



To: Planning Committee

Date: October 28, 2019

From: Wayne Craig
Director, Development

File: RZ 17-771371


Re: **Application by Design Work Group Ltd. for Rezoning at 11480 and 11500 Railway Avenue from the "Single Detached (RS1/E)" Zone to the "Arterial Road Two-Unit Dwellings (RDA)" Zone**

Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 10060, for the rezoning of 11480 and 11500 Railway Avenue from "Single Detached (RS1/E)" to "Arterial Road Two-Unit Dwellings (RDA)", be referred to the Monday, December 16, 2019 Public Hearing at 7:00 p.m. in the Council Chambers of Richmond City Hall.


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

WC:el
Att. 7

REPORT CONCURRENCE
CONCURRENCE OF GENERAL MANAGER


Staff Report

Origin

Design Work Group Ltd. has applied to the City of Richmond for permission to rezone 11480 and 11500 Railway Avenue (Attachment A) from the “Single Detached (RS1/E)” zone to the “Arterial Road Two-Unit Dwellings (RDA)” zone in order to permit the property to be subdivided into three duplex lots.

Background

A Report to Committee (Attachment B) was presented to Planning Committee on July 16, 2019. First Reading to the Richmond Zoning Bylaw 8500, Amendment Bylaw 10060, was granted on July 22, 2019. The Bylaw was considered at the September 3, 2019 Public Hearing. The following referral motion was passed:

“That Richmond Zoning Bylaw 8500, Amendment Bylaw 10060 be referred to staff for further consideration of alternative designs to improve overall site design and parking, including density.”

In response to the referral motion carried at the Council meeting, the applicant has revised the proposal to include one additional visitor parking space in the proposed duplex development. A revised preliminary site plan is contained in Attachment C.

This supplemental Staff Report is being brought forward now to provide a summary of alternative designs considered and staff’s recommendation.

Findings of Fact

Please refer to the attached updated Development Application Data Sheet (Attachment D) for a comparison of the proposed development data with the relevant bylaw requirements. Please refer to the original Staff Report dated June 28, 2019 (Attachment B) for information pertaining to related City’s policies and studies, pre-Planning Committee public consultation, as well as staff comments on built form and architectural character, transportation and site access, tree retention and replacement, and site servicing and frontage improvements.

Alternative Land Use

In response to the referral motion, the applicant has explored the opportunity to develop the subject site into a townhouse development. A concept plan (Attachment E) has been developed based on the Arterial Road Guidelines for Townhouses in the Official Community Plan (OCP) and the “Low Density Townhouses (RTL4)” zone (which is one of the typical zoning districts for townhouse developments along arterial roads), as well as typical transportation and site access requirements for arterial road townhouse developments.

Conceptual Townhouse Development

The concept includes a total of six townhouse units; four three-storey units along Railway Avenue; and two two-storey units along the rear (east) property line. Vehicle access is to be located at the south edge of the site, as far away from the Garry Street/Railway Avenue intersection as possible. An on-site turn-around is to be provided on the east side of the internal drive aisle adjacent to the proposed outdoor amenity space. The overall density is 0.6 Floor Area Ratio (FAR).

Please refer to the table below for a comparison of development data between the conceptual townhouse development and the proposed duplex development on this site:

	Conceptual Townhouse Development	Proposed Duplex Development (revised)
Density	0.6 FAR	0.6 FAR
Number of Units	6	6
Lot Coverage of Buildings	28.5%	39%
Lot Coverage of Hard Surface	44.8%	40.8%
Lot Coverage of Landscaping	26.7%	28.9%
Front Yard Setback	6.0 m	Lot 1 & Lot 2 – 6.0 m Lot 3 – 5.0 m
Side Yard Setback	3.0 m	1.2 m
Rear Yard Setback	6.0 m	6.0 m
Building Height	3 storeys along Railway 2 storeys along rear property line	2 storeys
Residential Parking	12	12
Visitor Parking	2	2

Additional Density

It is noted that while the unit yield achieved and number of parking spaces provided for both the conceptual townhouse development and the proposed duplex development would be the same (i.e., six residential units and a total of 14 parking spaces), there would be more paved area and less landscaped area in the conceptual townhouse development than in the proposed duplex development. It would be impossible to increase the density of the conceptual townhouse development without relaxations to the Arterial Road Guidelines for Townhouses; these relaxations may include, but are not limited to:

- Reductions in front and rear yard setbacks (i.e., from 6.0 m to 4.5 m or 3.0 m).
- Different building form along the rear yard interface with existing single-family homes (i.e., a three-unit cluster instead of a two-unit cluster).

- Increase in building height along the side and rear yard interface with existing single-family homes (i.e., three storeys instead of two storeys).

Staff do not recommend these relaxations to the Arterial Road Guidelines for Townhouses be supported in order to increase density on any arterial road townhouse developments since those design guidelines were developed based on extensive consultations and have been proven effective in addressing adjacency concerns.

Referral – Arterial Road Land Use Policy Along Railway Avenue

It is noted that the following referral motion was carried at the September 4, 2019 Planning Committee meeting:

“That staff be directed to do a comprehensive review of the Arterial Road Land Use Policy designation along Railway Avenue and report back.”

Staff is working with various City departments in reviewing the Policy and a separate Staff Report will be presented to the Planning Committee at a later date. Any changes to the Arterial Road Guidelines for Townhouses should be reviewed and considered as part of this referral.

Staff recommends support for proceeding with the proposal at this site in advance of the referral being addressed due to the support for the project expressed by the neighbours, it being consistent with the current Arterial Road Land Use Policy, the application pre-dating the introduction of the referral motion, and it being consistent with the pattern of development already provided for in this block of Railway Avenue.

Analysis

Staff do not recommend that a townhouse development on the subject site be considered based on the following:

1. Lack of neighbourhood support.

Based on consultation conducted by applicant after this project was referred back to staff, area residents/owners prefer duplex developments over townhouse developments on this block of Railway Avenue. A summary of the consultation done June 2018 can be found in Attachment 6 of the original Staff Report dated June 28, 2019 (Attachment B); correspondence received after the September 3, 2019 Public Hearing can be found in Attachment F.

2. Previous owners' intention to move back to the new duplex development.

The developer and the previous owners of 11500 Railway Avenue advised staff that they have reached an agreement that, as a condition to the sale of 11500 Railway Avenue, the previous owners of 11500 Railway Avenue will purchase a specific duplex unit in the proposed duplex development (supporting documents can be found in Attachment G). The previous owners advised that their family has lived in this neighbourhood since 1956 and they look forward to staying in their neighbourhood (specifically on the subject site) and “aging in place” in a duplex form of development.

3. Developer's intention on the property.

The developer confirmed that they would like to develop the subject site into three duplex lots, which is in accordance to the Arterial Road Land Use Policy in the OCP. The developer advised that the products to be developed, based on the conceptual townhouse development plan, would be less desirable than the proposed duplex development. They are also not interested in building townhouses on this site as:

- There is no opportunity for additional density, in terms of both unit yield and floor area.
- Townhouse development is not supported by the neighbouring residents and owners.

4. Duplex development has already been considered in this block of Railway Avenue.

A rezoning application to permit the development of an arterial duplex on the adjacent property to the south at 11540 Railway Avenue (RZ 18-819258) was given Third Reading on June 17, 2019. The site layout of the proposed duplex development at 11540 Railway is very similar to the site plan of the proposed Lot #3 of the subject development proposal. Both of the duplex lots would have their own driveway on the south edge of the site. The width of the front duplex units on this block would be in the range of 8.0 m to 9.0 m, which would respond to the form, scale and rhythm along the streetscape of the immediate existing single-family neighbourhood.

Revised Development Proposal

In response to the referral motion carried at the September 3, 2019 Public Hearing, the applicant has revised the development proposal to include one additional visitor parking space on the proposed Lot #3. Based on the discussions above, arterial road duplex use is still the preferred development option for this site. As part of the last Arterial Road Land Use Policy Updates (2016), arterial road duplexes and triplexes are considered to be infill developments within existing single-family developments along minor arterial roads. The design guidelines and zoning regulations are tailored to ensure compatibility between single detached, duplex and triplex developments. The development proposal for three duplex lots is consistent with the land use designations in the OCP, and the proposed duplex design meets the design guidelines for duplex developments on arterial roads in the OCP.

Variance Requested

The revised duplex development proposal is generally in compliance with the "Arterial Road Two-Unit Dwellings (RDA)" zone; with one proposed variance to reduce the front yard setback of Lot #3 from 6.0 m to 5.0 m. The resulting distance from the back of curb to the building face would be approximately 9.87 m. Staff support the requested variance recognizing that an extra visiting parking space is proposed on Lot #3 in response to Council's referral and the building footprint needs to be revised in order to develop the site into its full potential (i.e., 0.6 FAR). This variance will be reviewed in the context of the overall detailed design of the project, including architectural form, site design and landscaping at the Development Permit stage.

Financial Impact or Economic Impact

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

Conclusion

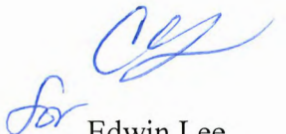
The proposed rezoning application to rezone 11480 and 11500 Railway Avenue from the "Single Detached (RS1/E)" zone to the "Arterial Road Two-Unit Dwellings (RDA)" zone, in order to permit the development of three duplex lots (six dwelling units in total) on the subject site, is consistent with the Arterial Road Land Use Policy in the Official Community Plan (OCP).

In response to the referral motion carried at the September 3, 2019 Public Hearing, the applicant has revised the development proposal to include one additional visitor parking space. Further review of the project design will be required to ensure a high quality project and design consistency with the existing neighbourhood context, and this will be completed as part of the Development Permit application review process.

The developer has agreed to the list of rezoning considerations included in Attachment 9 of the original Staff Report dated June 28, 2019 (Attachment B) (signed concurrence on file).

On this basis, staff recommend support of the application.

It is recommended that Richmond Zoning Bylaw 8500, Amendment Bylaw 10060, be referred to the Monday, December 16, 2019 Public Hearing at 7:00 p.m. in the Council Chambers of Richmond City Hall.



