



To: Planning Committee
From: Wayne Craig
Director, Development

Date: March 16, 2020
File: RZ 18-820669

Re: Application by Yamamoto Architecture Inc. for the Rezoning of 4051 Cavendish Drive and the West Portions of 10140, 10160 & 10180 No. 1 Road from "Single Detached (RS1/B)" and "Single Detached (RS1/E)" to "Town Housing (ZT88) - No. 1 Road (Steveston)"; and for the Rezoning of 4068 Cavendish Drive and the East Portions of 10160 & 10180 No. 1 Road from "Single Detached (RS1/B)" and "Single Detached (RS1/E)" to "Single Detached (RS2/B)".

Staff Recommendation

- 1. That Official Community Plan Amendment Bylaw 10155, to redesignate 4051 Cavendish Drive and a portion of 10140, 10160 & 10180 No. 1 Road from "Single-Family" to "Multiple-Family" in the Steveston Area Land Use Map to Schedule 2.4 of Official Community Plan Bylaw 7100 (Steveston Area Plan), be introduced and given first reading.
2. That Bylaw 10155, 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 477(3)(a) of the Local Government Act.
3. That Bylaw 10155, having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043, is hereby found not to require further consultation.
4. That Richmond Zoning Bylaw 8500, Amendment Bylaw 10156, to create the "Town Housing (ZT88) - No. 1 Road (Steveston)" zone, and to rezone 4051 Cavendish Drive and the West Portions of 10140, 10160 & 10180 No. 1 Road from "Single Detached (RS1/B)" and "Single Detached (RS1/E)" to "Town Housing (ZT88) - No. 1 Road (Steveston)"; and to rezone 4068 Cavendish Drive and the East Portions of 10160 & 10180 No. 1 Road from "Single Detached (RS1/B)" and "Single Detached (RS1/E)" to "Single Detached (RS2/B)", be introduced and given first reading.

Wayne Craig
Director, Development

WC:el
Att. 17

REPORT CONCURRENCE
ROUTED TO: Affordable Housing, Policy Planning, Transportation
CONCURRENCE [checked]
CONCURRENCE OF GENERAL MANAGER [signature]

Staff Report

Origin

Yamamoto Architecture Inc. has applied to the City of Richmond for permission to rezone lands at 10140, 10160 & 10180 No. 1 Road and 4051 & 4068 Cavendish Drive (Attachment 1). The applicant is proposing to rezone 4051 Cavendish Drive and the West Portions of 10140, 10160 & 10180 No. 1 Road from “Single Detached (RS1/B)” and “Single Detached (RS1/E)” to a new site-specific zone entitled “Town Housing (ZT88) - No. 1 Road (Steveston)”, to permit the development of 35 townhouses with vehicle access from No. 1 Road; and to rezone 4068 Cavendish Drive and the East Portions of 10160 & 10180 No. 1 Road from “Single Detached (RS1/B)” and “Single Detached (RS1/E)” to “Single Detached (RS2/B)” to permit the development of two single-family lots with vehicle access from Cavendish Drive. The townhouse development will include six affordable housing units and three secondary suites; and the single family lots will provide two secondary suites.

Project Description

The proposed development will extend Cavendish Drive through the site connecting the existing portions of Cavendish Drive, and create a townhouse site on the west side of Cavendish Drive and two single-family lots on the east side of Cavendish Drive (Attachment 2). The new Cavendish Drive road right of way area will be developed to function as an emergency access only. Bollards will be installed at each end to ensure no public vehicle access. The emergency access will also provide a pedestrian walkway between the northern and southern sections of the existing Cavendish Drive. A preliminary functional design of the new Cavendish Drive Connection emergency access/greenway can be found in Attachment 3.

35 townhouse units, including six Low-End Market Rental (LEMR) units, are proposed for the townhouse site on the west side of Cavendish Drive. Vehicle access is provided by a single driveway access to No. 1 Road. The site layout includes three two-storey units, five two-and-a-half-storey units, and 28 three-storey units in ten townhouse clusters. Three secondary suites and nine units designed to be convertible units are included in this proposal. The proposed density is 0.64 floor area ratio (FAR).

Two single family lots are proposed for the single family development site on the east side of Cavendish Drive. A separate Subdivision application will be required to create the two single family lots after the site is rezoned. Each proposed lot will have one vehicle access from the southern section of Cavendish Drive. Both proposed homes are 2-storeys with a side-by-side double car garage and each includes a two-bedroom secondary suite of approximately 64 m² (689 ft²).

Findings of Fact

A Development Application Data Sheet providing details about the townhouse development proposal can be found in Attachment 4 and a Development Application Data Sheet providing details about the single family development proposal can be found in Attachment 5.

Subject Site Existing Housing Profile

There are three houses on the development site. The applicant has advised that there is no secondary suite in any of these houses, but the three houses are currently operated as rental units.

Surrounding Development

To the North: An existing single family dwelling on a lot zoned “Single Detached (RS1/E)” fronting No. 1 Road, which is identified for townhouse development under the Arterial Road Land Use Policy; and the Richmond Chinese Alliance Church on a lot zoned “Assembly (ASY)”.

To the South: An existing 16-unit townhouse complex on a lot zoned “Low Density Townhouses (RTL3)” fronting No. 1 Road, and existing single family dwellings on a lots zoned “Single Detached (RS1/B)” fronting the southern section of Cavendish Drive.

To the East: Existing single family dwellings on a lots zoned “Single Detached (RS1/B)” fronting the northern section of Cavendish Drive.

To the West: Across No. 1 Road, existing single family dwellings on a lots zoned “Single Detached (RS1/B)” fronting No. 1 Road, which are identified for Arterial Road Compact Lot Single Detached development under the Arterial Road Land Use Policy; and an existing 11-unit townhouse complex on a lot zoned “Low Density Townhouses (RTL3)” fronting No. 1 Road.

Related Policies & Studies

Official Community Plan

The 2041 Official Community Plan (OCP) Land Use Map designation for the subject site is “Neighbourhood Residential”. This redevelopment proposal for 35 townhouses and two single family lots is consistent with this designation. An amendment to the Steveston Area Plan is required as described below.

Steveston Area Plan

The Steveston Area Land Use Map designation for the western portion of the subject site (i.e., for the area approximately 45 m east of No. 1 Road) is “Multiple-Family”, and the designation for the eastern portion of the subject site is “Single-Family” (Attachment 6). In order to allow the area between No. 1 Road and Cavendish Drive on the subject site to be redeveloped for townhouses, an OCP Amendment is required to redesignate a portion of the subject site from “Single-Family” to “Multiple-Family” in the Area Plan (see Attachment 7).

Arterial Road Policy

The Arterial Road Land Use Policy in the City’s 2041 OCP (Bylaw 9000), directs appropriate townhouse development onto certain arterial roads outside the City Centre. The western portion of the subject site is identified for “Arterial Road Townhouse” on the Arterial Road Housing Development Map.

The eastern boundary of the “Arterial Road Townhouse” uses on the Arterial Road Housing Development Map on this block was determined based on the land use designation identified on the Steveston Area Land Use Map. Should the proposed OCP Amendment mentioned in the last section be approved by Council:

- the area between No. 1 Road and Cavendish Drive on the subject site will be consolidated into one development parcel and will be designated “Multiple-Family” on the Steveston Area Land Use Map;

- the development parcel fronting on No. 1 Road, west side of Cavendish Drive, will be allowed to be redeveloped into Arterial Road Townhouses under the Arterial Road Land Use Policy; and
- no amendment to the Arterial Road Housing Development Map is required according to the Arterial Road Land Use Policy.

Additional Density

The Arterial Road Land Use Policy allows additional density along arterial roads to be considered subject to provision of Low End Market Rental (LEMR) housing units, as per the below conditions:

- Bonus density is used to provide built LEMR units secured through a Housing Agreement;
- Built LEMR units comply with the City's Affordable Housing Strategy with respect to the housing unit sizes, tenant eligibility criteria and maximum monthly rental rates; and
- The overall design of the development complies with the Arterial Road Guidelines for Townhouses.

The proposed development under this application is generally consistent with the Arterial Road Policy.

Property to the North

The proposed site assembly will leave a residual development site to the north that will not meet the minimum 50 m site frontage requirement. The residual development site to the north at 10120 No. 1 Road, located between the subject site and the Richmond Chinese Alliance Church, has a frontage of approximately 20 m along No. 1 Road.

The applicant advised staff in writing that they have made attempts to acquire the adjacent property, but cannot reach an agreement with the owners. The applicant has requested that this application proceed without the acquisition of the adjacent property to the north.

While the proposed development would create an orphan site situation on the north side of the subject site, staff support the proposed development based on:

- the adjacent property owners are not interested in redeveloping their properties at this time;
- the developer has provided a development concept plan for the adjacent site to the north (on file);
- the developer has agreed to provide vehicle access to future townhouse development on the adjacent site to the north; a Public Rights-of-Passage (PROP) Statutory Right-of-Way (SRW) over the entry driveway on the subject site will be registered on Title of the subject site as a condition of rezoning to secure this arrangement.

Single Family Lot Size Policy 5426

The subject site is located within Single Family Lot Size Policy Area 5426 (Attachment 8), adopted by Council on December 18, 1989. The Single Family Lot Size Policy provides direction on the size of single family lots that may be created through rezoning and subdivision.

As per Section 2.3 of the Zoning Bylaw 8500, the proposed rezoning for the west portion of the site is not subjected to this Lot Size Policy 5426 since that portion of the site is located along an arterial road where the Lot Size Policy has been adopted more than five years ago, and is included/to be included

into an Area Plan which designates the site for “Multiple-Family” uses. Therefor, the townhouse portion of the development is consistent with the Policy.

The proposed rezoning for 4068 Cavendish Drive and the east portions of 10160 and 10180 No. 1 Road is subjected to this Lot Size Policy 5426 since a two lot subdivision for single family residential uses is being proposed. The Policy permits properties located within the policy area to be rezoned and subdivided as per “Single Detached (R2/B)” zone; where the minimum lot size is 360 m² and minimum lot width is 12.0 m (or 14.0 m in case of a corner lot). The proposed two lot single family subdivision is consistent with the Lot Size Policy. One lot will be approximately 360 m² in size and the other lot will be approximately 444 m² in size.

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. However, staff have received comments from the public about the proposed development in response to the open houses held by the applicant.

Open Houses

The applicant conducted two public open houses for the rezoning application; the first one was held on June 20, 2018 and the second open house was held on June 26, 2019. Both open houses were held at the Richmond Chinese Alliance Church, which is located to the immediate north of the development site. For each of the two open houses, flyers were delivered by the applicant to approximately 107 properties in the immediate area (see Attachment 9 for the Notification Area). Staff attended the open houses to observe the meetings and answer policy or process-related questions.

June 20, 2018 Open House

Approximately 40 people attended the event. Comment sheets were provided to all the attendees. A total of 11 completed comment sheets were received after the meeting. Three independent emails from residents within the notification area were also received after the meeting. A copy of the Open House Summary prepared by the applicant, including the comment sheets and emails received, is included in Attachment 10.

Major concerns from the neighbourhood on the proposed development are summarized below with responses to each of the concerns identified in bold italics:

1. Security of the existing residences on Cavendish Drive

Concerns were raised about the proposed road extensions to connect the northern and southern sections of the existing Cavendish Drive through the subject site, and the proposed public walkway between No. 1 Road and Cavendish Drive. Residents concern that the proposed improvements would attract more vehicle and foot traffic, parking, and transients on Cavendish Drive and result in increased noise, theft and undesirable activities.

In response to the concerns raised, Transportation staff has accepted an alternative proposal by the applicant to construct an emergency access/pedestrian walkway within the proposed road extension, instead of a through road, to minimize increases in traffic and parking on Cavendish Drive. Bollards fitted with locks will be installed at each end of the emergency access/walkway to allow for emergency vehicle access only and to ensure no public vehicle access.

Transportation staff advised that the proposed walkway between No. 1 Road and Cavendish Drive and the proposed emergency access/walkway connecting the two ends of Cavendish Drive would improve walkability and transit connectivity to the neighborhood, which includes Diefenbaker Elementary School. The proposed improvements would re-route the existing informal walkways through undeveloped lots onto paved and lit pathways where safety and security on the pedestrian route could be enhanced.

