City of Richmond

Report to Committee

To:	Planning Committee	**Date:**	June 28, 2023
From:	Wayne Craig Director, Development	**File:**	RZ 21-936046

Re: **Application by Winston Chong Architect Inc. for Rezoning at 8520, 8540 & 8560 Railway Avenue from the "Single Detached (RS1/E)" Zone to the "Low Rise Rental Apartment (ZLR47) – Railway Avenue (Blundell)" Zone**

Staff Recommendation

1. That Official Community Plan Bylaw 9000, Amendment Bylaw 10479, to change the designation of 8520, 8540 & 8560 Railway Avenue from "Neighbourhood Residential" to "Apartment Residential" in Attachment 1 to Schedule 1 of Official Community Plan Bylaw 9000 (City of Richmond 2041 OCP Land Use Map), be introduced and given first reading.
2. That Bylaw 10479, having been considered in conjunction with:
   - the City's Financial Plan and Capital Program.
   - the Greater Vancouver Regional District Solid Waste and Liquid Waste Management Plans.

   is hereby found to be consistent with said programs and plans, in accordance with Section 477(3)(a) of the *Local Government Act*.
3. That Bylaw 10479, having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043, is hereby found not to require further consultation.
4. That Richmond Zoning Bylaw 8500, Amendment Bylaw 10480 to create the "Low Rise Rental Apartment (ZLR47) – Railway Avenue (Blundell)" zone, and to rezone 8520, 8540 & 8560 Railway Avenue from "Single Detached (RS1/E)" to "Low Rise Rental Apartment (ZLR47) – Railway Avenue (Blundell)", be introduced and given first reading.

Wayne Craig
Director, Development
(604-247-4625)

WC:sds
Att. 10

REPORT CONCURRENCE	
ROUTED TO:	**CONCURRENCE**
Affordable Housing	☑
Policy Planning	☑
Transportation	☑
CONCURRENCE OF GENERAL MANAGER	

Staff Report

Origin

Winston Chong Architect Inc., on behalf of SD Railway Homes Inc. and in partnership with Richmond Kiwanis Seniors Citizens Housing Society, has applied to the City of Richmond for permission to rezone 8520, 8540 & 8560 Railway Avenue (Attachment 1) from the "Single Detached (RS1/E)" zone to a new site-specific zone, "Low Rise Rental Apartment (ZLR47) – Railway Avenue (Blundell)", in order to permit the construction of a 100 per cent rental residential apartment development consisting of a four-storey building, containing 58 units for seniors.

An amendment to the City's Official Community Plan (OCP) is associated with the rezoning application to change the designation of the subject site from "Neighbourhood Residential" to "Apartment Residential" in Attachment 1 to Schedule 1 of the Official Community Plan Bylaw 9000 (City of Richmond 2041 OCP Land Use Map).

Key components of the proposal include:

- One four-storey apartment building with 58 rental units secured for seniors (55 years and older), including 29 (50 per cent) Low-End Market Rental (LEMR) units and 29 (50 per cent) market rental units.
- Approximately 1,534 m^2 (16,512 ft^2) of purpose-built Low-End Market Rental (LEMR) housing and approximately 1,605 m^2 (17,276 ft^2) of purpose-built market rental housing.
- All purpose-built LEMR units and market rental units will be secured in perpetuity with rental tenure zoning and housing agreements registered on Title. All units will be maintained under a single ownership.
- The building will meet Energy Step Code Step 4.
- Approximately 102 m^2 (1,098 ft^2) of indoor amenity space and 495 m^2 (5,324 ft^2) of shared outdoor amenity space.
- Preliminary site plan, building elevations, and landscape plan are contained in Attachment 2.

Road and engineering improvement works required with respect to the subject development will be secured through the City's standard Servicing Agreement process prior to final adoption of the rezoning bylaw. Works including frontage improvements, servicing upgrades and upgrades to the existing City-owned public walkway along the south property line will be designed and constructed at the owner's sole cost.

Findings of Fact

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

Subject Site Existing Housing Profile

The subject site currently contains one single-family dwelling (no secondary suite) at 8520 Railway Avenue, which is vacant. 8540 and 8560 Railway Avenue contain no buildings.

Surrounding Development

To the North: A single-family dwelling on a lot zoned "Single Detached (RS1/E)", fronting Railway Avenue.

To the South: Across a City-owned public walkway, a 17-unit townhouse development (three and two storeys) (RZ 15-709884 / DP 16-754735) on a lot zoned "Town Housing (ZT80) – Railway Avenue", fronting Railway Avenue.

To the East: Single-family dwellings on lots zoned "Single Detached (RS1/E)", fronting Calder Road.

To the West: Across Railway Avenue and the Railway Greenway, single-family dwellings on lots zoned "Single Detached (RS1/E)", fronting Lancelot Drive.

Related Policies & Studies

Official Community Plan

The Official Community Plan (OCP) Land Use Map is proposed to be amended to change the designation of the subject site from "Neighbourhood Residential" to "Apartment Residential" in order to allow the proposal. The OCP rental housing policies support site specific density increases for developments that provide affordable and market rental housing to address community need. The proposal complies with the market rental housing policies as the project is 100 per cent rental housing with a component of affordable rental. Further details on the proposed OCP amendment are provided in the "Analysis" section of this report.

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 formal comments from the public about the rezoning application in response to the placement of the rezoning sign on the property.

To inform residents of the proposal, the applicant provided a notification package on May 31, 2023 to neighbouring properties with direct adjacency to the subject site, including information on density, height, site plan, elevations, and parking. The applicant has provided a map identifying the properties that were notified (Attachment 4). As of the date of this report, no correspondence has been received in response to the notification package.

Should the Planning Committee endorse this application and Council grant first 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.

OCP Consultation Summary

Richmond Official Community Plan Bylaw 9000, Amendment Bylaw 10479, having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043, is hereby found to not require further consultation. Attachment 5 provides a summary of OCP consultation.

The public will have an opportunity to comment further on all of the proposed amendments at the Public Hearing. Public notification for the Public Hearing will be provided as per the *Local Government Act* and the City's *Zoning Bylaw 8500*.

Analysis

Proposed OCP Amendment

The applicant has applied to rezone the subject site to permit the construction of a four-storey apartment building comprising 58 rental housing units, including 29 Low-End Market Rental (LEMR) units and 29 market rental units, secured for seniors. The proposal is consistent with OCP policy encouraging rental housing development and requires an OCP amendment to accommodate apartment development. An amendment to the City's Official Community Plan (OCP) Land Use Map is proposed to change the designation of the site from "Neighbourhood Residential" to "Apartment Residential", in order to allow the proposal.

Section 3.3 (Diverse Range of Housing Types, Tenures and Affordability) of the OCP encourages the development of new purpose-built market rental housing. As per OCP policy, a series of incentives are identified to encourage the development of new market rental housing, including the following:

- Bonus density of 0.20 FAR above the base density set out in the OCP for wood frame apartments on sites that provide 100 per cent of the residential use as market rental.
- Additional density bonus on a site-specific bases for projects that provide additional rental housing to address community need (e.g. affordable housing).
- Parking rate reductions for rental housing and exemptions from Public Art, community planning, and affordable housing contributions.

The proposal is consistent with the intent of the Market Rental Housing Policy in that 100 per cent of the units are proposed to be rental units, including 50 per cent LEMR, secured through residential rental tenure zoning and registration of housing agreements on Title. Staff support the proposed OCP amendment and density based on the following:

- The proposal is consistent with the density bonusing policies in the OCP for market and affordable rental housing.
- All market rental and LEMR units are to be secured in perpetuity for seniors, providing additional rental housing to address community need.
- Unit sizes proposed for all LEMR units meet the minimum sizes required under the City's Affordable Housing Strategy and will consist of a minimum 85 per cent Basic Universal Housing (BUH) units.

By permitting a higher density form of development, a larger number of rental housing units can be provided. In addition, the development has been designed to fit within the existing site context with the taller portion of the development located along Railway Avenue and by providing a separation between the single-family development to the east.

Housing Type and Tenure

Dwelling Unit Mix

The OCP encourages multi-family residential development to provide at least 40 per cent of units with two or more bedrooms that are suitable for families with children. The proposed unit mix with two or more bedrooms is approximately 21per cent of market rental units and 7 per cent of LEMR units. Staff support the proposed unit mix as the units are proposed to be secured for seniors (minimum 55 years of age), which generally consist of 1-2 person households. The proposal includes the following mix of rental unit sizes:

Unit Type	Market Rental			Low-End Market Rental		
	Number of units	% Family Units	% BUH	Number of units	% Family Units	% BUH
Studio	15 (52%)	0%	0%	4 (14%)	0%	0%
1-Bedroom	8 (27%)	0%	17%	23 (79%)	0%	79%
2-Bedroom	6 (21%)	21%	14%	2 (7%)	7%	7%
Total	29	21%	31%	29	7%	86%

Low-End Market Rental Units

As part of the rezoning application, the developer has voluntarily proposed to design and construct 29 LEMR units, to a turnkey level of finish, at the developer's sole cost, comprising of 1,534 m^2 (16,512 ft^2) of habitable space. The proposed LEMR unit mix provides for 4 studio (14 per cent), 23 one-bedroom (79 per cent) and 2 two-bedroom (7 per cent) units, and is supported by staff given the target tenant demographic of seniors. The proposed LEMR unit mix meets the requirements of the Affordable Housing Strategy in that 86 per cent of the LEMR units are proposed to comply with the City's Basic Universal Housing (BUH) features. A summary of the minimum LEMR unit areas, rents and maximum household incomes is provided below:

Unit Type	Min. Unit Area	Max. Rent Charge	Max. Household Income	Project Targets
Studio	37 m^2 (400 ft^2)	$811/month	$34,650 or less	14% (4 units)
1-Bedroom	50 m^2 (535 ft^2)	$975/month	$38,250 or less	79% (23 units)
2-Bedroom	69 m^2 (741 ft^2)	$1,218/month	$46,800 or less	7% (2 units)
Total	1,534 m^2 (16,512 ft^2)	N/A	N/A	29 units

Note:
- Values adopted by Council on July 24, 2017 and may be adjusted in accordance with the Housing Agreement.
- The number of units and unit mix will be confirmed to the satisfaction of the City through the DP process, provided that at least 29 LEMR units are provided.

The LEMR units are proposed in a clustered configuration on the first, second and third floors of the development.

Per the requirements of the Affordable Housing Strategy, property developers have the option to cluster affordable housing units together with a development only if they have entered into a partnership with a qualified non-profit organization to manage the units. The applicant has provided evidence of a partnership with Richmond Kiwanis Seniors Citizens Housing Society, a qualified non-profit organization, to manage both the LEMR and market rental units (Attachment 6). The applicant has also provided a letter of support by Richmond Kiwanis Seniors Citizens Housing Society for the proposal, which includes information relating to the target tenant group of seniors and tenant programming (Attachment 7).

Market Rental Housing

The proposal includes 29 market rental units, to a turnkey level of finish, at the developer's sole cost, comprising of 1,605 m^2 (17,276 ft^2) of habitable space. The market rental units include 15 studio (52 per cent), 8 one-bedroom (27 per cent) and 6 two-bedroom (21 per cent) units. 31 per cent of the market rental units are proposed to comply with the City's Basic Universal Housing (BUH) features. A summary of the MR units is provided below:

Unit Type	Min. Unit Area	Number of Units	% of Units
Studio	37 m^2 (400 ft^2)	15	52%
1-Bedroom	50 m^2 (535 ft^2)	8	27%
2-Bedroom	69 m^2 (741 ft^2)	6	21%
Total	1,605 m^2 (17,276 ft^2)	29	100%

Note:
- Unit area and unit mix in the above table may be adjusted through the Development Permit Process.

Richmond Kiwanis Seniors Citizens Housing Society is proposed to be the operator for both the market rental and LEMR units. The market rental units will have no restriction on tenant incomes and the ability for the units to have prevailing market rent charge rates, but will have an age restriction and be secured for seniors only.

Housing Agreements

Prior to final adoption of the rezoning bylaw, registration of Housing Agreements and Housing Covenants on Title is required to secure the following in perpetuity for the LEMR and market rental units:

- Residential use is restricted to residential rental tenure.
- Tenancy will be restricted to seniors only (age 55 years and older), but may also permit occupancy together with an eligible tenant who meet specific criteria, including live-in caregivers, children and spouse of the senior tenant.
- Occupants of the units in each tenure type enjoy full and unlimited access and use of all on-site indoor and outdoor amenity spaces, parking, bicycle storage, and related features at no additional cost.
- The units be maintained under a single ownership.

The OCP includes policy prohibiting the imposition of any strata bylaw that would place age-based restrictions on occupants of any residential dwelling unit, unless otherwise determined by Council.

As the proposed market rental and LEMR units are being secured for seniors only, this would not apply. On November 24, 2022, Bill 44 amended the Strata Property Act to limit strata age-restriction bylaws, however, tenure can still be restricted to seniors only (55 years and older) to preserve and promote seniors housing.

Accessibility

Richmond's OCP encourages development to meet the needs of the city's aging population and people facing mobility challenges. Staff support the developer's proposal, which is consistent with City Policy and will include:

- Barrier-free lobbies, common areas, and amenity spaces.
- Aging-in-place features in all units (e.g., blocking for grab bars, lever handles, etc.).
- 59 per cent Basic Universal Housing (BUH) units (i.e., 34 of 58 units), including 86 per cent of LEMR units (i.e., 25 units). Opportunities for additional BUH units will be reviewed at the Development Permit application stage.

Built Form and Architectural Character

The proposed development will be four storeys. The building massing is stepped back from the adjacent single-family development to the east with the second, third and fourth stories setback approximately 18 m (59 ft.) from the east property line. The fourth storey is also stepped back from the north, south and west interfaces to provide a transition between adjacent townhouse development to the south and potential future townhouse development to the north. The building is proposed to be setback from the City-owned public walkway, located immediately south of the subject site, approximately 3.0 m (10 ft.).

Vehicle access to the parking will be provided through a driveway from Railway Avenue. Resident parking is provided in an enclosed parkade at the rear of the property and visitor parking is provided in a surface parking lot also at the rear of the property. The parking is setback from the adjacent single-family development to the east approximately 6.0 m (20 ft.). The 6.0 m setback to the east will include a combination of landscape elements such as trees, hedges shrubs and fencing to screen the parking area. The roof over the resident parking area will be used as a landscaped outdoor amenity area for the residents.

Existing Legal Encumbrances

There are existing Statutory Right-of-Ways (SRW) at the rear of the subject site for sanitary sewer, approximately 3.0 to 4.5 m wide (Plan 42193, 47260, 38276). The existing SRWs will not be impacted by the proposed development and the applicant is aware that encroachment into the SRWs is not permitted.

Transportation and Site Access

The conceptual plans provide for 21 resident parking spaces located in an enclosed parkade and seven visitor surface parking spaces located at the rear of the property.

The City's OCP policies for the consideration of parking reductions for new market rental units and/or Low End Market Rental (LEMR) units in a 100 per cent rental building or a mixed tenure strata development include:

- up to a total 50 per cent parking reduction on sites that are within 800 m (10 minute walking distance) of a Canada Line Station;
- up to a total 30 per cent parking reduction on all other sites; and
- the parking requirement may be further reduced, as determined by Council, on a site-specific basis for projects that provide additional rental housing to address community need.

As the project is a 100 per cent seniors rental housing project, the typical use parking requirements contained in the City's Zoning Bylaw 8500 do not apply. As per the Zoning Bylaw, where a use permitted in any zone is not specifically identified, the parking spaces required shall be determined by the Director, Transportation. The applicant submitted a Parking Study and Traffic Impact Assessment (TIA) prepared by a registered professional transportation engineer and was reviewed and approved by Transportation staff, including transportation demand measures. The Parking Study and TIA identify a minimum 0.31/unit rate for seniors market rental housing, minimum 0.26/unit rate for seniors LEMR housing, and minimum 0.07/unit rate for seniors rental housing visitors. The project exceeds the minimums and proposes a 0.36/unit rate for all seniors rental housing residents and 0.12/unit rate for seniors rental housing visitors. These parking rates are consistent with other comparable developments and were validated through a TIA, which was reviewed and accepted by the City and supported by the following Transportation Demand Management (TDM) measures:

- Shuttle bus: the existing Richmond Kiwanis Senior Housing Society shuttle bus service currently operating out of Kiwanis Towers will be available by appointment for all senior residents of the proposed development, including all LEMR and market rental units, to assist with transportation needs, including grocery shopping, attending Richmond Kiwanis Seniors Citizens Housing Society activities and visiting local amenities, among other uses.
- Transit pass program: a communal transit pass system will be provided in perpetuity that allows residents the opportunity to use transit passes provided by the owner/operator on a first come, first serve basis. The number of transit passes (monthly one-zone) available will be equivalent to at least 25 per cent of the number of units (15 units). The transit pass system will be managed by the operator.
- E-scooter and e-bike parking: secure Class 1 bicycle storage and e-scooter storage for up to 22 e-scooters will be provided. Electric bicycle charging infrastructure will also be provided for all Class 1 & 2 bicycle parking spaces.
- Bicycle maintenance and end-of-trip facilities: a shared bicycle maintenance and repair facility for residents and end-of-trip facilities (including shower stall, wash basin, locker closet) for rental management staff will be provided.
- Welcome package: to encourage transportation by active modes of transportation, the applicant has also committed to providing all new residents with a welcome package with information on nearby amenities and estimated walking times to popular destinations.

- Parking assignment: assignment of all residential parking spaces, excluding the visitor parking spaces, will be managed by the housing operator, and will be assigned only to tenants, and on a first come/first serve basis. If all residential parking spaces are assigned and no free spaces available, any subsequent rental applicants will be advised and any rental agreements for those units will clearly state that parking is not included.

Prior to final adoption of the rezoning bylaw, registration of a legal agreement(s) are required to reflect the proposed TDM measures.

A Class 1 bicycle parking reduction is proposed as other comparable sites for seniors housing have shown a low utilization of this type of bicycle parking. Zoning Bylaw 8500 requires approximately 73 Class 1 bicycle spaces, where as the proposal includes 34 spaces. These parking rates are consistent with other comparable developments and were validated through a Transportation Impact Assessment (TIA), and supported by the above-noted TDMs, which was reviewed and accepted by the City. The additional space from the reduction of Class 1 bicycle spaces was utilized for e-scooter parking. The proposal will meet the Zoning Bylaw requirement for Class 2 bicycle parking spaces.

Along the south property line, there is an approximately 3.0 m wide City-owned public walkway. As part of the subject development, a 1.0 m wide statutory right-of-way (SRW) along the east property line is required prior to final adoption of the rezoning bylaw, in order to accommodate improvements to the walkway, including widening.

