the corner onto Dewsbury because you can't see that car until it is right in front of you. There is no room for 2 cars to pass each other so you have to back up and that usually means all the way to Deerfield so you can pass one another. Now put the extra cars from each of the townhouses onto our streets every day and we have a real problem.

Dallyn Road had speed bumps installed to slow down traffic and keep drivers from short-cutting through our area. Add 100 townhouses to this area and you can imagine how many cars will be added to Dallyn and Dewsbury. We were also told there would be one exit in and out of this development and that would be on No. 5 Road. Is there no requirement for a second exit for an emergency such as a fire? If this is the case, one house on Dewsbury would have to become this exit/entrance, having even more of an impact as an easy walkway for people parking their cars on Dewsbury and the adjacent roads of our subdivision.

Sincerely,

 Suresh Kurl & Tripta Kurl
4071 Deerfield CR RMD V6Y 2Y4

Note: We would like to be informed of any future meetings re this rezoning.



Address: 4991 No. 5 Road

File: RZ 11-593406

Prior to final adoption of Zoning Amendment Bylaw 8986, the developer is required to complete the following:

1. Final Adoption of OCP Amendment Bylaws 8947 and 8948.
2. Provincial Ministry of Transportation & Infrastructure Approval (MOTI).
3. Confirmation of an agreement with MOTI to install required sound barrier fencing.
4. Submission of Community Services information for Council consideration regarding:
 - How gymnastics programming may be accommodated as part of the City's Capital plan.
 - Business terms associated with lease termination in the event that the City and the property owner come to an agreement on terminating the lease prior to February 2016.
5. Registration of a flood indemnity covenant on title (Area A).
6. Registration of a legal agreement on title to ensure that landscaping planted along the interface to BC Highway 91 and BC Highway 99 is maintained and will not be abandoned or removed. The purpose of the landscaping is to provide visual screening and to mitigate noise and dust.
7. Registration of a legal agreement on title prohibiting the conversion of the tandem parking area into habitable space.
8. Registration of a legal agreement on title to ensure that all dwelling units beyond 110 m from No. 5 Road are constructed with sprinklers for fire suppression.
9. Registration of an aircraft noise sensitive use covenant on title to ensure that the proposed development is designed and constructed in a manner that mitigates potential aircraft noise and highway traffic noise within the proposed dwelling units. Dwelling units must be designed and constructed to achieve:
 - a) CMHC guidelines for interior noise levels as indicated in the chart below:

Portions of Dwelling Units	Noise Levels (decibels)
Bedrooms	35 decibels
Living, dining, recreation rooms	40 decibels
Kitchen, bathrooms, hallways, and utility rooms	45 decibels
 - b) The ASHRAE 55-2004 "Thermal Environmental Conditions for Human Occupancy" standard for interior living spaces.
10. Participation in the City's Public Art program with on-site installation, or City acceptance of the developer's offer to voluntarily contribute \$0.75 per buildable square foot (e.g. \$96,770) towards the City's Public Art program.
11. City acceptance of the developer's offer to voluntarily contribute \$2.00 per buildable square foot (e.g. \$258,050) towards the City's affordable housing strategy.
12. City acceptance of the developer's offer to voluntarily contribute \$700,000.00 towards the City's Leisure Facilities Reserve Fund (Account 7721-80-000-00000-0000).
13. City acceptance of the developer's offer to voluntarily contribute \$10,000 towards a speed-reader board to be located on No. 5 Road.
14. The submission and processing of a Development Permit* completed to a level deemed acceptable by the Director of Development.
15. Enter into a Servicing Agreement* for the design and construction of frontage improvements and upgrades to sanitary and storm sewer systems. Works include, but may not be limited to:
 - a) No. 5 Road frontage improvements – removing the existing sidewalk and pouring a new 1.5 m concrete sidewalk at the property line, creating a grass boulevard (1.4 m +/-) between the new sidewalk and the existing curb & gutter. The new sidewalk location conflicts with an existing fire hydrant & two existing poles. The fire hydrant is to be relocated to the new grass boulevard. The two poles are to be undergrounded. SHOULD the utility

companies NOT be able to support undergrounding of these two poles, the City will require the poles to be relocated into the grass boulevard, subject to receiving a letter from the utilities advising of the reasons and GUARANTEEING the existing trees will not be sculpted to accommodate the wires.

- b) Sanitary sewer upgrade – construct new 200 mm diameter sanitary sewer to connect to the existing sanitary sewer on Dewsbury Drive (approximately 150 m): from the SE corner of the development site, northward up No. 5 Road to Dewsbury Drive, then west to the first manhole (manhole SMH 5377).
- c) Storm sewer upgrade – upgrade approximately 85 m of the existing storm sewer from 450 mm diameter pipe to the larger of 900 mm or OCP size (between manholes STMH6923 and STMH6922).

