



# City of Richmond

## Report to Committee Planning and Development Department

**To:** Planning Committee **Date:** July 3, 2012  
**From:** Brian J. Jackson, MCIP **File:** RZ 11-596490  
Director of Development  
**Re:** Application by Matthew Cheng Architect Inc. for Rezoning at 8200, 8220, 8280  
and 8300 No. 1 Road from Single Detached (RS1/E) to Low Density Townhouses  
(RTL4)

### Staff Recommendation

That Bylaw No. 8929, for the rezoning of 8200, 8220, 8280 and 8300 No. 1 Road from "Single Detached (RS1/E)" to "Low Density Townhouses (RTL4)", be introduced and given first reading.

Brian J. Jackson, MCIP  
Director of Development

BJ:ke  
Att.

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

## Staff Report

### Origin

Matthew Cheng Architect has applied to the City of Richmond to rezone 8200, 8220, 8280 and 8300 No. 1 Road from Single Detached (RS1/E) to Low Density Townhouses (RTL4) in order to permit development of a 28 unit townhouse proposal on the consolidated property. A location map is contained in **Attachment 1**.

### Project Description

The 28 unit low density townhouse project is proposed on 4 existing single-family zoned properties that will be consolidated into one development parcel with a total area of 5,329 sq. m (1.32 acres). Vehicle access will be provided by a driveway from No. 1 Road at the north end of the site. Internal vehicle drive-aisles will consist of a main north-south running driveway running the length of the consolidated parcel. A smaller east-west running drive aisle will be established to provide access to townhouse units situated farther to the east due to the greater depth of one of the properties (8220 No. 1 Road).

Three story townhouse units are arranged in fourplex building typologies only located on the west portion of the site, which has direct frontage No. 1 Road. Townhouse unit massing across the remainder of the subject site is limited at 2 storeys in duplex configuration.

A centrally located outdoor amenity space is situated at the intersection of the north-south and east-west running internal drive-aisles. Front and rear yard setbacks along No. 1 Road and the east property line are maintained at 6 m (20 ft.). Side yard setbacks along the north and south property line are maintained at 3 m (10 ft.). Please refer to **Attachment 2** for the proposed development plans of the townhouse project.

### Findings of Fact

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

### Surrounding Development

To the North: A single-family dwelling zoned Single Detached (RS1/E)

To the East: Single-family dwellings zoned under Land Use Contract 102 in a residential cul-de-sac adjacent to the proposed development site.

To the South: Two single-family dwellings fronting Coldfall Road zoned Single Detached (RS1/E)

To the West: Across No. 1 Road, a variety of existing and compact lot single-family dwellings zoned Single Detached (RS1/E) and Compact Single Detached (RC1) with access to an existing rear lane.

## **Related Policies & Studies**

### Official Community Plan – Land Use Map Designations

The subject properties are designated for Neighbourhood Residential and Low Density Residential in the General and Specific Official Community Plan land use maps. The proposed low-density townhouse project complies with the existing OCP land use map designation.

### Arterial Road Redevelopment Policy

This portion of No. 1 Road (East side of No. 1 Road south of Blundell Road and North of Coldfall Road) is designated for multi-family residential redevelopment in the OCP. The Arterial Road Redevelopment Policy in the OCP contains a number of criteria that apply to townhouse applications along identified arterial roads. A review of the proposed townhouse project and redevelopment criteria contained in the OCP is outlined in a latter section of the report. The proposed townhouse rezoning for the subject properties complies with the Arterial Road Redevelopment Policy contained in the OCP.

### Floodplain Management Implementation Strategy

In accordance with the City's Floodplain Designation and Protection Bylaw (Bylaw 8204), a Flood Indemnity Restrictive Covenant is required to be registered on title of the subject property that also specifies the minimum flood construction level. This legal agreement is required to be completed and registered on title of the subject site as a rezoning consideration.

### Affordable Housing Strategy

Richmond's Affordable Housing Strategy identifies that for smaller townhouse rezoning applications, a cash-in-lieu contribution to the City's Affordable Housing Reserve can be made at a rate of \$2.00 per buildable square foot in exchange for a density bonus that can be applied to the townhouse redevelopment (i.e., 0.4 FAR base density plus a bonus of 0.2 FAR in conjunction with contribution to the Affordable Housing Reserve fund). As a result, the developer is making a payable contribution in the amount of \$67,350 to the City's Affordable Housing Reserve fund as a rezoning consideration attached to the proposed development.

### Public Art

The developer has agreed to make a voluntary contribution to the City's Public Art fund at a rate of \$0.75 per buildable square foot. As a result, a contribution of \$25,250 payable to the City's Public Art fund and is being secured as a rezoning consideration for the development.

### Indoor and Outdoor Amenity Space Provisions

Based on the relatively small size of the of the overall townhouse development, the developer is proposing to make a cash-in-lieu of on-site indoor amenity space payment in the amount of \$28,000 (based on \$1,000 per unit) based on the OCP guidelines on indoor amenity space contributions for townhouse developments.

An outdoor amenity area is located in a central location on the townhouse development site at the intersection of the internal drive-aisles and is sized to meet OCP requirements (6 sq.m per unit; 168 sq. m total outdoor amenity space area).



## Consultation and Public Correspondence

Both the developer and City staff have had discussions with residents in the Coldfall Court subdivision, which is situated to the immediate east and backs onto the rear of the proposed development site. Public correspondence was submitted to City staff from these residents outlining their concerns and questions about the proposed redevelopment. Public correspondence is contained in **Attachment 4** for reference. The following is a summary of concerns raised in the letters followed by applicable project/developer responses, revisions and/or provisions taken into account (responses are in *bold italics*).

- Preference for a single-family redevelopment serviced by either a cul-de-sac street off No. 1 Road or rear lane – *A cul-de-sac oriented development with vehicle access provided from No. 1 Road is not possible given the limited depth of properties fronting No. 1 Road. This form of redevelopment is generally not in compliance with OCP policies for redevelopment along arterial roads and not consistent with transportation objectives along major roads. In 2006, a comprehensive review of the City's Arterial Road Redevelopment Policies was completed. As a result, this portion of No. 1 Road was identified for multi-family development in the conceptual map contained in the OCP and also complies with all multi-family redevelopment criteria contained in the Arterial Road Redevelopment Policy.*
- Opposition to development of multi-family townhouses on this portion of No. 1 Road based on predominant single-family development in the surrounding area and concerns about the impact on existing property values – *The OCP supports redevelopment of townhouses along this portion of No. 1 Road (major arterial road) so long as specific guidelines are complied with in the proposal. Given the existing base of single-family land uses within the City, integration of multi-family projects within existing single-family residential areas can be successfully achieved with proper consideration given to address adjacency issues, architectural form and character, implementing appropriate setbacks and building massing to ensure an high level of urban design for the project, therefore not resulting in any potential decrease in surrounding property's values.*
- Concerns about the setbacks for townhouse units that would be adjacent existing single-family dwellings to the east. Requested setbacks from neighbours ranging from 6 m (20 ft.) to 12 m (40 ft.) – *The developer, in response to requested setbacks from neighbours, is proposing a 6 m (20 ft.) setback along the entire rear yard (east property line) that is adjacent to the existing single-family dwellings that back onto the subject site. This setback is greater than the 3 m (10 ft.) rear yard minimum required in the Low Density Townhouses (RTL4) zone and exceeds the 4.5 m (15 ft.) setback guideline in the OCP for two storey townhouse units adjacent to a single-family dwelling. The proposed 6 m (20 ft.) rear yard setback for the townhouse project is also the same rear yard setback required for a single-family residential dwelling in Richmond. The 6 m (20 ft.) setback is maintained along the entire east adjacency of the subject site, including the one lot (8220 No. 1 Road) that has a greater depth. A rear yard setback greater than 6 m (20 ft.) would be difficult to achieve, as the development needs to take into account required 6 m (20 ft.) front yard setbacks along No. 1 Road and minimum drive-aisle widths to service the development.*



- Concerns over loss of privacy, landscaping and shadowing impacts from proposed townhouse development for surrounding single-family dwellings to the east – *As noted previously, the developer is proposing a larger 6 m (20 ft.) rear yard setback for all townhouse dwelling units that have a direct adjacency to the single-family dwellings to the east. This increased setback enables the ability to plant appropriate landscaping in the rear yards of the townhouse development to help address privacy concerns. Massing for the townhouse units along the east side of the development site is maintained at 2 storeys, which is consistent with a single-family dwelling and helps to mitigate privacy, overlook and shadowing issues. Townhouse units are also oriented to ensure that rear yards for units in the development site abut existing single-family areas. A shadow analysis (Attachment 5) was also undertaken by the architect, which shows minimal incursion of shadows into the neighbour's back yards as a result of the 6 m (20 ft.) rear yard setback and 2 storey massing for the rear townhouse units.*
- Impacts of development for drainage on subject site and surrounding area as a result of the approach to grading on the subject site – *The existing grade of the subject properties is lower than the elevation of No. 1 Road. In response to concerns about site grading, the developer is proposing to raise the grade of the site to match the existing grade at No. 1 Road and gradually decrease the grade along the eastern portions of the site to match existing grades where possible. This approach is proposed to minimize grade changes between the townhouse development site and surrounding single-family residential properties. Retaining walls are proposed along portions of the north and south property lines of the development site as a result of the proposed grade differences, but the proposed grading approach minimizes the need for retaining walls along the east edge of the site. In response to concerns about drainage, the subject development site is required to install all necessary drainage infrastructure (including perimeter drainage to capture all storm water that falls on the development site so that it can be channelled into the City's storm sewer system along No. 1 Road. Through the future building permit application, a site servicing permit is required to ensure proper drainage infrastructure is being provided for the development. Requirements for single-family dwellings (existing and new houses) exists to ensure adequate on-site drainage infrastructure is in place to channel storm water from single-family properties into the City storm sewer system as well. Therefore, all individual property owners are responsible for ensuring storm water that lands on their property can be drained into the City system.*
- Concerns over the traffic generated by the proposed townhouse development and potential impacts on vehicle and pedestrian safety in the area (i.e., No. 1 Road and Pacemore Avenue intersection and pedestrian crosswalk) – *Transportation staff have reviewed the development proposal and confirmed that the traffic generated by the 28 townhouse units can be accommodated along No. 1 Road. The development proposal also complies with transportation objectives by consolidating and removing individual driveway crossings along major arterial roads and situating new accesses for developments in locations that minimize potential conflicts. The proposed driveway access along No. 1 Road (at the north end of the development site) is supported by Transportation staff as this location is situated far enough from the intersection at Pacemore Avenue and the existing pedestrian cross-walk to provide adequate separation distance.*

**Staff Comments**Engineering

A servicing capacity analysis to examine City storm, water and sanitary sewer systems was reviewed and approved by Engineering staff. No upgrades to City systems were identified in the analysis. Through the forthcoming Servicing Agreement (to be completed as a rezoning consideration) for frontage works, a site analysis will be required for City storm and sanitary sewer systems for the site connection only.

An impact assessment is required to be undertaken by the developer's consulting engineer to ensure any on-site development works (i.e., retaining walls, foundations, on-site servicing, construction activities, ongoing maintenance) does not cause damage to existing City sanitary sewer services contained in existing statutory right-of-way running along the east and south boundary of the development site. This impact assessment and accompanying recommendations is required to be approved by engineering staff through the Servicing Agreement process for frontage works related to the development.

Off-Site Frontage Works and Contributions

The developer is required to upgrade the subject site's No. 1 Road frontage to implement the following works:

- A 1.5 m (5 ft.) grass and treed boulevard and 1.5 m (5 ft.) concrete sidewalk.
- To accommodate frontage works, a 0.41 m dedication is required along the subject site's entire No. 1 Road frontage.
- New bus pad along the No. 1 Road frontage. A 1.5 m (5 ft.) by 9 m (30 ft.) public-right-of-passage (PROP) statutory-right-of-way (SRW) is required to be registered on the subject site's No. 1 Road frontage to accommodate the new bus stop pad and accompanying shelter.
- The developer is also making a contribution of \$22,000 for works related to the new bus shelter.

Frontage works are required to be designed and constructed through the City's Servicing Agreement process. The Servicing Agreement and contribution for the new bus stop shelter is required to be completed and approved as a rezoning consideration attached to the subject development application.

Transportation

The proposed townhouse development enables the elimination of individual driveway crossings onto a major arterial road through the consolidation of the properties into one development site with a single driveway access at the north end of the site. This access location and configuration is supported by Transportation Division staff as it provides sufficient separation distances from the existing pedestrian crosswalk to the south at Pacemore Avenue and takes into account the existing bus stop along No. 1 Road in front of the site, where a new bus pad and shelter will be incorporated into the development.



The driveway access to No. 1 Road and main north-south running internal drive-aisle also has the potential to serve as a vehicle access for potential future consolidated townhouse projects to the north or south of the site. As a result, a public-right-of-passage is being secured as a rezoning consideration over the driveway access to No. 1 Road and internal north-south running drive-aisle to serve as the vehicle access and driveway for properties that may redevelop to the north or south of the site.