Tree Retention and Replacement

The applicant has submitted a Certified Arborist's Report; which identifies on-site and off-site tree species, assesses tree structure and condition, and provides recommendations on tree retention and removal relative to the proposed development. The Report assesses one hedge and one shrub on City property (Attachment 8). There are no bylaw-sized trees on-site.

The City's Parks Arboriculture staff have reviewed the Arborist's Report and support the Arborist's findings, with the following comments: one cedar hedge (tag#1) (25 cm dbh) and one rhododendron shrub (tag# 2) (60 cm dbh) located on City property have been assessed by Parks Arboriculture staff for removal. No compensation is required for removal of hedges or shrubs. Note the City's Parks Department must be contacted a minimum four business days prior to removal to allow proper signage to be posted.

Based on the submitted preliminary Landscape Plan (Attachment 2), the applicant is proposing to plant 52 new trees on-site.

Proposed Site-Specific Zone

The proposed site-specific zone is drafted based on the existing standard Low Rise Apartments zones. To accommodate the site specific conditions, the proposed "Low Rise Rental Apartment (ZLR47) – Railway Avenue (Blundell)" zone includes:

- Permitted land uses: apartment, townhouse and related land uses.
- Maximum density: 1.28 FAR, including bonus density related to the provision of LEMR and market rental units, and indoor amenity space.

- Residential rental tenure restrictions relating to the provision of 58 rental units, including at least 1,534 m^2 (16,512 ft^2) of LEMR housing (29 units) and a maximum of 1,605 m^2 (17,276 ft^2) market rental housing (29 units).
- Maximum lot coverage: 60 per cent for buildings, generally consistent with other standard low rise apartment zones.
- Minimum road setbacks: 4.5 m, generally consistent with other standard low-rise apartment zones.
- Maximum building height: 15.5 m, generally consistent with other standard low-rise apartment zones.
- Specific parking provisions based on the Transportation Demand Management (TDM) measures.

Development Permit Considerations

Submission and processing of a Development Permit application, to a level deemed acceptable by the Director of Development, is required prior to final adoption of the rezoning bylaw. At DP stage, additional design development will be reviewed with respect to the following items:

- Design guidelines: compliance with Development Permit Guidelines for multiple family projects in the 2041 OCP.
- Residential streetscape: opportunities to enhance articulation and visual interest through design development to improve the interface with fronting pedestrian sidewalks and City-owned public walkway. In addition, refinement of the site plan to ensure all the aboveground private utility infrastructure improvements required as part of this development will be located on-site and screened from street view.
- Common amenity space: more information is required with respect to the programming, design, and landscaping of these spaces to ensure consistency with City guidelines. The conceptual design includes shared use of all indoor amenity areas by all residents and common outdoor amenity areas.
- Accessibility: opportunities for additional Basic Universal Housing (BUH) units.
- Sustainability: opportunities to enhance building performance in coordination with architectural expression.
- Noise Management: to address potential noise impacts generated by traffic on Railway Avenue, acoustical and thermal reports and recommendations, prepared by a registered professional, will be reviewed to ensure noise attenuation measures are incorporated.
- Crime Prevention through Environmental Design (CPTED): opportunities to incorporate CPTED measures including surveillance and territoriality to promote a sense of security.
- Parking, Loading & Waste Management: further design of vehicle parking and circulation, truck manoeuvring, waste management activities, and related features and spaces.
- Servicing Agreement: detailed design of the offsite frontage elements to be constructed as part of the Servicing Agreement.

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

Sustainability

The sustainability requirements set out in the applicable sections of Richmond's BC Energy Step Code for the proposed wood-frame residential building is Step 4 or Step 3 with the provision of a low carbon building energy system. The architect has provided a letter confirming the project is being designed to achieve Step 4 (Attachment 9). Details on how all units are to be built and maintained to this commitment will be reviewed at Building Permit stage.

Amenity Space

The proposal includes approximately 102 m^2 (1,098 ft^2) of shared indoor amenity space, consistent with the OCP DP Guidelines of 100 m^2 for a development with 40 or more units. Programming of the indoor amenity space will be further reviewed at Development Permit stage.

The total proposed shared outdoor amenity space is approximately 495 m^2 (5,324 ft^2), with 368 m^2 (3,959 ft^2) located on top of the enclosed parkade and 127 m (1,365 ft^2) located at the rear of the property. The size of the outdoor amenity area exceeds the OCP DP Guidelines. Staff will work with the applicant at the Development Permit stage to ensure the configuration and design of the outdoor amenity spaces meet the Development Permit Guidelines in the OCP.

Site Servicing and Frontage Improvements

Prior to final adoption of the rezoning bylaw, the applicant is required to enter into the City's standard Servicing Agreement, secured with a Letter of Credit, for the design and construction of required site servicing and frontage improvements as described in Attachment 10. Site servicing and frontage improvements include, but are not limited to, the following:

- Frontage improvements along Railway Avenue, including new concrete sidewalk (2.0 m wide) and treed/grassed boulevard.
- Upgrades to the existing City-owned public walkway along the south property line.
- Sanitary and storm sewer upgrades and service connections.

The developer is also required to pay Development Cost Charges (DCCs') (City & Metro Vancouver), TransLink DCC's, 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 10.

Financial 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

Winston Chong Architect Inc., on behalf of SD Railway Homes Inc. and in partnership with Richmond Kiwanis Seniors Citizens Housing Society, has applied to the City of Richmond for permission to rezone 8520, 8540 & 8560 Railway Avenue from the "Single Detached (RS1/E)" zone to a new site-specific zone, "Low Rise Rental Apartment (ZLR47) – Railway Avenue (Blundell)", in order to permit the construction of a 100 per cent rental residential apartment development consisting of a four-storey building, containing 58 units for seniors.

An amendment to the City's Official Community Plan (OCP) is associated with the rezoning application to change the designation of the subject site from "Neighbourhood Residential" to "Apartment Residential".

The rezoning application complies with the applicable policies contained within the OCP. 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 10, which has been agreed to by the applicant (signed concurrence on file).

On this basis, it is recommended that Richmond Official Community Plan Bylaw 9000, Amendment Bylaw 10479 and Richmond Zoning Bylaw 8500, Amendment Bylaw 10480 be introduced and given first reading.

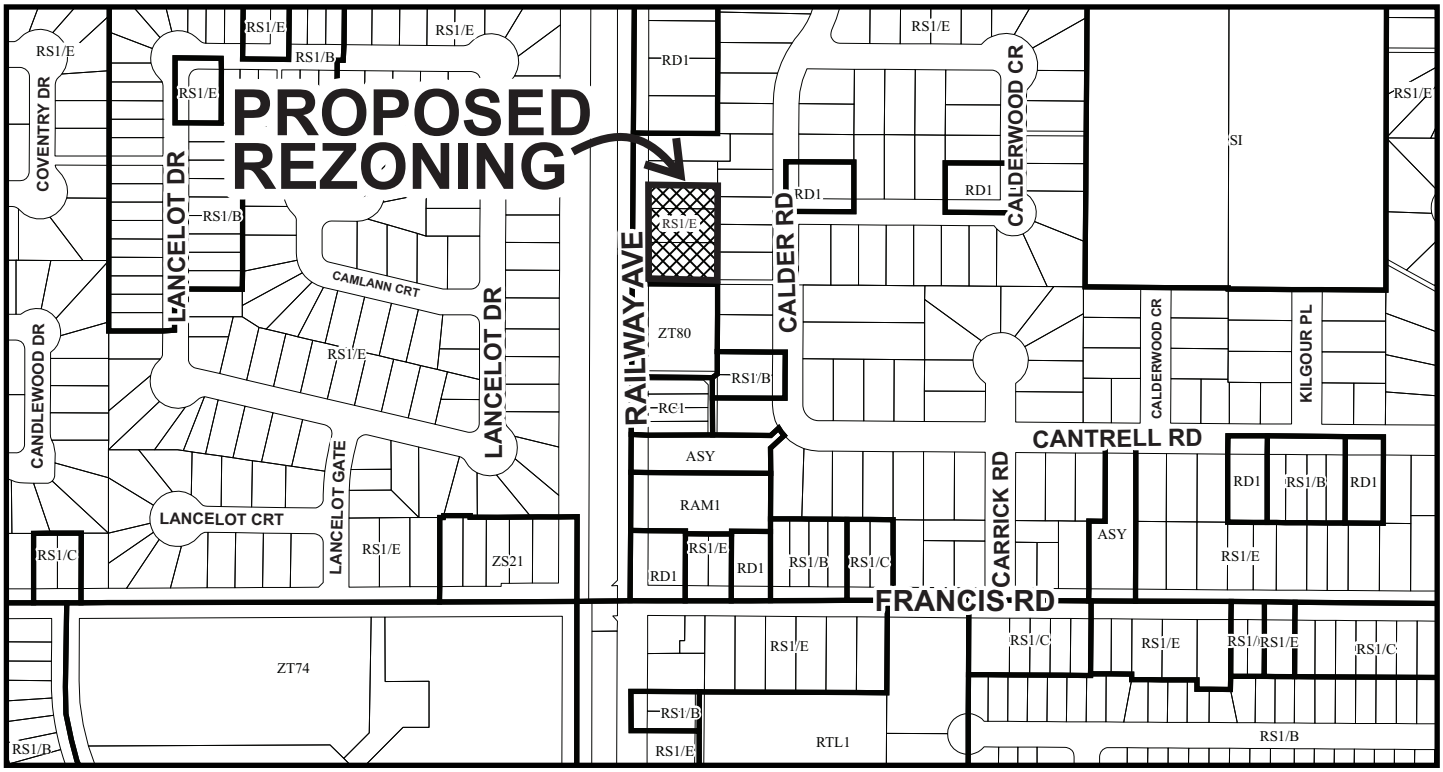


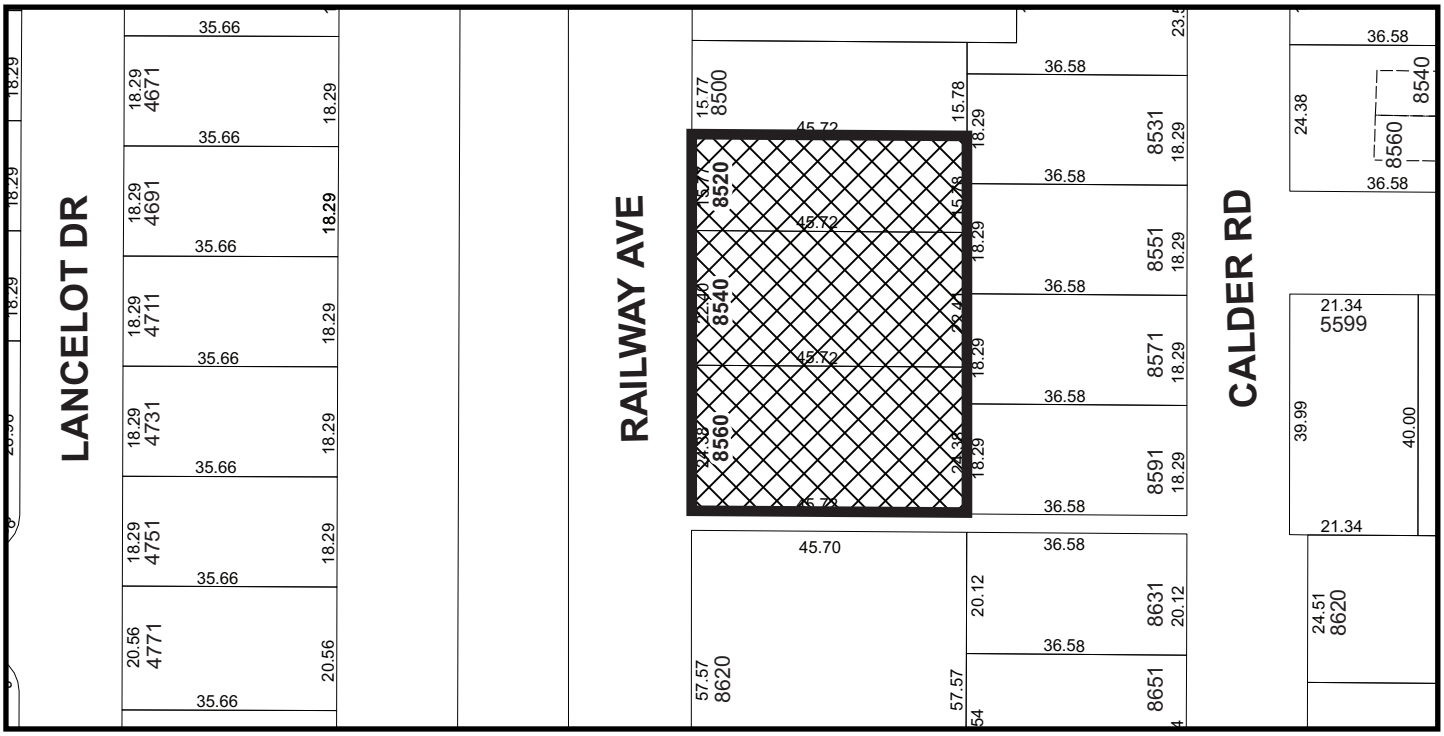
Steven De Sousa
Planner 2

SDS:cas

Attachment 1: Location Map & Aerial Photo
Attachment 2: Conceptual Development Plans
Attachment 3: Development Application Data Sheet
Attachment 4: Map of Properties Notified
Attachment 5: OCP Consultation Policy & Summary of Consultation
Attachment 6: Non-Profit Letter of Partnership
Attachment 7: Non-Profit Letter of Support
Attachment 8: Tree Management Plan
Attachment 9: Energy Step Code Commitment Letter
Attachment 10: Rezoning Considerations

City of Richmond





RZ 21-936046

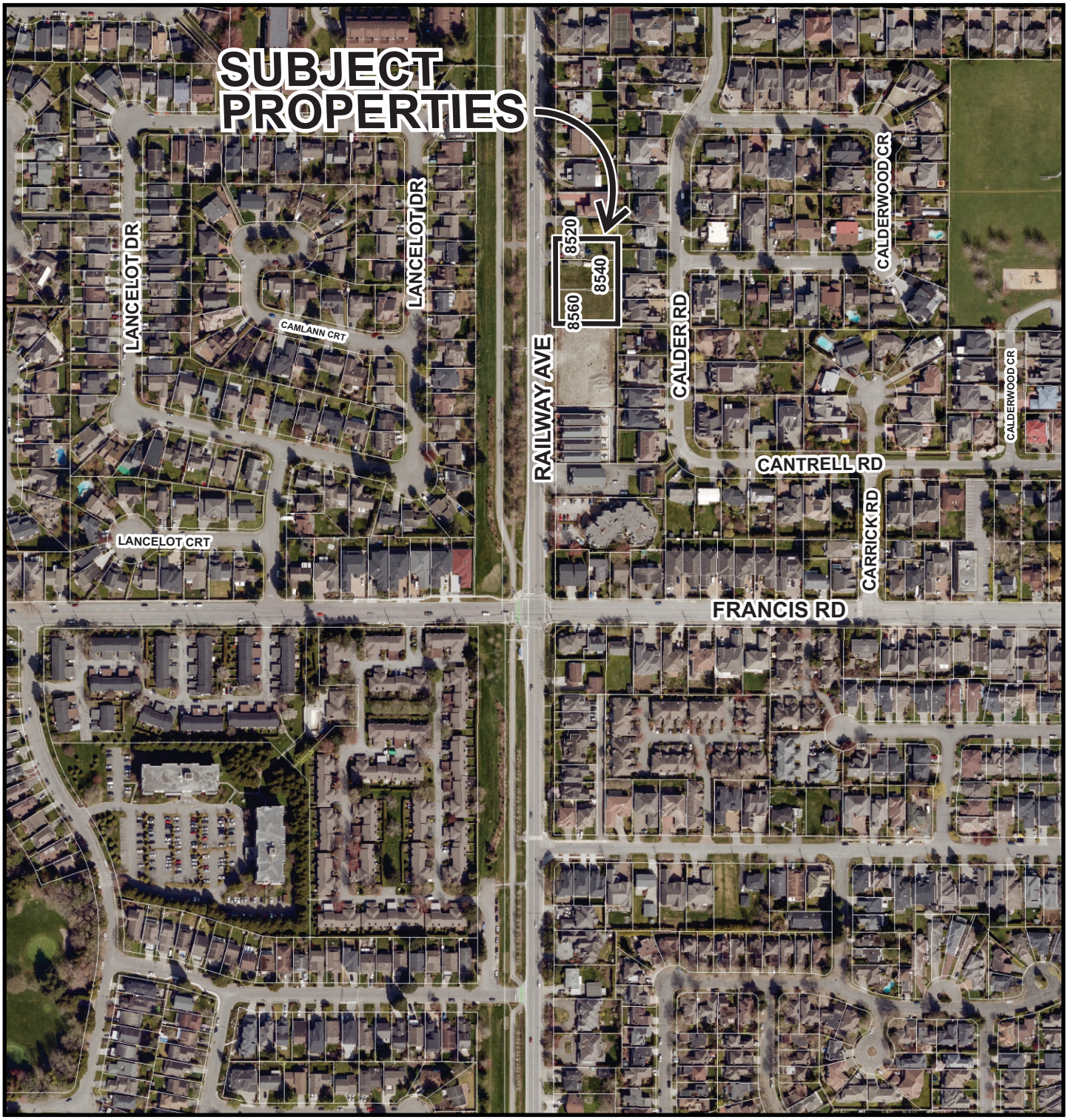
PLN – 22

Original Date: 08/13/21

Revision Date:

Note: Dimensions are in METRES

City of
Richmond



RZ 21-936046

PLN – 23

Original Date: 08/13/21

Revision Date:

Note: Dimensions are in METRES

ATTACHMENT 2



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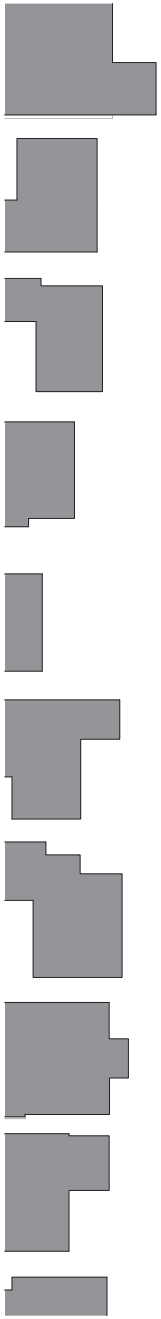