As part of the townhouse development proposal, pedestrian entry for the units proposed along the public walkway will be designed to face the walkway in order to activate the public walkway and add to passive surveillance. The public walkway will be designed in accordance with the Crime Prevention Through Environmental Design (CPTED) principles.

2. Tree Preservation

A desire was expressed to retain the existing tall trees on site. Based on the initial review of the tree inventory on site, two bylaw-sized trees are considered in good condition; a 140cm cal Sequoia tree and a 56cm cal Spruce tree are proposed to be protected and retained. In response to this concerns, the project arborist had reviewed the tree preservation strategy but is not able to recommend additional trees to be retained on site. However, the developer has revised the site plan of the townhouse development and incorporated the protected trees into the outdoor amenity space.

3. Form and Character

Concern was expressed over the fit of new building design to the existing single family residences on Cavendish Drive. Preliminary architectural plans for the proposed single family homes and townhouses have been developed. The proposed form and character of the proposed buildings seem to compliment with the existing/surrounding single family houses.

4. Site Grading

Concerns were raised regarding site grade and adjacency. The applicant advised that the floor slabs would be raised to meet the required minimum flood plain construction level, but all site grading will occur within the development site and no grade changes will occur along the property lines of adjacent properties. Staff will work with the applicant at the Development Permit stage to ensure no grade changes will occur along the common property lines.

5. Sidewalk Configuration

Concerns were expressed that the varying sidewalk configuration between the northern and southern sections of Cavendish Drive but the opinions were split on how best to improve this. Currently, the sidewalk on the northern section of Cavendish Drive is on the south/east side of the road; and the sidewalk on the southern section of Cavendish Drive is on the west/north side of the road. The proposed 6m emergency access/walkway will provide a seamless connection between the sidewalks on the two sections of Cavendish Drive.

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6. Parking

Concerns were expressed for the potential increase in neighbourhood parking to the area with the proposed townhouse development. All vehicle traffic to the townhouse development will be via No. 1 Road. All townhouse units fronting on to the new Cavendish Drive Connection will have access from the internal drive aisles/walkways within the development. The numbers of residential and visitor parking spaces proposed on the proposed townhouse site are in compliance with the zoning bylaw requirements.

7. Unit Height

Concerns were raised about the proposed three-storey townhouse units. Townhouse units fronting onto Cavendish Drive have been reduced to a two-storey height from Cavendish Drive with a half storey in the roof space which will only be visible from within the townhouse site. This will ensure the character and form of the townhouses complement the existing single family homes on Cavendish Drive. In addition, townhouse units that have a side yard interface with existing adjacent single family homes on Cavendish Drive have been reduced to two storeys to address potential massing and shadowing concerns.

June 26, 2019 Open House

A second open house was held to provide area residents with information on the revised proposal and how the concerns raised in the first open house were addressed.

Approximately 20 people attended the event. Comment sheets were provided to all the attendees. A total of 7 completed comment sheets were received after the meeting. Two independent emails from residents within the notification area were also received after the meeting. A copy of the Open House Summary prepared by the applicant, including the comment sheets and emails received, is included in Attachment 11.

Concerns identified through the second open house are summarized below with responses to each of the concerns identified in bold italics:

1. Public Walkway Between No. 1 Road & Cavendish Drive

Two residents were still concerned that the construction of the public walkway would result in an increase in crime and undesirable activities. Transportation staff have reviewed the requirements and feel that a public walkway between No. 1 Road and Cavendish Drive through this site is still warranted.

Installation of a more direct pedestrian link from the surrounding neighborhood to No. 1 Road would make access to the transit stops on No. 1 Road more convenient for residents. This improvement facilitates walking, cycling and transit use; and a safe and accessible pathway with direct and connected links would support Richmond's mode shift targets in the Community Energy and Emissions Plan. Enhancements to support and encourage transit use is also consistent with the City's official Community Plan objectives.

Staff will work with the applicant at the Development Permit stage to ensure that the design of the walkway incorporates Crime Prevention Through Environmental Design principles, including appropriate lighting, fencing and landscaping to enhance passive surveillance.

2. Single Family Lots

Two residents requested that the front yard setbacks of the proposed single family lots be reduced to provide larger rear yard; and that the side yard setbacks be increased to reduce shadowing (in order to provide a larger building separation from the new homes to the existing homes). The applicant has agreed to increase the setbacks outlined in the bylaw to the proposed single family lots:

Setbacks (m)	Bylaw Requirements	Proposed Lot A	Proposed Lot B
Internal Side Yard:	1.2 m	East side – 2.0 m	South side – 1.45 m
Rear Yard – 1 st Floor:	Lot A: 6.0 m Lot B: 6.0 m	6.98 m	7.5 m
Rear Yard – 2 nd Floor:	Lot A: 7.46 m Lot B: 6.0 m	10.81 m	7.5 m

These setbacks have been reflected on the proposed site plan. The applicant has agreed to register a legal agreement on Title, prior to final adoption of the rezoning bylaw, to ensure that future Building Permit applications will be consistent with these additional setbacks.

3. Tree Planting

Concerns were expressed regarding tree replacement. According to the Preliminary Landscape Plan provided by the applicant (Attachment 14), the developer is proposing to plant 62 new trees on-site. Tree size and species will be reviewed in detail through Development Permit and overall landscape design. Comments related to street tree planting have been forwarded to Parks Planning, Design & Construction staff and will be considered at the Servicing Agreement stage.

OCP Consultation Summary

Staff have reviewed the proposed OCP and zoning amendments, with respect to the *Local Government Act* and the City’s OCP Consultation Policy No. 5043 requirements, and recommend that this report does not require referral to external stakeholders.

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

Stakeholder	Referral Comment (No Referral necessary)
BC Land Reserve Co.	No referral necessary.
Richmond School Board	No referral necessary.
The Board of Metro Vancouver	No referral necessary, as the proposed amendments are consistent with the Regional Growth Strategy.
The Councils of adjacent Municipalities	No referral necessary, as adjacent municipalities are not affected.
First Nations (e.g., Sto:lo, Tsawwassen, Musqueam)	No referral necessary.
TransLink	No referral necessary, as no transportation road network changes are proposed.
Port Authorities (Vancouver Port Authority and Steveston Harbour Authority)	No referral necessary. PLN - 88

Stakeholder	Referral Comment (No Referral necessary)
Vancouver International Airport Authority (VIAA) (Federal Government Agency)	No referral necessary.
Richmond Coastal Health Authority	No referral necessary.
Community Groups and Neighbours	No referral necessary.
All relevant Federal and Provincial Government Agencies	No referral necessary.

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

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

Analysis

Built Form and Architectural Character

The applicant proposes to subdivide the five subject properties into three lots – one townhouse development site and two single family lots.

Single Family Subdivision

The proposal includes a two lot subdivision on the east side of Cavendish Drive. Each lot will contain a single family home with a two-bedroom secondary suite. Vehicular accesses to these two new single family lots will be from the southern portion of Cavendish Drive. Driveway locations will be coordinated with the proposed bollard locations at south end of the Cavendish Drive Connection emergency access/greenway.

To illustrate how the future lots and dwellings interface with the existing adjacent single family homes, the applicant has submitted preliminary site plans, landscape plans and building elevations for the two proposed single family lots (Attachment 12). The proposed single family subdivision and dwellings are designed to meet the “Single Detached (RS2/B)” zoning regulations. The designs of the proposed dwellings match the orientations of the existing adjacent single family homes and provide wider side yards and deeper rear yards to reduce shadowing to the existing neighbours. A shadow study for the single family development may be found in Attachment 13. The applicant has agreed to register a legal agreement on Title, prior to final adoption of the rezoning bylaw, to ensure that future Building Permit applications will be consistent with these designs.

Townhouse Development

The proposal also includes a 35 unit townhouse development west of Cavendish Drive. The proposed townhouse site, approximately 6,166 m², will be located between No. 1 Road and the new Cavendish Drive Connection. Vehicular access to this townhouse development will be from No. 1 Road only, at the north edge of the site’s No. 1 Road frontage.

The townhouse development proposal consists of 35 townhouses, in a mix of two-storey, two-and-a-half-storey, and three-storey townhouse units in 10 clusters. Units will be oriented along No. 1 Road, the new Cavendish Drive Connection, and the proposed public walkway along the south property line. Three-storey units are proposed along No. 1 Road along the north property line (adjacent to the neighbouring assembly site), and in the middle of the site. Building heights are reduced to two-storey

along the side yard and rear yard interfaces with existing adjacent single family homes in order to provide an adequate transition to the neighbouring residential developments. Units proposed along the new Cavendish Drive Connection will be two-and-a-half-storey. The top/half storey will be provided within the primary roof form of the building above the second floor, with no windows fronting onto Cavendish Drive, in order to create a form and character that complements with the single family homes on Cavendish Drive.

The outdoor amenity area will be situated in a central open courtyard along the main entry drive aisle. Preliminary site plan, landscape plan, building elevations, section plans, and a shadow study for the proposed townhouse development can be found in Attachment 14.

Three ground level secondary suites are proposed to be included in the development: the size of two secondary suites would be approximately 25 m² each and the size of the other secondary suite would be approximately 51 m². Each secondary suite contains a living area, a sleeping area, a kitchenette and a bathroom. No additional residential parking spaces will be assigned to the secondary suites since a side-by-side double car garage is proposed to be included in each of the townhouse units containing a secondary suite, consistent with the parking requirements of Zoning Bylaw 8500.

To ensure that these secondary suites will not be stratified or otherwise held under separate title, registration of a legal agreement on Title, or other measures restricting stratification, as determined to the satisfaction of the Director of Development, is required prior to final adoption of the rezoning bylaw.

To ensure that the secondary suites will be built, registration of a legal agreement on Title, stating that no final Building Permit inspection will be granted until the secondary suites are constructed to the satisfaction of the City in accordance with the BC Building Code and the City's Zoning Bylaw, is required prior to final adoption of the rezoning bylaw.

Consistent with the parking requirements in Richmond Zoning Bylaw 8500, a total of 64 resident vehicle parking spaces are proposed, of which 32 spaces (50%) are proposed in a tandem arrangement. Prior to rezoning approval, a restrictive covenant preventing the conversion of tandem parking area into storage or habitable space is required to be registered on title. Also consistent with the parking requirements, a total of seven visitor parking spaces are proposed on-site, one of which will be a handicapped visitor parking space. In addition, a total of 64 resident (Class 1) bicycle parking spaces (in excess of bylaw requirement) and seven visitor (Class 2) bicycle parking spaces are proposed.

Density for Townhouse Development

The Arterial Road Land Use Policy specifies a typical density of 0.60 FAR (Floor Area Ratio) for townhouse developments along arterial roads, subject to the applicant providing a cash-in-lieu contributions to the City's Affordable Housing Reserve Fund prior to Council approval of any rezoning application.

This policy further provides for the consideration of additional density for townhouse development if the proposal includes built affordable housing units, secured by the City's standard Housing Agreement. The applicant is proposing medium density townhouses with a maximum density of 0.65 FAR, including six affordable housing units with a combined floor area of not less than 14% of the total floor area. These units would be secured through a restrictive covenant and Housing Agreement registered on property title prior to Council approval of the rezoning.

Conceptual development plans are contained in Attachment 14. The six affordable housing units are proposed to be located in the northerly building fronting No. 1 Road. Private outdoor spaces are provided for each unit in the form of a yard at-grade and a balcony on the second floor. Consistent with the OCP policies to provide for a variety of housing, the proposed affordable housing units would be ground-oriented in design, and family-oriented in type and size as detailed below:

Number of Units	Unit Type	Minimum Unit Area as per Affordable Housing Strategy	Proposed Unit Size	Maximum Monthly Unit Rent**	Total Maximum Household Income**
5	2BR + den	69 m ² (741 ft ²)	93.55 m ² (1,007 ft ²)	\$1,218	\$46,800 or less
1	2BR + den	69 m ² (741 ft ²)	97.27 m ² (1,047 ft ²)	\$1,218	\$46,800 or less
Total: 6			Total: 565.02 m ² (6,082 ft ²) (approx. 14.3% of total floor area proposed)		

** May be adjusted periodically as provided for under adopted City policy.

Staff note that 100% of the units are two-bedroom units. Staff also note that all units meet the minimum floor space requirements as outlined in the AHS. The Affordable Housing Strategy also targets 85% of LEMR units to meet Built Universal Housing (BUH) standards. Given that BUH standards are difficult to achieve in townhouse developments, the applicant is proposing to design five of the six LEMR units based on the convertible unit design standards.