A total of 62 off-street parking stalls are provided on the townhouse site (56 parking stalls for the 28 townhouse units plus 6 visitor parking stalls). The total number of parking stalls complies with zoning requirements for townhouse development. 28 parking stalls are proposed to be parked in tandem arrangement. These tandem stalls are located in the 3 storey townhouse units that front onto No. 1 Road. Therefore, a total of 14 units have a tandem parking arrangement. A variance will be required through the forthcoming Development Permit application to allow the 28 tandem parking spaces. Registration of a legal agreement on title to prohibit the conversion of tandem parking areas into habitable space is a rezoning consideration attached to this development.

#### Tree Retention, Removal and Replacement

The site plan, tree survey and accompanying arborist report was reviewed by the City's Tree Preservation staff who concur with the tree assessment and recommendations of the report. The tree survey and arborist report reviewed a total of 31 on-site trees and 7 off-site trees located on neighbouring properties. The report recommends retention of 1 on-site tree and 7 off-site trees on neighbouring lots (refer to **Attachment 6** for the tree retention/protection and removal plan).

29 trees are recommended for removal due to conflicts with proposed buildings, drive-aisles and works associated with the townhouse development. The consulting arborist report and site inspection conducted by Tree Preservation staff have noted that these 29 trees have been previously topped, resulting in significant decay and structural defects that would not be suitable for retention. Other on-site trees that are situated outside of proposed townhouse building footprints have also been identified as not being suitable for retention as a result of previous topping and general decline of trees.

1 tree (Tag# 0101) is a larger Deodar Cedar in good condition located in the front yard of the existing house at 8280 No. 1 Road. However, due to conflicts with the proposed building envelope and requirement to raise the elevation of the site adjacent to No. 1 Road to meet flood construction requirements, this tree is also recommended for removal and should be replaced with two larger calliper conifers trees to be located on No. 1 Road frontage. This specific recommended replacement planting will be required to be incorporated in the landscape plan submitted by the developer as part of the Development Permit application. Retention of this tree would generally involve removal of a minimum of four townhouse units along No. 1 Road around the tree and keeping the existing grade around the base of the tree for a 6 m (20 ft.) radius, which is not feasible for the proposed development. On this basis, tree replacement is recommended.

Tree protection fencing on the subject site will be required to be installed around the trees to be retained on-site and off-site on neighbouring properties. Confirmation of installation of tree protection fencing to City and consulting arborist specifications is to be completed prior to any construction or site preparation activities on the development site.



Based on the proposed on-site tree removal, a minimum of 60 replacement trees (deciduous and conifers) are required to be planted on the subject site based on a 2:1 tree replacement ratio. Confirmation on the number of replacement trees that can be accommodated on the townhouse site will be through the Development Permit application process. If all replacement trees cannot be accommodated on the townhouse site, a cash-in-lieu contribution of \$500 per tree is required for the remaining balance of replacement trees to the City's Tree Compensation Fund for off-site planting.

## **Analysis**

### Arterial Road Redevelopment Policy

The townhouse development proposal complies with the City's Arterial Road Redevelopment Policy and corresponding criteria contained within the OCP on the following basis:

- The east side of No. 1 Road (south of Blundell Road and North of Coldfall Road) is specifically identified for multi-family development in the Arterial Road Redevelopment Policy concept map in the OCP.
- The subject site is located along a major arterial road serviced by public transit and is located approximately 525 m away from the intersection of Francis Road and No. 1 Road (Seafair Shopping Centre).
- The consolidated lots under rezoning have a combined frontage in excess of 100 m, which exceeds the minimum 50 m of frontage required for townhouses along major arterial roads.
- A majority of lots along this portion of No. 1 Road between Blundell Road and Coldfall Road have development potential based on existing lot width, general age of housing stock and multi-family OCP designation.
- There are examples of more intensive forms of development on No. 1 Road around the development site such as the Gilmore Gardens congregate housing and church development to the north at the corner of No. 1 Road and Blundell Road. Further south, there are examples of older multi-family forms of development ranging from dwelling units arranged in duplex building forms to medium density apartments (i.e., Apple Greene Park development).
- The development proposal adheres to multi-family OCP requirements along arterial roads as 3 storey massing is limited to only units that front directly onto No. 1 Road. At the north and south ends of the development, three storey massing is stepped down to 2 ½ storey massing adjacent to the side yard to the south and driveway access to the north. All proposed townhouse units at the east end of the site, which have direct adjacencies to existing single-family dwellings, are limited to 2 storey massing with a 6 m rear yard setback.

A conceptual development plan for adjacent properties has been submitted and is on file to show how surrounding lots have the ability to utilize the driveway access from No. 1 Road implemented as part of this townhouse proposal.

### Future Development Permit Application and Design Review

The proposed townhouse project is required to submit a Development Permit application for review and processing by staff to examine the proposal in conjunction with applicable Development Permit guidelines for multi-family development contained in the OCP. Processing of the Development Permit application to a satisfactory level is required to be completed as a rezoning consideration.

The following are a list specific urban design and landscaping issues to be addressed in the forthcoming Development Permit application:

- Finalize architectural detailing and form and character of the townhouse buildings to ensure a proper fit with surrounding mix of residential land uses.
- Develop and refine landscape plans for the rear units to maximize opportunities for buffering between the townhouse and adjacent single-family dwellings while also taking into account existing City services in the area.
- Design refinement of the 3 storey and 2 storey townhouse buildings to reduce overall massing.
- Design development of the outdoor amenity space to maximize usability and accessibility to townhouse residents and examine the location of walkways providing pedestrian access out to No. 1 Road.
- Landscape plan development to ensure sufficient replacement tree planting on the townhouse site and designed to maximize use of yard space directly adjacent to townhouse units.

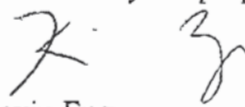
Based on the preliminary site plan for the development submitted through the rezoning, variances requested through the forthcoming Development Permit application will be required for 28 tandem parking stalls located in 14 of the townhouse units. Additional variances identified through the processing of the Development Permit application will be reviewed by staff.

#### **Financial Impact or Economic Impact**

None.

#### **Conclusion**

The application to rezone 8200, 8220, 8280 and 8300 No. 1 Road to Low Density Townhouses (RTL4) in order to permit development of a 28 unit townhouse development complies with OCP criteria for the residential redevelopment along arterial roads. Specific issues related to vehicle access, setbacks and adjacency to neighbouring single-family lots have been addressed. The consolidated list of rezoning considerations is contained in **Attachment 7**, which must be completed prior to final adoption of the rezoning bylaw. In addition to the rezoning application, the next development application will be the Development Permit application that will be submitted by the proponent in the near future.



Kevin Eng  
Planner 1

KE:cas

Attachment 1: Location Map

Attachment 2: Conceptual Development Plans

Attachment 3: Development Application Data Sheet

Attachment 4: Public Correspondence

Attachment 5: Shadow Diagram

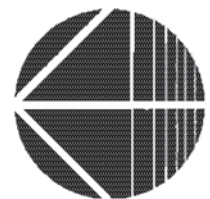
Attachment 6: Tree Retention/Protection and Removal Plan

Attachment 7: Rezoning Considerations Considered



RZ 11-596490

**PH - 164**







RZ 11-596490

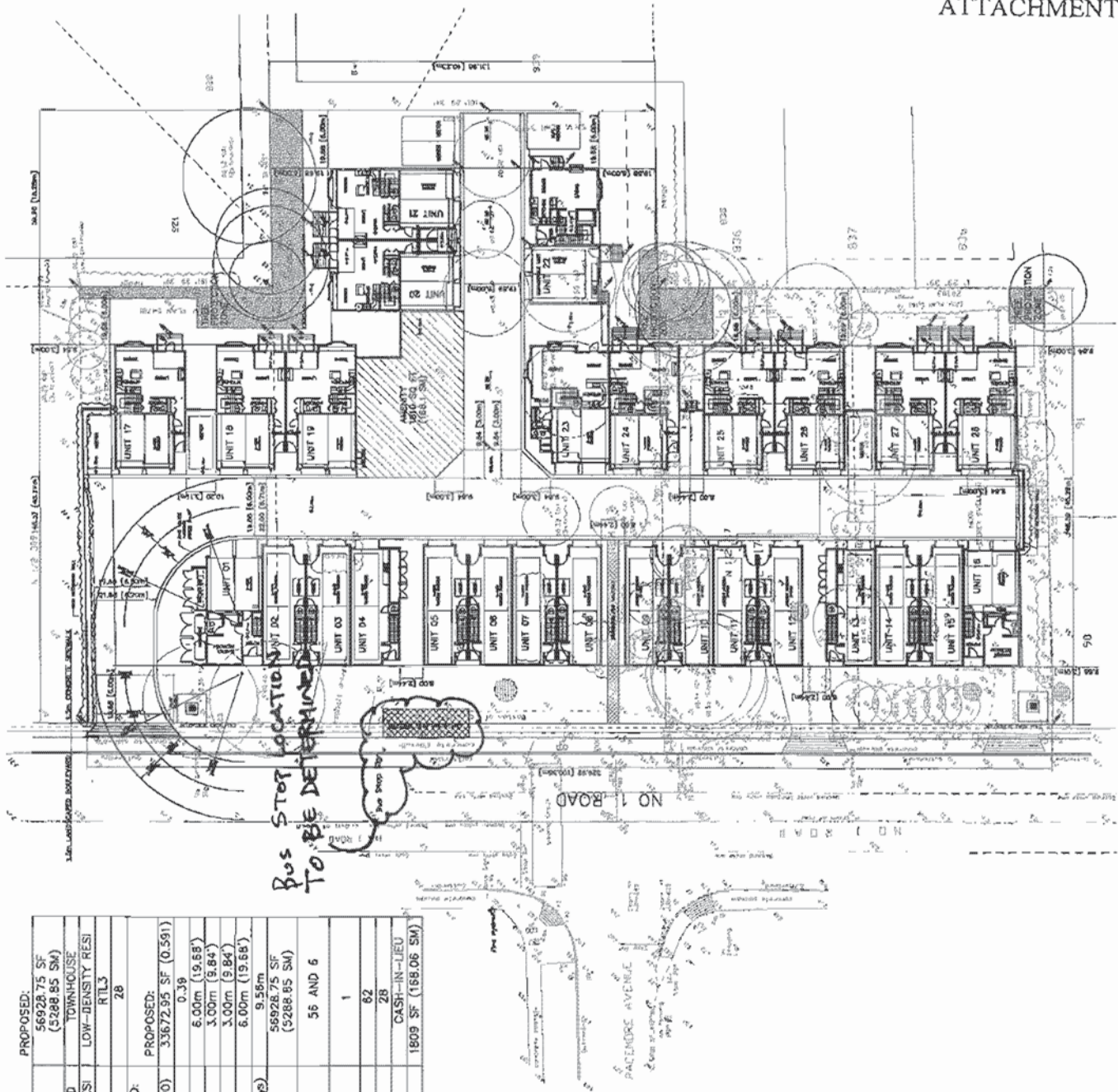
Original Date: 01/12/12

Amended Date: 04/07/12

Note: Dimensions are in METRES



## ATTACHMENT 2



EXISTING	PROPOSED
SITE AREA: 57,372.58 SF (5,330.09 SM)	56,928.75 SF (5,288.85 SM)
LAND USES: SINGLE DETACHED	TOWNHOUSE
OCF DESIGNATION: LOW-DENSITY RES1	LOW-DENSITY RES1
ZONING: RS1/E	RTL3
NUMBER OF UNITS: 4	28
REQUIRED/ALLOWED: (BASED ON RTL3)	PROPOSED:
FLOOR AREA RATIO: 34157.25 SF (0.800)	33672.95 SF (0.591)
LOT COVERAGE: 0.40	0.39
SETBACK—FRONT YARD: MIN. 6m	6.00m (19.68')
SETBACK—SIDE YARD: (NORTH) MIN. 3m	3.00m (9.84')
SETBACK—SIDE YARD: (SOUTH) MIN. 3m	3.00m (9.84')
SETBACK—REAR YARD: MIN. 3m	6.00m (19.68')
HEIGHT: (m) 12.0m (3 Storeys)	9.58m
LOT SIZE: 57,372.58 SF (5,330.09 SM)	56,928.75 SF (5,288.85 SM)
OFF-STREET PARKING RESIDENTIAL/COMMERCIAL/ OFF-STREET PARKING ACCESSIBLE: 1	56 AND 6 1
OFF-STREET PARKING TOTAL: 82	82
TANDEM PARKING SPACES: 28	28
INDOOR AMENITY SPACE: MIN. 60 SM	CASH-IN—LEU
OUTDOOR AMENITY SPACE: MIN. 168 SM	1809 SF (168.06 SM)



Line 231 - 679 FUNDING AGENCY  
 VAPORTRON, INC. 679 231  
 231 phone 760-363-1231 679 231-0000  
 Call 679 231-0000 for each company's name

[illegible]

FORWARDED TO	BY
RECEIVED BY	DATE

Project 1706  
28-UNIT TOWNHOUSE  
DEVELOPMENT  
8200/8220/  
6280/8300  
NO. 1 ROAD  
RICHMOND, BC

**Parking Plan &  
Ground Floor Plan**

Options	
IN/OC	
Overhead	
MC	
Schedule	
1/4" = 1'-0"	
Project Number	

Reception Center JUN 26, 2042	Insp. Rm. A01a
Print Room JUN 26, 1942	







MATTHEW CHENG  
ARCHITECT INC.

