



City of Richmond

Report to Committee

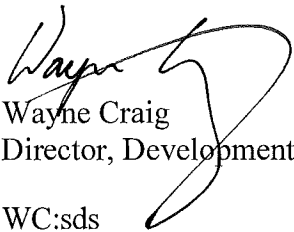
To: Planning Committee
From: Wayne Craig
Director, Development

Date: May 23, 2018
File: RZ 15-707952

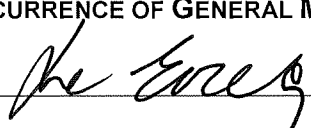
Re: Application by Yamamoto Architecture Inc. for Rezoning at 7460 & 7480 Railway Avenue from Single Detached (RS1/E) to Low Density Townhouses (RTL4)

Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9873, for the rezoning of 7460 & 7480 Railway Avenue from “Single Detached (RS1/E)” to “Low Density Townhouses (RTL4)”, be introduced and given first reading.


Wayne Craig
Director, Development

WC:sds
Att. 5

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

Staff Report

Origin

Yamamoto Architecture Inc. has applied to the City of Richmond for permission to rezone the properties at 7460 & 7480 Railway Avenue (Attachment 1) from the “Single Detached (RS1/E)” zone to the “Low Density Townhouses (RTL4)” zone in order to permit the development of eight townhouse units with vehicle access from 7388 Railway Avenue via a Statutory Right-of-Way (SRW) registered on the title of 7388 Railway Avenue. The townhouse development at 7388 Railway Avenue recently completed construction. The applicant has discussed the use of the SRW with the adjacent developer and negotiated a cost sharing agreement for the shared driveway easement area.

Project Description

The subject properties have a total combined frontage of 33.5 m (110 ft.) and are proposed to be consolidated into one development parcel. The proposal includes eight two-storey townhouse units, in three duplex and two single unit buildings, with a proposed floor area ratio (FAR) of 0.6. The preliminary site plan, building elevations and landscape plan are provided in Attachment 2. The subject site is currently occupied by two single-family dwellings, which are proposed to be demolished.

Findings of Fact

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

Existing Housing Profile

The applicant has advised the existing single-family dwelling at 7460 Railway Avenue is currently owner occupied and contains no secondary suites, and the existing single-family dwelling at 7480 Railway Avenue is currently rented and contains no secondary suites.

Surrounding Development

Development immediately surrounding the subject site is as follows:

To the North: 14-unit townhouse development (two and three-storeys) recently completed construction on a lot zoned “Low Density Townhouses (RTL4)”, which will provide vehicle access to the subject site from Railway Avenue, and a single-family dwelling on a lot zoned “Single Detached (RS1/H)” fronting Lindsay Road.

To the South: Single-family dwellings on lots zoned “Single Detached (RS1/B)” fronting Railway Avenue.

To the East: Single-family dwellings on a lot zoned “Single Detached (RS1/E)” fronting Lindsay Road.

To the West: Across Railway Avenue, the City-owned Railway Greenway.

Related Policies & Studies

Official Community Plan

The Official Community Plan (OCP) land use designation for the subject site is “Neighbourhood Residential (NRES)”. The development proposal is consistent with this designation.

Arterial Road Policy

The subject site is identified for “Arterial Road Townhouse” on the Arterial Road Housing Development Map. The development proposal is consistent with this designation.

Floodplain Management Implementation Strategy

The proposed redevelopment must meet the requirements of the Richmond Flood Plain Designation and Protection Bylaw 8204. Registration of a flood indemnity covenant on Title is required prior to final adoption of the rezoning bylaw.

Public Consultation

A rezoning sign has been installed on the subject property. Staff have not received any comments from the public about the rezoning application in response to the placement of the rezoning sign on the property.

Should the Planning Committee endorse this application and Council grant 1st reading to the rezoning bylaw, the bylaw will be forwarded to a Public Hearing, where any area resident or interested party will have an opportunity to comment.

Public notification for the Public Hearing will be provided as per the *Local Government Act*.

Analysis

Built Form and Architectural Character

The applicant is proposing to consolidate the subject properties into one development parcel, with a total frontage of 33.5 m (110 ft.) and a site area of 2,024 m² (21,786 ft²), in order to construct eight townhouse units. The proposed townhouse units are oriented around a drive-aisle providing access to the site from the adjacent townhouse development to the north at 7388 Railway Avenue and an east-west internal maneuvering aisle providing access to the garages of the units. The shared outdoor amenity area is proposed to be situated in a central area.

The proposal consists of eight two-storey townhouse units, all with side-by-side double car garages, with a proposed FAR of 0.6. Five buildings are proposed, including three duplex buildings and two single unit buildings.

Existing Legal Encumbrances

There is an existing 4.5 m (15 ft.) wide utility Statutory Right-of-Way (SRW) located along a portion of the north and east property lines of the subject site for existing sanitary sewer services. The SRW will be modified (reduced) after the removal of the existing sanitary system, which will be secured as part of the Servicing Agreement. The width of the modified SRW will be 3.0 m (10 ft.), measured from the property lines, to facilitate access to the new service connection. The SRWs will not be impacted by the proposed development and the developer is aware that encroachment into the SRWs is not permitted.

Transportation and Site Access

Vehicular access to the subject site is to be provided via the driveway crossing and internal drive-aisles at 7388 Railway Avenue, through an existing SRW (CA5251946 & EPP51555) registered on the title of 7388 Railway Avenue. This access arrangement was envisioned and secured through the rezoning application for the adjacent townhouse development at 7388 Railway Avenue, which received final adoption in 2016 (RZ 12-619835).

Direct vehicular access from Railway Avenue along the subject site's frontage is not permitted. Registration of a legal agreement on title prohibiting direct vehicle access from Railway Avenue and limiting access to the SRW on the driveway at 7388 Railway Avenue will be required prior to final adoption of the rezoning bylaw. This agreement must include language indemnifying and releasing the City from any issues from this arrangement.

The applicant has also discussed the use of the SRW with the adjacent developer and negotiated a cost sharing agreement for the shared driveway easement area to divide the maintenance cost of the driveway on a proportionate basis between all owners of 7388 Railway Avenue and the future owners of the subject development.

Tree Retention and Replacement

The applicant has submitted a Certified Arborist's Report, which identifies tree species, assesses tree structure and condition, and provides recommendations on tree retention and removal relative to the proposed development. The Report assesses 44 trees on-site and 13 trees located on neighbouring properties.

The City's Tree Preservation Coordinator has reviewed the Arborist's Report and Tree Management Plan (Attachment 4), conducted an on-site visual assessment and concurs with the Arborist's recommendations, with the following comments:

- Nine trees (tag# 305, 306, 391, 395, 496, 497 & 632-634) located on-site along the Railway Avenue frontage and four trees (tag# 552 & 555-557) in the rear of the property are all in good condition. Trees are to be protected as per City of Richmond Tree Protection Information Bulletin TREE-03.
- 28 trees located on the development site (tag# 1, 392-394, 471, 478-480, 482-484, 512, 522, 530, 531, 550, 640-644, 680, 726-729, 786 and 787) are unsuitable for retention due to poor structural condition and health and should be removed and replaced.

- One tree (tag# 521) located on-site in the southeast corner and one tree in the northeast corner (tag# 744) are in good condition but not expected to survive construction impacts, including significant grade changes and removal of the existing sanitary sewer system in the SRW.
- One tree (tag# 481) located on-site along the Railway Avenue frontage is in good condition, however, the tree is not expected to survive construction impacts by the removal of the adjacent trees (tag# 480, 482 & 483) in poor condition, and is also in direct conflict with the pedestrian access pathway to Railway Avenue. This tree should be removed and replaced with larger specimen trees (i.e. 10 cm in caliper), which have been specified in the Landscape Plan.
- 13 trees (tag# 504, 505, 529, 743, 801-809) located on neighbouring properties to the north, east and south are undersized except for tag# 804. These trees are a sufficient distance from the property line and impacts associated from the proposed construction will be minimal. No tree protection barriers are required on the development site.

Tree Replacement

The applicant is proposing to remove 31 trees on-site, however seven trees are undersized (tag# 392, 394, 471, 483, 484, 522, 727) and do not require compensation. For the remaining 24 trees, the OCP tree replacement ratio of 2:1 requires 48 trees to be planted and maintain on-site. Based on the submitted preliminary Landscape Plan (Attachment 2), the developer is proposing to plant 34 new trees.

To satisfy the 2:1 replacement ratio established in the OCP, the applicant will contribute \$7,000 (\$500/tree) to the City's Tree Compensation Fund in lieu of the remaining 14 trees that cannot be accommodated on the development site.

The size and species of replacement trees, and overall landscape design, will be reviewed in detail through the Development Permit application process. To ensure the replacement trees are planted and maintained on-site, the applicant is required to provide an acceptable Landscape Plan and Landscape Security based on 100% of the cost estimate provided by the Landscape Architect, prior to Development Permit issuance.

Securities will not be released until a landscaping inspection has been passed by City staff after construction and landscaping has been completed. The City may retain a portion of the security for a one year maintenance period from the date of the landscape inspection.

Tree Protection

The proposed Tree Management Plan is provided in Attachment 4, which outlines the protection of the 13 trees on-site. To ensure the protection of these trees, the applicant is required to provide the following, prior to final adoption of the rezoning bylaw:

- Submission to the City of a contract with a Certified Arborist for supervision of all works conducted within or in close proximity to tree protection zones.

- Submission of a Tree Survival Security in the amount of \$105,000 based on the sizes of the trees to be retained.

Prior to demolition of the existing dwellings on the subject site, installation of tree protection fencing around all trees to be retained, in accordance with the City's Tree Protection Information Bulletin TREE-03, is required.

Variance Requested

The proposed development is generally in compliance with the "Low Density Townhouses (RTL4)" zone other than the variances noted below. Based on the review of the current plans for the project, the following variances are being requested:

- Reduce the minimum lot width along major arterial roads from 50 m to 33.5 m.

Staff are supportive of the proposed variance as the subject development site is being considered as an orphan lot, bound by a townhouse development to the north and a single-family subdivision to the south, identified as "Arterial Road Compact Lot Single Detached" in the Arterial Road Land Use Policy. During the rezoning process of the townhouse development to the north (7388 Railway Avenue), the subject site was considered as a future extension to this townhouse development.

- Allow one small car parking stall in each of the side-by-side garages in two of the units at the rear of the development site (two small car stalls in total).

Staff are supportive of the proposed variance as it enables the required resident parking spaces to be provided within the garages of both units, in a side-by-side arrangement. The Zoning Bylaw allows small parking stalls for on-site parking areas which contain 31 or more spaces.