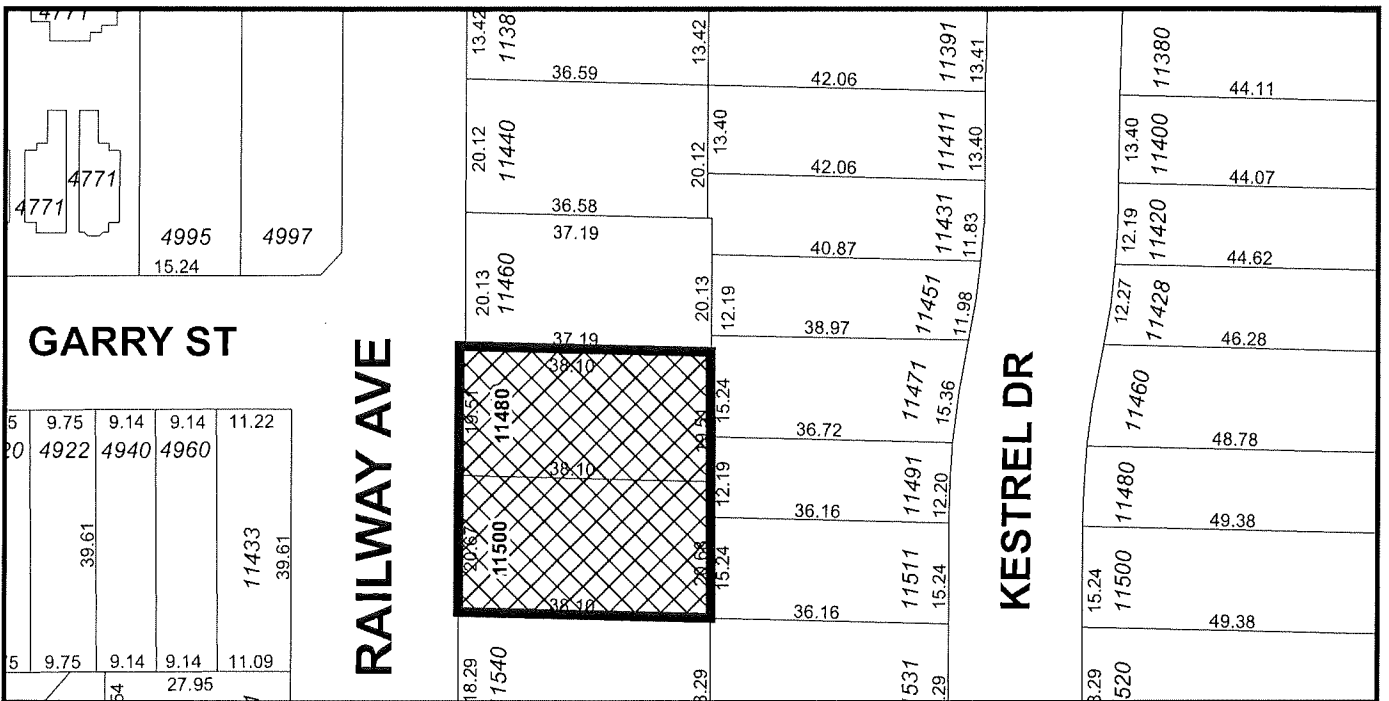
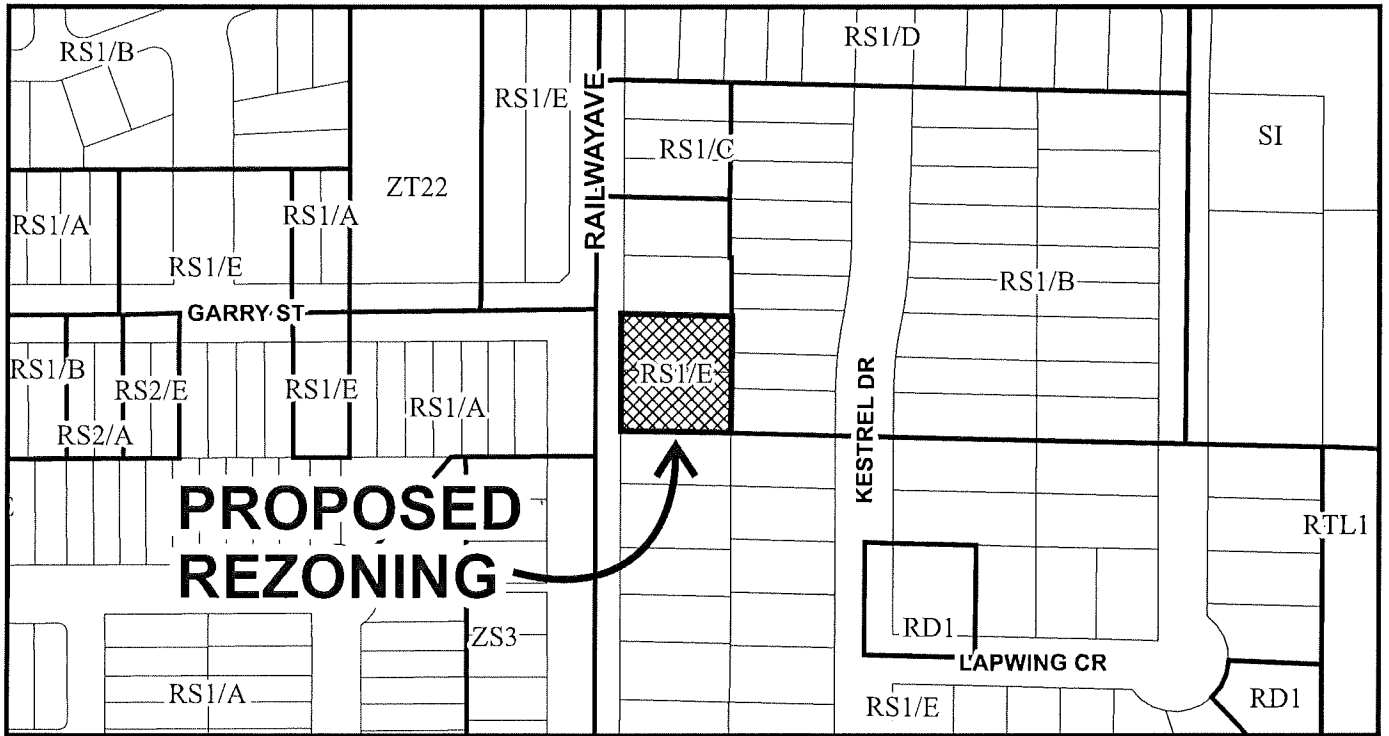
Edwin Lee
Planner 1
(602-276-4121)

EL:blg

- Attachment A: Location Map
- Attachment B: Report to Committee dated June 28, 2019
- Attachment C: Revised Duplex Lot Proposal
- Attachment D: Revised Development Application Data Sheet
- Attachment E: Conceptual Townhouse Development Plan
- Attachment F: Correspondence received after September 3, 2019
- Attachment G: Excerpt of Agreement between Previous Owners of 11500 Railway Avenue and the Developer



City of
Richmond



	<h1>RZ 17-771371</h1>	<p>Original Date: 06/05/17</p> <p>Revision Date:</p> <p>Note: Dimensions are in METRES</p>
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City of Richmond



RZ 17-771371

Original Date: 06/08/17

Revision Date:

Note: Dimensions are in METRES



**City of
Richmond**

Report to Committee

To: Planning Committee

Date: June 28, 2019

From: Wayne Craig
Director, Development

File: RZ 17-771371

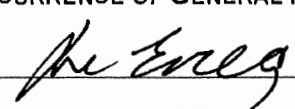
Re: Application by Design Work Group Ltd. for Rezoning at 11480 and 11500 Railway Avenue from the "Single Detached (RS1/E)" Zone to the "Arterial Road Two-Unit Dwellings (RDA)" Zone

Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 10060, for the rezoning of 11480 and 11500 Railway Avenue from the "Single Detached (RS1/E)" zone to the "Arterial Road Two-Unit Dwellings (RDA)" zone, be introduced and given First Reading.


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

WC:el
Att. 9

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

Staff Report

Origin

Design Work Group Ltd. has applied to the City of Richmond for permission to rezone 11480 and 11500 Railway Avenue (Attachment 1) from the “Single Detached (RS1/E)” zone to the “Arterial Road Two-Unit Dwellings (RDA)” zone in order to permit the property to be subdivided into three duplex lots (Attachment 2). A preliminary site plan, streetscape elevation and landscape plan are provided for reference in Attachment 3. A Development Permit application will be required to address the form and character of the proposed duplex.

A Servicing Agreement (SA) for frontage improvements and site service connections is required as a consideration of rezoning.

Findings of Fact

A Development Application Data Sheet providing details about the development proposal is attached (Attachment 4).

Subject Site Existing Housing Profile

There are two existing single-family dwellings on the property, which will be demolished. The applicant has indicated that the dwellings are currently owner occupied, and that they do not contain any secondary suite.

Surrounding Development

- To the North: Fronting Railway Avenue, single-family homes on lots zoned “Single Detached (RS1/E)”.
- To the South: A rezoning application to permit the development of a duplex on the adjacent property (at 11540 Railway Avenue) (RZ 18-819258) has been given Third Reading on June 17, 2019.
- To the East: Fronting Kestrel Drive, single-family homes on lots zoned “Single Detached (RS1/B)”.
- To the West: Across Railway Avenue, single-family homes on small lots zoned “Single Detached (RS1/A)” fronting on Garry Street.

Related Policies & Studies

Official Community Plan/Steveston Area Plan

The 2041 Official Community Plan (OCP) Land Use Map designation for the subject site is “Neighbourhood Residential”. The Steveston Area Land Use Map designation for the subject site is “Single-Detached/Duplex/Triplex” (Attachment 5). The development proposal for three duplex lots is consistent with these designations.

Arterial Road Policy

The Arterial Road Land Use Policy in the City's 2041 Official Community Plan Bylaw 9000 directs appropriate duplex and triplex developments onto certain minor arterial roads outside the City Centre. The subject site is identified for "Arterial Road Duplex/Triplex" on the Arterial Road Housing Development Map and the proposal is in compliance with the Arterial Road Duplex Development Requirements under the Arterial Road Policy.

Floodplain Management Implementation Strategy

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

Public Consultation

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

The developers have also consulted with the owners/residents of the adjacent properties of the proposed development site; no concern has been raised. A consultation summary prepared by the developers can be found in Attachment 6.

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.

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

Analysis

Built Form and Architectural Character

The developer proposes to subdivide the site into three lots and construct a new duplex on each lot. Each duplex lot will feature a unit in the front of the property with direct pedestrian access from Railway Avenue, and one unit will be at the back of the property with the main entrance from the auto-court proposed on site. The unit sizes are ranging from 123 m² (1,399 ft²) to 167 m² (1,800 ft²). All units will have a side-by-side attached garage. In keeping with the architectural character of the neighbourhood, all duplexes will be two storeys and will feature a peaked roof.

A Development Permit application will be required to address the form and character of the proposed duplex. Through the Development Permit, the following issues are to be further examined:

- Compliance with Development Permit Guidelines for duplex projects in the 2041 Official Community Plan (OCP).

- Review of the architectural character, scale, and massing to ensure that the proposed duplexes are well designed, fit well into the neighbourhood, and do not adversely impact adjacent homes.
- Review of the roof design to ensure it meets the “Residential Vertical Lot Depth Envelope” and “Residential Vertical Lot Width Envelope” requirements under Zoning Bylaw 8500.
- Review of aging-in-place features in all units and the provision of a convertible unit.
- Refinement of the proposed site grading to ensure survival of the protected tree, and to provide appropriate transition between the proposed development and adjacent existing developments.
- Refinement of the driveway and auto court configurations to minimum paved areas on site and explore the opportunity to widen the street fronting units to further animate the public realm.
- Refinement of landscape design including new trees to be planted on site.

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

Existing Legal Encumbrances

There is an existing 3.0 m wide utility Right-of-Way (ROW) along the east property line of the subject site for an existing sanitary sewer line. The developer is aware that no construction is permitted in these areas.

Transportation and Site Access

Railway Avenue is a minor arterial road with a bike lane in this location. Vehicle access to the proposed duplex lots will be limited to one shared driveway crossing from Railway Avenue per every two lots, where possible.

Vehicle access to the two northern duplex lots is to be provided via a single shared driveway crossing from Railway Avenue. Since the street frontage of the proposed northernmost lot is adjacent to the Garry Street/Railway Avenue intersection, the proposed shared driveway for the two northern lots must be designed to locate outside (i.e., south) of the intersection.

As per the parking requirements under the “Arterial Road Two-Unit Dwellings (RDA)” zone, a visitor parking space will be required between the two northern lots since the shared driveway will be servicing more than two dwelling units.

Vehicle access to the south duplex lot is to be provided via a single driveway. No visitor parking is required for the southern lot since the driveway will be servicing no more than two dwelling units. However, visitor parking may informally be accommodated within the auto court, similar to the typical arrangement in a single family lot with a secondary suite or a side-by-side duplex development (i.e., two dwelling units sharing a single driveway).

Prior to rezoning, the applicant is required to register a restrictive covenant on Title to ensure that, upon subdivision of the property:

- Vehicle access to the two northern lots is via a single shared driveway crossing, based on a design specified in a Development Permit approved by the City.
- A cross-access easement for the shared driveway access, common drive aisle, and the shared visitor parking stall is to be registered on Titles of the each of the two northern lots.
- The buildings and driveways on all proposed lots are to be designed to accommodate on site vehicle turn-around to prevent vehicles from reversing onto Railway Avenue.

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 City's Tree Preservation Coordinator has reviewed the Arborist's Report and supports the Arborist's findings, with the following comments:

- There is no bylaw-sized tree located on site.
- A Douglas Fir tree (Trees # 62) located on neighbouring property to the east at 11471 Kestrel Drive is to be retained and protected as per Arborist Report specifications.
- A Juniper tree (Trees # A) located on the neighbouring property to the south at 11540 Railway Avenue is considered as an under-sized tree and has been identified for removal as part of the redevelopment proposal of 11540 Railway Avenue (which has received 3rd Reading on June 17, 2019). In order to avoid damages to the neighbour's tree during construction of the subject development, installation of tree protection fencing on the subject site is still required until the neighbouring developers are ready to remove this Juniper tree.

Tree Protection

Two trees on neighbouring properties are to be retained and protected. The applicant has submitted a tree protection plan showing the trees to be retained and the measures taken to protect them during development stage (Attachment 7). To ensure that the trees identified for retention are protected at development stage, the applicant is required to complete the following items:

- Prior to final adoption of the rezoning bylaw, submission to the City of a contract with a Certified Arborist for the supervision of all works conducted within or in close proximity to tree protection zones. The contract must include the scope of work required, the number of proposed monitoring inspections at specified stages of construction, any special measures required to ensure tree protection, and a provision for the arborist to submit a post-construction impact assessment to the City for review.

- Prior to demolition of the existing dwelling on the subject site, installation of tree protection fencing around all trees to be retained. Tree protection fencing must be installed to City standard in accordance with the City's Tree Protection Information Bulletin Tree-03 prior to any works being conducted on-site, and remain in place until construction and landscaping on-site is completed.

Tree Replacement

No replacement is required as there is no bylaw-sized tree on site. However, according to the Preliminary Landscape Plan provided by the developer (Attachment 2), the developer is proposing to plant nine new trees on site. The number, size and species of new trees will be reviewed in detail through Development Permit and overall landscape design.