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VANCOUVER, BC V6H 2B6  
TEL: 604-681-1111 FAX: 604-681-1112  
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DESIGNED BY MATTHEW CHENG ARCHITECT INC. FOR THE  
CLIENT: 28-UNIT TOWNHOUSE DEVELOPMENT  
8200/8220/8280/8300 NO. 1 ROAD  
RICHMOND, BC  
PROJECT NO. 2017-001

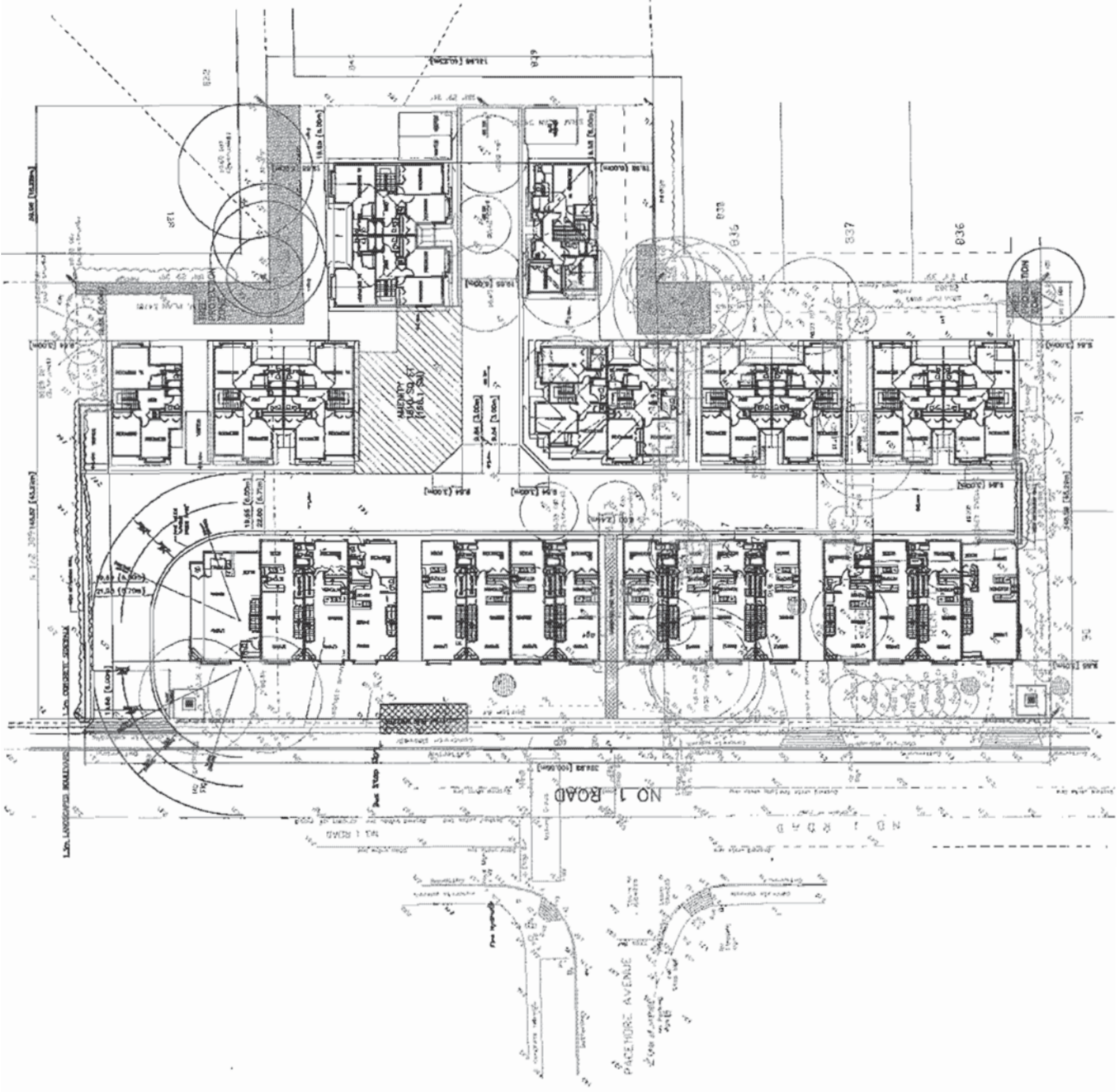
DATE: 01/12/2017  
BY: MCH/PC  
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28-UNIT TOWNHOUSE  
DEVELOPMENT  
8200/8220/  
8280/8300  
NO. 1 ROAD  
RICHMOND, BC

SITE PLAN &  
MAIN FLOOR PLAN

Scale: 1/8" = 1'-0"  
North Arrow  
Project Name

Project No. A02  
Date: 01/12/2017  
By: MCH/PC  
Check: MCH/PC





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DATE: 01/11/2023  
DRAWN BY: J. CHENG  
CHECKED BY: J. CHENG

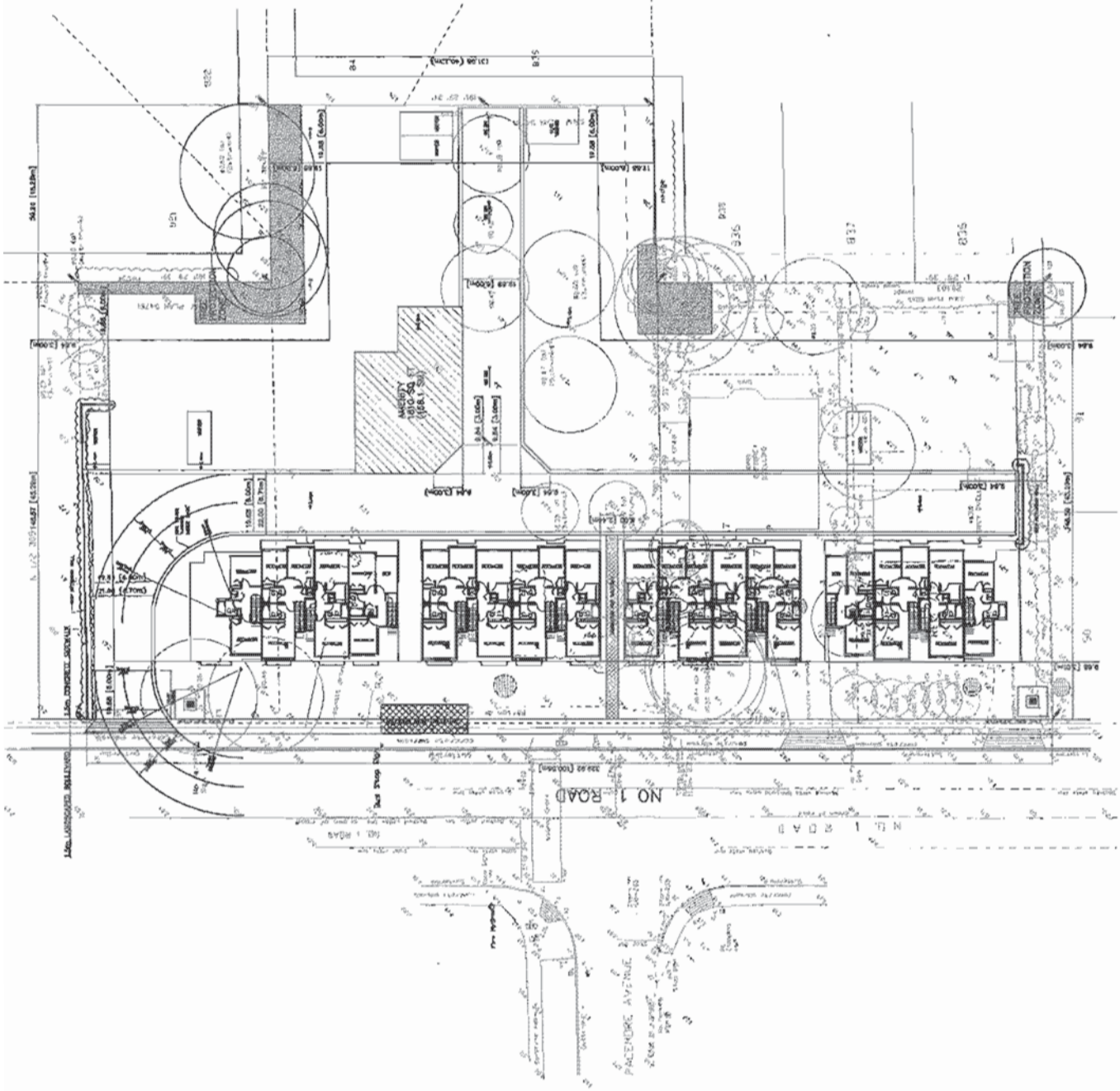
Copyright

Project Title:  
28-UNIT TOWNHOUSE  
DEVELOPMENT  
8200/8220/  
8280/8300  
NO. 1 ROAD  
RICHMOND, BC

Scale: 1/8" = 1'-0"  
SITE PLAN &  
UPPER FLOOR PLAN

Project No.:  
Client:  
Contract:  
Date:  
Project Name:  
Project Number:

Sheet No.:  
A03







(a) 0% - 10% **PROBABLY NOT**  
 (b) 10% - 20% **PROBABLY**  
 (c) 20% - 30% **PROBABLY**  
 (d) 30% - 40% **PROBABLY**  
 (e) 40% - 50% **PROBABLY**  
 (f) 50% - 60% **PROBABLY**  
 (g) 60% - 70% **PROBABLY**  
 (h) 70% - 80% **PROBABLY**  
 (i) 80% - 90% **PROBABLY**  
 (j) 90% - 100% **PROBABLY**

—**CONCERN**  
 CALLING FOR PROTEIN REFINEMENT TO BE  
 RESEARCHED, THE NATIONAL INSTITUTE OF  
 MEDICINE AND THE NATIONAL ACADEMY OF  
 SCIENCES HAVE SET UP THE PROTEIN  
 REFINEMENT ADVISORY BOARD. THE BOARD  
 WILL ADVISE ON THE PROTEIN REFINEMENT  
 PROCESS, WHICH IS THE PROCESS OF  
 REMOVING THE NON-PROTEIN PARTS OF A  
 PROTEIN. THE BOARD WILL BE CHAIRMANED  
 BY DR. J. D. COOPER, DIRECTOR OF THE  
 NATIONAL INSTITUTE OF MEDICINE.

ed. 06/01/2017	Rechnung
06/01/2017	172.110.000,00

Generalization

Project Title  
28 UNIT TOWNHOUSE  
DEVELOPMENT  
8200/8220/  
5280/6300  
NO. 1 ROAD  
RICHMOND, BC

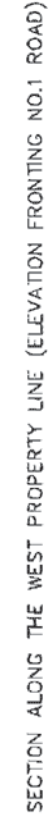
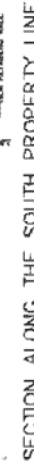
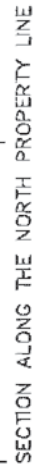
**Abstract**

## CROSS SECTIONS

Page No.	
Date	
Topic	

DATE TO MAT	A05	DATE
DATE TO MAT		

A05



**PH - 170**





**RZ 11-596490**

**Attachment 3**

Address: 8200, 8220, 8280 and 8300 No. 1 Road

Applicant: Applicant Name

	Existing	Proposed	
Owner:	8200 No. 1 Road – Kraftsmen Homes 8220 No. 1 Road – Kraftsmen Homes 8280 No. 1 Road – P. Tessmer/A. Avery 8300 No. 1 Road – X. Liu	To be determined	
Site Size (m <sup>2</sup> ):	5,329 m <sup>2</sup> (combined lots)	5,288 m <sup>2</sup> (after road dedication)	
Land Uses:	Single-family residential	28 unit low-density townhouse development	
OCP Designation:	General – Neighbourhood Residential Specific – Low Density Residential	No change - Complies	
Zoning:	Single-Detached (RS1/E)	Low Density Townhouses	
Number of Units:	4 single-family dwellings	28 townhouse units	
On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.6 FAR	0.59 FAR	none permitted
Lot Coverage – Building:	Max. 40%	39%	none
Lot Size (min. dimensions):	Min. 50 m frontage Min. 35 m depth	100 m frontage 45 m to 64 m depth	none
Setback – Front Yard (m):	Min. 6 m	6 m	none
Setback – North Side Yard (m):	Min. 3 m	3 m	none
Setback – South Side Yard (m):	Min. 3 m	3 m	none
Setback – Rear Yard (m):	Min. 3 m	6 m	none
Height (m):	12 m	10 m	none
Off-street Parking Spaces – Regular (R) / Visitor (V):	2 (R) and 0.2 (V) per unit	56 (R) and 6 (V) per unit	none
Off-street Parking Spaces – Total:	62	62	none
Tandem Parking Spaces:	Not permitted	28 tandem stalls	Variance requested
Amenity Space – Indoor:	Min. 70 m <sup>2</sup> or cash-in-lieu (\$1,000 per unit)	\$28,000	none
Amenity Space – Outdoor:	6 m <sup>2</sup> per unit	168 m <sup>2</sup>	none

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

## PUBLIC CORRESPONDENCE

Dear Kevin Eng, as property owners at 8311 Coldfall Court we are quite concerned about the type of redevelopment that will occur along #1 Rd from 8300 heading north toward the Flemming Property. Our backyard faces directly into the backyard of the 8300 # 1Rd property. This has been our family home for 33 yrs and we very much love the neighborhood consisting of single dwelling homes no higher than the current two stories. Although we realize that change is inevitable, we would like to express some of our concerns so that change can be influenced in a positive way.

