



City of Richmond

Report to Committee Planning and Development Division

To: Planning Committee
From: Wayne Craig
Director of Development

Date: January 12, 2016

File: RZ 15-705925

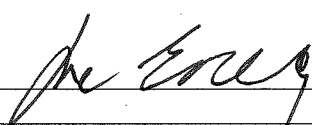
Re: Application by Hardeep Bhullar for Rezoning at 11971 Dewsbury Drive from
Single Detached (RS1/E) to Compact Single Detached (RC2)

Staff Recommendation

1. That Official Community Plan Bylaw 9000, Amendment Bylaw 9525, proposing a text amendment to Section 3.6.3, Objective 4, B. Aircraft Noise Sensitive Areas, be introduced and given first reading.
2. That Bylaw 9525, 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 program and plans, in accordance with Section 882(3)(a) of the Local Government Act.
3. That Bylaw 9525, having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043, be referred to the Vancouver International Airport Authority after first bylaw reading, for formal comment before the Public Hearing on March 21, 2016.
4. That Richmond Zoning Bylaw 8500, Amendment Bylaw 9515, for the rezoning of 11971 Dewsbury Drive from "Single Detached (RS1/E)" to "Compact Single Detached (RC2)", be introduced and given first reading.


Wayne Craig
Director of Development

CL:blg
Att.

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

Staff Report

Origin

Hardeep Bhullar has applied to the City of Richmond for permission to rezone the property at 11971 Dewsbury Drive from the "Single Detached (RS1/E)" zone to the "Compact Single Detached (RC2)" zone, to permit the property to be subdivided to create two (2) lots fronting No. 5 Road; with vehicle access to/from a new rear lane off Dewsbury Drive (Attachment 1). A survey of the subject site is included in Attachment 2.

An Official Community Plan (OCP) housekeeping text amendment to the table in Section 3.6.3, Objective 4, B. Aircraft Noise Sensitive Areas of Schedule 1 of Official Community Plan Bylaw 9000 is required to clarify that rezoning applications from one single-family zone to another single-family zone may be considered.

Findings of Fact

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

Surrounding Development

Development immediately surrounding the subject site is as follows:

To the North, is a dwelling on a lot zoned "Single Detached (RS1/E)" which fronts No. 5 Road.

To the South, directly across Dewsbury Drive, are two (2) lots zoned "Single Detached (RS1/E)"; one (1) which fronts No. 5 Road and the other which fronts Dewsbury Drive.

To the East, directly across No. 5 Road, are lots zoned "Single Detached (RS1/A)" and "Single Detached (RS1/B)" which front No. 5 Road.

To the West, is a dwelling on a lot zoned "Single Detached (RS1/B)" which fronts Dewsbury Drive.

Related Policies & Studies

Official Community Plan/East Cambie Area Plan

The Official Community Plan (OCP) land use designation for the subject site is "Neighbourhood Residential", and the East Cambie Area Plan designation for the subject site is "Residential (Single-Family Only)". This redevelopment proposal is consistent with these land use designations.

The subject site is located at the intersection of No. 5 Road and Dewsbury Drive; north of Alderbridge Way in the East Cambie planning area (Attachment 4). This redevelopment proposal involves the creation of two (2) lots fronting a major arterial road, with vehicular access to an operational rear lane; which is envisioned to connect in the future to the existing operational lane that is already established to the north to service 4571 to 4579 No. 5 Road.

Prior to final adoption of the rezoning bylaw, the applicant is required to dedicate land for the rear lane and construct the lane off Dewsbury Drive.

This redevelopment proposal is consistent with other small lot single-family infill development that has occurred to the north, all of which is consistent with the “Residential (Single-Family Only)” land use designation in the East Cambie Area Plan.

Aircraft Noise Sensitive Development Policy

The subject site is located within the High Aircraft Noise Area (Area 2), which is identified in the OCP’s Aircraft Noise Sensitive Areas Table and Map. With respect to the High Aircraft Noise Area (Area 2), the policy objective identified in Section B of the Aircraft Noise Sensitive Areas table is to consider all new aircraft noise sensitive land uses (e.g. hospital, provincially licensed daycare, schools, and residential), except for the creation of certain new single-family development.

The Table clarifies that rezonings from an existing single-family zone to another single-family zone may be considered. However, the table refers specifically to the former names of single-family zones under the previous Zoning Bylaw. With the adoption of Richmond Zoning Bylaw 8500 in 2009, changes were made to the names of the single-family zones, such that some single-family zones are no longer explicitly reflected in the policy. For example, the “Compact Single Detached (RC2)” zone that is proposed for the subject site was formerly entitled “Single Family Housing District R1/0.6”. Since the Policy specifically makes reference to the “Single Family Housing District (R1)” zone, the “Compact Single Detached (RC2)” zone is no longer specifically identified in the Policy as one of the zones that may be considered. It is proposed that this omission be corrected to allow the Compact Single Detached (RC2) zone as it is consistent with the OCP policy and, as with the other single family uses, will be required to mitigate for aircraft noise with covenants.

The proposed text amendment to the Aircraft Noise Sensitive Areas Table in the OCP is viewed as a housekeeping amendment to restore clarity regarding single-family zones in the High Aircraft Noise Area (Area 2), and does not increase the number of dwellings permitted. The proposed text amendment to Section B of the Aircraft Noise Sensitive Areas table is shown below to identify the differences between the existing wording and the proposed wording (note: the revised text is shaded):

Existing Text	Proposed Text Amendment
<ul style="list-style-type: none"> • Objective: To consider all new aircraft noise sensitive land uses, except single family. • All new Aircraft Noise Sensitive Land Uses may be considered, except single family, more specifically: <ul style="list-style-type: none"> - new single family detached development requiring amendments to the OCP, Area Plan, or existing zoning other than Single-Family Housing District (R1) are prohibited, however, - rezonings from one Single-Family Housing District (R1) Subdivision Area to another Subdivision Area (A to K) may be considered, subject to all applicable Policies (e.g. Sub-Area 	<ul style="list-style-type: none"> • Objective: To consider all new aircraft noise sensitive land uses, except new single family. • All new Aircraft Noise Sensitive Land Uses may be considered, except new single family, more specifically: <ul style="list-style-type: none"> - new single family detached development requiring amendments to the OCP, Area Plan, or existing zoning other than “Single Detached (RS1; RS2)” are prohibited, however, - rezonings from one “Single Detached (RS1/RS2)” sub-zone to: <ul style="list-style-type: none"> another “Single Detached (RS1; RS2)” sub-zone (e.g., RS1/A-K; RS2/A-K); or,

Existing Text (continued)	Proposed Text Amendment (continued)
Plans, 702 Policies, and Richmond Zoning Bylaw 8500).	- the "Compact Single Detached (RC1, RC2) zone; may be considered, subject to all applicable Policies (e.g., Sub-Area Plans, Single-Family Lot Size Policies, and Richmond Zoning Bylaw 8500).

