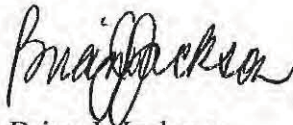




**To:** Planning Committee **Date:** June 28, 2011  
**From:** Brian J. Jackson **File:** RZ 10-536067  
 Director of Development  
**Re:** **Application by Gagan Deep Chadha & Rajat Bedi for Rezoning at 9511/9531 and 9551 No. 3 Road from Two-Unit Dwellings (RD1) & Single Detached (RS1/E) to Low Density Townhouses (RTL4)**

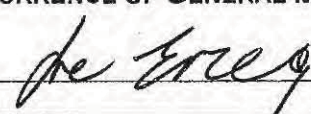
**Staff Recommendation**

That Bylaw No. 8762, for the rezoning of 9511/9531 and 9551 No. 3 Road from “Two-Unit Dwellings (RD1)” & “Single Detached (RS1/E)” to “Low Density Townhouses (RTL4)”, be introduced and given first reading.



Brian J. Jackson  
 Director of Development

BJ:cl  
 Att.

FOR ORIGINATING DEPARTMENT USE ONLY		
<b>ROUTED TO:</b>	<b>CONCURRENCE</b>	<b>CONCURRENCE OF GENERAL MANAGER</b>
Affordable Housing	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	

## Staff Report

### Origin

Gagan Deep Chadha & Rajat Bedi have applied to the City of Richmond for permission to rezone 9511/9531 and 9551 No. 3 Road from “Two-Unit Dwellings (RD1)” and “Single Detached (RS1/E)” to “Low Density Townhouses (RTL4)” to permit development of 14 townhouses with vehicle access from the existing rear lane system (**Attachment 1**).

### Project Description

The proposal is to develop 14 townhouse units on a land assembly of approximately 2,230 m<sup>2</sup> in area (after road dedication and consolidation) on the west side of No. 3 Road in the Broadmoor Planning Area.

The proposed site plan consists of a total of five (5) buildings on either side of a north-south drive aisle proposed to bisect the site and to connect to the existing rear lane system. Two (2) three-storey buildings are proposed on the east side of the drive aisle along No. 3 Road and three (3) two-storey duplex buildings are proposed on the west side of the drive aisle, providing a buffer to the existing single-family neighbourhood to the west.

Although the existing lot grade is well below No. 3 Road (i.e. approx 1 m), the proposed lot grading and preliminary building design achieve competing objectives of flood protection while respecting the two-storey massing of the surrounding single-family neighbourhood, as encouraged by the design guidelines in the Arterial Road Redevelopment Policy. The massing of the north and south units will be further examined as part of the Development Permit application review process to ensure the objectives of the Arterial Road Redevelopment Policy area met. To enable the interior site grade to remain relatively consistent with the existing rear lane system to which the drive aisle connects, the lot grade will transition down from No. 3 Road towards the centre of the site to expose a ground floor parking level, with residential levels above.

A preliminary site plan, landscape plan, and preliminary architectural elevation plans are included in **Attachment 2**.

### Findings of Fact

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

### Surrounding Development

The subject site is located on the west side of No. 3 Road between Broadmoor Boulevard and Williams Road, within the Central West Sub-Area of the Broadmoor Planning Area. The subject site is located within 500 m of the Broadmoor/Richlea neighbourhood service centre at the southwest corner of No. 3 Road and Williams Road. Development immediately surrounding the site is as follows:

- To the north, directly across the existing east-west lane, are two (2) newer dwellings and coach houses on small lots zoned “Coach Houses (RCH)”, created through rezoning and subdivision in 2004;

- To the east, directly across No. 3 Road, are older and newer dwellings on large lots zoned “Single Detached (RS1/E)” along with an older character townhouse complex on a lot zoned “Low Density Townhouses (RTL1)” further south;
- To the south, are two (2) newer dwellings on medium-sized lots zoned “Single Detached (RS1/B)”, created through rezoning and subdivision in 2000, along with a townhouse complex constructed in the late 1990’s on a lot zoned “Low Density Townhouses (RTL1)” beyond that; and,
- To the west, across the existing rear lane and city-owned lot, are older and newer dwellings on large lots zoned “Single Detached (RS1/E)”, fronting Belair Drive and Bates Road.

### **Related Policies & Studies**

#### Official Community Plan

The OCP’s Generalized Land Use Map designation for the subject site is “Neighbourhood Residential”. The Broadmoor Area Central West Sub-Area Plan’s Land Use Map designation for the subject site is “Low Density Residential”. The proposed development is consistent with these land use designations.

The Central West Sub-Area Plan contains several land use objectives that are addressed by the proposed development. Specifically:

- To permit distinct urban corridors along the arterial road edges;
- To provide a range of housing types on the perimeter of the neighbourhood that can accommodate a variety of families and households;
- To strengthen the identity of the No. 3 Road corridor as part of an emerging neighbourhood village;
- To ensure connectivity through the maintenance of existing pedestrian connections from the interior neighbourhood to No. 3 Road and by ensuring the pathways are attractive and safe;
- To ensure that vehicular access to new multi-family developments from No. 3 Road is limited by providing access through lanes;

The proposed multi-family development contributes to the creation of more urban housing options along this section of No. 3 Road, in close proximity to a neighbourhood shopping centre. Pedestrian connectivity is strengthened through proposed off-site improvements existing pedestrian pathways along the north property line of the subject site out to No. 3 Road and to the west of the subject site. Vehicle access to No. 3 Road is limited by utilizing the existing rear lane system accessible from Broadmoor Boulevard.

#### Lane Establishment & Arterial Road Redevelopment Policies

The City’s Lane Establishment and Arterial Road Redevelopment Policies, guide residential infill development for properties located along arterial roads through the establishment specific redevelopment criteria and design guidelines.

Specifically, these Policies permit multi-family development along No. 3 Road where other similar development exists, subject to: a minimum frontage requirement of 50 m; the availability of public transit on the arterial road; the proximity to commercial services; and, the application not being the first one in the block to introduce a new form of development.

Design guidelines ensure the form and character of multi-family development respects the adjacent neighbourhood context by encouraging two-storey heights along the rear yard interface with single-family housing, the stepping down to 2 ½ storey heights along side yards, and the provision of a 4.5 m rear yard setback.

The subject proposal is consistent with these policies in that it's size, location, and proximity to transit, commercial services, and other previously approved townhouses in the block meets the criteria for consideration of multi-family development along this section of No. 3 Road. The preliminary architectural plans for the proposal indicate consistency with the policies' design guidelines, and will be further refined as part of the Development Permit application review process.

#### Affordable Housing Strategy

In accordance with the City's Affordable Housing Strategy, the applicants propose to submit a cash-in-lieu contribution to the Affordable Housing Reserve Fund prior to rezoning adoption in the amount of \$2.00 per buildable square foot (i.e. \$28,817).

#### Indoor Amenity Space

In accordance with the Official Community Plan and Council Policy 5041, the applicants are proposing a contribution in the amount of \$14,000 in-lieu of providing on-site indoor amenity space.

#### Outdoor Amenity Space

Consistent with the Official Community Plan, an outdoor amenity space complete with children's play equipment and furniture will be provided on-site and will be adequately sized and located to meet the design guidelines. The design of the outdoor amenity space, children's play area, and hard and soft landscape details will be further refined as part of the Development Permit application review process.

#### Flood Protection

The applicants are required to comply with the Flood Plain Designation and Protection Bylaw No. 8204. The proposed development complies with the Bylaw by achieving the required minimum Flood Construction Level through a combination of raised lot grading and elevation of the minimum habitable floor level. In accordance with the City's Flood Management Strategy, the applicants are required to register a Flood Indemnity Covenant on Title prior to final adoption of the rezoning bylaw.

#### **Public Input**

There have been no concerns expressed by the public about the development proposal in response to the placement of the rezoning sign on the property.

## Staff Comments

### Trees & Landscaping

A Certified Arborist's Report was submitted by the applicants, which assesses four (4) bylaw-sized trees and one (1) hedgerow consisting of 30 specimens on the subject site, one (1) bylaw-sized tree on the shared south property line with 9559 No. 3 Road, and six (6) bylaw-sized trees on the adjacent city-owned parcel to the west. The Arborist's Report identifies tree species, assesses the structure and condition of trees, and provides recommendations on tree retention and removal relative to the development proposal.

The Report recommends:

- Removal of the four (4) bylaw-sized trees (Trees # 7, 8, 9, 11) and the hedgerow comprised of 30 specimens (Trees # 12 to 41) from the subject site;
- Removal of Tree # 10 located on the shared south property line of the site, with 9559 No. 3 Road; and
- Retention of six (6) bylaw-sized trees (Trees # 1 to 6) on the adjacent city-owned parcel to the west.

The City's Tree Preservation Coordinator has reviewed the Arborist's Report and conducted a Visual Tree Assessment. The City's Tree Preservation Coordinator concurs with the Arborist's recommendations on the following basis:

- Trees # 7, 8, 9, 11 are all in poor condition (dead upper canopy, leaning structure, basal cavity, inclusions, fungal growth, hollow trunk etc);
- The hedgerow containing Trees # 12 to 41 has been previously topped at 3.6 m (12 ft) above the ground and has weak branch attachments at the old topping site making them prone to failure. 50% of the trees in the hedgerow are dead. The base of the hedgerow is also located approximately 1 m (3 ft) below the existing crown of the road and conflicts with proposed development plans to achieve the required Flood Construction Level;
- Tree # 10 is in very poor condition, with significant rot at the basal flare and major limbs, and damage to the canopy from past hydro line clearance pruning; and,
- Trees # 1 to 6 on city-owned property are located approximately 15 m away from the west property line of the subject site, and are not anticipated to be impacted by the proposed development. These trees are required to be retained.