Currently to access the 8300 # 1 Rd property, you must drive down a short steep driveway. If this property were to be redeveloped as part of a larger complex we fear drainage could be a big issue as the land would likely be leveled off by elevating it, leaving our backyard at a lower gradient, thus susceptible to water accumulation.

We value our privacy and the sunlight we get, which allows our gardens to flourish providing fresh fruits, vegetables and flowers during the spring, summer and fall months. Building a high multifamily complex behind our property would certainly ruin our privacy and greatly impact the amount of sunlight we rely upon for our garden. Also, with the heavy traffic along #1Rd, increasing the housing density concerns us as it is not a safe environment for youngsters to play in and it just adds to the traffic in an already congested area.

Along with increased population density comes increased noise pollution. Citizens need to be able to rest and relax in their backyard in a peaceful environment - this is very important for one's emotional health. We also value the green space and would really be disappointed to see the hedge that borders our property torn down along with the other trees that exist on the future developmental properties.

When we initially bought our property here, we did so knowing we would be living in a single dwelling family neighborhood. Although many of our new immigrants find living in compact multidwelling units to be spacious, that is not how we are accustomed to living in our neighborhood. A multifamily complex development impacts all of us long-term in the neighborhood, and it saddens us to feel that all we have worked for, is being destroyed by the big business of property development. It is such a shame to see perfectly good homes torn down so that double or triple the number of family dwellings can be built on the same sized lots. Ideally, if redevelopment is to take place we would much prefer to see only single dwelling homes to a maximum of two stories on those sites.

Our family hopes these concerns are clear and not misunderstood. We feel everyone can live together if the project is tastefully planned with consideration given to the input of residents currently living in the neighborhood. Thank you for taking the time to read this email.

Yours,

The Steed Family

Sent from my iPad=



Serge and Margaret Milaire  
8280 Coldfall Court,  
Richmond, B.C. V7C4X3  
604-275-1076

Mr. Kevin Eng,  
Policy Planning Division,  
Richmond City Hall,  
6911 No. 3 Road,  
Richmond, B.C.  
V6Y 2C1

Re: Rezoning and redevelopment proposal on No. One Road including 8200, 8220 and adjacent properties recently added.

The proposed development of 18 townhouses will forever change the current pleasant character of our single family neighbourhood. While we understand the property developer wanting a significant financial return on his investment, his interest in our area is only short term. By adding more people and vehicles into this small area, we and especially our neighbours on the boundary of this property will be the ones having to deal with the long term effects.

The street located directly across from this property, Pacemore Avenue, is the access point to No. 1 Road for many of the residents living west of No. 1 Road. Without a proper traffic signal controlling the flow of traffic and pedestrians, the addition of many vehicles moving into and out of this new development will significantly increase the potential for accidents and injury. A recent pedestrian death on Feb. 16<sup>th</sup> 2012 near this location illustrates the hazards of this busy crossroads.

Ideally, we would expect single family homes to be built on smaller lots, similar to what is on the west side of No. 1 Road. We hope that you will consider the long term interest of Richmond residents' first and the developers' interest as secondary.

Please turn down this redevelopment as proposed and keep our neighborhoods' livability in mind for present and future families.

Sincerely,

Serge and Margaret Milaire

Eng, Kevin

---

From: out west [jtrichmond@telus.net]  
Sent: Monday, 12 March 2012 3:32 PM  
To: Eng, Kevin  
Subject: Re: Emailing: 8291 Coldfall Court Kaczor

Hi Kevin,

Thank you for letting us know that you received the letter from our neighbour that I emailed you.

I see a coloured peg out on the lawn of 8220 #1 RD, the Fleming property and saw a surveyor there within the last 2 weeks. I hope this peg is not a proposed set back, because it seems much too close to our back yard. Also, I had the opportunity to see the backyard of 8291 Coldfall Court, Lorraine and Richard's property. I can see that all of the neighbours on our side of the cul-de-sac have deep back yards and maintain some privacy in spite of houses behind them that front # 1 Road. It really makes a difference to have a deep back yard, unlike our property at 8251 Coldfall Court.

If any proposal were to be approved, a significant set back from our back yard is essential to ensure that our property value, and the privacy and enjoyment of our property is not sacrificed in order to allow large profits to a developer.

There are other suitable alternatives for the proposed zoning of the property that could also maintain the principle in the Community Plan, that is, for higher density on arterial roadways. For example, four single family homes in a cul-de-sac configuration would respect the single family zoning that has been in place for the entire time of our residency and would be an appropriate response to many of the concerns we have identified for our property (i.e. shallow back yard) at 8251 Coldfall Court

I hope the City of Richmond can recognize that a single family zoned approach is best. If a modest multi-family approach is approved a significant setback must be mandatory for any property that sides or backs onto our property.

Are there any meetings, council meetings or proposals etc. set or going forward that we should be aware of? Before any proposal goes forward it is essential that the City of Richmond addresses the full set of concerns we have identified.

Thank you.  
Regards,  
Jim and Teri Barkwell  
604-275-4810

From: Eng, Kevin  
Sent: Monday, March 12, 2012 10:26 AM

**PH - 174**

2012-03-13-



To: Out West ; Wendy Steed ; margaret milaire ; Rosie Rosie ; Jo-Ann Steed  
**Subject:** RE: Emailing: 8291 Coldfall Court Kaczor

Good Morning,

Attached letter received - Thanks.

Kevin Eng  
*Policy Planning*  
City of Richmond  
P: 604-247-4626 F: 604-276-4052  
[keng@richmond.ca](mailto:keng@richmond.ca)

---

**From:** Out West [<mailto:jtrichmond@telus.net>]  
**Sent:** Friday, 9 March 2012 6:07 PM  
**To:** [jtrichmond@telus.net](mailto:jtrichmond@telus.net); Eng, Kevin; 'Wendy Steed'; margaret milaire; Rosie Rosie; Jo-Ann Steed  
**Subject:** Emailing: 8291 Coldfall Court Kaczor

Hi Kevin,

Lorraine and Richard Kaczor asked me to email you their letter of their concerns.

Regards,

Teri Barkwell  
8251 Coldfall Court  
Richmond, BC V7C 4X3

March 9, 2012

Kevin Eng  
City of Richmond Planner Number One  
Policy Planning Division  
Richmond City Hall  
6911 No. 3 Road  
Richmond BC V6Y 2C1

Dear Kevin

In further to our telephone conversation of February 27th we wish to register our concerns regarding the rezoning and redevelopment proposal on No. 1 Road, incorporating the properties at 8200 and 8220.

We have resided at 8291 Coalface Court for the past thirty years and while our property does not back directly onto 8200 and 8220 No. 1 Road it does back onto the two No. 1 Road properties immediately to the south of 8220 No. 1 Road and would be affected if the proposed development is enlarged to encompass these two lots to the south.



A townhouse development backing onto our property raises the following concerns:

1. Drainage. Any development that raises the elevation of lands could create water damage to our home and property.

2. Set-backs. We understand that the townhouses on No. 1 Road are to be three storey and those backing onto the properties on Caledale Court, two storey, with a three metre distance from the backs of the townhouses to our yards. We do not consider this a sufficient set-back as it will affect our privacy. It would be more desirable to have the buildings kept to the front of the property.

3. Shading and lighting. Shading will affect the amount of sunshine we receive and that will impact on vegetable gardens and other plants. Lighting will not only affect our privacy, it will impact on our ability to enjoy our backyard and possibly intrude into our homes as well.

4. Landscaping and fencing of the proposed development. Will residents of Coldfall Court have any input into the choices for landscaping and fencing?
5. Traffic and parking. Obviously traffic in our neighbourhood will increase but we question what plans there are for parking in the townhouse development particularly visitor parking. Insufficient visitor parking will likely result in an overflow onto our cul-de-sac.
6. Reduction in the value of our property. We have been advised by a pedator with fifteen years experience that a townhouse complex backing onto our property may discourage prospective buyers. While it is impossible for us to stop this development, our hope is that we can influence its design so that it affects the value of our property as little as possible.

We would like to add, as resi-



dents of Richmond since 1965, that not only are we concerned about this particular development, we have even greater concerns about the development in Richmond in general. We are concerned about the loss of prime agricultural land (we engaged in the protest against the development of Terra Nova) about the issue of livability, about the transformation of Richmond from a peaceful, semi-agricultural, affordable community to a high density metropolis with huge condo developments emulating those of downtown Vancouver. While we were able to buy our first house in Richmond when we were in our late twenties with a two year old child, our son and his family had to move to Maple Ridge to find affordable housing. We have lost our favourite walk along the river in Steveston, to development and are dismayed by the increasing commercialism of Steveston village, once a quiet haven that seemed a fitting tribute to its history. Progress seems inevitable but it does not always enrich and enhance

5.

the human values in a society. We do realize that our growing population must be accommodated, but hope a balance can be struck between housing our residents and providing them with the type of environment that contributes to their quality of life.

We thank you for your time and attention.

Yours truly  
Richard W Kaczor  
Lorraine Kaczor

RICHARD AND LORRAINE KACZOR

8291 COLD FALL COURT

RICHMOND BC V7C 4X3

604-277-0457



February 15, 2012

Dear Kevin Eng:

Re: Concerns regarding rezoning and redevelopment proposal on #1 Road  
at 8200 and 8220 and additional properties on No. 1 Road

Thank you very much for taking the time to meet with us and educate us on how the process works and sharing the proposed plan with us.

We have a few concerns that we would like to address so that the plan can proceed in a harmonious fashion.

We have a semi-private backyard and the current plan envisions multiple second story windows overlooking our backyard – the loss of privacy to us will be increased additionally if the land is elevated. To address these concerns, we would like to see the side adjacency set-back increased from 4.5m to 6m. We would also like the elevation change reduced to the minimum amount possible. We are also asking for the least number of windows possible to be overlooking our yard as since the back of the proposed townhouses will be directly overlooking our backyard.

Please keep us informed of any meetings, changes or new information regarding these properties or any additional properties added to the proposal.

Kind regards,

Dawn & Millan Patel  
8271 Coldfall Court, Richmond  
[dawnpatel@gmail.com](mailto:dawnpatel@gmail.com)  
604-271-9470

February 15, 2012

Dear Kevin Eng:

Re: Major concerns regarding rezoning and redevelopment proposal on #1 Road at 8200(the Fleming property) and 8220, from the owners of 8251 Coldfall Court:

This is to advise you that we, the homeowners of 8251 Coldfall Court, are completely opposed to the rezoning and proposed redevelopment of the property behind 8251 Coldfall Court, at 8200 (the Fleming property) and 8220 #1 Road.

For over 20 years we have lived in a quiet cul-de-sac in an area zoned for single-family residential use. This includes the two properties behind our home. Our home is not near any commercial or multi-family zoned properties. The lot behind us is approximately equidistant from the intersections of Blundell and Francis, and is therefore in an area where it could be expected that no large commercial or multi-family zoning would take place. The zoning rules passed in recent years for major roadways have resulted in some densification in our area along #1 Road by virtue of narrower lots for newly built single family residences. This is an acceptable and appropriate approach to increasing density while maintaining the suburban character appropriate to an area zoned for single-family residences.

The purchaser of the Fleming property paid an amount consistent with redevelopment of that property into two or three single-family residences. This would be an acceptable outcome, consistent with the spirit of the zoning for higher density in appropriate areas along a major west Richmond roadway. Allowing a fundamental rezoning of the property to allow a large number of intrusive multi-storey, multi-family buildings would destroy the character of the single family zoned area, including our cul-de-sac, and is completely inappropriate and highly objectionable. If approved by the City of Richmond, it would also be an unfair means of enriching the developer through unjustifiable zoning changes, to the financial detriment of all nearby residents, including us. It is our intention to use all means possible to prevent this completely unacceptable outcome.

As longstanding tax paying residents of Richmond we ask that you keep us updated on any proposed changes, meetings, proposals, planning committees and Council meetings etc. by email at [jtrichmond@telus.net](mailto:jtrichmond@telus.net) or directly by mail regarding the development property know as the "Fleming property" on 8200 and 8220 #1 Road.

There are multiple specific objections that can be identified, in addition to the general objections noted above.



The Fleming property that backs on to our back yard is an anomaly and not consistent with depth sizes on other major arterial roads in Richmond. That is, most lots on arterial roads are not as deep as the Fleming property at 8200 #1 Road. The lot depth raises fundamental issues that are problematic not only for a proposed redevelopment and rezoning of this lot but it also creates unique issues/problems for 8251 Coldfall Court.