Consistent with the Aircraft Noise Sensitive Development Policy, prior to final adoption of the rezoning bylaw, the applicant is required to register an aircraft noise sensitive use covenant on Title to address public awareness and to ensure that aircraft noise mitigation is incorporated into dwelling design and construction.

There are no significant implications to the City as a result of this housekeeping text amendment to the OCP as the current policy allows such aircraft noise mitigated single-family rezonings and subdivisions to occur and will continue to do so over time, where permitted.

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.

Ministry of Transportation and Infrastructure Approval

As the subject site is located within 800 m of an intersection of a Provincial Limited Access Highway and a City road, this redevelopment proposal was referred to the Ministry of Transportation and Infrastructure (MOTI). Confirmation has been received from MOTI indicating that they have no objections to the proposed redevelopment and that preliminary approval has been granted for a period of one year. Final approval from MOTI 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.

Staff have reviewed the proposed OCP and zoning amendments, with respect to the BC Local Government Act and the City's OCP Consultation Policy No. 5043 requirements, and recommend that this report be referred to the Vancouver International Airport Authority for formal comment before the Public Hearing on March 21, 2016.

The table below clarifies this recommendation as it relates to the proposed OCP amendment.

If further discussion is required with any of these stakeholders, it can occur, if requested, prior to the Public Hearing.

OCP Consultation Summary

Stakeholder	Referral Comment (No Referral necessary)
Vancouver International Airport Authority (VIAA) (Federal Government Agency)	If given first reading by Council, staff recommends that the proposed amendment be referred to VIAA for comment prior to the Public Hearing.
<ul style="list-style-type: none"> • BC Land Reserve Commission • Richmond School Board 	No referral necessary, as the proposed amendment is to clarify the wording in the Aircraft Noise Sensitive Areas table with respect to rezoning applications from an existing single-family zone to another single-family zone.
<ul style="list-style-type: none"> • The Board of the Greater Vancouver Regional District (GVRD) • The Councils of adjacent Municipalities • First Nations (e.g., Sto:lo, Tsawwassen, Musqueam) • Translink • Port Authorities (Vancouver Port Authority and Steveston Harbour Authority) • Richmond Coastal Health Authority • Community Groups and Neighbours • All other relevant Federal and Provincial Government Agencies 	No referral necessary, as the proposed amendment is to clarify the wording in the Aircraft Noise Sensitive Areas table with respect to rezoning applications from an existing single-family zone to another single-family zone.

Should this application advance to a Public Hearing, the standard Notice of Public Hearing will be sent to all residents and property owners of land within 50 m of the subject site, and the public will have an opportunity to comment further on the proposed amendments.

School District

This application was not referred to School District No. 38 (Richmond) because it does not have the potential to generate 50 or more school aged children. 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 redevelopment proposal only involves the creation of two (2) single-family lots. However, as a courtesy, staff have already advised the School District staff of the proposal and they have indicated that they do not require a formal referral of the proposal.

Analysis of the Rezoning Application**Proposed Site Access**

Vehicular access to the proposed lots at the subject site is to be from a new rear lane along the entire west property line off Dewsbury Drive; to be dedicated and constructed at the applicant's cost. The lane is envisioned to connect to the existing operational lane that has been established to the north; which provides lane access to 4571 to 4579 No. 5 Road.

Prior to final adoption of the rezoning bylaw, the applicant is required to dedicate:

- 6.0 m of land along the entire west (rear) property line of the subject site for the rear lane.

- A 4.0 m x 4.0 m corner cut at the southeast corner of the subject site at the intersecting property lines for frontage improvements at future development stage.
- Approximately 0.4 m of land along the entire south property line of the subject site for frontage improvements on Dewsbury Drive (note: the dedication amount is to be verified by the applicant's surveyor at future development stage).
- Approximately 0.1 m of land along the entire east property line of the subject site for frontage improvements on No. 5 Road (note: the dedication amount is to be verified by the applicant's surveyor at future development stage).

Preliminary Architectural Elevation Plans

To illustrate how the future corner lot interface will be treated; the applicant has submitted preliminary conceptual architectural elevation plans of the dwelling at the proposed corner lot (Attachment 5). Prior to rezoning, the applicant is required to register a legal agreement on Title to ensure that the Building Permit plans and the resulting dwelling are generally consistent with the attached design. Plans submitted at Building Permit stage must also comply with all City regulations.

Tree Retention and Replacement

A Certified Arborist's Report was submitted by the applicant; which identifies tree species and location, assesses tree structure and condition, and provides recommendations on tree retention and removal relative to the proposed development. The Report assesses two (2) bylaw-sized trees and two (2) undersized trees on-site, and one (1) undersized tree in the No. 5 Road frontage on City-owned property.

The City's Tree Preservation Coordinator and Parks Department Arborist have reviewed the Arborist's Report, conducted visual tree assessment, and concur with the Arborist's recommendations to:

- Retain and protect the undersized Cherry tree located on-site in the front yard due to its good condition.
- Remove Trees #743 and #744 on-site due to poor condition from previous topping, making them unsuitable for retention.
- Remove the undersized tree located in the No. 5 Road frontage on City-owned property (Tree A) due to the required boulevard improvements to relocate the sidewalk to the new property line and install a treed/grassed boulevard at the curb.

Tree Protection

One (1) undersized Cherry tree is to be retained and protected. The proposed Tree Management Drawing is shown in Attachment 6.

To ensure protection of the undersized Cherry tree on-site in the front yard, the applicant is required to complete the following items prior to final adoption of the rezoning bylaw:

- Submit a contract with a Certified Arborist for supervision of all works conducted within close proximity to the tree protection zone. The contract must include the

scope of work, including the number of monitoring inspections at specified stages of construction, any special measures required for tree protection, and a provision for the Arborist to submit a post-construction impact assessment report to the City for review.