Accessible Housing

The developer has agreed that aging-in-place features will be provided in all units (e.g., inclusion of blocking in bathroom walls for installation of grab-bars, provision of blocking in stair walls to accommodate lift installation at a future date, and provision of lever door handles). In addition, a total of two convertible units will be provided in this three-duplex-lot development. Details of the accessible housing features will be reviewed at the future Development Permit stage.

Affordable Housing Strategy

The applicant proposes to make a cash contribution to the Affordable Housing Reserve Fund in accordance to Section 5.15.1(c) of Zoning Bylaw 8500. The applicant will make a cash contribution of \$8.50 per buildable square foot as per the requirement for a contribution of \$82,000.75.

Energy Step Code

The applicant has committed to design the subject development to meet the City's Step Code requirements (Attachment 8). Details on how all units are to be built and maintained to this commitment will be reviewed at Building Permit stage.

Site Servicing and Frontage Improvements

Prior to final adoption of the rezoning bylaw, the developer is required to dedicate an approximately 0.92 m wide road across the Railway Avenue frontage to match the property line to the north, in order to accommodate the required future signal equipment and frontage upgrades. The exact road dedication is to be determined based on legal surveys. In addition, the applicant is required to enter into the City's standard Servicing Agreement to design and construct frontage beautification works and service connections including new sidewalk, boulevard and trees (see Attachment 9 for details). All works are at the client's sole cost (i.e., no credits apply).

At future subdivision stage, the developer will be required to pay Development Cost Charges (DCC's) (City & GVS&DD), School Site Acquisition Charge, and Address Assignment Fee. Servicing connections are to be determined at Servicing Agreement stage.

Financial Impact or Economic Impact

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

Conclusion

The purpose of this rezoning application is to rezone 11480 and 11500 Railway Avenue from the "Single Detached (RS1/E)" zone to the "Arterial Road Two-Unit Dwellings (RDA)" zone, in order to permit the development of three duplex lots (six dwelling units in total) on the subject site. The list of rezoning considerations is included in Attachment 9, which has been agreed to by the applicant (signed concurrence on file).

It is recommended that Richmond Zoning Bylaw 8500, Amendment Bylaw 10060 be introduced and given First Reading.



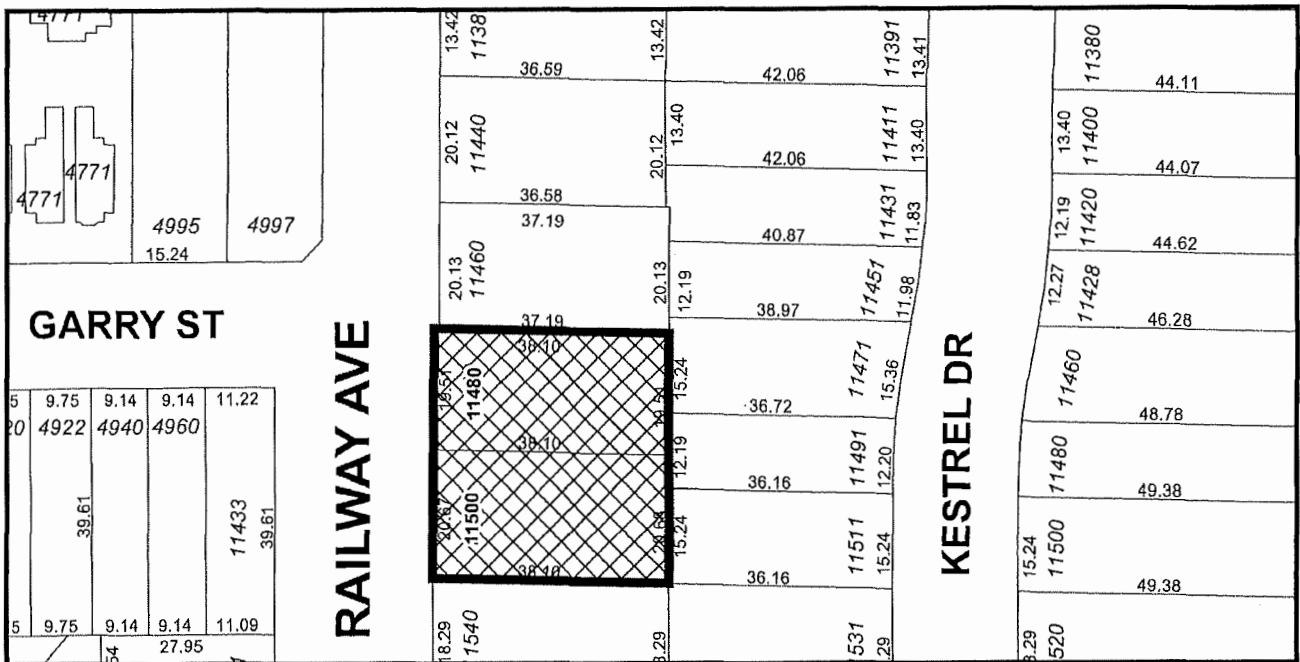
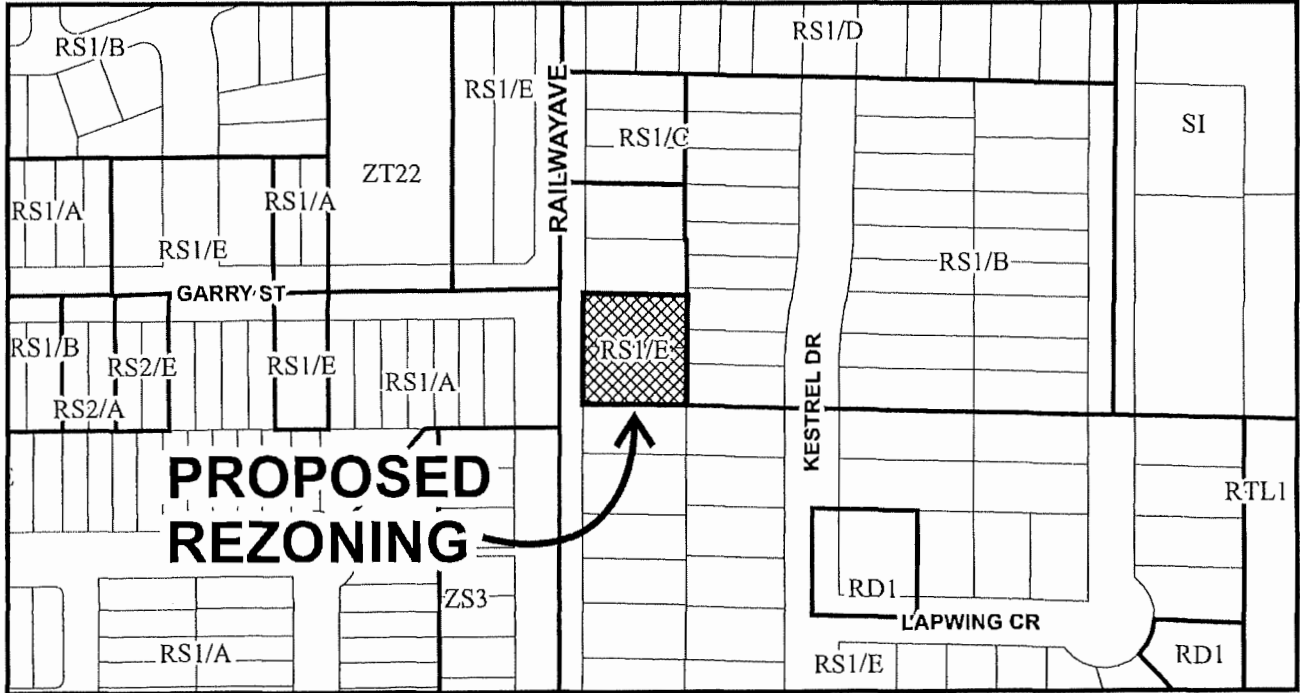
Edwin Lee
Planner 1
(604-276-4121)

EL:blg

- Attachment 1: Location Map
- Attachment 2: Proposed Subdivision Layout
- Attachment 3: Conceptual Development Plans
- Attachment 4: Development Application Data Sheet
- Attachment 5: Steveston Area Land Use Map
- Attachment 6: Consultation Summary
- Attachment 7: Tree Management Plan
- Attachment 8: Letter from Developer
- Attachment 9: Rezoning Considerations