A Tree Retention Plan is included in **Attachment 4**.

Written authorization from the adjacent property owners at 9559 No. 3 Road for future removal of Tree # 10 (with a Tree Removal Permit) has been obtained and is on file.

Prior to demolition of the existing dwellings on-site, tree protection fencing must be installed to City standard around the city-owned parcel to the west of the subject site, which contains protected trees (Trees # 1 to 6). Tree protection fencing must remain in place until construction and landscaping on the future lots is completed.

To ensure survival of Trees # 1 to 6, the applicant must submit a security in the amount of \$6,000 prior to final adoption of the rezoning bylaw (reflects the 2:1 replacement tree ratio at \$1,000 per tree). The City will release 90% of the security after construction and landscaping on the future lots is completed and a landscape inspection is approved. The remaining 10% of the security will be released one (1) year later, subject to inspection, to ensure the trees have survived.

The tree replacement ratio goal identified in the Official Community Plan is 2:1. Given the four (4) bylaw-sized trees and the hedgerow proposed to be removed from the site, staff recommend that a total of 16 replacement trees be planted and maintained on-site. The applicants have agreed to this recommendation. At Development Permit stage, the final landscape plan attached must include the 16 replacement trees and a letter of credit for the proposed landscaping is required to be submitted by the applicants.

#### Access, Circulation & Parking

Vehicle access to the subject site is proposed from the existing rear lane system that begins at Broadmoor Boulevard. A portion of the southbound lane turns eastbound and ends at the proposed drive-aisle entrance to the development site, along the north property line. The eastern point of the proposed drive-aisle entrance marks the transition to the existing pedestrian walkway out to No. 3 Road, which is required to be improved as part of the Servicing Agreement design.

Prior to rezoning adoption, the applicants are required to register a restrictive covenant on title to ensure no vehicular access to No. 3 Road (vehicular access is to be from the existing rear lane system, along the north property line only).

28 resident vehicle parking spaces are provided within the garages of each unit (2 spaces per unit). 12 of the vehicle parking spaces are provided in a side-by-side arrangement within the two-storey duplex units and 16 spaces are provided in a tandem arrangement within the three-storey buildings. A restrictive covenant preventing the conversion of tandem parking area into storage or habitable space is required to be registered on title prior to rezoning adoption.

Three (3) visitor parking spaces are also provided on-site, accessible from the east-west lane along the north property line. Of the visitor parking spaces provided, one (1) space is a handicapped accessible space.

18 resident bicycle parking spaces (Class 1) are provided within the garages of each unit or in bicycle storage lockers (1.25 spaces per unit). Three (3) visitor bicycle parking spaces (Class 2) are provided in a bike rack located within the outdoor amenity area near the entrance to the subject site.

Multiple locations are proposed for pedestrian access to the site and throughout the site for on-site circulation of residents. Pedestrian access is provided to the site from both the existing east-west walkway along the north property line and from two (2) proposed pedestrian entrances to the site along No. 3 Road.

#### Discharge of Covenant

An existing covenant on title (BE36857) restricting 9511/9531 No. 3 Road to a duplex only is required to be discharged prior to final adoption of the rezoning bylaw.

#### Site Servicing, Land Dedication & Off-Site Improvements

A Capacity Analysis for the Sanitary Sewer was submitted by the applicants. The City's Engineering division has reviewed the analysis and accepts the consultant's recommendations that no upgrades to the existing sanitary sewer are required. The sanitary sewer analysis calculations are required to be included on the Servicing Agreement design drawings.

As part of the review of the rezoning application by staff in the Planning, Transportation, Engineering, and Parks divisions, the following requirements have been identified for completion prior to rezoning adoption:

- Dedication of the area denoted as Statutory Right-of-Way 68053 at 9551 No. 3 Road as road;
- Consolidation of 9511/9531 and 9551 No. 3 Road into one (1) development parcel (which will require the demolition of the existing dwellings).
- Registration on title of a 2 m wide Right-of-Way (ROW) for Public Right-of-Passage (PROP) along the new east property line of the subject site for future road widening and frontage improvements. As part of the provision of the Right-of-Way, the applicants are to confirm whether Parcel K of the Explanatory Plan of Right-of-Way 68053 at 9511/9531 No. 3 Road exists as a "parcel" and if so, to dedicate it as road;
- A \$3,000 contribution towards a special crosswalk upgrade with Accessible Pedestrian Signal at the intersection of Broadmoor Boulevard and No. 3 Road at the north end of the block;
- Payment of Neighbourhood Improvement Charges for future lane improvements adjacent to the south end of the subject site (i.e. west of 9551 No. 3 Road);
- Enter into a standard Servicing Agreement for the design and construction of vehicle lane improvements, pedestrian walkway improvements, and frontage improvements along No. 3 Road, as described in **Attachment 5**.

#### **Analysis**

##### OCP Compliance – Arterial Road Redevelopment Policy and Design Guidelines

The proposed development is generally consistent with the design guidelines for multi-family projects contained in the Official Community Plan. The proposed height, siting and orientation of the buildings respect the massing of existing single-family homes and potential future multi-family developments. Street fronting units along No. 3 Road present themselves as having two and a half storeys, while the split-level rear duplex units present themselves from the west as having two-storeys. As encouraged by the OCP, the proposed 4.6 m rear yard setback, adjacent to the interior single-family neighbourhood, exceeds the minimum 3.0 m rear yard setback

requirement in the Zoning Bylaw. The proposed 3.0 m wide north side yard setback abutting the existing 6.0 m wide lane provides increased separation to the adjacent single-family dwelling to the north. Further refinements to lot grading, building massing, and architectural elevations will be required through the Development Permit application review process.

#### Development Potential of Adjacent Properties

Under the Lane Establishment and Arterial Road Redevelopment Policies, this block on the west side of No. 3 Road between Francis and Williams Roads is designated for single-family development. However, given the existing rear lane system, the proximity to transit, commercial services, and the presence of previously approved townhouse projects south of the subject site (mid-block and at the south end of this block), this application could be considered on its own merit for redevelopment potential for multi-family developments.

#### Variations Requested

Based on the review of the preliminary site plan for the project, the following variances to Richmond Zoning Bylaw 8500 are being requested:

- An increase to the lot coverage for buildings from 40% to 42%. This variance can be considered on the basis that the 2% increase is consistent with the amount of lot area required to be dedicated along No. 3 Road, while the floor area ratio still remains under the maximum of 0.6 FAR. The proposal complies in terms of lot coverage with buildings, structures, and non-porous surfaces and lot coverage with live plant material. Also, 11% of the lot area is treated with permeable pavers within the outdoor amenity area, the vehicle drive-aisle, and pedestrian pathways, which assists with on-site drainage.
- Locating four (4) landscape structures within required yard setbacks (i.e. Trellises 1 to 4). This variance can be considered on the basis that the landscape structures form part of the overall landscape design and are used to define and provide visual interest at various access points throughout the site.
- To permit 16 tandem parking spaces. This variance can be considered for eight (8) units in the three-storey buildings along No. 3 Road as this form (with garages at grade and living space above) is consistent with that of other developments in the City, and because it enables the development to achieve a density of 0.6 FAR within walking distance to the neighbourhood service centre at the south end of the block.

#### Design Review and Future Development Permit Application Considerations

A Development Permit application is required for the subject proposal to ensure design consistency with the City's guidelines for multi-family developments and with the existing neighbourhood context. The Rezoning Considerations will not be considered satisfied until a Development Permit application is processed to a satisfactory level. Further refinements to site planning, lot grading, landscape planning, and architectural character will be made as part of the Development Permit application review process. Specifically, the following issues will be further examined:



- Improvements to lot grading and its impact on the streetscape elevation along No. 3 Road (including entry stair design), and within the outdoor amenity area;
- Improvements to the visitor parking area to better define and integrate it within the development site (e.g. grasscrete surface treatment, slight shift to the east to enable landscaping along the west property line);
- Opportunities to reduce the massing of the end units;
- Opportunities for improvements to the massing and design of exposed architectural elevations to address potential adjacency concerns (e.g. end-unit massing, large expanses of brick walls on side elevations, bike storage locker doors, garbage and recycling enclosure height etc.)
- Opportunities for refinements to all architectural elevations through the addition of window openings, through variation in exterior materials, and to break up the appearance of the row of garage doors along the internal drive-aisle;
- A detailed review of the proposed convertible unit design and clear identification of proposed aging-in-place features on all plans;
- Opportunities for improvements to the main entries of rear duplex units to better respond to principles of Crime Prevention Through Environment Design (CPTED);
- Opportunities for improvements to shallow roof forms;

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

### **Financial Impact**

None.

### **Conclusion**

This infill development proposal is for a 14-unit townhouse complex on the west side of No. 3 Road between Broadmoor Boulevard and Williams Road. The proposal complies with applicable policies and land use designations contained within the OCP, and continues the pattern of infill development already established on the west side of this block.