- Submit a survival security in the amount of \$1,000. The security will not be released until an acceptable post-construction impact assessment report is submitted by the Arborist and a landscaping inspection has been passed by City staff.

Prior to demolition of the existing dwelling on the subject site, the applicant is required to install tree protection fencing around the 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 must remain in place until construction and landscaping on-site is completed.

Tree Replacement

A total of two (2) bylaw-sized trees on-site are proposed to be removed and replaced (Trees #743 and #744). Consistent with the OCP tree replacement ratio of 2:1, the applicant has agreed to plant and maintain a total of four (4) replacement trees on the proposed lots with the following minimum sizes:

# Replacement Trees	Minimum Caliper of Deciduous Tree	or	Minimum Height of Coniferous Tree
2	6 cm		3.5 m
2	8 cm		4 m

To ensure that the required replacement trees are planted and maintained and that the front yards and exterior side yards of the proposed lots are enhanced, the applicant is required to submit a Landscape Plan, to the satisfaction of the Director of Development, prepared by a Registered Landscape Architect, along with a Landscaping Security in the amount of 100% of a cost estimate for the proposed works provided by the Landscape Architect (including fencing, trees, soft and hard surfaces, installation costs, and 10% contingency). The Landscape Plan, Cost Estimate, and Landscaping Security are required to be submitted prior to final adoption of the rezoning bylaw.

The applicant has submitted a preliminary Landscape Plan for the front yard and exterior side yard of the proposed corner lot (Attachment 7). Prior to rezoning, the applicant is required to submit a final Landscape Plan along with the required Cost Estimate and Landscaping Security, as described above.

For the removal of the undersized tree from the boulevard on No. 5 Road on City-owned property, the applicant is required to provide a contribution to the City's Tree Compensation Fund in the amount of \$1,300 prior to final adoption of the rezoning bylaw, as identified by the Parks Department Arborist.

Existing Legal Encumbrances

There is an existing Statutory Right-of-Way (SRW) for utilities registered on Title of the subject property, which is located along the entire west property line. The portion of the property within the SRW is required to be dedicated for the lane prior to rezoning.

Affordable Housing Strategy

The Affordable Housing Strategy for single-family rezoning applications received prior to September 14, 2015, requires a secondary suite or coach house on 50% of new lots, or a cash-in-lieu contribution of \$1.00/ft² of total buildable area towards the City's Affordable Housing Reserve Fund.

The applicant proposes to provide a legal secondary suite on one (1) of the two (2) lots proposed at the subject site. To ensure that the secondary suite is built to the satisfaction of the City in accordance with the City's Affordable Housing Strategy, the applicant is required to enter into a legal agreement registered on Title stating that no final Building Permit inspection will be granted until the secondary suite is constructed to the satisfaction of the City in accordance with the BC Building Code and the City's Zoning Bylaw. Registration of this legal agreement is required prior to final adoption of the rezoning bylaw. This agreement will be discharged from Title (at the initiation of the applicant) on the lot where the secondary suite is not required by the Affordable Housing Strategy after the requirements are satisfied.

Site Servicing and Frontage Improvements

At future Subdivision and Building Permit stage, the applicant must pay Development Cost Charges (City and GVS & DD), School Site Acquisition Charge, and Address Assignment Fees, as described in Attachment 8. The applicant will also have to complete the required servicing works and off-site improvements as described in Attachment 8.

Financial Impact

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

Conclusion

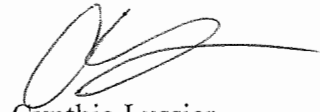
The purpose of this application is to rezone the property at 11971 Dewsbury Drive from the "Single Detached (RS1/E)" zone to the "Compact Single Detached (RC2)" zone to permit the property to be subdivided to create two (2) lots fronting No. 5 Road, with vehicle access to/from a new rear lane off Dewsbury Drive.

A housekeeping text amendment to the table in Section 3.6.3, Objective 4, B. Aircraft Noise Sensitive Areas of Schedule 1 of the Official Community Plan Bylaw 9000 is required to clarify the intent that rezoning applications from one single-family zone to another single-family zone may be considered.

This rezoning application complies with the land use designations for the subject site contained within the OCP and East Cambie Area Plan.

The list of rezoning considerations is included in Attachment 8, which has been agreed to by the applicant (signed concurrence on file).

On this basis, it is recommended that Official Community Plan Bylaw 9000, Amendment Bylaw 9525 be introduced and given first reading. It is further recommended that Zoning Bylaw 8500, Amendment Bylaw 9515, be introduced and given first reading.