City of
Richmond



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City of
Richmond

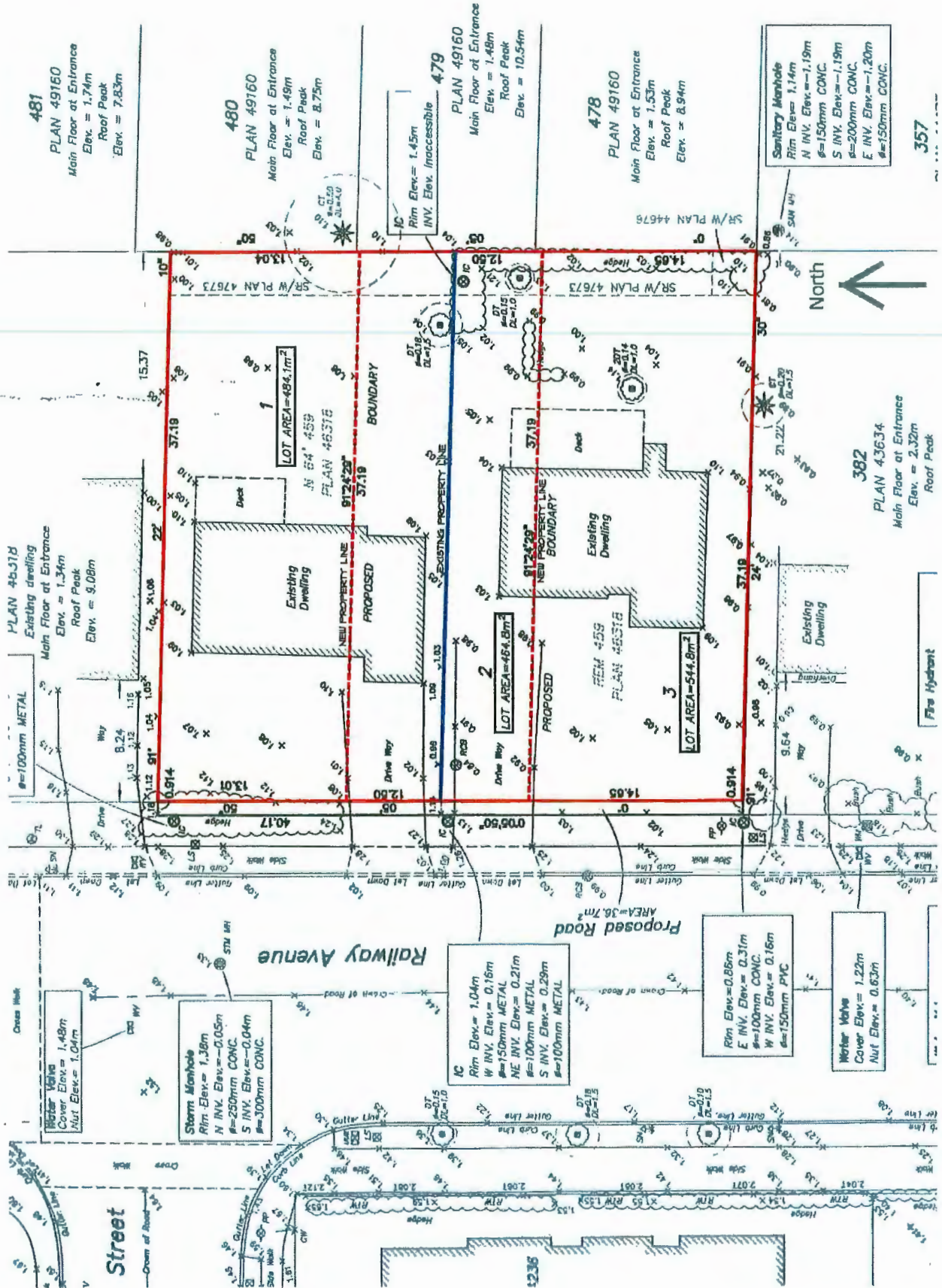


RZ 17-771371

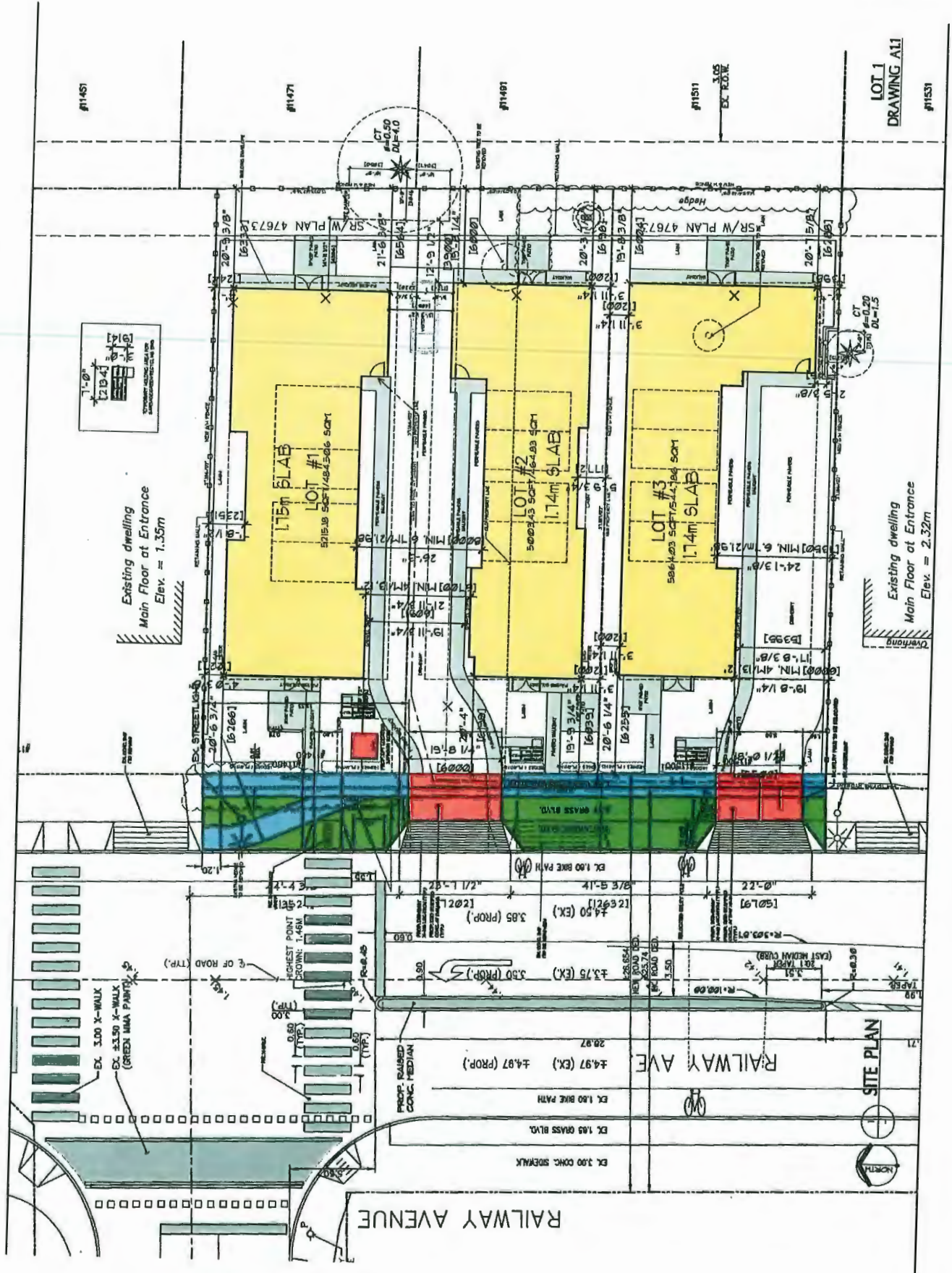
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Revision Date:

Note: Dimensions are in METRES



Proposed Subdivision Layout



PLN - 32



1440 RAILWAY AVE

1460 RAILWAY AVE

1480 RAILWAY AVE

1500 RAILWAY AVE

1540 RAILWAY AVE

1560 RAILWAY AVE

PHOTO STREETScape ALONG RAILWAY AVENUE FACING EAST

1. PHOTO STREETScape ALONG RAILWAY AVENUE FACING EAST

2. STREETScape ALONG RAILWAY AVENUE FACING EAST

SCALE 1" = 1'



DRAWING A5.1



1440 RAILWAY AVE 1460 RAILWAY AVE 1460 RAILWAY AVE 1460 RAILWAY AVE 1460 RAILWAY AVE 1540 RAILWAY AVE 1560 RAILWAY AVE
 PHOTO STREETSCAPE ALONG THE REAR PROPERTY LINE SHOWING EAST ELEVATIONS

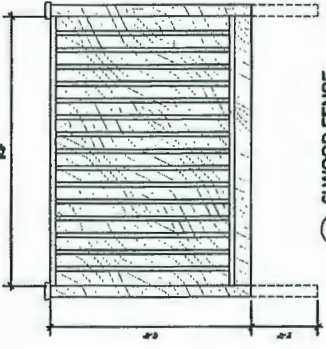


1560 RAILWAY AVE 1540 RAILWAY AVE 1480/1500 RAILWAY AVE (LOT 3) 1480/1500 RAILWAY AVE (LOT 2) 1460 RAILWAY AVE 1440 RAILWAY AVE
 PHOTO STREETSCAPE ALONG THE REAR PROPERTY LINE SHOWING EAST ELEVATIONS



1471 RAILWAY AVE 1451 RAILWAY AVE 1433 RAILWAY AVE GARRY ST 4771 GARRY ST (UNIT 3)
 PHOTO STREETSCAPE ALONG RAILWAY AVENUE FACING WEST

DRAWING A5.0



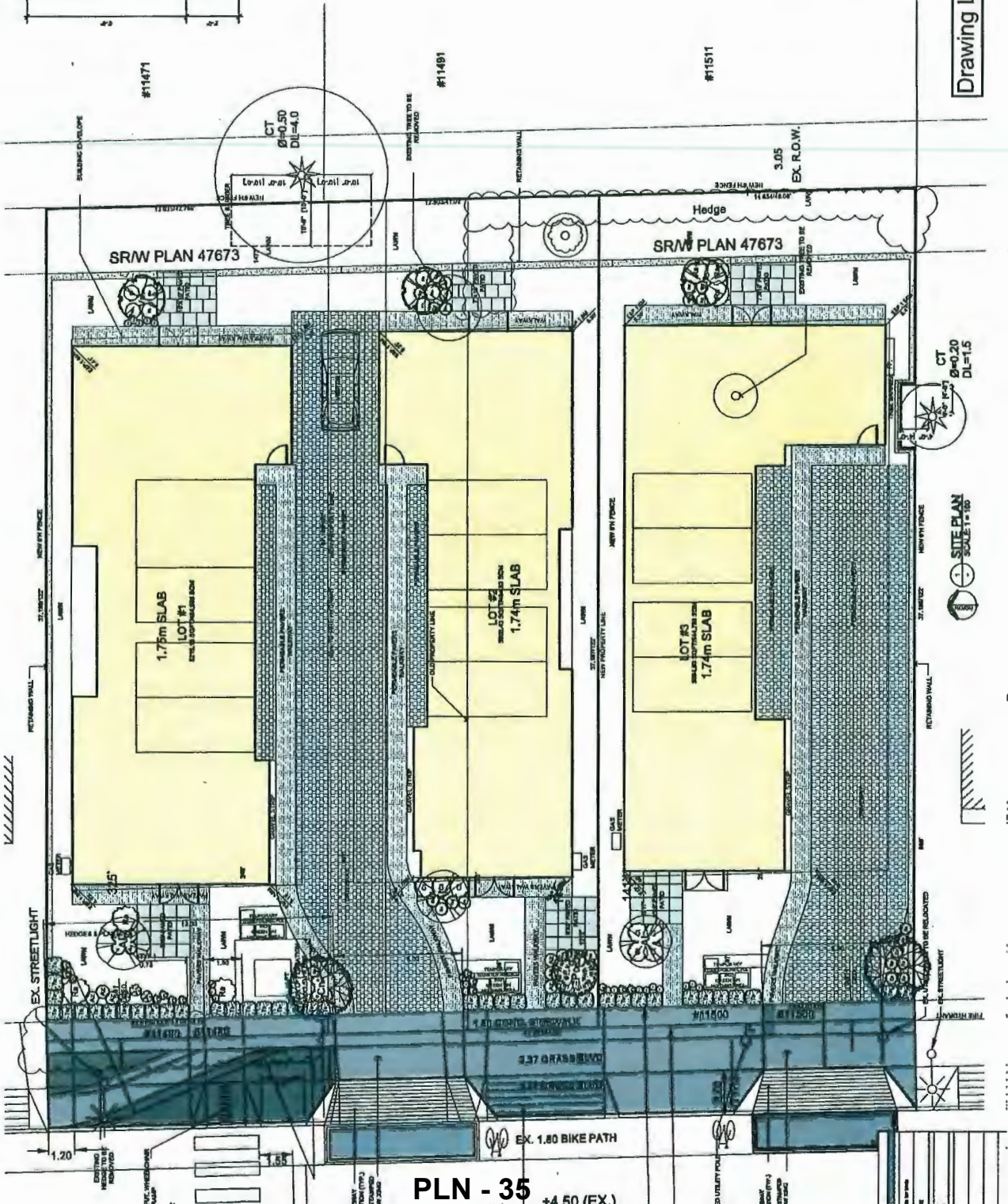
A 6' WOOD FENCE
SCALE: 1/2" = 1'-0"

No.	Date	Appr.	Revision Notes
1	10-04-12		CITY COMMENTS

No.	Date	Appr.	Revision Notes
A	10-04-11		ARCHITECTURAL REVIEW

Lummy Fiddler, Landscape Designer
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604.818.7772 lummyfiddler@lummyfiddler.com

DESIGN WORK GROUP
Suite 203-208 Kingsway
Burrhead, S.C. 29517



Drawing L1

PLN - 35

+4.50 (EX.)

PLN - 36

Plant List - 11480 - 11500 RAILWAY AVENUE					
Qty	Common Name	Botanical Name	Scheduled Size	Comments	
	Conifers				
		Emerald Arborvitae	Thuja occidentalis 'Emerald' (T.o. 'Smaragd')	1.8m.	Provides cover & seeds for birds
		Serbian Spruce	Picea omorika	3.5m. B&B	REPLACEMENT TREE
	Ornamental Grass-Bamboos				
		Golden Japanese Forest Grass	Hakonechloa macra 'Aureola'	#1	
	Perennials				
		Bressingham Ruby Heartleaf Bergenia	Bergenia 'Bressingham Ruby' P.P.# 7344	#1	
		Goldsturm Black Eyed Susan	Rudbeckia fulgida 'Goldsturm'	#2	
		Joan Senior Daylily	Hemerocallis x 'Joan Senior'	#1	
		Purple Coneflower	Echinacea purpurea	#2	Attracts birds
		Shorly Spurge	Euphorbia 'Shorly' P.P.A.F.	#2	
	Shrubs				
		Anah Krushke Rhododendron	Rhododendron x 'Anah Krushke'	#5	
		Aztec Pearl Mexican Orange Blossom	Choisya ternata 'Aztec Pearl'	#5	
		Blue Diamond Rhododendron	Rhododendron x 'Blue Diamond' (H-3)	#5	
		Hino-Crimson Azalea	Azalea 'Hino-Crimson' (Kurume hybrid)	#3	
		King Edward VII Flowering Currant	Ribes sanguineum 'King Edward VII'	#2	
		Salal	Gaultheria shallon	#2	
	Trees				
		Eddie's White Wonder Dogwood	Cornus x 'Eddie's White Wonder'	6cm. B&B	REPLACEMENT TREE
		Pacific Fire Vine Maple	Acer circinatum 'Pacific Fire'	2.5m. B&B	native species
		Shadblow Serviceberry	Amelanchier canadensis	2.5m. B&B	Wildlife Habitat



RZ 17-771371

Attachment 4

Address: 11480 and 11500 Railway Avenue

Applicant: Design Work Group Ltd.