Overall, the proposed land use, site plan, and building massing relates to the surrounding neighbourhood context, and the proposal contributes to enhanced pedestrian circulation within the neighbourhood. Further review of the project design is required to ensure a high quality project and design consistency with the existing neighbourhood context, and this will be completed as part of the Development Permit application review process.

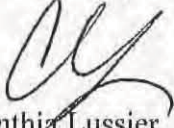
The list of rezoning considerations is included as **Attachment 5**, which has been agreed to by the applicants (signed concurrence on file).

June 28, 2011

- 10 -

RZ 10-536067

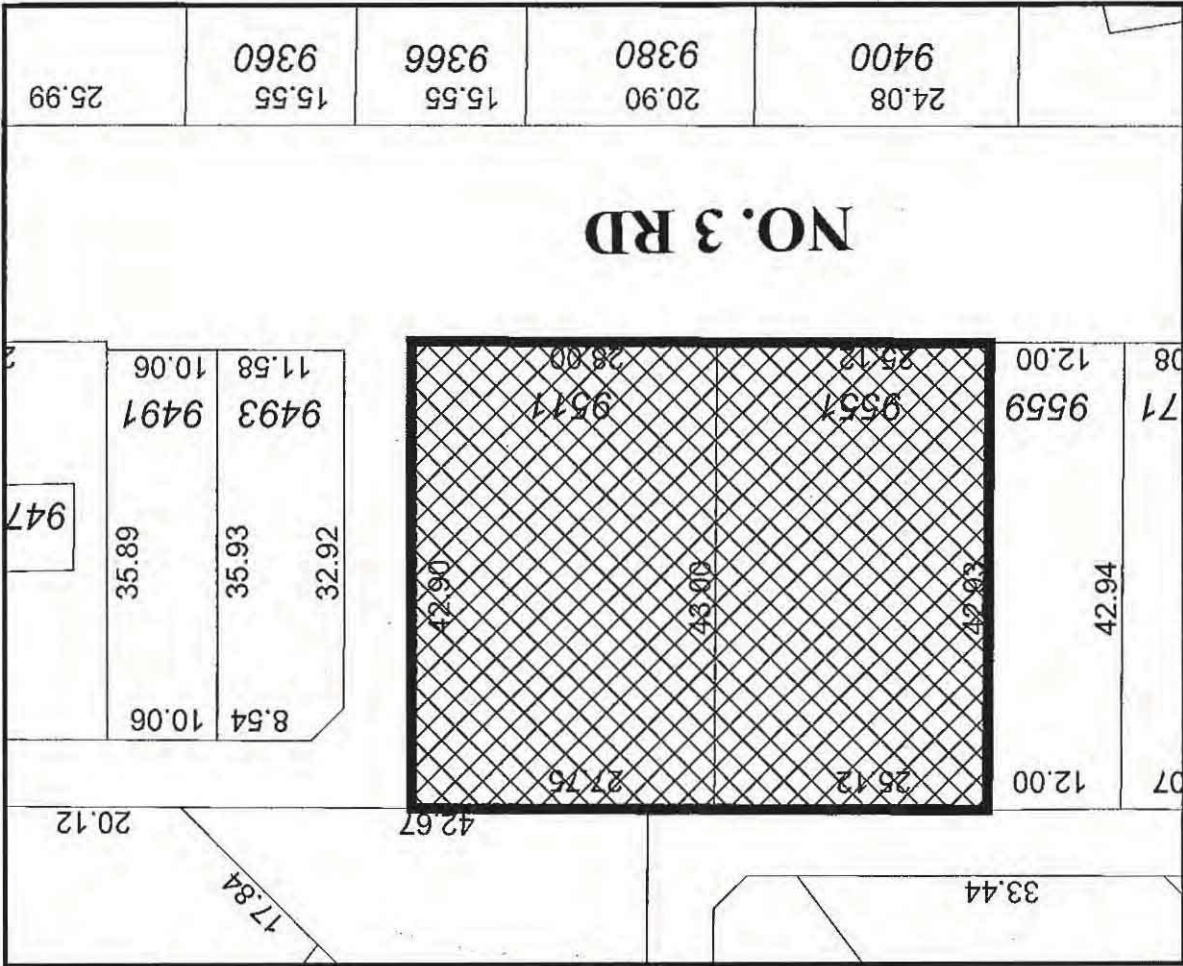
On this basis, staff recommends support for the rezoning application.



Cynthia Lussier  
Planning Technician  
(604-276-4108)

CL:cl

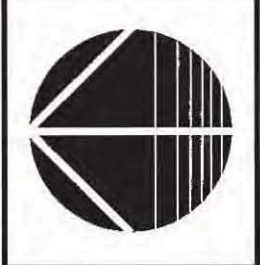
- Attachment 1: Location Map/Aerial Photo
- Attachment 2: Conceptual Development Plans
- Attachment 3: Development Application Data Sheet
- Attachment 4: Tree Retention Plan
- Attachment 5: Rezoning Considerations Concurrence



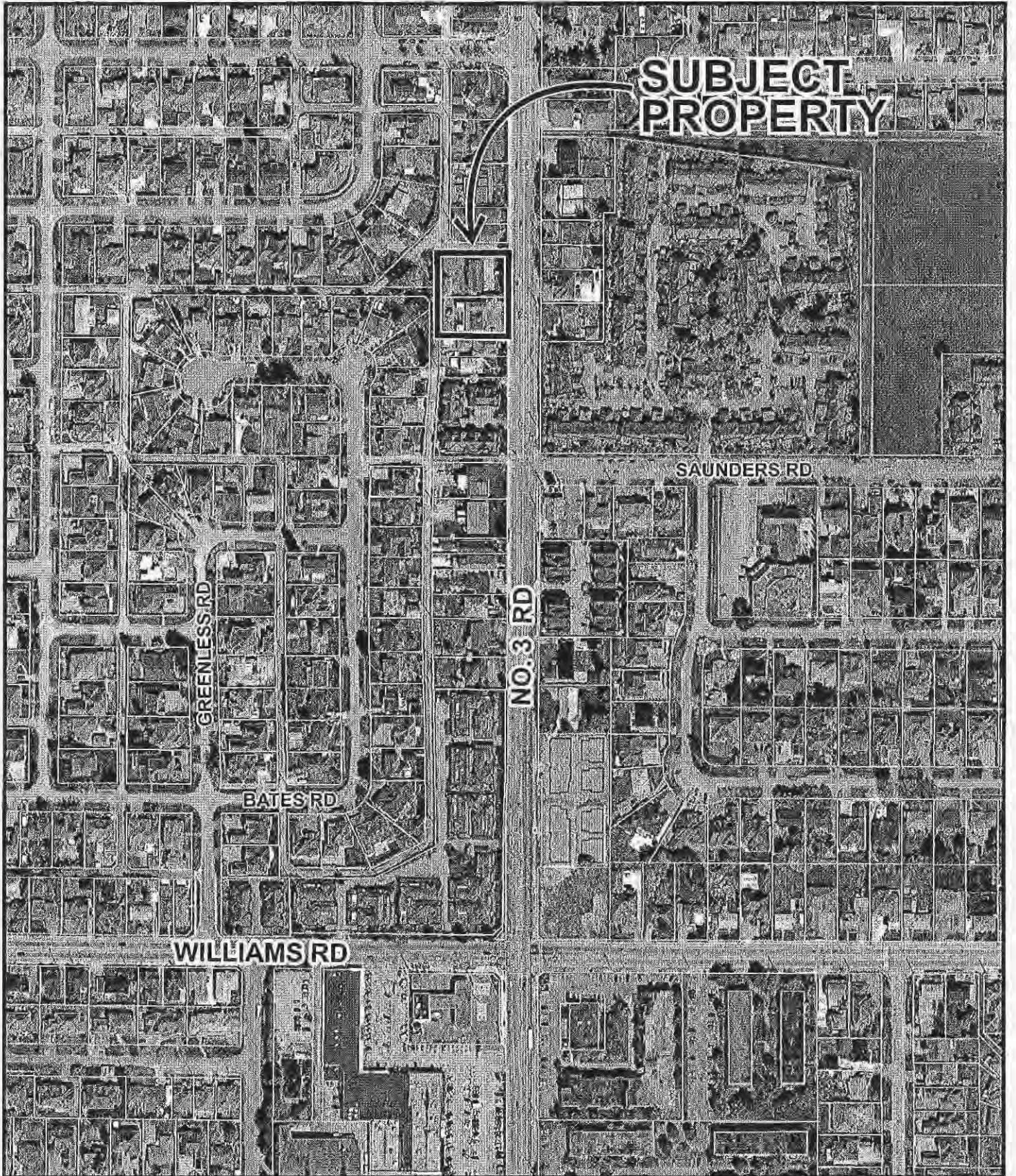
Original Date: 07/22/10  
 Revision Date:  
 Note: Dimensions are in METRES



RZ 10-536067



**SUBJECT  
PROPERTY**



RZ 10-536067

Original Date: 07/22/10

Amended Date:

Note: Dimensions are in METRES

**PH - 20**

# MULTI-FAMILY RESIDENTIAL DEVELOPMENT @ 9511, 9531, 9551 NO 3 ROAD, RICHMOND, BC

## PROJECT DATA

OWNER ADDRESS:  
9511, 9531, 9551 NO 3 ROAD, RICHMOND, B.C.

