



**City of
Richmond**

Report to Committee
Planning and Development Department

To Council - April 22 2013
To: Planning April 16 2013

To: Planning Committee
From: Wayne Craig
Director of Development

Date: March 21, 2013
File: RZ 12-619835
12-8060-20-9015

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

Staff Recommendation

That Bylaw 9015, for the rezoning of 7400, 7420 and 7440 Railway Avenue from "Single Detached (RS1/E)" to "Low Density Townhouses (RTL4)", be introduced and given first reading.

Wayne Craig
Wayne Craig
Director of Development

EL:kt

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

Staff Report

Origin

664525 B.C. Ltd. has applied to the City of Richmond for permission to rezone 7400, 7420 and 7440 Railway Avenue (**Attachment 1**) from Single Detached (RS1/E) to Low Density Townhouses (RTL4) in order to permit the development of 15 townhouse units. A preliminary site plan, building elevations, and landscape plan are contained in **Attachment 2**.

Findings of Fact

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

Surrounding Development

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

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

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

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

Related Policies & Studies

Arterial Road Policy

The 2041 OCP Bylaw 9000 Arterial Road Redevelopment Policy is supportive of multiple-family residential developments along certain arterial roads with these sites being identified on the Arterial Road Development Map. Although the subject site is not specifically identified in the Arterial Road Development Map for townhouse development, it meets the location criteria set out in the OCP for additional new townhouse areas; e.g., within walking distance (800 m) of a City Community Centre (Thompson Community Centre).

Floodplain Management Implementation Strategy

The applicant is required to comply with the Flood Plain Designation and Protection Bylaw (No. 8204). In accordance with the Flood Management Strategy, a Flood Indemnity Restrictive

Covenant specifying the minimum flood construction level is required prior to rezoning bylaw adoption.

Affordable Housing Strategy

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

Public Input

The applicant has forwarded confirmation that a development sign has been posted on the site. There has been significant interest from the neighbouring residents regarding this proposed rezoning. Staff have received:

- 13 opposition letters from residents of the immediate neighbourhood (Attachment 4); and
- A petition with 35 signatures from 33 households within the immediate neighbourhood in opposition to the proposed development (Attachment 5).

Concerns from the neighbourhood are summarized below with responses to each of the concerns identified in *italics*.

1. Changes in neighbourhood character.

(Two storey ground oriented duplexes with traditional residential character are proposed to compliment surrounding single family houses. High quality details and materials will enhance the streetscape. These proposed design features and landscaping will be controlled through the Development Permit process.)

2. Increased traffic generated by the townhouse development.

(The proposed fifteen (15) unit townhouse development will result in a manageable increase in traffic over the existing three (3) single family houses. It is anticipated this increase will result in just six (6) additional vehicles per hour during the morning and afternoon peak period. This marginal increase is expected to have minimal impact to the surrounding road system as it translates to just one (1) additional vehicle every ten (10) minutes and can be accommodated within the capacity and geometry of Railway Avenue.

Transportation supports a direct access from Railway Avenue as shown on the conceptual development plans as full movement for the foreseeable future. However, in the long-term, the City may need to restrict movements to right-in/out only as volumes on Railway Avenue increase. A restrictive covenant regarding this matter will be required prior to rezoning bylaw adoption.)

3. The proposed development would create a parking problem for the neighbourhood.
(The original proposal includes two (2) side-by-side parking spaces per unit and a total of three (3) visitor parking spaces on site, which is in compliance with the bylaw requirement. Based on the public input, the developer has agreed to provide an extra small car visiting parking stall so that four (4) onsite visitor parking stalls will be provided.)
4. The proposed townhouse development would create privacy and overlook concerns.
(The developer has increased the setbacks where possible. Buildings are setback minimum 5.0 m from the rear property line and the second floor further set back to 5.8 m. Side yard setbacks along the north and south property lines meet the bylaw required 3.0 m setback, which exceeds the typical minimum setback for single family dwellings. A solid 6' high wood fence is proposed along the property lines. Buildings are limited to 2-storeys with windows on upper floors oriented to minimize overlook. These proposed design features will be controlled through the Development Permit process.)
5. The proposed driveway along the north property line would have a disastrous effect on the neighbouring property.
(Based on the public input, the developer has relocated the entry driveway from the north edge of the site to the midpoint of the site frontage.)
6. The proposed townhouse development would reduce the value of the neighbouring properties along Railway Avenue.
(The applicant advised that project will be constructed of a high quality in terms of detailing, materials, and landscaping, which could be controlled through the Development Permit process. In addition, as part of the development, the frontage of the development site will be improved with a new sidewalk and a grassed and treed boulevard. Most of the trees in the front yard of the site are also to be retained and protected. The proposed development will improve the appearance of the streetscape.)

Open House

The applicant has conducted public consultation regarding the rezoning application, as per the Arterial Road Policy, through a public Open House. The Open House was held on March 12, 2013 at the Thompson Community Centre. An Open House flyer was delivered by the applicant to approximately 47 households (see **Attachment 6** for the Notification Area). Only three (3) residents from two (2) households attended the event. Comments sheets were provided to all the attendees and only one (1) written response was received. Staff attended the Open House as observers. A copy of the Open House Summary prepared by the applicant is included in **Attachment 7**.

Staff Comments

Trees Retention and Replacement

Tree Removal

A Tree Survey and a Certified Arborist's report were submitted in support of the application; 37 on-site trees were identified and assessed (see Tree Preservation Plan in **Attachment 8**). The City's Tree Preservation Coordinator has reviewed the Arborist Report and concurs with the arborist's recommendation to remove 24 trees as they are either dead, dying (sparse canopy foliage), or exhibit suppressed canopies due to competition, structural defects such as inclusions at the main branch union and co-dominant stems. The developer is also proposing to remove three (3) additional trees that are in "moderate-good" condition due to its location on the proposed driveway. To compensate for the loss of two (2) large conifers along the street frontage, the City's Tree Preservation Coordinator recommends that two (2) new larger calliper conifer replacement trees be provided along the Railway Avenue frontage. These "specimen" replacement trees will be specified at Development Permit stage and exceed typical replanting size requirements. Staff will work with the landscape architect to explore additional tree planting opportunities and ensure the provision of the larger specimen trees on-site at the Development Permit stage.

Tree Protection

The developer is proposing to retain and protect 10 trees on site. Nine (9) of these trees are located along the Railway Avenue frontage. Tree protection fencing is required to be installed to City standards prior to any construction activities occurring on-site. In addition, a contract with a Certified Arborist to monitor all works to be done near or within the tree protection zone will be required prior to Development Permit issuance.

In order to ensure that the 10 protected trees will not be damaged during construction, a Tree Survival Security will be required as part of the Landscape Letter of Credit at Development Permit stage to ensure that these trees will be protected. No Landscape Letter of Credit will be returned until the post-construction assessment report confirming the protected trees survived the construction, prepared by the Arborist, is reviewed by staff.

Should the applicant wish to begin site preparation work after third reading of the rezoning bylaw, but prior to final adoption of the rezoning bylaw and issuance of the Development Permit, the applicant will be required to obtain a Tree Permit, install tree protection around trees to be retained, and submit the landscape security and tree compensation cash-in-lieu (i.e. \$37,000 in total) to ensure the replacement planting will be provided.

Tree Replacement

Based on the 2:1 tree replacement ratio goal stated in the Official Community Plan (OCP), 54 replacement trees are required for the removal of 27 trees. Considering the effort made by the applicant to retain the ten (10) trees on site, staff recommend ten (10) replacement trees be exempted. According to the Preliminary Landscape Plan (**Attachment 2**), the developer is

proposing to plant 13 new trees on-site; size of replacement trees and landscape design will be reviewed in detail at the Development Permit stage. The applicant has agreed to provide a voluntary contribution of \$15,500 to the City's Tree Compensation Fund in-lieu of planting the remaining 31 replacement trees should they not be accommodated on the site.

Site Servicing and Frontage Improvements

Storm analysis is not required; however, the existing 450 mm diameter storm sewer along the Railway Avenue frontage (from the north property line to the south property line of the proposed site with an approximate length of 70 meters) must be upgraded to a 600 mm diameter storm sewer. It is noted that existing large trees located near the south end of the site frontage may be impacted by the construction of the proposed storm sewer upgrade. The proposed servicing upgrade works will be under arborist supervision. The arborist will assess the impact of the proposed works to the protected trees at the Servicing Agreement stage, and will conduct root pruning, if required. A summary report including future recommendations will be provided to the City as part of the Development Permit process.

Sanitary analysis is not required. The location for the sanitary service connection of the proposed site is to be at the northeast corner of 7400 Railway Avenue so that sanitary flow from the proposed site will be directed to the existing manhole and existing 200 mm diameter sanitary pipe along the north property line of 7371 Lindsay Road.

The water service connection to the proposed site is to be from the existing 300 mm diameter water main at the west side of Railway Avenue. The existing 100 mm diameter AC water main along the proposed site's Railway Ave frontage (i.e., east side of Railway Ave) is to be abandoned and connected back to the 300 mm diameter at both ends of the abandoned section (over time with future developments, this section of 100 mm water main on the east side of Railway from Linfield to Lancing can be abandoned).

A new 1.5 m sidewalk along the property line, with a 2.0 m grass and treed boulevard (between curb & sidewalk) and street lighting (replacing the existing Hydro lease lights), extended south to the north property line of 7488 Railway Avenue is required. Street trees will not be required due to obstruction of the view corridor.

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

Vehicle Access

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

Indoor Amenity Space

The applicant is proposing a contribution in-lieu of on-site indoor amenity space in the amount of \$15,000 as per the Official Community Plan (OCP) and Council Policy.

Outdoor Amenity Space

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

Analysis

Official Community Plan (OCP) Compliance

The proposed development is generally consistent with the Development Permit Guidelines for arterial road townhouse developments contained in the Official Community Plan (OCP). The proposed height, siting and orientation of the buildings respect the massing of the existing single-family homes to the north, south and east:

- The small scale duplex units fit well to existing single-family neighbourhood. The 2-storey interface with single-family homes around the subject site complies with the requirements under the Arterial Road Guidelines for Townhouses in the OCP.
- The increased rear yard setback (minimum 5.0 m on the ground floor and 5.8 m on the second floor, compared to 3.0 m as required under the Low Density Townhouse zones) provides appropriate private outdoor open space for the units at the back of the site and minimizes the impact of the proposed development to existing single-family houses to the east.
- The site grade within the backyards will be raised to approximately 1.40 m geodetic, which is approximately 0.6 m higher than the site grade at the adjacent properties to the east. Perimeter drainage will be required as part of the Building Permit to ensure storm water remains within the property and will not spill over to neighbouring properties.

Development Potential of Adjacent Properties

In determining the appropriate form of redevelopment for the subject site, other than ensuring the proposal follows the location criteria in the Arterial Road Policy, it is also important to understand how the surrounding lots are likely to change in the future.

Single-Family Developments

Single Family Lot Size Policy 5463 (**Attachment 9**) permits properties fronting on Railway Avenue to be rezoned and subdivided as per Single Detached (RS1/E) zone, which is the current zoning of all the properties on the east side of Railway Avenue between Linfield Gate and Lacing Road.