Staff recommend that Council support this proposal as the community benefit is significant and the proposed form and massing of the townhouse cluster is generally consistent with the Arterial Road Land Use Policy.

New Site-Specific Zone

To accommodate the proposed development, a new site-specific zone “Town Housing (ZT88) - No. 1 Road (Steveston)” is proposed, with a maximum base density of 0.60 FAR and bonus density of 0.05 FAR, up to a total maximum of 0.65 FAR. The bonus density is conditional upon the provision of six affordable housing units with a combined net floor area of 14% of total net floor area. These units would be secured through a restrictive covenant and a Housing Agreement to be registered on title, prior to rezoning approval.

The ZT88 zone also reflects the applicant’s proposal to allow a minimum 4.5 m setback along both No. 1 Road and Cavendish Drive. The proposed road setback is smaller than the required 6.0 m front yard setback in the standard townhouse zones. Staff support the proposed minimum 4.5 m road setback based on:

- the Arterial Road Guidelines for Townhouses in the OCP support reduced front yard setbacks with appropriate streetscape design;
- the resulting reduced front yard setback does not compromise tree preservation or tree planting opportunity along the site frontages;
- the proposed architectural design provides appropriate building articulation and interface with neighbouring properties;
- existing single family homes on Cavendish Drive typically have a road setback back less than 4.5 m;
- a 15.0 m wide road dedication through the site to facilitate the Cavendish Drive connection is required;

- a 0.4 m wide road dedication along No. 1 Road is required to accommodate the required frontage improvements;
- the proposed 4.5 m setback from No. 1 Road would only be applied to proposed Building No. 1; the resulting distance from the back of curb along No. 1 Road to the building face would be approximately 7.5 m;
- Building No. 2 will be set back approximately 5.37 m from No. 1 Road in order to provide a transition from Building No. 1 (at a 4.5 m setback) to the existing adjacent townhouse development to the south (at a 6.0 m setback); and
- the proposed development will be designed to meet the interior noise limits as per the CMHC standards in order to address the road traffic noise from No. 1 Road. A report from a certified acoustical engineer will be required prior to the Development Permit Application for this project being forwarded to the Development Permit Panel for consideration.

Development Permit

A Development Permit processed to a satisfactory level for the proposed townhouse development is a requirement of zoning approval. Through the Development Permit, the following issues are to be further examined:

- Compliance with Development Permit Guidelines for multiple-family projects in the 2041 Official Community Plan (OCP).
- Refinement of the site plan to ensure all the aboveground utility infrastructure improvements for this development proposal will be located at the appropriate location and screened from street view;
- Refinement of the proposed building form to achieve sufficient variety in design to create a desirable and interesting streetscape along No. 1 Road, to reduce visual massing of the three-storey units, and to address potential adjacency issues with adjacent residential uses.
- Refinement of the proposed site grading to ensure survival of all proposed protected trees, to provide appropriate transition between the proposed development and adjacent existing developments, and to ensure accessibility throughout the site including the public walkways.
- Refinement of the outdoor amenity area design, including the choice of play equipment, to create a safe and vibrant environment for children's play and social interaction.
- Review of size and species of on-site replacement trees to ensure bylaw compliance and to achieve an acceptable mix of conifer and deciduous trees on site.
- Opportunities to maximize planting areas along internal drive aisles, to maximize permeable surface areas, and to better articulate hard surface treatments on site.
- Review of aging-in-place features in all units and the designs of convertible units.
- Review of a sustainability strategy for the development proposal.

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

Existing Legal Encumbrances

There is an existing utility Right-of-Ways (ROW) along the north property line of 4051 Cavendish Drive for existing sanitary sewer lines and connections. The developer is aware that no construction is permitted in these areas.

In addition, there is an existing tri-party utility right of way (City of Richmond, BC Hydro and Telus) on a portion of 4068 Cavendish Drive for the provision of utilities and services. In order to create the proposed two-lot single family subdivision at the southeast corner of the site, the developer is required to remove the existing inspection chamber, service connection and service lateral within the utility right of way; as well as to discharge the surplus portion (i.e., 5.0 m x 15.0 m) of the existing utility right of way located on 4068 Cavendish Drive prior to Subdivision Approval. The developer is responsible to coordinate with BC Hydro and Telus, as well as other private utility companies (i.e., Shaw and Fortis BC) to confirm that there are no existing private utilities within the utility right of way prior to the discharge.

Transportation and Site Access

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

- provide a new road dedication, with a minimum width of 15.0 m, to link the two discontinuous ends of Cavendish Drive through the subject site, and to enter into a Servicing Agreement for the design and construction of a new emergency vehicle access/greenway within the road dedication. The exact road dedication and emergency vehicle access configurations are to be confirmed with survey information to be submitted by the applicant at Servicing Agreement stage;
- register a 6.0 m wide PROP (Property Right-of-Passage) SRW (Statutory Right-of-Way) on Title and enter into a Servicing Agreement for the design and construction of a new pedestrian access walkway along the south property line to provide legal means of public access between No.1 Road and Cavendish Drive;
- dedicate an approximately 0.4 m wide road across the entire No. 1 Road frontage to accommodate the required frontage improvements including a new sidewalk and grass and treed boulevard; and
- provide a vehicle access to the proposed townhouse development on No. 1 Road.

Tree Retention and Replacement

The applicant has submitted a Certified Arborist's Report; which identifies on-site and off-site tree species, assesses tree structure and condition, and provides recommendations on tree retention and removal relative to the proposed development. The Report assesses 61 bylaw-sized trees on the subject development site and seven trees on neighbouring properties.

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

- A 140 cm caliper Sequoia tree (specifically tag# 33) and a 56 cm caliper Spruce tree (specifically tag# 34) located on the development site are in excellent condition and should be retained and protected.
- 59 trees (specifically tag# 1-32 & 35-61) located on the development site either dead, dying (sparse canopy foliage), have been previously topped or exhibit structural defects such as cavities at the main branch union and co-dominant stems with inclusions or are in conflict with the development. As a result, these trees are not good candidates for retention and should be replaced. A Tree Removal Permit (T2 19-875281) has already been issued for a dead (hazardous) Birch tree located on site.
- Seven trees located on neighbouring properties and city's property (specifically tag# OS1-OS3 on 10222 No. 1 Road, tag# OS4 on 4068 Cavendish Drive, tag# OS 5 on City's property, and

tag# OS6-OS7 on 4039 Cavendish Drive) are to be protected as per City of Richmond Tree Protection Information Bulletin Tree-03.

Tree Replacement

The applicant wishes to remove 59 on-site trees. The 2:1 replacement ratio would require a total of 118 replacement trees. According to the Preliminary Landscape Plan provided by the applicant (Attachment 14), the applicant proposes to plant 62 new trees on-site. The size and species of replacement trees will be reviewed in detail through Development Permit and overall landscape design. The applicant has agreed to provide a voluntary contribution of \$42,000 (\$750/tree) to the City's Tree Compensation Fund in lieu of planting the remaining 56 replacement trees should they not be accommodated on the site.

Tree Protection

Two trees on-site and seven 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 15). 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 final adoption of the rezoning bylaw, submission to the City of a Tree Survival Security in the amount of \$20,000 to ensure that the 140 cm caliper Sequoia tree (specifically tag# 33) and the 56 cm caliper Spruce tree (specifically tag# 34), both identified for retention, will be protected. No Tree Survival Security will be returned until the post-construction assessment report, confirming the protected trees survived the construction, prepared by the Arborist, is reviewed by staff.
- Prior to demolition of the existing dwellings on the subject development 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.

Affordable Housing Strategy

Consistent with the City's Affordable Housing Strategy, the applicant has proposed to provide a secondary suite in each of the two single family dwellings proposed at the subject site, for a total of two suites. Each secondary suite will contain a two bedrooms, with minimum suite sizes of 64 m² (689 ft²) each. Prior to final adoption of the rezoning bylaw, the applicant must register a legal agreement on Title to ensure that no final Building Permit inspection is granted until a two-bedroom secondary suite is constructed on both of the two future lots, to the satisfaction of the City in accordance with the BC Building Code and the City's Zoning Bylaw.

Public Art

In response to the City's Public Art Program (Policy 8703), the applicant will provide a voluntary contribution at a rate of \$0.85 per buildable square foot (2018's rate) at the proposed townhouse development to the City's Public Art Reserve fund; for a total contribution in the amount of \$36,669.58.

Energy Step Code

This development application is subject to the Energy Step Code. Applicants are expected to conduct energy modelling early on as part of their development plans to confirm that their proposed design is able to meet the requirements of BC Energy Step Code that will be in place at the time of their Building Permit application. Attached is a statement from the applicant acknowledging that the proposed townhouse development will comply with this requirement (Attachment 16).

Amenity Space

The applicant is proposing a cash contribution in-lieu of providing the required indoor amenity space on the townhouse site, as per the OCP. Based on the rate identified in the OCP (i.e., \$1,600 per unit for the first 19 units, plus \$3,200 per unit for the 20th to 35th unit), the total cash contribution required for the 35 unit townhouse development is \$81,600.00.

Outdoor amenity space will be provided on the townhouse site. Based on the preliminary design, the total area of the proposed outdoor amenity spaces complies with the Official Community Plan (OCP) requirements (i.e., 6 m² of outdoor space per unit). Staff will work with the applicant at the Development Permit stage to ensure the configurations and designs of the outdoor amenity spaces meet the Development Permit Guidelines in the OCP, including provision of children's play equipment.

Site Servicing and Frontage Improvements

Prior to final adoption of the rezoning bylaw, the applicant is required to enter into the City's standard Servicing Agreement to design and construct a new public walkway along the south property line of the site between No. 1 Road and Cavendish Drive, a new emergency access/greenway to connect the two discontinuous ends of Cavendish Drive, frontage beautification works on the road frontages, as well as water, storm sewer and sanitary sewer upgrades and service connections along both No. 1 Road and Cavendish Drive (see Attachment 17 for details). All works are at the client's sole cost (i.e., no credits apply). The developer is also required to pay Development Cost Charges (DCC's) (City & GVS & DD), Translink DCC's, School Site Acquisition Charge and Address Assignment Fee.

Financial Impact or Economic Impact

As a result of the proposed development, the City will take ownership of developer contributed assets such as roadworks, waterworks, storm sewers, sanitary sewers, street lights, street trees and traffic signals. The anticipated operating budget impact for the ongoing maintenance of these assets is \$5,500.00. This will be considered as part of the 2020 Operating budget.

Conclusion

The purpose of this application is to rezone the subject site to permit a 35 unit townhouse development on the west side of the new Cavendish Drive Connection and a two-lot single family residential subdivision on the east side of the new Cavendish Drive Connection. The proposal will provide a total of 42 residential units including six Low End Market Rental (LEMR) units, 29 townhouse units, two single family dwellings, and five secondary suites (two units as part of the single family development and three units as part of the townhouse development).

The proposal is consistent with the land use designation in the 2041 Official Community Plan (OCP) (i.e., "Neighbourhood Residential"). The proposed townhouse development is generally consistent with the Arterial Road Land Use Policy for townhouses. The conceptual development plans attached are generally consistent with all applicable OCP design guidelines, and would be further refined in the Development Application review process.

The application includes the significant benefit of six affordable housing units, which will be secured through a restrictive covenant and a Housing Agreement at the Development Permit stage.

The list of Rezoning Considerations, which must be completed by the applicant prior to adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 10156, is included in Attachment 17.

It is recommended that Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 10155 and Richmond Zoning Bylaw 8500, Amendment Bylaw 10156, be introduced and given First Reading.