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

Affordable Housing Strategy

As per the City's Affordable Housing Strategy, townhouse rezoning applications received prior to July 24, 2017 are required to provide a cash-in-lieu contribution of \$4.00/ft² of total buildable area towards the City's Affordable Housing Reserve Fund. The applicant proposes to make a cash-in-lieu contribution in the amount of \$52,286.77.

The applicant has stated that due to all the units being two-storeys in height, the provision of secondary suites would severely compromise the functionality of the proposed units and the objective to build a family-oriented development.

Townhouse Energy Efficiency and Renewable Energy

The applicant has committed to achieving an EnerGuide Rating System (ERS) score of 82 and to provide pre-ducting for solar hot water heating for the proposed development. As part of the Development Permit application review process, the applicant is required to submit an evaluation

report by a Certified Energy Advisor (CEA) providing details about the specific construction requirements that are need to achieve the rating.

Prior to final adoption of the rezoning bylaw, the applicant is required to register a restrictive covenant on Title, specifying that all units are to be built and maintained to ERS 82 or higher, as detailed in the CEA's evaluation report, and that all units are to be solar hot water-ready.

Amenity Space

The applicant is proposing a cash contribution in-lieu of providing the required indoor amenity space on-site. As per Council Policy 5041, rezoning applications received prior to February 28, 2018 may choose to provide a cash contribution of \$1,000 per unit for developments up to 19 units. The total cash contribution required for this 8 unit townhouse development is \$8,000.

Shared outdoor amenity space will be provided on-site. Based on the preliminary design, the size of the proposed outdoor amenity space complies with the Official Community Plan (OCP) requirements of 6 m² per unit. Staff will work with the applicant at the Development Permit stage to ensure the configuration and design of the outdoor amenity space generally complies with the Development Permit Guidelines in the OCP.

Site Servicing and Frontage Improvements

Prior to final adoption of the rezoning bylaw, the developer is required to enter into a Servicing Agreement for the design and construction of required site servicing and frontage improvements, as described in Attachment 5. Frontage improvements include, but are not limited to, removing the existing sidewalk next to the curb along Railway Avenue and replacing it with a minimum 2.0 m wide grassed boulevard and 1.5 m wide concrete sidewalk with connections to the existing sidewalk north and south of the subject site.

The developer is also required to pay DCC's (City & Metro Vancouver), School Site Acquisition Charge, Address Assignment Fees, and the costs associated with the completion of the required site servicing and frontage improvements as described in Attachment 5.

Cutting, capping, and removal of existing storm services and installation of new tie-in for storm sewer on Railway Avenue is to be outside of the tree protection area. Any special measures such as the use of low impact methods (i.e. hydro vac, air spade and hand digging) to be conducted within and near the tree protection area is to be supervised by the project arborist. Project arborist supervision is to be coordinated by the developer with City crews when installation is to occur.

Development Permit Application

A Development Permit application is required to be processed to a satisfactory level, prior to final adoption of the rezoning bylaw. Further refinements to architectural, landscape and urban design will be completed as part of the Development Permit application review process, including, but not limited to, the following:

- Compliance with Development Permit Guidelines for multi-family developments and arterial road townhouses in the OCP.

- Refinement of the proposed building form and architectural features to achieve sufficient variety in design and create an interesting streetscape along Railway Avenue, and to address potential adjacency issues.
- Review of size and species of on-site replacement trees to ensure bylaw compliance and to achieve an acceptable mix of conifer and deciduous trees on-site.
- Refinement of the shared outdoor amenity area design, including the choice of play equipment, to create a safe and vibrant environment for children’s play and social interaction.
- Review of relevant accessibility features, including aging-in-place features in all units and the provision of a convertible unit.
- Review of a sustainability strategy for the development proposal, including measures to achieve an EnerGuide Rating System (ERS) score of 82.

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

Financial Impact or Economic Impact

The rezoning application results in an insignificant Operational Budget Impact (OBI) for off-site City infrastructure (such as roadworks, waterworks, storm sewers, sanitary sewers, street lights, street trees and traffic signals).

Conclusion

The purpose of this application is to rezone the properties at 7460 & 7480 Railway Avenue from the “Single Detached (RS1/E)” zone to the “Low Density Townhouses (RTL4)” zone in order to permit the development of eight townhouse units.

The rezoning application complies with the land use designation and applicable policies contained within the OCP for the subject site. Further review of the project design will be completed as part of the Development Permit application review process.

The list of rezoning considerations is included in Attachment 5, which has been agreed to by the applicant (signed concurrence on file)

On this basis, it is recommended that Richmond Zoning Bylaw 8500, Amendment Bylaw 9873 be introduced and given first reading.



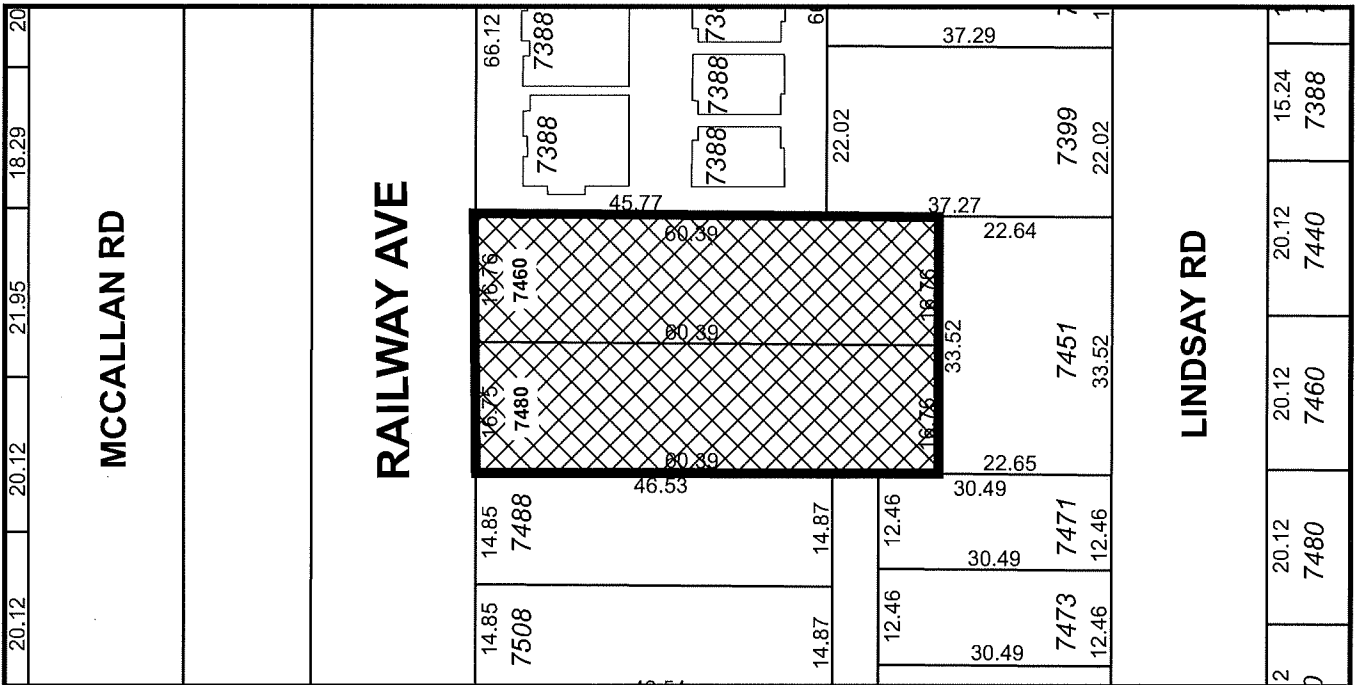
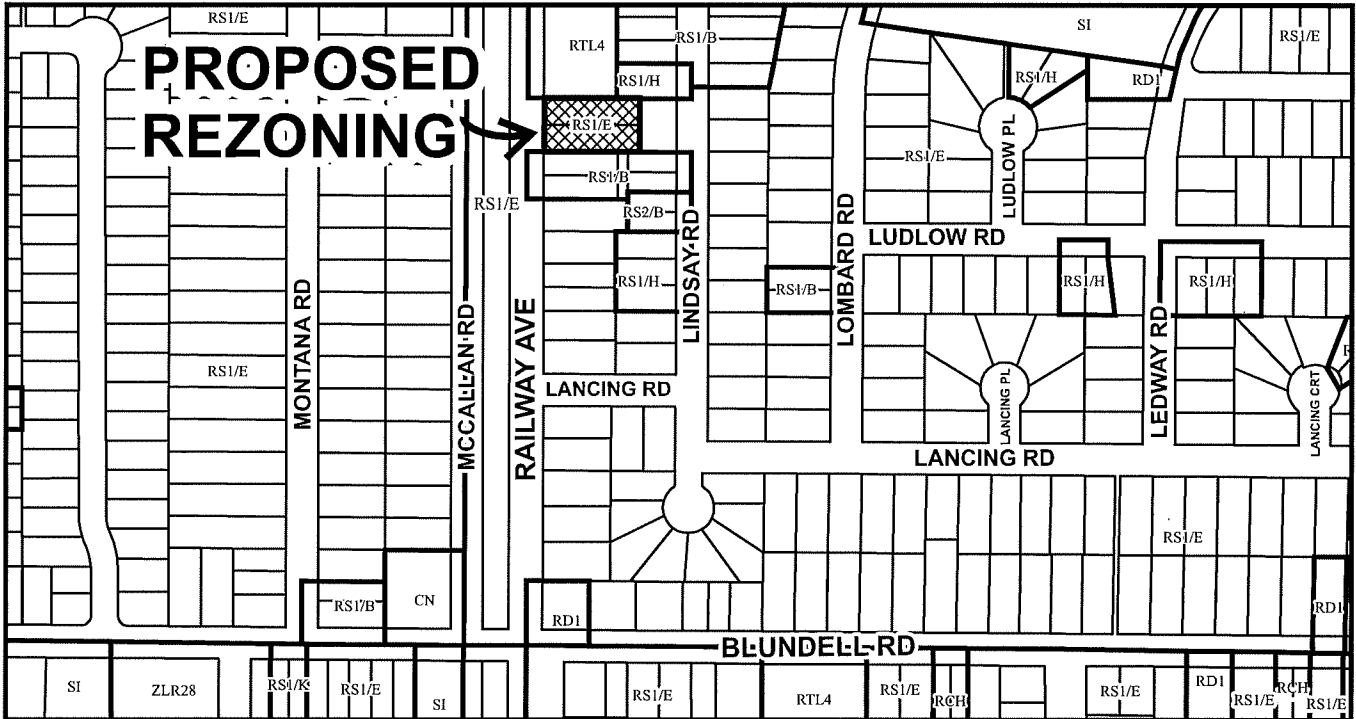
Steven De Sousa
Planner 1