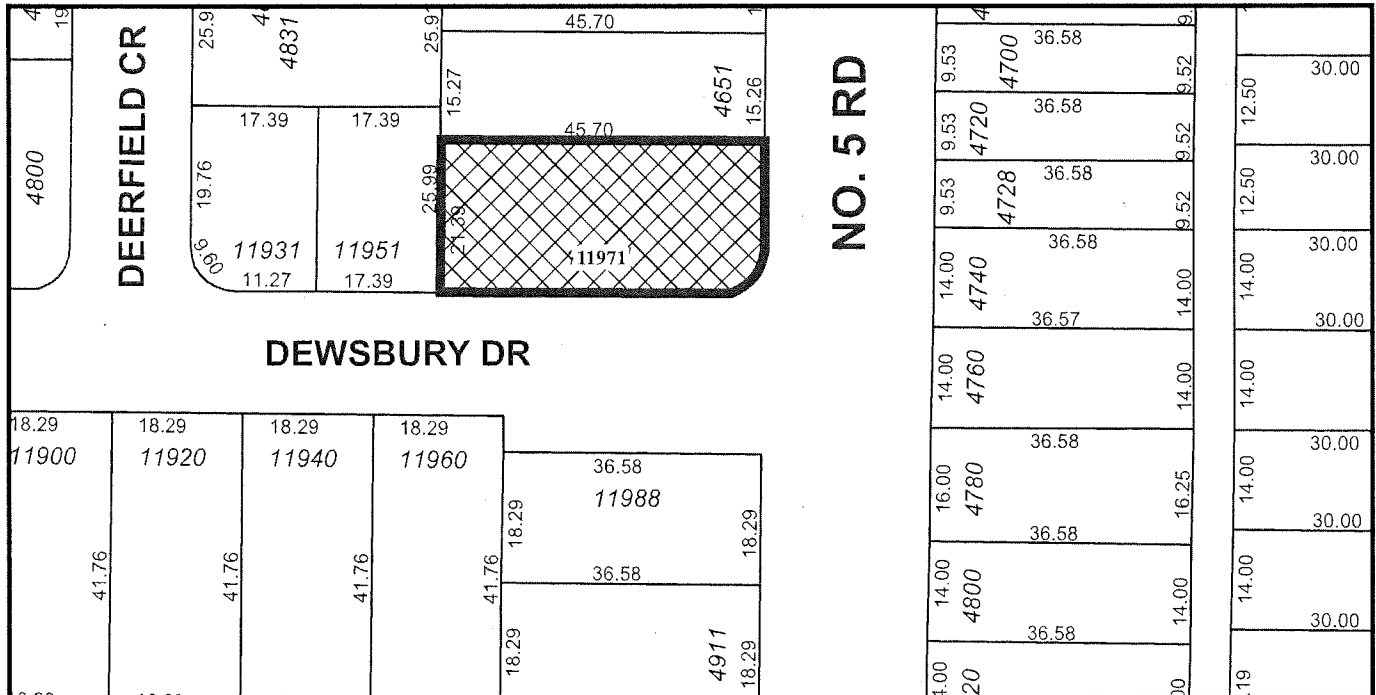


Cynthia Lussier
Planner 1
(604-276-4108)

CL:blg

- Attachment 1: Location Map/Aerial Photo
- Attachment 2: Site Survey
- Attachment 3: Development Application Data Sheet
- Attachment 4: East Cambie Area Plan Land Use Map
- Attachment 5: Preliminary Architectural Elevation Plans
- Attachment 6: Proposed Tree Retention Plan
- Attachment 7: Preliminary Landscape Plan – Proposed Corner Lot
- Attachment 8: Rezoning Considerations

The map displays a residential area with several streets: DEERFIELD CR, DUMONT ST, DEWSBURY DR, MCNEELY DR, JENSEN DR, HARRISON AVE, and HIGHWAY 91. A parcel located between DEERFIELD CR and DEWSBURY DR, bounded by NO-5 RD, is highlighted with a cross-hatch pattern and labeled 'RS1E'. An arrow points from the text 'PROPOSED REZONING' to this parcel. Other zoning districts shown include RS1/A, RS1/B, RD1, and SI. The map also indicates the location of DEERFIELD CR, DUMONT ST, DEWSBURY DR, MCNEELY DR, JENSEN DR, HARRISON AVE, and HIGHWAY 91.



Note: Dimensions are in METRES



City of Richmond



RZ 15-705925

Original Date: 08/05/15

Revision Date:

Note: Dimensions are in METRES

TOPOGRAPHICAL PLAN FOR LOT 98 SEC 36 BLOCK 5 NORTH RANGE 6 WEST NWD PLAN 49529

PID: 001-933-914
Civic Address: 11971 Dewsbury Drive,
City of Richmond









Benchmark Notes:
Elevations Are Geodetic
Referred To Monument 95H1983
Monument Elevation: 2.362m

Scale 1:250

The intended plot size of this plan is 432 width by 280 in height
(B size) when plotted at a scale of 1:250.

All Distances And Elevation Are In Metres And Decimals Thereof
Unless Otherwise Stated.

Legend

-  Tree Diameter in mm and Species
-  Round Catch Basin
-  Water Valve
-  Fire Hydrant
-  Power Pole
-  Lamp Standard
-  Square Catch Basin
-  Sign

This is certified correct and is valid only with respect
to the improvements as shown hereon and located on
the 17th day of June, 2015

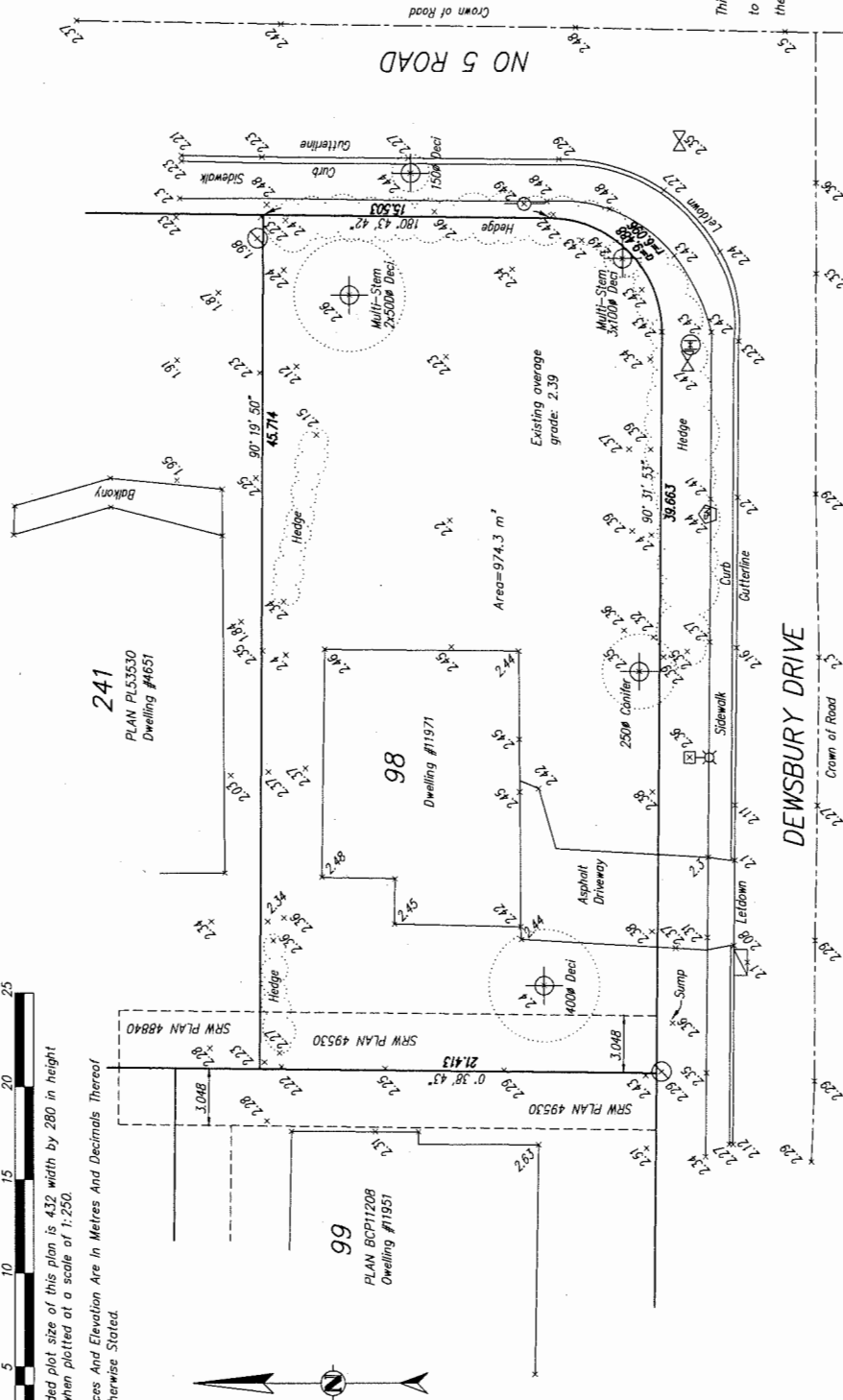
B.C.L.S.