FILE:  
RZ-16-530697

LEGAL DESCRIPTION:  
SURVEY PLAN OF PART OF SECTION 26  
NEW WESTMINSTER DISTRICT  
PARCEL IDENTIFIER (PID): Rens 1, 001-101-028  
LOT 156, 004-91-180

TOTAL LOT AREA:  
16233.93 SQM (APPROX. 43,915 SF)

NET AREA:  
15,770 SQM (APPROX. 41,205 SF)

ZONING ANALYSIS: R1-14



*\* Elevations & lot grading to be refined as part of DP Review.*

**PARKING ANALYSIS**

REQUIRED	PROPOSED	REMARKS
20 X 14 UNIT	28	12 (SIDE BY SIDE)
10 X 14 UNIT	28	36 (TANDEN) (THE VARIANCE REQUEST)
TOTAL	56	

**UNIT DATA**

UNIT TYPE	NO. OF UNITS	TOTAL AREA (SQM)	TOTAL AREA (SQ FT)
THREE-BEDROOM UNIT (DOUBLE GARAGE)	2	100.136	1,077,268 SF
THREE-BEDROOM UNIT (DOUBLE GARAGE)	1	100.136	1,077,268 SF
THREE-BEDROOM UNIT (TANDEN GARAGE)	2	87.745	934,590 SF
THREE-BEDROOM UNIT (TANDEN GARAGE)	1	87.745	934,590 SF
THREE-BEDROOM UNIT (TANDEN GARAGE)	2	61.311	653,520 SF
THREE-BEDROOM UNIT (TANDEN GARAGE)	1	61.311	653,520 SF
THREE-BEDROOM UNIT (TANDEN GARAGE)	1	79.823	851,296 SF
THREE-BEDROOM UNIT (TANDEN GARAGE)	1	79.823	851,296 SF
TOTAL	12	658.175	7,015,734 SF

- DRAWING SET - ZONING**
- A000 PROJECT DATA
  - A010 CONTEXT PLAN & ENLARGED CONTEXT PLAN
  - A101 FAS OVERLAY - FIRST FLOOR
  - A102 FAS OVERLAY - SECOND FLOOR
  - A103 FAS OVERLAY - THIRD FLOOR
  - A104 FAS OVERLAY - TOTAL
  - A105 PRIVATE OUTDOOR SPACE / OUTDOOR ACCESS
  - A106 PRE TRUCK ACCESS PLAN
  - A107 LOWER SITE PLAN
  - A108 UPPER SITE PLAN
  - A109 BUILDING A, B, AND C ROOF PLAN
  - A110 BUILDING A, B, AND C ROOF PLAN (BUILD A, B, AND C)
  - A111 FIRST FLOOR PLAN (BUILD D, E)
  - A112 SECOND FLOOR PLAN (BUILD D, E)
  - A113 THIRD FLOOR PLAN (BUILD D, E)
  - A114 UNIT PLAN TYPE B, AND C
  - A115 CONVERTIBLE UNIT PLAN
  - A116 NORTH / EAST (BUILD A, B, AND C) ELEVATIONS
  - A117 SOUTH ELEVATION
  - A118 WEST ELEVATION
  - A119 SECTION (BUILD A, B, AND C)
  - A120 SECTION (BUILD D, E)
  - A121 SECTION (BUILD D, E)
  - A122 SECTION (BUILD D, E)
  - A123 SECTION (BUILD D, E)
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  - A125 SECTION (BUILD D, E)
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  - A137 SECTION (BUILD D, E)
  - A138 SECTION (BUILD D, E)
  - A139 SECTION (BUILD D, E)
  - A140 SECTION (BUILD D, E)

- CONTRACTORS & ENGINEERS**
- ARCHITECT: WILSON CHANG ARCHITECT INC.
  - LANDSCAPE ARCHITECT: DMC LANDSCAPE ARCHITECTS
  - ENGINEERING: CANADIAN ENGINEERING CO. LTD.
  - STRUCTURAL ENGINEER: ENGINEERS & ENGINEERS
  - MECHANICAL ENGINEER: ENGINEERS & ENGINEERS
  - ELECTRICAL ENGINEER: ENGINEERS & ENGINEERS
  - PLUMBING ENGINEER: ENGINEERS & ENGINEERS
  - FIRE ENGINEER: ENGINEERS & ENGINEERS
  - ENVIRONMENTAL ENGINEER: ENGINEERS & ENGINEERS
  - SOIL ENGINEER: ENGINEERS & ENGINEERS
  - TRANSPORT ENGINEER: ENGINEERS & ENGINEERS
  - WATER ENGINEER: ENGINEERS & ENGINEERS
  - SEWERAGE ENGINEER: ENGINEERS & ENGINEERS
  - TRAFFIC ENGINEER: ENGINEERS & ENGINEERS
  - ACoustic ENGINEER: ENGINEERS & ENGINEERS
  - ENERGY ENGINEER: ENGINEERS & ENGINEERS
  - HAZARDOUS WASTE ENGINEER: ENGINEERS & ENGINEERS
  - INDUSTRIAL HYGIENE ENGINEER: ENGINEERS & ENGINEERS
  - LABORATORY ENGINEER: ENGINEERS & ENGINEERS
  - LEGAL ENGINEER: ENGINEERS & ENGINEERS
  - MARKETING ENGINEER: ENGINEERS & ENGINEERS
  - OPERATIONAL ENGINEER: ENGINEERS & ENGINEERS
  - RESEARCH ENGINEER: ENGINEERS & ENGINEERS
  - TECHNICAL ENGINEER: ENGINEERS & ENGINEERS
  - TRAINING ENGINEER: ENGINEERS & ENGINEERS
  - QUALITY ENGINEER: ENGINEERS & ENGINEERS
  - SUPPLY ENGINEER: ENGINEERS & ENGINEERS
  - SYSTEMS ENGINEER: ENGINEERS & ENGINEERS
  - TESTING ENGINEER: ENGINEERS & ENGINEERS
  - USER ENGINEER: ENGINEERS & ENGINEERS
  - WEARABLE ENGINEER: ENGINEERS & ENGINEERS
  - WIRELESS ENGINEER: ENGINEERS & ENGINEERS
  - WORKSPACE ENGINEER: ENGINEERS & ENGINEERS
  - WORLDWIDE ENGINEER: ENGINEERS & ENGINEERS

**Wilson Chang Architect**  
333 West 29 Ave  
New Westminster, BC V1V 1J5  
Tel: 604-523-9483  
Fax: 604-523-3447

**REVISIONS**

NO.	DATE	DESCRIPTION
1	01/24/21	ISSUED FOR PERMIT
2	01/24/21	REVISED PER COMMENTS
3	01/24/21	REVISED PER COMMENTS
4	01/24/21	REVISED PER COMMENTS
5	01/24/21	REVISED PER COMMENTS

**MULTI-FAMILY RESIDENTIAL DEVELOPMENT**  
9511, 9531, 9551 NO 3 ROAD  
RICHMOND, B.C.

**PROJECT DATA**

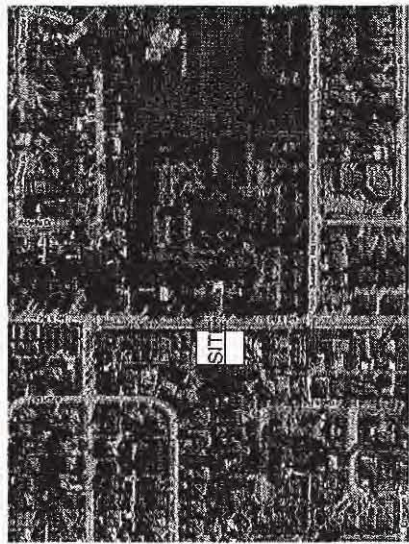
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SCALE: 1/4" = 1'-0"  
DRAWN: RL  
CHECKED: VC