SDS:cas

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



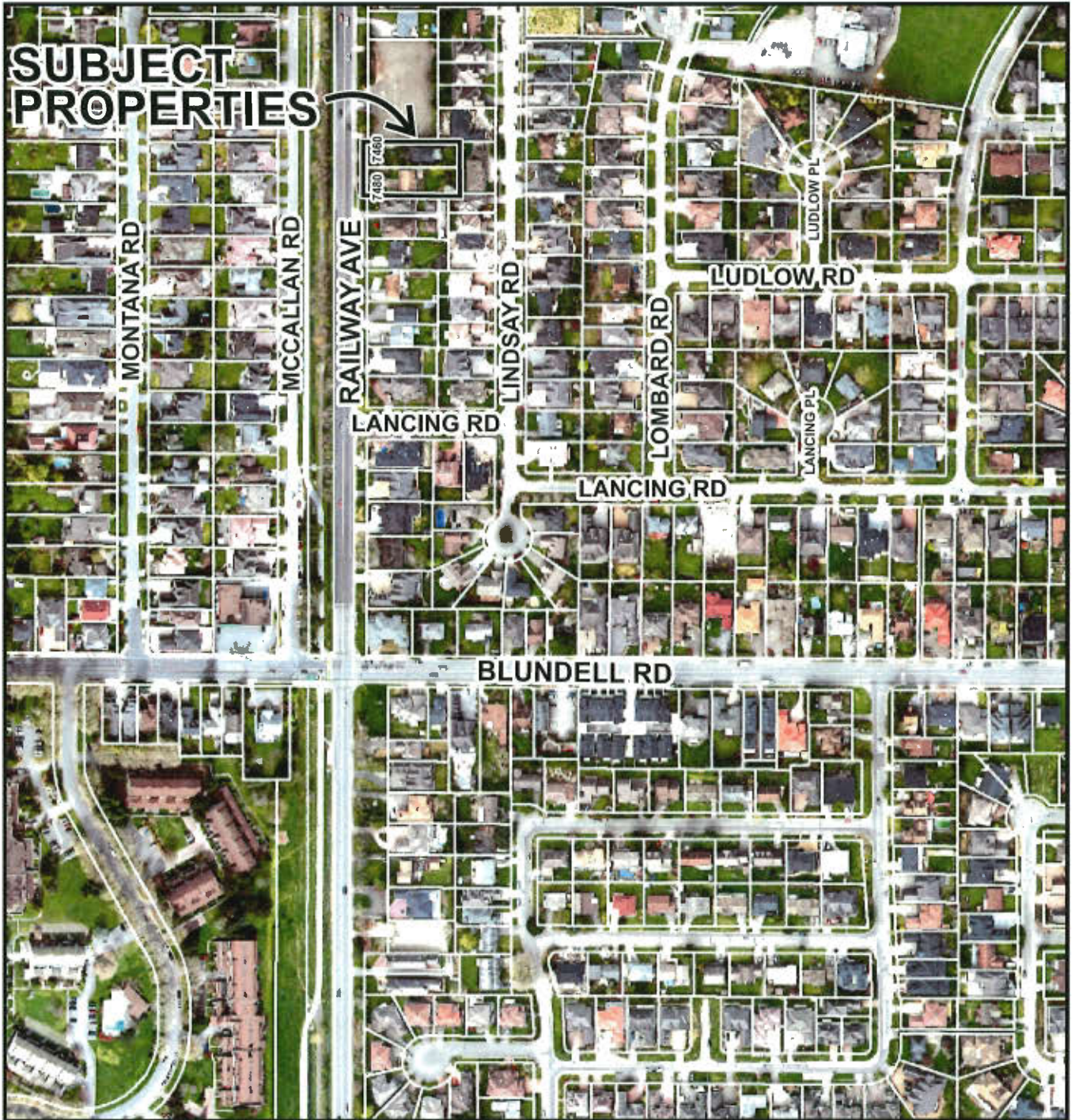
City of
Richmond



	<h2>RZ 15-707952</h2>	<p>Original Date: 09/14/15</p> <p>Revision Date: 05/23/18</p> <p>Note: Dimensions are in METRES</p>
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City of
Richmond

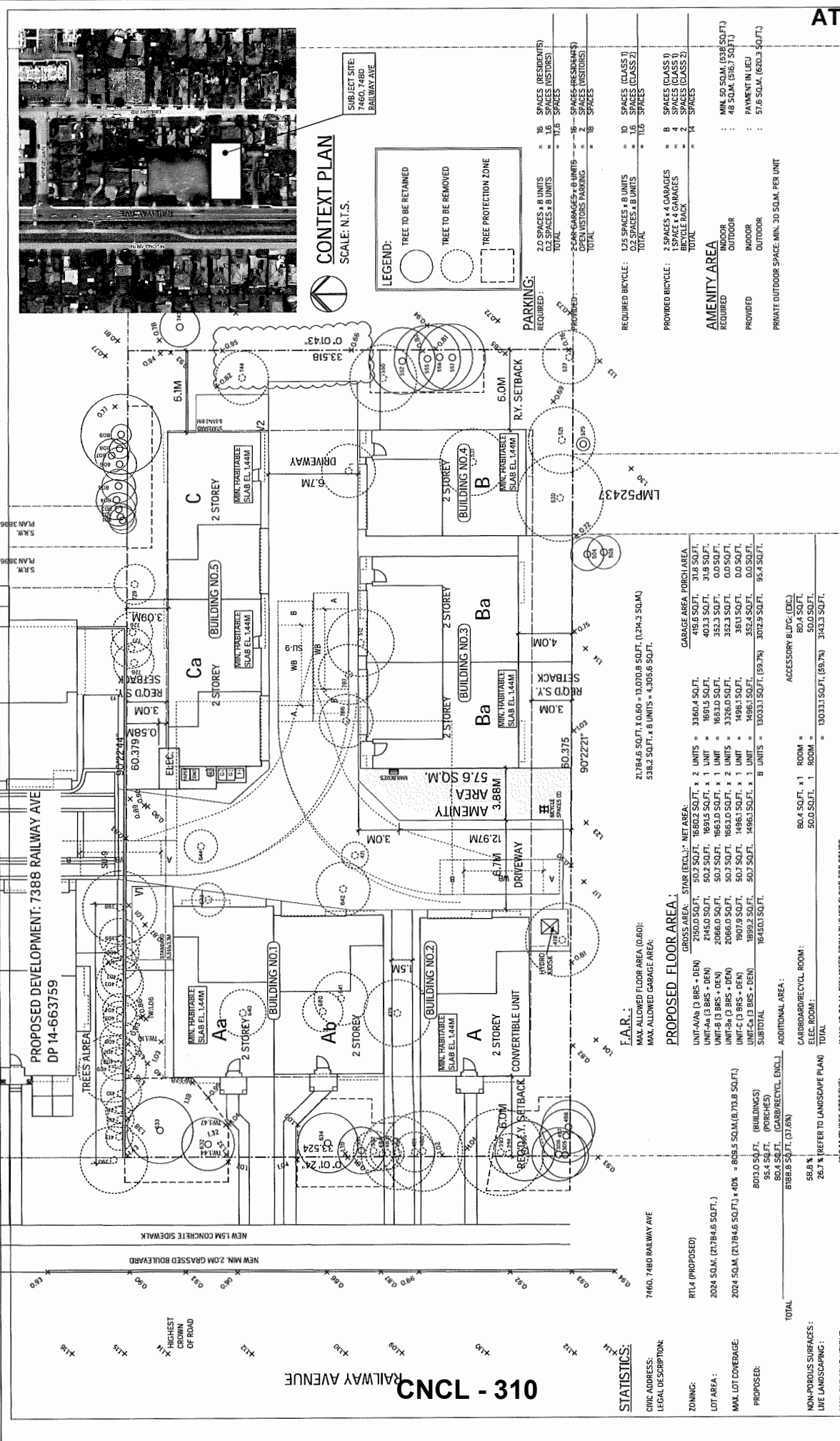


RZ 15-707952

Original Date: 09/15/15

Revision Date: 05/23/18

Note: Dimensions are in METRES



CONTEXT PLAN
SCALE: N.T.S.

LEGEND:
 ○ TREE TO BE RETAINED
 ○ TREE TO BE REMOVED
 □ TREE PROTECTION ZONE

PARKING REQUIRED:
 2.0 SPACES x 8 UNITS = 16 SPACES (RESIDENT)
 1.0 SPACES x 8 UNITS = 8 SPACES (VISITORS)
 TOTAL = 24 SPACES
 2.0 CAR-GARAGES x 8 UNITS = 16 SPACES (RESIDENTS)
 1.0 VISITORS PARKING = 8 SPACES (VISITORS)
 TOTAL = 24 SPACES

REQUIRED BICYCLE:
 1.25 SPACES x 8 UNITS = 10 SPACES (CLASS 1)
 0.2 SPACES x 8 UNITS = 1.6 SPACES (CLASS 2)
 TOTAL = 11.6 SPACES

PROVIDED BICYCLE:
 2 SPACES x 4 GARAGES = 8 SPACES (CLASS 1)
 1 SPACE x 4 GARAGES = 4 SPACES (CLASS 2)
 TOTAL = 12 SPACES

AMENITY AREA REQUIRED:
 INDOOR : MIN. 50 SQ.M. (598 SQ.FT.)
 OUTDOOR : 48 SQ.M. (567 SQ.FT.)
PROVIDED:
 INDOOR : PAYMENT IN LIEU
 OUTDOOR : 57.6 SQ.M. (620.3 SQ.FT.)
 PRIVATE OUTDOOR SPACE: MIN. 30 SQ.M. PER UNIT

F.A.R.:
 MAX ALLOWED FLOOR AREA (0.60) = 21,846 SQ.FT. (0.60 x 3,641.0 SQ.M.)
 MAX ALLOWED GARAGE AREA = 588.2 SQ.FT. (8 UNITS x 4,308.8 SQ.FT.)