Planning Area(s): Steveston

	Existing	Proposed
Owner:	1113132 BC LTD.	No change
Site Size (m ²):	1,530.6 m ²	Ranging from 464.8 m ² to 544.8 m ² per lot
Land Uses:	Single-family dwelling	Two-unit dwelling
OCP Designation:	Neighbourhood Residential	No change
Area Plan Designation:	Steveston Area Plan: Single-Detached/Duplex/Triplex	Duplex
702 Policy Designation:	N/A	No Change
Zoning:	Single-Detached (RS1/E)	Arterial Road Two-Unit Dwellings (RDA)
Number of Units:	2	6
Other Designations:	n/a	No change

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Density:	The lesser of 0.6 FAR or 334.5 m ² per lot	0.6 FAR	none permitted
Lot Coverage (% of lot area):	Building: Max. 45% Non-porous Surfaces: Max. 70% Landscaping: Min. 25%	Building: 45% Max. Non-porous Surfaces: 70% Max. Landscaping: 25% Min.	none
Lot Size:	Min. 464.5 m ²	464.8 m ² to 544.8 m ²	none
Lot Dimensions (m):	Width: Min. 10.35 m for proposed lots with shared vehicle access and Min. 13.4 m for proposed lot with individual vehicle access Depth: Min. 30 m	Width: 12.5 m for the lots with shared vehicle access and 14.65 m for the lot with individual vehicle access Depth: 37.18 m Min.	none
Setbacks (m):	Front: Min. 6 m Rear: Min. 6 m Side: Min. 1.2 m	Front: 6 m Min. Rear: 6 m Min. Side: 1.2 m Min.	none
Height (m):	Max. 9.0 m (2 storeys)	9.0 m (2 storeys)	none
Off-street Parking – Regular (R):	2 per unit	2 per unit	none

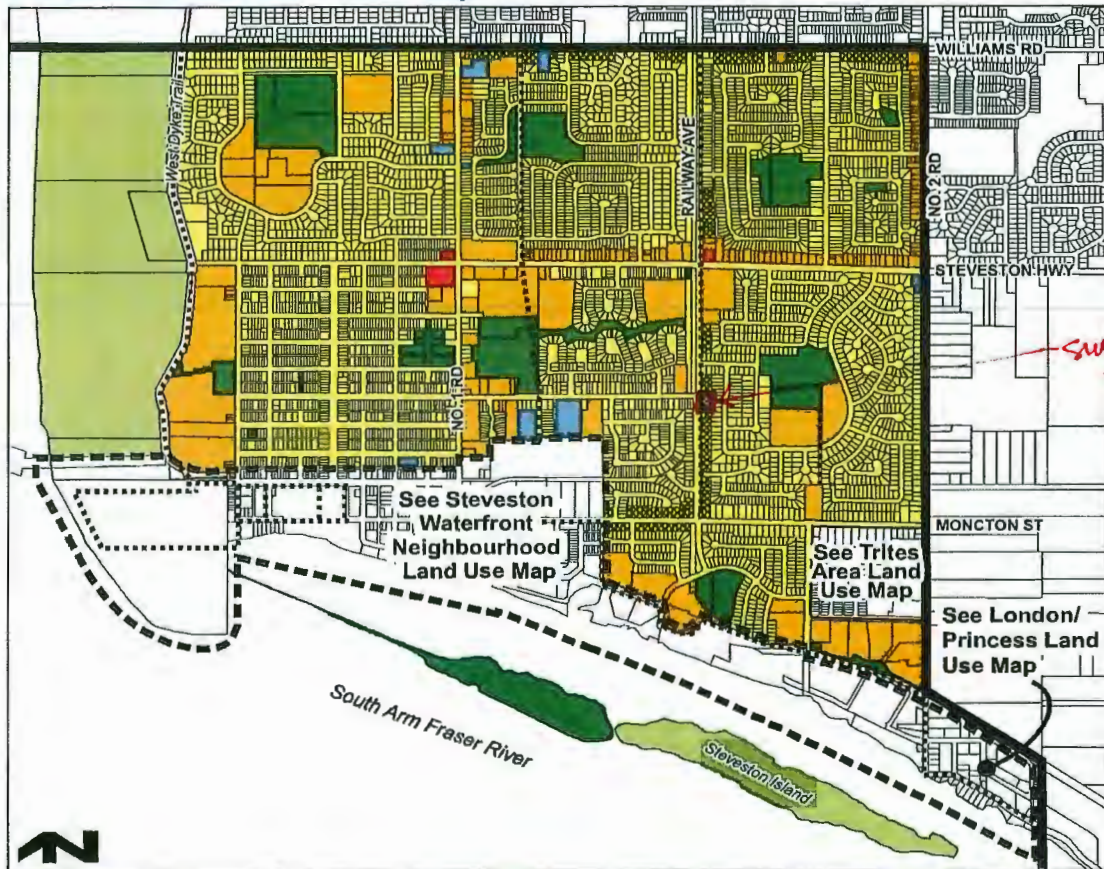
On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Off-street Parking – Visitor (V):	0.2 per unit when 3 or more units share one access (0.2 x 4) = 1	1	none
Off-street Parking (total):	13	13	none
Tandem Parking Spaces:	Permitted	0	none











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

City of Richmond

Steveston Area Land Use Map

Bylaw 9604
2016/12/19



	Single-Family		Institutional
	Single-Detached/Duplex/Triplex		Conservation Area
	Multiple-Family		Trail
	Commercial		Steveston Area Boundary
	Public Open Space		Steveston Waterfront Neighbourhood Boundary

Railway Development – Neighbourhood Consultation

11491 Kestrel Drive

(Ellene & Tim Gould) – ellenegould@aim.com

- Like the design
- Happy to be engaged
- The height of building and the layout of the property works for them

RECEIVED
JUN 15 2018

11511 Kestrel Drive

(Derek & Carmen) – lamsx4@gmail.com

- On board with the development
- Hoping we trim the hedge in the back to provide more sun

11471 Kestrel Drive

(Karl Reinders) – karlreinders@shaw.ca

- Likes the design
- On board with the development
- Doesn't feel he will be impacted much

11540 Railway Avenue

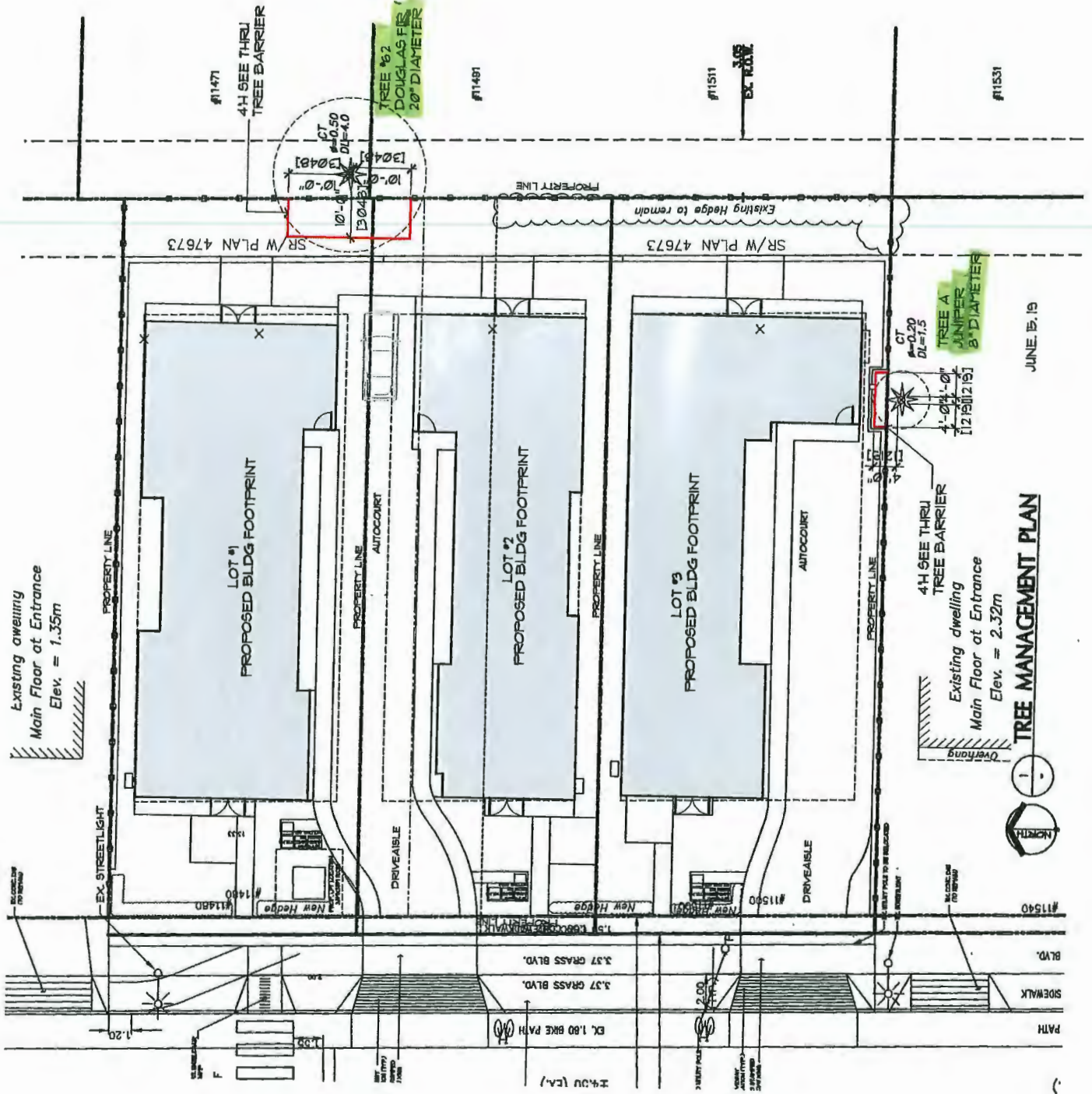
(Joy Ma)

- Likes the design
- On board with the development
- Doesn't feel she will be impacted
- Curious why he have not yet started breaking ground

11433 Railway Avenue

(Aziz Kara & Zabeen Kara) – armiek@gmail.com

- Feels design is tasteful
- Happy with the number of units
- On board with the development



JUNE 15, 15

TREE MANAGEMENT PLAN



bricklane

June 14, 2019

Attention: City of Richmond

Re: Energy Step Code on proposed duplex project – 11480 & 11500 Railway Avenue

Bricklane Developments fully supports the new step code requirements and will meet the targets on this Duplex project.

Furthermore, we attended the various City of Richmond breakfast seminars and took advantage of the free testing that was offered on 2 of our projects. Those projects were successful and we reached the targets laid out by the Energy Step Code.

If you have any questions, please feel free to contact me at Bricklanedevelopments@gmail.com or call 604-812-9561.

Sincerely,

A handwritten signature in black ink, appearing to read 'Inder Johal', with a long horizontal flourish extending to the right.

Inder Johal
Vice President
Bricklane Developments
Suite 186 - 8120 No. 2 Road
Richmond, BC
V7C 5J8



Address: 11480 and 11500 Railway Avenue

File No.: RZ 17-771371

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 10060, the developer is required to complete the following:

1. 0.92 m wide road dedication along the entire Railway Avenue frontage to match the property line to the north, in order to accommodate the required future signal equipment and frontage upgrades; exact width is to be confirmed with survey information to be submitted by the applicant.
2. Registration of a flood indemnity covenant on title.
3. Registration of a legal agreement on Title to ensure that, upon subdivision of the property:
 - a) Vehicle access to the two northern lots is via a single shared driveway crossing, based on a design specified in a Development Permit approved by the City;
 - b) A cross-access easement for the shared driveway access, common drive aisle, and the shared visitor parking stall is to be registered on Titles of the each of the two northern lots.
 - c) The buildings and driveways on all proposed lots are to be designed to accommodate on-site vehicle turn-around to prevent vehicles from reversing onto Railway Avenue.
4. Submission of a Contract entered into between the applicants/developers and a Certified Arborist for supervision of any on-site works conducted within/near the tree protection zone on site for the protection of the trees to be retained on neighbouring properties. The Contract should include the scope of work to be undertaken, including: the proposed number of site monitoring inspections, and a provision for the Arborist to submit a post-construction assessment report to the City for review.
5. City acceptance of the developer's offer to voluntarily contribute \$8.50 per buildable square foot (e.g. \$82,000.75) to the City's Affordable Housing Reserve Fund.
6. The submission and processing of a Development Permit* completed to a level deemed acceptable by the Director of Development.
7. Enter into a Servicing Agreement* for the design and construction of engineering infrastructure improvements. 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:
 - a) Water Works:
 - Using the OCP Model, there is 334 L/s of water available at a 20 psi residual at the Railway Avenue frontage. Based on your proposed development, your site requires a minimum fire flow of 95 L/s.
 - The Developer is required to Submit Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) fire flow calculations to confirm the development has adequate fire flow for onsite fire protection. Calculations must be signed and sealed by a Professional Engineer and be based on Building Permit Stage building designs.
 - At the Developers cost, the City is to:
 - o Install six new water service connections to serve the proposed development, complete with meters and meter boxes.
 - o Cut and cap, at main, both existing water service connections serving the development site.
 - b) Storm Sewer Works:
 - At Developer's cost, the City is to:

- Cut and cap, at main, the storm service connection at the north property line of 11500 Railway Avenue and remove inspection chamber STIC51163.
 - Cut and cap, at inspection chamber, the existing service connection at the northern property line of 11480 Railway Avenue. Retain inspection chamber STIC51162 for boulevard drainage, and replace solid inspection chamber cover with grate if applicable.
 - Cut and cap, at inspection chamber, the southern-most service connection serving the development site and retain inspection chamber STIC51180 serving 11540 Railway Avenue.
 - Install three new storm service connections complete with inspection chambers. Or, alternatively, two new storm service connections with one located at the adjoining property line of two of the newly subdivided lots with dual service laterals.
- c) Sanitary Sewer Works:
- The Developer is required to:
 - Not start onsite excavation or foundation construction prior to completion of rear yard sanitary works by City crews.
 - Ensure no encroachments of onsite works (proposed trees, buildings, non-removable fences, retaining walls, etc.) into existing sanitary right-of-way along north property line of subject site.
 - At Developer's cost, the City is to:
 - Cut and cap, at main, the existing sanitary service connection remove inspection chamber SIC15772.
 - Install three new sanitary service connections complete with inspection chambers. Or, alternatively, two new sanitary service connections with one located at the adjoining property line of two of the newly subdivided lots with dual service laterals.
- d) Frontage Improvements:
- Construct a new 1.5 m wide concrete sidewalk at the new property line. The new sidewalk is to connect to the existing sidewalk north and south of the subject site.
 - Remove the existing sidewalk and backfill the area between the curb and the new sidewalk to provide a minimum 1.5 m wide grass boulevard with street trees. The boulevard width is exclusive of the 0.15 m wide curb.
 - All existing driveways along the Railway Avenue development frontage are to be closed permanently. The developer is responsible for the removal of the existing driveway let-downs and the replacement with barrier curb/gutter, boulevard and concrete sidewalk per standards described above.
 - Construct a new shared driveway to City design standards: 6.0 m wide at the property line with 0.9 m flares at the curb and 45° offsets to meet the grade of sidewalk/boulevard. The driveway width is to be kept at 6.0 m for a distance of 6.0 m from the back of the sidewalk to allow for two vehicles in opposite directions to pass. The driveway can be tapered at a 5:1 transition to a minimum width of 4.0 m (wider if garbage and recycling collection is provided door to door).
 - Provide special stamped/tinted concrete treatment for the sidewalk across the driveway to better highlight the driveway for pedestrians.
 - Relocate/upgrade the existing streetlights along Railway Avenue as required by the proposed sidewalk/driveway and to meet lighting requirements. Consult Engineering on other utility requirements as part of the frontage works.
 - Consult Parks on the requirements for tree protection/placement including tree species and spacing as part of the frontage works.
 - Coordinate with BC Hydro, Telus and other private communication service providers
 - To relocate/underground the existing overhead poles and lines as required to prevent conflict with the proposed frontage works (i.e. sidewalk and boulevard).
 - When relocating/modifying any of the existing power poles and/or guy wires within the property frontages.
 - To underground overhead service lines.

- To determine if above ground structures are required and coordinate their locations (e.g. Vista, PMT, LPT, Shaw cabinets, Telus Kiosks, etc). These should be located onsite.
- e) General Items:
- The Developer is required to:
 - Provide, within the building permit application, a geotechnical assessment of pre-load and soil preparation impacts on the existing utilities fronting the development site (i.e. AC water main on Railway Avenue, and rear-yard sanitary main) and provide mitigation recommendations.
 - 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* issuance, the developer is required to complete the following:

1. Submission of a Landscaping Security based on 100% of the cost estimate provided by the landscape architect.

At Subdivision* stage, the developer must complete the following requirements:

1. Payment of the current year's taxes, Development Cost Charges (City and GVS & DD), School Site Acquisition Charge, and Address Assignment Fees.
2. Registration of a cross-access easement over the driveway, drive aisle, and visitor parking stall shared between the two northern lots.

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

1. Installation of appropriate tree protection fencing around all trees to be retained as part of the development prior to any construction activities, including building demolition, occurring on-site.

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

1. Submission of a Construction Parking and Traffic Management Plan to the Transportation 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. Incorporation of accessibility measures in Building Permit (BP) plans as determined via the Rezoning and/or Development Permit processes.
3. If applicable, payment of latecomer agreement charges, plus applicable interest associated with eligible latecomer works.
4. 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

Date

Attachment C

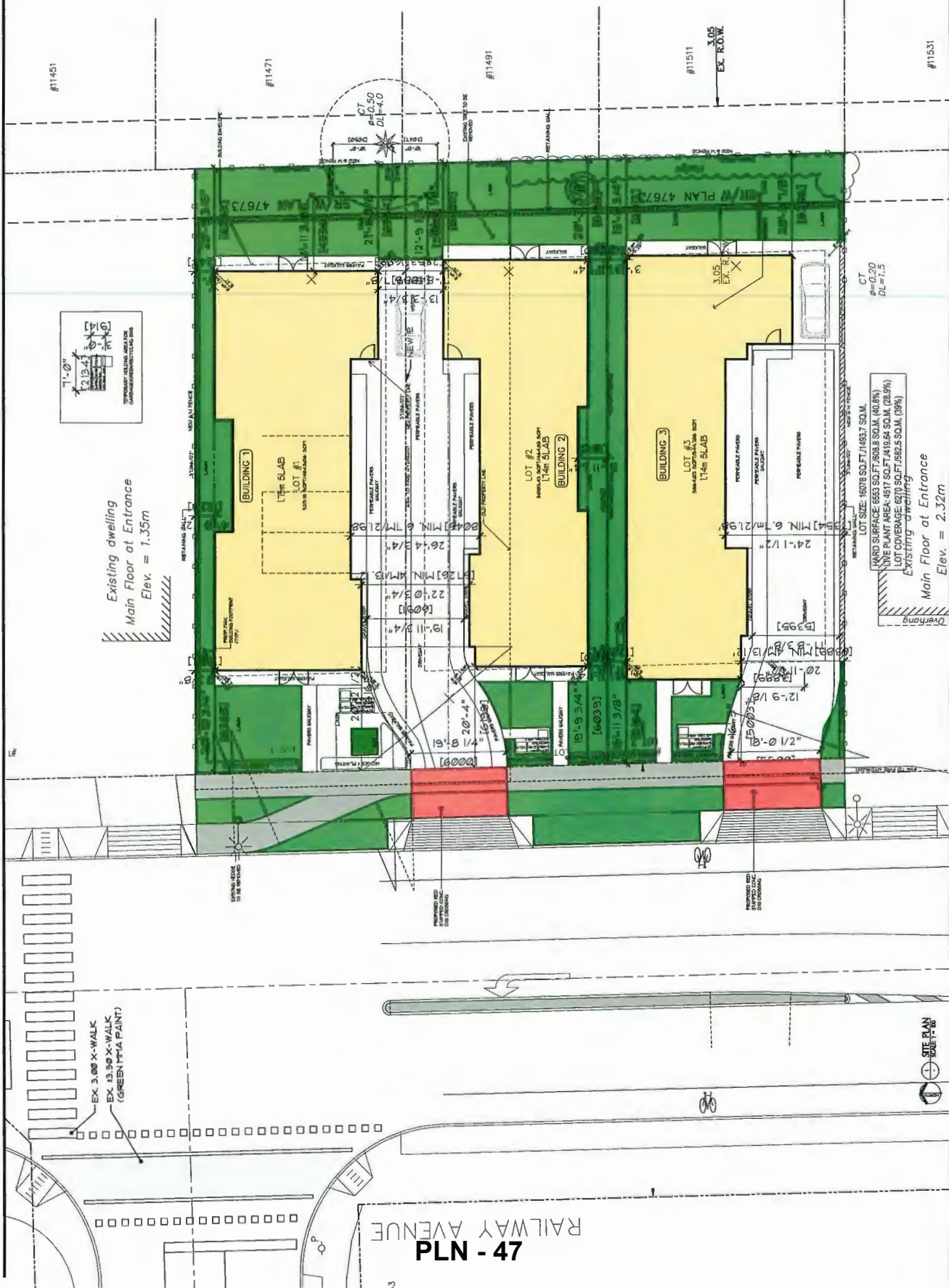
The Project is an addition of a building and parking on a portion of the subject property. The Project is shown on the attached site plan. The Project is shown on the attached site plan. The Project is shown on the attached site plan. The Project is shown on the attached site plan.

DATE	REVISION
JAN 2024	PREPARED FOR PERIZING
FEB 2024	REVEALED FOR PERIZING
MAR 2024	REVEALED FOR PERIZING
APR 2024	REVEALED FOR PERIZING
MAY 2024	REVEALED FOR PERIZING
JUN 2024	REVEALED FOR PERIZING
JUL 2024	REVEALED FOR PERIZING
AUG 2024	REVEALED FOR PERIZING
SEP 2024	REVEALED FOR PERIZING
OCT 2024	REVEALED FOR PERIZING
NOV 2024	REVEALED FOR PERIZING
DEC 2024	REVEALED FOR PERIZING

DWG
DESIGN WORK GROUP LTD.
300 WEST 10TH AVENUE
SUITE 200
VANCOUVER, BC V6C 3R7
TEL: (604) 681-8122
WWW.DWGDESIGN.COM

PROPOSED
DUPLEX

PROJECT: 47-1180 RAILWAY AVENUE
SHEET: 01
DATE: 2024.01.15
SCALE: 1/8" = 1'-0"



EXIST. 3.00 X-WALK
EXIST. 3.00 X-WALK
(GREEN PAINT)

47-1180

SITE PLAN
SCALE



RZ 17-771371

Attachment D

Address: 11480 and 11500 Railway Avenue

Applicant: Design Work Group Ltd.

Planning Area(s): Steveston

	Existing	Proposed
Owner:	1113132 BC LTD.	No change
Site Size (m²):	1,530.6 m ²	Ranging from 464.8 m ² to 544.8 m ² per lot
Land Uses:	Single-family dwelling	Two-unit dwelling
OCP Designation:	Neighbourhood Residential	No change
Area Plan Designation:	Steveston Area Plan: Single-Detached/Duplex/Triplex	Duplex
702 Policy Designation:	N/A	No Change
Zoning:	Single-Detached (RS1/E)	Arterial Road Two-Unit Dwellings (RDA)
Number of Units:	2	6
Other Designations:	n/a	No change

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Density:	The lesser of 0.6 FAR or 334.5 m ² per lot	0.6 FAR	none permitted
Lot Coverage of Buildings:	Max. 45%	45% Max.	none
Lot Coverage of Non-porous Surfaces:	Max. 70%	70% Max.	none
Lot Coverage of Landscaping:	Min. 25%	25% Min.	none
Lot Size:	Min. 464.5 m ²	Lot #1: 484.1 m ² Lot #2: 464.8 m ² Lot #3: 544.8 m ²	none
Lot Width (m):	Min. 10.35 m for proposed lots with shared vehicle access and Min. 13.4 m for proposed lot with individual vehicle access	Lot #1: 13.01 m Lot #2: 12.50 m Lot #3: 14.65 m	none
Lot Width (m):	Min. 30 m	37.18 m Min.	none

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Setbacks – Front (m):	Min. 6 m	Lots #1 & #2: 6 m Min. Lot #3: 5.0 m Min.	Variance Requested (Lot #3 only)
Setbacks – Rear (m):	Min. 6 m	6 m Min.	none
Setbacks – Side (m):	Min. 1.2 m	1.2 m Min.	none
Height (m):	Max. 9.0 m (2 storeys)	9.0 m (2 storeys)	none
Off-street Parking – Regular (R):	2 per unit	2 per unit	none
Off-street Parking – Visitor (V):	0.2 per unit when 3 or more units share one access (0.2 x 4): Lots #1 & #2 - 1 space in total Lot #3 - not required	Lots #1 & #2 - 1 space in total Lot #3 – 1 space	none
Off-street Parking (total):	13	14	none
Tandem Parking Spaces:	Permitted	0	none