**PROJECT DATA**

PROJECT NO: W1002  
SCALE: 1/4" = 1'-0"  
DRAWN: RL  
CHECKED: VC

A000

## ATTACHMENT 2



② Context Plan  
1:1,500

NOTE 1:  
AVERAGE FINISHED SITE GRADE:  
FINISHED GRADES AT EACH CORNER PROPOSED LOT AND BUILDING CORNERS / 24

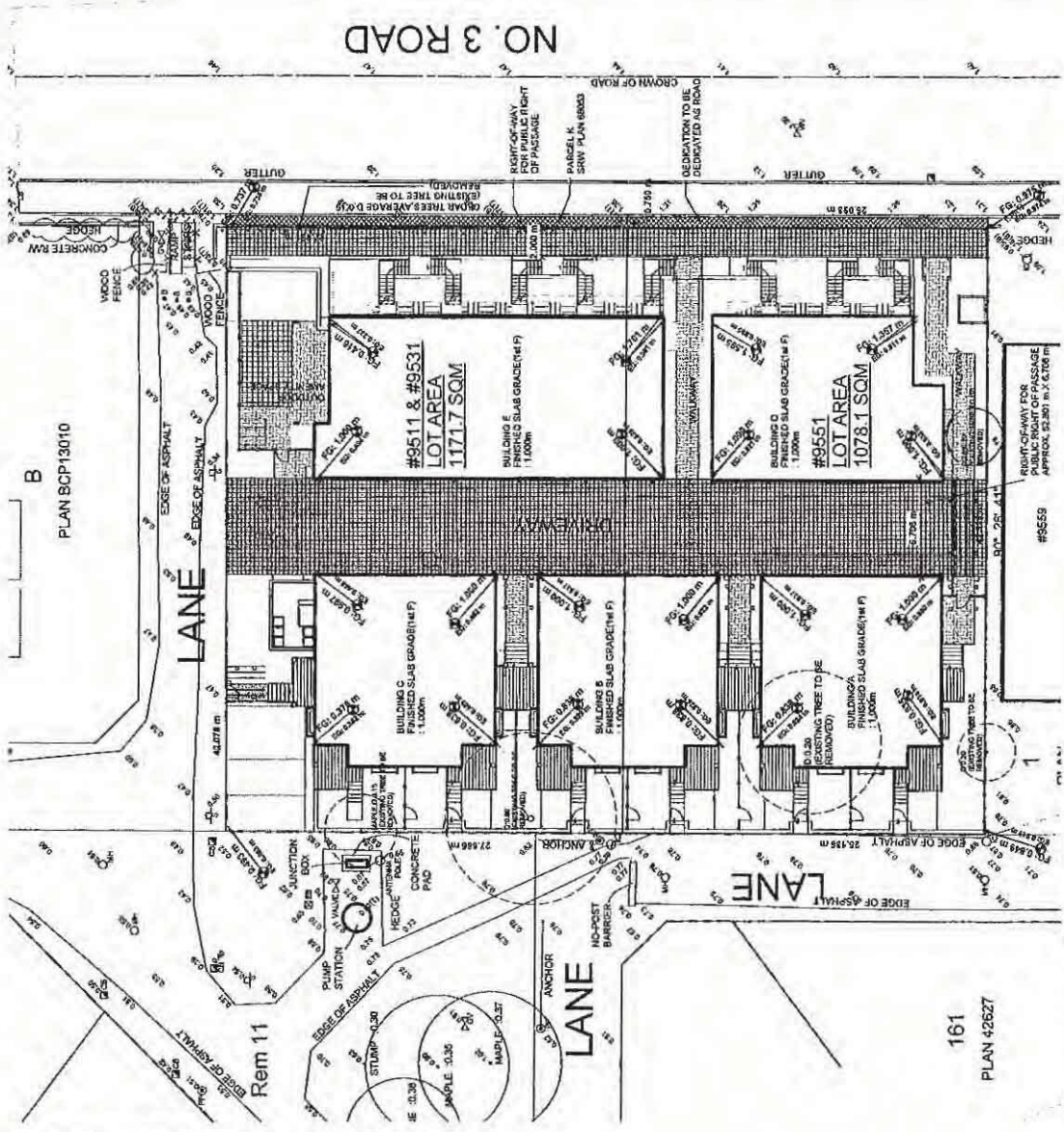
LOT	0.657m	0.727m	0.875m	0.945m	0.954m
BUILDING A	1.000m	1.000m	1.000m	1.000m	1.000m
BUILDING B	1.000m	1.000m	1.000m	1.000m	1.000m
BUILDING C	0.337m	0.527m	1.000m	0.238m	0.371m
BUILDING D	1.000m	1.555m	1.257m	1.000m	0.825m
BUILDING E	1.000m	0.418m	1.071m	1.000m	0.117m

22.885 / 24 = 0.954m  
= 22.885m

MAX. BUILDING HEIGHT:  
REQUIRED  
BUILDING A, B & C: 12m (PER BY-LAW 6.6.7)  
BUILDING D & E: 15m (PER BY-LAW 6.6.7)

PROPOSED  
BUILDING A: 8.371m  
BUILDING B: 8.807m

NOTE 2:  
THE UNIT OF SURVEY ELEVATION SPOT: METER



① UNMARKED CONTEXT PLAN  
1:11,500

② PROPOSED FINISHED GRADE  
③ EXISTING GRADE

**Wilson Chang Architect INC.**  
280 WARD ST. #408  
VANCOUVER BC V6T 1A5  
T 604.683.5438  
F 604.683.5437

NO.	DATE	DESCRIPTION
A	18.05.11	PRELIMINARY APPROVAL
B	20.07.11	REVISED APPROVAL
C	20.07.11	REVISED APPROVAL
D	18.05.11	REVISED APPROVAL
E	18.05.11	REVISED APPROVAL

**MULTI-FAMILY RESIDENTIAL DEVELOPMENT**  
5511 6881 AVE.  
NO. 3 ROAD  
RICHMOND, B.C.

PROJECT NO: W1002  
SCALE: AS SHOWN  
DRAWN: RL  
CHECKED: VIC

**CONTEXT PLAN & ENLARGED CONTEXT PLAN**

A100

02 of 31

**Wilson Chang Architect**  
 7th Floor, 100 Pine Street  
 New York, NY 10038  
 T: 212 512 2000  
 F: 212 512 2001

**REVISIONS**

NO.	DATE	BY	DESCRIPTION
A	JUL 14 2011	JW	ISSUED FOR PERMIT APPLICATION
B	FEB 2 2011	JW	REVISED FOR PERMIT APPLICATION
C	MAY 11 2011	JW	REVISED FOR PERMIT APPLICATION
D	AUG 28 2011	JW	REVISED FOR PERMIT APPLICATION
E	AUG 28 2011	JW	REVISED FOR PERMIT APPLICATION

**MULTIFAMILY RESIDENTIAL DEVELOPMENT**  
 401 E 103rd Street  
 BROOKLYN, N.Y.

**PROJECT NO. V1002**  
 SCALE: AS SHOWN  
 DRAWN: RL  
 CHECKED: WAC

**LOWER SITE PLAN**

**A201**

10 of 31

**ACCESSIBILITY & AGING-PLACE:**

- ARCHITECTURAL FEATURES TO BE INSTALLED IN ALL UNITS.
- CONVERTIBLE UNIT.