PROPOSED FLOOR AREA:
 GROSS AREA: SLAB (EXCL. NET AREA) = 16,450.1 SQ.FT.
 UNIT Aa (3 BRs + DEN) = 2,160.4 SQ.FT. x 2 UNITS = 4,320.8 SQ.FT.
 UNIT Ab (3 BRs + DEN) = 2,160.4 SQ.FT. x 2 UNITS = 4,320.8 SQ.FT.
 UNIT Ba (3 BRs + DEN) = 2,160.4 SQ.FT. x 2 UNITS = 4,320.8 SQ.FT.
 UNIT Bb (3 BRs + DEN) = 2,160.4 SQ.FT. x 2 UNITS = 4,320.8 SQ.FT.
 UNIT Ca (3 BRs + DEN) = 2,160.4 SQ.FT. x 2 UNITS = 4,320.8 SQ.FT.
 UNIT Cb (3 BRs + DEN) = 2,160.4 SQ.FT. x 2 UNITS = 4,320.8 SQ.FT.
 UNIT Cc (3 BRs + DEN) = 2,160.4 SQ.FT. x 2 UNITS = 4,320.8 SQ.FT.
 UNIT Cd (3 BRs + DEN) = 2,160.4 SQ.FT. x 2 UNITS = 4,320.8 SQ.FT.
 UNIT Ce (3 BRs + DEN) = 2,160.4 SQ.FT. x 2 UNITS = 4,320.8 SQ.FT.
 UNIT Cf (3 BRs + DEN) = 2,160.4 SQ.FT. x 2 UNITS = 4,320.8 SQ.FT.
 UNIT Cg (3 BRs + DEN) = 2,160.4 SQ.FT. x 2 UNITS = 4,320.8 SQ.FT.
 UNIT Ch (3 BRs + DEN) = 2,160.4 SQ.FT. x 2 UNITS = 4,320.8 SQ.FT.
 UNIT Ci (3 BRs + DEN) = 2,160.4 SQ.FT. x 2 UNITS = 4,320.8 SQ.FT.
 UNIT Cj (3 BRs + DEN) = 2,160.4 SQ.FT. x 2 UNITS = 4,320.8 SQ.FT.
 UNIT Ck (3 BRs + DEN) = 2,160.4 SQ.FT. x 2 UNITS = 4,320.8 SQ.FT.
 UNIT Cl (3 BRs + DEN) = 2,160.4 SQ.FT. x 2 UNITS = 4,320.8 SQ.FT.
 UNIT Cm (3 BRs + DEN) = 2,160.4 SQ.FT. x 2 UNITS = 4,320.8 SQ.FT.
 UNIT Cn (3 BRs + DEN) = 2,160.4 SQ.FT. x 2 UNITS = 4,320.8 SQ.FT.
 UNIT Co (3 BRs + DEN) = 2,160.4 SQ.FT. x 2 UNITS = 4,320.8 SQ.FT.
 UNIT Cp (3 BRs + DEN) = 2,160.4 SQ.FT. x 2 UNITS = 4,320.8 SQ.FT.
 UNIT Cq (3 BRs + DEN) = 2,160.4 SQ.FT. x 2 UNITS = 4,320.8 SQ.FT.
 UNIT Cr (3 BRs + DEN) = 2,160.4 SQ.FT. x 2 UNITS = 4,320.8 SQ.FT.
 UNIT Cs (3 BRs + DEN) = 2,160.4 SQ.FT. x 2 UNITS = 4,320.8 SQ.FT.
 UNIT Ct (3 BRs + DEN) = 2,160.4 SQ.FT. x 2 UNITS = 4,320.8 SQ.FT.
 UNIT Cu (3 BRs + DEN) = 2,160.4 SQ.FT. x 2 UNITS = 4,320.8 SQ.FT.
 UNIT Cv (3 BRs + DEN) = 2,160.4 SQ.FT. x 2 UNITS = 4,320.8 SQ.FT.
 UNIT Cw (3 BRs + DEN) = 2,160.4 SQ.FT. x 2 UNITS = 4,320.8 SQ.FT.
 UNIT Cx (3 BRs + DEN) = 2,160.4 SQ.FT. x 2 UNITS = 4,320.8 SQ.FT.
 UNIT Cy (3 BRs + DEN) = 2,160.4 SQ.FT. x 2 UNITS = 4,320.8 SQ.FT.
 UNIT Cz (3 BRs + DEN) = 2,160.4 SQ.FT. x 2 UNITS = 4,320.8 SQ.FT.
 SUBTOTAL = 16,450.1 SQ.FT.

ADDITIONAL AREA:
 CARPORT/RECYCL ROOM: 80.4 SQ.FT. x 1 ROOM = 80.4 SQ.FT.
 ELEC. ROOM: 90.0 SQ.FT. x 1 ROOM = 90.0 SQ.FT.
 TOTAL = 170.4 SQ.FT.

STATISTICS:
 CHIC ADDRESS: 7460, 7480 RAILWAY AVE
 LEGAL DESCRIPTION: RT14 (PROPOSED)
 ZONING: 2024 SQ.M. (21,784.6 SQ.FT.)
 LOT AREA: 2024 SQ.M. (21,784.6 SQ.FT.)
 MAX LOT COVERAGE: 2024 SQ.M. (21,784.6 SQ.FT.) x 100% = 2024 SQ.M. (21,784.6 SQ.FT.)
 PROPOSED: 803.0 SQ.FT. (BUILDINGS)
 95.4 SQ.FT. (PORCHES)
 808.8 SQ.FT. (GARBI/RECYCL ENCL.)
 TOTAL: 1,707.2 SQ.FT.
 NON-POROUS SURFACES: 58.8 %
 CURB/RECYCL ROOM: 26.7 % (PREFER TO LANDSCAPE PLAN)
 MAX BUILDING HEIGHT: 120 M (THREE STOREYS)
 PROPOSED: 6.8 M (TWO STOREYS)

PROPOSED DEVELOPMENT: 7388 RAILWAY AVE
 DP 14-663759

STATISTICS:
 CHIC ADDRESS: 7460, 7480 RAILWAY AVE
 LEGAL DESCRIPTION: RT14 (PROPOSED)
 ZONING: 2024 SQ.M. (21,784.6 SQ.FT.)
 LOT AREA: 2024 SQ.M. (21,784.6 SQ.FT.)
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 MAX BUILDING HEIGHT: 120 M (THREE STOREYS)
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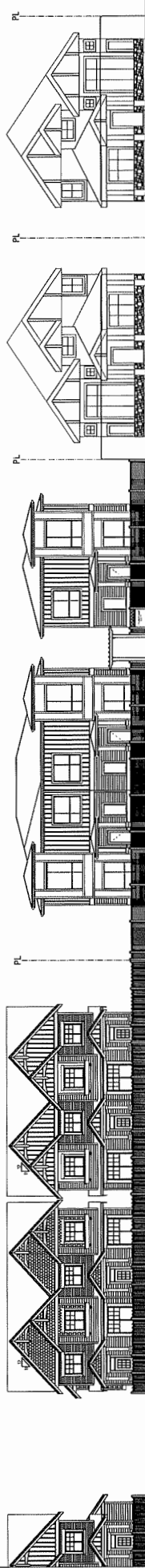
YAMAMOTO ARCHITECTURE
 300 - 331 East 8th Avenue
 Vancouver, BC V6T 1R5
 T: 604.731.1327 F: 604.731.1327

PLAN #
 7460-7480 RAILWAY AVENUE
 REVISIONS: 01
 DATE: 2024.03.29

PROJECT:
 8 UNIT TOWNHOUSE DEVELOPMENT

SCALE: 1" = 10'-0"

DATE: 2024.03.29



WEST ELEVATION - RAILWAY AVENUE

CNCL - 311

<p>PROJECT -</p> <p>8 UNIT TOWNHOUSE DEVELOPMENT</p> <p>2465 7460 BARRIE AVENUE</p> <p>RICHMOND BC</p>	<p>STREETScape</p> <p>DATE - 1" = 10'-0"</p> <p>SCALE - 1/8" = 1'-0"</p> <p>DATE - JUN 18, 2017</p> <p>PROJECT - RM</p> <p>CLIENT -</p>
	<p>YAMAMOTO ARCHITECTURE</p> <p>200 - 33 Road 8th Avenue</p> <p>Vancouver BC V5T 1S5</p> <p>T - 604 731 1137 F - 604 731 1337</p>

PLAN #1a

DATE - JUN 18, 2017

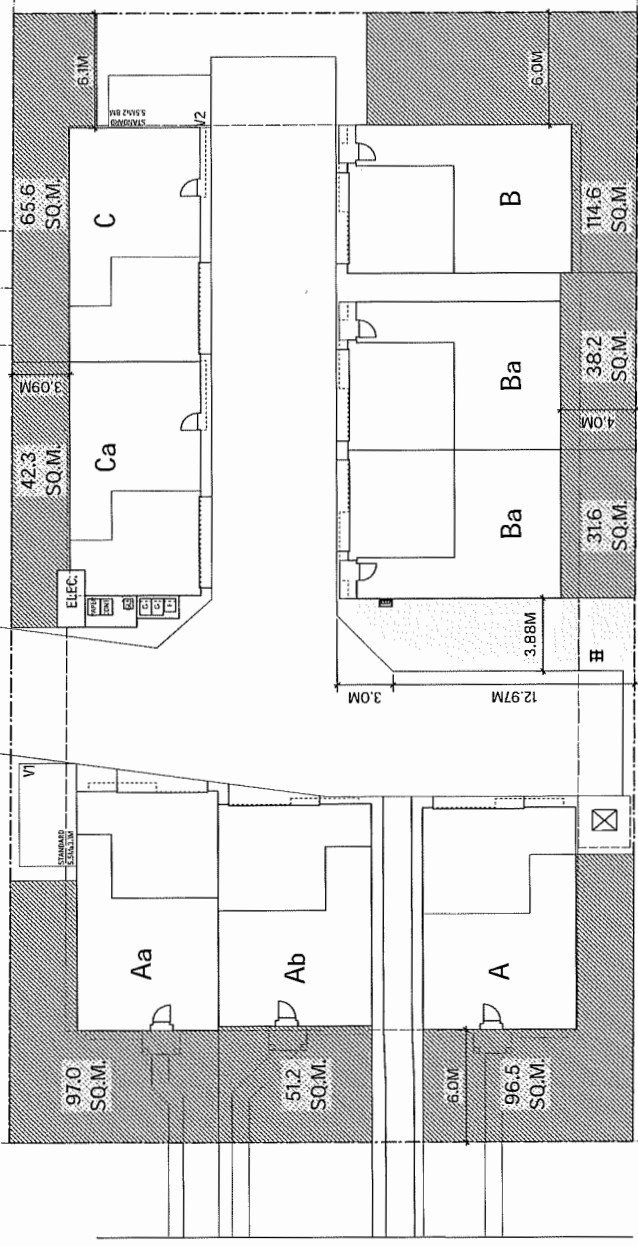
PROJECT - RM

CLIENT -

SCALE - 1/8" = 1'-0"