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

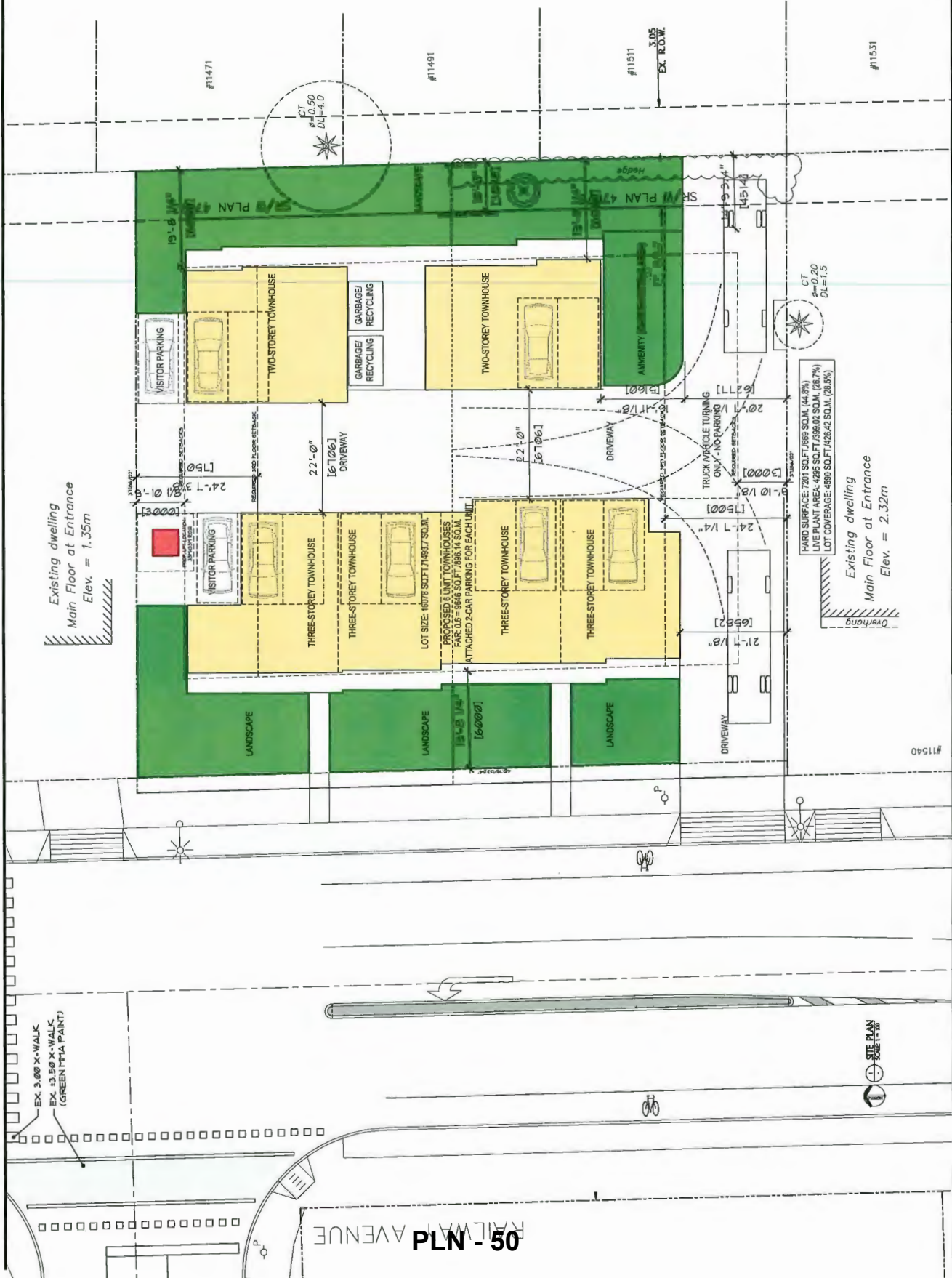
The drawings are prepared by the Designer and shall be the property of the Designer. The Client shall not be permitted to reproduce, copy, or use the drawings for any other project without the written consent of the Designer. The Designer shall not be responsible for any errors or omissions in the drawings, or for any consequences arising from the use of the drawings. The Client shall be responsible for obtaining all necessary permits and approvals from the appropriate authorities. The Designer shall not be responsible for any delays or costs incurred by the Client due to the Client's failure to obtain the necessary permits and approvals. The Client shall be responsible for providing the Designer with all necessary information and data to complete the drawings. The Designer shall not be responsible for any changes or modifications to the drawings after they have been approved by the Designer. The Client shall be responsible for providing the Designer with all necessary information and data to complete the drawings. The Designer shall not be responsible for any changes or modifications to the drawings after they have been approved by the Designer.

DESIGN WORK GROUP LTD.
 2001-10100
 781-944-1111
 www.designworkgroup.com

DATE: 2024-05-15
 DRAWN BY: [Name]
 CHECKED BY: [Name]
 PROJECT: [Name]

PROPOSED TOWNHOUSES

DATE	DESCRIPTION
2024-05-15	ISSUE FOR PERMIT
2024-05-15	ISSUE FOR PERMIT
2024-05-15	ISSUE FOR PERMIT
2024-05-15	ISSUE FOR PERMIT
2024-05-15	ISSUE FOR PERMIT
2024-05-15	ISSUE FOR PERMIT
2024-05-15	ISSUE FOR PERMIT
2024-05-15	ISSUE FOR PERMIT
2024-05-15	ISSUE FOR PERMIT
2024-05-15	ISSUE FOR PERMIT



Letter of Support

Date: September 14, 2019

To: Mayor and City Council

Re: Richmond Zoning ByLaw 8500, Amendment Bylaw 10060 (RC 17-771371)

Location: 11480 and 11500 Railway Ave

Applicant: Design Work Group Ltd

Purpose: To rezone the property from “Single Detached (RS1/E) to “Arterial Road Two-Unit Dwelling (RDA)”, to permit the property to be subdivided into three duplex lots.

Dear Mayor and Council,

Based on the outcome of the Public Hearing on September 3, 2019, we feel it is important for us to reiterate our support for this project. We are enthusiastic about the current development proposal and feel that it complies with the rezoning stipulations and is ideal for this location as well as neighborhood for the following reasons:

1. Community driven: Reflects the results of the recent 3-year public consultation process for the rezoning plan for the Richmond, “2041 Official Community Plan Bylaw 9000”.

- The current proposal follows the technical requirements and reflects the intention/spirit of the minor Arterial Road Duplex Development rezoning approach:

- a. Designates duplex/triplex developments for this specific portion of Railway
- b. Provides for more affordable housing options through this increased density

2. Neighborhood compatibility:

a. **The duplex design** aligns with the existing neighborhood: both in height and appearance.

Note: The developer has worked closely with the City Planning and Development Division over these past two years to ensure this proposal meets all updated requirements.

They have provided six revisions over this period in response to feedback.

They have consulted with the immediate neighbors in the process.

b. **Adjacent project:** The parallel “duplex development” on the adjacent property (11540 Railway Ave/ RZ18-819258) received full support at Third Reading by City Council on June 17, 2019. At the September Public Hearing, Council expressed preference for architectural continuity for neighborhoods. We feel this proposal exemplifies that continuity with this adjacent project.

3. Neighbor input/feedback: The feedback from the neighbors has been positive. Input outlined in the formal proposal document “Attachment #6”) Comments such as:

- like the design – tasteful
- happy with the number of units
- the height and layout of the property works for us
- on board with the development
- curious why he has not yet started breaking ground

4. More affordable housing option; with a family and senior friendly design:

- Family friendly housing: 3 bedrooms (yet smaller than single family home)
 - close to schools and community center
- Provides a style of housing which allows for individuals to “age in place”;
 - two levels (only one set of stairs) – appropriate for stair gliders (curved model)
 - the garage is at entry level
 - aging in place features in all units; provision for two convertible units
 - although smaller, is still large enough to house a caregiver if needed.
 - reasonably close to essential amenities (Steveston)
 - immediate access to public transit (across the street)

5. Parking: The complex does provide each resident with two enclosed parking spaces (double garages) as well as visitor parking. This minimizes any parking impact on the neighboring area. Also, the turn radius from the garages allows for a “forward facing” exit from the property.

6. Personal perspective: We are excited to be part of this development for all the above reasons. This has been our family property and home since 1956. We were looking forward to staying in our neighborhood (on this property) and “aging in place”. This recent rezoning as well as the proposed development design would enable us to do that. We specifically sold the property to a developer who shares that vision and is a member of the neighboring Richmond community.

Action: We are sharing our perspective and enthusiasm for this development as proposed and are hoping that Mayor and Council will give it your full support as well.

Thank you,

Nadja Wojna	nadjawojna@icloud.com
Edwin Lockefer	edwinlockefer@icloud.com
Vera Wojna	vmwojna@gmail.com

Former owners of 11480 and 11500 Railway Avenue

September 16, 2019

Re: Rezoning Bylaw 8500 Public Hearing for File #: 17-771371

Address: 11480/11500 Railway Ave

Dear Mayor and Council

I heard about the outcome of the September Public Hearing on this proposal and that it did not pass and was referred back to the planning office. I was surprised by this result as it was fully supported at 1st Reading. I've spoken to my immediate neighbors and we were all happy with the proposed development. As such, we did not come forward at the Public Hearing given we assumed that one would typically only come forward or provide a submission if we had objections or concerns.

As a direct neighbor of this property (11460 Railway Ave), I feel it is important to share with you my support for the proposal as outlined.

I was satisfied with the three-year municipal consultation process that resulted in the new "2041 Community Plan Bylaw" for Richmond; specifically, the specific level of density set out for this portion of Railway. The rezoning allows for two story duplexes or triplexes (dependent on the size of the property). That change is most logical & environmentally friendly for this area – allowing for smaller and more affordable housing. This would benefit families as well as seniors who are downsizing, but still want space for their children and grandchildren who live out-of-town to be able to visit.

With respect to this specific development, I have been kept informed by the developer (and my family) regarding the style of development, the height and the density. I know that the developer has worked closely with the Richmond Planning and Development Office as well as my family (former owners of the property). Effort has been made to ensure that it is viable, tasteful and appropriate for this specific location and most importantly would fit into the current neighbourhood. Your planned densification of this area would allow us neighbours to feel comfortable with the outcome.

My current home & the property for development has been in my family since 1956. I do care about how it gets developed. Densification is inevitable but it needs to be in keeping with the neighbourhood, the community parks, schools and trails. I feel this is a very good proposal. I'd be happy to live next to this development as outlined.

Sincerely,

Valentina Wojna
11460 Railway Ave,
Richmond BC



Fwd: REZONING AND REDEVELOPMENT OF 11480 AND 11500 RAILWAY AVENUE, RICHMOND

Nadja <nadjawojna@icloud.com>
To: Inder Johal <inder.j1000@gmail.com>

Thu, Sep 19, 2019 at 11:15 PM

Keep smiling & have fun! Nadja

Begin forwarded message:

From: Randy <randy@hydraclean.net>
Date: September 19, 2019 at 19:46:34 GMT+2
To: mayorandcouncillors@richmond.ca
Subject: REZONING AND REDEVELOPMENT OF 11480 AND 11500 RAILWAY AVENUE, RICHMOND

Re: REZONING AND REDEVELOPMENT OF 11480 AND 11500 RAILWAY AVENUE, RICHMOND

Hello, my name is Randy Scherk. co-owner with my wife, of 11580 Railway Avenue. I would like to express my opinion about the subject development.

I am not against the project as originally presented as it seemed to fit nicely into the neighborhood. However, I am concerned with the potential higher density in any revised proposal. Higher density will cause problems with illegal suites and on street parking. Plus, it will forever change the "look and feel" of the existing neighborhood. There are currently no three story buildings on either side of Railway between Steveston Highway and Moncton Street. To change the existing proposal to allow three story homes will set, what I consider, a bad precedent for future development in our neighborhood.

Please leave it at two stories so the people in the neighborhood don't have to contend with the higher density and resulting demand on street parking. There is no street parking in front of the proposed units. There is no street parking across Railway (west side) from Steveston Highway to Moncton Street. Higher density will put pressure on the limited existing street parking, further south on the east side of Railway. Should you decide to go ahead with the higher density please consider increasing the number of on-site "visitor parking" spaces.

Thank you for listening.
Randy Scherk
11580 Railway Avenue
Richmond BC V7E 2B9
(C) 604-209-7707

11491 Kestrel Drive,
Richmond, B.C.
V7E 4E3

October 2, 2019

To the Mayor and Councillors of Richmond

Re: Proposed Development by Bricklane Properties at 11480 and 11500 Railway Avenue

I was not able to attend the September 3 Council meeting where this development proposal was discussed and apparently denied. I have however read the minutes of the meeting, as well as a letter from a resident on Garry Street. It is my understanding from the minutes that while there may have been an expressed concern regarding lack of visitor parking in the proposed development, the actual reason for denial and deferment is to increase the density of development on these two currently single family lots. My husband and I own a home that backs onto these lots. We are very concerned to hear that City Council would like even greater density on these lots than the proposed duplexes of Bricklane Properties.

A greater density than the 6 duplexes would place terrible pressure on residential parking in the area, as we know that parking is forbidden on Railway. Visitors would have to cross Railway and seek parking somewhere along Garry Street where there are already parking issues due to townhouses at the corner of Garry and Railway.

Our biggest concern however, is the density, the lack of privacy and the likely three story height that would come with townhouses behind our homes. There would be increased noise and much less sun for our garden.

We understand that with progress comes the need for increased density. We are supportive of the proposed Bricklane development as it is attractive and innovative in how the buildings are oriented. It increases the density of the lots, but does so in a sensitive and tolerable manner. The developers have sought community input and assure us that they have amended their plans to include more visitor parking.

We hope that you will reconsider the Bricklane Properties application and not go forward with townhouses on this small area.