There are several privacy concerns. Our house on 8251 Coldfall Court is set far back and has a shallow back yard due to the lot being "pie shaped" with a narrow frontage. This was as approved by the City of Richmond, consistent with single family zoning in the entire surrounding area of our property. Therefore, the back of the house does not have a deep back yard and most of our back yard would be in close proximity to any structures/dwellings of a proposed townhouse development. This would significantly diminish our enjoyment and privacy of our property, and could dramatically undermine the property value. Consequently, allowing such high density would enrich the developer at the expense of existing homeowners. A minimum requirement would be to ensure that any dwellings are at least 40 feet from our property. The depth of the Fleming property easily allows this outcome.

A critical concern relates to drainage. With the high water table in Richmond, and with the configuration allowed when our property was built, any development process that results in an elevation of lands above the existing levels could create severe water damage to our home and on our property. We understand that there have been several court cases over the years with similar scenarios. We do not intend to allow development approaches that create financial and health issues. You are reminded that we have resided in this home for over 20 years and that the current land and building configurations were approved by the City of Richmond. Any development approaches that undermine the value of our property or enjoyment will be vigorously contested in whatever manner is possible.

In addition to the setback requirement noted above there are numerous other details that would have to be agreed upon prior to even considering a large redevelopment proposal. The drainage issue is most significant. Some form of perimeter drainage around the whole land site and including individual drainage for each unit so that there will be no drainage issues for properties in the area would be required at a minimum, as would a written guarantee from the City of Richmond accepting liability for any subsequent water drainage issues. Important but lesser considerations include the right type of landscaping on the Fleming property, set back far enough so that lighting levels are not appreciably diminished and to maintain suitable privacy in keeping with expectations in an area zoned for single-family dwellings.

A potential development with 18 town homes potentially translates into 36 vehicles on the site if each homeowner has a minimum of 2 vehicles; however there is a potential for many more vehicles if each homeowner has children or other family members of driving age. This creates pollution and congestion issues for the remaining homeowners who should be able to expect a different outcome in an area zoned for single-family residences. The height of buildings in a single family zoned area is important for retaining the character and quality of the neighbourhood. Consequently it is expected that any buildings on the Fleming site would be single or two story. If two story, the required setback as noted above is even more critical. The property currently has only one single story building that is set back from our property line by well over 100 feet.

The increased density in the middle of the block between Francis and Blundell could create other concerns in regard to traffic accidents & injuries to school age children and others crossing at Pacemore. We are aware of serious pedestrian injuries at that general location already. This form of densification is not appropriate to our area and is not supported. Congestion and safety concerns along #1 Road are already reaching critical levels. This proposal would exacerbate those issues.

In summary, we strongly oppose this proposed redevelopment. It is highly inappropriate in an area of single-family residences. It is very likely to cause financial hardship and to detract from the personal enjoyment all residents of single-family zoned areas in Richmond are entitled to expect. There are also significant potential health and safety issues. The City of Richmond would be liable for any such losses. We expect to use all available means to prevent this highly inappropriate proposal from proceeding.

If you wish to further discuss our concerns or to offer solutions to the issues raised we look forward to hearing from you.

Sincerely,

Jim and Teri Barkwell

8251 Coldfall Court  
Richmond, BC V7C 4X3  
604-275-4810





**MATTHEW CHENG  
ARCHITECT INC.**

1100 BAYVIEW AVE. SUITE 101  
SCARBOROUGH, ONTARIO M1S 5B5  
TEL: (416) 291-8888 FAX: (416) 291-8889  
WWW.MATTHEWCHENGARCHITECT.COM

PROJECT: 20-UNIT TOWNHOUSE DEVELOPMENT  
8200/8220/8280/8300/8320/8340/8360/8380/8400/8420/8440/8460/8480/8500/8520/8540/8560/8580/8600/8620/8640/8660/8680/8700/8720/8740/8760/8780/8800/8820/8840/8860/8880/8900/8920/8940/8960/8980/9000/9020/9040/9060/9080/9100/9120/9140/9160/9180/9200/9220/9240/9260/9280/9300/9320/9340/9360/9380/9400/9420/9440/9460/9480/9500/9520/9540/9560/9580/9600/9620/9640/9660/9680/9700/9720/9740/9760/9780/9800/9820/9840/9860/9880/9900/9920/9940/9960/9980/10000

DATE: 2023.03.21  
DRAWN BY: J. CHENG  
CHECKED BY: M. CHENG

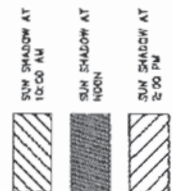
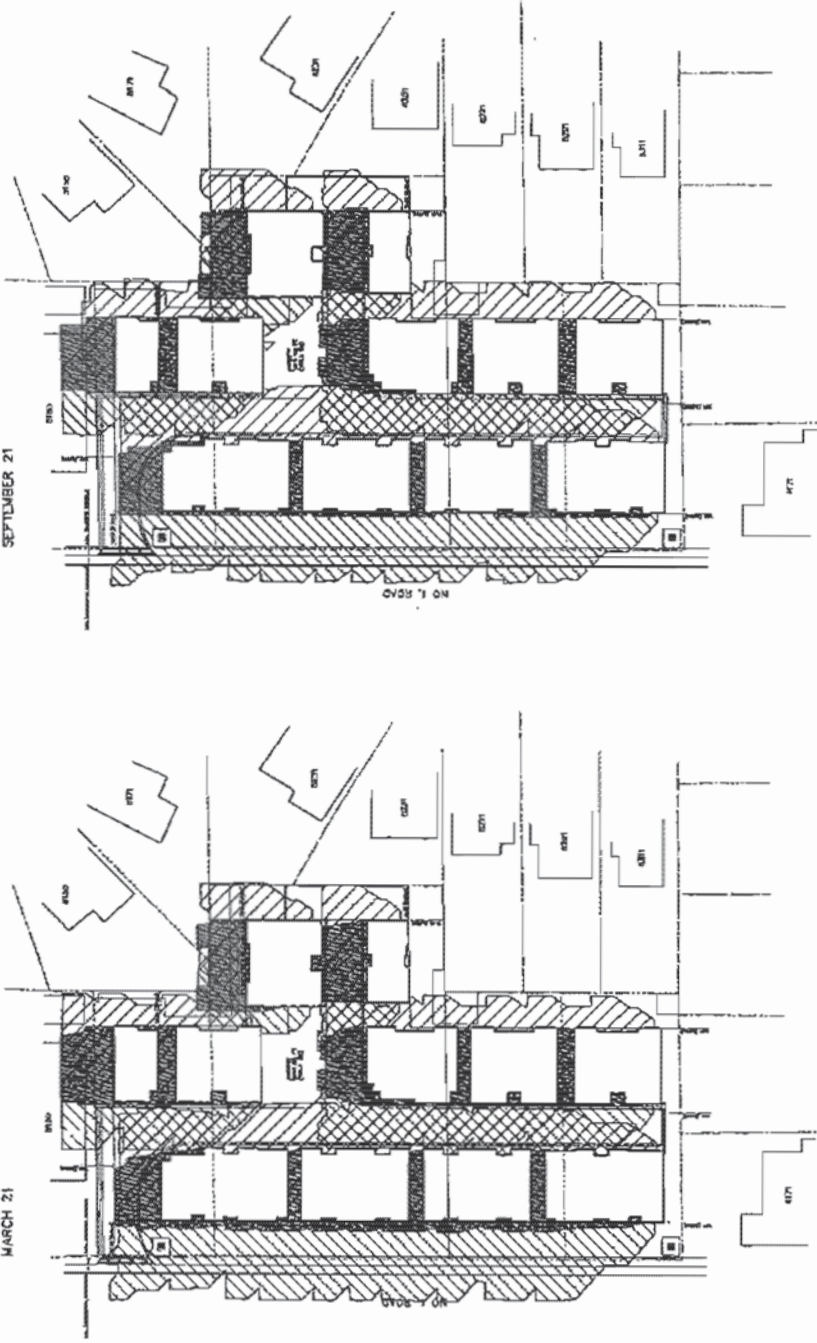
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Project Title:  
20-UNIT TOWNHOUSE  
DEVELOPMENT  
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SHADOW ANALYSIS

SHADOW ANALYSIS  
SEPTEMBER 21

SHADOW ANALYSIS  
MARCH 21



ATTACHMENT 5

Project Title	20-UNIT TOWNHOUSE DEVELOPMENT
Project Number	8200/8220/8280/8300/8320/8340/8360/8380/8400/8420/8440/8460/8480/8500/8520/8540/8560/8580/8600/8620/8640/8660/8680/8700/8720/8740/8760/8780/8800/8820/8840/8860/8880/8900/8920/8940/8960/8980/9000/9020/9040/9060/9080/9100/9120/9140/9160/9180/9200/9220/9240/9260/9280/9300/9320/9340/9360/9380/9400/9420/9440/9460/9480/9500/9520/9540/9560/9580/9600/9620/9640/9660/9680/9700/9720/9740/9760/9780/9800/9820/9840/9860/9880/9900/9920/9940/9960/9980/10000
Scale	1/8" = 1'-0"
Project Number	A07



Catherine MacDonald Inc.  
28 PROPOSED TOWNHOMES  
8200, 8220, 8280 & 8300  
No. 1 Road  
RICHMOND, BC

DATE: 2 JULY 2012

PROJECT: 28 PROPOSED TOWNHOMES

CLIENT: CMA

DATE: 2 JULY 2012

PROJECT: 28 PROPOSED TOWNHOMES

CLIENT: CMA

DATE: 2 JULY 2012

PROJECT: 28 PROPOSED TOWNHOMES

CLIENT: CMA

DATE: 2 JULY 2012

PROJECT: 28 PROPOSED TOWNHOMES

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CLIENT: CMA

DATE: 2 JULY 2012

PROJECT: 28 PROPOSED TOWNHOMES

CLIENT: CMA

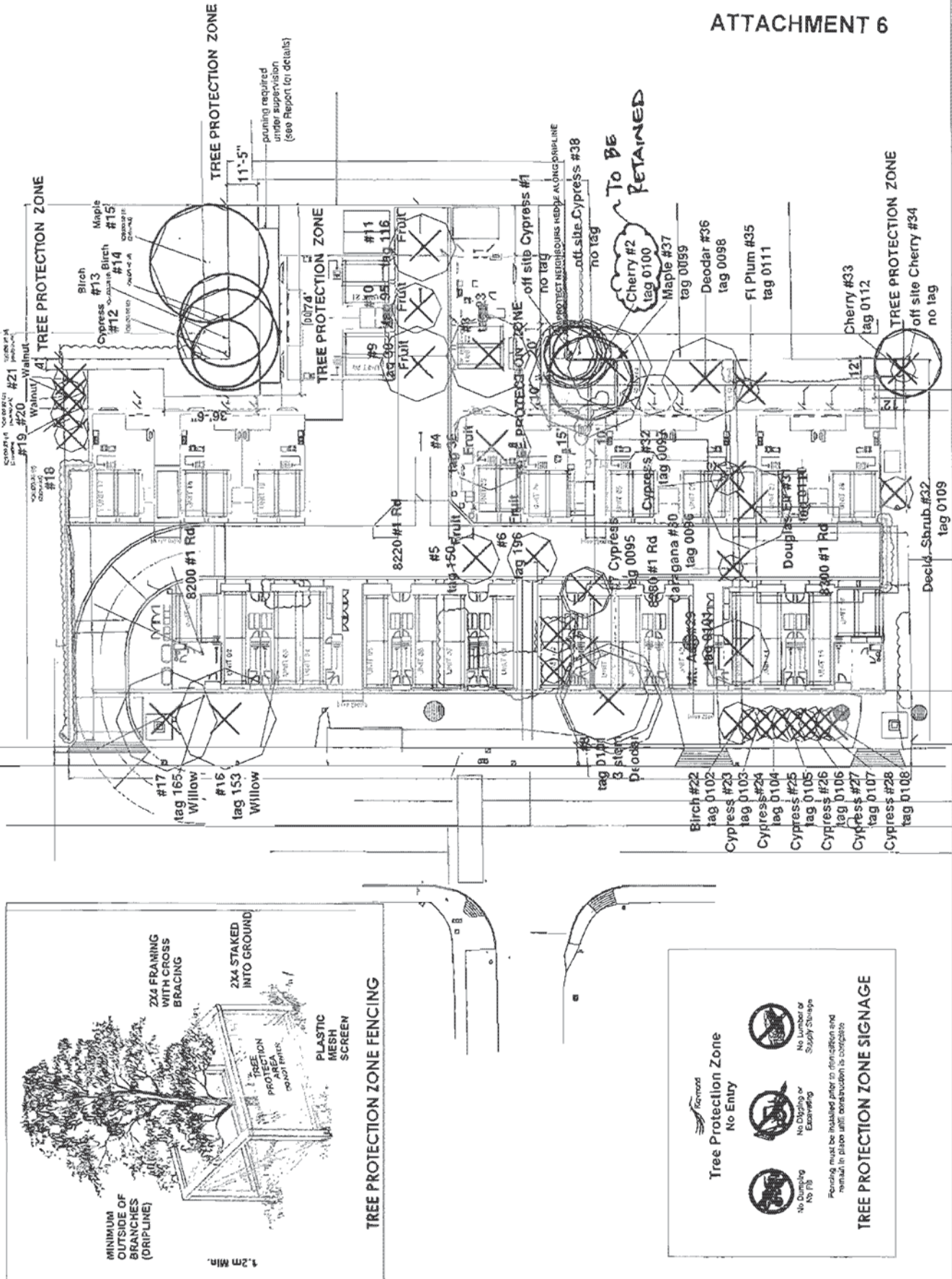
DATE: 2 JULY 2012

PROJECT: 28 PROPOSED TOWNHOMES

CLIENT: CMA

DATE: 2 JULY 2012

PROJECT: 28 PROPOSED TOWNHOMES



# ATTACHMENT 6





**MATTHEW CHENG  
ARCHITECT INC.**

1100 WEST 10TH AVENUE, SUITE 200  
VANCOUVER, BC V6H 1T1  
TEL: 604-681-1100  
WWW.MATTHEWCHENGARCHITECT.COM

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DATE: 2017/07/27  
BY: MCH/2017/07/27  
PROJECT: 28-UNIT TOWNHOUSE