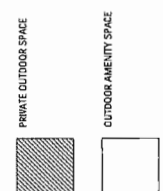
DATE - JUN 18, 2017

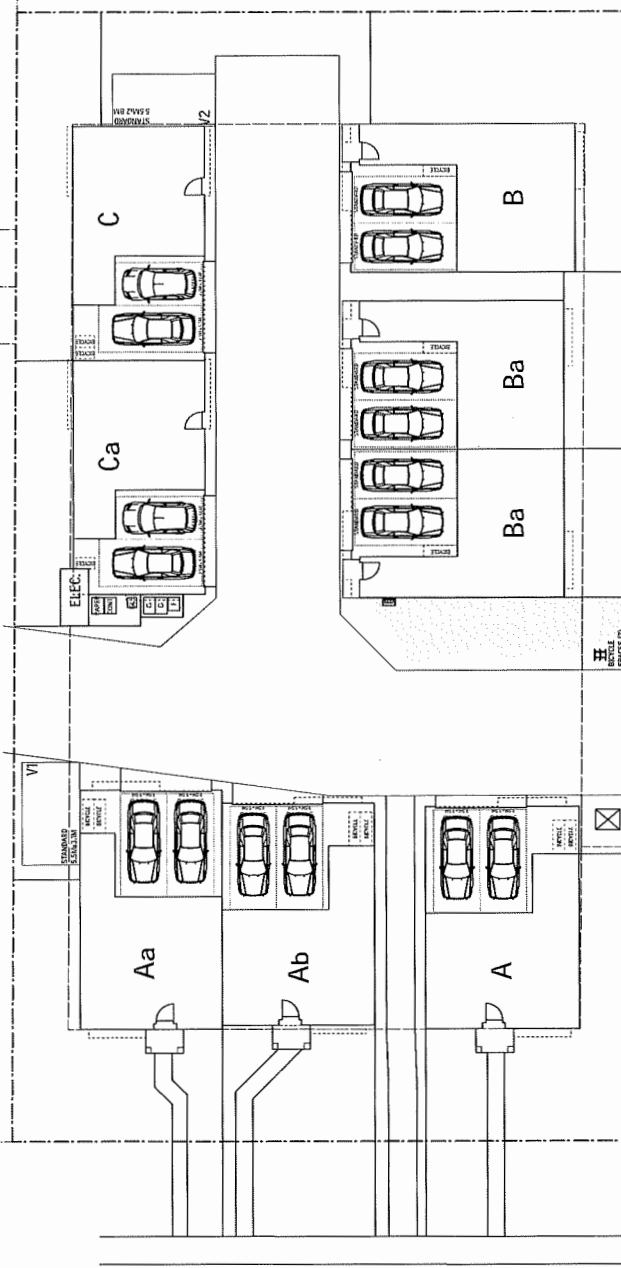
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PRIVATE OUTDOOR SPACE CALCULATION:

NO.	NO.	BALCONY:	TOTAL AREA:
BUILDING 1:	97.0 SQ.M.	0.0 SQ.M.	97.0 SQ.M.
UNIT Aa:	51.2 SQ.M.	0.0 SQ.M.	51.2 SQ.M.
BUILDING 2:	96.5 SQ.M.	0.0 SQ.M.	96.5 SQ.M.
UNIT Ab:	51.6 SQ.M.	0.0 SQ.M.	51.6 SQ.M.
UNIT Ba:	38.2 SQ.M.	0.0 SQ.M.	38.2 SQ.M.
BUILDING 3:	114.6 SQ.M.	0.0 SQ.M.	114.6 SQ.M.
UNIT B:	0.0 SQ.M.	0.0 SQ.M.	0.0 SQ.M.
BUILDING 4:	65.6 SQ.M.	0.0 SQ.M.	65.6 SQ.M.
UNIT C:	42.3 SQ.M.	0.0 SQ.M.	42.3 SQ.M.





PARKING:

REQUIRED:	2.0 SPACES x 8 UNITS = 16 SPACES (RESIDENTS)
	0.2 SPACES x 8 UNITS = 1.6 SPACES (VISITORS)
TOTAL	= 17.6 SPACES
PROVIDED:	2 CAR GARAGES x 8 UNITS = 16 SPACES (RESIDENTS)
	OPEN VISITORS PARKING = 2 SPACES (VISITORS)
TOTAL	= 18 SPACES
REQUIRED BICYCLE:	1.25 SPACES x 8 UNITS = 10 SPACES (CLASS 1)
	0.75 SPACES x 8 UNITS = 6 SPACES (CLASS 2)
TOTAL	= 16 SPACES
PROVIDED BICYCLE:	2 SPACES x 4 GARAGES = 8 SPACES (CLASS 1)
	1 SPACE x 4 GARAGES = 4 SPACES (CLASS 1)
BICYCLE RACK	= 4 SPACES (CLASS 2)
TOTAL	= 16 SPACES

AMENITY AREA

REQUIRED	INDOOR	: MIN. 50 SQ.M. (538 SQ.FT.)
	OUTDOOR	: 48 SQ.M. (516.7 SQ.FT.)
PROVIDED	INDOOR	: PARKING IN LIEU
	OUTDOOR	: 57.6 SQ.M. (620.3 SQ.FT.)

PRIVATE OUTDOOR SPACE: MIN. 30 SQ.M. PER UNIT

PROJECT: 5 UNIT TOWNHOUSE DEVELOPMENT
7862 2800 BURNHAM AVENUE
RICHMOND BC

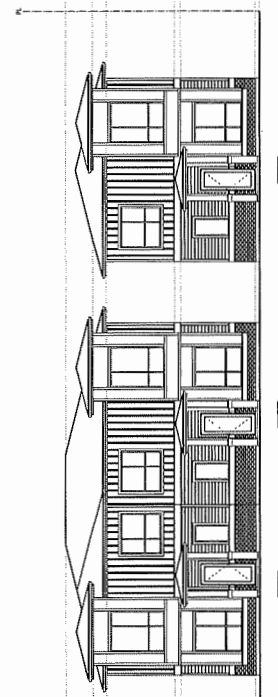
YAMAMOTO ARCHITECTURE
202 - 33 East 8th Avenue
Vancouver BC V5T 1B5
T - 604.731.1127 F - 604.731.1323

DATE: T - 10'-0"
SCALE: 1/8" = 1'-0"
DATE: AUG 23 2016
DRAWN: DM
CHECKED: -

PLAN #2

PROJECT: - 1072

1 AUG 10 2016 REVISION FOR RECORDING
DATE: 10/1/16

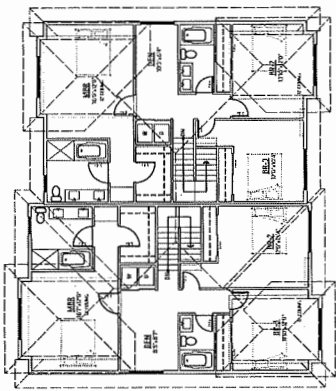


- ROOF FINISH
CL-3 (2014.03.20)
- TOP OF ROOF TRUSSES (TOP-RAFTERS)
CL-3 (2014.03.20)
- TOP OF ROOF TRUSSES
CL-3 (2014.03.20)
- SECOND FLOOR
CL-3 (2014.03.20)
- GROUND FLOOR
CL-3 (2014.03.20)

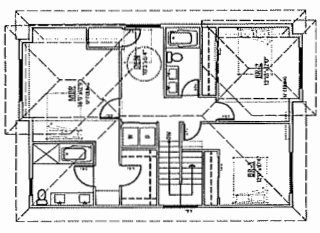
EAST ELEVATION - RAILWAY AVE

CNCL - 314

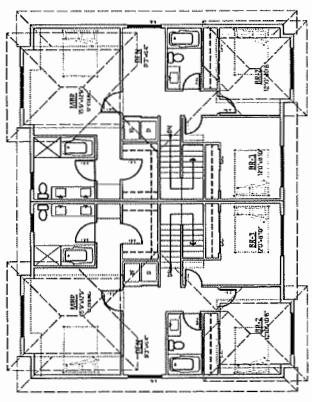
NO.	DATE	BY	SCALE	
				This drawing shall be submitted to the appropriate authority for review and approval. The contractor shall be responsible for obtaining all necessary permits and approvals.
YAMAMOTO ARCHITECTURE				
801-31 East 8th Street Washington, DC 20013 T - 202 638 1127 F - 202 638 1127				
PROJECT -				
8 UNIT TOWNHOUSE DEVELOPMENT				
7400 7400 BELMONT AVE BETHESDA, MD				
DRAWING TITLE -				
ELEVATIONS				
DATE - 10-1-10 DATE - MAR 8 2017 DRAWN - TY CHECKED -				PLAN #4
SHEET NO. - TOTAL SHEETS -				PAGE -



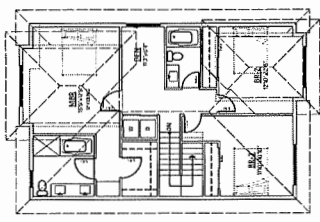
SECOND FLOOR PLAN
SCALE: 1/8" = 1'-0"
CEL. HT. 10'-0"



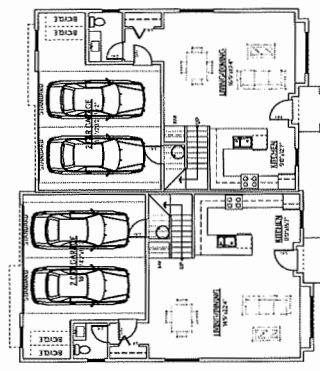
SECOND FLOOR PLAN
SCALE: 1/8" = 1'-0"
CEL. HT. 10'-0"



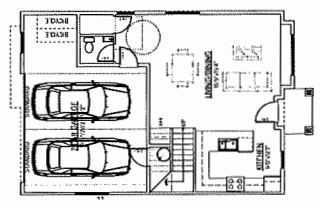
SECOND FLOOR PLAN
SCALE: 1/8" = 1'-0"
CEL. HT. 10'-0"



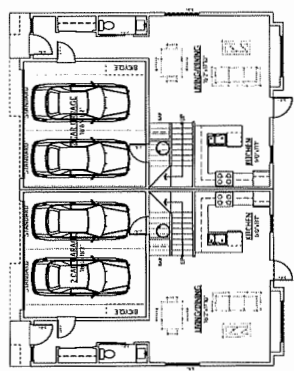
SECOND FLOOR PLAN
SCALE: 1/8" = 1'-0"
CEL. HT. 10'-0"



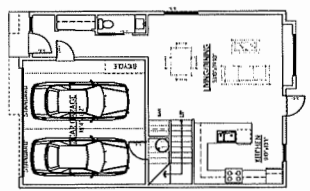
GROUND FLOOR PLAN
SCALE: 1/8" = 1'-0"
CEL. HT. 10'-0"



GROUND FLOOR PLAN
SCALE: 1/8" = 1'-0"
CEL. HT. 10'-0"

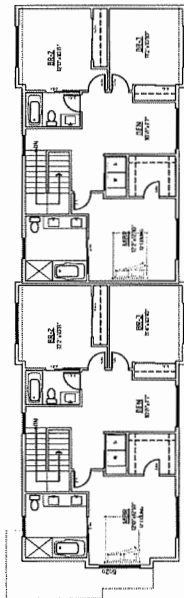


GROUND FLOOR PLAN
SCALE: 1/8" = 1'-0"
CEL. HT. 10'-0"