Edwin Lee
Planner 2

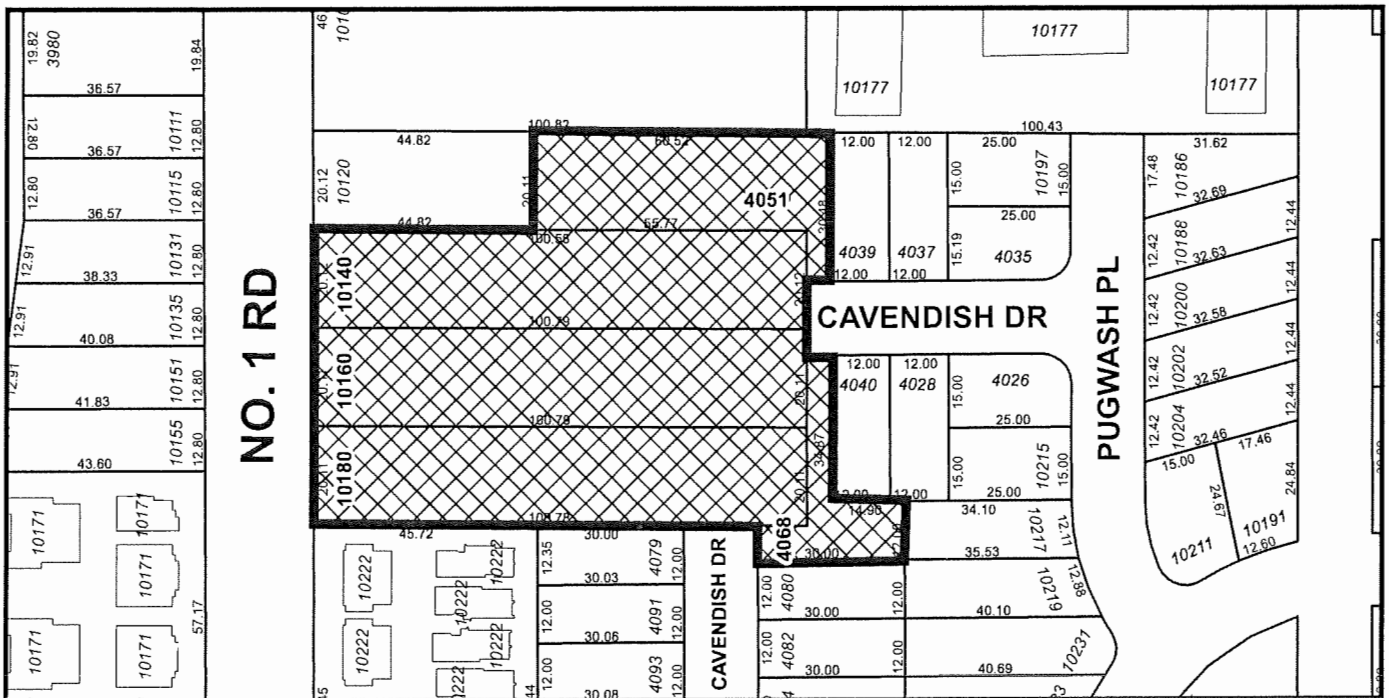
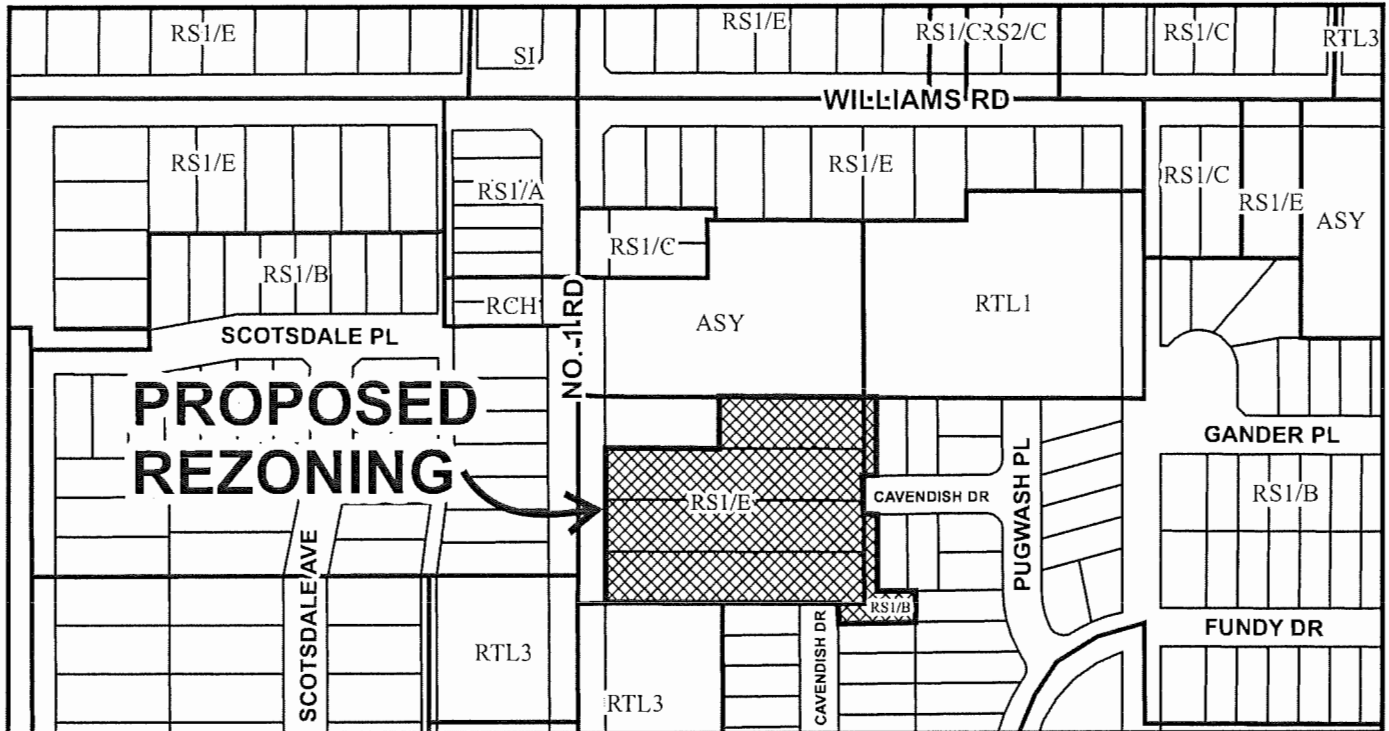
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- Attachment 1: Location Map
- Attachment 2: Conceptual Development Plan
- Attachment 3: Preliminary Design of Cavendish Drive Connection Emergency Access/Greenway
- Attachment 4: Development Application Data Sheet – Proposed Townhouse Development
- Attachment 5: Development Application Data Sheet – Proposed Single Family Subdivision
- Attachment 6: Steveston Area Plan
- Attachment 7: Proposed Land Use Designation Amendment
- Attachment 8: Lot Size Policy 5426
- Attachment 9: Notification Area – Open Houses
- Attachment 10: Open House Summary – 2018
- Attachment 11: Open House Summary – 2019
- Attachment 12: Preliminary Development Plans - Proposed Single Family Subdivision
- Attachment 13: Shadow Study - Proposed Single Family Subdivision
- Attachment 14: Preliminary Development Plans - Proposed Townhouse Development
- Attachment 15: Tree Management Plan
- Attachment 16: Statement regarding BC Energy Step Code
- Attachment 17: Rezoning Considerations

PLN - 96



City of
Richmond



RZ 18-820669

PLN - 97

Original Date: 05/11/18

Revision Date:

Note: Dimensions are in METRES



City of
Richmond



RZ 18-820669

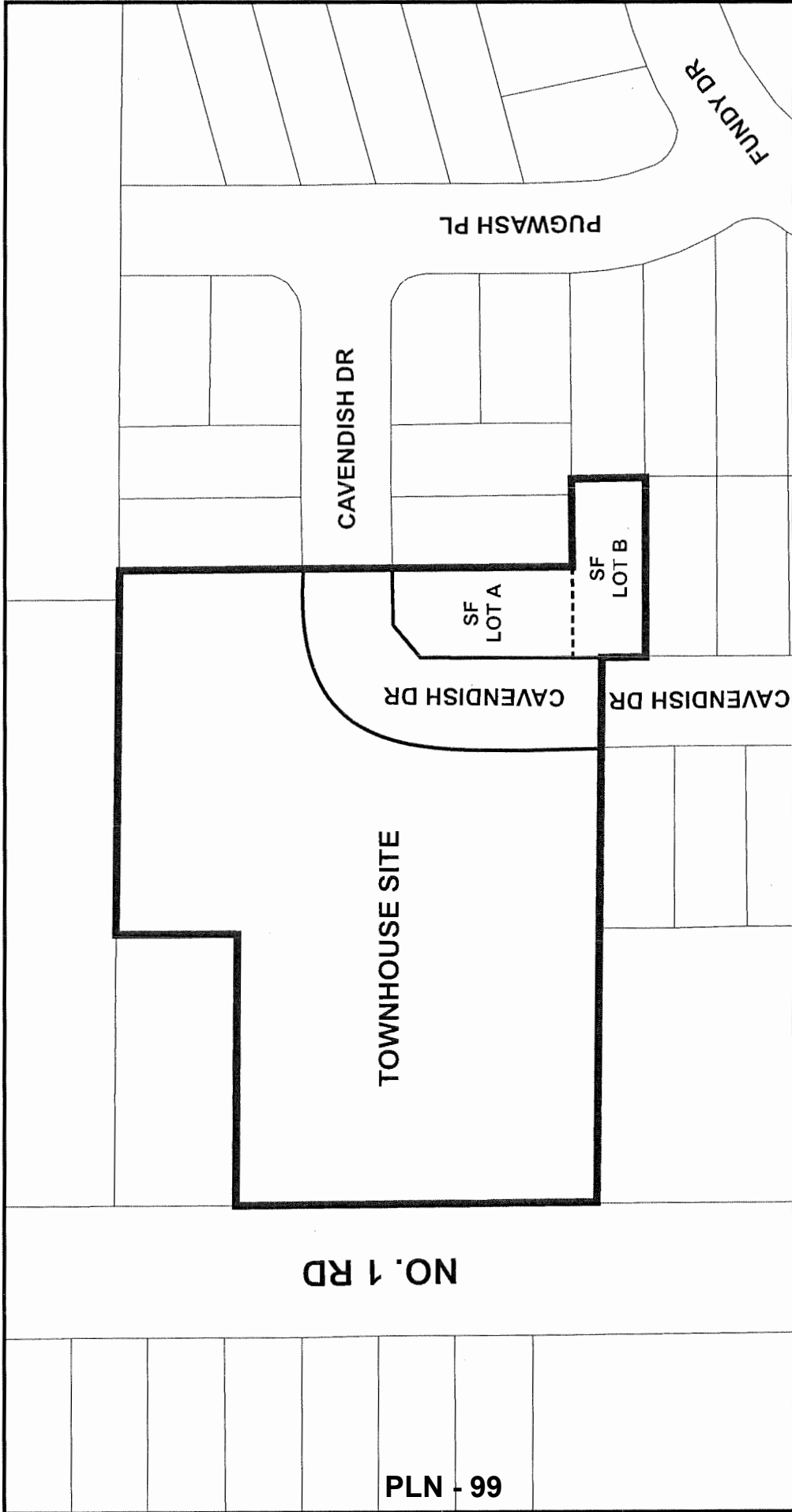
Original Date: 05/11/18

Revision Date:

Note: Dimensions are in METRES



City of
Richmond



PLN - 99



“Proposed Development at 10140,
10160 and 10180 No. 1 Road and
4051 and 4068 Cavendish Drive”

Original Date: 03/19/20

Revision Date:

Note: Dimensions are in METRES



RZ 18-820669

Attachment 4

Address: 4051 Cavendish Drive and the West Portions of 10140, 10160 & 10180 No. 1 Road

Applicant: Yamamoto Architecture Inc.