Policy 5463 also permits these properties to be rezoned and subdivided into Single Detached (RS2/B) lots (minimum 12 m wide) where a lane or internal road access is available. A potential development pattern is shown in **Attachment 10**. It is noted that:

- The existing lot pattern of the block between Linfield Gate and Lacing Road precludes the ability to establish a lane along the rear of these properties.
- A new subdivision was created and new houses were built on Linfield Gate; therefore, it is impossible to create a new lane connecting to the side street (i.e., Linfield Gate); to allow developments of RS2/B lots on this block, a lane access point off Railway Avenue will be required.
- For properties between 7320 and 7440 Railway Avenue, every 2-lot-consolidation could facilitate a 3-lot-subdivision; however, a lane connecting Railway Avenue and the back lane will be required on one of the wider lots in this cluster.
- There is no subdivision potential at 7460 and 7480 Railway Avenue since these lots are too narrow (16.76 m wide) for subdivision; these lots are also much deeper than the adjacent properties; back lane will not be able to extend to the south.
- 7488 and 7508 Railway Avenue have already been redeveloped into RS1/B lots with a temporary access off Railway Avenue and an unopened lane at the rear.
- There is no subdivision potential at 7520 and 7540 Railway Avenue since lane access is not available.
- There is no subdivision potential at 7560 and 7566 Railway Avenue since these lots are too narrow (14.86 m wide) for subdivision.
- 7580 Railway Avenue and 5111 Lancing Road, together, maybe rezoned and subdivided into three (3) RS2/B lots with a back lane connecting to Lancing Road.

Based on the above, a development pattern with subdivisions as per RS2/B on this block of Railway Avenue is not preferred; only half of the block could be redeveloped and the proposed lanes along the back of the properties will not be aligned and connected. The resulting dead-end lanes and lane that connects to an arterial road are not preferred.

Multiple-Family Developments

This block of Railway Avenue between Granville Avenue and Blundell Road is within 800 m walking distance of Thompson Community Centre. Under the current Arterial Road Policy, townhouse developments may be considered; Single Family Lot Size Policy is not applicable for multiple-family developments. A potential development pattern is shown in **Attachment 11**. It is noted that:

- 7320/7340/7360 Railway Avenue, when consolidated, would have a frontage over 50 m, which meet the land assembly requirement under the Arterial Road Policy for a townhouse development.
- Although the consolidated frontage of 7460 and 7480 Railway Avenue (approximately 33.5 m) does not meet the minimum width requirement for arterial road townhouse development, the consolidated site may be considered as an extension of the subject

townhouse proposal; a conceptual development plan has been prepared by the applicant (see **Attachment 2**).

- The houses at 7488 and 7508 Railway Avenue are approximately 10 years old; staff do not envision any redevelopment in the near future. These properties would remain “as is” until redevelopment pursued. Should the owners wish to redevelop these properties into townhouses in the future, the back lane must be closed and consolidated to the development site.
- 7520/7540/7560/7566 Railway Avenue, when consolidated, would have a frontage over 50 m, which meet the land assembly requirement under the Arterial Road Policy for a townhouse development.
- The houses at 7580 Railway Avenue and 5111 Lancing Road are approximately 4 and 17 years old respectively; staff do not envision any redevelopment in the near future. However, future development on the consolidated site could be considered as an extension of the development at 7520/7540/7560/7566 Railway Avenue.

Staff recommend low-density multiple-family developments on this block of Railway Avenue between Linfield Gate and Lancing Road since the City would have more control over the development pattern including the location and number of vehicle access points as well as the character and massing of the future dwellings. Staff believe that the proposed duplex buildings are at a similar scale as the neighbouring single-family dwelling; with the extended rear yard setback that is similar to those required in single-family zones, the potential of overlooking should be nominal.

Since the adoption of the OCP in November 2012 staff have initiated a study to provide greater clarification to the Arterial Road Policy where lane establishments is already undertaken. This study will provide increased certainty around the locations and configurations of new back lanes to facilitate single-family developments along arterial roads. Staff anticipate recommendations will be brought forward to Planning Committee later this year. If the subject rezoning application proceeds, staff will recommend redesignating this block of Railway Avenue between Linfield Gate and Lancing Road to “Arterial Road Townhouse Development” in the OCP Arterial Road Policy as part of this study.

Development Variance

The proposed development is generally in compliance with the Low Density Townhouses (RTL4) zone. Based on the review of current site plan for the project, no variance is being requested.

Design Review and Future Development Permit Considerations

A Development Permit will be required to ensure that the development at 7400, 7420 and 7440 Railway Avenue is sensitively integrated with adjacent developments. The rezoning conditions will not be considered satisfied until a Development Permit application is processed to a satisfactory level. In association with the Development Permit, the following issues are to be further examined:

- Guidelines for the issuance of Development Permits for multiple-family projects contained in Section 14 of the 2041 OCP Bylaw 9000.

- Location, size and manoeuvring capacity of visitor parking stalls and landscape buffer adjacent to neighbouring back yards.
- Building form and architectural character, including separations between street fronting buildings, to ensure the proposal complements the existing single-family developments in terms of massing and scale.
- Provision of a convertible unit and design of other accessibility/aging-in-place features;
- Site grade to ensure the survival of protected trees.
- Enhancement of landscaping design and provision of two (2) new larger calliper conifer replacement trees (in the range of 4.0 to 8.0 m tall) to compensate for the loss of two (2) large conifers along the street frontage.
- Design development of the outdoor amenity space to comply with the Development Permit Guidelines in terms of size and configuration, as well as provision of children's play equipments.

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

Financial Impact or Economic Impact

None.

Conclusion

The proposed 15-unit townhouse development is consistent with the Official Community Plan (OCP) regarding developments along major arterial roads. Overall, the proposed land use, site plan, and building massing complement the surrounding neighbourhood. Further review of the project design is required to ensure a high quality project and design consistency with the existing neighbourhood context, and this will be completed as part of the Development Permit application review process. The list of rezoning considerations is included as **Attachment 12**, which has been agreed to by the applicants (signed concurrence on file). On this basis, staff recommend that the proposed rezoning be approved.

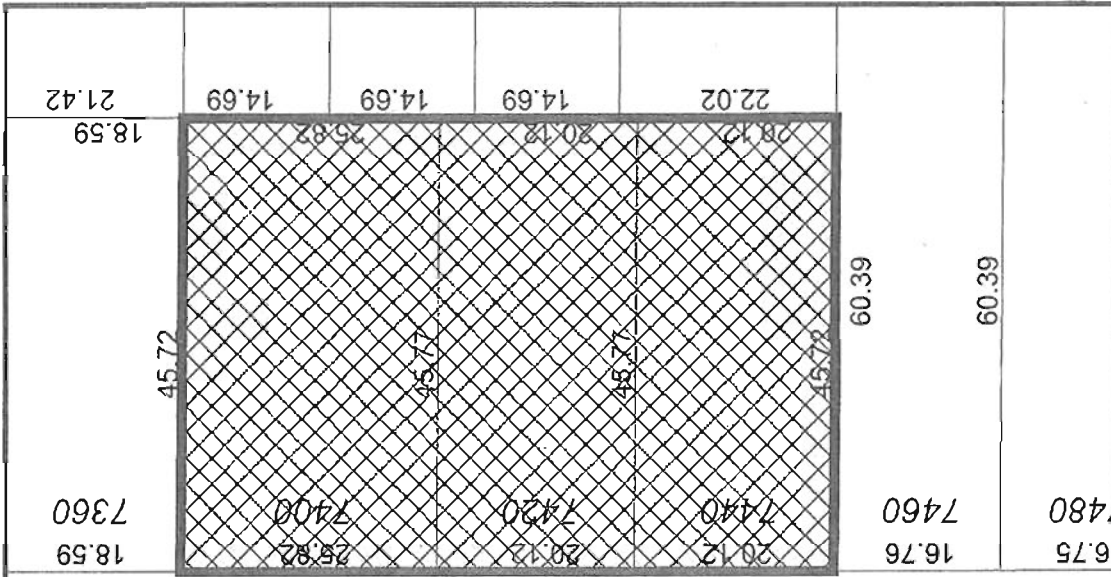


Edwin Lee
Planning Technician - Design

EL:kt

- Attachment 1: Location Map
- Attachment 2: Conceptual Development Plans
- Attachment 3: Development Application Data Sheet
- Attachment 4: Letters Received
- Attachment 5: Petition Received
- Attachment 6: Public Information Meeting Notification Area

- Attachment 7: Summary of the Public Information Meeting
- Attachment 8: Tree Preservation Plan
- Attachment 9: Lot Size Policy 5463
- Attachment 10: Potential Development Pattern – Single Detached (RS2/B)
- Attachment 11: Potential Development Pattern – Low Density Townhouses
- Attachment 12: Rezoning Considerations Concurrence



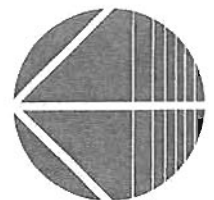
RAILWAY AVE

RZ 12-619835

Original Date: 09/18/12

Revision Date:

Note: Dimensions are in METRES



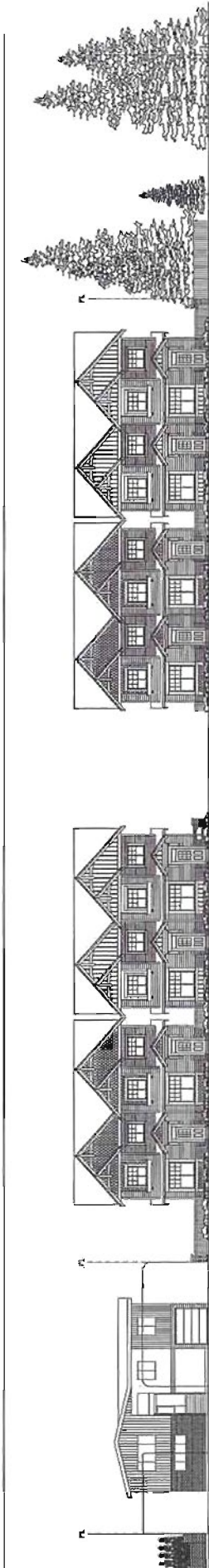


RZ 12-619835

Original Date: 09/20/12

Amended Date:

Note: Dimensions are in METRES



7460

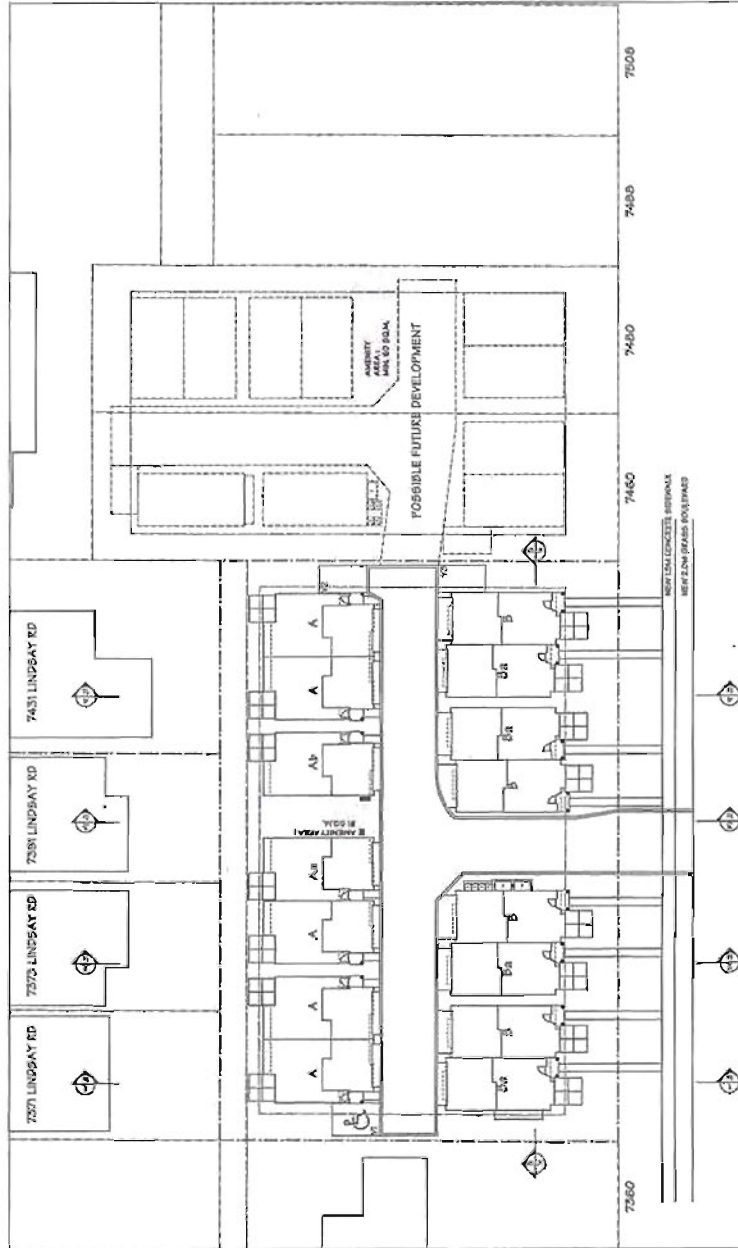
WEST ELEVATION - RAILWAY AVENUE

7360



CONTEXT PLAN
SCALE: N.T.S.

STATISTICS:
 CITY ADDRESS: 7460, 7450 LINDSAY AVENUE
 SITE AREA: 32,792 SQ.FT. (2002 50.44)
 SITE COVERAGE (N.P.S.): 8.7% 50.7%
 MAX F.A.L. (P.O.P.): 8 FTNS 60 FT. 1.040 - 13,069 SQ.FT.
 PROPOSED: 10 UNITS @ 1,000 SQ.FT.
 PARKING: 20 SPACES (RESIDENTS) & 2 SPACES (VISITORS)
 OUTSIDE AMENITY AREA: MIN. 600 SQ.FT.



CONCEPTUAL DEVELOPMENT PLAN
SCALE: 1/8" = 10'-0"

RAILWAY AVENUE

PROJECT: 10 UNIT TOWNHOUSE DEVELOPMENT

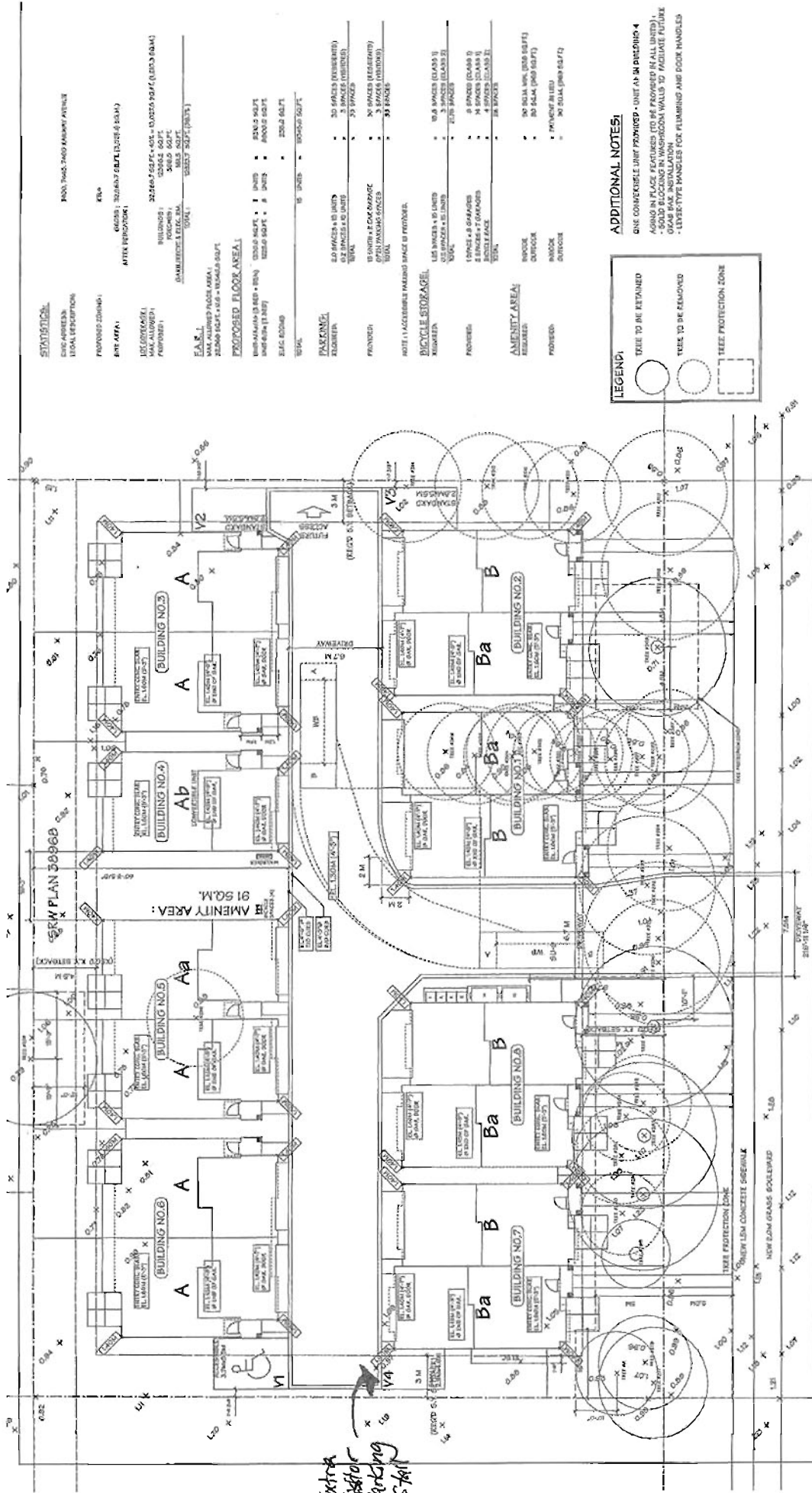
Yamamoto Architecture Inc.

DATE: 10/11/2017	REVISION: 1
DATE: 10/11/2017	REVISION: 2
DATE: 10/11/2017	REVISION: 3
DATE: 10/11/2017	REVISION: 4
DATE: 10/11/2017	REVISION: 5
DATE: 10/11/2017	REVISION: 6
DATE: 10/11/2017	REVISION: 7
DATE: 10/11/2017	REVISION: 8
DATE: 10/11/2017	REVISION: 9
DATE: 10/11/2017	REVISION: 10

PLAN #1a

PROJECT: 10 UNIT TOWNHOUSE DEVELOPMENT	STREET: RAILWAY AVE
DATE: 10/11/2017	SCALE: 1/8" = 10'-0"
DATE: 10/11/2017	SCALE: 1/8" = 10'-0"
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DATE: 10/11/2017	SCALE: 1/8" = 10'-0"

YAMAMOTO ARCHITECTURE INC.
1000 WEST 10TH AVENUE
CALGARY, ALBERTA T2P 1G1



LEGEND:

- TREE TO BE RETAINED
- TREE TO BE REMOVED
- TREE PROTECTION ZONE

ADDITIONAL NOTES:

- ONE CONNECTIBLE UNIT PROVIDED - UNIT A IN BUILDING 4
- ASHING IN PLACE PROVIDED (TO BE PROVIDED IN ALL UNITS)
- SOLID BLOCKING IN WASHINGTON WALLS TO RADIATE FUTURE
- GRAB BAR INSTALLATION
- LETTER-TYPE HANDLES FOR PLUMBING AND DOOR HANDLES

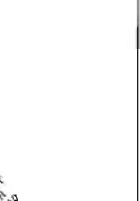
PROJECT TITLE	3000 SAND HARBOR AVENUE
DATE PLAK	10/10/2024
DESIGNER	YAMAMOTO ARCHITECTURE INC.
SCALE	1" = 10'-0"
TITLE	SITE PLAN
DATE	10/10/2024
PROJECT NO.	2024-001
CLIENT	3000 SAND HARBOR AVENUE
LOCATION	3000 SAND HARBOR AVENUE, WASHINGTON, DC

DATE	10/10/2024	BY	YAMAMOTO ARCHITECTURE INC.
DATE	10/10/2024	BY	YAMAMOTO ARCHITECTURE INC.
DATE	10/10/2024	BY	YAMAMOTO ARCHITECTURE INC.
DATE	10/10/2024	BY	YAMAMOTO ARCHITECTURE INC.
DATE	10/10/2024	BY	YAMAMOTO ARCHITECTURE INC.