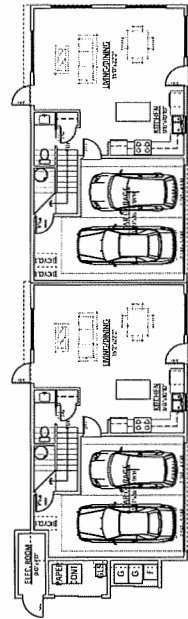
GROUND FLOOR PLAN
SCALE: 1/8" = 1'-0"
CEL. HT. 10'-0"

DATE	REV.	BY	DATE
<p>YAMAMOTO ARCHITECTURE 300-23 EAST 9TH AVENUE TULSA, OKLAHOMA 74104 TEL: 918.731.1327 F: 918.731.1329</p>			
<p>PROJECT: B UNIT TOWNHOUSE DEVELOPMENT 1600 S. 10TH AVENUE TULSA, OKLAHOMA 74106</p>			
<p>ISSUED TITLE: FLOOR PLANS</p>			
<p>SCALE: 1/8" = 1'-0" DATE: MAR 8, 2007 SHEET: 5 OF 5 PROJECT: PLAN #5</p>			



CNCL - 316

SECOND FLOOR PLAN
SCALE: 1/8" = 1'-0"
SHEET: 10-27



GROUND FLOOR PLAN
SCALE: 1/8" = 1'-0"
SHEET: 10-27

NO.	REV.	DATE	BY
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<p>YAMAMOTO ARCHITECTURE</p> <p>285 - 33 46th Street West Richmond, BC V6V 2G7 T: 604.731.1127 F: 604.731.1127</p>			
<p>8 UNIT TOWNHOUSE DEVELOPMENT</p> <p>7480 140th Street West Richmond, BC</p>			
<p>ISSUED BY: FLOOR PLAN</p>			
<p>DATE: 1/18/2017</p>			
<p>PROJECT: PLAN #6</p>			
<p>DATE: 1/18/2017</p>			
<p>SCALE: 1/8" = 1'-0"</p>			
<p>PROJECT: 7480 140th Street West</p>			
<p>PROJECT: 7480 140th Street West</p>			

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pmg
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1000 SHEPPARD AVENUE EAST
SUITE 1000
SCARBOROUGH, ONTARIO M1B 2Y4
TEL: 416-291-1000
F: 416-291-0011 | E: RM@PMGAS22

SCALE:

NO.	DATE	REVISION DESCRIPTION	BY
1	11/11/11	REVISED LAYOUT COMMENTS	DD
2	11/11/11	REVISED LAYOUT COMMENTS	DD
3	11/11/11	REVISED LAYOUT COMMENTS	DD
4	11/11/11	REVISED LAYOUT COMMENTS	DD
5	11/11/11	REVISED LAYOUT COMMENTS	DD
6	11/11/11	REVISED LAYOUT COMMENTS	DD
7	11/11/11	REVISED LAYOUT COMMENTS	DD
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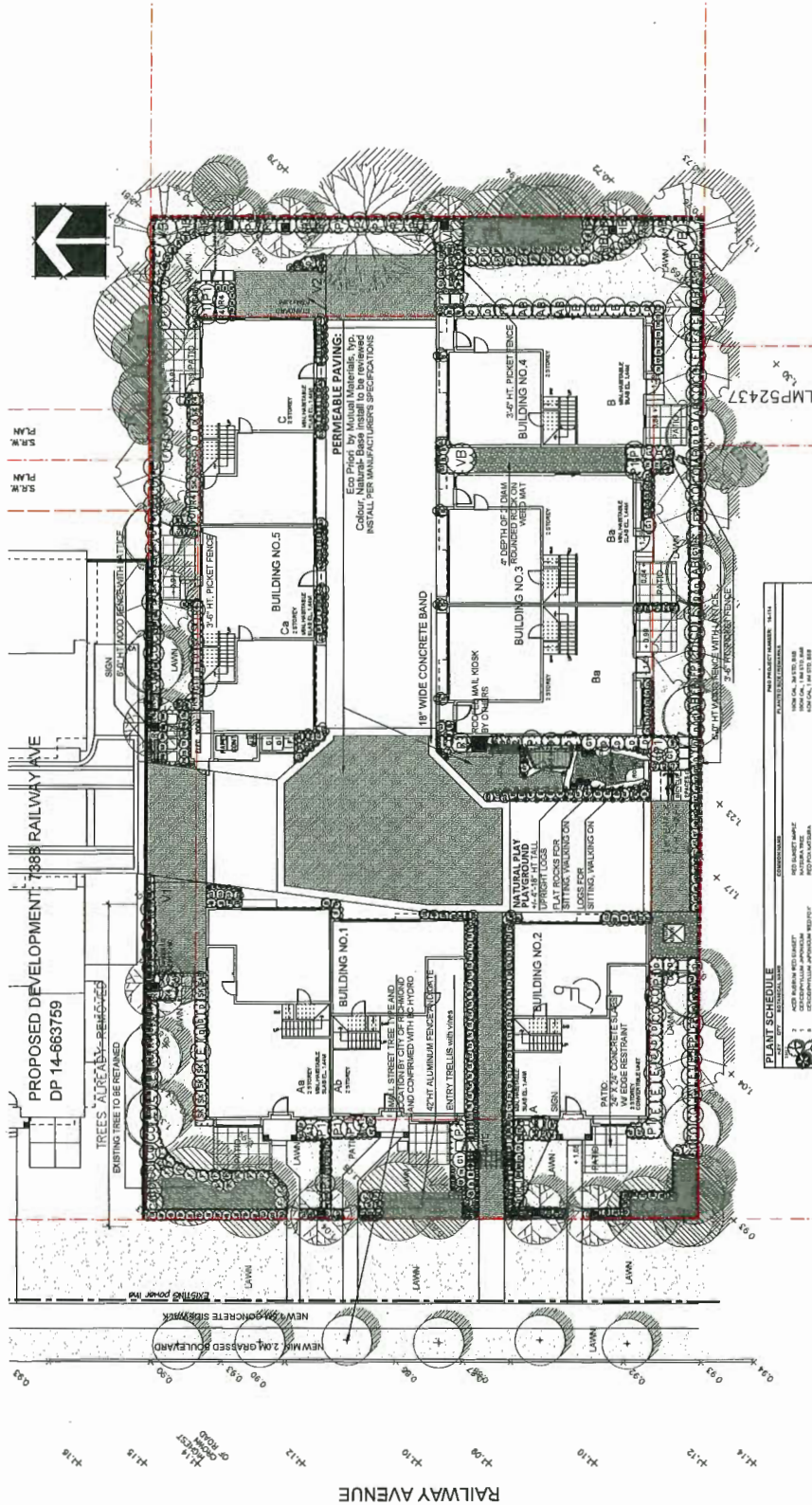
CLIENT: M.C.S. Development Ltd

PROJECT:
MTR VAMARITTO ARCHITECTURE INC.
8 UNIT TOWNHOUSE DEVELOPMENT
7460-7480 RAILWAY AVENUE
RICHMOND

DRAWING TITLE:
LANDSCAPE PLAN

DATE: April 4, 2017
SCALE: 3/32"=1'-0"
DRAWING NO: L1
DESIGN ID:
CLIENT: PCM
PROJECT NUMBER: 15-114

15114-4LP



PLANT SCHEDULE

NO.	SYMBOL	PLANT SPECIES	PLANT SIZE	PLANT QUANTITY
1	(Symbol)	PLANT SPECIES	PLANT SIZE	PLANT QUANTITY
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49	(Symbol)	PLANT SPECIES	PLANT SIZE	PLANT QUANTITY
50	(Symbol)	PLANT SPECIES	PLANT SIZE	PLANT QUANTITY

WHISKEY BRACE BACK
In Mullis Shaw

Whiskey Brace Back is a collection of outdoor furniture designed by Mullis Shaw. The collection includes a variety of seating options, including chairs, stools, and benches, all featuring a distinctive curved back design. The furniture is made from high-quality materials and is designed to be both functional and stylish. It is perfect for outdoor dining, entertaining, or simply relaxing in your backyard.

Client's approval. This drawing and details to be property of P.M.G. Landscapes Architects and may not be reproduced or used for other projects without their permission.

pmg
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10000 Woodloch Forest Drive
Suite 100
Baltimore, Maryland 21286
P: 604.294.0911 F: 604.294.0222

SEAL

DRAWING NUMBER: 16-114
DATE: APRIL 2017
SCALE:
DRAWN: DD
DESIGN: DD
CHECK: PCM
PROJECT NUMBER: 16114-2-P

L2

OF 5

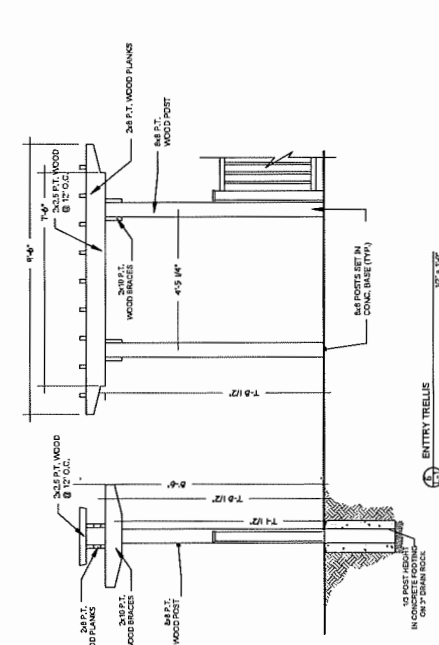
DRAWING TITLE:
LANDSCAPE DETAILS

PROJECT:
8 UNIT TOWNHOUSE DEVELOPMENT
7460-7480 RAILWAY AVENUE
RICHMOND

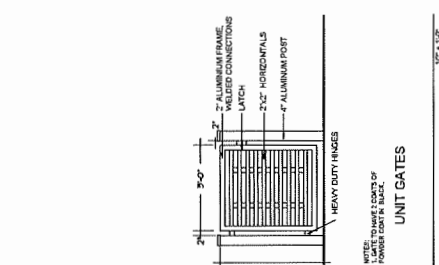
WITH: YAMAMOTO ARCHITECTURE INC.