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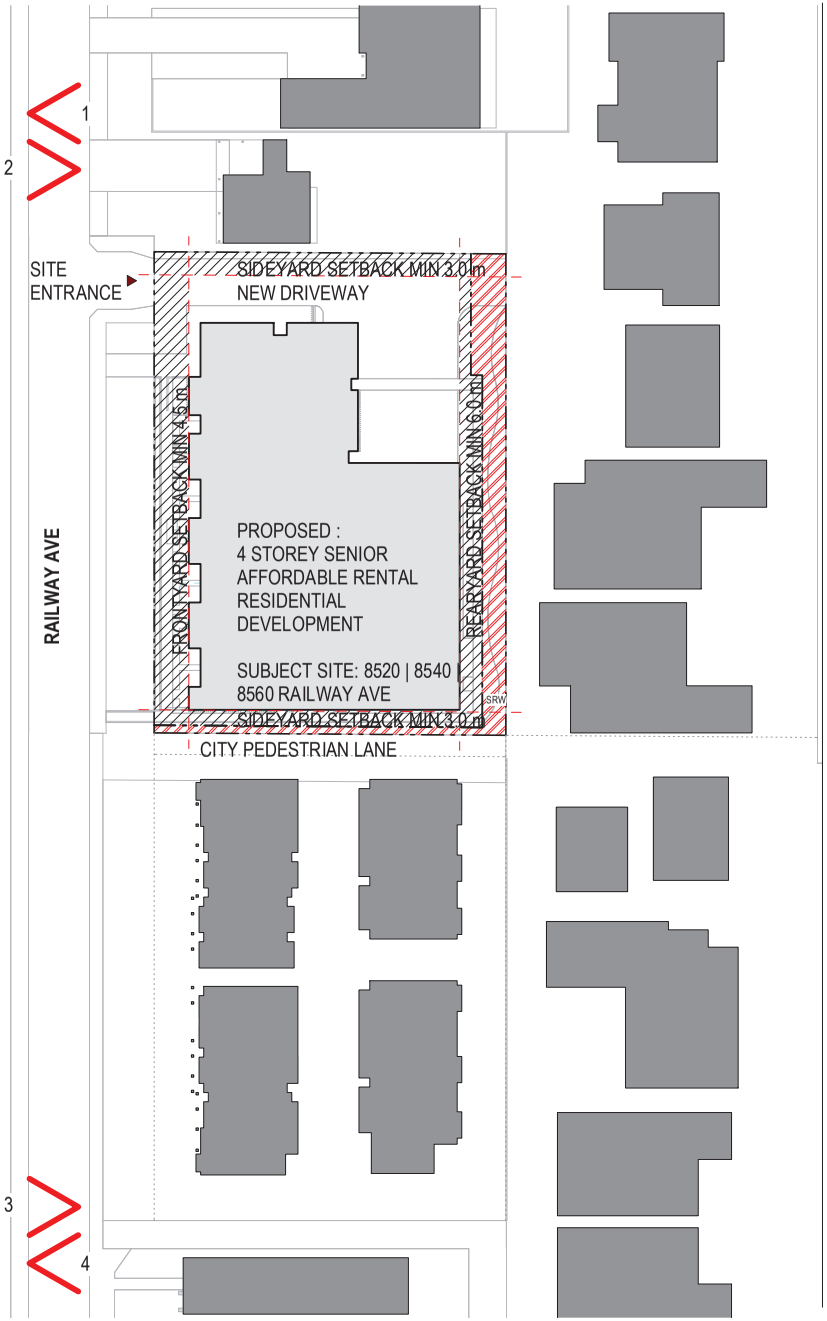
PLN - 24



4.



1 A007 EXTENDED SITE PLAN
1 : 300



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WINSTON CHONG ARCHITECT

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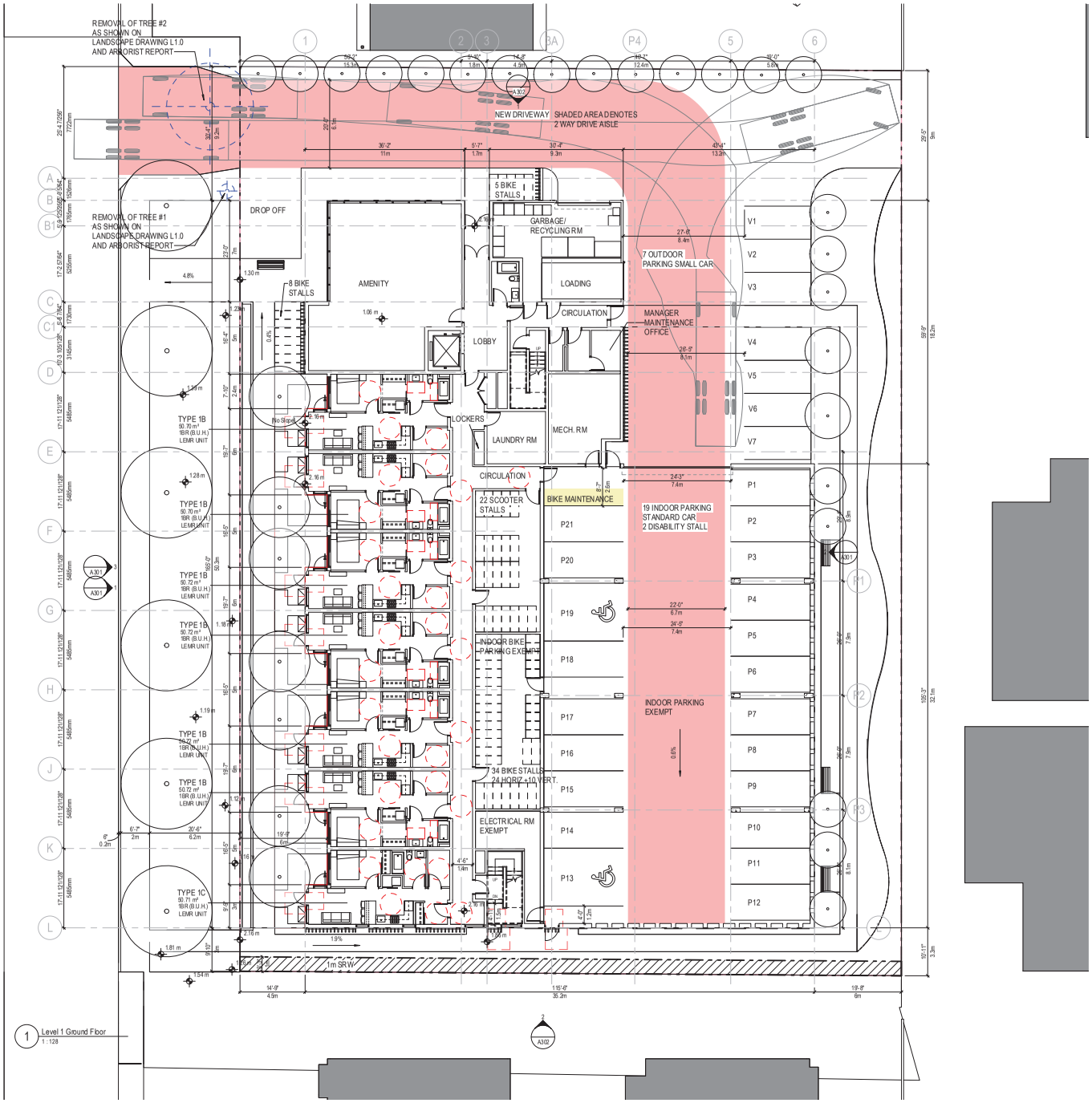
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2020/11/16		CoR PRELIM REVIEW

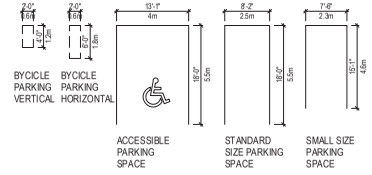
RAILWAY AVENUE DEVELOPMENT
8520-8560 RAILWAY AVENUE

PROJECT NO. 2018-022

A007
SITE PLAN - EXTENDED

PLN – 25





2 PARKING STALL DIMENSIONS
1 : 128

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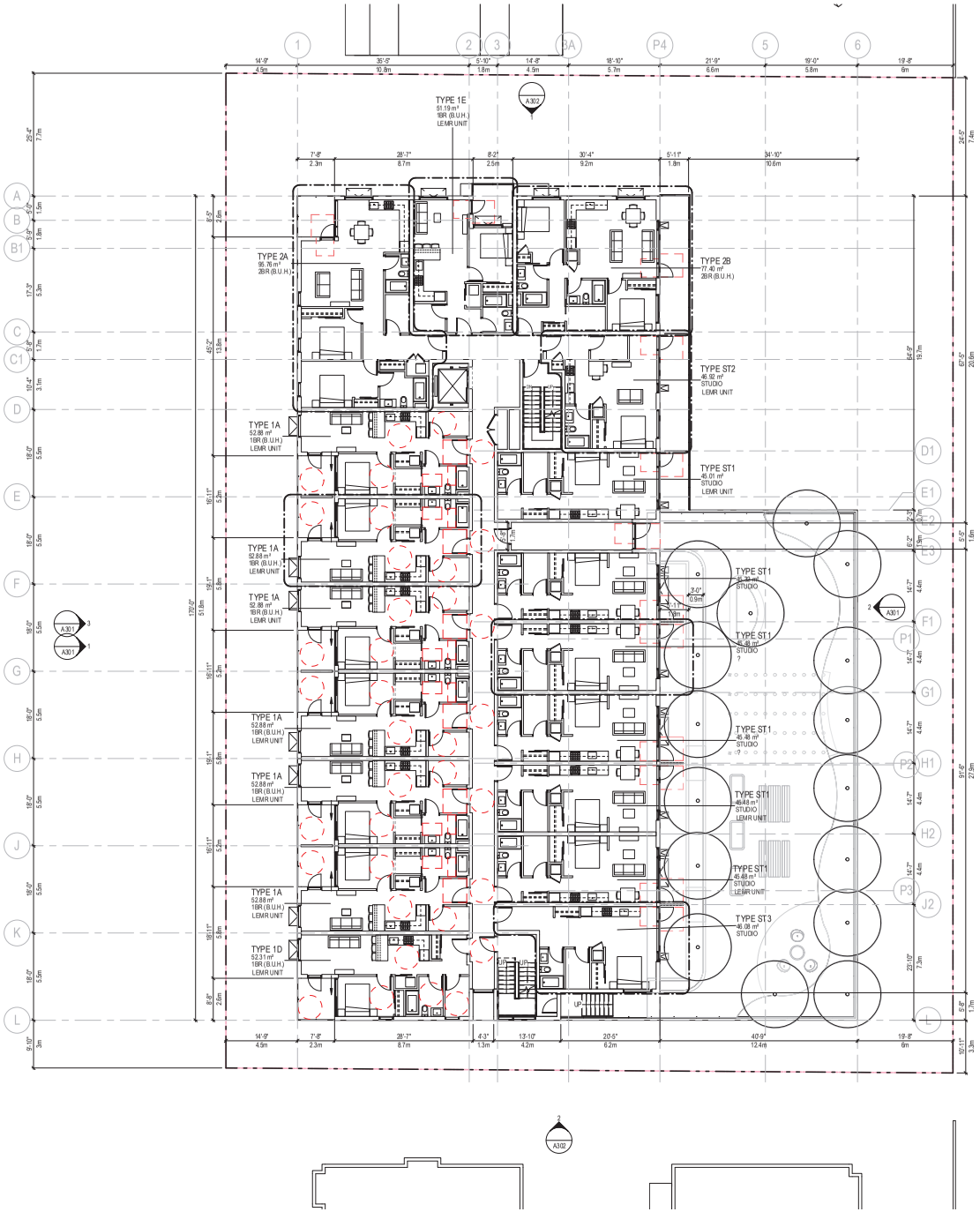
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RAILWAY AVENUE DEVELOPMENT
8520-8560 RAILWAY AVENUE

PROJECT NO. 2018-022

A101
LEVEL 1 GROUND FLOOR PLAN

PLN – 26



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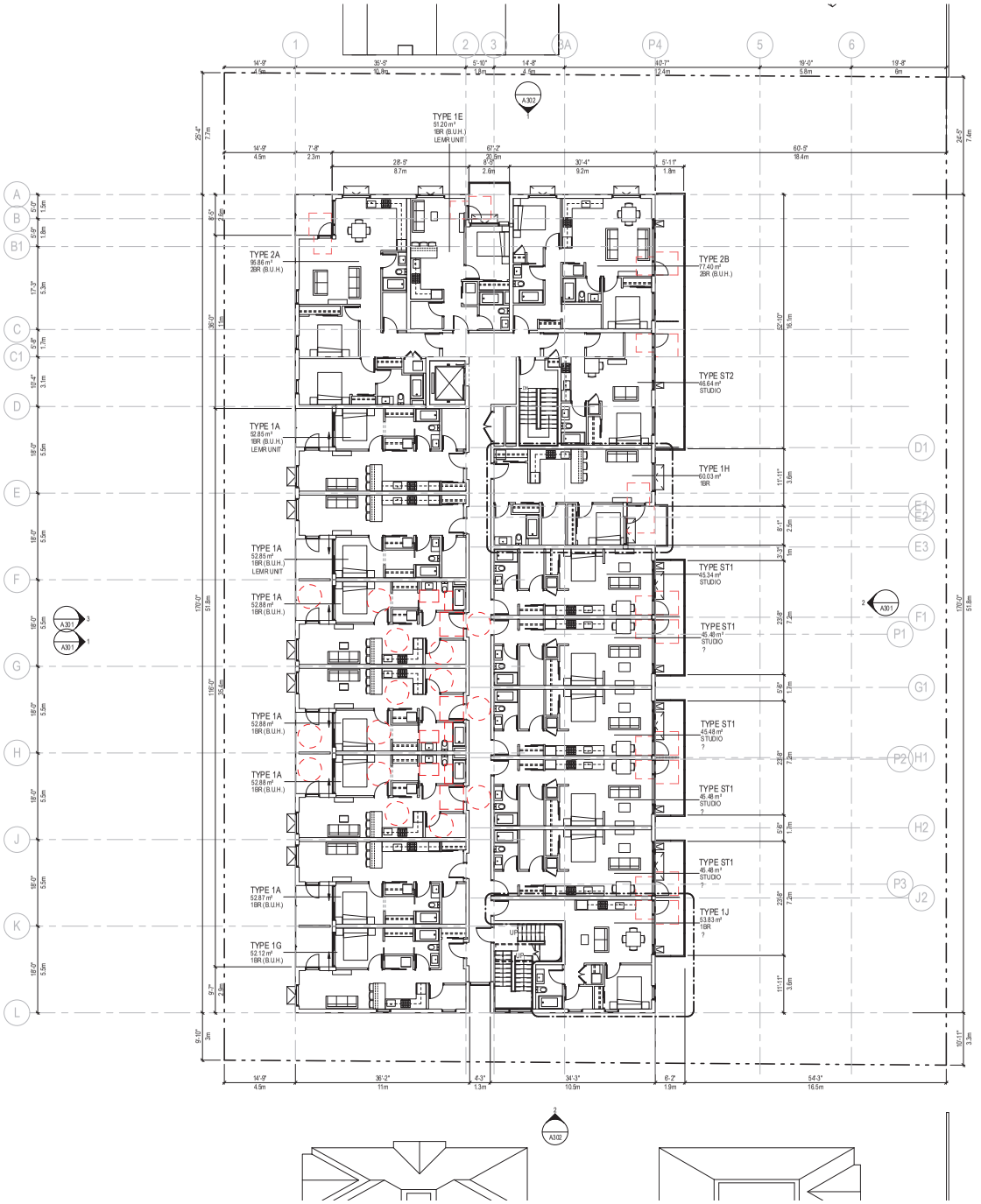
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2020/11/16		CoR PRELIM REVIEW

RAILWAY AVENUE DEVELOPMENT
8520-8560 RAILWAY AVENUE

PROJECT NO. 2018-022

A102
LEVEL 2 FLOOR PLAN

PLN – 27



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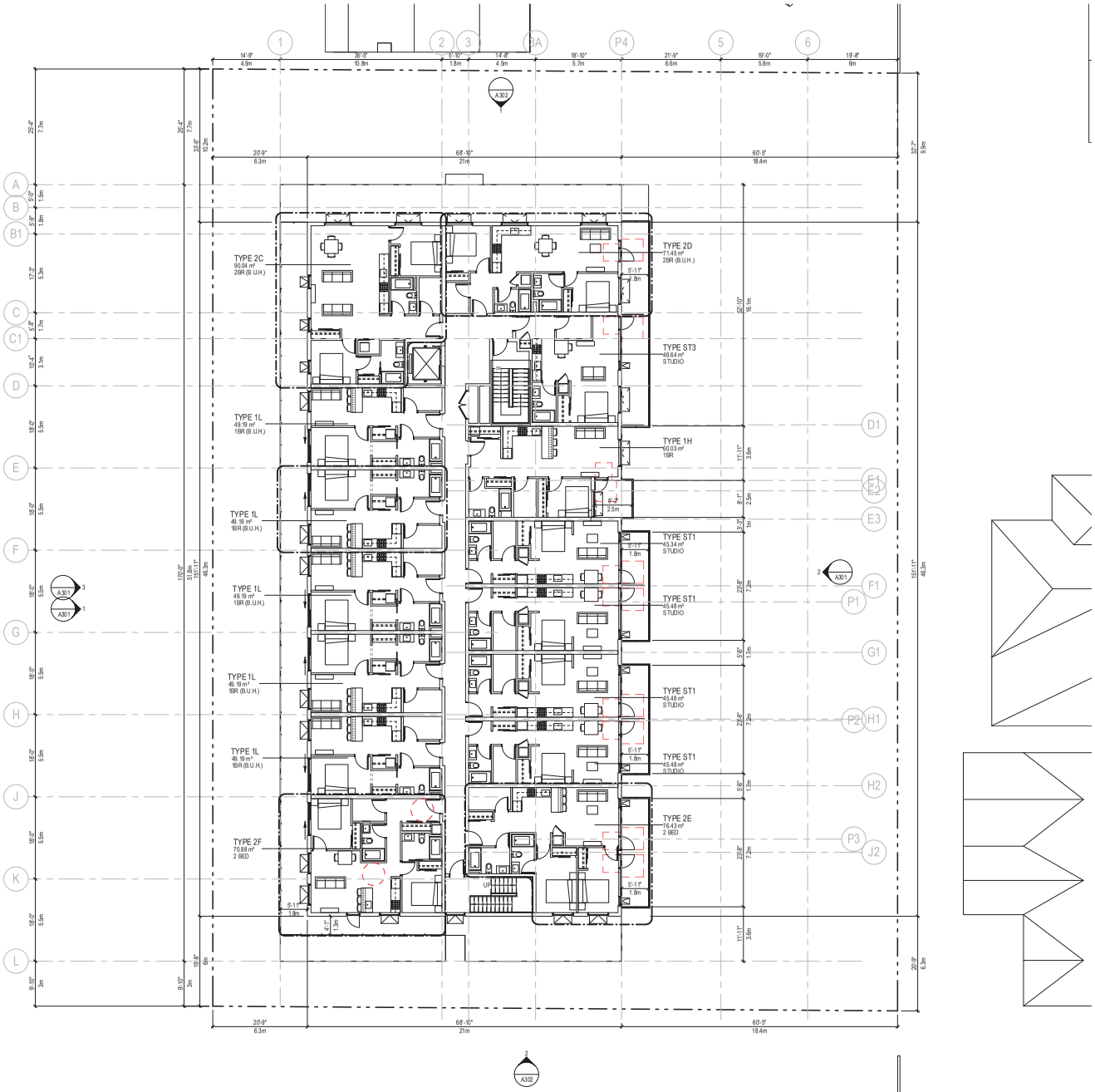
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2020/11/16		CoR PRELIM REVIEW