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

1. Submission of a report and recommendations prepared by an appropriate registered professional, which demonstrates that the proposed dwelling units can achieve CMHC interior noise level standards and the interior thermal conditions identified below. The standard required for interior air conditioning systems and their alternatives (e.g. ground source heat pumps, heat exchangers and acoustic ducting) is the ASHRAE 55-2004 “Thermal Environmental Conditions for Human Occupancy” standard and subsequent updates as they may occur. Maximum noise levels (decibels) within the dwelling units must be as follows:

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

2. Submission of proof of a contract entered into between the applicant and a Certified Arborist for supervision of any on-site works conducted within the tree protection zone of the 10 on-site trees to be retained, three (3) on-site trees to be relocated onsite, 39 trees in the MOTI ROW to be protected, and two (2) hedges and five (5) trees on neighbouring residential properties to be protected. The Contract should include the scope of work to be undertaken, including: the proposed number of site monitoring inspections (no less than four (4)), and a provision for the Arborist to submit a post-construction assessment report to the City for review. Tree protection fencing is to be installed on-site prior to any demolition or construction activities occurring on-site. The project Arborist has recommended removal of some trees from neighbouring residential and MOTI property due to poor condition. A tree removal permit application may be submitted to the City for consideration with written authorization from the owner of the property where the tree is located.
3. Submit a landscaping security Letter-of-Credit in an amount based on a sealed estimate from the project registered Landscape Architect (including materials, labour & 10% contingency)

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

1. Incorporation of features in Building Permit (BP) plans as determined via the Rezoning and/or Development Permit processes regarding: tree protection, convertible units, aging in place, sustainability, fire suppression sprinkler systems, private on-site hydrants, and opportunities for fire trucks to turn around onsite.
2. Submission of reports with recommendations prepared by an appropriate registered professional and incorporation of the identified acoustic and thermal measures in Building Permit (BP) plans.
3. Submission of a Construction Parking and Traffic Management Plan to the Transportation Division. Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.
4. If applicable, payment of latecomer agreement charges associated with eligible latecomer works.

5. Obtain a Building Permit (BP) for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Division at 604-276-4285.

Note:

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

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

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

- Additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering may be required including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.

Signed

Date



Richmond Official Community Plan Bylaw 9000
Amendment Bylaw 8947 (RZ 11-593406)
4991 No. 5 Road

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

- 1. Richmond Official Community Plan Bylaw 9000 is amended by repealing the existing land use designation in Attachment 1 to Schedule 1 (City of Richmond 2041 OCP Land Use Map) thereof of the following area and by designating it Neighbourhood Residential.

P.I.D. 006-160-859

Lot 63 Except: Part on Statutory Right of Way Plan 76785; Section 36 Block 5 North Range 6 West New Westminster District Plan 41571

- 2. This Bylaw may be cited as "Richmond Official Community Plan Bylaw 9000, Amendment Bylaw 8947".

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED

Horizontal lines for signature and date entry corresponding to the reading stages.

CITY OF RICHMOND APPROVED by HB APPROVED by Manager or Solicitor al

MAYOR

CORPORATE OFFICER



Richmond Official Community Plan Bylaw 7100
Amendment Bylaw 8948 (RZ 11-593406)
4991 No. 5 Road

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

- 1. Richmond Official Community Plan Bylaw 7100 is amended by repealing the existing land use designation in Schedule 2.11B (East Cambie Area Plan Land Use Map) thereof of the following area and by designating it Residential.

P.I.D. 006-160-859

Lot 63 Except: Part on Statutory Right of Way Plan 76785; Section 36 Block 5 North Range 6 West New Westminster District Plan 41571

- 2. This Bylaw may be cited as "Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 8948".

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED

Approval box with signature lines and stamps: CITY OF RICHMOND, APPROVED by [Signature], APPROVED by Manager or Solicitor [Signature]

MAYOR

CORPORATE OFFICER



Richmond Zoning Bylaw 8500
Amendment Bylaw 8986 (RZ 11-593406)
4991 No. 5 Road

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

- 1. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following area and by designating it LOW DENSITY TOWNHOUSES (RTL4).

P.I.D. 006-160-859

Lot 63 Except: Part on Statutory Right of Way Plan 76785; Section 36 Block 5 North Range 6 West New Westminster District Plan 41571

- 2. This Bylaw may be cited as "Richmond Zoning Bylaw 8500, Amendment Bylaw 8986".

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE APPROVAL

OTHER REQUIREMENTS SATISFIED

ADOPTED

Series of horizontal lines for signatures and dates corresponding to the reading stages.

Official stamp: CITY OF RICHMOND APPROVED by MB APPROVED by Director or Solicitor with signature.

MAYOR

CORPORATE OFFICER