**BRICK PAVEMENT (PERMISSIBLE)**

**FIBRE PLAY (REFERS TO LANDSCAPE)**

**HANDICAPPED PARKING SPACE**  
 1.50 m x 3.00 m

**STANDARD PARKING SPACE**  
 2.50 m x 5.50 m

**HORIZONTAL BICYCLE PARKING**  
 1.50 m x 1.50 m

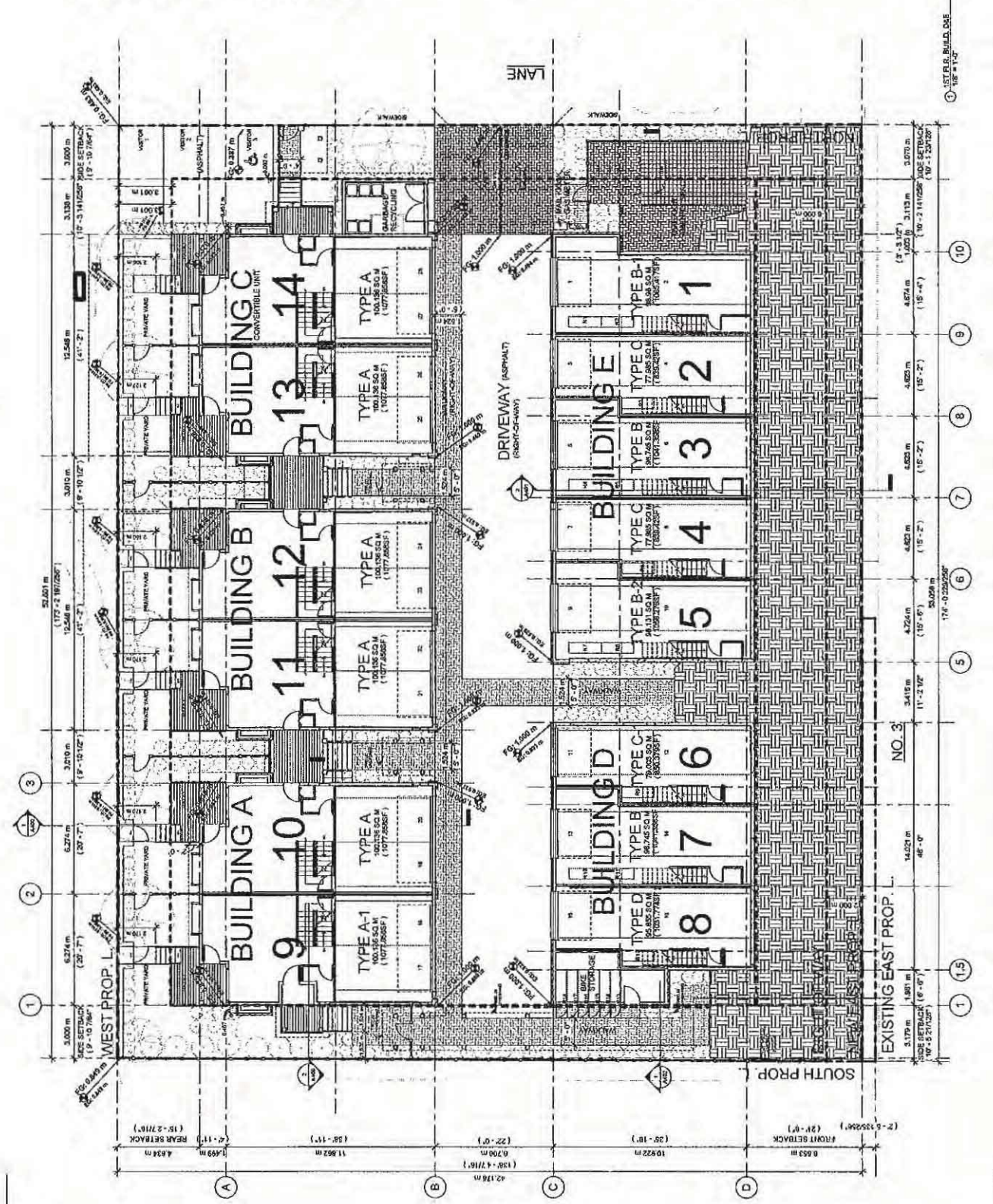
**CLASS 1 BICYCLE PARKING (RESIDENT)**

**CLASS 2 BICYCLE PARKING (VISITOR)**

**SEE: EXISTING GRADE**

**PROPOSED FINISHED GRADE**

**1-15: STAIRS, BUILD. USE**  
 1.50 m x 1.50 m



**ACCESSIBILITY & AGING-PLACE:**

1. AGING-PLACE FEATURES BE INSTALLED IN ALL UNITS.
2. CONVERTIBLE UNIT.

**Wilson Chang**  
Architect

300 Main St. 4th Fl.  
Newport News, VA 23603  
T: 556.433.8448  
F: 556.433.8449

NO.	DATE	REVISIONS
A	01/18/11	ISSUED FOR PERMITS
B	02/11/11	REVISED FOR PERMITS
C	03/11/11	REVISED FOR PERMITS
D	04/11/11	REVISED FOR PERMITS
E	05/11/11	REVISED FOR PERMITS

**MULTI-FAMILY RESIDENTIAL DEVELOPMENT**

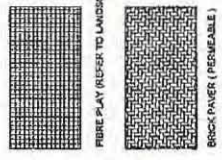
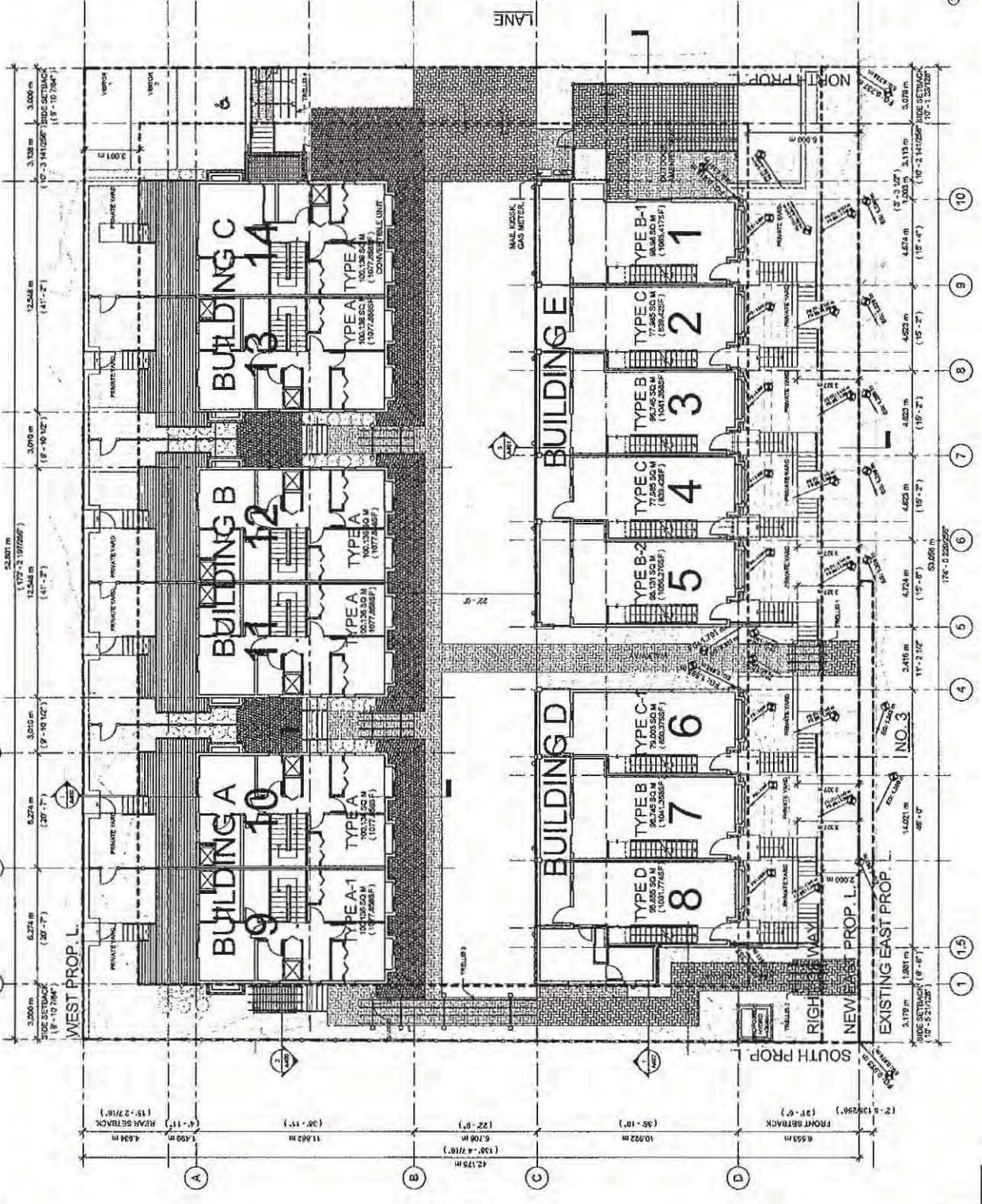
NO. 1, 201, 2021  
RICHMOND, VA

PROJECT NO. V1102  
SCALE: AS SHOWN  
DRAWN: RL  
CHECKED: WC

**UPPER SITE PLAN**

A202

11 of 31



1/8" = 1' = 1/2"



**Wilson Chang Architect**  
 208 West 8th Ave  
 Vancouver, BC V6J 1K6  
 T 604.681.3444  
 F 604.681.3447

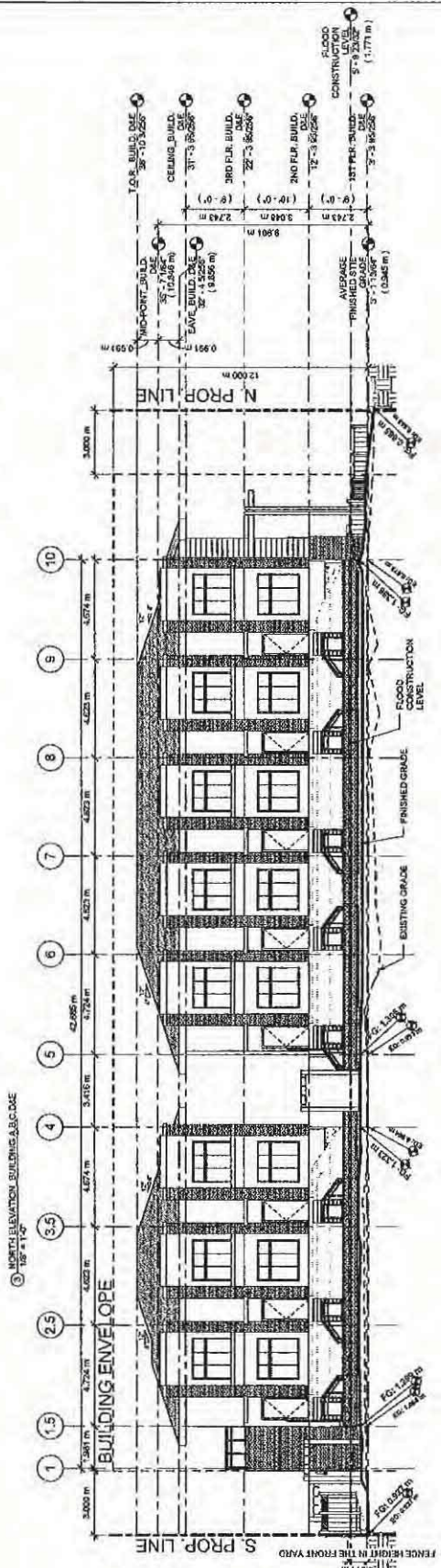
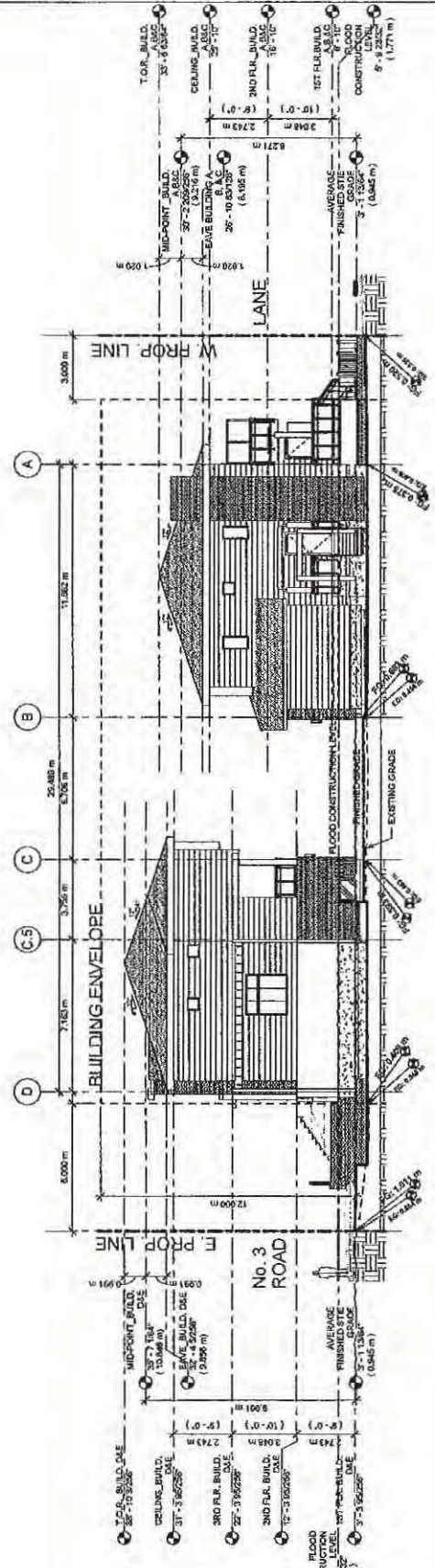
DATE	NO.	DESCRIPTION
01/11/17	1	ISSUED FOR PERMIT APPLICATION
02/01/17	2	REVISION: ADD FLOOD CONSTRUCTION LEVEL
02/01/17	3	REVISION: ADD FINISHED SITE GRADE
02/01/17	4	REVISION: ADD EXISTING GRADE
02/01/17	5	REVISION: ADD PROPOSED FINISHED GRADE