RAILWAY AVENUE DEVELOPMENT
8520-8560 RAILWAY AVENUE

PROJECT NO. 2018-022

A103
LEVEL 3 FLOOR PLAN

PLN – 28



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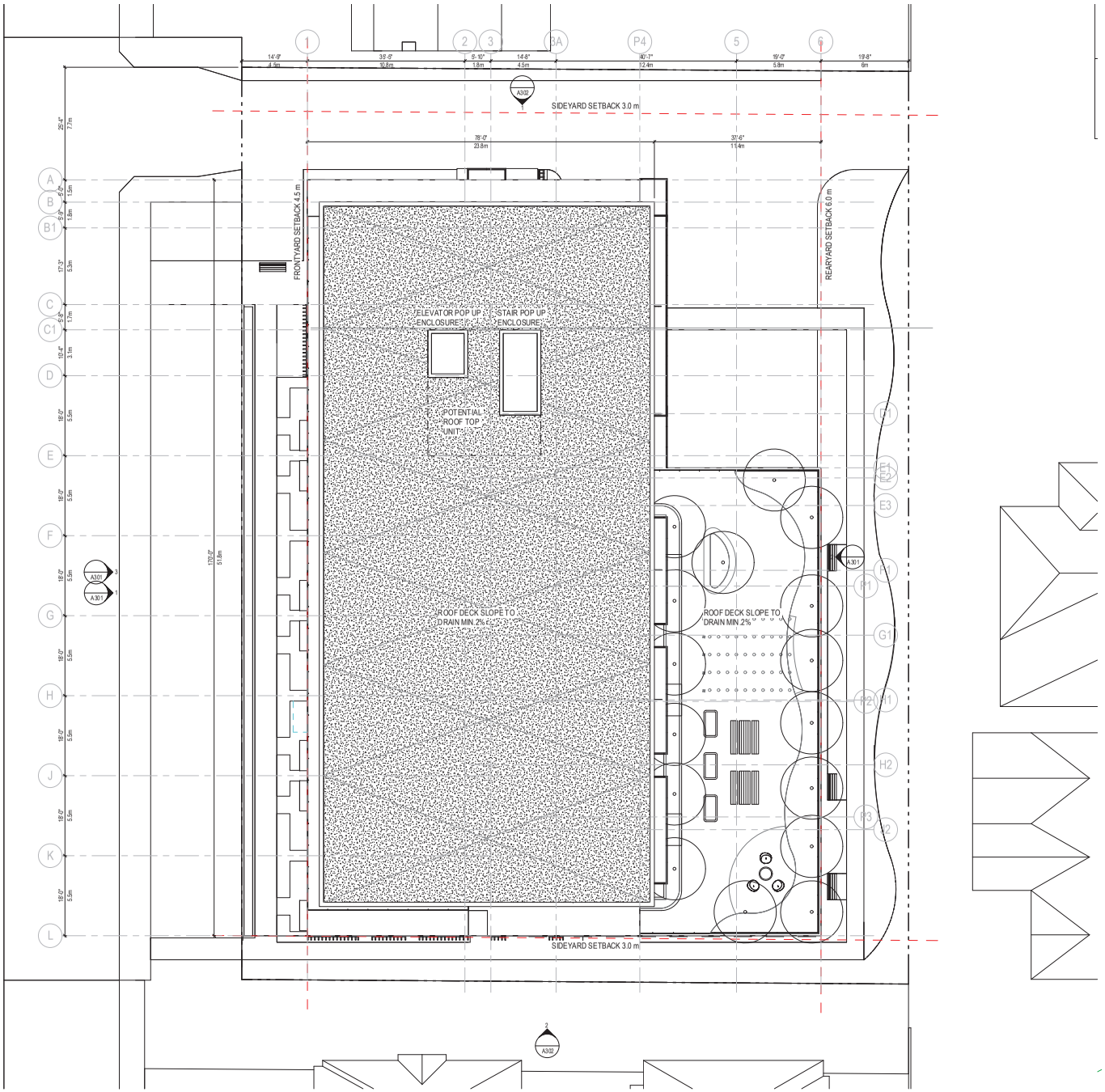
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RAILWAY AVENUE DEVELOPMENT
8520-8560 RAILWAY AVENUE

PROJECT NO. 2018-022

A104
LEVEL 4 FLOOR PLAN

PLN – 29



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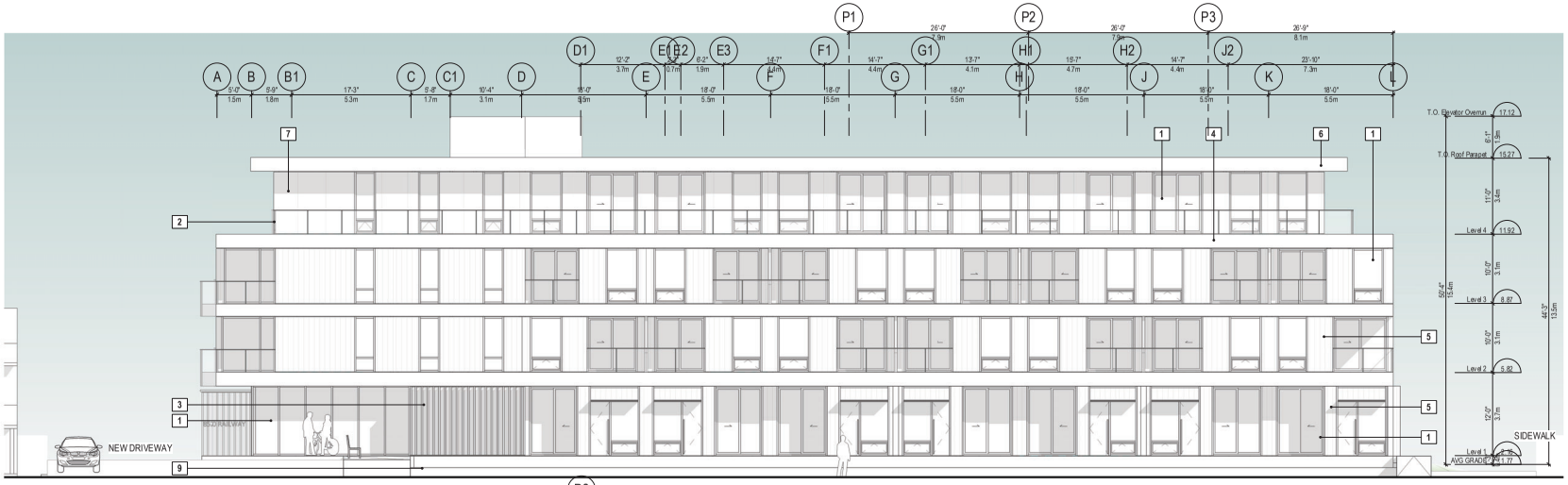
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RAILWAY AVENUE DEVELOPMENT
8520-8560 RAILWAY AVENUE

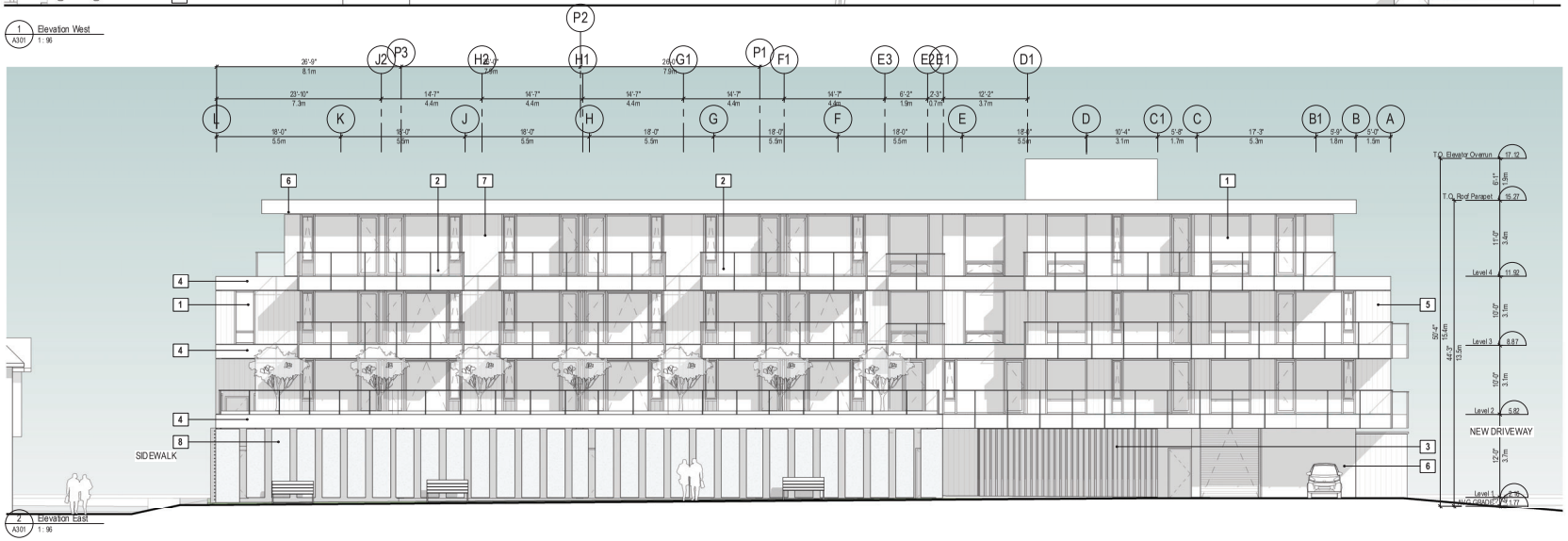
PROJECT NO. 2018-022

A105
ROOF PLAN

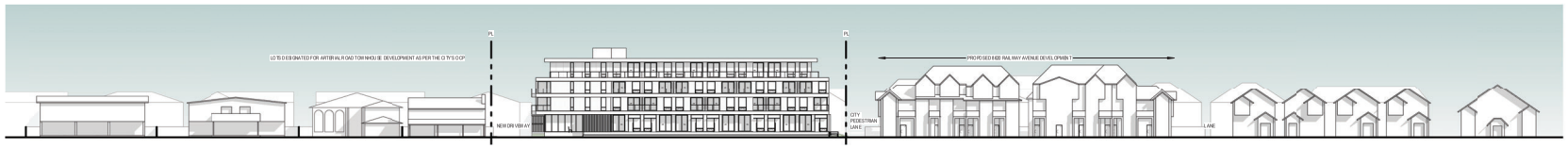
PLN – 30



1 A301 Elevation West
1 : 96



2 A301 Elevation East
1 : 96



3 A301 STREETSCAPE ELEVATION - WEST
1 : 384

wca
WINSTON CHONG ARCHITECT

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MATERIAL LEGEND

1	PREFINISHED VINYL WINDOWS SYSTEM C/W INSULATED GLASS UNITS (IGU)
2	BALCONY GUARDRAIL
3	VERTICAL ALUMINUM SLATS IN WOODSTOCK BROWN
4	CEMENTITIOUS FASCIA BOARD IN PEARL GREY
5	CEMENTITIOUS VERTICAL SIDING IN WOODSTOCK BROWN
6	CEMENTITIOUS FASCIA BOARD IN ARTIC WHITE
7	CEMENTITIOUS VERTICAL SIDING TEXTURED IN ARTIC WHITE
8	PAINTED CONCRETE MASONRY UNIT
9	ARCHITECTURAL CONCRETE, CAST IN PLACE

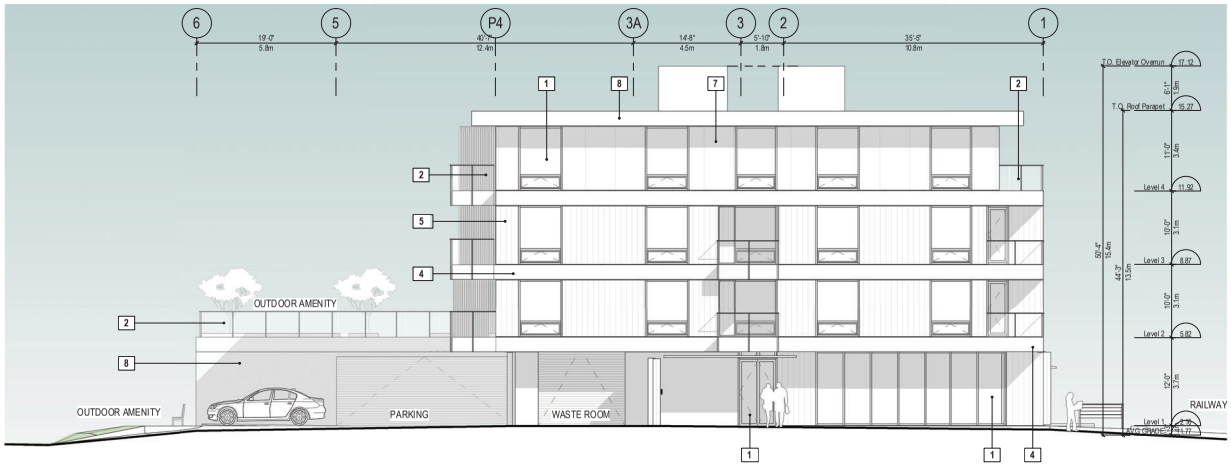
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RAILWAY AVENUE DEVELOPMENT
8520-8560 RAILWAY AVENUE

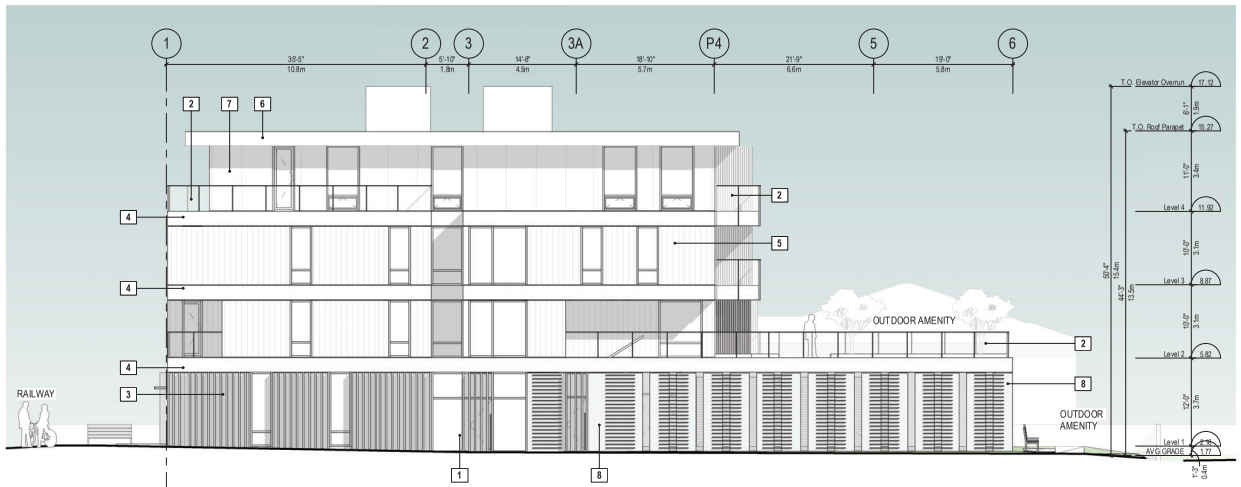
PROJECT NO. 2018-022

A301
ELEVATIONS (W&E) & STREETSCAPE

PLN – 31



1 A302 Elevation North
1 : 96



2 A302 Elevation South
1 : 96

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MATERIAL LEGEND

1	PREFINISHED VINYL WINDOWS SYSTEM C/W INSULATED GLASS UNITS (IGU)
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3	VERTICAL ALUMINUM SLATS IN WOODSTOCK BROWN
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RAILWAY AVENUE DEVELOPMENT
8520-8560 RAILWAY AVENUE

PROJECT NO. 2018-022

A302
ELEVATIONS (N&S)





PLN – 32

wca
WINSTON CHONG ARCHITECT

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RAILWAY AVENUE DEVELOPMENT
8520-8560 RAILWAY AVENUE

PROJECT NO. 2018-022

A1000
RENDERINGS





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RAILWAY AVENUE DEVELOPMENT
8520-8560 RAILWAY AVENUE

PROJECT NO. 2018-022

A1002
RENDERINGS

PLN – 33





PLN – 34

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RAILWAY AVENUE DEVELOPMENT
8520-8560 RAILWAY AVENUE

PROJECT NO. 2018-022

A1003
RENDERINGS

LANDSCAPE LEGENDS

SYMBOL	MATERIALS	DETAILS
	PERMEABLE PAVER FOR INTERNAL DRIVEWAY	2/L3.0
	CIP CONCRETE PAVING	5/L3.0
	18"X18" CONCRETE PAVING	1/L3.0
	24"X24" PORCELAIN PAVING	1/L3.0
	COMPOSITE WOOD	1/L3.0
	LAWN	3/L3.0
	PLANTING BED	3/L3.0
	RAISED WOOD GARDEN BED	3/L3.0
	RAISED AGRICULTURAL PLANTER	3/L3.0
	CONCRETE PLANTER	3/L3.0
	BENCH	4/L3.4
	MOVABLE TABLE AND CHAIRS	4/L3.4
	GREENWALL TRELLIS SYSTEM	3/L3.4
	BIKE RACKS	2/L3.1
	PICNIC TABLE AND BENCHES	2/L3.1
	BOULDER	2/L3.1
	6'-0" HIGH WOOD FENCE	4/L3.2
	TRELLIS	1/L3.2
	OUTDOOR FIRE PIT	1/L3.2

PLN – 35

LAYOUT AND MATERIALS NOTES:

1. DO NOT SCALE DRAWINGS.

2. LAYOUT DRAWINGS ARE TO BE READ IN CONJUNCTION WITH ALL OTHER CONSULTANT DRAWINGS.

3. ALL EXISTING INFORMATION APPROXIMATE ONLY. VERIFY ALL EXISTING GRADES AND DIMENSIONS WITH SITE CONDITIONS. REPORT DISCREPANCIES TO CONSULTANT TEAM PRIOR TO PROCEEDING.