Client: [Redacted]

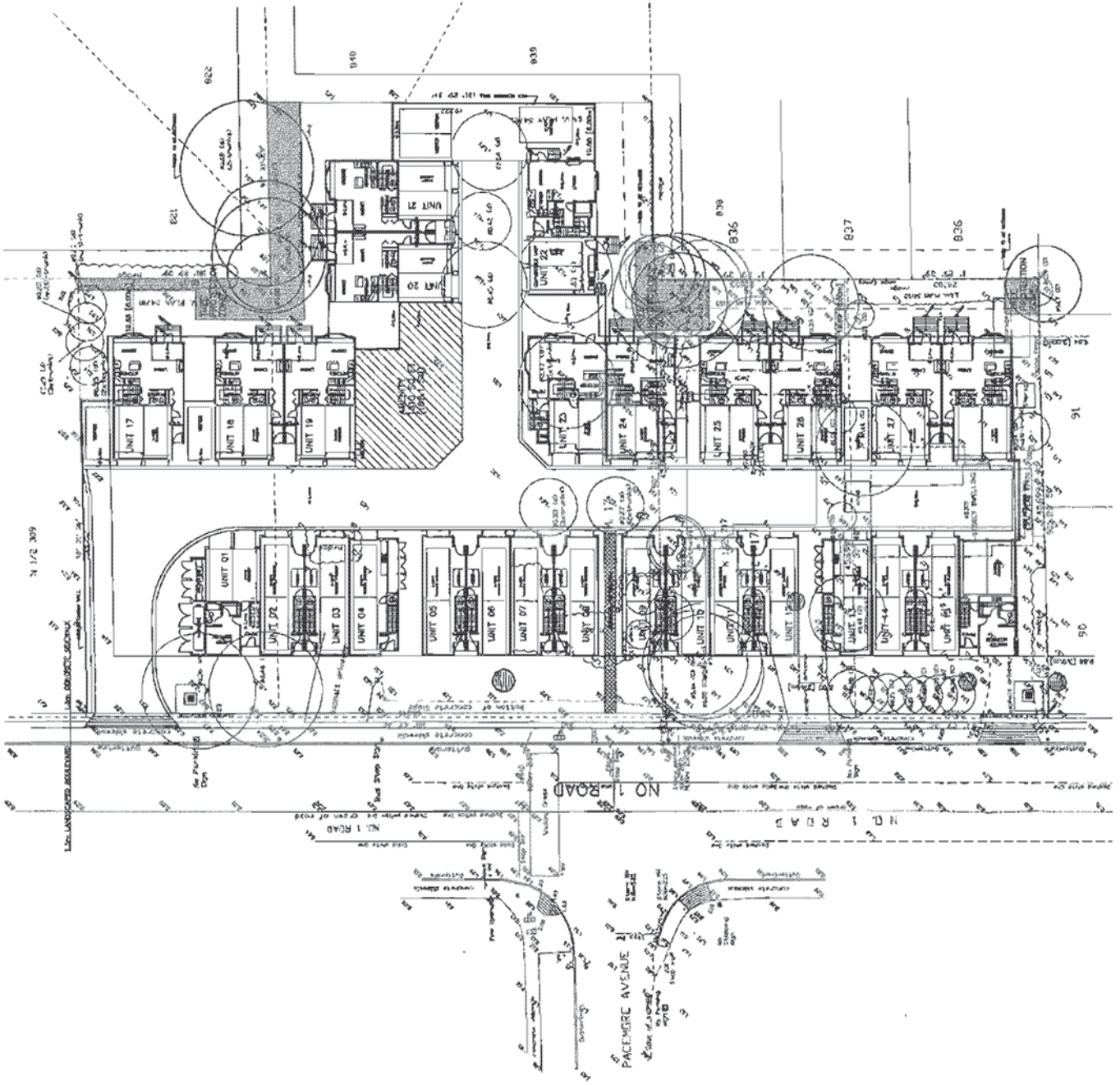
PROJECT: 28-UNIT TOWNHOUSE  
DEVELOPMENT  
8200/8220/  
8280/8300  
NO. 1 ROAD  
RICHMOND, BC

Sheet Title:  
TREE SURVEY PLAN &  
GROUND FLOOR PLAN

Scale: 1" = 10'-0"  
Date: 2017/07/27  
Project Number: [Redacted]

Revision: 001  
Date: 2017/07/27  
Project Number: [Redacted]

PH - 187





Address: 8200, 8220, 8280 and 8300 No. 1 Road

File No.: RZ 11-596490

**Prior to final adoption of Zoning Amendment Bylaw 8929 , the developer is required to complete the following:**

1. Consolidation of all the lots into one development parcel (which will require the demolition of the existing dwellings).
2. 0.41 m (to be confirmed by a BCLS) road dedication along the entire No. 1 Road frontage of the subject site to facilitate a 1.5 m grass & treed boulevard and 1.5 m concrete sidewalk along the consolidated subject site's No. 1 Road frontage.
3. Registration of a flood indemnity covenant on title.
4. Discharge of the legal agreement (Covenant AA217274) registered on title for 8200 No. 1 Road.
5. Registration of a Public-Rights-of-Passage Statutory-Right-of-Way and/or other legal agreement, over the internal driveway access to No. 1 Road and internal drive-aisle to allow for future access for properties to the north and south upon redevelopment.
6. Registration of a Public-Rights-of-Passage Statutory-Right-of-Way (PROP SRW) and/or other legal agreement, over a 1.5 m wide by 9 m length area adjacent to No. 1 Road on the subject development site for the purposes of accommodating a new concrete bus pad and shelter. The exact location of the PROP SRW is to be determined through the Servicing Agreement\* design process for frontage works.
7. Registration of a legal agreement on title prohibiting the conversion of the tandem parking area into habitable space.
8. City acceptance of the developer's offer to voluntarily contribute \$0.75 per buildable square foot (e.g. \$22,250) to the City's public art fund.
9. Contribution of \$1,000 per dwelling unit (e.g. \$28,000) in-lieu of on-site indoor amenity space.
10. City acceptance of the developer's offer to voluntarily contribute \$2.00 per buildable square foot (e.g. \$67,350) to the City's affordable housing fund.
11. City acceptance of the developer's offer to voluntarily contribute \$22,000 for bus stop shelter improvements.
12. The submission and processing of a Development Permit\* completed to a level deemed acceptable by the Director of Development.
13. Enter into a Servicing Agreement\* for the design and construction of frontage works along No. 1 Road, site analysis for storm and sanitary site connections and impact assessment for all on-site townhouse related development works on existing sanitary sewer services within existing SRW's on the subject site. Works include, but may not be limited to:
  - a) A 1.5 m (5 ft.) grass and treed boulevard and 1.5 m (5 ft) concrete sidewalk along the subject sites No. 1 Road frontage.
  - b) New bus pad along the No. 1 Road frontage and within the registered PROP SRW on the development site.

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

1. Submission of a Landscape Plan and accompanying bond/security that includes the following:
  - a) A minimum of 60 replacement trees (mix of deciduous and conifers) incorporated into the Landscape Plan. Two of the replacement trees are required to be large calliper conifer trees located along the No. 1 Road frontage of the development site. If required replacement trees cannot be accommodated on-site, a cash-in-lieu contribution in the amount of \$500 per tree to the City's Tree Compensation Fund for off-site planting is required.



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

1. Submission of a Construction Parking and Traffic Management Plan to the Transportation 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.
2. Incorporation of accessibility measures in Building Permit (BP) plans as determined via the Rezoning and/or Development Permit processes.
3. 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.

**Prior to any construction, demolition or site preparation activities on the development site, installation of appropriate tree protection fencing to City and consulting arborists specifications around all trees to be retained and provision of tree protection fencing on the subject site for off-site trees on neighboring properties is required to be completed.**

**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 Copy on File

Signed \_\_\_\_\_

Date \_\_\_\_\_





**Richmond Zoning Bylaw 8500  
Amendment Bylaw 8929 (RZ 11-596490)  
8200, 8220, 8280 AND 8300 NO. 1 ROAD**

The Council of the City of Richmond 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. 008-971-978

South Half Lot 309 Section 23 Block 4 North Range 7 West New Westminster District Plan 52748

P.I.D. 009-939-008

Lot 17 Except: Part Subdivided by Plan 53609; Section 23 Block 4 North Range 7 West New Westminster District Plan 14449

P.I.D. 003-927-679

North Half Lot 717 Section 23 Block 4 North Range 7 West New Westminster District Plan 51164

P.I.D. 004-185-587

Lot 717 Except: The Northerly Portion, Section 23 Block 4 North Range 7 West New Westminster District Plan 51164

2. This Bylaw is cited as "**Richmond Zoning Bylaw 8500, Amendment Bylaw 8929**".

FIRST READING

JUL 23 2012

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

DEVELOPMENT REQUIREMENTS SATISFIED

ADOPTED



---

MAYOR

---

CORPORATE OFFICER



# City of Richmond

To Public Hearing	
Date:	SEPT. 5, 2012
Item #	6
Re:	Bylaw 8929
Planning and Development Department	

## Memorandum

Policy Planning

To: Mayor and Council

Date: August 29, 2012

From: Wayne Craig  
Program Coordinator – Development

File: RZ 11-596490

Re: Townhouse Rezoning Proposal at 8200, 8220, 8280 and 8300 No. 1 Road

The purpose of this memo responds to Planning Committee's request to staff on July 17, 2012 to provide updates on the proposed 28 unit townhouse development at 8220 to 8300 No. 1 Road prior to the September 5, 2012 Public Hearing.

On July 17, 2012, Planning Committee requested that staff examine the proposed townhouse access location in relation to Pacemore Avenue and also respond to neighbouring resident comments about the relocation of visitor parking stalls, shadowing impacts to the existing rear yards of houses and options to relocate the outdoor amenity area along the rear yard of the townhouse project.

Transportation staff have reviewed the access location proposed at the north property line of the site and recommend this location be maintained instead of an access located directly across from Pacemore Avenue as there is adequate separation between Pacemore Avenue and the proposed access to the north that meets industry guidelines for separation between a cross street and driveway. Locating the driveway as far north along the site frontage as possible reduces the number of conflict points that would otherwise be created by a four-legged un-signalized intersection which is higher than a three-legged intersection. Furthermore, the site access serves only 28 units which generates much less traffic than Pacemore Avenue serving as a collector road to an entire neighbourhood. Introducing a driveway directly across the street will create delays for traffic eastbound on Pacemore Avenue that may now have to yield to development traffic which would have equal priority. Therefore, staff recommend that the existing access location be maintained.

In response to neighbouring resident comments on the proposal, the architect has made the following revisions to the townhouse project (refer to **Attachment 1** for a copy of revised preliminary site plan drawings):

- All visitor parking stalls have been relocated away from the rear yards of existing single-family houses.
- The outdoor amenity area has been relocated to provide a direct rear yard adjacency to neighbouring single-family dwellings along the east property line. Staff reviewed this option with the resident at 8251 Coldfall Court, who had no objections to the proposed relocation of the outdoor amenity space.



PH - 192

Richmond



- Maintaining privacy for existing single-family dwellings to the east and minimizing shadowing of adjacent rear yards is addressed and enhanced with the revised townhouse proposal with the 6 m (20 ft.) rear yard setback for the rear townhouse units along the entire east property line remaining unchanged. The relocated outdoor amenity space results in additional open space and landscaping that can be implemented in the areas next to neighbouring single-family dwellings and results in increased separation from the townhouse units for the portion of the townhouse site that has the greatest lot depth.
- The number of townhouse units remain the same (28 total units) and the total number of visitor parking stalls (6 stalls) is unchanged and in compliance with the zoning bylaw.