Planning Area(s): Steveston

	Existing	Proposed
Owner:	1050651 BC Ltd.	No Change
Site Size (m²):	7,803 m ² (Combined with SF site)	6,166 m ²
Land Uses:	Single Family Residential	Multiple-Family Residential
OCP Designation:	Low-Density Residential	No Change
Area Plan Designation:	Steveston Area Plan: Single Family / Multiple-Family	Steveston Area Plan: Multiple-Family
702 Policy Designation:	Policy 5426 – Single Detached (RS2/B) or (RS2/G)	No Change
Zoning:	Single Detached (RS1/B) & Single Detached (RS1/E)	Town Housing (ZT88) - No. 1 Road (Steveston)
Number of Units:	3	35
Other Designations:	N/A	No Change

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.65	0.65 Max.	none permitted
Lot Coverage – Building:	Max. 40%	40% Max.	none
Lot Coverage – Non-porous Surfaces:	Max. 65%	65% Max.	none
Lot Coverage – Landscaping:	Min. 25%	25% Min.	none
Setback – No. 1 Road (m):	Min. 4.5 m	4.5 m Min.	none
Setback – Cavendish Drive (m):	Min. 4.5 m	4.5 m Min.	none
Setback – North Side Yard (m):	Min. 3.0 m	3.0 m Min.	none
Setback – South Side Yard (m):	Min. 3.0 m	3.0 m Min.	none
Height (m):	Max. 12.0 m (3 storeys)	12.0 m (3 storeys) Max.	none
Lot Width:	Min. 50.0 m	60 m	none
Lot Depth:	Min. 35.0 m	106 m	none
Off-street Parking Spaces – Residential:	2 spaces per strata + 1 space per LEMR = 64	64	none

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Off-street Parking Spaces – Visitor:	0.2 spaces per unit = 7	7	none
Off-street Parking Spaces – Total:	71	71	none
Tandem Parking Spaces:	Max. 50% of proposed residential spaces in enclosed garages (64 x Max. 50% = 32)	32	none
Small Car Parking Spaces	Max. 50% when 31 or more spaces are provided on-site (71 x Max. 50% = 35)	2	none
Handicap Parking Spaces:	Min. 2% when 11 or more spaces are required (71 x 2% = 2 spaces)	2	none
Bicycle Parking Spaces – Class 1 / Class 2:	1.25 (Class 1) and 0.2 (Class 2) per unit	1.8 (Class 1) and 0.2 (Class 2) per unit	none
Off-street Parking Spaces – Total:	44 (Class 1) and 7 (Class 2)	64 (Class 1) and 7 (Class 2)	none
Amenity Space – Indoor:	Min. 70 m ² or Cash-in-lieu	Cash-in-lieu	none
Amenity Space – Outdoor:	Min. 6 m ² x 35 units = 210 m ²	255 m ²	none

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



RZ 18-820669

Attachment 5

Address: 4068 Cavendish Drive and the East Portions of 10160 & 10180 No. 1 Road

Applicant: Yamamoto Architecture Inc.

Planning Area(s): Steveston

	Existing	Proposed
Owner:	1050651 BC Ltd.	No Change
Site Size (m²):	7,803 m ² (Combined with TH site)	444 m ² & 360 m ²
Land Uses:	Single Family Residential	No Change
OCP Designation:	Low-Density Residential	No Change
Area Plan Designation:	Steveston Area Plan: Single Family	No Change
702 Policy Designation:	Policy 5426 – Single Detached (RS2/B)	No Change
Zoning:	Single Detached (RS1/B) & Single Detached (RS1/E)	Single Detached (RS2/B)
Number of Units:	0	2
Other Designations:	N/A	No Change

On Future Subdivided Lots	Bylaw Requirement		Proposed		Variance
Floor Area Ratio:	Max. 0.55 for lot area up to 464.5 m ²		0.55		none permitted
Buildable Floor Area (m ²):*	Lot A: Max. 244 m ² (2,628 ft ²) Lot B: Max. 198 m ² (2,131 ft ²)		Lot A: Max. 221 m ² (2,398 ft ²) Lot B: Max. 197 m ² (2,131 ft ²)		none permitted
Lot Coverage (% of lot area):	Building: Max. 45% Non-porous: Max. 70% Landscaping: Max. 25%		Building: Max. 45% Non-porous: Max. 70% Landscaping: Max. 25%		none
Lot Size:	360 m ²		Lot A: 444 m ² Lot B: 360 m ²		none
Lot Dimensions (m):	Lot A Width: 14.0 m Depth: 24.0 m	Lot B Width: 12.0 m Depth: 24.0 m	Lot A Width: 14.72 m Depth: 30.01 m	Lot B Width: 12.26 m Depth: 29.98 m	none
Setbacks (m):	Front: Min. 6.0 m Side: Min. 1.2 m Exterior Side: Min. 3.0 m Rear – 1 st Floor: Lot A: Min. 6.0 m Lot B: Min. 6.0 m Rear – 2 nd Floor: Lot A: Min. 7.46 m Lot B: Min. 6.0 m		Front: 6.0 m Min. Side: 1.2 m Min. Exterior Side: 3.0 m Min. Rear – 1 st Floor: Lot A: 6.0 m Min. Lot B: 6.0 m Min. Rear – 2 nd Floor: Lot A: 7.46 m Min. Lot B: 6.0 m Min.		none

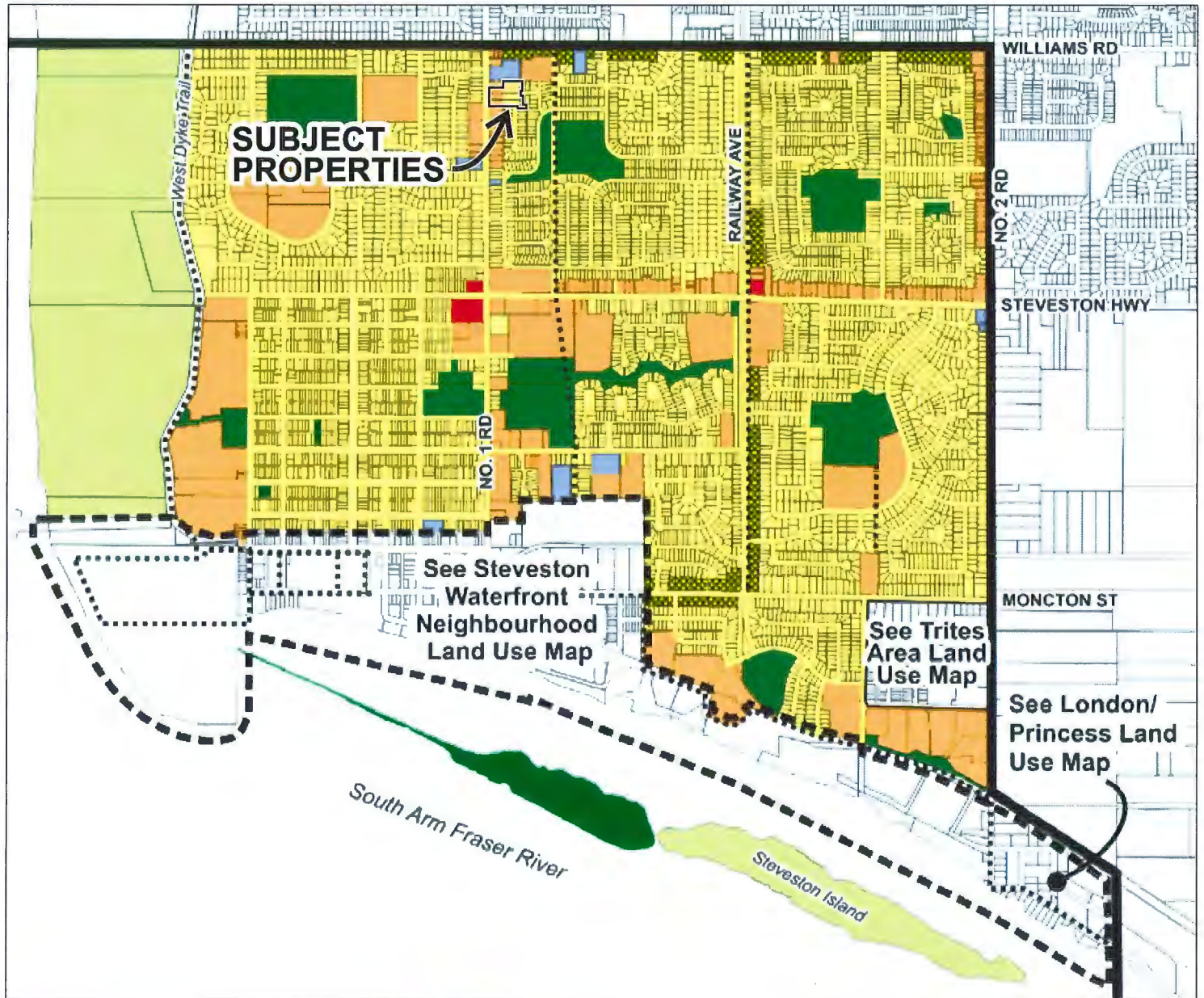
On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Height (m):	Max. 2 ½ Storeys	2 Storeys	none











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

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

Steveston Area Land Use Map

Bylaw 9813
2019/06/24



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

- OCF DESIGNATED MULTI-FAMILY - PROPOSED TOWNHOUSES
- OCF DESIGNATED MULTI-FAMILY - CURRENT TOWNHOUSES
- OCF DESIGNATED MULTI-FAMILY - CURRENT SINGLE FAMILY
- OCF DESIGNATED SINGLE FAMILY - CURRENT SINGLE FAMILY
- AREA UNDER OCP HIGHLY DESIRABLE FROM SINGLE FAMILY TO MULTI-FAMILY
- COMMUNITY INSTITUTIONAL
- PARK
- ARTERIAL ROAD COMPACT LOT SINGLE DETACHED



BOHAN PROPERTIES

YAMAMOTO ARCHITECTURE

202 - 331 East 8th Avenue
Vancouver BC V6T 1B5
T: 604.731.1127 F: 604.731.1327

PROJECT - TOWNHOUSE DEVELOPMENT

10450 101st Avenue, Unit 101
4607 46th Avenue, Unit 101

DATE: MAY 08 2019

SCALE: AS SHOWN



City of Richmond

Policy Manual

Page 1 of 2

Adopted by Council: December 18, 1989

POLICY 5426

File Ref: 4045-00

SINGLE-FAMILY LOT SIZE POLICY IN QUARTER-SECTION 26-4-7/35-4-7

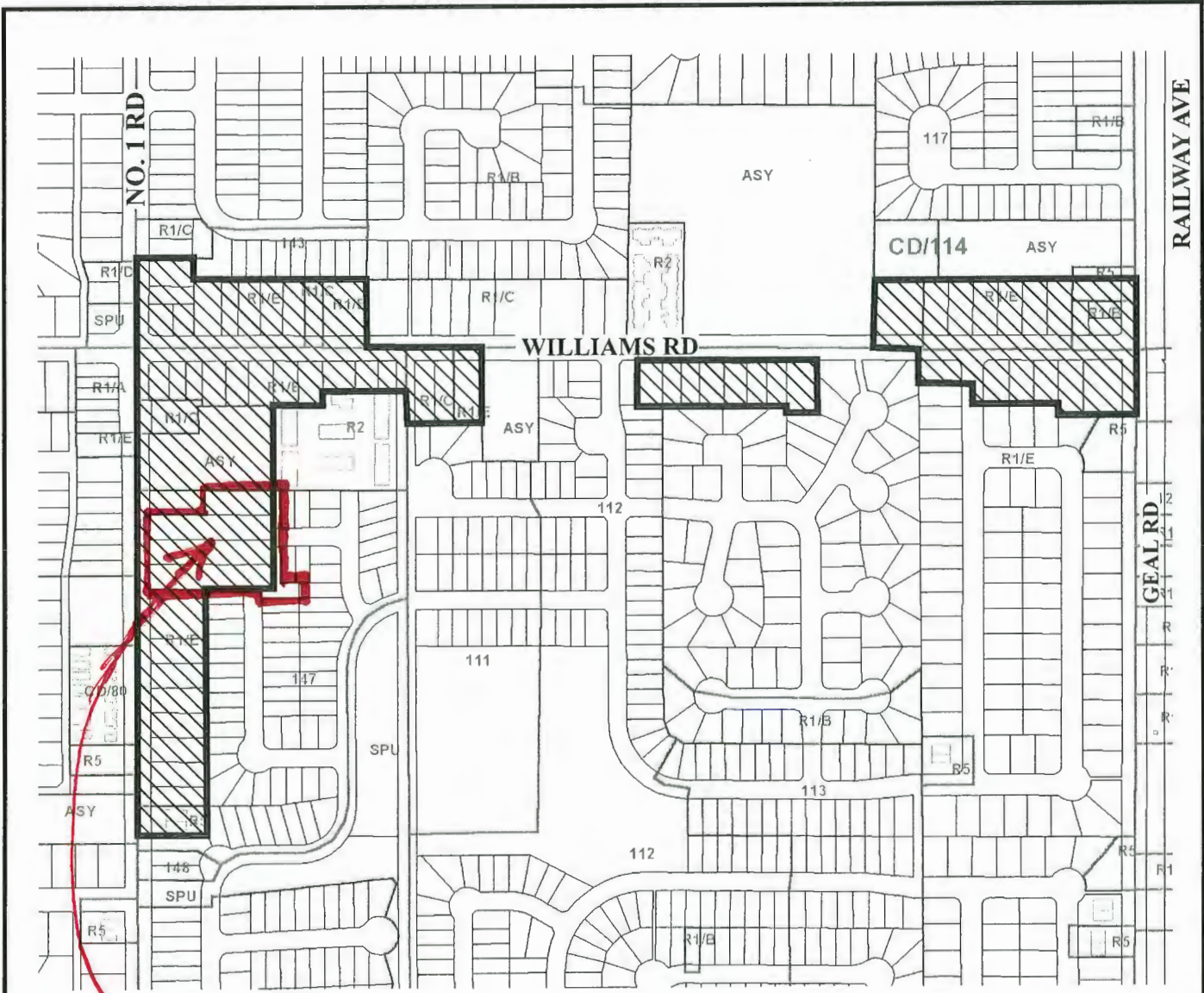
POLICY 5426:

The following policy establishes lot sizes for properties within the area located on **Williams Road, No. 1 Road and Geal Road**, in a portion of Section 26-4-7/35-4-7:

That properties within the area located on Williams Road, No. 1 Road and Geal Road, in a portion of Section 26-4-7/35-4-7, be permitted to subdivide in accordance with the provisions of Single-Family Housing District (R1/B) in Zoning and Development Bylaw 5300, with the following provisions:

- (a) If there is no lane or internal road access, then properties along No. 1 Road would be restricted to Single-Family Housing District (R1/E).
- (b) Properties along Williams Road will be permitted Single-Family Housing District (R1/C) zoning unless there is lane or internal road access in which case Single-Family Housing District (R1/B) would be allowed.

and that this policy, as shown on the accompanying plan, be used to determine the disposition of future rezoning applications in this area, for a period of not less than five years, unless changed by the amending procedures contained in the Zoning and Development Bylaw.



SUBJECT SITE



Subdivision permitted as per **R1/B** except

1. Williams Road - **R1/C** unless there is a lane or internal road access then **R1/B**
2. No. 1 Road - **R1/G** unless there is a lane or internal road access then **R1/B**.



POLICY 5426
SECTION 26 & 35, 4-7
PLN - 108

Adopted Date: 12/18/89
 Amended Date:

NOTIFICATION AREA

WILLIAMS RD

CHURCH

SCOTSDALE PL

GANDER PL

NO 1 RD

SUBJECTED SITE

CAVENDISH DR

PUGWASH PL

FUNDY DR

SCOTSDALE AVE

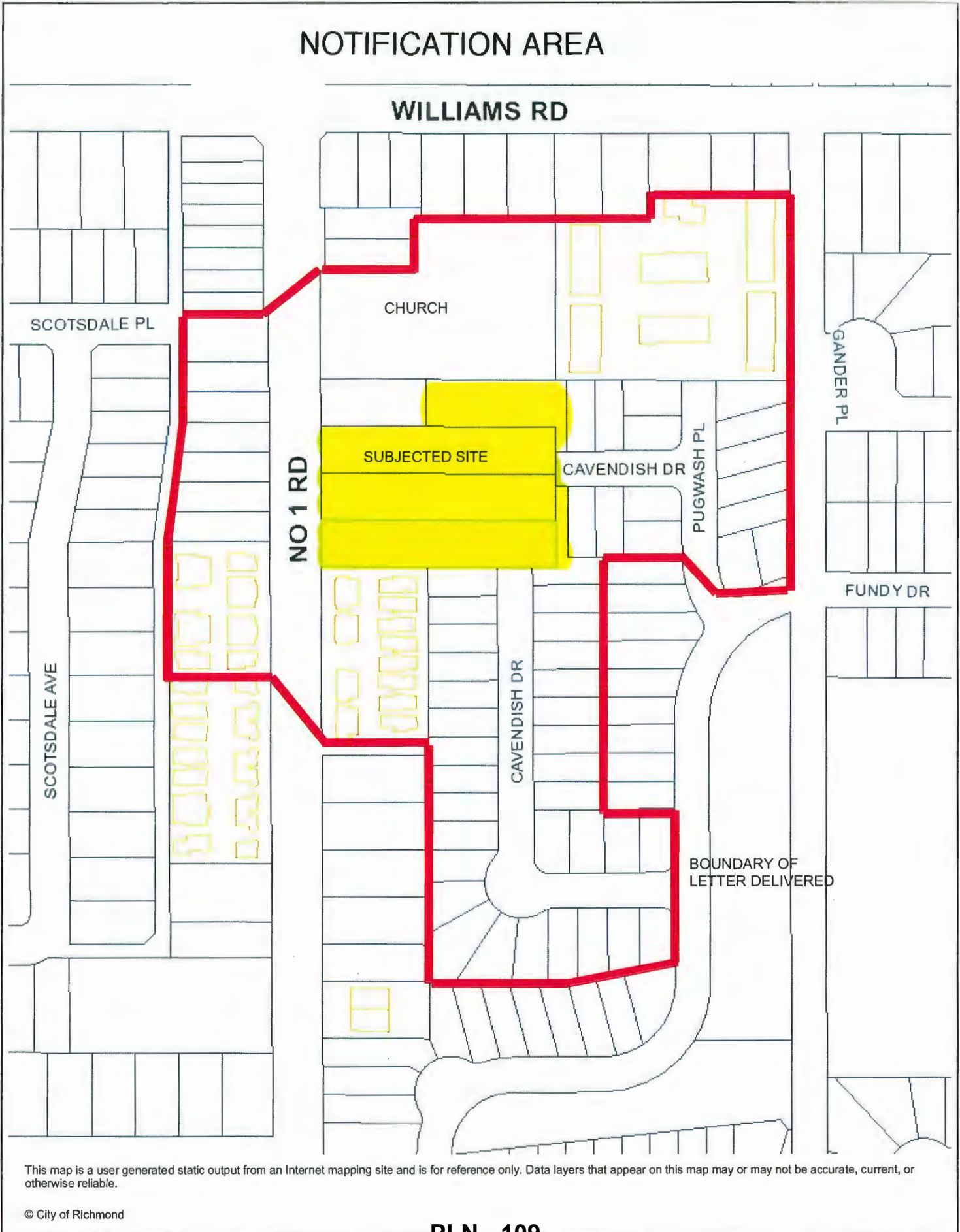
CAVENDISH DR

BOUNDARY OF LETTER DELIVERED

This map is a user generated static output from an Internet mapping site and is for reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable.

© City of Richmond

PLN - 109





#220 – 2639 Viking Way
Richmond, BC, V6V 3B7

Phone: 604.249.5040
Fax: 604.249.5041

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

July 20, 2018

Attention: Edwin Lee

Reference: Summary of Public Information Meeting
10140 – 10180 No. 1 Road and 4051 and 4068 Cavendish Drive
City File: RZ 18-820669

Dear Edwin,

A Public Information Meeting for the proposed 35 unit townhouse and 2 single family lot development located at 10140 – 10180 No. 1 Road and 4051 and 4068 Cavendish Drive (City File RZ18-820669) was held between 5:00pm and 8:00pm on June 20, 2018 at the Richmond Chinese Alliance Church located at 10100 No. 1 Road.

Core Concept Consulting Ltd. prepared a Public Information Meeting invitation including a document outlining the synopsis of the proposed development. The invitation packages were hand-delivered by Core Concept Consulting staff to the residences in the vicinity of the proposed development during the period of June 5th and June 10th. Please refer to Appendix A for the Public Information Invitation Package and Appendix B for a map defining the notice distribution area.

There are 53 single family homes and 53 townhome residences and the church in the notice distribution area. 14 residences in the notice distribution area attended the Public Information Meeting (13%). There was one representative from the church who also attended the Public Information Meeting.

Attendees of the meeting were greeted upon entry and encouraged to sign the attendance sheet for the meeting. 32 attendees were formally recorded on the attendance sheet but several signatures represented households with multiple household members in attendance. We estimate a total turnout of 40 people in attendance during the course of the meeting – not counting City Staff, the Developer, or his consultants.

The Attendees were free to examine a series of presentation boards and Mr. Steven Yang (Developer), Taizo Yamamoto (Architect) and David Kozak and David Lu (Civil) were available to address any questions raised by the attendees in either small informal groups or one-on-one as preferred by the Attendee. Please refer to Appendix C for the Presentation Boards displayed.

Each participant was provided a feedback form that they could complete at the meeting or which they could take home and complete at their leisure. As

of July 11th we have compiled 11 feedback forms and 3 independent emails. A table summarizing each of the feedback forms received and our synopsis of the comments received is included in Appendix D. The synopses provided for each feedback form addresses what we interpret to be the key points raised by the Attendee. Not all points are necessarily addressed or identified. The reader should peruse each of the feedback forms to establish their own interpretation of the tone and content of the feedback forms supplied in Appendix E.

For the most part the attendees within the notice distribution area expressed concern over one or two issues that were of most concern to them. In general the responses tended to fall into the following categories (in no particular order).

- # Security of the existing residences. Several residences expressed concern that the construction of a public walkway between No. 1 Road and Cavendish Drive will result in increased theft and undesirable activities.
- # Increased Noise and Traffic: Several residences indicated a concern that the connection of the Cavendish Drive road ends will result in increased noise and traffic.
- # Cavendish Drive Improvements to Pugwash: A couple residents would like the existing roadway and sidewalk improved.
- # Tree Preservation: A few residences would like the existing tall trees to be retained.
- # Form and Character: Several residences identified that they wanted the two single family homes and the townhomes to suit the existing single family residences on Cavendish Drive.
- # Site Grading: A few residences indicated concern that the main floor of the new homes and site grading would be raised out of character with the existing neighbouring properties. A couple residences cited 10533 Fundy Drive as an example of their concerns.
- # Sidewalk Configuration: Several residences indicated that they wanted the varying sidewalk configuration between the two sections of Cavendish Drive to be improved but the opinions were split on how best to achieve this.
- # Parking: Several residences were concerned about the amount of street side parking for Cavendish Drive. The opinions were split between preferring no parking, to not having enough parking along Cavendish Drive.
- # Unit Height: A couple residences objected to 3 story townhome units.

In the next two weeks the project team will be meeting to review the community feedback and determine if the development proposal can be adjusted to suit feedback.

Please contact me if you have any questions.

PLN - 111



Yours Truly,

Core Concept Consulting Ltd.

A handwritten signature in blue ink that reads 'David R. Kozak'.

David R. Kozak
Senior Project Manager

APPENDIX A
PUBLIC INFORMATION INVITATION PACKAGE

#220 – 2639 Viking Way
Richmond, BC, V6V 3B7

Phone: 604.249.5040
Fax: 604.249.5041

To: Owner/Occupant

Subject: Notice of Public Information Meeting for the Proposed Development of 10140-10180 No. 1 Road & 4051/4068 Cavendish Drive (Rezoning No. 18-820669)

Dear Neighbour,

Bohan Properties, the owner of the above parcel would like to extend an invitation for you to attend a public information meeting related to a formal rezoning application to the City of Richmond for the above subject properties.

Public Information Meeting

Location: Richmond Chinese Alliance Church
10100 No. 1 Road, Richmond
Date: June 20th, 2018
Time: 5:00pm – 8:00pm

This letter summarizes the key aspects of the proposed development and the anticipated impact to the neighbourhood.

The site is located in between No 1 Road on the west, Cavendish Drive on the east, single-family homes on the south, a church and a single-family home on the north side as shown in Figure 1.