4. THE CONTRACTOR IS TO PROTECT ALL EXISTING UTILITIES, HARD SURFACES, STRUCTURES, WALLS, AND TREES FOR DURATION OF CONSTRUCTION.

5. THE LOCATION OF ALL PROPOSED HARDSCAPE AND SITE FURNISHINGS ARE TO BE FLAGGED OUT ONSITE BY THE CONTRACTOR AND APPROVED BY THE LANDSCAPE ARCHITECT PRIOR TO INSTALLATION.

6. ALL OFF-SITE WORKS TO CONFORM TO CITY OF RICHMOND STANDARDS.

7. LAYOUT OF ALL OFF-SITE WORKS, INCLUDING FURNISHINGS, PATHWAYS, WALLS, PLANTING, ETC., TO BE CONFIRMED WITH CITY OF RICHMOND PRIOR TO INSTALLATION.



HOMING LANDSCAPE ARCHITECTURE

ADDRESS: 1423 W11TH AVENUE, VANCOUVER, BC, CANADA V6H 1K9
CELL: 778-323-5536
EMAIL: HOMINGLANDSCAPE@GMAIL.COM

DO NOT SCALE THE DRAWINGS. COPYRIGHT RESERVED. IF A DISCREPANCY OCCURS BETWEEN THE DRAWINGS AND THE SPECIFICATIONS OR ANY OTHER DOCUMENT ASSOCIATED WITH THE PROJECT, THE CONFLICT SHALL BE REPORTED IN WRITING TO THE LANDSCAPE ARCHITECT TO OBTAIN CLARIFICATION AND APPROVAL BEFORE PROCEEDING WITH WORKS.

Revisions

NO.	Date	Note
A	2022-08-21	ISSUED FOR REZONING

RAILWAY AVENUE SENIOR RENTAL HOUSING DEVELOPMENT

PROJECT ADDRESS:
8520,8540,8560 RAILWAY AVENUE,
RICHMOND, BC, CANADA

PROJECT NUMBER: 21-20

SCALE: 3/32"=1'0"(1:128)

DRAWN BY: EL

REVIEWED BY: EL

Landscape Layout & Materials Plan - Level 1

L1.0

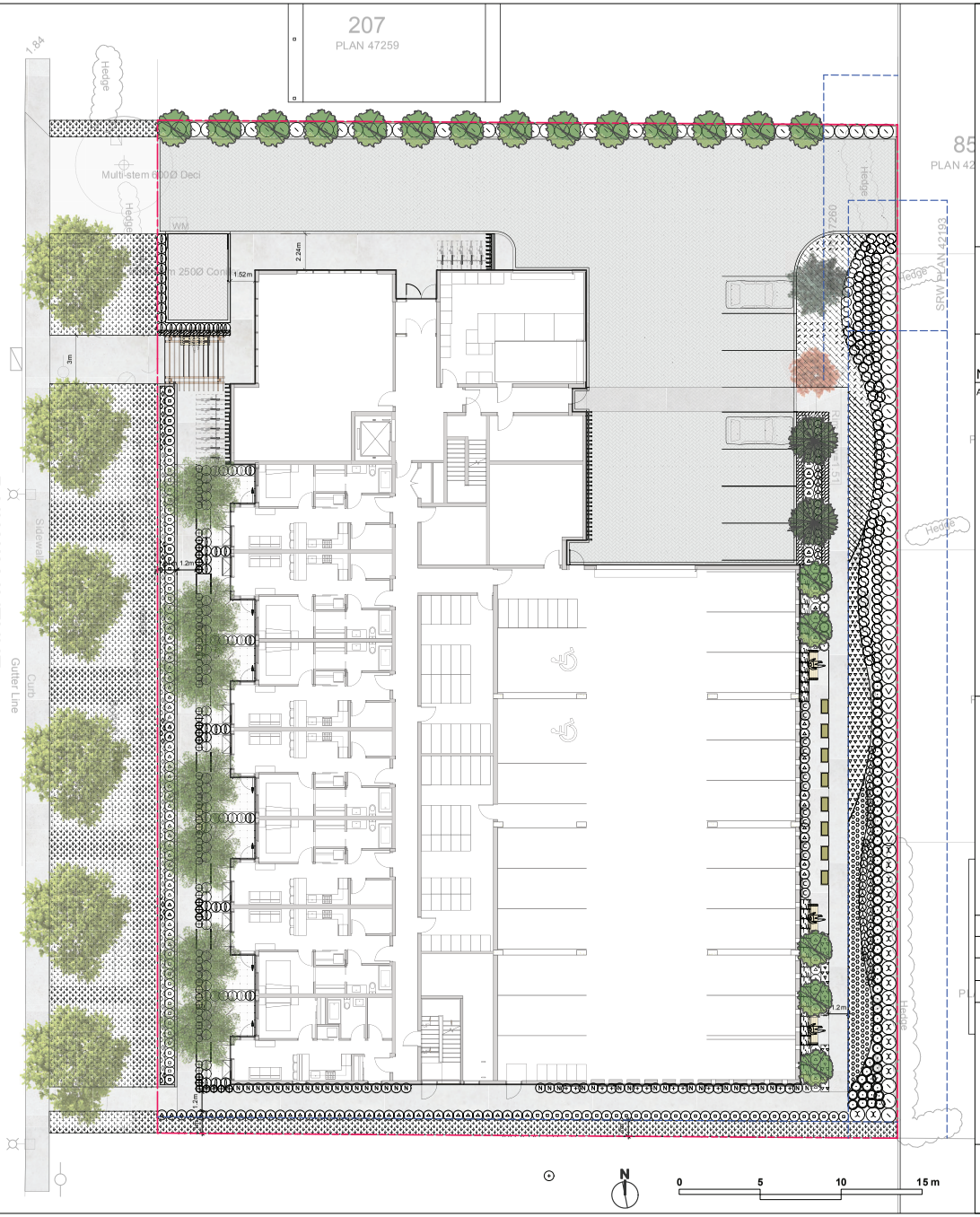

RAILWAY AVENUE
Crown of Road
Top of Slope
Bottom of Slope
Curb
Gutter Line
Sidewalk
Driveway
Hedge
Multi-stem 250Ø Conifer
Multi-stem 600Ø Deci
WM
SRW PLAN 38276
SRW PLAN 42193
SRW PLAN 47260
Rim Elev=1.51
Manhole
MH
PLAN 42192
82
83
84
85
PLAN 47259
207
7.8%
PLN - 36

PLANT LIST

QTY.	BOTANICAL NAME	COMMON NAME	SIZE	SPACING
TREES				
14	Styrax japonicus	Japanese snowbell	6cm cal., B&B	as shown
5	Prunus 'The Bride'	Flowering Cherry	5cm cal., B&B	as shown
3	Acer circinatum	Vine Maple	1.8m height	as shown
6	Ginkgo biloba Street trees species to be confirmded by City of Richmond	Ginkgo	8cm cal., B&B	as shown
3	Pinus contorta var. contorta	Shore Pine	2m height	as shown
2	Tsuga heterophylla	Western Hemlock	2m height	as shown
19	Fagus Sylvatica 'Dawyck'	European Beech	6cm cal., B&B	as shown
SHRUBS				
35	Nandina domestica 'Harbour Dwarf'	heavenly bamboo	#2 pot	24" o.c
64	Lavandula angustifolia 'Hidcote'	English Lavender	#2 pot	18" o.c
32	Rhododendron 'Crete'	Pink Rhododendron	#3 pot	36" o.c
18	Sarcococca hookeriana humilis	Himalayan Sweet Box	#2 pot	24" o.c
18	Spiraea bumulda 'Goldflame'	Goldflame Spiraea	#2 pot	24" o.c
20	Azalea japonica 'Purple Splendor'	Purple Splendor Azalea	#2 pot	24" o.c
18	Gaultheria shallon	Salal	#2 pot	36" o.c
41	Taxus X Media 'Hicksii'	Hick's Yew	4' height	24" o.c
95	Thuja occidentalis 'Smaragd'	Emerald Cedar	5' height	24" o.c
70	Dicentra formosa	Western bleeding heart	#1 pot	18" o.c
10	Vaccinium ovatum	Evergreen Huckleberry	#3 pot	36" o.c
13	Eternal Fragrance Daphne	Daphne x transatlantica 'Blafra'	#2 pot	24" o.c
GROUND COVERS, GRASSES & VINES				
135	Pachysandra terminalis	Japanese pachysandra	4"(10cm) pot	15" o.c
137	Oxalis oregana	Redwood Sorrel	4"(10cm) pot	15" o.c
71	Fragaria chiloensis	Beach strawberry	4"(10cm) pot	15" o.c
93	Arctostaphylos uva-ursi	Bearberry	4"(10cm) pot	15" o.c
229	Carex pensylvanica	Pennsylvania sedge	#2 pot	18" o.c
12	Clematis ligusticifolia	Western White Clematis	#1 pot	24" o.c
15	Lonicera albiflora	White Honeysuckle	#1 pot	24" o.c
LAWN				
393	m2			

NOTES:

1) In case of discrepancy between plant numbers on this list and on the plan, the latter shall prevail.
2) All planting shall be in accordance with CSLA Landscape Standard, latest edition.
3) All planting beds to be installed with 2"(50mm) mulch per specifications.
4) Street trees species and locations to be confirmed by the City of Richmond before installation.



HOMING LANDSCAPE ARCHITECTURE
ADDRESS: 1423 W11TH AVENUE,
VANCOUVER, BC, CANADA V6H 1K9
CELL: 778-323-5536
EMAIL: HOMINGLANDSCAPE@GMAIL.COM

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Revisions

NO.	Date	Note
A	2022-08-21	ISSUED FOR REZONING

RAILWAY AVENUE SENIOR RENTAL HOUSING DEVELOPMENT

PROJECT ADDRESS:
8520,8540,8560 RAILWAY AVENUE,
RICHMOND, BC, CANADA

PROJECT NUMBER: 21-20
SCALE: 3/32"=1'0"(1:128)
DRAWN BY: EL
REVIEWED BY: EL

Landscape Planting Plan & Plant List - Level 1

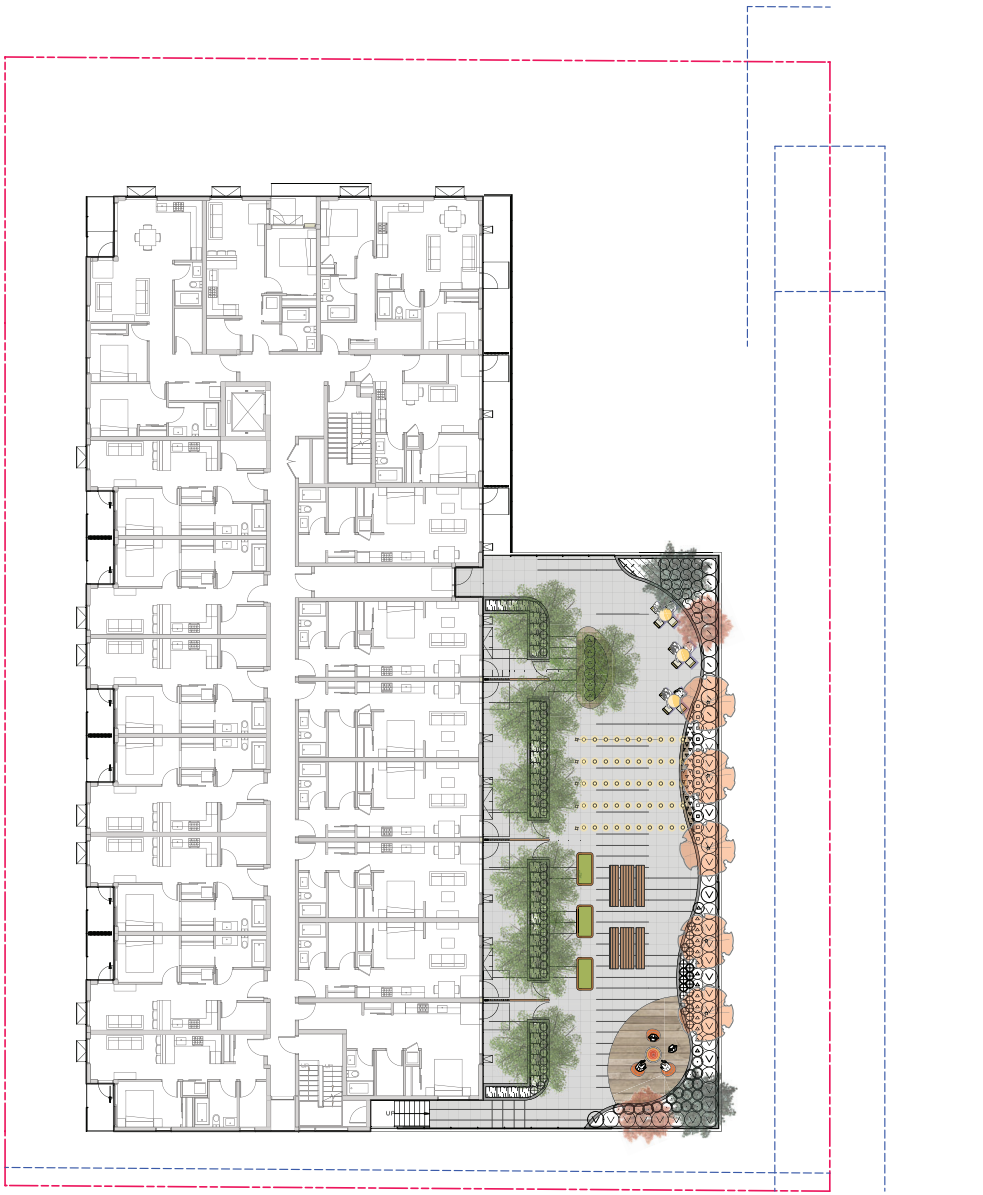
L2.0

PLANT LIST

QTY.	BOTANICAL NAME	COMMON NAME	SIZE	SPACING
TREES				
14	Styrax japonicus	Japanese snowbell	6cm cal., B&B	as shown
5	Prunus 'The Bride'	Flowering Cherry	5cm cal., B&B	as shown
3	Acer circinatum	Vine Maple	1.8m height	as shown
6	Ginkgo biloba Street trees species to be confirmded by City of Richmond	Ginkgo	8cm cal., B&B	as shown
3	Pinus contorta var. contorta	Shore Pine	2m height	as shown
2	Tsuga heterophylla	Western Hemlock	2m height	as shown
19	Fagus Sylvatica 'Dawyck'	European Beech	6cm cal., B&B	as shown
SHRUBS				
35	Nandina domestica 'Harbour Dwarf'	heavenly bamboo	#2 pot	24" o.c
64	Lavandula angustifolia 'Hidcote'	English Lavender	#2 pot	18" o.c
32	Rhododendron 'Crete'	Pink Rhododendron	#3 pot	36" o.c
18	Sarcococca hookeriana humilis	Himalayan Sweet Box	#2 pot	24" o.c
18	Spiraea bumulda 'Goldflame'	Goldflame Spiraea	#2 pot	24" o.c
20	Azalea japonica 'Purple Splendor'	Purple Splendor Azalea	#2 pot	24" o.c
18	Gaultheria shallon	Salal	#2 pot	36" o.c
41	Taxus X Media 'Hicksii'	Hick's Yew	4' height	24" o.c
95	Thuja occidentalis 'Smaragd'	Emerald Cedar	5' height	24" o.c
70	Dicentra formosa	Western bleeding heart	#1 pot	18" o.c
10	Vaccinium ovatum	Evergreen Huckleberry	#3 pot	36" o.c
13	Eternal Fragrance Daphne	Daphne x transatlantica 'Blafra'	#2 pot	24" o.c
GROUND COVERS, GRASSES & VINES				
135	Pachysandra terminalis	Japanese pachysandra	4"(10cm) pot	15" o.c
137	Oxalis oregana	Redwood Sorrel	4"(10cm) pot	15" o.c
71	Fragaria chiloensis	Beach strawberry	4"(10cm) pot	15" o.c
93	Arctostaphylos uva-ursi	Bearberry	4"(10cm) pot	15" o.c
229	Carex pensylvanica	Pennsylvania sedge	#2 pot	18" o.c
12	Clematis ligusticifolia	Western White Clematis	#1 pot	24" o.c
15	Lonicera albiflora	White Honeysuckle	#1 pot	24" o.c
LAWN				
393	m2			

NOTES:

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N

0 5 10 15 m

HOMING LANDSCAPE ARCHITECTURE

ADDRESS: 1423 W11TH AVENUE,
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Revisions

NO.	Date	Note
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RAILWAY AVENUE SENIOR RENTAL HOUSING DEVELOPMENT

PROJECT ADDRESS:
8520,8540,8560 RAILWAY AVENUE,
RICHMOND, BC, CANADA

PROJECT NUMBER: 21-20

SCALE: 3/32"=1'0"(1:128)

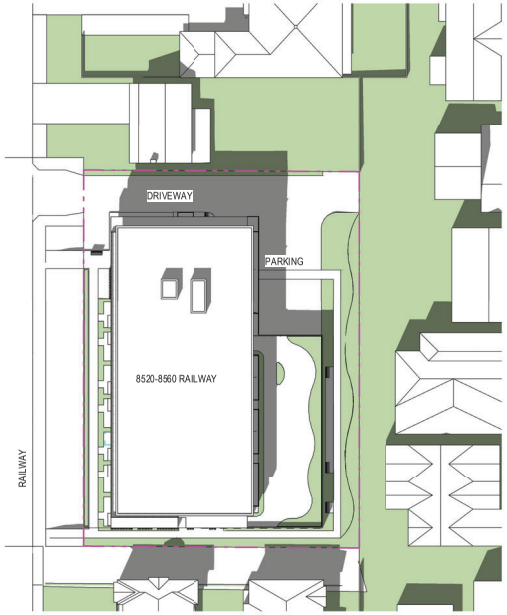
DRAWN BY: EL

REVIEWED BY: EL

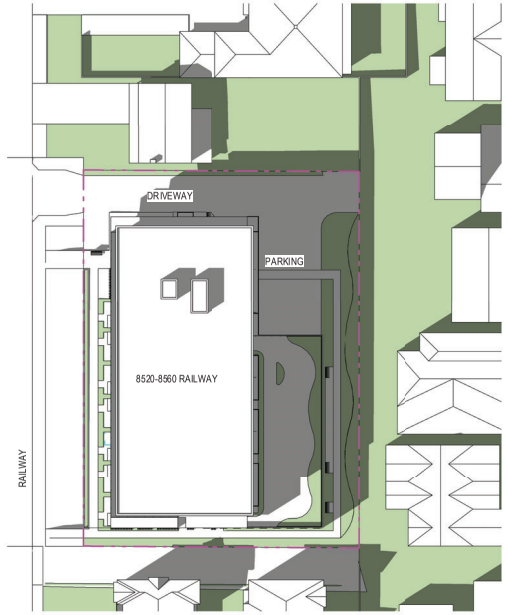
Landscape Planting Plan & Plant List - Level 2