Staff reviewed and supports the existing vehicle access location at the north end of the development site. In response to resident comments on the proposal, the architect has revised visitor parking and outdoor amenity space location and arrangement of townhouse units to address privacy issues and maximize open space separation between single-family and proposed townhouse land uses. City staff will continue to work with the applicant through the Development Permit application process, including review by the City's Advisory Design Panel, to further enhance the design and landscaping of the overall project. Staff support the proposed changes to the townhouse rezoning (as per the attached drawings).



Wayne Craig

Program Coordinator – Development

604-247-4625

wcraig@richmond.ca

pc: Joe Erceg, MCIP, Deputy CAO  
Victor Wei, P. Eng., Director, Transportation  
Kevin Eng, Planner 1  
Sonali Hingorani, Transportation Engineer



MATTHEW CHENG  
ARCHITECT INC.

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THE ARCHITECT'S OFFICE SHALL BE RESPONSIBLE FOR THE DESIGN AND CONSTRUCTION OF THE PROJECT. THE ARCHITECT SHALL BE RESPONSIBLE FOR THE DESIGN AND CONSTRUCTION OF THE PROJECT. THE ARCHITECT SHALL BE RESPONSIBLE FOR THE DESIGN AND CONSTRUCTION OF THE PROJECT.

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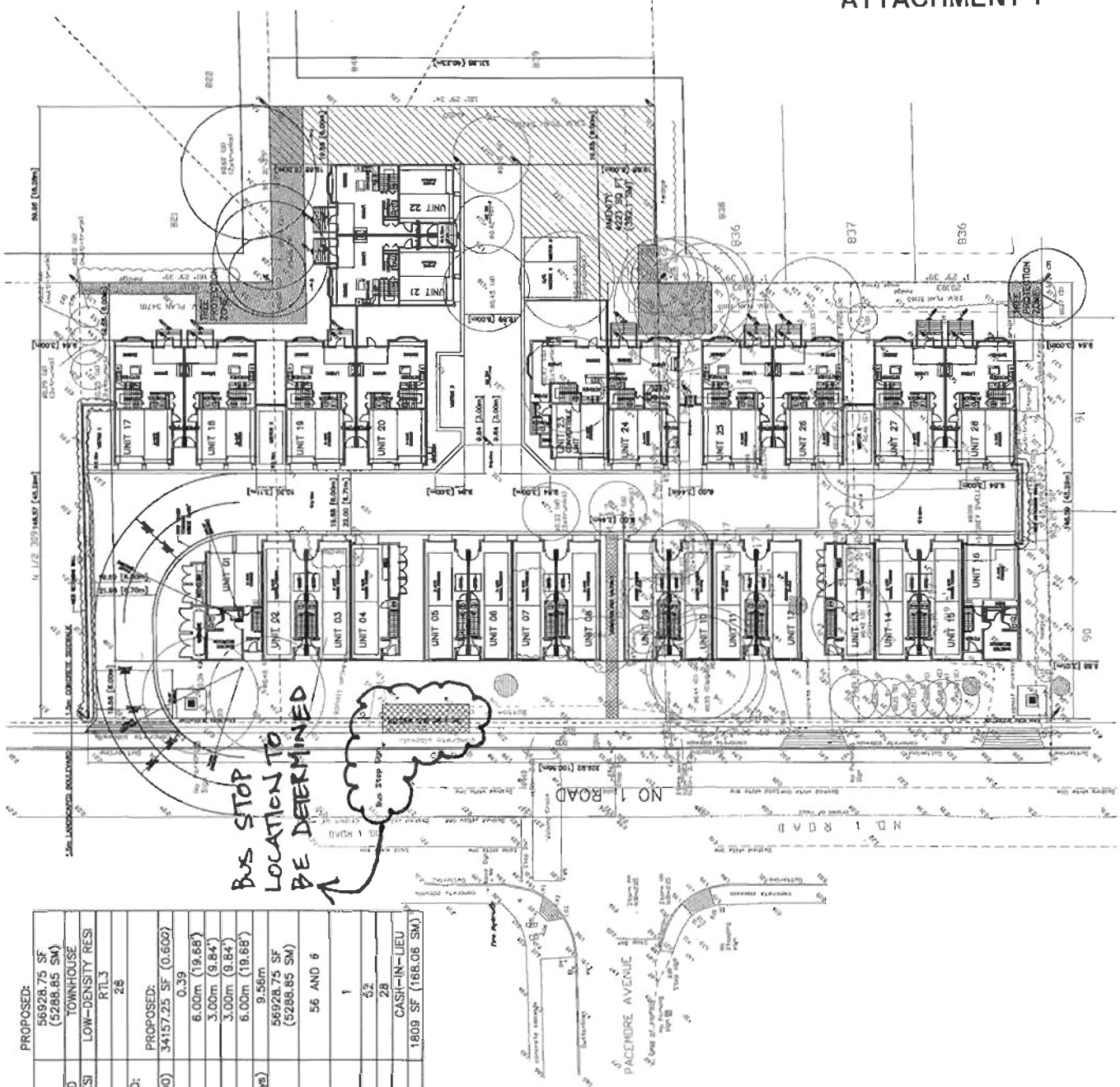
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28-UNIT TOWNHOUSE  
DEVELOPMENT  
8200/8220/  
8280/8300  
NO. 1 ROAD  
RICHMOND, BC

SITE PLAN &  
GROUND FLOOR PLAN  
REVISION OPTION 2

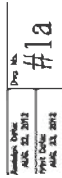
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## ATTACHMENT 1



EXISTING:	PROPOSED:
SITE AREA: 57372.58 SF (5330.09 SM)	56928.75 SF (5286.65 SM)
LAND USES: SINGLE DETACHED LOW-DENSITY RESI	TOWNHOUSE LOW-DENSITY RESI
ZONING: RS1/E	RTL3
NUMBER OF UNITS: 4	28
REQUIRED/ALLOWED: (BASED ON RTL3)	PROPOSED:
FLOOR AREA RATIO: 34157.25 SF (0.600)	34157.25 SF (0.600)
LOT COVERAGE: 0.40	0.39
SETBACK-FRONT YARD: MIN. 6m	6.00m (19.68')
SETBACK-SIDE YARD: (NORTH)	3.00m (9.84')
SETBACK-SIDE YARD: (SOUTH)	3.00m (9.84')
SETBACK-REAR YARD: MIN. 3m	6.00m (19.68')
HEIGHT: (m)	9.56m
LOT SIZE: 57372.58 SF (5330.09 SM)	56928.75 SF (5286.65 SM)
OFF-STREET PARKING RESIDENTIAL/COMMERCIAL: OFF-STREET PARKING ACCESSIBLE:	56 AND 6 1
OFF-STREET PARKING TOTAL:	62
TANDEM PARKING SPACES:	28
INDOOR AMENITY SPACE:	MIN. 60 SM
OUTDOOR AMENITY SPACE:	1609 SF (168.06 SM)









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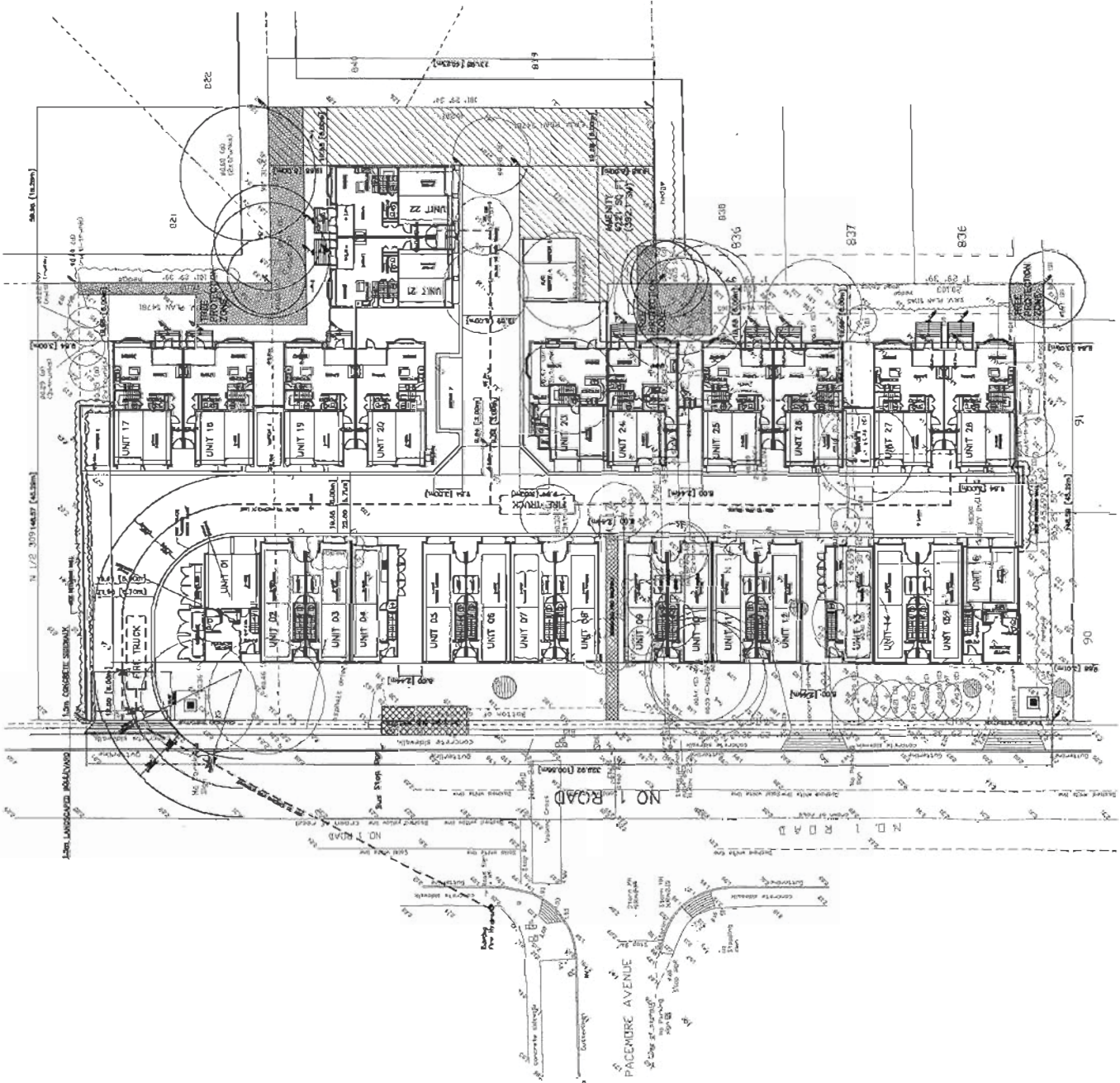
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Comments

28-UNIT TOWNHOUSE  
DEVELOPMENT  
8200/8220/  
8260/8300  
NO. 1 ROAD  
RICHMOND, BC

FIRE TRUCK ACCESS  
PLAN & GROUND  
FLOOR PLAN

Drawn	WPC
Checked	WPC
Scale	1/4" = 1'-0"
Project Number	
Revision Date	NOV 03, 2013
Project Name	28-UNIT TOWNHOUSE DEVELOPMENT
Sheet No.	#1b





Das 2001-erf. BVZ als AVS-GE,  
VANGUARD, INC. VAN 289  
Tel: (664) 734-0118 Fax: (664) 734-0128  
C/O: (664) 642-6600 E-Mail: [info@vz.com](mailto:info@vz.com)

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**PROJECT TITLE**  
**28-UNIT TOWNHOUSE  
DEVELOPMENT**  
**8700/8220/  
8280/8300**  
**NO. 1 ROAD**  
**RICHMOND, BC**

Sheet Title  
**SITE PLAN &  
MAIN FLOOR PLAN**

Employee	NO/NO	Drop In	#2
Customer	ME		
Service	$1/18 = 1^{-18}$	Available Date	NOV 22, 2012
Project Number		Print Order	NOV 22, 2012