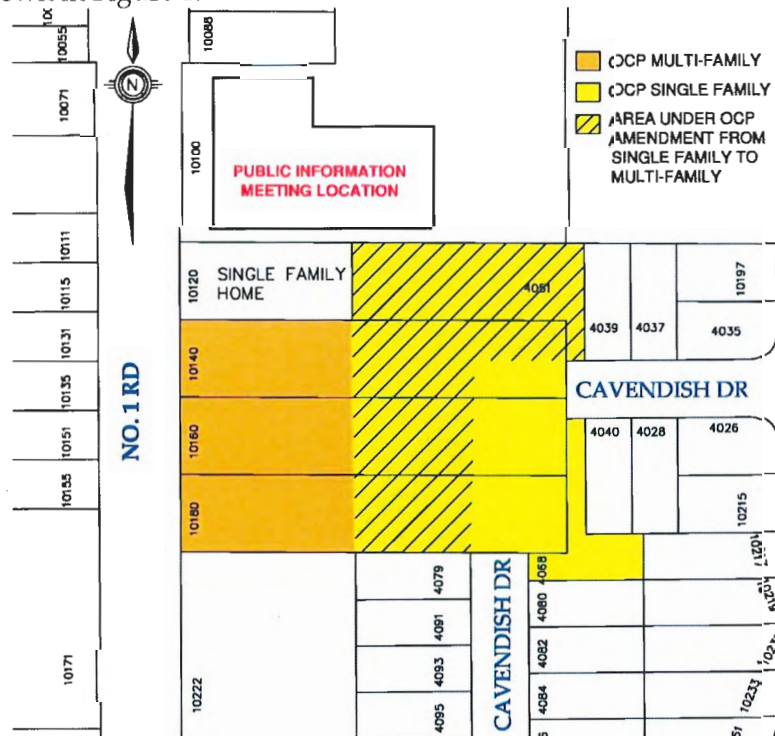


Figure 1. Siteplan & OCP Amendment
PLN - 114

The proposed development comprises 2 & 3 story townhouses north and west of Cavendish Drive as well as 2 single-family lots to complete the residential subdivision south and east of Cavendish Drive.

The proposed Cavendish Drive road layout will connect the two dead end sections of Cavendish Drive to complete the roadway (please see Figure 2 & 3 attached). This will provide several benefits to the neighbourhood:

- ⊕ improved vehicular circulation and virtually eliminate the need for turn arounds in private driveways;
- ⊕ improved fire truck, garbage, and recycling vehicle access and circulation;
- ⊕ improved fire protection once the watermains in both sections of Cavendish Drive are connected;
- ⊕ improved security and street lighting compared to the that present in the dead-end streets.

In addition, the development is proposing a public walkway along the south edge of the development between Cavendish Drive and No. 1 Road. We expect that this walkway will improve pedestrian circulation in the neighbourhood as well as access to public transit. The proposed architectural site plan is attached for your reference (please see Figure 4).

Please note that the developer intends for the townhouses of this proposed development to enter and exit the site through No. 1 Road with no vehicular access to Cavendish Drive. Therefore, we expect that the proposed development will not materially change the amount of vehicular traffic in Cavendish Drive, although some existing residents may change their driving patterns and exit north once the road is completed.

This application will proceed through the normal City of Richmond rezoning, subdivision application, and public consultation process. In addition, this application will also require an Official Community Plan (OCP) amendment from single family to multi-family zoning for a portion of the site (see Figure 1). We encourage you to attend the public information meeting where you can have the opportunity to ask questions and provide constructive feedback on a less formal setting. Should you be unable to attend the public information meeting, you can use the attached comments page and send them to the undersigned for consideration.

Please be advised that all comments received will be shared with the City of Richmond for consideration and will become public information. If you have any questions or concern, please feel free to contact Edwin Lee from the City of Richmond at (604) 276 4121 with reference to the Rezoning Number 18-820669.

We look forward to seeing you at the public information meeting.

Yours Truly,

Core Concept Consulting Ltd.



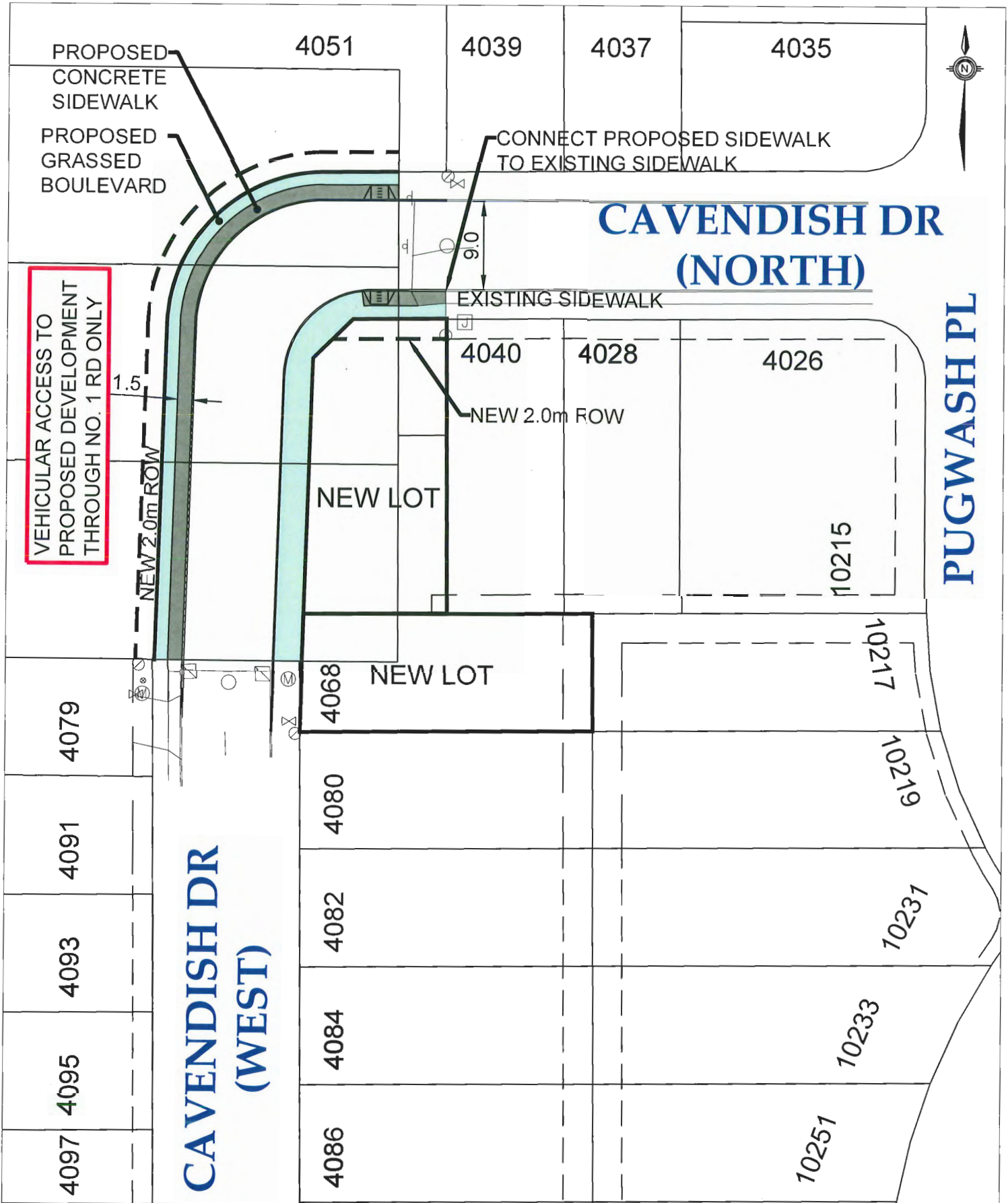
David R. Kozak

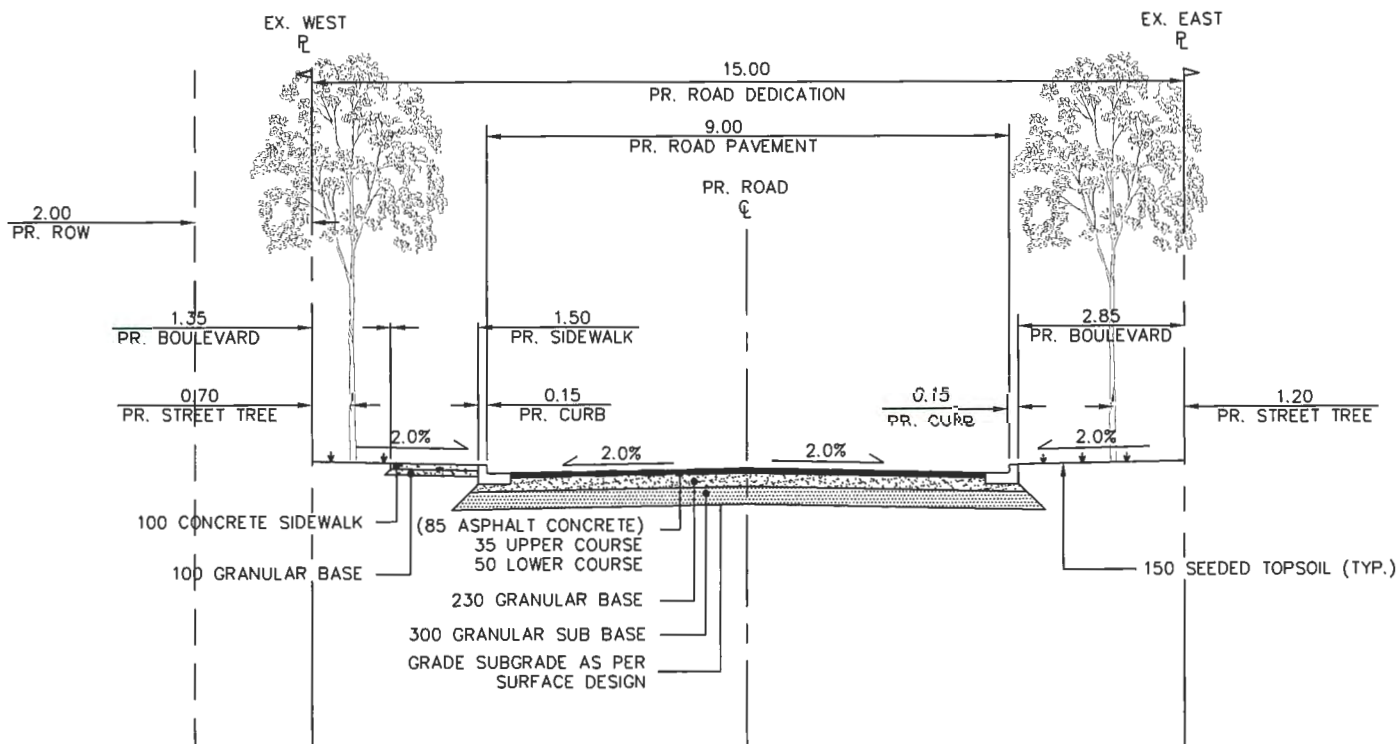
Senior Project Manager

Phone: (604) 249 5040

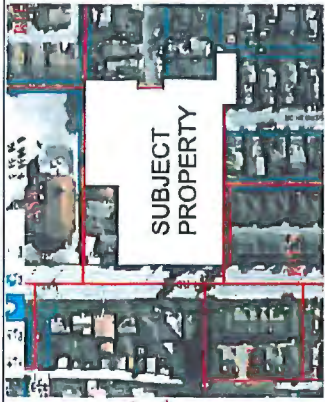
Fax: (604) 249 5041

Email: drkozak@coreconceptconsulting.com





CAVENDISH DRIVE (WEST) PROPOSED TYPICAL SECTION - FACING NORTH
 SCALE: 1:125 HOR., NTS. VERT.



SUBJECT PROPERTY

CONTEXT PLAN

SCALE: N.T.S.

STATISTICS:

CIVIC ADDRESS: 10140, 10160, 10180 NO.1 ROAD AND 4051, 4068 CAVENDISH DRIVE, RICHMOND

PROPOSED ZONING:

LOT AREA BEFORE DEDICATIONS: 7803 SM (83,994 SQ.FT.)

LOT AREA AFTER DEDICATIONS: 6203 SM (66,780 SQ.FT.)

TWO SINGLE FAMILY LOTS:

PROPOSED DENSITY: 0.75 (50,085 SQ.FT.)

= 35 UNITS (6 LEMR AND 29 MARKET UNITS)

LOW-END MARKET RENTAL UNIT (15% OF FAR - 7512 SQ.FT.)

= 8 UNITS @ 1222 SF AVERAGE

MARKET UNITS = 29 UNITS @ 1460 SF AVERAGE

PARKING:

REQUIRED:

- 2.0 SPACES x 29 UNITS = 58 SPACES (RESIDENTS)
- 1.0 SPACES x 6 UNITS = 6 SPACES (LEMR)
- 0.2 SPACES x 35 UNITS = 7 SPACES (VISITORS)
- TOTAL = 71 SPACES

PROVIDED:

- 2 CAR GARAGES x 29 UNITS = 58 SPACES (RESIDENTS)
- 1 CAR GARAGES x 6 UNITS = 6 SPACES (LEMR)
- 1 LEVEL VISITOR PARKING = 7 SPACES (VISITORS)
- TOTAL = 71 SPACES

NOTE: 1 ACCESSIBLE PARKING SPACE IS PROVIDED.