L2.1

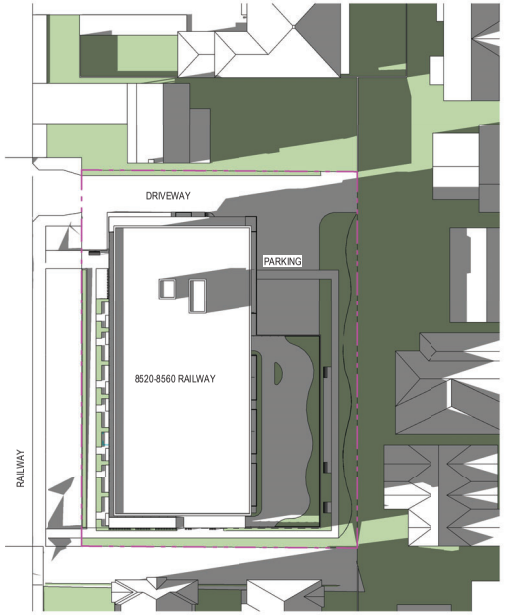
PLN – 39



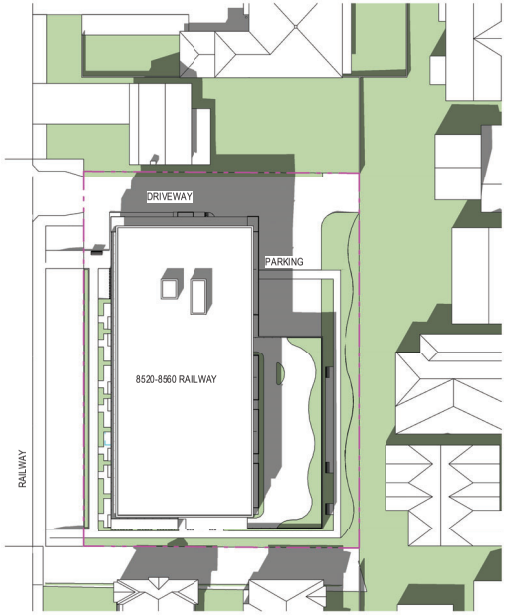
2 A010 Shadow Study - March 21 - 10am
1 : 384



3 A010 Shadow Study - March 21 - 12pm
1 : 384



1 A010 Shadow Study - March 21 - 2pm
1 : 384



4 A010 Shadow Study - Sept 21 - 10am
1 : 384



5 A010 Shadow Study - Sept 21 - 12pm
1 : 384



6 A010 Shadow Study - Sept 21 - 2pm
1 : 384

wca
WINSTON CHONG ARCHITECT

ALL DRAWINGS AND RELATED DOCUMENTS ARE THE PROPERTY OF WINSTON CHONG ARCHITECT INC. AND MAY NOT BE REPRODUCED IN WHOLE OR IN PART WITHOUT THE ARCHITECTS PERMISSION. DO NOT SCALE THIS DRAWING. THE CONTRACTOR MUST VERIFY AND BE RESPONSIBLE FOR ALL JOB DIMENSIONS. DRAWINGS, DETAILS, AND SPECIFICATIONS AND RELATED DOCUMENTS ARE TO BE USED ONLY FOR THE PURPOSE OF CONSTRUCTING WITH THE WORK. ALL WORK, LABOUR, MATERIAL AND PRODUCTS MUST COMPLY WITH THE REQUIREMENTS OF THE BUILDING CODE AND RELEVANT BY-LAWS AND RELATED DOCUMENTS.

DATE	REV	DESCRIPTION
2023/04/28		ISSUED FOR REZONING R004
2023/03/29		ISSUED FOR REZONING R003
2022/11/17		ISSUED FOR REZONING R002
2022/08/21		ISSUED FOR REZONING R001
2021/05/21		ISSUED FOR REZONING
2021/04/30		PRE-APP REVIEW
2020/11/16		CoR PRELIM REVIEW

RAILWAY AVENUE DEVELOPMENT
8520-8560 RAILWAY AVENUE

PROJECT NO. 2018-022

A010
SHADOW STUDIES

City of Richmond

Development Application Data Sheet

Development Applications Department

RZ 21-936046 **Attachment 3**

Address: 8520, 8540 & 8560 Railway Avenue

Applicant: Winston Chong Architect Inc.

Planning Area(s): Blundell

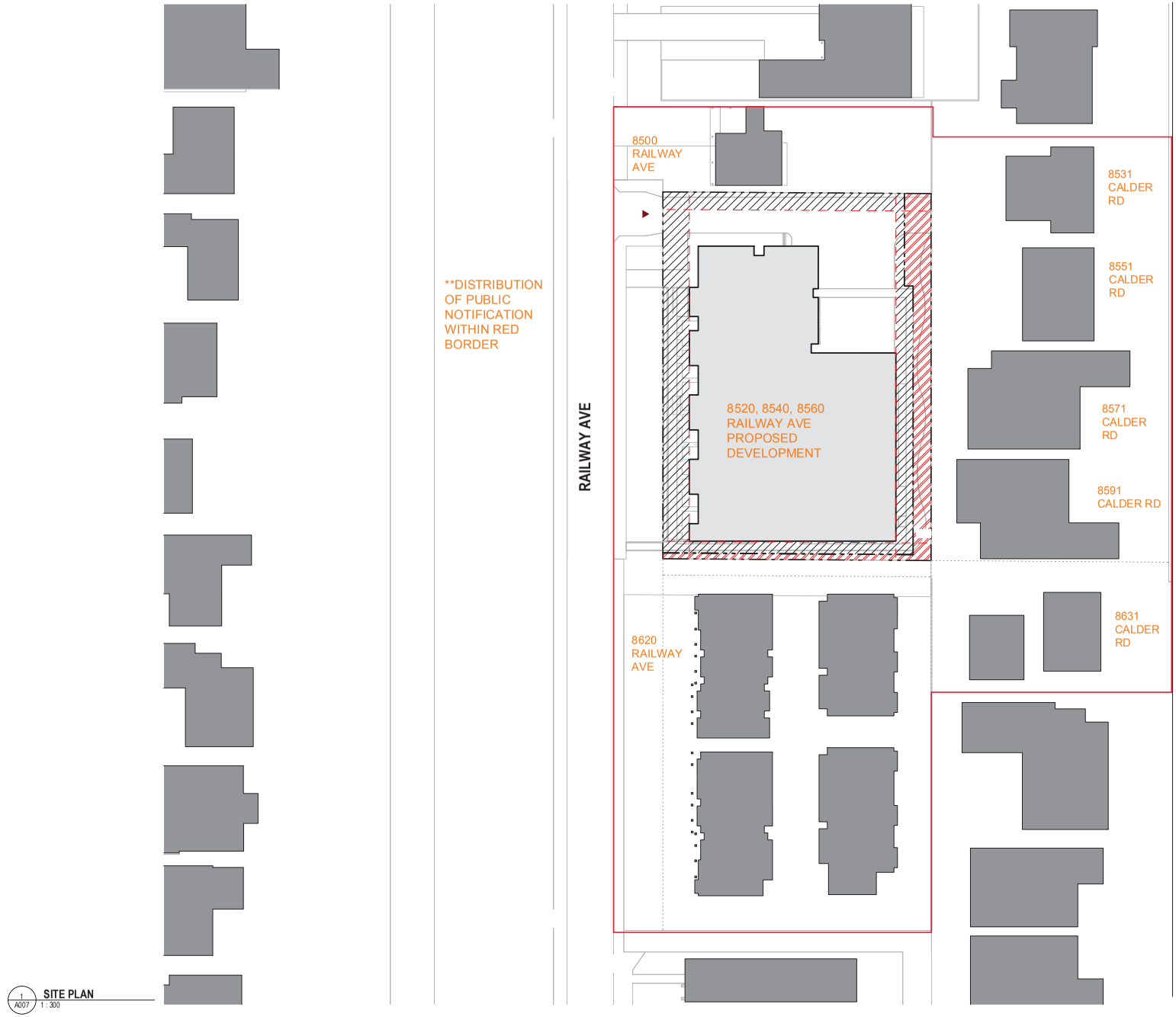
	Existing	Proposed
Owner:	SD Railway Homes Inc.	No change
Site Size:	2,859.1 m^2 (30,775 ft^2)	No change
Land Uses:	Single-family residential	Multi-family residential
OCP Designation:	Neighbourhood Residential (NRES)	Apartment Residential (APT)
Zoning:	Single Detached (RS1/E)	Low Rise Rental Apartment (ZLR47) – Railway Avenue (Blundell)
Number of Units:	1	58 (29 LEMR units and 29 market rental units secured for seniors)

	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 1.28	1.27	None permitted
Buildable Floor Area:	Total: 3,716.8 m^2 (40,008 ft^2) LEMR: Min. 1,534 m^2 (16,512 ft^2) MR: Max. 1,605 m^2 (17,276 ft^2)	Total: 3,621.8 m^2 (38,985 ft^2) LEMR: 1,534 m^2 (16,512 ft^2) MR: 1,605 m^2 (17,276 ft^2)	None permitted
Lot Coverage:	Building: Max. 60% Non-porous Surfaces: Max. 80% Live Landscaping: Min. 20%	Building: 56% Non-porous Surfaces: 61% Live Landscaping: 20%	None
Lot Size:	Min. 2,500 m^2 (26,910 ft^2)	2,859.1 m^2 (30,775 ft^2)	None
Lot Dimensions:	Width: Min. 60 m Depth: Min. 40 m	Width: 62.5 m Depth: 45.7 m	None
Setbacks:	Front: Min. 6.0 m (or 4.5 m with proper interface) Rear: Min. 6.0 m Side: Min. 6.0 m (or 3.0 m with proper interface)	Front: Min. 4.5 m Rear: Min. 6.0 m Side: Min. 3.0 m	None
Height:	Max. 15.5 m	15.5 m	None
Off-street Parking Spaces – Regular (R) / Visitor (V):	With TDMs: LEMR and MR: Min. 0.36 (R) and 0.12 (V) per unit	With TDMs: LEMR and MR: 0.36 (R) and 0.12 (V) per unit	None
Off-street Parking Spaces – Total:	LEMR and MR: Min. 21 Visitor: Min. 7 Total: Min. 28	LEMR and MR: 21 Visitor: 7 28	None

	Bylaw Requirement	Proposed	Variance
Accessible Parking Spaces:	Min. 2%	2%	None
Small Car Parking Spaces:	Max. 50%	Complies	None
Tandem Parking Spaces:	Permitted – Maximum of 50% of required spaces	0	None
Bicycle Parking – Class 1:	With TDMs: Min. 0.58 per unit = 34	With TDMs: 34	None
Bicycle Parking – Class 2:	Min. 0.2 per unit = 12	13	None
Amenity Space – Indoor:	Min. 100 m^2	102 m^2 (1,098 ft^2)	None
Amenity Space – Outdoor:	Min. 6 m^2 per unit = 348 m^2	Total: 495 m^2 (5,324 ft^2)	None

ATTACHMENT 4

WINSTON CHONG ARCHITECT



1 / A007 SITE PLAN
1 : 300

PLN – 42

RAILWAY AVENUE DEVELOPMENT
8520-8560 RAILWAY AVENUE

PROJECT NO. 2018-022

A007
SITE PLAN

OCP Consultation Summary

Staff have reviewed the proposed OCP amendment, with respect to the *Local Government Act* and the City's OCP Bylaw Preparation Consultation Policy No. 5043 requirements and determined that this report does not require referral to external stakeholders. The table below clarifies this recommendation as it relates to the proposed OCP amendment.

Stakeholder	Referral Comment (No Referral necessary)
Agricultural Land Commission (ALC)	No referral necessary because the Agricultural Land Reserve (ALR) is not affected.
Richmond School Board	This application was not referred to the Richmond School Board because it does not have the potential to generate 25 or more school aged children (an additional 150 or more multiple family housing units or 60 or more single-family housing units), above what the current OCP allows for. According to OCP Bylaw Preparation Consultation Policy 5043, which was adopted by Council and agreed to by the School District, residential developments which generate less than 50 school aged children do not need to be referred to the School District (e.g., typically around 295 multiple-family housing units). This application only involves 58 multiple-family housing units, and is secured for seniors.
The Board of Metro Vancouver	No referral necessary because the Regional District is not affected.
The Councils of adjacent Municipalities	No referral necessary because adjacent municipalities are not affected.
First Nations (e.g., Sto:lo, Tsawwassen, Musqueam)	No referral necessary because First Nations are not affected.
TransLink	No referral necessary because the proposed amendments will not result in road network changes.
Port Authorities (Vancouver Port Authority and Steveston Harbour Authority)	No referral necessary because the Port is not affected.
Vancouver International Airport Authority (VIAA) (Federal Government Agency)	No referral necessary because the proposed amendments do not affect Transport Canada's maximum permitted building height or the OCP Aircraft Noise Sensitive Development (ANSD) Policy.
Richmond Coastal Health Authority	No referral necessary because the Health Authority is not affected.
Stakeholder	**Referral Comment (No Referral necessary)**
Community Groups and Neighbours	Public notification for the Public Hearing will be provided as per the *Local Government Act*.
All relevant Federal and Provincial Government Agencies	No referral necessary because Federal and Provincial Government Agencies are not affected.

Richmond Official Community Plan Bylaw 9000, Amendment Bylaw 9494, having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043, is hereby found to not require further consultation. The public will have an opportunity to comment further on all of the proposed amendments at the Public Hearing.

MEMORANDUM OF UNDERSTANDING

THIS MEMORANDUM OF UNDERSTANDING (the "**MOU**") is made as of the 19th June, 2023

BETWEEN:

SD RAILWAY HOMES INC.

(hereinafter together referred to as the "**Developer**")

OF THE FIRST PART

AND:

RICHMOND KIWANIS SENIOR CITIZENS HOUSING SOCIETY

(hereinafter referred to as the "**Operator**")

OF THE SECOND PART

WHEREAS,

A. The "**Developer**" intends to design and build a 58-unit 4-storey building located at 8520, 8540 and 8560 Railway Avenue in Richmond, BC (the "**Project**");

B. The Project shall include an affordable housing component with 29 units and a market rental housing component with 29 units with restrictions as follows:

Unit Type	# of Affordable Units	# of Market Rental Units	Total # of Units
Studio	4	15	19
1-Bedroom	23	8	31
2-Bedroom	2	6	8

C. The Operator is a non-profit organization that has served the Richmond community since 1958. The society currently operates two residential towers in Richmond consisting of 296 units. They are experienced in City of Richmond reporting and eligibility requirements and comfortable working together with a property management team. One of its primary objectives is the operation of affordable housing within the City of Richmond.

THEREFORE:

1. <u>Purpose of this MOU</u>

a. The purpose of this MOU is to set out the terms by which the Operator would operate and manage all of the Affordable and Market Rental Housing.
b. It is understood by the parties that this MOU is not intended to create any legally binding

obligations between them, except for the obligations of the parties pursuant to Section 3 hereof. No party will have any liability to any other party based upon, arising from, or relating to this MOU, including any termination hereof, except for the parties' obligations under Section 3 hereof, which obligations will survive any termination of this MOU for a period of two years from the date of termination.

2. Key Business Terms

a. Design and Construction of Affordable Housing

The Developer will design and construct the Affordable Housing in accordance with the requirements set out in the OCP ^ Considerations, the approved Development Permit for the Development and the Housing Agreement.

b. Operation and Management of the Project

The parties acknowledge that the Project is to be used as rental housing in perpetuity.

The City of Richmond requires the Developer to retain and maintain a non-profit organization acceptable to the City to operate and manage the Affordable Housing in accordance with the policies set by the City.

The Operator acknowledges and agrees that these requirements are consistent with its prime objectives and are achievable by the Operator.

3. Confidentiality

All information or documentation received by either party hereto (the "**Receiving Party**") regarding the business affairs or trade secrets of the other party hereto (the "**Disclosing Party**"), in respect of the Project, including information and documentation pertaining to or arising from the business relationship between the parties, shall be deemed to be confidential and proprietary to the Disclosing Party ("**Confidential Information**"). Except as otherwise provided herein or as otherwise agreed to between the parties, the Receiving Party shall not directly or indirectly disclose any such Confidential Information or documentation to any third party without the prior written consent of the Disclosing Party. Such consent is not required where the third party is an affiliate or a contractor or consultant involved in the development of the Project, but Confidential Information may only be disclosed to the extent that such disclosure is necessary for the proper performance of the parties' respective obligations contemplated herein or to the extent that such disclosure is required by law.

Upon reasonable notice and request from the Disclosing Party, the Receiving Party will return or cause to be returned to the Disclosing Party all the Disclosing Party's Confidential Information in the Receiving Party's possession and will not retain any copies or other reproductions, records or documents thereof. The Receiving Party will, upon reasonable notice and request from the Disclosing Party, destroy or have destroyed all reproductions, records and documents in the Receiving Party's possession containing the Disclosing Party's Confidential Information or relating

to the Receiving Party's review of the Disclosing Party's Confidential Information. The Receiving Party will, upon reasonable notice and request from the Disclosing Party, delete all records of the Disclosing Party's Confidential Information from all retrieval systems and databases or destroy same as directed by the Disclosing Party within 30 days of receipt of notice from the Disclosing Party requiring such deletion or destruction. The obligation to destroy or delete records of Confidential Information extends to any document prepared by the Receiving Party that substantially embodies or contains extracts from the Disclosing Party's Confidential Information.

The obligations of confidentiality set out above are subject to applicable laws and shall not apply to material, data or information that was known to the Receiving Party prior to its receipt thereof, that is generally available to the public or that has been obtained from a third party having the right to disclose the same. The above confidentiality covenants of the parties shall survive termination of this MOU for a period of two years from the date of termination.

4. Termination

Prior to the execution of a Management Agreement by the parties, either party hereto may, by written notice to the other, elect for any reason not to proceed with the Management Agreement without any liability to the other party hereto whereupon this MOU and the negotiations contemplated hereunder shall automatically terminate.

IN WITNESS WHEREOF the parties hereto have executed this MOU as of the date first written above.

SD RAILWAY HOMES INC.