**MULTI-FAMILY RESIDENTIAL DEVELOPMENT**  
 8511 WEST 15TH AVE  
 RICHMOND, B.C.

**PROJECT NO. 17002**  
 SCALE: AS SHOWN  
 DRAWN: RL  
 CHECKED: MC

**NORTH / EAST (BUILD. D/E) ELEVATIONS**

**A300**  
 20 of 21



**NOTE:**  
 AVERAGE FINISHED SITE GRADE:  
 FINISHED GRADES AT EACH OF THE PROPOSED LOT AND BUILDING CORNERS (24)

LOT 1	0.453m + 0.737m + 0.970m + 0.488m = 3.658m
BUILDING A	0.453m + 0.737m + 0.970m + 0.488m = 3.658m
BUILDING B	0.453m + 0.737m + 0.970m + 0.488m = 3.658m
BUILDING C	0.453m + 0.737m + 0.970m + 0.488m = 3.658m
BUILDING D	0.453m + 0.737m + 0.970m + 0.488m = 3.658m
BUILDING E	0.453m + 0.737m + 0.970m + 0.488m = 3.658m
AVERAGE	3.658m / 5 = 0.7316m

**MAX. BUILDING HEIGHT:**  
 REQUIRED MAX. B.H. 12m (PER BYLAW 8.17)  
 PROPOSED B.H. 12m (PER BYLAW 8.17)  
 BUILDING D/E 12.000m + 1.170m + 1.000m = 14.170m  
 BUILDING E 12.000m + 1.170m + 1.000m = 14.170m  
 PROPOSED MAX. B.H. 12.000m

*\* Elevations & lot grading to be refined as part of DP Review.*



**City of Richmond**

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

**Development Application  
 Data Sheet**

**RZ 10-536067**

**Attachment 3**

Address: 9511/9531 and 9551 No. 3 Road

Applicant: Gagan Deep Chadha & Rajat Bedi

Planning Area(s): Broadmoor (Central West Sub-Area)

	Existing	Proposed
<b>Owner:</b>	Kraftsmen Holdings Ltd	To be determined
<b>Site Size (m<sup>2</sup>):</b>	2,249.76 m <sup>2</sup> (24,217 ft <sup>2</sup> )	2,230.98 m <sup>2</sup> (24,014.13 ft <sup>2</sup> ) after land dedication
<b>Land Uses:</b>	One (1) two-family dwelling One (1) single detached dwelling	14 townhouse units
<b>OCP Designation:</b>	Neighbourhood Residential	No change
<b>Area Plan Designation:</b>	Low Density Residential	No change
<b>Zoning:</b>	Two-Unit Dwellings (RD1) & Single Detached (RS1/E)	Low Density Townhouses (RTL4)
<b>Number of Units:</b>	3	14
<b>Other Designations:</b>	The City's Lane Establishment & Arterial Road Redevelopment Policies permit multi-family infill development on a land assembly with a minimum frontage of 50 m, on a public transit route, and where it is within walking distance of commercial services. This development proposal is consistent with these policies,	No change

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.6	0.59	none permitted
Lot Coverage – Building:	Max. 40%	41.073%	Variance Requested
Lot Coverage – Buildings, Structures, and Non-Porous Surfaces:	Max. 65%	63.549%	none
Lot Coverage – Live Plant Material:	Max. 25%	25.416%	none
Lot Size (min. dimensions):	Lot Width: 50 m Lot Depth: 35 m Lot Area: N/A	Lot Width: 53 m Lot Depth: 42 m Lot Area: 2,230.98 m <sup>2</sup> after land dedication	none
Setback – Front Yard (m):	Min. 6 m	6.553 m	none

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Setback – Side & Rear Yards (m):	Min. 3 m	From 3 m to 4.634 m	none
Height (m):	12 m	9.9 m	none
Off-street Parking Spaces – Regular (R) / Visitor (V):	2 (R) and 0.2 (V) per unit	2 (R) and 0.2 (V) per unit	none
Off-street Parking Spaces – Accessible:	1 (V)	1 (V)	none
Off-street Parking Spaces – Total:	28 (R) and 3 (V)	28 (R) and 3 (V)	none
Tandem Parking Spaces:	Not permitted	16 resident spaces	Variance Requested
Amenity Space – Indoor:	70 m <sup>2</sup>	Cash-in-lieu (\$14,000)	none
Amenity Space – Outdoor:	6 m <sup>2</sup> /unit = 84 m <sup>2</sup>	94 m <sup>2</sup>	none

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

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ATTACHMENT 4



NO.	DATE	REVISION/DESCRIPTION	BY	CHECK
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A Division of  
 J.D. Johnson & Associates, LLC  
 10000 Westpark Drive  
 Suite 1000, Raleigh, NC 27615  
 Phone: 919.488.1100  
 Fax: 919.488.1101  
 www.dmg-landscape.com

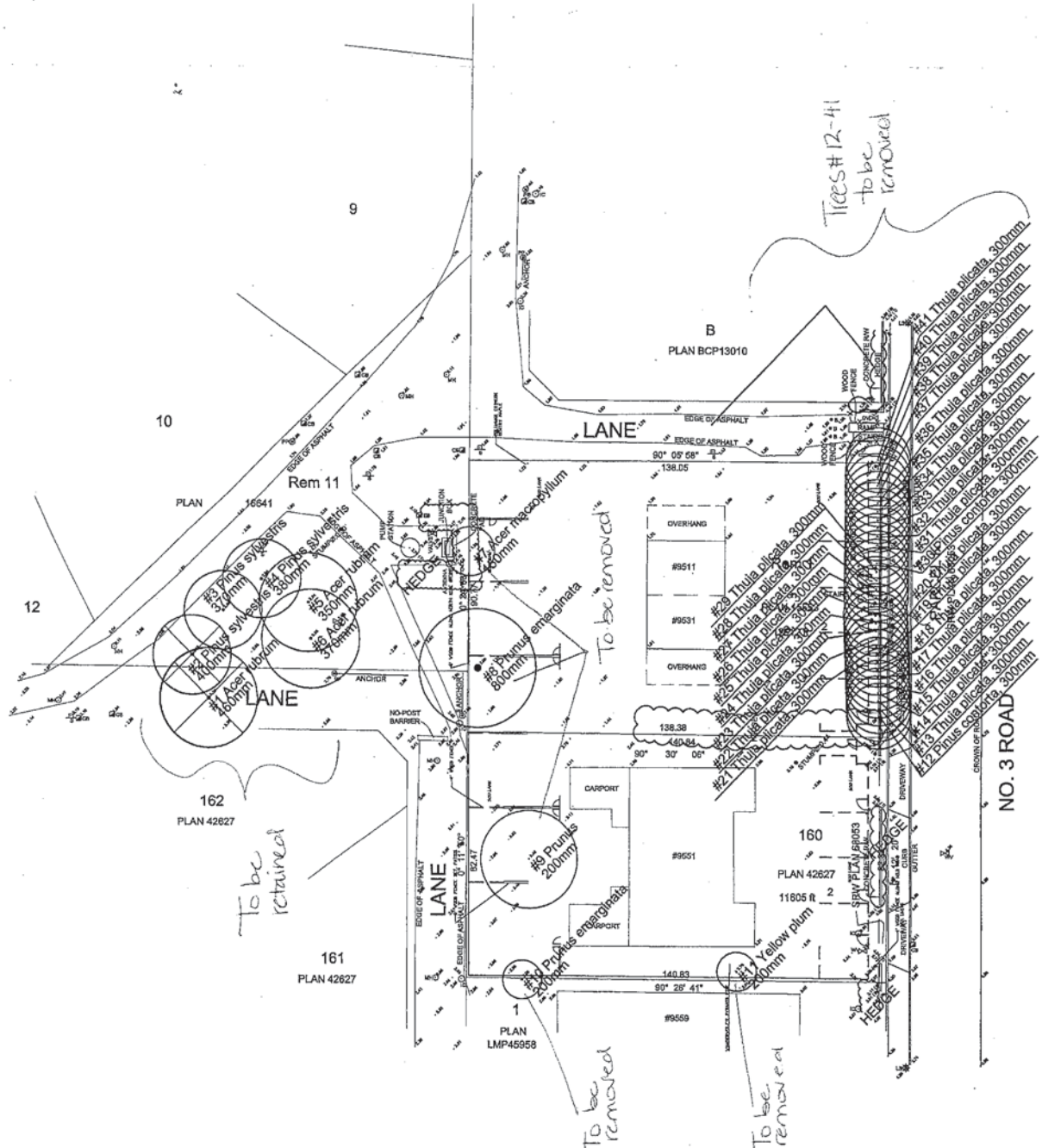
PROJECT:

TOWNHOUSE DEV.  
 NO. 3 RD  
 RICHMOND, B.C.