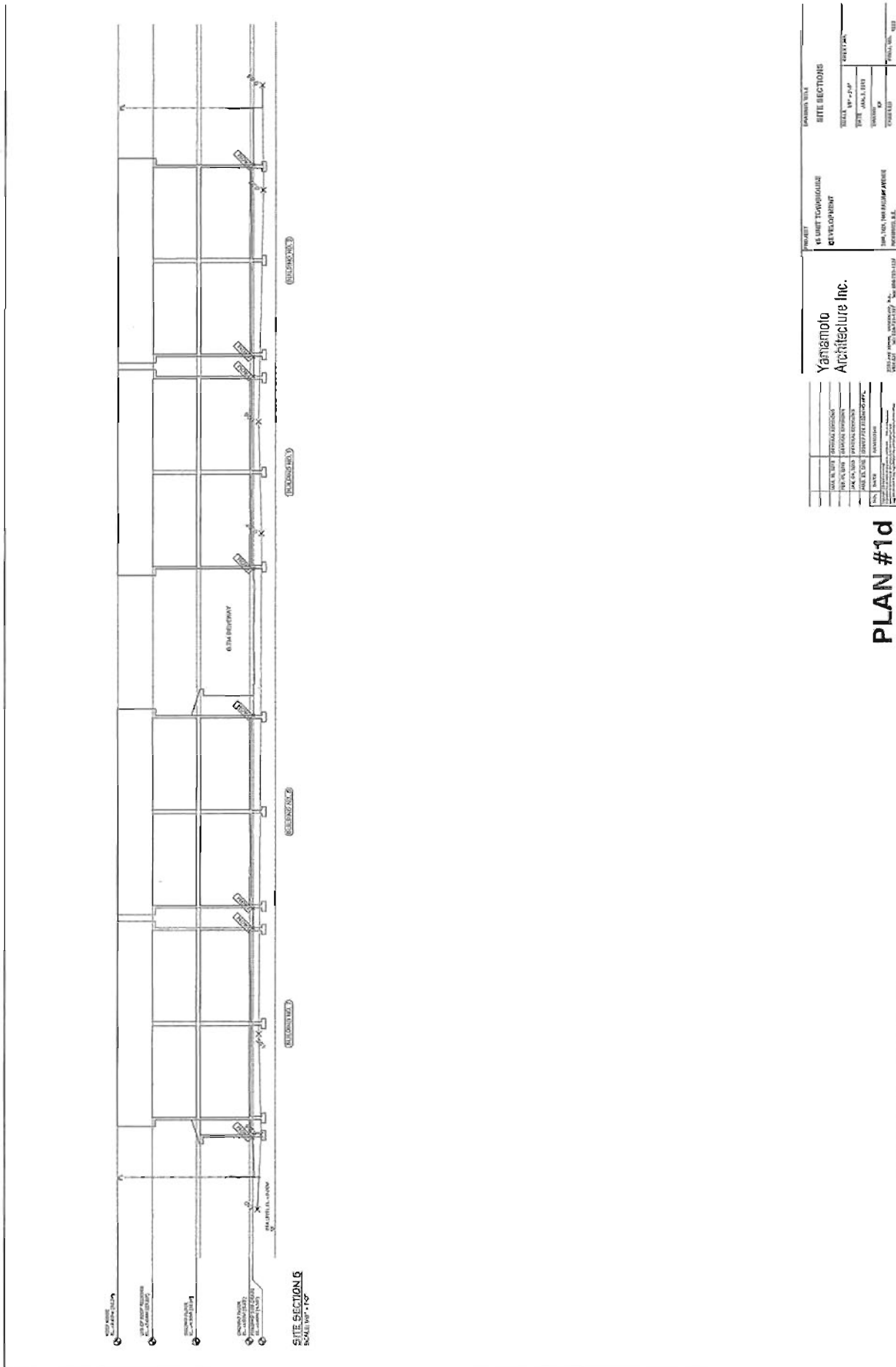
PLAN #1

EXISTING RESTAURANT

SITE PLAN
 SCALE: 1"=10'-0"



RAILWAY AVENUE



PROJECT		SHEET TITLE	
14 UNIT TOWNHOUSE DEVELOPMENT		SITE SECTIONS	
DATE	14.01.2014	DATE	14.01.2014
SCALE	AS SHOWN	SCALE	AS SHOWN
PROJECT NO. 14014		PROJECT NO. 14014	
DRAWN BY: [Name]		CHECKED BY: [Name]	
DATE: [Date]		DATE: [Date]	
PROJECT NO. 14014		PROJECT NO. 14014	

Yanamoto Architecture Inc.
 100-10000 148th Avenue, Unit 100
 Surrey, BC V3V 2L9
 TEL: 604.273.8888
 FAX: 604.273.8889
 WWW.YANAMOTOARCHITECTURE.COM

PLAN #1d



RZ 12-619835

Attachment 3

Address: 7400, 7420 and 7440 Railway Avenue

Applicant: 664525 B.C. Ltd.

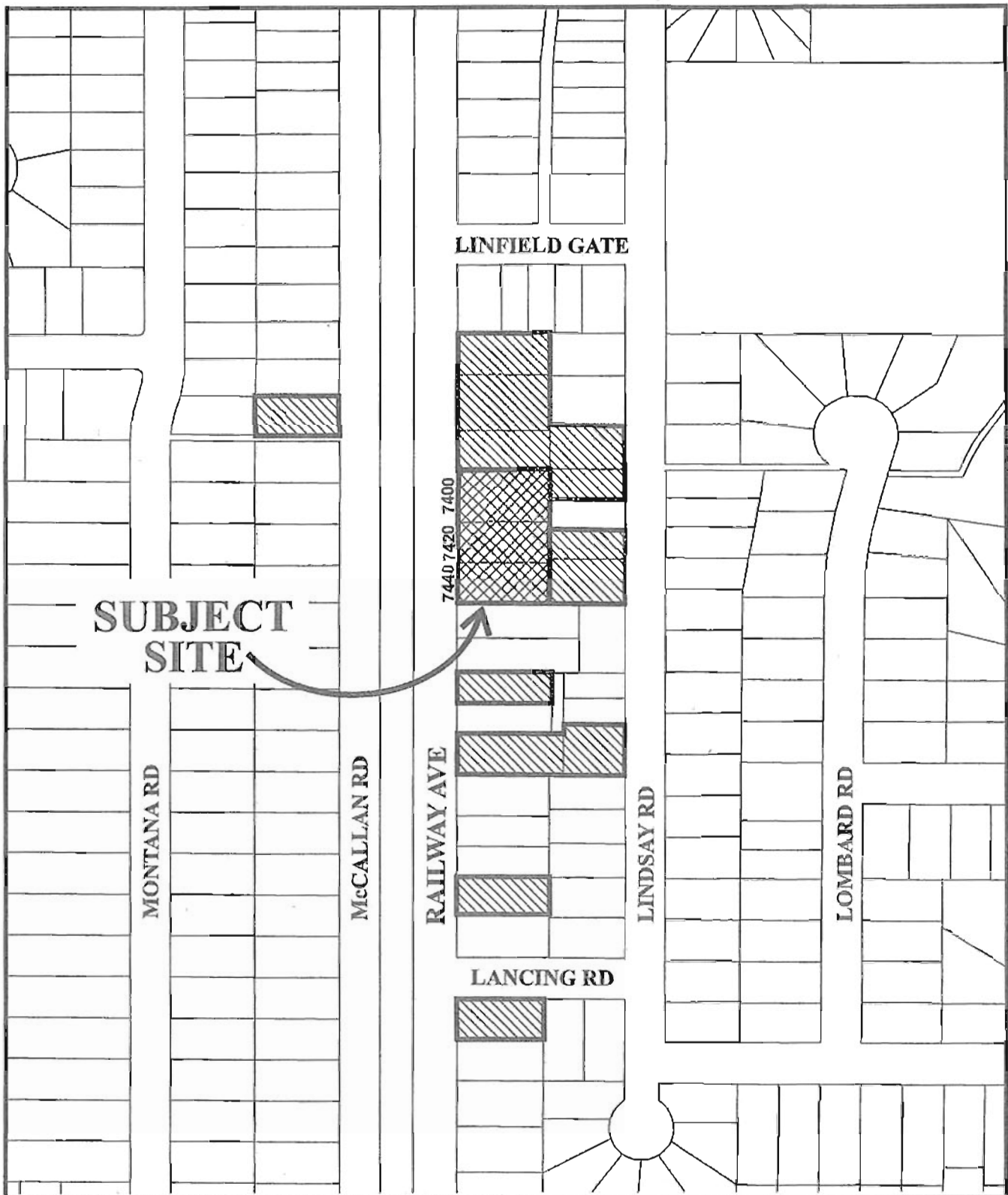
Planning Area(s): Blundell

	Existing	Proposed
Owner:	SSB Homes Ltd., Peter & Marylyn Kulba, Shelley Mintz & Stephen Huzyk	To be determined.
Site Size (m ²):	3,025.6 m ²	No Change
Land Uses:	Single-Family Residential	Multiple-Family Residential
OCP Designation:	Neighbourhood Residential	No Change
Area Plan Designation:	N/A	No Change
702 Policy Designation:	Single Detached (RS1/E) or Single Detached (RS2/B) with lane or internal road access. This policy is not applicable for multiple-family development.	No Change
Zoning:	Single Detached (RS1/E)	Low Density Townhouses (RTL4)
Number of Units:	3	15
Other Designations:	N/A	No Change

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.60	0.60 Max.	none permitted
Lot Coverage – Building:	Max. 40%	40% Max.	none
Lot Coverage – Non-porous Surfaces:	Max. 65%	65% Max.	none
Lot Coverage – Landscaping:	Min. 25%	25% Min.	none
Setback – Front Yard (m):	Min. 6.0 m	6.0 m Min.	none
Setback – North Side Yard (m):	Min. 3.0 m	3.0 m Min.	none
Setback – South Side Yard (m):	Min. 3.0 m	3.0 m Min.	none
Setback – Rear Yard (m):	Min. 3.0 m	5.0 Min.	none
Height (m):	Max. 12.0 m (3 storeys)	8.5 m (2 storeys)	none
Lot Width:	Min. 50.0 m	66.06 m	none

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Off-street Parking Spaces – Regular (R) / Visitor (V):	2 (R) and 0.2 (V) per unit	2 (R) and 0.21 (V) per unit	none
Off-street Parking Spaces – Total:	33	34	none
Tandem Parking Spaces:	Not permitted	0	none
Small Car Parking Spaces	Max. 50% x 34 stalls = 17 stalls	15	none
Handicap Parking Spaces:	1	1	none
Amenity Space – Indoor:	Min. 70 m ² or Cash-in-lieu	Cash-in-lieu	none
Amenity Space – Outdoor:	Min. 6 m ² x 15 units = 90 m ²	91 m ²	none

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



RZ 12-619835
Letters Received

Original Date: 02/12/13

Revision Date: 03/19/13

Note: Dimensions are in METRES

January 21, 2013

Mr. Edwin Lee
Urban Development
6911 #3 Road
Richmond, BC
V6Y 2C1

Re: Rezoning application 7400, 7420, 7440 Railway Avenue,
Richmond, B.C. File# RZ12-619835

Dear Mr. Lee,

My name is Tom Knowles and I am a joint owner of the property at 7320 Railway Avenue. I am writing you in regards to the rezoning application to rezone the parcel of land containing the lots at 7400, 7420, and 7440 Railway from RS1/E to RTL4.

I am in opposition to this rezoning because of how it changes the make up of house size in the 7000 block Railway. Where there is currently three homes there would be a cluster of fifteen units giving no continuity to the area. All recent construction in this area has been built within the current zoning. These three lots can be configured to accommodate more single detached units with in the RS1/E zoning, as the new zoning is not part of the official community plan. With the rezoning there would be increased congestion to the area concerning roads and schools. My final concern would be the added burden that would be put on the infrastructure in this area if this rezoning should take place.

Thank you for your attention to this matter,



Thomas E. Knowles

January 25, 2013

RE: File No. RZ 12-619835 to rezone 7400, 7420, 7440 Railway Avenue from single detached (RS1/E) to low density townhouses (RTL4) in order to construct 15 townhouse units.

To: Whom it May Concern

We are the home owners of 7340 Railway Avenue (one house away from the rezoning proposal site) and have been living in the neighbourhood for about 12 years. We oppose the rezoning application RZ 12-619835 and want the City of Richmond to deny this rezoning application.

This proposed townhouse complex will be plunked right in the middle of our single residential home community with single residential homes on both sides and behind the proposed townhouse site. There are no townhouses on the entire length of Railway Avenue except for the tip of Railway Avenue where it ends when it meets with Granville Avenue.

This rezoning proposal if it goes through will ruin the larger home character of the street and neighbourhood. There are many nice homes along our street and this proposal will ruin the overall character of the street as well as these homes prices.