LIMING YUAN

This Document is Not Valid Unless
Originally Signed And Sealed

© Amray Land Surveying Ltd. 2015 #201-5010 Smith Avenue, Burnaby, V5G 2W5, Tel: 604-620-5299, Email: raymond@amraysurveying.com

File: R1543-TOPO



Notes:

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in whole or in part without the prior written consent
of the undersigned.

The preliminary layout, subject to approval, area
and dimensions are subject to final legal survey,
and may vary.



RZ 15-705925

Attachment 3

Address: 11971 Dewsbury Drive

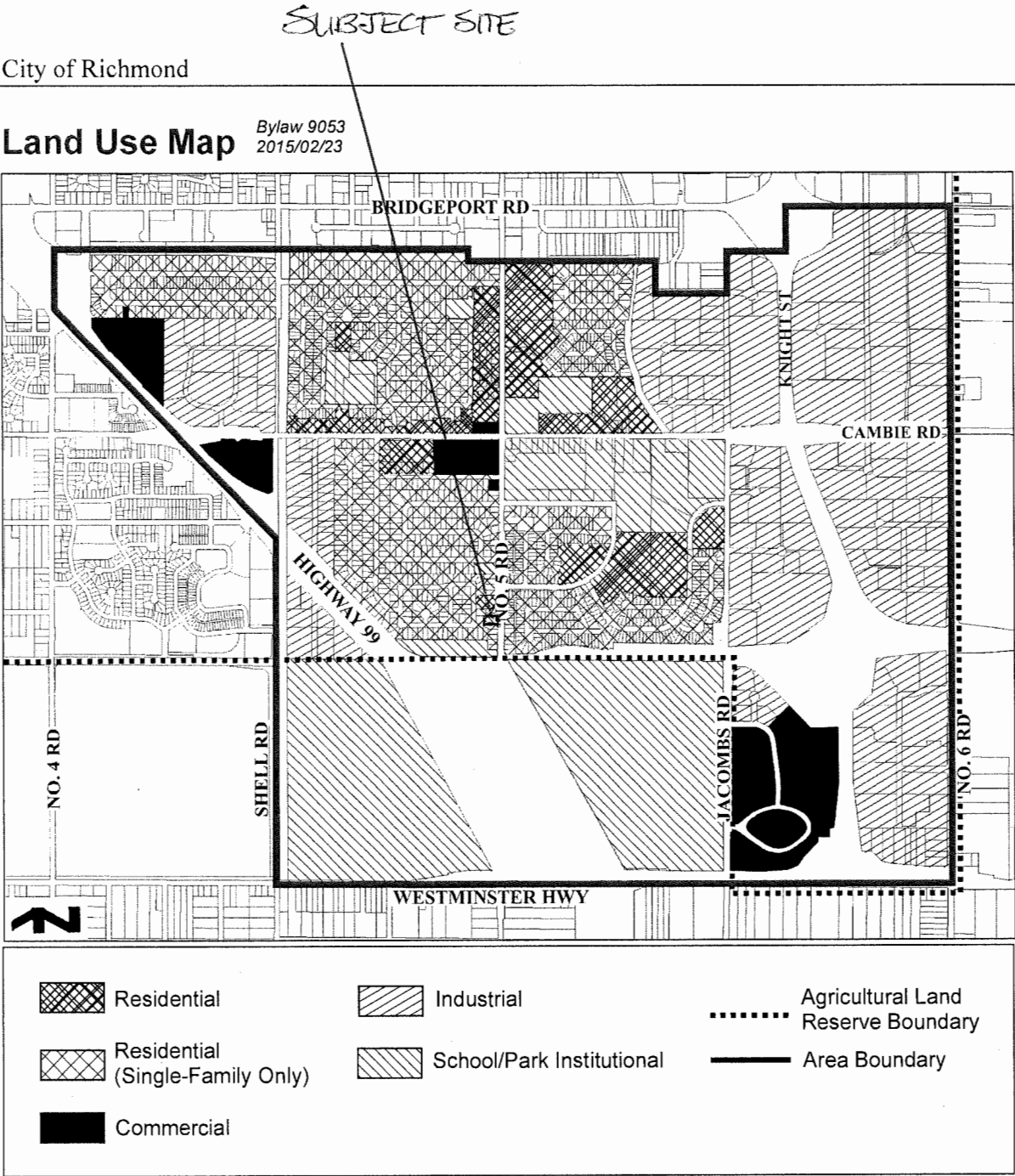
Applicant: Hardeep Bhullar

Planning Area(s): East Cambie

	Existing	Proposed
Owner:	Shaun Chin Li Zhu	To be determined
Site Size (m²):	974.3 m ² (10,487 ft ²)	Proposed north lot – Approx. 397 m ² Proposed south lot – Approx. 448 m ² (after road dedication)
Land Uses:	One (1) single detached dwelling	Two (2) residential lots
OCP Designation:	Neighbourhood Residential	No change
Area Plan Designation:	Residential (Single-Family only)	No change
Zoning:	Single Detached (RS1/E)	Compact Single Detached (RC2)