DRAWING TITLE:

TREE SURVEY

DATE:	PLATT:	DRAWING NUMBER:
SCALE:	INCHES:	L1ARB
DRAWN:		OF 2
DESIGN:		
CHECK:		



**Rezoning Considerations**  
**9511/9531 and 9551 No. 3 Road**  
**RZ 10-536067**

Prior to final adoption of Zoning Amendment Bylaw 8762, the following items are required to be completed:

1. Dedication of the area denoted as Statutory Right-of-Way 68053 at 9551 No. 3 Road as road;
2. Consolidation of 9511/9531 and 9551 No. 3 Road into one (1) development parcel (which will require the demolition of the existing dwellings).
3. Submission of a Survival Security in the amount of \$6,000 for the six (6) off-site trees (Trees # 1 to 6) on city-owned property to the west of the subject site. The City will release 90% of the security after construction and landscaping on the future lots is completed and a landscape inspection is approved. The remaining 10% of the security will be released one (1) year later, subject to inspection, to ensure the trees have survived.
4. The City's acceptance of the applicants' voluntary contribution in the amount of \$3,000 towards a special crosswalk upgrade with Accessible Pedestrian Signal at the intersection of Broadmoor Boulevard and No. 3 Road at the north end of the block.
5. The City's acceptance of the applicants' voluntary cash-in-lieu contribution of \$2.00 per buildable square foot (i.e. \$28,817) to the City's Affordable Housing Reserve Fund.
6. Contribution of \$1,000 per dwelling unit (i.e. \$14,000) in-lieu of the provision of on-site indoor amenity space.
7. Payment of Neighbourhood Improvement Charges for future lane improvements adjacent to the south end of the subject site (i.e. west of 9551 No. 3 Road).
8. The discharge of the existing covenant on title of 9511/9531 No. 3 Road restricting the use of the site to a duplex (charge # BE36857).
9. Registration of a flood indemnity covenant on title.
10. Registration of a restrictive covenant on title prohibiting the conversion of any ground floor tandem parking areas to storage or habitable space.
11. Registration of a restrictive covenant on title to ensure no vehicular access to No. 3 Road (vehicular access is to be from the existing rear lane system, along the north property line only).

12. Registration on title of a 2 m wide Right-of-Way (ROW) for Public Right-of-Passage (PROP) along the new east property line of the subject site for future road widening and frontage improvements. As part of the provision of the Right-of-Way, the applicants are to confirm whether Parcel K of the Explanatory Plan of Right-of-Way 68053 at 9511/9531 No. 3 Road exists as a “parcel” and if so, to dedicate it as road.
13. Entrance into a standard Servicing Agreement for the design and construction of the following off-site works:
  - Improvements to the east-west vehicle lane and pedestrian walkway along the entire north property line of the subject site, and to the north-south vehicle lane from the subject site to the north property line of 9491 No. 3 Road. Vehicle lane improvements are to include, but are not limited to: storm sewer, sand/gravel base, rollover curbs (both sides), asphalt pavement (5.1 m wide curb to curb), and standard vehicle lane lighting (Note: applicants are to be reimbursed by Neighbourhood Improvement Charges collected from 9491 and 9493 No. 3 Road). Pedestrian walkway improvements between the eastern point of the proposed drive-aisle entrance and No. 3 Road are to include, but are not limited to: a minimum 2 m wide pedestrian walkway complete with low landscaping and pedestrian-scale lighting on both sides, connecting to the existing sidewalk at No. 3 Road with redesigned stairs and ramp (max 4% gradient) to make it accessible. Swing gate/bollards are to mark the transition between vehicle and pedestrian access at the eastern point of the proposed drive-aisle entrance.
  - Frontage improvements along No. 3 Road to remove the existing City guard/hand rail on the retaining wall along the entire east property line of the subject site;
  - Improvements to the north-south walkway located within the city-owned parcel west of the subject site (Lot Rem 11, Plan 16641), which provides a pedestrian connection between the northbound and southbound vehicle lanes. Improvements are to include, but are not limited to: a minimum 1.2 m wide walkway and repaving to a smooth, accessible surface.

The Servicing Agreement design is to include water, storm, and sanitary sewer service connections for the proposed development.

14. Submission and processing of a Development Permit Application\* to a level deemed acceptable by the Director of Development.

Prior to Demolition\* stage, the following items are required to be completed:

- Installation of tree protection fencing to City standard around the city-owned parcel to the west of the subject site, which contains protected trees (Trees # 1 to 6).

Tree protection fencing must remain in place until construction and landscaping on the future lots is completed.

At Building Permit\* stage, the following items are required to be completed:

- Payment of Development Cost Charges (City and GVS&DD), and School Site Acquisition Charges;
- Submission of a Construction Parking and Traffic Management Plan to the City's Transportation Division. The Plan must include the parking location 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 the Ministry of Transportation) and MMCD Traffic Regulation Section 01570. See <http://www.richmond.ca/services/ttp/special.htm> for more information.

\* This requires a separate application.

[Signed original on file]

\_\_\_\_\_  
Signed

\_\_\_\_\_  
Date



**Richmond Zoning Bylaw 8500  
Amendment Bylaw 8762 (RZ 10-536067)  
9511/9531 AND 9551 NO. 3 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. 001-101-528

Lot 1 Block A Except: Parcel K (Statutory Right of Way Plan 68053), Section 29 Block 4 North Range 6 West New Westminster District Plan 15653

P.I.D. 004-151-160

Lot 160 Section 29 Block 4 North Range 6 West New Westminster District Plan 42627

2. This Bylaw may be cited as **"Richmond Zoning Bylaw 8500, Amendment Bylaw 8762"**.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED

JUL 25 2011

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

CITY OF RICHMOND
APPROVED by
<i>[Signature]</i>
APPROVED by Director or Solicitor
<i>[Signature]</i>

\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
CORPORATE OFFICER



<b>To Public Hearing</b>	
Date:	Sept 7, 2011
Item #	1
Re:	Bylaw 8762

**MayorandCouncillors**

**From:** City of Richmond Website [webgraphics@richmond.ca]  
**Sent:** August 29, 2011 5:28 PM  
**To:** MayorandCouncillors  
**Subject:** Send a Submission Online (response #600)  
**Categories:** 12-8060-20-8762 - 9511/9531/9551 No 3. Road RZ 10-536067

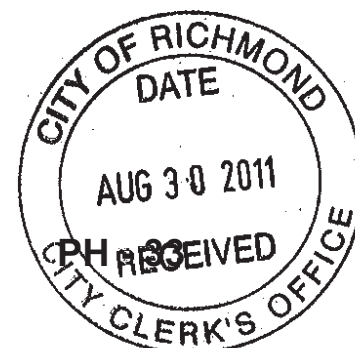
**Send a Submission Online (response #600)**

**Survey Information**

Site:	City Website
Page Title:	Send a Submission Online
URL:	http://cms.richmond.ca/Page1793.aspx
Submission Time/Date:	8/29/2011 5:27:05 PM

**Survey Response**

Your Name:	Earnest Kokotailo
Your Address:	9620 Bates Road, Richmond, BC V7A 1E4
Subject Property Address OR Bylaw Number:	9511/9531 and 9551 No. 3 Road
Comments:	<p>I am against this rezoning. This is turning a primarily single family residential area into a high density area. It will bring more traffic, parking, litter and noise to what should be a quiet neighbourhood. I feel the RD1 ("two Unit Dwelling" is all that should be allowed here. 14 Townhouses all accessed by a small rear lane ( which I face) is totally unacceptable. the traffic down this narrow lane will be dangerous and constant - I imaginr there will be more than one vehicle owned by some or most of the occupants so I am looking at 14 - 28 (possibly more) vehicles going up and down the lane most likely multiple times a day, every day, along with all the problems that will create. I urge council to NOT PASS this proposed bylaw and have diligent consideration for the existing residents and taxpayers. We are talking about a significant influx of people in a small area - 14. Townhouses on two existing lots is not acceptable. It is time we seriously think about existing residents, what they contributed initially and ongoing and what they always</p>



seem to be giving up for the insane excuse of new or expanded development. We don not need or want this intrusive development. It should not be strictly about the almighty \$ - Council, PLEASE CONSIDER EXISTING RESIDENTS and the hardships this will cause them and vote NO to this