As well traffic would be a major concern. Railway Avenue is a single lane street both ways and traffic would be blocked on the street going south since a large volume of cars would be trying to turn left into the proposed townhouse complex backing cars behind them since it is a single lane road. Parking would also be an issue since there is no street parking allowed on Railway Avenue since again it is a single lane street both ways. Also this proposed townhouse site isn't on a corner street which would maybe allow a solution to the potential parking nightmare. These types of townhouse proposal's are suited for streets that have double lanes going both ways which would solve the problems we have listed above that would occur on our street if this rezoning application is approved.

Our home as well is only 12 years old and it will depreciate in value substantially if this rezoning proposal goes through. Our city assessment is close to \$2,000,000 and we will suffer a lot financially if we become the neighbours of town homes. Before building our home we asked the City of Richmond if any rezoning was going to be done on the street to allow anything other than single detached homes and we were told no.

For several years the City of Surrey has mixed commercial, townhouse and single family zoning on the same block. That is why people do not want to move to Surrey. People pay much more money to live in Richmond because the character of the neighbourhoods are maintained by the City. However if these types of zoning applications are approved our city will be in the same problem that faces Surrey today.

Sincerely,

B. Tamana

Baljit Tamana

S. Tamana

Sam Tamana

January 31st, 2013

RE: File No. RZ 12-619835 to rezone 7400, 7420, 7440 Railway Avenue from single detached (RS1/E) to low density townhouses (RTL4) in order to construct 15 townhouse units.

To: Edwin Lee or whom it may concern:

We are the homeowners of 7360 Railway Avenue (adjacent to the proposed site). We oppose the rezoning application RZ -12-619835 and want the city of Richmond to deny this rezoning application.

When we had this house built in 1971 and choose this location we were told by the Richmond planning department that this area was planned for single family housing. When the properties of 7400, 7420 and 7440 were put up for sale we were again told the area was only planned for single family housing.

Our property is located adjacent to the proposal site and the planned driveway. The exhaust will be unacceptable. Cars waiting to enter the flow of traffic onto Railway Avenue often take several minutes. Traffic will also be held up as cars try to enter the townhouse complex. We also have the busy #410 bus route coming along Railway Avenue at frequent intervals during rush hours.

Our kitchen, family room, and sundeck are located on the south side of our house. The townhouses that are proposed will encroach on our privacy as the back of the development will be directly adjacent to our back yard, garden and sundeck.

The proposed townhouse development shows 15 double garages and only three visitor parking spaces. Do you expect their visitors to park on other surrounding streets? There is no parking on this block along Railway Avenue due to the bicycle lane.

This proposed townhouse development site would depreciate the value of our own property. It will also change the character of the street and neighbourhood if this rezoning proposal would go through.

Sincerely,

Glen Sheardown
Helen Sheardown
Dean Sheardown

Glen Sheardown
Helen Sheardown
Dean Sheardown

February 15th, 2013

RE: File No. RZ 12-619835 to rezone 7400, 7420, 7440 Railway Avenue from single detached (RS1/E) to low density townhouses (RTL4) in order to construct fifteen townhouse units.

To: Edwin Lee or whom it may concern:

My address is 7488 Railway Avenue and we chose this peaceful neighbourhood with single family houses and want to keep it that way.

We don't want these high townhouses built in this block on Railway Avenue up against detached homes.

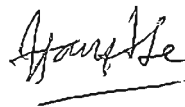
Traffic is a concern. This townhouse proposal is just not suitable for our street. We strongly oppose this rezoning application and we want it denied.

Trying to enter the flow of traffic out of our driveway on Railway Avenue is already hard enough, especially during the busiest rush hours. Left turn is the worst. We are also concerned about safety and security.

Railway is a single lane street both ways. Townhouses are more suitable on double lane streets. Because of the bicycle lane there is no street parking. Where will all the visitors park?

When we bought our new home, it was because it was a detached house. Townhouses just do not fit in and will depreciate the value of our property.

Sincerely,

A handwritten signature in black ink, appearing to read 'Yanjie He', with a horizontal line underneath.

Yanjie He

To Mr. Edwin Lee,
Planning Dept.
City of Richmond
B.C.

Jan 31/2013.

Dear Sir,

With reference to the proposed rezoning of properties 7400, 7420, 7440 to townhouse development (plan SRW38968 Yamamoto Architecture Inc.), we wish to comment as follows.

We have lived at 7520 Railway Avenue for 24 years and have enjoyed the single family environment which applies to all of Railway Avenue.

We object strongly to this application to rezone to stick a crowded complex of 15 townhouses in this environment and believe most residents adjacent to said property agree with this view. In particular, plan no. 1 of the above shows a two lane driveway exiting onto Railway Ave. beside the south property line of the single family dwelling at 7360. Cars on this driveway would have a disastrous effect not only on the health and well-being of the residents but also on the value of their property.

Traffic on this North end of Railway Ave. is also a major consideration as the proposed development would be close to an already busy corner where traffic is frequently delayed by a combination of a crosswalk, bus -stop and southbound traffic into Linfield Gate.

In view of the above and the congestion which the proposed development would cause, we urge Planning Department and Council to reject this project.

R & E Tate.

Reg. Tate
Gillian A. Tate

January 28th, 2013

RE: File No. RZ 12-619835 to rezone 7400, 7420, 7440 Railway Avenue from single detached (RS1/E) to low density townhouses (R11.4) in order to construct 15 townhouse units.

To Whom it may concern,

We are the homeowners of 7580 Railway Avenue. We re-built on this property with the assurance of this staying a single family zone. We spent a large amount of money for this privilege.

Traffic is a major concern since Railway Avenue is a single lane street both ways and a busy bus route along with the bike lane. As a result, this does not allow for any public parking on Railway Avenue.

We cannot accept the building of fifteen townhouses with single houses surrounding the entire block from Linfield Gate to Lancing Road.

This will depreciate our property value if we are on the same street as these townhouses.

Sincerely,

A handwritten signature in black ink, appearing to read "Jaswant Mann", written over a horizontal line.

Jaswant Mann

February 17th, 2013

RE: File No. RZ 12-619835 to rezone 7400, 7420, 7440 Railway Avenue from single detached (RS1/E) to low density townhouses (RTL4) in order to construct 15 townhouse units.

To: Whom it may concern:

We are the new homeowners of 7371 Lindsay Road. Our property is right behind the proposed townhouse site. This home is only 8 years old and we just purchased this property. However, we were not informed about the townhouse proposal. We definitely would not have bought into this property had we been told.


This has put us under so much stress as we are in the process of moving into this residence. We thought we were purchasing a home on a single detached residential block. We have just spent a lot of money painting and preparing for this move.

These proposed three story high townhouses would be built so close to our property line shutting out sunlight onto our backyard. Every single family house deserves sunshine. We will have no privacy and this is very upsetting and unfair.

The residents of 7373, 7391, and 7431 Lindsay Road will all have the same problems, no privacy and reduced sunshine.

We are strongly against this rezoning. Townhouses will just not be suitable and will depreciate the value of our property.

Sincerely,


Jin Huan Yang

Date: Jan 30, 2013

RE: File No. RZ12-619835 to rezone 7400,7420,7440 Railway Avenue from single detached (RS/E) to low density townhouses (RTL4) in order to construct 15 townhouse units.

To: Whom it May Concern

We are the home owners of 7391 Lindsay Road (the house behind the rezoning proposal site). We strongly oppose the rezoning application RZ-12619823 and want the City of Richmond to deny this rezoning application.

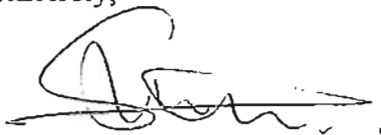
We have been living in the neighborhood for around 10 years. This proposed townhouse complex will be plunked right in the middle of our single residential home community with single residential homes on both sides and behind the proposed townhouse site. There are no townhouses on the entire length of Railway Avenue except for the tip of Railway Avenue where it ends when it meets with Granville Avenue.

This rezoning proposal if it goes through will ruin the larger home character of the street and neighborhood. There are many nice homes along our street and this proposal will ruin the overall character of the street as well as these homes prices.

As well traffic would be a major concern. Railway Avenue is a single lane street both ways and traffic would be blocked on the street going south since a large volume of cars would be trying to turn left into the proposed townhouse complex backing cars behind them since it is a single lane road. Parking would also be an issue since there is no street parking allowed on Railway Avenue since again it is a single lane street both ways. Also this proposed townhouse site isn't on a corner street which would maybe allow a solution to the potential parking nightmare. These types of townhouse proposal's are suited for streets that have double lanes going both ways which would solve the problems we have listed above that would occur on our street if this rezoning application is approved.

Again, we ask the City of Richmond can consider all above our concerns and refute this rezoning proposal to construct 15 townhouse units instead of single homes.

Sincerely,

A handwritten signature in black ink, appearing to read 'Shermec Mai', written over a horizontal line.

Shermec Mai

February 4, 2013

City of Richmond
Planning Department
6911 No. 3 Road
Richmond, BC

Re: File No. RZ 12-619835 to rezone 7400, 7420, 7440 Railway Avenue from single detached (RS1/E) to low density townhouse (RTL4) in order to construct 15 townhouse units.

Dear Sir/Madam,

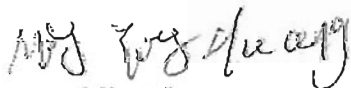
We are the owner of 7431 Lindsay Road (direct behind the rezoning proposal site). We have been living here for more than 3 years. We strongly oppose the rezoning application: RZ 12-619835 and want the City of Richmond to deny the rezoning application.

The proposed townhouse site is located right in the middle of the railway avenue community where all of its residential buildings are single houses. If the proposed townhouse units were built, the population would increase dramatically which would affect the traffic on the railway avenue. The single lane railway avenue southbound will be packed with cars trying to turn left into the townhouse which would block the traffic on the railway avenue. For the community itself, more townhouses mean less grass lawn and trees for the community residents to enjoy.

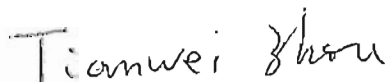
If the proposed townhouses were built, it would devalue our house greatly as well as others in the neighborhood. It would ultimately decrease the relative taxes that the City of Richmond would collect.

We would like the City of Richmond to consider the comments from the community residents and reject the rezoning proposal.

Your sincerely,



Mingying Huang
House Owner
7431 Lindsay Road
Richmond



Tianwei Zhou
House Owner
7431 Lindsay Road
Richmond

January 28th, 2013

RE: File No. RZ 12-619835 to rezone 7400, 7420, 7440 Railway Avenue from single detached (RS1/E) to low density townhouses (RTL4) in order to construct 15 townhouse units.

To Whom it may concern,

I have lived at the address of 7491 Lindsay Road for the past 48 years. This rezoning proposal near the back of my property is unacceptable.

There are lovely new single family houses built and being built on Lindsay Road. This townhouse proposal will ruin the character of this neighbourhood.

It is already hard to enter the flow of traffic onto Railway Avenue from both Linfield Gate as well as Lancing Road.

This proposed townhouse development would depreciate the value of my property, our neighbourhood has always been single family housing in this block and should stay this way.

Sincerely,

A handwritten signature in cursive script that reads "Rita Rasmussen".

Rita Rasmussen

January 28, 2013

To whom it may concern:

I am the resident of 5040 Lancing Road and I strongly oppose the rezoning application RZ 12-619835.