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.60	Max. 0.60	none permitted
Lot Coverage – Buildings:	Max. 50%	Max. 50%	none
Lot Coverage – Buildings, Structures, and Non-porous Surfaces:	Max. 70 %	Max. 70 %	none
Lot Coverage – Landscaping with live plant material:	Min. 20 %	Min. 20 %	none
Lot Size (min. dimensions):	270 m ²	Proposed north lot – Approx. 397 m ² Proposed south lot – Approx. 448 m ²	none
Setback – Front & Rear Yard (m):	Min. 6.0 m	Min. 6.0 m	none
Setback – Interior Side Yard (m):	Min. 1.2 m	Min. 1.2 m	none
Setback – Exterior Side Yard (m):	Min. 3.0 m	Min. 3.0 m	none
Height (m):	Max. 2 ½ storeys	Max. 2 ½ storeys	none

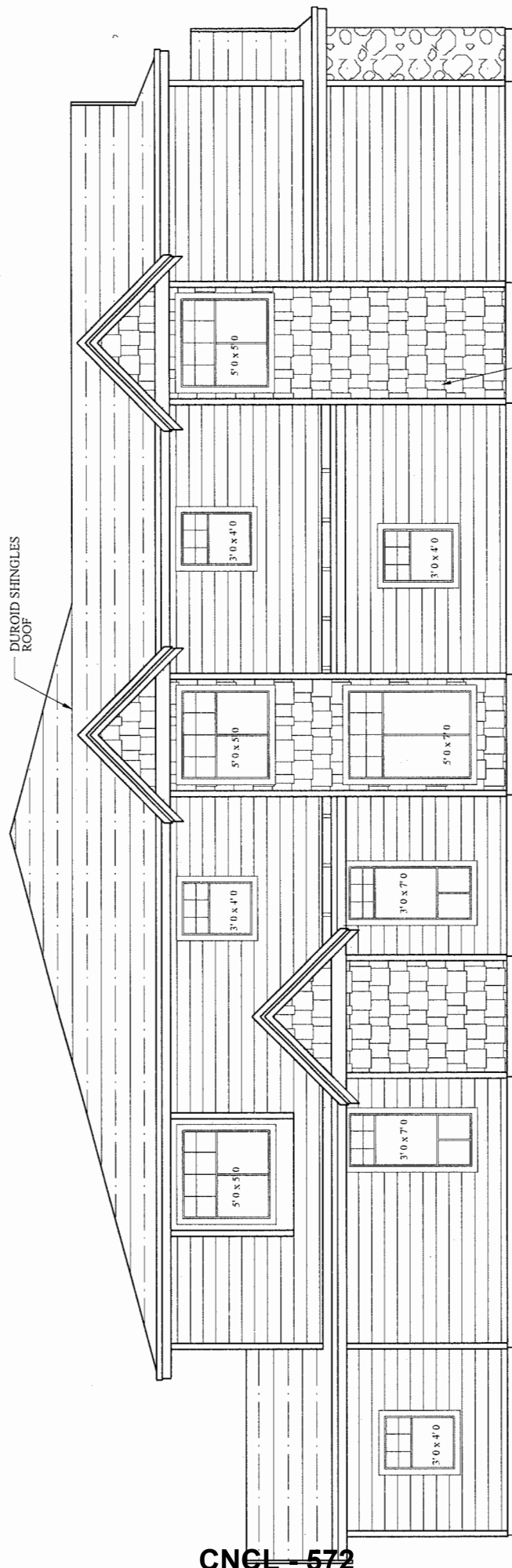
Other: Tree replacement compensation required for loss of bylaw-sized trees.



Note: Plans must comply with the City's Zoning Bylaw and all other City Bylaws and regulations at Building Permit stage.