CLIENT: K.O.S. Development Ltd

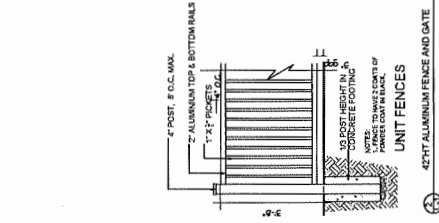
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7	11/14/16	INITIAL DEVELOPMENT
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10	11/14/16	INITIAL DEVELOPMENT



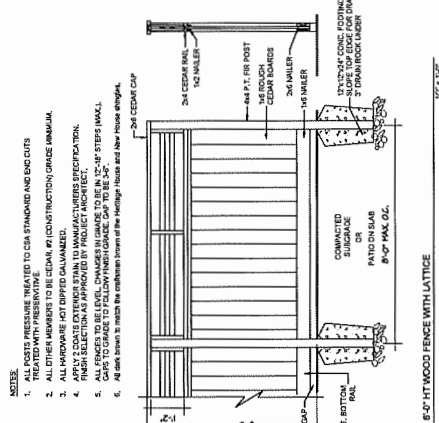
1 ENTRY TRELLIS 1/2" = 1'-0"



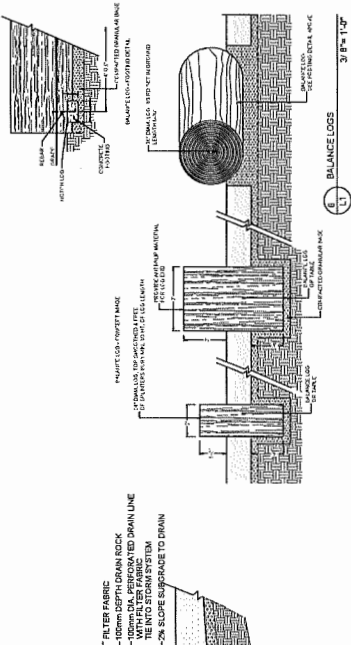
2 UNIT GATES 1/2" = 1'-0"



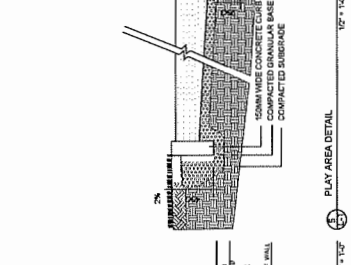
3 UNIT FENCES 1/2" = 1'-0"



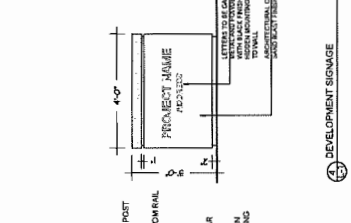
4 6'-0" HT. WOOD FENCE WITH LATTICE 1/2" = 1'-0"



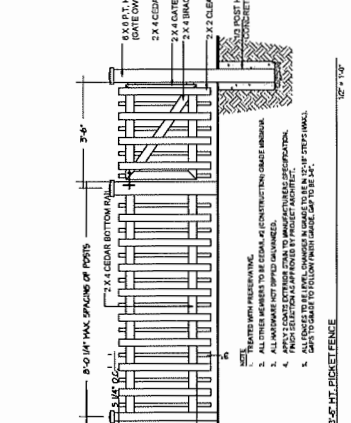
5 FLAT BOULDER 1/2" = 1'-0"



6 PLAY AREA DETAIL 1/2" = 1'-0"



7 DEVELOPMENT SIGNAGE 1/2" = 1'-0"



8 3'-0" HT. PICKET FENCE 1/2" = 1'-0"

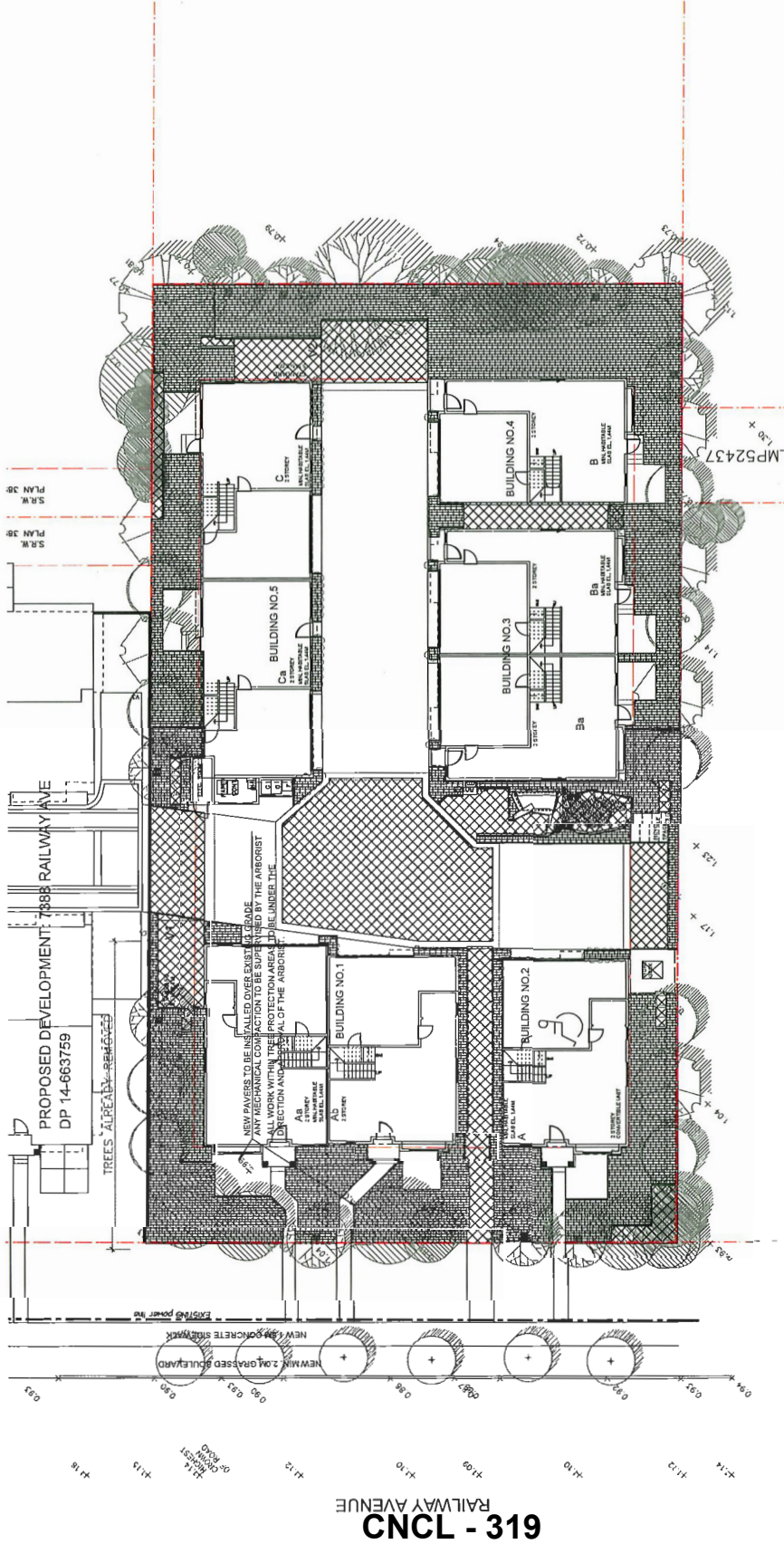
- NOTES**
1. ALL POSTS PRESURE TREATED TO CSA STANDARD AND END CUTS TREATED WITH PRESERVATIVE.
 2. ALL WOOD SHALL BE 100% K.D. (KILN DRIED).
 3. ALL HARDWARE NOT EXPOSED GALVANIZED.
 4. APPLY 2 COATS EXTENSIVE STAIN TO MANUFACTURERS SPECIFICATION.
 5. FINISH SELECTION AS APPROVED BY PROJECT ARCHITECT.
 6. GATE TO BE GRADE TO FOLLOW FINISH GRADE. GATE TO BE 3/4" STEPS (MAX).
 7. ALL SLOPE SHALL MATCH THE SLOPE SHOWN ON THE HEDGING, HOUSE AND SITE FLOOR PLANS.

CNCL - 318

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pmg
LANDSCAPE ARCHITECTS
2000 W. 10th Street, Suite 100
Richmond, BC V6V 2C6
P: 604-278-0011 F: 604-294-0022

SEAL:



	CONCRETE WITH LUMBER PLANT MATERIALS
	GRAVEL WITH LUMBER PLANT MATERIALS
	PERMEABLE SURFACE WITH LUMBER PLANT MATERIALS

NO.	DATE	REVISION DESCRIPTION	BY
1			
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16			
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19			
20			

CLIENT: M.C.S. Development Ltd
 PROJECT: WYN KAMMUCTO ARCHITECTURE INC.
 PROJECT: 8 UNIT TOWNHOUSE DEVELOPMENT
 7650-7680 RAILWAY AVENUE
 RICHMOND

DRAWING TITLE: LOT COVERAGE PLAN

DATE: April 2017
 SCALE: 1/8"=1'-0"
 DRAWING NO: 15-114
 DESIGN CD: OF 5
 CLIENT: M.C.S. Development Ltd
 PROJECT NUMBER: 15-114

L4

RAILWAY AVENUE
CNL - 319



RZ 15-707952

Attachment 3

Address: 7460 & 7480 Railway Avenue

Applicant: Yamamoto Architecture Inc.

Planning Area(s): Blundell

	Existing	Proposed
Owner:	7460 Railway Ave: N. Li & W. Kong 7480 Railway Ave: M C S Development Ltd.	To be determined
Site Size:	2,024 m ² (21,784 ft ²)	No change
Land Uses:	Single-family residential	Multi-family residential
OCP Designation:	Neighbourhood Residential	No change
Area Plan Designation:	N/A	No change
702 Policy Designation:	Single Detached (RS2/B) with lane or internal road access. The Policy does not apply to multi-family development.	No change
Zoning:	Single Detached (RS1/E)	Low Density Townhouses (RTL4)
Number of Units:	2	8

	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.6	Max. 0.6	None permitted
Lot Coverage – Buildings:	Max. 40%	Max. 40%	None
Lot Coverage – Non-porous:	Max. 65%	Max. 65%	None
Lot Coverage – Live Landscaping:	Min. 25%	Min. 25%	None
Lot Area:	N/A	2,024 m ²	None
Lot Width:	Min. 50 m	33.5 m	Variance required
Lot Depth:	Min. 35 m	60.3 m	None
Setbacks – Front:	Min. 6.0 m	6.0 m	None
Setbacks – Rear:	Min. 3.0 m	6.0 m	None
Setbacks – Side:	Min. 3.0 m	3.0 m	None
Height:	Max. 12.0 m (3 storeys)	8.8 m (2 storeys)	None
Off-street Parking Spaces – Regular (R) / Visitor (V):	2 (R) and 0.2 (V) per unit	2 (R) and 0.2 (V) per unit	None

	Bylaw Requirement	Proposed	Variance
Off-street Parking Spaces – Total:	16 (R) and 2 (V)	16 (R) and 2 (V)	None
Tandem Parking Spaces:	Permitted – Max. 50% of required spaces	0	None
Small Car Parking Spaces:	None when fewer than 31 spaces are provided on site	2	Variance required
Handicap Parking Spaces:	N/A	0	None
Bicycle Parking Spaces – Class 1:	1.25 per dwelling unit	1.25 per dwelling unit	None
Bicycle Parking Spaces – Class 2:	0.2 per dwelling unit	0.2 per dwelling unit	None
Off-street Bicycle Parking Spaces – Total:	10 (Class 1) and 2 (Class 2)	12 (Class 1) and 2 (Class 2)	None
Amenity Space – Indoor:	Min. 50 m ² or cash-in-lieu	Cash-in-lieu	None
Amenity Space – Outdoor:	Min. 6 m ² per unit = 48 m ²	57.6 m ²	None
Private Space – Outdoor:	Min. 30 m ² per unit	Complies	None

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

* Preliminary estimate; not inclusive of garage; exact building size to be determined through zoning bylaw compliance review at Building Permit stage.