These townhouse units will depreciate the value of our property.

Traffic is already an issue. Railway is a single lane street both ways with no parking permitted because of the bicycle lane. It is also the busy #410 bus route.

Neighbours agree it should be kept as single residential housing. We have been at this address for over 20 years and have always been with the understanding it would stay single family housing,

Sincerely



G. Beichel

RE: File No. RZ 12-619835 to rezone 7400, 7420, 7440 Railway Avenue from single detached (RS1/E) to low density townhouses (RTL4) in order to construct 15 townhouse units.

February 14th, 2013

Mr. Farzand Ali

7371 McCallan Road

Richmond, BC, V7C-2H6

Phone – 604– 272–5984

RE: File No. RZ 12–619835 to rezone 7400, 7420, 7440 Railway Avenue from single detached (RS1/E) to low density townhouses (RTL4) in order to construct 15 townhouse units.

To: Edwin Lee or whom it may concern:

Our home address is directly across from the proposed townhouse site. I feel strongly against the idea of townhouses being built along Railway Avenue. This is a family neighbourhood and one of the reasons why my family and I chose to live in this neighbourhood is because it is quiet, safe with no extra traffic. This area should be kept as single family housing only.

I'm aware that the new townhouses will only have three parking spaces, which means that visitors will be looking elsewhere to park their cars. I am not looking forward to my quiet neighbourhood street being used as an extra parking lot, with all the extra traffic coming through at all hours of the day and night.

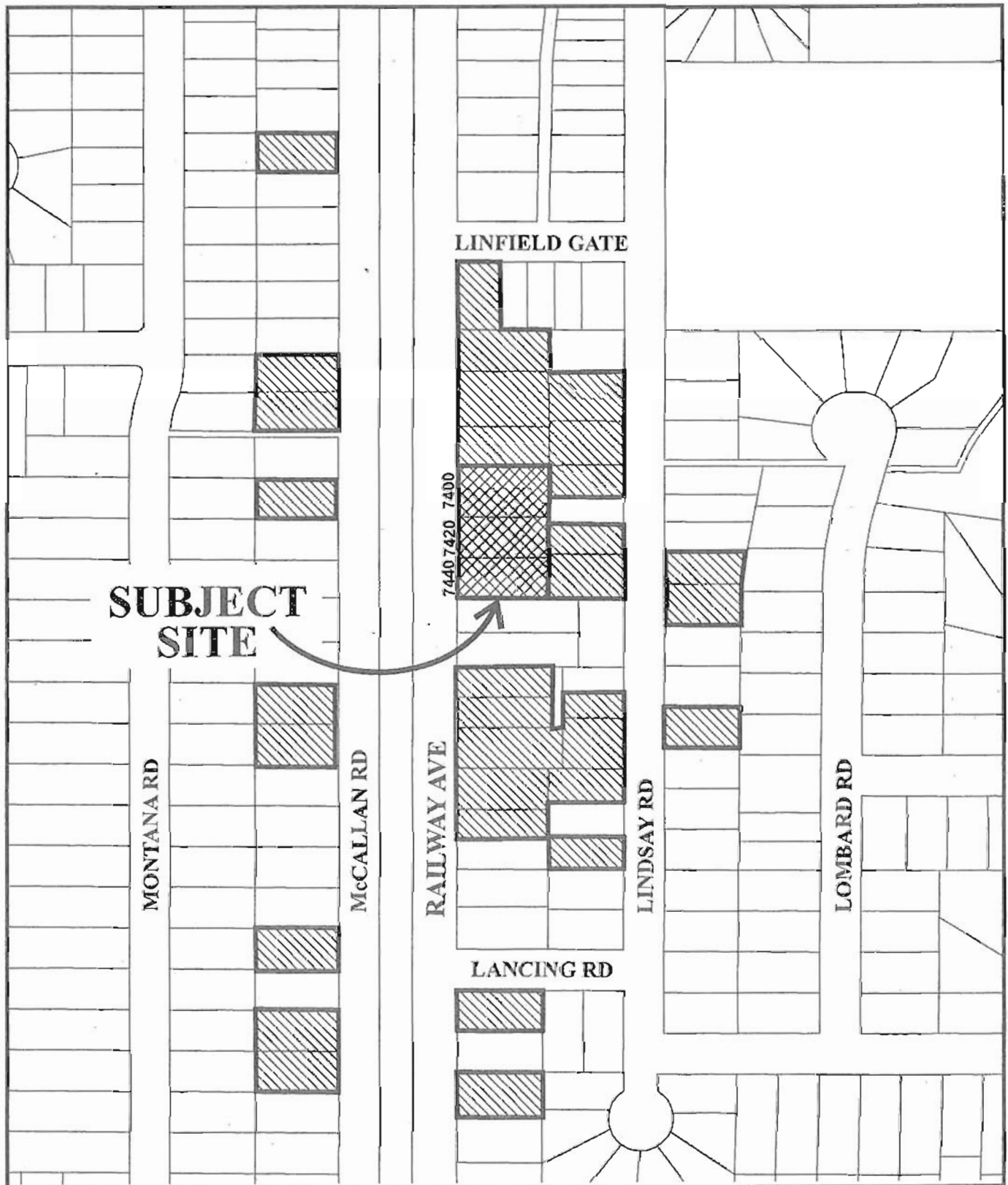
This proposed townhouse development site will bring down the value of our own property, to which I feel is very upsetting and extremely unfair.

Yours truly,



Farzand Ali





RZ 12-619835
Petition

Original Date: 02/12/13

Revision Date: 03/19/13

Note: Dimensions are in METRES

PETITION

We, the neighbours, petition the City of Richmond to DENY the rezoning application (File No. RZ 12-619835) to rezone 7400, 7420, 7440 Railway Avenue from single detached (RS1/E) to low density townhouses (RTL4) in order to construct 15 townhouse units.

This would allow these townhouse units to be put right in the middle of our single residential home community with single residential homes on either sides and the back of this townhouse proposal. This proposal will ruin the character of the street and neighbourhood as well traffic will be a concern since Railway Avenue is a single lane street both ways with no parking permitted on the street.

We demand that the City of Richmond to deny this rezoning application.

Name	Address	Phone #	Signature
T. Knowles	7320 RAILWAY AVE	604 2746956	T Knowles
G. SHEARDOWN	7360 RAILWAY AVE	604-274-3181	G Sheardown
D. HIDOLITO	7560 RAILWAY AVE	604 241 5925	D Hidolito
R. Rasmussen	7491 Lindsay Rd.	604 277-2094	Rasmussen
GEORGE WANG	7351 LINDSAY RD	604.272-4284	George Wang
JASWANT MANOJ	7580 RAILWAY AVE.	604-447-1522	J Manoj
G. REICHEL	5040 LANSING Rd.	604-277-9878	Gertrud Reichel
REG. TATE	7520 RAILWAY AVE	604 277-1480	Reg. Tate
D. K. (K. H. H.)	5710 LINDSAY RD.	604-272-7221	D. K. (K. H. H.)
Wei You	7508 Railway Ave	604-505-8788	Wei You
KAHAN LAM	7391 Lindsay Rd	604-767-7729	Kahan Lam
Shelly Zhou	7431 Lindsay Rd	778-588-1125	Shelly Zhou
ELEEN CHIU	7473 Lindsay Rd	604-3751678	Eileen Chiu
MIFTAR SHAH	7560 RAILWAY AVE	604-241-1454	Miftar Shah
Ray Seibert	7351 McCowan Rd.	604 272 5566	Ray Seibert
BAJIT TAMANI	7340 RAILWAY AVE.	604-241-7710	B. Tamani
Jane Zhang	7500 Lindsay Rd.	604-241-9227	Jane Zhang
Jason Mok	7531 Lindsay Rd	604-278-3782	Jason Mok

g and

King Hwy.

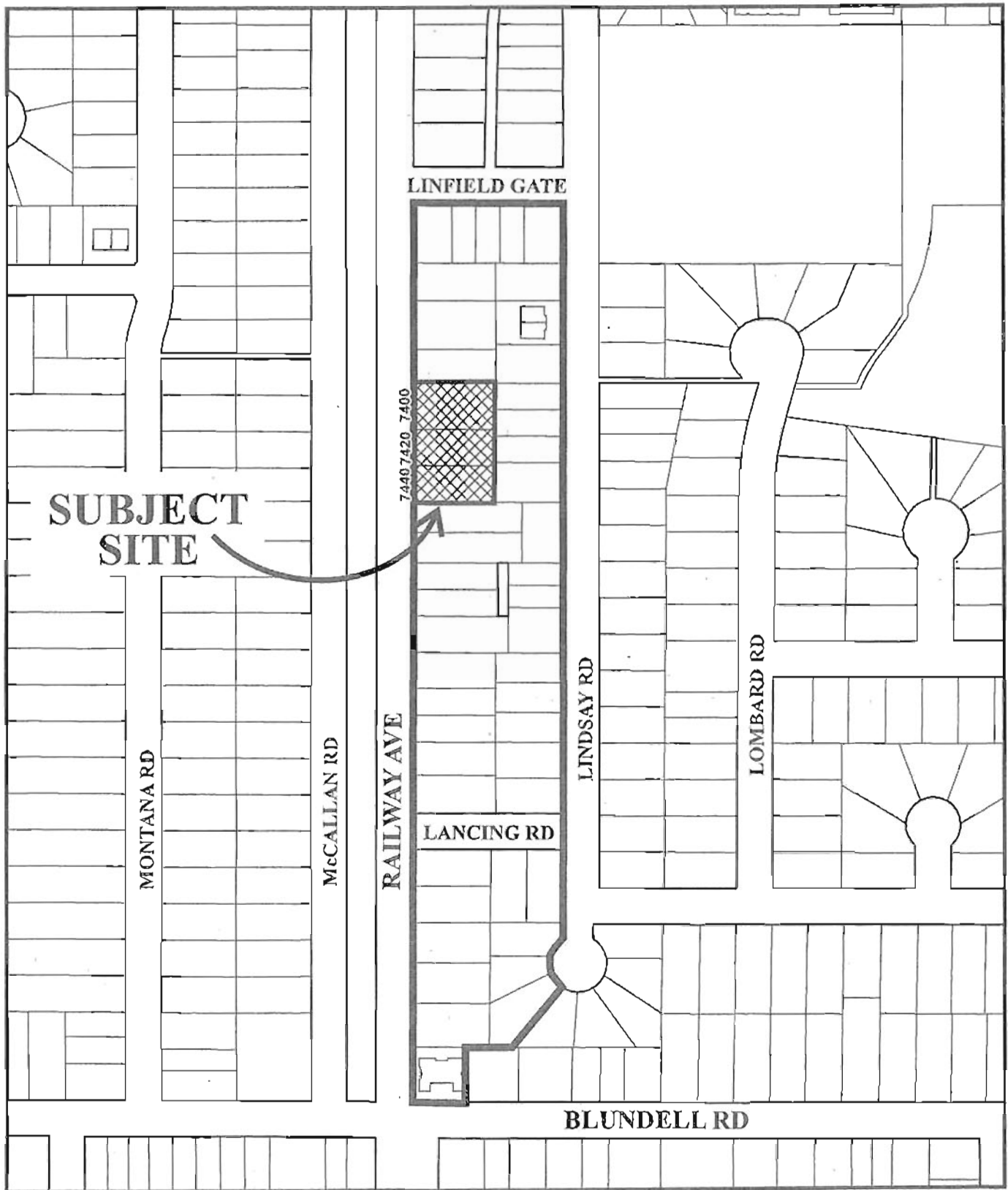
PETITION

We, the neighbours, petition the City of Richmond to DENY the rezoning application (File No. RZ 12-619835) to rezone 7400, 7420, 7440 Railway Avenue from single detached (RS1/E) to low density townhouses (RTL4) in order to construct 15 townhouse units.