Sincerely,

Tim and Ellen Gould
604 275-2648

September 19, 2019

Mr. & Mrs. Derek Lam
11511 Kestrel Drive
Richmond, B.C.
V7E 4E3

To Whom It May Concern:

It has come to my attention that the City of Richmond has denied the builders' plans to redevelop the two lots behind my lot facing Railway into three sets of duplexes and are wanting these lots to be rezoned for town houses.

My neighbour and I are not happy about having high density housing (townhouses) behind our lots, especially if they are three stories high! I have seen the developers' plans for the duplexes and felt they were more appropriate instead of town houses.

I am hoping the city will reconsider their decision and allow the builders to proceed with their plans for back to back duplexes instead of multi-townhouses.

Sincerely,

Derek Lam
Home Owner

September 20, 2019

To the Mayor and Councillors of Richmond

Re: Proposed Development by Bricklane Properties at 11480 and 11500 Railway Avenue

Dear Mayor & Council:

It has come to our attention that the above rezoning application has been rejected. This is disappointing. We find the original proposal to be in keeping with the neighbourhood and, from a visual appearance from the street, will look like 3 individual houses while adding much needed density.

We live around the corner and walk by there every day on our walk into Steveston to socialize with our community neighbours.

We heard rumours that council suggested a redevelopment of 3 stories in the front and two stories in the back with a road in between. If you see the lot depth, you will find that is very impractical.

An example of 3 high in the front, 2 high behind is located on Steveston Highway next to O'Hare's Pub. We find this arrangement to be unattractive, especially so close to the street. It looms over everything in that neighbourhood. We suggest that you look at this development and see for yourself. We think it was a mistake.

Thank you for your consideration.

Ed & Anne Ikeda
5220 Bunting Avenue

**CAMPBELL FROH
MAY & RICE LLP**

Ralph A. May*
Jefferson N. Froh*
Richard P. Keevil
Samuel E. Suk

Mark E. Standerwick*
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Victoria C.L. Wu

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Our File No.: 034152-0085351\302168

June 7, 2017

Edwin Lockfeer and Nadja Wojna
11500 Railway Avenue
Richmond, BC
V7E 2B9

Wera Wojna
11480 Railway Avenue
Richmond, BC
V7E 2B9

Dear Sir/Madam:

**Re: Purchase, Sale and Redevelopment of 11480 and 11500 Railway Avenue,
Richmond, BC (the "Properties")**

As solicitors for 1113132 B.C. Ltd. (the "Purchaser"), we are writing to confirm some of the additional details with respect to the purchase, sale and redevelopment of the Properties. By way of background, the parties have, or will enter into two separate contracts of purchase and sale, each dated June 1, 2017 (the "Contracts"), with respect to the purchase and sale of the Properties. It is a condition of each of the Contracts that the parties execute a letter agreement outlining the overall redevelopment plans for the Properties and this letter will serve that purpose.

The additional terms agreed to by the parties are attached hereto as Schedule A and a copy of the proposed plan for the Properties is attached hereto as Schedule B. In addition to the terms outlined in the attached, Edwin Lockfeer, Nadja Wojna and the Purchaser will enter into the BC standard form residential tenancy agreement as modified by the terms set out in Schedule A with respect to the property civically known as 11500 Railway, Avenue, Richmond, B.C..

The loan from Edwin Lockfeer and Nadja Wojna to 1113132 B.C. Ltd. in the principal amount of [REDACTED] will be evidenced by a promissory note incorporating the terms set out in Schedule A and secured by the personal guarantees of Chris Bonkowski and Inder Johal and further secured by a second mortgage charging the Properties. The full amount of the loan will be shown as a credit to the Buyer on the Seller's statement of adjustment and be considered to be advanced as at the completion date.

SCHEDULE A TO LETTER AGREEMENT DATED JUNE 7th 2017

Revised: By Edwin Lockefer June 16th.

Items for Letter agreement

Pre-Sale Location: The Buyers, Edwin Lockefer and Nadja Wojna ("Lockefer-Wojna") agree to purchase from the sellers ("1113132 B.C. Ltd") Unit B. located on the South-East Lot . (currently 11500 Railway Avenue, Richmond B.C. V7E-2B9) see also site plan and current proposed plan by Design Work Group dated March 30th 2017. Proposed size of property/ Duplex comprising of **Unit A** (front unit) and **Unit B** (back unit) is 5,362 Sq.Ft. Total proposed land portion of **unit B** is 50% and therefore 2,681 Sq.Ft.

Size of Back Duplex (Unit B) The current proposed size of Unit B is **1717 Sq.Ft.** plus a double garage of approx. **408 Sq.Ft.** (see proposed plan DWG dated March 30th 2017 for detail)

Pre-sale Price: Both parties agree that the pre sale price (1 of 6 units, Unit B) for Lockefer-Wojna is at cost plus [REDACTED] (final price will Not exceed [REDACTED] per Sq.Ft.)

Final sale price to be determined based on actual Sq.Ft. of **unit B.** (will be no less than the currently proposed **1717 Sq Ft**). 1113132 B.C. Ltd will provide Lockefer-Wojna with the final approved drawings of Unit B when they are approved by City of Richmond. Lockefer-Wojna are responsible for the G.S.T. and transfer taxes (if applicable). **1113132 B.C. Ltd** will lock in the G.S.T. for Lockefer-Wojna based on the agreed sale price.

The price of [REDACTED] per Sq.Ft. includes a finished backyard, fencing and garden (as required by the City of Richmond.) It is the understanding of Lockefer-Wojna that the current trees in the back of garden will remain. Both parties agree that the price includes the suggested changes to the proposed drawings dated march 30th by DWG: (As discussed with Inder/Edwin) i.e. re-locate the laundry room to the upstairs, add bench/mud room downstairs, remove Island in kitchen and set back and add on east wall built-in cabinets above countertop, add bar sink, installation of sufficient electrical outlets to accommodate coffeemaker and or other small appliances on the east wall.

Both parties agree to discuss other minor requests at a later date; examples outdoor electrical outlet(s), outside water tap, gas attachment for BBQ and water pressure balancing valves for showers / All lights LED.... Note: some of these items might already included in design

Both parties agree to have a dialogue regarding: plumbing requirements, windows /doors and alarm system / heating system / heated floors / insulation between 2 units / extra wall between **unit A** and **unit B** that extends fully into the attic (insulating with mineral wool insulation) to reduce noise levels.

The finishing of unit B shall be comparable or better than the following finished projects from Bricklane properties. #546 - #548 East 10th in Vancouver B.C. 1113132 B.C. Ltd agrees to show Lockefer-Wojna comparable projects in Richmond /Vancouver.



Down payment: Lockfeer-Wojna agree to provide a down payment of **Cad 5,000** for **Unit B**, to be placed in trust by **1113132 B.C. Ltd's** lawyer. This downpayment is **0%** interest bearing. Down payment is due on June 28th 2017 (or completion date)

Upgrades/ special requests: Lockfeer-Wojna and 1113132 B.C. Ltd agree that any upgrades or special requests requested by Lockfeer-Wojna in addition to the allowable budgeted items. Lockfeer-Wojna will be responsible for additional payment to **1113132 B.C. Ltd.**

These additional items, upgrades and special requests, will be charged at **cost plus 12.5%** and 1113132 B.C. Ltd agrees to provide Lockfeer-Wojna with back-up to justify the expense. Lockfeer-Wojna and 1113132 B.C. Ltd agree that any of these requests and or upgrades need to signed off* by Lockfeer-Wojna in writing. (*in order for 1113132 B.C. Ltd to charge Lockfeer-Wojna)

Loan to 1113132 B.C. Ltd : Lockfeer-Wojna agrees to provide a loan to seller of [REDACTED] This loan is interest bearing at a rate of **3.35% per annum** starting July 01st 2017.

First mortgage Loan-to-value (LTV) cannot exceed 55% of the combined purchase price of the 2 properties.(3.4 mil) The cumulative Loan to value (CLVT) can't exceed 80% of the average of the appraised value and the purchase price of both properties. (3.3 mil)

1113132 B.C. Ltd agrees to have a minimum amount of between [REDACTED] equity in the project. 1st mortgage Maximum amount of [REDACTED]

Interest from loan to 1113132 B.C. Ltd is payable at the **end of each quarter** or portion of quarter @ a monthly rate of Cad 2,093.75 and/or **Cad 6,281.25** for a full quarter. If 1113132 B.C. Ltd. agrees to all terms of the loan and collateral the **1st interest payment** is due September 30th 2017, for the amount of **Cad 6,281.25**

Late payment interest carries a penalty payment of **Cad 75.00** per day. The loan is for a period of **30 months**. If both parties agree to extend the loan after 22 months, due to a delay in the project, beyond 01st of May 2019 the interest rate will be the same for an additional 8 months (@ rate of 3.35% per annum). Pre payment of portion of loan or full repayment prior to 01st of May 2019* of loan is **Not** allowed prior to completion of the unit B. *When loan comes due Lockfeer-Wojna will use the moneys for partial payment of the said property (Unit B)

Lockfeer-Wojna request and require that **1113132 B.C. Ltd.** will provide collateral for the 750K loan and in addition require that a personal guarantee and **collateral** will be given by the **directors*** of **1113132 B.C. Ltd** for the loan.

* Chris Bonkowski and Inder Johal.

Note: a separate loan contract need to be prepared and need to include all terms and conditions as discussed. This contract should also clearly stipulate that the moneys are not to be used for anything other than the "Railway project" development.



Timeline project : (best estimates)

- A) Rezoning 4-6 months from application date May 10th 2017
- B) Development permit(s) 4 months after A.
- C) Building permit(s) 2 months after B.
- D) Break ground May 2018
- E) Completion/move-in May 2019

Budget: 1113132 B.C. Ltd will provide Lockefer-Wojna with the final budget as soon as this comes available and will continue to provide Lockefer-Wojna with any budget changes/updates in a timely matter. 1113132 B.C. Ltd will mitigate risk by insuring the project for natural disasters as needed and insure themselves as the "contractor" for life insurance. Lockefer-Wojna will be presented with a copy of life insurance/full disclosure prior to start building project but not later than August 1st 2017.

Rental : Lockefer-Wojna agree to rent back the house 11500 Railway Avenue starting 01st July 2017 for a minimum period of 12 months or end the contract earlier as both parties agree. NO deposit is required by 1113132 B.C. Ltd. Rent is payable monthly at a rate of **Cad 2,150** per month due on the 1st working day of each month. 1113132 B.C. Ltd are responsible for property taxes, utility bill city of Richmond and applicable insurance on the house as of **July 01st 2017**. The tenants, Lockefer-Wojna, are responsible for minor repairs up to Cad 100.00 per month and applicable tenants insurance. The rent includes a minimum of **3 lawn services** a month (as needed). The first rent payment is due on July 01st 2017 for the amount of **Cad 2,150**.

A signed Residential Tenancy Agreement # RTB-1 is attached with the **contract of purchase and sale**. Further details of rental contract to be added on addendum on form # **RTB-1** 1113132 B.C. Ltd will serve a minimum of 10 days notice to end tenancy, or earlier if both parties agree.

Assignment: 1113132 B.C. Ltd agree NOT to re-assign this contract, in whole or in part, to a third party without (written) approval of Lockefer-Wojna and if approved Lockefer-Wojna, 1113132 B.C. Ltd will share the additional proceeds over Cad 1,745,000,00 on a 50%-50% base with a minimum of Cad 95,000 for 11500 Railway. Lockefer-Wojna has the right to arbitrarily deny re-assignment.

Warranty : FULL 2-5-10 year warranty with Pacific Home Warranty.

Confidentiality: The parties agree to keep the final terms of the contract confidential, including purchase price, and additional terms and shall not disclose any of the terms contained herein to any such person other than the parties respective directors, officers, employees, legal counsel and/or other professional advisors.

Revised: by Edwin Lockefer 16-06-2017

A handwritten signature in black ink, appearing to be 'E. Lockefer', is located in the bottom right corner of the page.



Richmond Zoning Bylaw 8500
Amendment Bylaw 10060 (RZ 17-771371)
11480 and 11500 Railway Avenue

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

- 1. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following area and by designating it "ARTERIAL ROAD TWO-UNIT DWELLINGS (RDA)".

P.I.D. 004-024-621

The Northerly 64 Feet of Lot 459 Section 1 Block 3 North Range 7 West New Westminster District Plan 46318

P.I.D. 004-024-460

Lot 459 Except the Northerly 64 Feet Section 1 Block 3 North Range 7 West New Westminster District Plan 46318

- 2. This Bylaw may be cited as "Richmond Zoning Bylaw 8500, Amendment Bylaw 10060".

FIRST READING

JUL 22 2019

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

Approval box with fields for City of Richmond, APPROVED by (signature), and APPROVED by Director or Solicitor (signature).

MAYOR

CORPORATE OFFICER