By 

Cindy Chan, President & CEO

RICHMOND KIWANIS SENIOR CITIZENS HOUSING SOCIETY

By 

Peter So, Vice President

KIWANIS TOWERS
RICHMOND

June 20th, 2023

Richmond Kiwanis Senior Citizens Housing Society
#100 – 7388 Gollner Avenue
Richmond, BC
V6Y 0H4

City of Richmond
Attention: Planning & Zoning Department
6911 No. 3 Road
Richmond, BC
V6Y 2C1

Letter of Support for the Project at 8520, 8540, and 8560 Railway Avenue

I am writing this letter to express my wholehearted support for the project proposed at 8520, 8540, and 8560 Railway Avenue. As the manager of Richmond Kiwanis Seniors Citizens Housing Society since 2015, I have extensive experience overseeing the day-to-day operation of 325 housing units for seniors, which has given me valuable insight into the growing demand for affordable housing options tailored to the needs of our senior community.

With an ever-increasing elderly population and limited availability of suitable housing, the significance of initiatives like the project at Railway Avenue cannot be overstated. By offering 58 units, comprising of 29 senior affordable units and 29 market rental units for seniors, this project demonstrates a thoughtful approach to addressing the housing challenges faced by older adults in our community.

Seniors form an integral part of our society, having contributed their skills, wisdom, and efforts over a lifetime. However, many seniors face significant financial constraints that hinder their ability to access suitable and affordable housing. The demand for housing options that cater specifically to the needs of seniors has never been more urgent.

Through my work at Richmond Kiwanis Towers, I have witnessed firsthand the overwhelming demand for affordable housing options for seniors. The waiting lists for our existing units at both the main tower and off-site locations, Berkeley House and Trafalgar Square, continue to grow, reflecting the pressing need for more accessible housing options for seniors in our community.

The proposed project at Railway Avenue, with its commitment to providing both affordable and market rental units for seniors, offers a comprehensive solution to this demand. By offering a range of housing options, this project will not only alleviate the burden of housing costs for low-income seniors but also provide choice and flexibility for those who are capable of paying market rents. This diversity in housing options is essential to accommodate the unique financial circumstances and preferences of our senior population.

KIWANIS TOWERS
RICHMOND

Furthermore, by promoting mixed communities that combine affordable and market-rate units, the project at Railway Avenue fosters a sense of inclusivity and social integration. Such environments have proven to enhance the overall well-being and quality of life for seniors, promoting social connections, and mitigating feelings of isolation that can often accompany aging. Senior residents from all properties we operate are invited to leisure activities hosted annually at Kiwanis Towers, including a spring pancake breakfast, summer BBQ, Christmas Celebration Party, and Lunar New Year Gathering. Shuttle service between various properties operated by volunteers will be arranged and provided to tenants with need.

At Richmond Kiwanis, our mission is to provide below-market residential accommodations for qualified seniors, ensuring they have access to safe, comfortable, and affordable housing options. We take great pride in our track record of successfully managing and operating rental properties, creating a supportive and inclusive environment where seniors can thrive.

We take pride in our achievements and the positive impact we have on the lives of seniors. Richmond Kiwanis remains at the forefront of affordable housing, actively working to address the ongoing demand and making a difference in the lives of our residents

In conclusion, I wholeheartedly support the project at 8520, 8540, and 8560 Railway Avenue and commend the Kiwanis organization and developers for their commitment to addressing the pressing need for senior housing in our community. This initiative demonstrates a deep understanding of the challenges faced by seniors and presents a comprehensive solution that will significantly contribute to improving their quality of life.

Please do not hesitate to reach out to me if you require any further information or assistance in supporting this project. I am confident that the development of these much-needed housing units will have a profoundly positive impact on the lives of our senior residents.

Thank you for your attention to this matter, and I look forward to witnessing the successful realization of this project.

Sincerely,

M. Kljajic

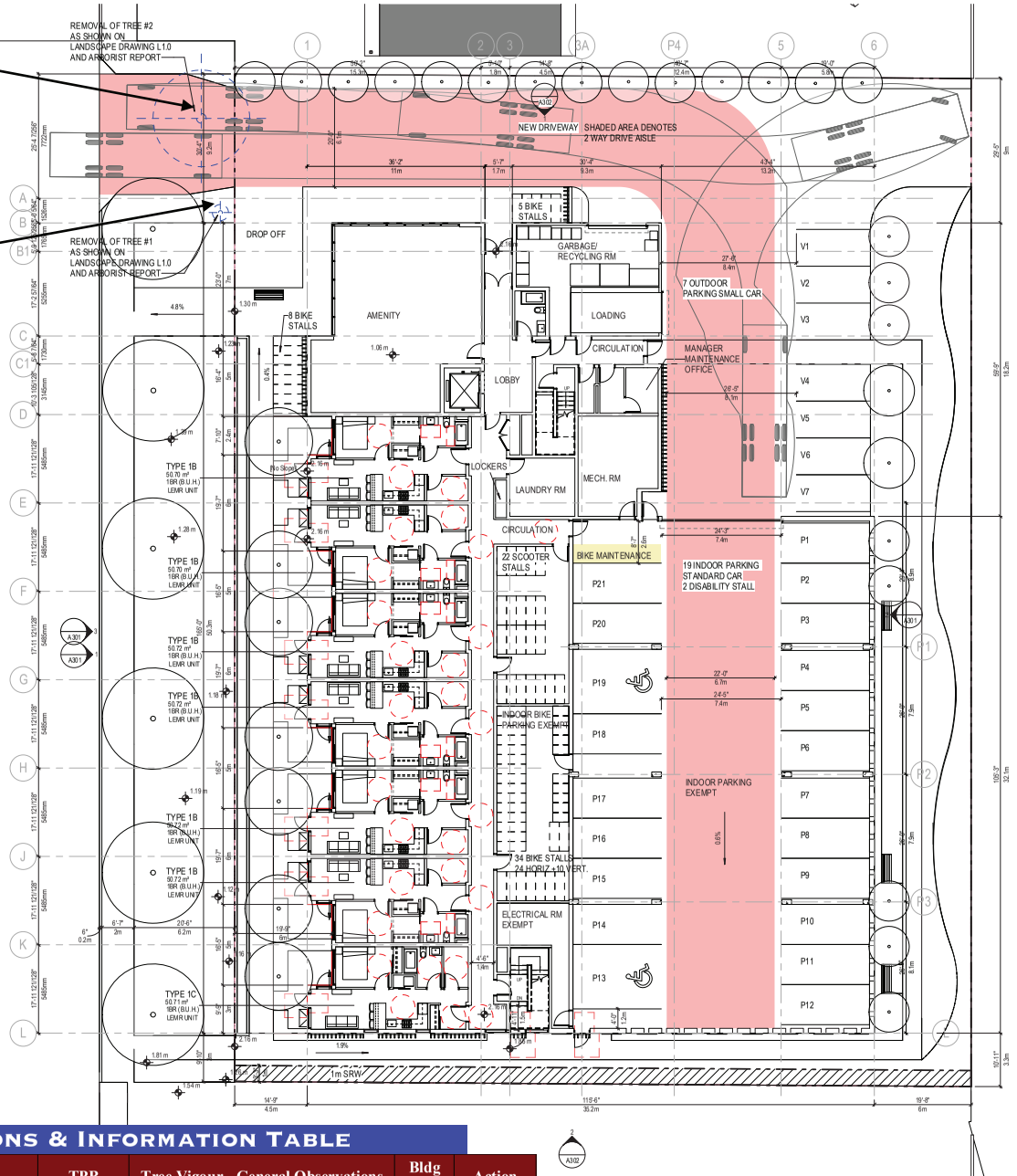
Milan Kljajic
Manager

TREE MANAGEMENT PLAN

ATTACHMENT 8

TAG #2
REMOVE

TAG #1
REMOVE



ARBORIST LEGEND

PLN 469

 # - TREE ID

ARBORIST INCLUSION REFERS TO ARBORIST ON-SITE SUPERVISION OF ALL WORK WITHIN ANY TREE PROTECTION ZONE AND WITHIN 3 FEET OF ANY TREE PROTECTION ZONE, AS DESIGNATED BY THE TREE PROTECTION BARRIERS.

REFER TO TPB AND TREE IMPACT SUMMARY TABLE WITHIN REPORT BODY

ARBORIST INCLUSION NOT RQD

TREE CONDITIONS & INFORMATION TABLE

Species	ID #	DBH	Crown Spread	Location	TPB	Tree Vigour - General Observations	Bldg Envlpe	Action
Cedar hedge	#1	25 cm DBH	N/A	Outside PL at NW quadrant 8520 Railway	NOT RQD	LOW VIGOUR Stem within a hedgerow	YES	REMOVE
Rhododendron Shrub	#2	60 cm DBH	N/A	Outside PL at NW corner 8520 Railway	NOT RQD	LOW VIGOUR Multi-stemmed shrub	YES	REMOVE

Letter of Commitment

28 April, 2023
City of Richmond
Planning Department

RE: 8520_8540_8560 RAILWAY AVE - RZ 21-936046

To whom it may concern

Per the staff comments via email dated April 28, 2023, please find our response to the City's Step Code Requirements related items contained therein.

We commit to meeting the City's Step Code requirements (Energy Step Code 4) for the proposed project.

We will conduct energy modelling and provide a statement to the City that our proposed design is able to meet the requirements of BC Energy Step Code that will be in place at the time of their Building Permit application.

If you have any questions or require any further information, please contact the undersigned.

Regards,



Winston Chong, Architect AIBC

Applicant & Architect for the Proposed Project
Owner's Representative for SD Railway Homes Inc.

cc:

Cindy Chan
Owner
SD Railway Homes Inc

Address: 8520, 8540 & 8560 Railway Avenue **File No.:** RZ 21-936046

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 10480, the developer is required to complete the following:

1. (OCP Amendment Bylaw) Final Adoption of OCP Amendment Bylaw 10479.
2. (Consolidation) Consolidation of all the lots into one development parcel (which will require the demolition of the existing dwelling).
3. (Flood Construction Level) Registration of a flood indemnity covenant on title.
4. (Statutory Right-of-Way) Granting of an approximately 1 m wide statutory right-of-way along the south property line for the purposes of widening the existing public walkway along the south property line. Any works essential for public access within the required statutory right-of-way (SRW) are to be included in the Servicing Agreement (SA) and the maintenance & liability responsibility is to be clearly noted. The design must be prepared in accordance with City specifications & standards and the construction of the works will be inspected by the City concurrently with all other SA related works. Works to be secured via SA.
5. (Parking Reduction Strategy): Registration of legal agreement on title securing the developer's offer to voluntarily contribute, at the owner's cost, towards various transportation-related improvements and secure parking for various uses in compliance with Zoning Bylaw requirements and transportation demand management (TDM) parking reductions, to the satisfaction of the Director of Transportation, including, but not limited to, the following:
   a) Assignment of all residential parking spaces, excluding the visitor parking spaces, is managed by the owner/operator, and will be assigned only to tenants, and on a first come/first serve basis. If all residential parking spaces are assigned and no free spaces available, any subsequent rental applicants will be advised and any rental agreements for those units will clearly state that the rental agreement does not include parking.
   b) Shuttle Bus: the developer/owner shall, at its sole cost, provide access by appointment to the existing Richmond Kiwanis Senior Housing Society shuttle bus service for all senior residents of this development, including all LEMR and market rental units, to assist with transportation needs, including grocery shopping, attending Richmond Kiwanis Seniors Citizens Housing Society activities and visiting local amenities, among other uses.
   c) Transit Pass Program: execution and completion of a transit pass program, including the following method of administration and terms:
      i. provide a communal transit pass system in perpetuity that allows residents the opportunity to use transit passes provided by the owner on a first come, first serve basis;
      ii. the number of transit passes (monthly one-zone) available will be equivalent to at least 25% of the number of units (15 units);
      iii. the transit pass system will be managed by the property manager;
      iv. the owner is to provide documentation to the City regarding the subscription of the transit passes, if requested by the City; and
      v. the availability and method of accessing the one-zone transit passes is to be clearly explained in the tenancy agreements and any rental materials.
   d) Enhanced bicycle facilities: the developer/owner shall, at its sole cost, design, install, and maintain on the lot, to the satisfaction of the City as determined via the Development Permit*:
      i. e-bike and e-scooter storage, including provision of at least 22 secure e-scooter spaces;
      ii. a shared bicycle maintenance and repair facility for all residents, including bicycle repair stand (with tools), air pumps, and faucet, hose and drain for bicycle washing;
      iii. end-of-trip facilities (including shower stall, wash basin, locker closet) for rental management staff;

Initial: _____

iv. "no development" shall be permitted, restricting Development Permit* issuance for any building on the lot, until the developer provides for the required enhanced bicycle facilities;

v. no Building Permit* shall be issued for a building on the lot, in whole or in part, until the developer provides for the required enhanced bicycle facilities and a letter of confirmation is submitted by the architect assuring that the facilities satisfy all applicable City's requirements; and

vi. "no occupancy" shall be permitted, restricting final Building Permit inspection granting occupancy for any building on the lot, in whole or in part, until the required enhanced bicycle facilities are completed and have received final Building Permit inspection granting occupancy.

e) Welcome package: the developer/owner shall, at its sole cost, provide a welcome package to all new residents with information on nearby amenities and estimated waking times to popular destinations.

6. (Development Permit) The submission and processing of a Development Permit* completed to a level deemed acceptable by the Director of Development.

7. (Low-End Market Rental Housing) The City's acceptance of the developer's offer to voluntarily contribute affordable housing, in the form of Low-End Market Rental (LEMR) units, constructed to a turnkey level of finish, at the sole cost of the developer, the terms of which shall include, but not limited to, the registration of the City's standard Housing Agreement and Covenant on title to secure the affordable housing units. The form of the Housing Agreement and Covenant shall be agreed to by the developer and the City prior to final adoption of the rezoning application, after which only the Housing Covenant may be amended or replaced and any such change will only be permitted for the purpose of accurately reflecting the specifics of the Development Permit* approval requirements, as determined to the satisfaction of the Director of Development and Director of Community Social Development. The terms of the Housing Agreement and Covenant shall indicate that they apply in perpetuity and provide for, but not limited to, the following requirements:

a) The required minimum floor area of the affordable (LEMR) housing shall be equal to a combined habitable floor area of at least 1,534 m^2 (16,512 ft^2), excluding standard floor area ratio (FAR) exemptions, for the provision of 29 affordable housing units.

b) All affordable housing and market rental units shall be maintained under single ownership (within one air space parcel or one strata lot or legal agreement to the satisfaction of the Director of Development).

c) The affordable housing units shall be restricted to seniors only (55 years old and over), but may also permit occupancy together with an eligible tenant by those under 55 years old who meet the following criteria:

i. a live-in caregiver who is providing continuing assistance or direction to an eligible tenant because of the eligible tenant's disability, illness or frailty;

ii. a child, if one of the child's caregivers is an eligible tenant;

iii. a person who is 19 years of age or older, if the person resides with an eligible tenant who was one of the person's caregivers before the person reached the age of 19 years; and

iv. the spouse of an eligible tenant.

d) The developer shall, as generally indicated in the table below:

i. ensure that the types, sizes, rental rates, and occupant income restrictions for the affordable housing units are in accordance with the City's Affordable Housing Strategy and guidelines for Low End Market Rental (LEMR) housing, unless otherwise agreed to by the Director of Development and Director of Community Social Development; and

ii. achieve the proposed unit mix and a minimum 85% units with Basic Universal Housing (BUH) features or as otherwise determined to the satisfaction of the Director of Community Social Development through an approved Development Permit*.

Unit Type	Number of Units	Min. Unit Area	Max. Monthly Unit Rent	Total Max. Household Income
Studio	4	37 m^2 (400 ft^2)	$811/month	$34,650 or less
1-Bedroom	23	50 m^2 (535 ft^2)	$975/month	$38,250 or less
2-Bedroom	2	69 m^2 (741 ft^2)	$1,218/month	$46,800 or less
Total	29	**Varies**	**Varies**	**Varies**

(1) Values adopted by Council on July 24, 2017. May be adjusted periodically as provided for under adopted City policy.

(2) Unit mix in the above table may be adjusted through the Development Permit process provided that at least 29 LEMR units are provided.

Initial: _____

e) Single ownership is required for the affordable housing and market rental units (single ownership for all affordable housing and market rental units). The affordable housing unit locations are to be determined to the satisfaction of the Director of Development and Director of Community Social Development through an approved Development Permit*. Dispersed or clustered unit configurations may be considered; however, dispersed units are generally encouraged unless a non-profit operator (that requires a clustered unit arrangement) is involved with the development.

f) Occupants of the affordable housing units shall, to the satisfaction of the City (as determined prior to Development Permit* approval), enjoy full and unlimited access to and use of all on-site indoor and outdoor amenity spaces provided for residents of the building as per OCP and approved Development Permit*, at no additional charge to the affordable housing tenants (i.e. no monthly rents or other fees shall apply for the casual, shared, or exclusive use of any amenities).

g) On-site vehicle parking, bicycle parking and storage, and related electric vehicle (EV) charging stations shall be provided for the use of affordable housing occupants as per the OCP, Zoning Bylaw and approved Development Permit*, at no additional charge to the affordable housing tenants (i.e. no monthly rents or other fees shall apply for the casual, shared, or exclusive use of any on-site vehicle parking, bicycle parking and storage, and related electric vehicle (EV) charging stations).

h) The affordable housing units, related use (e.g. parking, hallways, amenities, lobbies) and associated landscaped areas shall be completed to a turnkey level of finish, at the sole cost of the developer, to the satisfaction of the Director of Community Social Development.

i) "No development" shall be permitted, restricting Development Permit* issuance for any building in whole or in part, until the developer, to the City's satisfaction:

   i. designs the lot to provide for the affordable housing units and ancillary spaces and uses;

   ii. if applicable, amends or replaces the Housing Covenant to accurately reflect the specifics of the affordable housing units and ancillary spaces and uses as per the approved Development Permit*; and

   iii. as required, registers additional legal agreements on title to the lots to facilitate the detailed design, construction, operation, and/or management of the affordable housing units and/or ancillary spaces and uses (e.g., parking) as determined by the City via the Development Permit* review and approval processes.

j) No Building Permit* shall be issued for any building, in whole or in part, until the developer provides for the required affordable housing units and ancillary spaces and uses to the satisfaction of the City.

k) "No occupancy" shall be permitted, restricting final Building Permit inspection granting occupancy for any building, in whole or in part, until the required affordable housing units and ancillary spaces and uses are completed to the satisfaction of the City and have received final Building Permit inspection granting occupancy.