This would allow these townhouse units to be put right in the middle of our single residential home community with single residential homes on either sides and the back of this townhouse proposal. This proposal will ruin the character of the street and neighbourhood as well traffic will be a concern since Railway Avenue is a single lane street both ways with no parking permitted on the street.

We demand that the City of Richmond to deny this rezoning application.

Name	Address	Phone #	Signature
Molly Lopez	7680 Railway Ave	604 241 8027	M Lopez
Steven Yang	7388 Lindsay Rd.	604 233-1089	Steven Yang
Laurie Ann Stewart	7440 Lindsay Rd	604 277 6920	L Stewart
DIEGO CHUANG	7451 LINDSAY ROAD	604 275 7272	[Signature]
Eric Hendrywono	7551 Lindsay Rd	604 272 0551	[Signature]
Billy Rose	7311 Lindsay Rd	778-888-7267	Billy Rose
JINHUAN YANG	7371 Lindsay Rd	778-712-9928	[Signature]
SHAMSHADALI	7371 McCallan Rd	604 272 4984	Shamshad Ali
DOUG SHERIDAN	7391 McCallan Rd	604 837 4708	[Signature]
David Yuen	7491 McCallan Rd	604-274-1138	[Signature]
Ravi Krewal	7521 McCallan Rd.	604.241.9737	[Signature]
Angie Simsha Prasad	7671 McCallan Rd	604-448-9222	Angie Prasad
Rishi Prasad	7671 McCallan Rd	604-448-9212	[Signature]
B. NARAYAN	7691 McCallan Rd	604-218-7157	B. Narayan
Al Lawrence	7631 McCallan Rd.	604 277 7875	Al Lawrence
Karla Rand	7231 McCallan Rd	604-351-2655	[Signature]
Yanjie He	7488 Railway Ave	778-383-6215	[Signature]



**SUBJECT
SITE**

LINFIELD GATE

7440 7420 7400

MONTANA RD

McCALLAN RD

RAILWAY AVE

LANCING RD

LINDSAY RD

LOMBARD RD

BLUNDELL RD



RZ 12-619835
Notification Area

Original Date: 03/19/13

Revision Date:

Note: Dimensions are in METRES

SANDHILL HOMES LTD.

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

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

March 20, 2013

Edwin Lee
City of Richmond
6911 No. 3 Road
Richmond, BC V6Y 2C1

Dear Edwin Lee:

We write to confirm that Sandhill Development Ltd has sent a formal invitation letter to the public consultation meeting to Forty Five Railway residents two weeks prior to the meeting on the Wednesday 27th of February 2013.

The public information meeting took place at the Thompson Community Centre on the Thursday the 12th of March 2013 from 4 pm to 7pm.

Sandhill Development had prepared preliminary plans to present to the residence for address 7400, 7420, 7440 Railway Avenue to allow fifteen 2 –story townhouse to be developed on the property, and architect Taizo Yamamoto was presenting the drawings for this meeting.

During the meeting two residents came out to give their input regarding the Railway project, and one of the particular neighbor had a concern regarding the fence and privacy which we will address and Sandhill will make sure to have 6 feet high private fence.

Overall resident supported the Railway project, and Sandhill will make sure to respond to any concerns regarding the project in future.

Regards,

Amar Sandhu
Principal

Sandhill Development Ltd.

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

P: (604) 271 6296 F: (604) 276 8937 Email: info@sandhilldevelopment.ca

www.sandhilldevelopment.ca

March 12, 2013

Public Information Meeting Sign In Sheet

Rezoning Application Number: RZ 12-619835

The Developer, Sandhill Development Ltd., is proposing to rezone 7400, 7420, 7440 Railway Avenue to allow fifteen (15) 2-storey townhouse units to be developed on the property.

No.	Name	Phone#	Address
1	W Kong	778 385 8893	7400 Railway Ave. # Wendykong@gmail.com
2	H. K. K.		
3			
4			
5			
6			
7			
8			
9			
10			

Sandhill Development Ltd.

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

March 12, 2013

Public Information Meeting Rezoning Application Number: RZ 12-619835

The developer, Sandhill Development Ltd., is proposing to rezone 7400, 7420, 7440 Railway Avenue to allow fifteen (15) 2-storey townhouses units to be developed on the property. We would appreciate your comments on the proposal.

Comments:

I think this project will enhance the existing area & offer another form of housing, which will diversify the community.

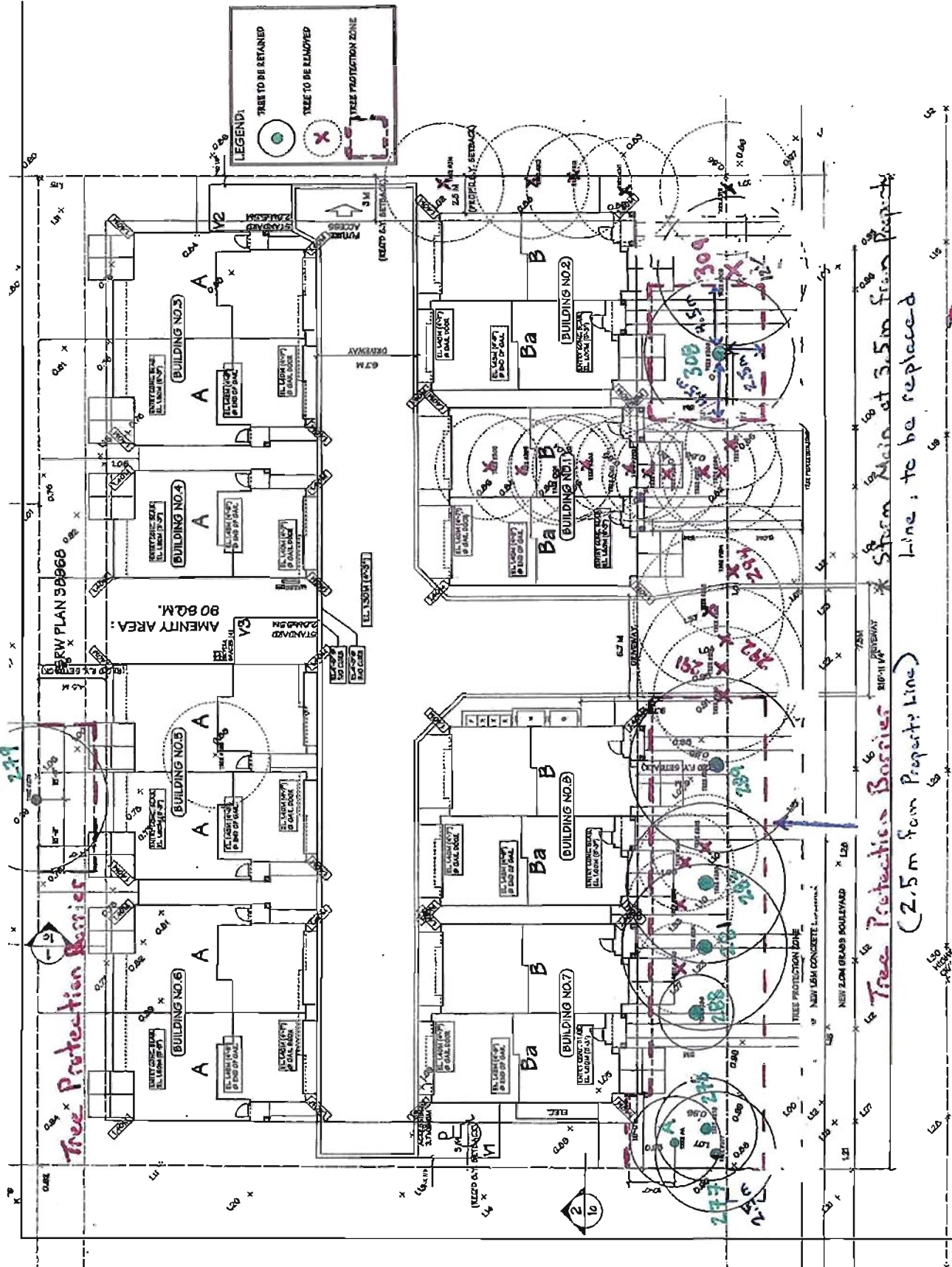
I think this is a good idea & hope it gets city approval.

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

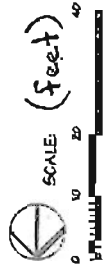
Contact Information:

Name: Patricia Mackinnon

Address: 7680 Railway



RAILWAY AVENUE



(Feb 4, 2013)

Tree Location & Protection Plan - Amend. #1

Tree Protection Barrier
 Tree Protection Line (2.5m from Property Line)
 Storm Main at 3.5m from Property Line; to be replaced



City of Richmond

Policy Manual

Page 1 of 2

Adopted by Council: February 19, 1996

POLICY 5463

File Ref: 4045-00

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

POLICY 5463:

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

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

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

That this policy be used to determine the disposition of future single-family rezoning applications in this area, for a period of not less than five years, unless amended according to Bylaw No. 5300.



Subdivision permitted as per R1/H with the exception that R1/B applies to existing duplexes and R1/E applies to lots facing No. 2 Road and Blundell Road that do not have a lane or internal road access.