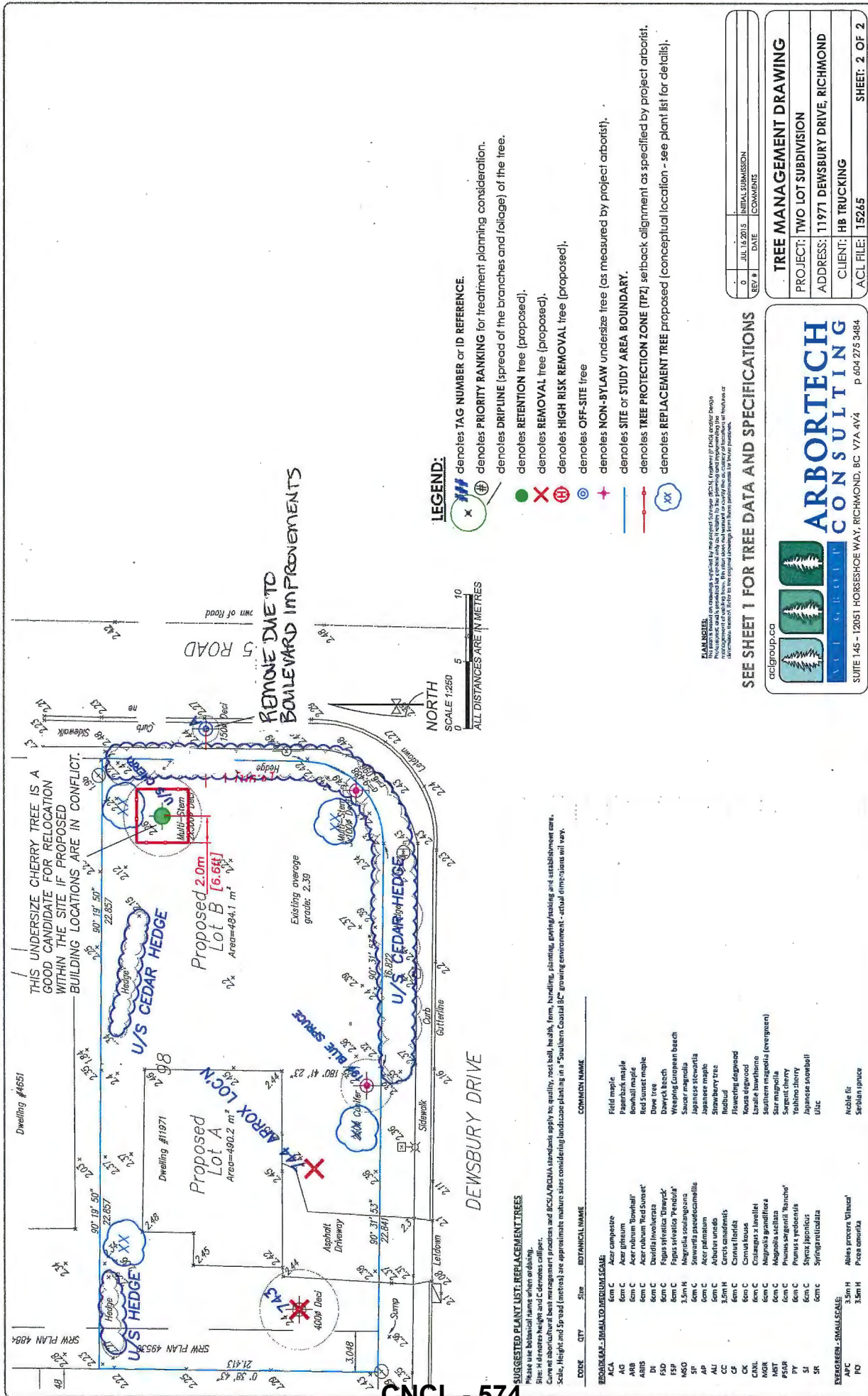


FRONT ELEVATION
(No. 5 Road)



Note: Plans must comply with the City's Zoning Bylaw and all other City Bylaws and regulations at Building Permit Stage.

LEFT SIDE ELEVATION
DEWSBURY DRIVE





Address: 11971 Dewsbury Drive

File No.: RZ 15-705925

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9515, the following items are required to be completed:

1. Final adoption of OCP Amendment Bylaw 9525.
2. Provincial Ministry of Transportation & Infrastructure Approval.
3. Dedication of land for road improvements, as follows:
 - a) A 6.0 m lane dedication along the entire west property line.
 - b) A 4.0 m x 4.0 m corner cut at the southeast corner of the subject site at the intersection property lines.
 - c) Approximately 0.4 m of land along the entire south property line of the subject site for frontage improvements on Dewsbury Drive (note: the dedication amount is to be verified by the applicant's surveyor at future development stage).
 - d) Approximately 0.1 m of land along the entire east property line of the subject site for frontage improvements on No. 5 Road (note: the dedication amount is to be verified by the applicant's surveyor at future development stage).
4. Submission of a final Landscape Plan of the front yards and exterior side yard, prepared by a Registered Landscape Architect, to the satisfaction of the Director of Development, and deposit of a Landscaping Security based on 100% of the cost estimate provided by the Landscape Architect (fencing, trees, soft and hard surfaces, installation costs, and 10% contingency). The Landscape Plan must:
 - Comply with the guidelines of the OCP's Arterial Road Policy and should not include hedges along the front property line.
 - Include a mix of coniferous and deciduous trees.
 - Include the dimensions of tree protection fencing as illustrated on the Tree Retention Plan in Attachment 6 to this report.
 - Include the four (4) required replacement trees with the following minimum sizes:

# Replacement Trees	Minimum Caliper of Deciduous Tree	or	Minimum Height of Coniferous Tree
2	6 cm		3.5 m
2	8 cm		4 m

A portion of the security (e.g. 70%) will be released after construction and landscaping at the subject site is completed and a landscaping inspection by City staff has been passed. The City will retain the balance of the security for a one-year maintenance period to ensure that the landscaping survives.

5. Submission of a Contract entered into between the applicant and a Certified Arborist for supervision of any works conducted within the tree protection zone of the undersized Cherry tree on-site. The Contract must include the scope of work to be undertaken, including: the proposed number of site monitoring inspections at specified stages of construction, any special measures required for tree protection, and a provision for the Arborist to submit a post-construction assessment report to the City for review.

6. Submission of a Tree Survival Security to the City in the amount of \$1,000 for the undersized Cherry tree on-site. The security will not be released until an acceptable post-construction impact assessment report is submitted by the Arborist and a landscaping inspection has been passed by City staff.
7. Submission of a contribution in the amount of \$1,300 to the City's Tree Compensation Fund for the removal of off-site Tree A in the boulevard on No. 5 Road on City-owned property.
8. Registration of an aircraft noise sensitive use covenant on title.
9. Registration of a flood indemnity covenant on title.
10. Registration of a legal agreement on title to ensure that at future development stage, the Building Permit plans and the resulting dwelling are generally consistent with architectural elevation plans in Attachment 5 to this report. Plans submitted at Building Permit stage must comply with all City regulations.
11. Registration of a legal agreement on Title to ensure that no final Building Permit inspection is granted until a secondary suite is constructed on one (1) of the two (2) future lots, to the satisfaction of the City in accordance with the BC Building Code and the City's Zoning Bylaw.

At Demolition* stage, the following must be completed:

- Installation of tree protection fencing around the undersized Cherry tree on-site. 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 must remain in place until construction and landscaping on-site is completed.

At Subdivision* & Building Permit* stage, the following items must be completed:

Note: the following servicing works and off-site improvements may be completed through either: a) a Servicing Agreement entered into by the applicant to design and construct the works to the satisfaction of the Director of Engineering; or b) a cash contribution (based on the City's cost estimate for the works) for the City to undertake the works at development stage.

Water Works

- Using the OCP Model, there is 236.0 L/s of water available at a 20 psi residual at the Dewsbury Drive frontage. Based on your proposed development, your site requires a minimum fire flow of 95 L/s. At Building Permit application stage, the applicant is required to submit Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) fire flow calculations to confirm the development has adequate fire flow for onsite fire protection. Calculations must be signed and sealed by a Professional Engineer and be based on Building Permit Stage and Building designs.
- At the applicant's cost, the City is to:
 - Cut and cap the existing water service connections along the No. 5 Road frontage.
 - Install two (2) new water service connections complete with meters and meter boxes along the No 5 Road frontage.

Storm Sewer Works

- The applicant is required to install approximately 35 m of lane drainage complete with manholes and inspection chambers as required.
- At the applicant's cost, the City is to:
 - Cut and cap the existing storm service connection at the northeast corner and southwest corner of the subject site.