8. (Market Rental Housing) Entering into the City's standard Market Rental Agreement and registration of a Covenant to secure the provision of market rental housing, to the satisfaction of the City. The terms shall indicate that they apply in perpetuity and provide for, but will not be limited to, the following requirements:

   a) All affordable housing and market rental housing units shall be maintained under single ownership (within one air space parcel or one strata lot or legal agreement to the satisfaction of the Director of Development).

   b) The market rental housing units shall be restricted to seniors only (55 years old and over), but may also permit occupancy together with an eligible tenant by those under 55 years old who meet the following criteria:

      i. a live-in caregiver who is providing continuing assistance or direction to an eligible tenant because of the eligible tenant's disability, illness or frailty;

      ii. a child, if one of the child's caregivers is an eligible tenant;

      iii. a person who is 19 years of age or older, if the person resides with an eligible tenant who was one of the person's caregivers before the person reached the age of 19 years; and

      iv. the spouse of an eligible tenant.

   c) Occupants of the units subject to the market rental agreement shall enjoy full and unlimited access to and use of the following at no additional charge (i.e. no monthly rents or other fees shall apply for the casual, shared, or exclusive use):

i. all indoor and outdoor amenity spaces provided for residents of the building as per OCP and approved Development Permit*;

ii. all on-site vehicle parking, bicycle parking and storage, and related electric vehicle (EV) charging stations provided for the use of market rental housing occupants as per the OCP, Zoning Bylaw, and approved Development Permit*; and

iii. the terms of the market rental agreement shall indicate that they apply in perpetuity, that no more than prevailing market rent will be charged, and provide for the following or as otherwise determined to the satisfaction of the Director of Development through an approved Development Permit*.

Unit Type	Number of Units	% of Units
Studio	15	52%
1-Bedroom	8	27%
2-Bedroom	6	21%
Total	29	**100%**

(1) Unit mix in the above table may be adjusted through the Development Permit* process.

d) "No development" shall be permitted, restricting Development Permit* issuance for a building, in whole or in part, until the developer:

i. designs the lot to provide for the market rental housing units and ancillary spaces; and

ii. if applicable, amends or replaces the Housing Covenant to accurately reflect the specifics of the market rental housing units and ancillary spaces as per the approved Development Permit*.

e) No Building Permit* shall be issued for a building, in whole or in part, until the developer provides for the required market rental housing units and ancillary spaces.

f) "No occupancy" shall be permitted, restricting final Building Permit inspection granting occupancy for any building, in whole or in part, until the required market rental housing units and ancillary spaces are completed and have received final Building Permit inspection granting occupancy.

9. (Servicing Agreement) Enter into a Servicing Agreement* for the design and construction of required off-site works. A Letter of Credit or cash security for the value of the Service Agreement works, as determined by the City, will be required as part of entering into the Servicing Agreement. Works include, but may not be limited to:

Transportation:

a) Frontage improvements (cross-section): across the subject site's entire Railway Avenue frontage, the developer is required to provide the following frontage improvements (measured from the subject site's west property line):
   i) 3.0 m wide landscaped boulevard.
   ii) Construct a new 2.0 m wide concrete sidewalk. The existing sidewalk next to curb is to be removed.
   iii) Provide a landscaped boulevard with street trees over the remaining space between the new sidewalk and the existing curb of the subject site's frontage section of Railway Avenue (approx. 3.0 m). Street lighting to be accommodated within this boulevard.
   iv) 0.15 m wide existing curb.
   Note: the sidewalk alignment may need to be adjusted to accommodate existing hydro poles and streetlights.
   Note: the above dimensions are to be confirmed through legal survey.

b) Sidewalk alignment: the subject site's new sidewalk is to connect directly to the existing sidewalks to the immediate north and south neighbouring properties. The sidewalk connections are to be based on a reverse curve design (e.g. 3.0 m x 3.0 m).

c) Public pathway (along south property line): as part of the off-site works secured for the neighbouring site (8620 Railway Avenue), that development is required to provide interim upgrades to the existing walkway along the south property line of the subject site (Refer to SA 18-754738, 8620 Railway Avenue). The Developer of the subject site is required to complete the walkway upgrade to its ultimate conditions, including a 1.0 m wide grass strip within the required Statutory Right-of-Way (SRW) on-site along the subject site's south property line.

a) Driveway closures/backfill: all existing driveways along the subject site's Railway Avenue frontage are to be closed permanently. The Developer is responsible for the removal of all existing driveway let-downs and the replacement with barrier curb/gutter, boulevard with street trees and concrete sidewalk per standards described above.

b) Street trees: consult Parks on the requirements for tree protection/placement including tree species and spacing as part of the frontage works

c) Engineering requirements: consult Engineering on lighting and other utility requirements that are to be included as part of the frontage works. These requirements include but are not limited to: relocation of hydro poles, relocation of existing or placement of new hydrants, and streetlights. All such installations are to have setbacks from sidewalk/driveway/road curb per City Engineering Design Specifications.
d) Functional plan: a functional plan (based on survey) is required to confirm the frontage improvements off-site works secured by the adjacent properties and coordinated with the requirements noted for the subject development.

Water Works:

a) Using the OCP Model, there is 288.0 L/s of water available at a 20 psi residual at the 8520 Railway Avenue frontage. Based on your proposed development, your site requires a minimum fire flow of 220 L/s.
b) Provide a new service connection, complete with meter and a ROW for the valve box. The details and location of the new water service connection shall be finalized through the SA design review.
c) Richmond Fire Rescue has confirmed that a fire hydrant is required to be installed along the east side of Railway Avenue. The necessary water main and hydrant installations shall be reviewed by Engineering and added to the servicing agreement scope.
d) At Developer's cost, the Developer is required to:
    i) Submit Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) fire flow calculations to confirm 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 building designs.
    ii) Review hydrant spacing on all road frontages and install new fire hydrants as required to meet City spacing requirements for the proposed land use.
    iii) Provide a right-of-way for the water meter. Minimum right-of-way dimensions to be the size of the meter box (from the City of Richmond supplementary specifications) + any appurtenances (for example, the bypass on W2o-SD) + 0.5 m on all sides. Exact right-of-way dimensions to be finalized during the building permit process (or via the servicing agreement process, if one is required).
e) At Developer's cost, the City will:
    i) Complete all tie-ins for the proposed works to existing City infrastructure.

Storm Sewer Works:

a) At Developer's cost, the Developer is required to:
    i) Provide an erosion and sediment control plan for all on-site and off-site works, to be reviewed as part of the servicing agreement design.
    ii) Replace the existing drainage extending from the south property line to the north property line with a new 600 mm storm sewer complete with manholes.
    iii) Maintain adequate clearance from the storm sewer when placing trees in the boulevard.
b) At Developer's cost, the City will:
    i) Complete all tie-ins for the proposed works to existing City infrastructure.

Sanitary Sewer Works:

a) At Developer's cost, the Developer is required to:
    i) Not start onsite excavation or foundation construction until completion of rear-yard sanitary works by City crews.
    ii) Replace the existing sanitary line in the ROW with a new sanitary line 3 meters away from the proposed building edge to facilitate the development.
b) At Developer's cost, the City will:
    i) Complete all tie-ins for the proposed works to existing City infrastructure.

Street Lighting:

a) At Developer's cost, the Developer is required to:
    i) Review street lighting levels along all road and lane frontages, and upgrade as required.

General Items:

a) At Developer's cost, the Developer is required to:
    i) Complete other frontage improvements as per Transportation requirements.
    ii) Coordinate with BC Hydro, Telus and other private communication service providers:
        (1) To pre-duct for future hydro, telephone and cable utilities along all road frontages.

Initial: _____

(2) Before relocating/modifying any of the existing power poles and/or guy wires within the property frontages.
(3) To underground overhead service lines.

iii) Locate/relocate all above ground utility cabinets and kiosks required to service the proposed development and proposed undergrounding works, and all above ground utility cabinets and kiosks located along the development's frontages, within the developments site (see list below for examples). A functional plan showing conceptual locations for such infrastructure shall be included in the development design review process. Please coordinate with the respective private utility companies and the project's lighting and traffic signal consultants to confirm the requirements (e.g., statutory right-of-way dimensions) and the locations for the aboveground structures. If a private utility company does not require an aboveground structure, that company shall confirm this via a letter to be submitted to the City. The following are examples of statutory right-of-ways that shall be shown on the architectural plans/functional plan, the servicing agreement drawings, and registered prior to SA design approval:

- BC Hydro PMT – 4.0 x 5.0 m
- BC Hydro LPT – 3.5 x 3.5 m
- Street light kiosk – 1.5 x 1.5 m
- Traffic signal kiosk – 2.0 x 1.5 m
- Traffic signal UPS – 1.0 x 1.0 m
- Shaw cable kiosk – 1.0 x 1.0 m
- Telus FDH cabinet – 1.1 x 1.0 m

iv) Provide, prior to start of site preparation works or within the first servicing agreement submission, whichever comes first, a preload plan and geotechnical assessment of preload, dewatering, and soil preparation impacts on the existing utilities fronting the development site and provide mitigation recommendations.

v) Provide a video inspection report of the existing utilities along the road frontages prior to start of site preparation works or within the first servicing agreement submission, whichever comes first. A follow-up video inspection, complete with a civil engineer's signed and sealed recommendation letter, is required after site preparation works are complete (i.e. pre-load removal, completion of dewatering, etc.) to assess the condition of the existing utilities and provide recommendations to retain, replace, or repair. Any utilities damaged by the pre-load, de-watering, or other ground preparation shall be replaced or repaired at the Developer's cost.

vi) Conduct pre- and post-preload elevation surveys of all surrounding roads, utilities, and structures. Any damage, nuisance, or other impact to be repaired at the developer's cost. The post-preload elevation survey shall be incorporated within the servicing agreement design.

vii) Monitor the settlement at the adjacent utilities and structures during pre-loading, dewatering, and soil preparation works per a geotechnical engineer's recommendations, and report the settlement amounts to the City for approval.

i) Submit a proposed strategy at the building permit stage for managing excavation de-watering. Note that the City's preference is to manage groundwater onsite or by removing and disposing at an appropriate facility. If this is not feasible due to volume of de-watering, the Developer will be required to apply to Metro Vancouver for a permit to discharge into the sanitary sewer system. If the sanitary sewer does not have adequate capacity to receive the volume of groundwater, the Developer will be required to enter into a de-watering agreement with the City wherein the developer will be required to treat the groundwater before discharging it to the City's storm sewer system.

ii) Not encroach into City rights-of-ways with any proposed trees, retaining walls, or other non-removable structures. Retaining walls proposed to encroach into rights-of-ways must be reviewed by the City's Engineering Department.

iii) Coordinate the servicing agreement design for this development with the servicing agreement(s) for the adjacent development(s), both existing and in-stream. The developer's civil engineer shall submit a signed and sealed letter with each servicing agreement submission confirming that they have coordinated with civil engineer(s) of the adjacent project(s) and that the servicing agreement designs are consistent. The City will not accept the 1st submission if it is not coordinated with the adjacent developments. The coordination letter should cover, but not be limited to, the following:

(a) Corridors for City utilities (existing and proposed water, storm sewer, sanitary and DEU) and private utilities.

(b) Pipe sizes, material and slopes.
(c) Location of manholes and fire hydrants.
(d) Road grades, high points and low points.
(e) Alignment of ultimate and interim curbs.
(f) Proposed street lights design.

Enter into, if required, 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, 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.

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

1. (Landscape Plan and Security) Submission of a Landscape Plan prepared by a Registered Landscape Architect to the satisfaction of the Director of Development and a Landscape Security based on 100% of the cost estimate provided by the Landscape Architect (including all hard and soft materials, installation, irrigation and a 10% contingency).
2. (Noise Mitigation) Complete an acoustical and thermal a report and recommendations prepared by an appropriate registered professional, which demonstrates that the interior noise levels and noise mitigation standards comply with the City's Official Community Plan and Noise Bylaw requirements. The standard required for air conditioning systems and their alternatives (e.g. ground source heat pumps, heat exchangers and acoustic ducting) is the ASHRAE 55-2004 "Thermal Environmental Conditions for Human Occupancy" standard and subsequent updates as they may occur. Maximum interior noise levels (decibels) within the dwelling units must achieve CMHC standards follows:

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

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

1. (Construction Parking and Traffic Management Plan) 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.
2. (Accessibility) Incorporation of accessibility measures in Building Permit (BP) plans as determined via the Rezoning and/or Development Permit processes.
3. (Energy Step Code) Submission of required documents as part of the Building Permit application process, including energy reports and modelling, to assure that the project substantially complies with the City's Energy Step Code requirements.
4. (Development Cost Charges) Payment of all applicable Development Cost Charges.
5. (Construction Hoarding) 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

City of Richmond

Bylaw 10479

Richmond Official Community Plan Bylaw 9000 Amendment Bylaw 10479 (RZ 21-936046) 8520, 8540 & 8560 Railway Avenue

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

1. Richmond Official Community Plan Bylaw 9000 is amended by repealing the existing land use designation in Attachment 1 to Schedule 1 thereof of the following area and by designating it "Apartment Residential".

   P.I.D. 003-631-443
   LOT 208 SECTION 24 BLOCK 4 NORTH RANGE 7 WEST NEW WESTMINSTER DISTRICT PLAN 47259

   P.I.D. 001-489-691
   LOT 80 SECTION 24 BLOCK 4 NORTH RANGE 7 WEST NEW WESTMINSTER DISTRICT PLAN 42192

   P.I.D. 001-489-712
   LOT 81 SECTION 24 BLOCK 4 NORTH RANGE 7 WEST NEW WESTMINSTER DISTRICT PLAN 42192

2. This Bylaw may be cited as **"Richmond Official Community Plan Bylaw 9000, Amendment Bylaw 10479".**

FIRST READING	
PUBLIC HEARING	
SECOND READING	
THIRD READING	
OTHER CONDITIONS SATISFIED	
ADOPTED	

CITY OF RICHMOND
APPROVED by
APPROVED by Manager or Solicitor

MAYOR

CORPORATE OFFICER

City of Richmond

Bylaw 10480

Richmond Zoning Bylaw 8500
Amendment Bylaw 10480 (RZ 21-936046)
8520, 8540 & 8560 Railway Avenue

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

1. Richmond Zoning Bylaw 8500 is amended by inserting the following into Section 18 (Site Specific Residential (Low Rise Apartment) Zones), in numerical order:

"18.47 Low Rise Rental Apartment (ZLR47) – Railway Avenue (Blundell)

18.47.1 Purpose

The **zone** provides for low rise **residential rental tenure apartment housing** and compatible **secondary uses**. The zone includes **density bonus** provisions to achieve, among other things, **City** objectives in respect to **affordable housing units** and **market rental units**.

18.47.2 Permitted Uses

- **housing, apartment**
- **housing, town**

18.47.3 Secondary Uses

- **boarding and lodging**
- **community care facility, minor**
- **home business**

18.47.4 Permitted Density

1. The maximum **floor area ratio** is 0.6 together with an additional 0.05 **floor area ratio**, provided that the additional **floor area** is used entirely to accommodate indoor **amenity space**.

2. Notwithstanding Section 18.47.4.1, the reference to "0.6" is further increased to a higher **floor area ratio** of "1.23" provided that:

   a) the **owner** provides no less than 29 **affordable housing units** on the **site**, having a combined **floor area** of at least 1,534 m^2, excluding the **floor area** of **market rental units**;

   b) the **owner** enters into a **housing agreement** with respect to the **affordable housing units** and registers the **housing agreement** against title to the **lot** and files a notice in the Land Title Office;

   c) the **owner** provides 29 **market rental units** on the **site**, having a combined **floor area** of no more than 1,605 m^2, excluding the **floor area** of **affordable housing units**; and

d) the **owner** enters into a **market rental agreement** with respect to the **market rental units** and registers the **market rental agreement** against title to the **lot** and files a notice in the Land Title Office.

18.47.5 Permitted Lot Coverage

1. The maximum **lot coverage** is 60% for **buildings**.

2. No more than 80% of a **lot** may be occupied by **buildings**, **structures** and **non-porous surfaces**.

3. 20% of the **lot area** is restricted to **landscaping** with live plant material.

18.47.6 Yards & Setbacks

1. The minimum **setback** from a **road** is 6.0 m, but may be reduced to 4.5 m where a proper interface is provided as specified in a Development Permit approved by the **City**.

2. The minimum **interior side yard** is 6.0 m, but may be reduced to 3.0 m where a proper interface is provided as specified in a Development Permit approved by the **City**.

3. The minimum **rear yard** is 6.0 m.

18.47.7 Permitted Heights

1. The maximum **height** for **buildings** is 15.5 m.

2. The maximum **height** for **accessory buildings** is 5.0 m.

3. The maximum **height** for **accessory structures** is 12.0 m.

18.47.8 Minimum Lot Size

1. The minimum **lot width** is 60.0 m.

2. The minimum **lot depth** is 40.0 m.

3. The minimum **lot area** is 2,500 m^2.

18.47.9 Landscaping & Screening

1. **Landscaping** and **screening** shall be provided according to the provisions of Section 6.0.

18.47.10 On-Site Parking & Loading

1. On-site **vehicle** and bicycle parking and loading shall be provided according to the standards set out in Section 7.0, except that, subject to the provision of Transportation Demand Management measures to the satisfaction of the Director of Transportation, the minimum requirements are to be calculated as follows:

a) for **affordable housing unit** residents and **market rental unit** residents: 0.36 **parking spaces** per **dwelling unit**;

b) for visitor **parking**: 0.12 **parking spaces** per **dwelling unit**;

c) for standard parking spaces: 50%; and

d) for Class 1 on-site bicycle parking spaces for **apartment housing** units: 0.58 per **dwelling unit**.

18.47.11 Residential Rental Tenure

1. A **dwelling unit** located anywhere in this **zone** shall only be **used** for **residential rental tenure**.

18.47.12 Other Regulations

1. In addition to the regulations listed above, the General Development Regulations in Section 4.0 and the Special Use Regulations in Section 5.0 apply."

2. 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 Rise Rental Apartment (ZLR47) – Railway Avenue (Blundell)"**.

P.I.D. 003-631-443
LOT 208 SECTION 24 BLOCK 4 NORTH RANGE 7 WEST NEW WESTMINSTER DISTRICT PLAN 47259

P.I.D. 001-489-691
LOT 80 SECTION 24 BLOCK 4 NORTH RANGE 7 WEST NEW WESTMINSTER DISTRICT PLAN 42192

P.I.D. 001-489-712
LOT 81 SECTION 24 BLOCK 4 NORTH RANGE 7 WEST NEW WESTMINSTER DISTRICT PLAN 42192

3. This Bylaw may be cited as **"Richmond Zoning Bylaw 8500, Amendment Bylaw 10480".**

FIRST READING _____

PUBLIC HEARING _____

SECOND READING _____

THIRD READING _____

OTHER CONDITIONS SATISFIED _____

CITY OF RICHMOND
APPROVED by
APPROVED by Director or Solicitor

ADOPTED

MAYOR

CORPORATE OFFICER