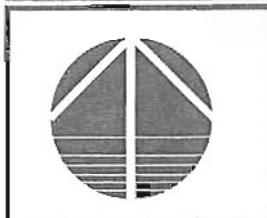
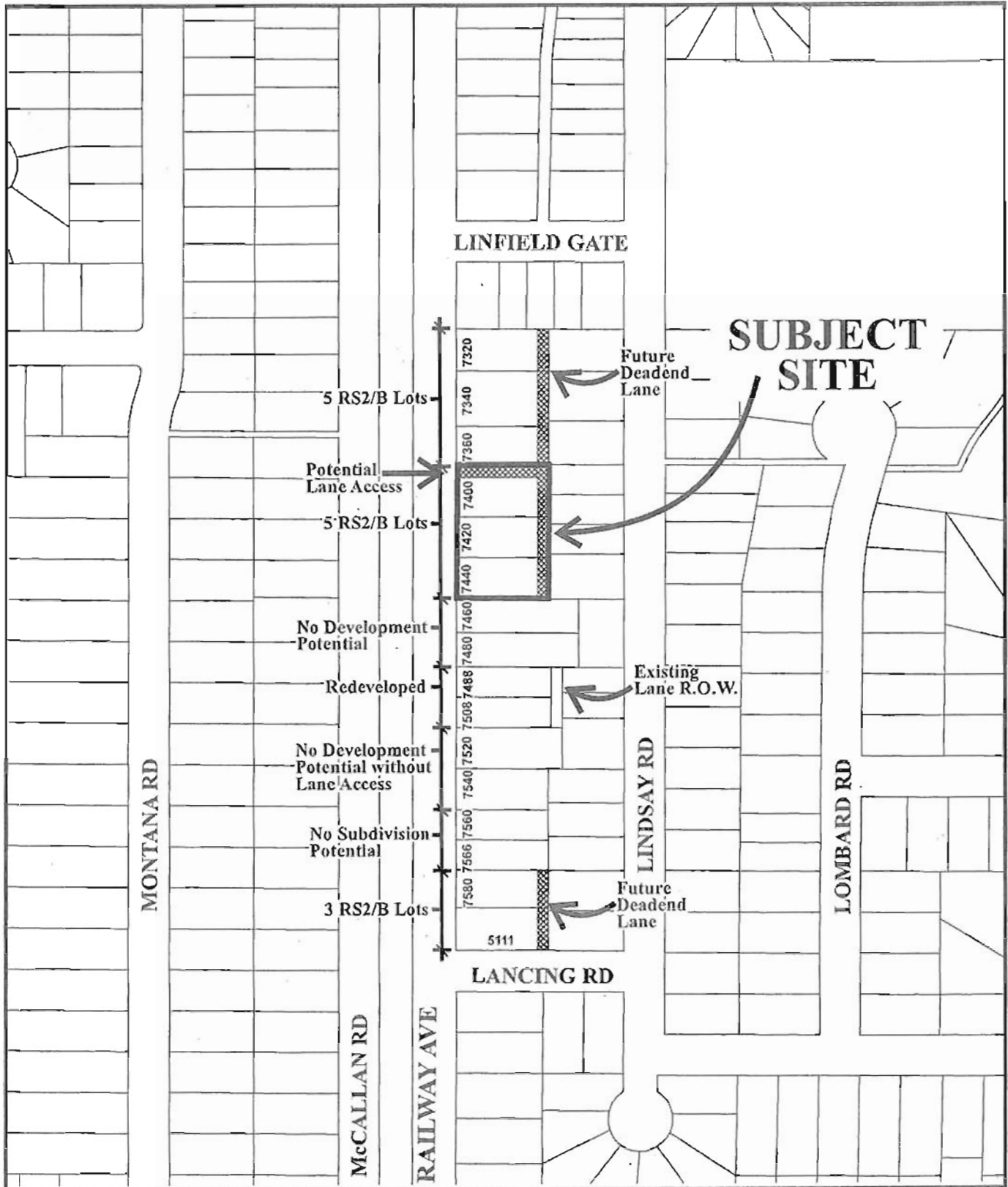
Subdivision permitted as per R1/B with the exception that R1/E applies to lots facing Railway Avenue that do not have a lane or internal road access.



POLICY 5463 SECTION 13, 4-7

Adopted Date: 02/19/96

Amended Date:

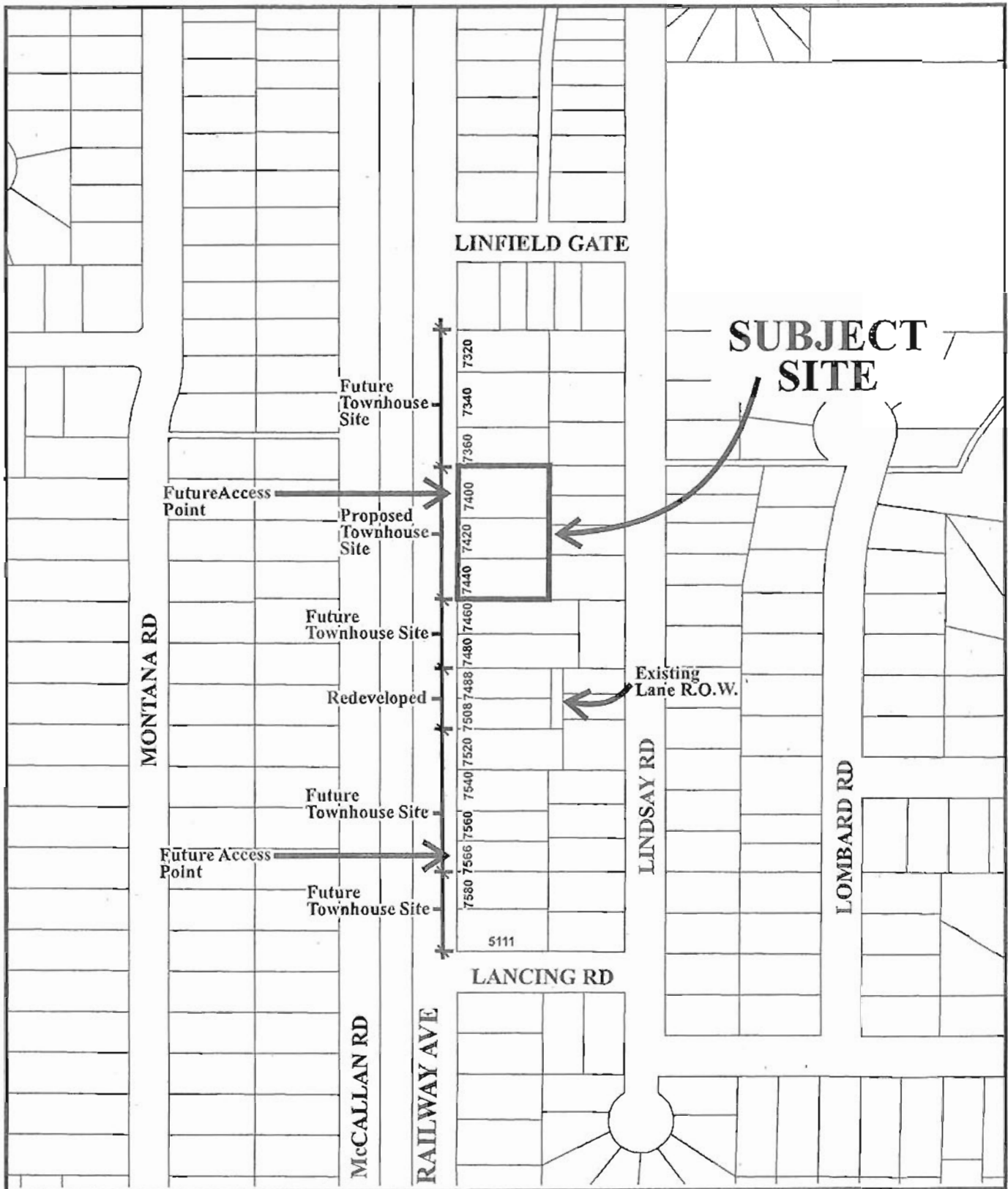


Potential Single-Family
Redevelopment Pattern
(Single Detached (RS2/B) with
Lane Access)

Original Date: 03/22/13

Revision Date:

Note: Dimensions are in METRES



Potential Low Density Townhouse Development Pattern

Original Date: 03/22/13

Revision Date:

Note: Dimensions are in METRES



Rezoning Considerations

Development Applications Division
6911 No. 3 Road, Richmond, BC V6Y 2C1

Address: 7400, 7420 and 7440 Railway Avenue

File No.: RZ 12-619835

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

1. Consolidation of all the lots into one development parcel (which will require the demolition of the existing dwellings).
2. Registration of a flood indemnity covenant on title.
3. Registration of a Public Rights-of-Passage (PROP) statutory rights-of-way (ROW), and/or other legal agreements or measures, as determined to the satisfaction of the Director of Development, over the internal drive-aisle in favour of future townhouse developments to the north and south. Language should be included in the ROW document that the City will not be responsible for maintenance or liability within this ROW.
4. Registration of a covenant to allow the City to restrict vehicular movements (both access and egress) at the driveway on Railway Avenue to right-in/out only as traffic volumes on Railway Avenue increase, at the discretion of the Director of Transportation.
5. City acceptance of the developer's offer to voluntarily contribute \$15,500.00 to the City's Tree Compensation Fund for the planting of replacement trees within the City. If additional replacement trees (over and beyond the 13 replacement trees as proposed at the Rezoning stage) could be accommodated on-site (as determined at Development Permit stage), the above cash-in-lieu contribution would be reduced in the rate of \$500 per additional replacement trees to be planted on site.
6. Contribution of \$1000.00 per dwelling unit (e.g. \$15,000.00) in-lieu of on-site indoor amenity space.
7. City acceptance of the developer's offer to voluntarily contribute \$2.00 per buildable square foot (e.g. \$39,082.44) to the City's affordable housing fund.
8. The submission and processing of a Development Permit* completed to a level deemed acceptable by the Director of Development.
9. Enter into a Servicing Agreement* for the design and construction of frontage improvements along Railway Avenue. The frontage improvements to include, but not limited to:
 - a) Removal of the existing asphalt sidewalk, construction of a new 1.5 m concrete sidewalk and a 2.0 m grass boulevard (between existing curb and new sidewalk) extended south to the north property line 7488 Railway Avenue, and Street Lighting (replacing the existing Hydro lease lights). Street trees will not be required due to obstruction of the view corridor.
 - b) Upgrade the existing 450 mm diameter storm sewer along Railway Avenue frontage to 600 mm diameter. It is noted that existing large trees located near the south end of the site frontage may be impacted by the construction of the proposed storm sewer upgrade. The proposed servicing upgrade works must be under arborist supervision. The arborist must assess the impact of the proposed works to the protected trees at the Servicing Agreement stage or Development Permit stage (whichever comes first), and will conduct root pruning, if required. A summary report including future recommendations must be provided to the City as part of the Servicing Agreement or Development Permit process (whichever comes first).
 - c) Design to include water, storm & sanitary connections for the proposed Townhouse development.
 - i. The location for the sanitary service connection of the proposed site is to be at the northeast corner of 7400 Railway Avenue so that sanitary flow from the proposed site will be directed to the existing manhole and existing 200 mm diameter sanitary pipe along the north property line of 7371 Lindsay Road.
 - ii. The Water Connection to the proposed site is to be from the existing 300 mm diameter watermain at the west side of Railway Avenue. The existing 100 mm diameter AC watermain along the proposed site's

Railway Avenue frontage on the east side of Railway Avenue is to be abandoned and connected back to the 300 mm diameter at both ends of the abandoned section.

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

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

1. Submission of a Contract entered into between the applicant and a Certified Arborist for supervision of any on-site works conducted near and within the tree protection zone of the trees to be retained. The Contract should include the scope of work to be undertaken, including: the proposed number of site monitoring inspections, and a provision for the Arborist to submit a post-construction assessment report to the City for review.
2. Submission of a Tree Survival Security to the City as part of the Landscape Letter of Credit to ensure that the trees identified for retention will be protected. No Landscape Letter of Credit will be returned until the post-construction assessment report confirming the protected trees survived the construction, prepared by the Arborist, is reviewed by staff.

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 and sustainability features 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.

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 9015 (RZ 12-619835)
7400, 7420 and 7440 Railway Avenue

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

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

P.I.D. 002-372-088

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

P.I.D. 008-823-511

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

P.I.D. 001-923-927

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

- 2. This Bylaw may be cited as "Richmond Zoning Bylaw 8500, Amendment Bylaw 9015".

FIRST READING

APR 22 2013

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED



MAYOR

CORPORATE OFFICER