Address: 7460 & 7480 Railway Avenue

File No.: RZ 15-707952

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9873, 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. City acceptance of the developer's offer to voluntarily contribute \$7,000 to the City's Tree Compensation Fund for the planting of replacement trees within the City.
3. Submission of a Contract entered into between the applicant and a Certified Arborist for supervision of any on-site works conducted within the tree protection zone of the 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.
4. Submission of a Tree Survival Security to the City in the amount of \$105,000 for the 13 on-site trees (tag# 305, 306, 391, 395, 496, 497, 552, 555-557 and 632-634) to be retained.
5. Registration of a flood indemnity covenant on title.
6. Registration of a legal agreement on title ensuring that the only means of vehicle access is to 7388 Railway Avenue (as per the statutory right-of-way (SRW) agreement registered on title at 7388 Railway Avenue) and that there be no access to Railway Avenue. This agreement must include language indemnifying and releasing the City from any issues from this arrangement.
7. The submission and processing of a Development Permit* completed to a level deemed acceptable by the Director of Development.
8. Contribution of \$1,000 per dwelling unit (e.g. \$8,000) in-lieu of on-site indoor amenity space.
9. City acceptance of the developer's offer to voluntarily contribute \$4.00 per buildable square foot (e.g. \$52,286.77) to the City's affordable housing fund.
10. Registration of a legal agreement on title identifying that the proposed development must be designed and constructed to meet or exceed EnerGuide 82 criteria for energy efficiency and that all dwellings are pre-ducted for solar hot water heating.

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

1. Submission of a Landscape Plan, prepared by a Registered Landscape Architect, to the satisfaction of the Director of Development.
2. Complete a proposed townhouse energy efficiency report and recommendations prepared by a Certified Energy Advisor which demonstrates how the proposed construction will meet or exceed the required townhouse energy efficiency standards (EnerGuide 82 or better), in compliance with the City's Official Community Plan.

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

1. Submission of a Landscape Security based on 100% of the cost estimate provided by the Landscape Architect, including all hard and soft materials, installation and a 10% contingency.

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

1. Enter into a Servicing Agreement* for the design and construction of required site servicing and frontage improvements. Works include, but may not be limited to, the following:

Water Works:

- Using the OCP Model, there is 409 L/s of water available at a 20 psi residual at the hydrant fronting 7420 Railway Avenue. Based on your proposed development, your site requires a minimum fire flow of 220 L/s.

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- At the Developer's cost, The Developer is required to:
 - Submit Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) fire flow calculations to confirm the development has adequate fire flow for onsite fire protection. Calculations must be signed and sealed by a Professional Engineer and be based on Building Permit Stage and Building designs.
 - Install a fire hydrant at Railway Avenue frontage to service the proposed townhouse development and to meet code requirements of 90 metres from hydrant to furthest principal entry. Coordination with the City's Fire department to confirm the location of the new hydrant is required.
- At the Developer's cost, the City will:
 - Cut and cap at main the existing water service connections at Railway Avenue frontage.
 - Abandon the existing 100mm diameter AC watermain along the proposed site's Railway Ave frontage (i.e., east side of Railway Avenue). The new end of the 100mm AC watermain shall connect back to the existing 300mm watermain along the west side of Railway Avenue.
 - Provide water service connection to the proposed site from the existing 300mm diameter watermain at the west side of Railway Avenue, complete with meter. The meter shall be located on-site (ex. Mechanical room), and will require a right of way to be finalized during the servicing agreement process.

Storm Sewer Works:

- At the Developer's cost, The Developer is required to:
 - Upgrade approximately 35 meters of existing 450mm diameter storm sewers to 600mm diameter storm sewer along Railway Avenue frontage. Tie-in to the existing systems to the north and south shall be via new manholes.
- At the Developer's cost, the City will:
 - Cut and cap at main the existing storm service connections STCN34371 & STCN34372 along the Railway Avenue Frontage.
 - Cut and cap the existing storm service connection located at the southwest corner of the subject site (STCN34370), but retain the existing IC to service 7488 Railway Avenue.
 - Install a new storm service connection off of the 600mm storm sewer to be constructed along Railway Avenue, complete with inspection chamber.

Sanitary Sewer Works:

- At the Developer's cost, The Developer is required to:
 - Remove the existing sanitary system (e.g., Sanitary main, manholes, laterals and inspection chambers) along the rear yards 7460 and 7480 Railway Avenue.
 - Modify the existing utility rights of ways along the rear yards of 7460 and 7480 Railway Avenue after removal of the existing rear yard sanitary system for access to the proposed service connection. The width of the modified east-west and north-south rights of ways will be 3m, measured from the property lines, to facilitate access to the proposed service connection.
- At the Developer's cost, the City will:
 - Provide a new sanitary service connection and tie-in to the existing manhole at the southwest corner of 7399 Lindsay Road.
 - Cut, cap, and remove all of the existing sanitary service connections serving 7460 & 7480 Railways Avenue.

Frontage Improvements:

- The Developer is required to:
 - Coordinate with BC Hydro, Telus and other private communication service providers:
 - To underground Hydro service lines.
 - When relocating/modifying any of the existing power poles and/or guy wires within the property frontages.
 - To determine if above ground structures are required and coordinate their locations on-site (e.g. Vista, PMT, LPT, Shaw cabinets, Telus Kiosks, etc).
 - Extend the existing street lighting system to be built via SA14-667212 across the Railway Avenue frontage.
 - Complete other frontage improvements as per Transportation's requirements.
- Transportation works include, but are not limited to, the following:

- Remove the existing sidewalk next to the curb and backfill the area to provide a minimum 2.0 m wide grassed boulevard (not including the 0.15 m wide top of curb).
- Construct a new 1.5 m wide concrete sidewalk behind the grassed boulevard with connections to the existing sidewalk north and south of the subject site.
- The existing driveways to provide access to the site from Railway Avenue are to be closed permanently. Remove the existing driveway crossings and replace with barrier curb/gutter, boulevard and sidewalk per standards described above. The applicant is responsible for the design and construction of curb/gutter, sidewalk and boulevard as part of the driveway closure works in addition to other required frontage improvements.
- Consult Parks on the requirements for tree planting along the development frontage.
- Consult Engineering on lighting and other utility requirements as part of the frontage works.
- No direct driveway access to the site is permitted along the Railway Avenue development frontage.
- Vehicular access to the subject site is to be provided via the driveway crossing and internal drive-aisle at 7388 Railway Avenue.
- The applicant at 7460/7480 Railway Avenue is to enter into a legal agreement to acknowledge that they wish to make use of the SRW agreement registered on title at 7388 Railway Avenue for vehicular access to their site.
- Prior to the issuance of BP, a Construction Parking and Traffic Management Plan is to be submitted to the Transportation Division for approval (refer to <http://www.richmond.ca/services/ttp/special.htm> for more information).

General:

- The Developer is required to:
 - Coordinate all proposed offsite works with the servicing agreement design under 7388 Railway Avenue (i.e., SA14-667212).
 - Provide if pre-load is required, prior to pre-load installation, a geotechnical assessment of preload and soil preparation impacts on the existing utilities fronting or within the development site (e.g., existing sanitary mains), proposed utility installations, the existing houses along the south and east property lines, and provide mitigation recommendations. The mitigation recommendations shall be incorporated into the first SA design submission or if necessary to be implemented prior to pre-load.
 - Enter into 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, dewatering, 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.
 - The Developer is required to not encroach into the proposed SRW with trees, retaining walls, fences or other non-removable structures.
 - Cutting, capping, and removal of existing storm services and installation of new tie-in for storm sewer on Railway Avenue is to be outside of the tree protection area. Any special measures such as the use of low impact methods (i.e. hydro vac, air spade and hand digging) to be conducted within and near the tree protection area is to be supervised by the project arborist. Project arborist supervision is to be coordinated by the developer with City crews when installation is to occur.
- 2. Installation of appropriate tree protection fencing around all trees to be retained as part of the development prior to any construction activities, including building demolition, occurring on-site. Tree protection fencing must be installed to City standard in accordance with the City's Tree Protection Information Bulletin TREE-03, and must remain in place until construction and landscaping on-site is completed.
- 3. Submission of a Construction Parking and Traffic Management Plan to the Transportation Department. Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.
- 4. Incorporation of energy efficiency, CPTED, sustainability and accessibility measures in Building Permit (BP) plans as determined via the Rezoning and/or Development Permit processes.

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5. If applicable, payment of latecomer agreement charges, plus applicable interest associated with eligible latecomer works.
6. If applicable, 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 Department 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.
- Applicants for all City Permits are required to comply at all times with the conditions of the Provincial *Wildlife Act* and Federal *Migratory Birds Convention Act*, which contain prohibitions on the removal or disturbance of both birds and their nests. Issuance of Municipal permits does not give an individual authority to contravene these legislations. The City of Richmond recommends that where significant trees or vegetation exists on site, the services of a Qualified Environmental Professional (QEP) be secured to perform a survey and ensure that development activities are in compliance with all relevant legislation.

[Signed copy on file]

Signed

Date



Richmond Zoning Bylaw 8500
Amendment Bylaw 9873 (RZ 15-707952)
7460 & 7480 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. 003-598-969

Lot 257 Section 13 Block 4 North Range 7 West New Westminster District Plan 46362

and

P.I.D. 003-907-929

Lot 258 Section 13 Block 4 North Range 7 West New Westminster District Plan 46362

- 2. This Bylaw may be cited as "Richmond Zoning Bylaw 8500, Amendment Bylaw 9873".

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

Series of horizontal lines for recording readings and conditions.

CITY OF RICHMOND APPROVED by [Signature] APPROVED by Director or Solicitor [Signature]

MAYOR

CORPORATE OFFICER