- Tie-in the new lane drainage sewer to the existing storm sewer complete with manholes along the Dewsbury Drive frontage.
- Install one (1) new storm service connection complete with inspection chamber and dual connections located at the adjoining property line of the proposed lots within a new Statutory Right-of-Way along the No. 5 Road frontage.

Sanitary Sewer Works

- At the applicant's cost, the City is to:
 - Cut and cap the existing sanitary service connection and remove the existing inspection chamber located at the northwest corner of the subject site.
 - Install a new sanitary inspection chamber complete with dual service connection along the new west property line of the proposed lots.

Frontage Improvements

- Install a lane off Dewsbury Drive along the entire west property line of the subject site complete with drainage, asphalt, rollover curbs and street lighting.
- Review street lighting levels along Dewsbury Drive and the proposed lane and upgrade lighting as required.
- Road widening north of the existing Dewsbury Drive centreline and upgrading to include: pavement widening to 5.6 m, new 0.15 m concrete curb, 1.5 m treed/grassed boulevard and 1.5 m sidewalk at the property line.
- Upgrading of the No. 5 Road frontage with a sidewalk at the property line and a treed/grassed boulevard to a new or existing curb.
- The applicant is required to coordinate with BC Hydro, Telus and other private utility and communication service providers:
 - To underground Hydro service lines.
 - When relocating/modifying any of the existing power poles and/or guy wires within the property frontages.
 - To determine if above ground structures are required and coordinate their locations on-site (e.g. Vista, PMT, LPT, Shaw cabinets, Telus Kiosks, etc.).

General Items

- The applicant is required to enter into, if required, additional legal agreements, as determined via the subject development's Subdivision, Servicing Agreement(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.
- Submission of a Construction Parking and Traffic Management Plan to the Transportation Department. The 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.
- 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 original on file)

Signed _____

Date _____



**Richmond Zoning Bylaw 8500
Amendment Bylaw 9515 (RZ 15-705925)
11971 Dewsbury Drive**

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 **"COMPACT SINGLE DETACHED (RC2)"**.

P.I.D. 001-933-914

Lot 98 Section 36 Block 5 North Range 6 West New Westminster District Plan 49529

2. This Bylaw may be cited as **"Richmond Zoning Bylaw 8500, Amendment Bylaw 9515"**.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

MINISTRY OF TRANSPORTATION AND
INFRASTRUCTURE APPROVAL

OTHER REQUIREMENTS SATISFIED

ADOPTED

CITY OF RICHMOND
APPROVED by 
APPROVED by Director or Solicitor 

MAYOR

CORPORATE OFFICER



**Richmond Official Community Plan Bylaw 9000,
Amendment Bylaw 9525**

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

1. Schedule 1 of Richmond Official Community Plan Bylaw 9000 is amended by deleting the table in Section 3.6.3, Objective 4, B. Aircraft Noise Sensitive Areas in its entirety and replacing it with:

B. AIRCRAFT NOISE SENSITIVE AREAS

Areas NOTE 1	Reference NEF Contours	Objective	Requirements
1A. Restricted Area.	Approximately greater than NEF 35.	<ul style="list-style-type: none">• Objective: To avoid all new aircraft noise sensitive land uses.• New Aircraft Noise Sensitive Land Uses are prohibited.	<ul style="list-style-type: none">• Restrictive Covenants.^{NOTE 2}
1B. Restricted Area.	Approximately NEF 30 to NEF 35.	<ul style="list-style-type: none">• Objective: To avoid all new residential land uses.• New Residential Land Uses are prohibited.• Consider other aircraft noise sensitive land uses.	<ul style="list-style-type: none">• Restrictive Covenants.^{NOTE 2}• An Acoustic Report.^{NOTE 3}• Noise mitigation incorporated in construction.
2. High Aircraft Noise Area.	Approximately NEF 30 to NEF 40.	<ul style="list-style-type: none">• Objective: To consider all new aircraft noise sensitive land uses, except new single family.• All new Aircraft Noise Sensitive Land Uses may be considered, except new single family, more specifically:<ul style="list-style-type: none">○ new single family detached development requiring amendments to the OCP, Area Plan, or existing zoning other than "Single Detached (RS1; RS2)" are prohibited, however,○ rezonings from one "Single Detached (RS1/RS2)" sub-zone to:<ul style="list-style-type: none">- another "Single Detached (RS1; RS2)" sub-zone (e.g., RS1/A-K; RS2/A-K); or,- the "Compact Single Detached (RC1; RC2)" zone; may be considered, subject to all applicable Policies (e.g.,	<ul style="list-style-type: none">• Restrictive Covenants.^{NOTE 2}• An Acoustic Report.^{NOTE 3}• Noise mitigation incorporated in construction.• Mechanical ventilation incorporated in construction.• Central air conditioning system incorporated in construction.^{NOTE 4}• Required Design Guidelines for siting and/or replacement of outdoor amenity areas with indoor amenity areas (e.g., enclosed balconies and increased size and type of indoor amenity areas).

Areas NOTE 1	Reference NEF Contours	Objective	Requirements
		Sub-Area Plans, Single-Family Lot Size Policies, and Richmond Zoning Bylaw 8500).	
3. Moderate Aircraft Noise Area.	Approximately NEF 30 to NEF 35.	<ul style="list-style-type: none"> • Objective: To consider all new aircraft noise sensitive land uses. • All Aircraft Noise Sensitive Land Uses may be considered. 	<ul style="list-style-type: none"> • Restrictive Covenants.^{NOTE 2} • An Acoustic Report.^{NOTE 3} • Noise mitigation incorporated in construction. • Mechanical ventilation incorporated in construction. • Central air conditioning capability (e.g., ductwork).^{NOTE 4}

Notes

1. The Areas in the above Table are identified on the "Aircraft Noise Sensitive Development Map".
2. Restrictive Covenants on Land Titles include information to address aircraft noise mitigation and public awareness.
3. Indoor Sound Level Mitigation—Building Components (e.g., walls, windows) must be designed to achieve the following indoor sound level mitigation criteria (with doors and windows closed):

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

4. 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.
2. This Bylaw may be cited as **"Richmond Official Community Plan Bylaw 9000, Amendment Bylaw 9525"**.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

ADOPTED

CITY OF RICHMOND
APPROVED by

APPROVED by Director or Solicitor


MAYOR_____
CORPORATE OFFICER