MATTHEW CHENG  
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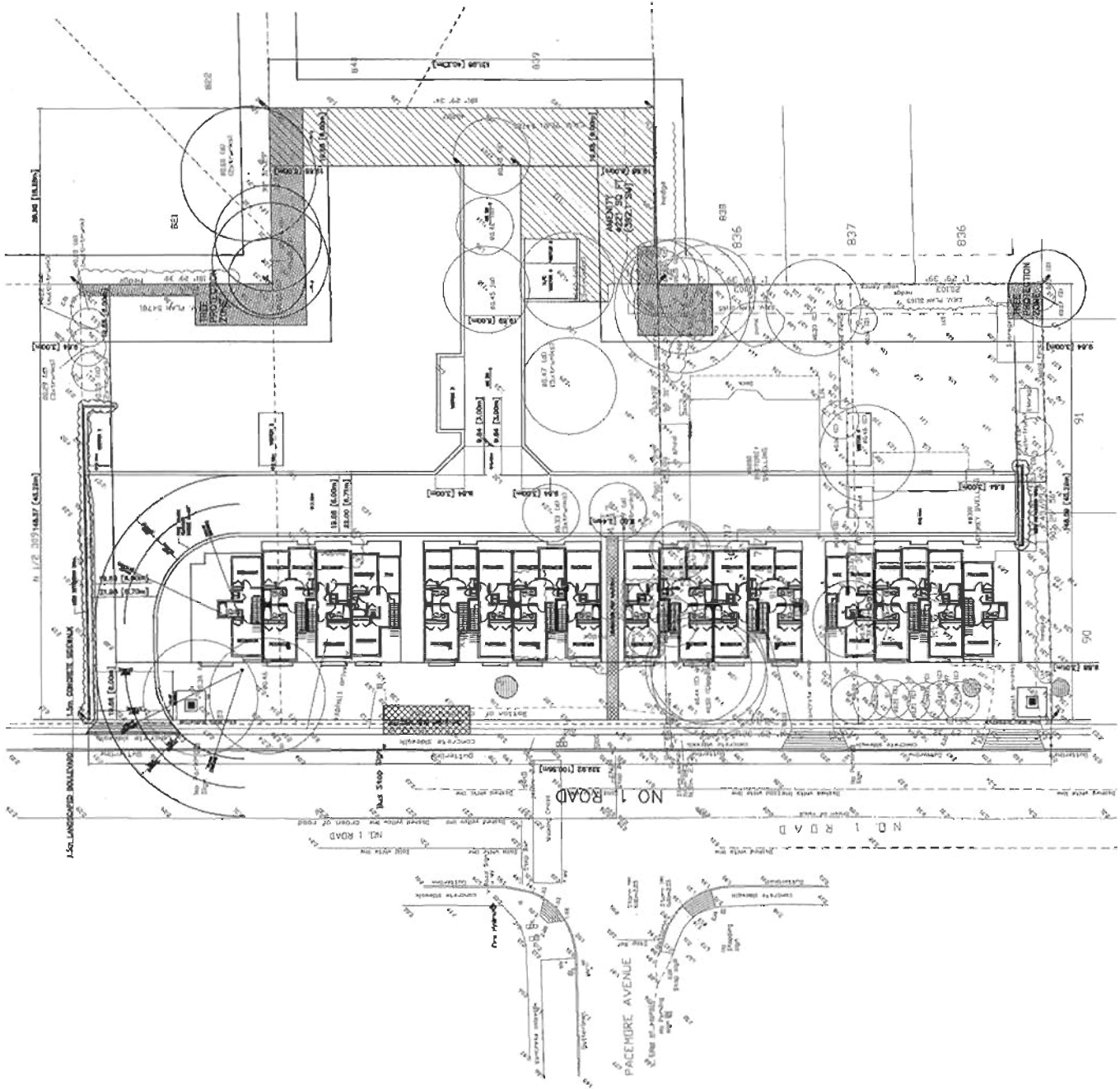
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BY: MCH  
PROJECT: 28-UNIT TOWNHOUSE DEVELOPMENT  
NO. 1 ROAD, RICHMOND, BC

Comments:

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28-UNIT TOWNHOUSE  
DEVELOPMENT  
8200/8220/  
8280/8300  
NO. 1 ROAD,  
RICHMOND, BC

Sheet Title:  
SITE PLAN &  
UPPER FLOOR PLAN

Drawn:	8/2/10
Checked:	8/2/10
Date:	8/2/10
Scale:	1/8" = 1'-0"
Project Number:	
Revision:	
Author:	
Project Name:	
Sheet Number:	#3





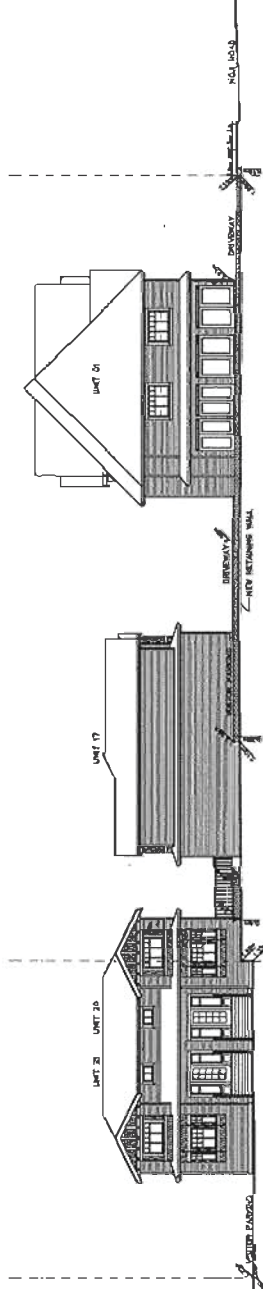


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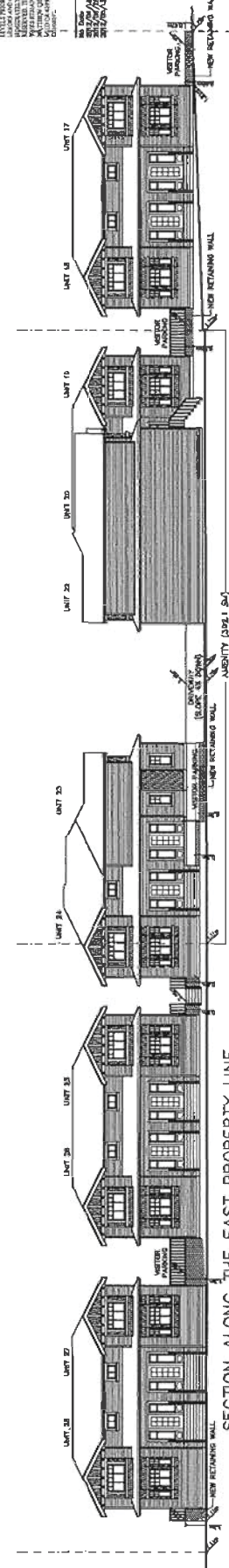
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VANCOUVER, BC V6C 2K6  
TEL: 604-275-1111 FAX: 604-275-1112  
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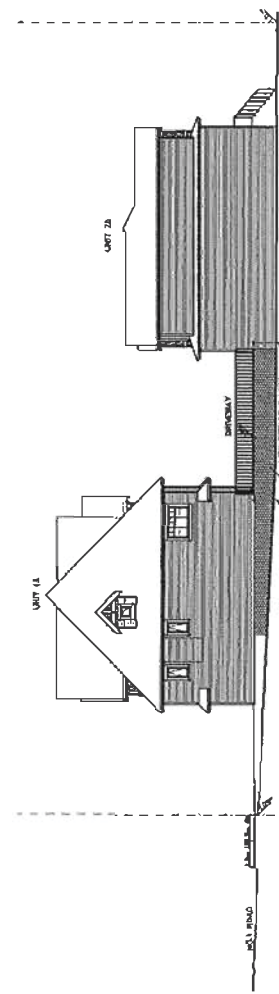
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BY: MCH/MS  
CHECKED: MCH/MS  
SCALE: 1/8" = 1'-0"



SECTION ALONG THE NORTH PROPERTY LINE



SECTION ALONG THE EAST PROPERTY LINE

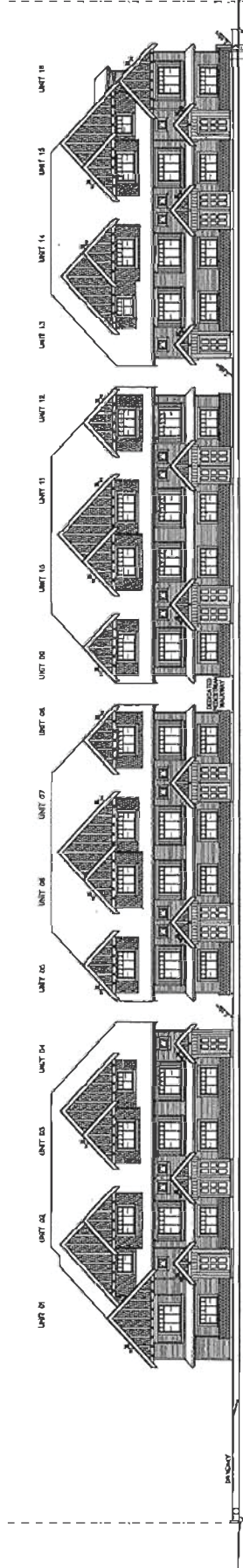


SECTION ALONG THE SOUTH PROPERTY LINE

PROJECT TITLE  
218 UNIT TOWNHOUSE  
DEVELOPMENT  
8200/8220/  
8280/8300/  
NO. 1 ROAD  
RICHMOND, BC

PROJECT TITLE  
CROSS SECTIONS

Client	RE/AR
Location	BC
Scale	1/8" = 1'-0"
Project Number	
Drawn By	MS
Checked By	MS
Date	AUG. 22, 2013
Project Name	218 UNIT TOWNHOUSE DEVELOPMENT



SECTION ALONG THE WEST PROPERTY LINE (ELEVATION FRONTING NO.1 ROAD)

DATE: 08/20/2013  
BY: MCH/MS  
CHECKED: MCH/MS  
SCALE: 1/8" = 1'-0"



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Project Title  
2B-UNIT TOWNHOUSE  
DEVELOPMENT  
8280/8220/  
8280/8300  
NO. 1 ROAD  
RICHMOND, BC

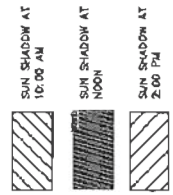
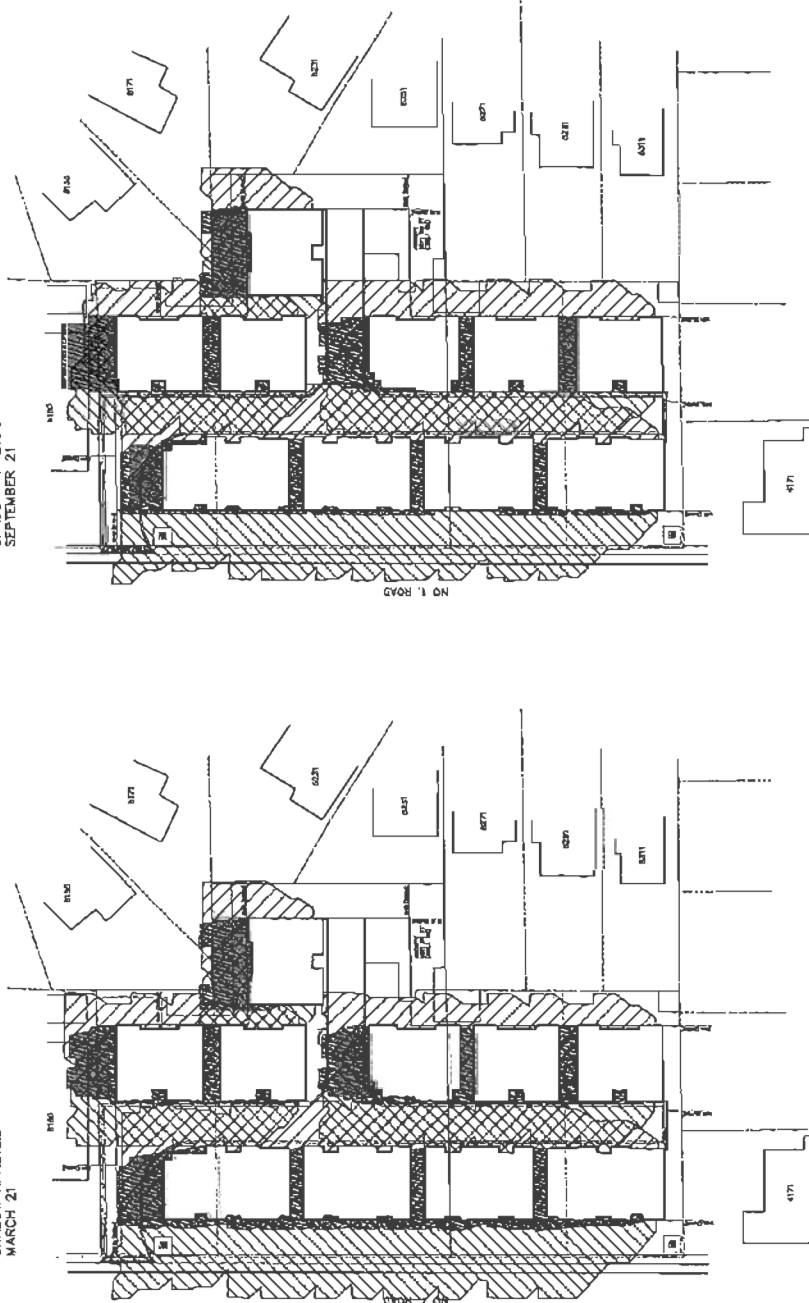
Consultant's

Project Title  
2B-UNIT TOWNHOUSE  
DEVELOPMENT  
8280/8220/  
8280/8300  
NO. 1 ROAD  
RICHMOND, BC

Consultant's  
SHADOW ANALYSIS

SHADOW ANALYSIS  
SEPTEMBER 21

SHADOW ANALYSIS  
MARCH 21



Drawn	BC
Checked	BC
Scale	1/8" = 1'-0"
Project Number	#6
Revision Date	Aug. 22, 2012
Issue Date	Aug. 22, 2012