REQUIRED BICYCLE: 1.25 SPACES x 35 UNITS = 43.75 SPACES (CLASS 1)

0.2 SPACES x 35 UNITS = 7 SPACES (CLASS 2)

TOTAL = 51 SPACES

PROVIDED BICYCLE: 2 SPACES x 21 GARAGES = 42 SPACES (CLASS 1)

1 SPACE x 6 GARAGES = 6 SPACES (CLASS 1)

BICYCLE RACK = 4 SPACES (CLASS 2)

TOTAL = 52 SPACES

AMENITY AREA

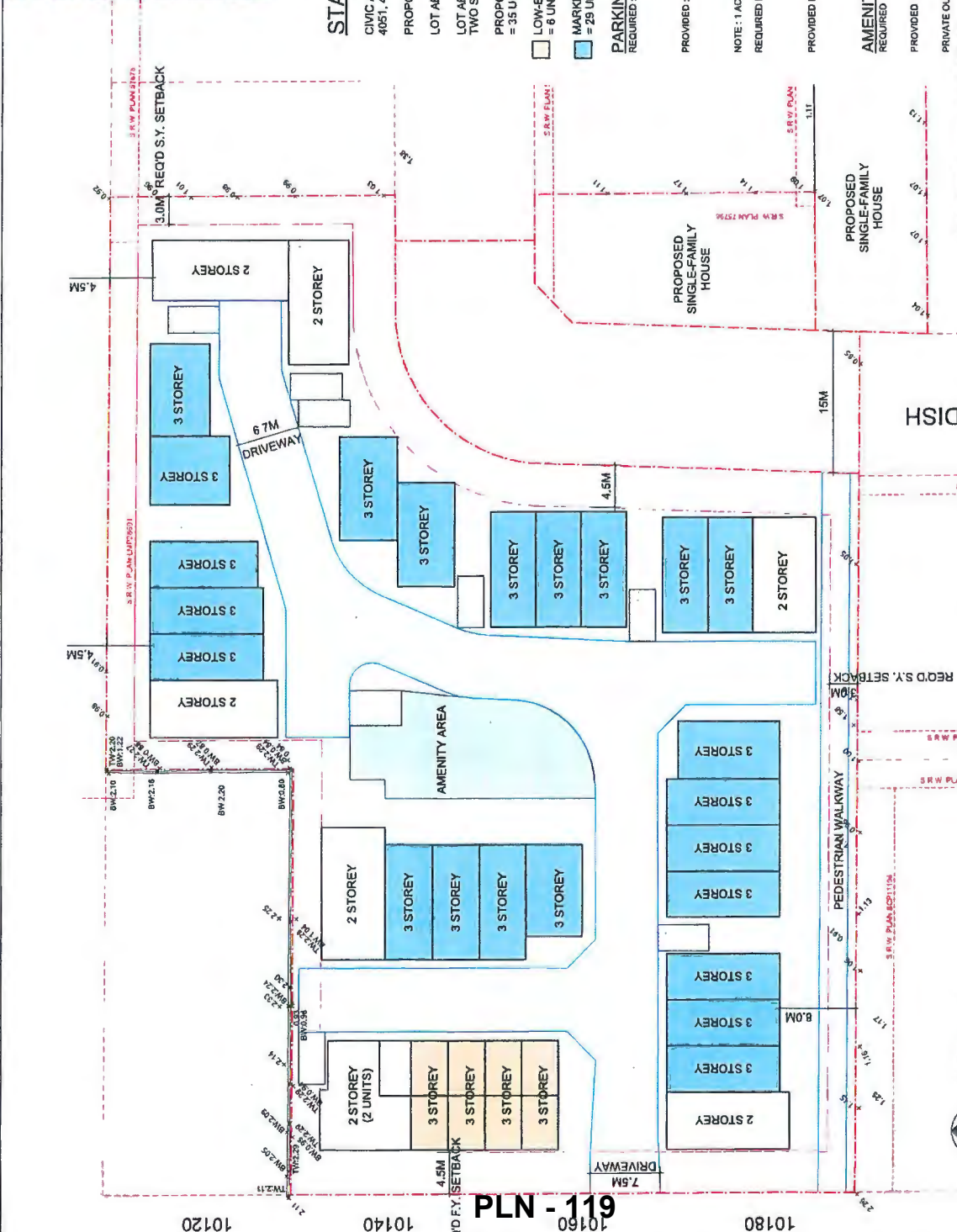
REQUIRED

- INDOOR = 70 SQ.M. (750 SQ.FT.)
- OUTDOOR = 210 SQ.M. (2260 SQ.FT.)

PROVIDED

- INDOOR = PAYMENT IN LIEU
- OUTDOOR = 210 SQ.M. (2260 SQ.FT.)

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



SITE PLAN
SCALE: N.T.S.

YAKAMOTO ARCHITECTURE

1140 - 32 Lane Blvd Richmond
 781-888-1111
 1-800-271-7171 - ext 2311327

PROJECT: TOWNHOUSE DEVELOPMENT

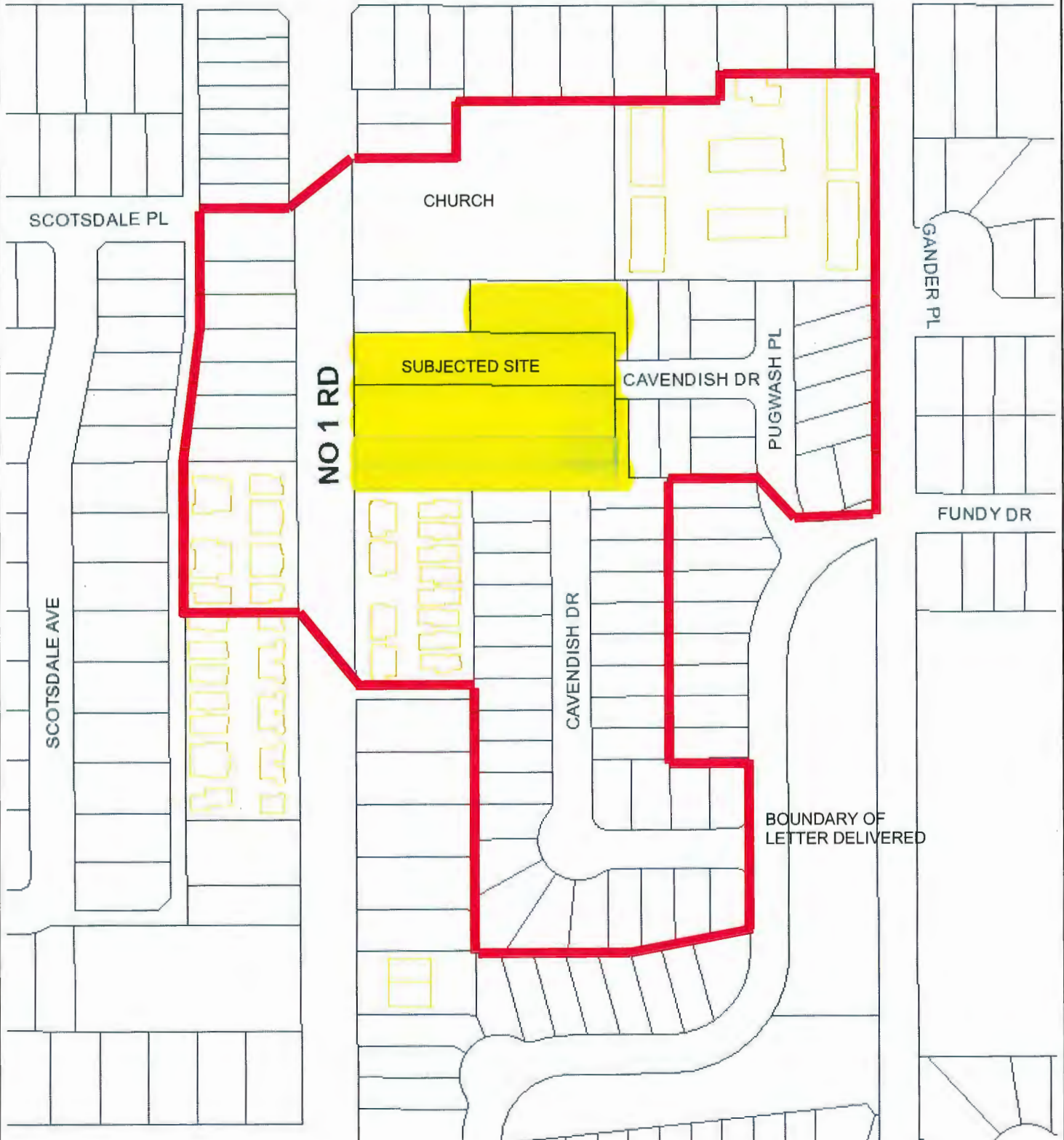
DATE: APR 20 2023

FIGURE 4
A1.0

APPENDIX B
NOTICE DISTRIBUTION AREA

City of Richmond Interactive Map

WILLIAMS RD



This map is a user generated static output from an Internet mapping site and is for reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable.

APPENDIX C
PRESENTATION BOARDS



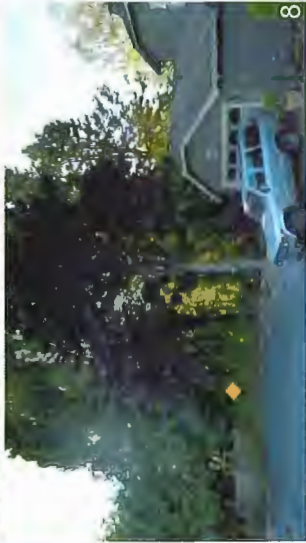
5
CANTONMENT DRIVE - FACING NORTHWEST



6
CANTONMENT DRIVE - FACING NORTHWEST



7
CANTONMENT DRIVE - FACING NORTHWEST



8
CANTONMENT DRIVE - FACING NORTHWEST



1
MINT ROAD - FACING SOUTHWEST



2
MINT ROAD - FACING SOUTHWEST



3
MINT ROAD - PROPERTY LINE BETWEEN 10180 AND 10222



4
MINT ROAD - 10222

<p>YAMAMOTO ARCHITECTURE</p> <p>200 - 33 First 8th Avenue Vancouver BC V5T 1B6 T: (604) 781 1322 F: (604) 781 1327</p>	
<p>TOWNHOUSE DEVELOPMENT</p> <p>10180 10180 TORBENA ROAD AND 10211 10211 CANTONMENT DRIVE, VANCOUVER BC</p>	
<p>SITE PHOTOS</p>	
DATE:	10/18/2023
SCALE:	AS SHOWN
PROJECT:	A - P
DESIGNER:	YAMAMOTO ARCHITECTURE
DATE:	10/18/2023

APPLICABLE CITY POLICIES

RICHMOND 2041 OFFICIAL COMMUNITY PLAN

GOALS:

1. Welcoming and Diverse
The City is inclusive and designed to support the needs of a diverse and changing population.
2. Connected and Accessible
People are connected to and interact with each other. Places, buildings, and activities are connected and easily accessed by everyone.
3. Valued for its Special Places
4. Adaptable

ARTERIAL ROAD POLICY

"The City supports densification along its arterial roads. The purpose of this densification is to locate developments on arterial road properties in close proximity to commercial services, public amenities, schools, and transit service."

LOT SIZE POLICY

Minimum Lot Size: Subzone RS2/B
= 360 SM
= 3875 SF

2017 - 2027 AFFORDABLE HOUSING STRATEGY LOW END MARKET RENTAL POLICY (LEMUR)

"LEMUR units are secured as affordable in perpetuity through legal agreements on title, which restricts the maximum rents and tenant eligibility by income. This policy is intended to ensure the development of mixed income communities and provide rental homes for low-moderate income households."

PROJECT SUMMARY

- Connect and complete Cavendish Drive, eliminating dead ends and improving pedestrian and vehicular circulation.
- Improve circulation for emergency vehicles and garbage and recycling vehicles.
- Improve infrastructure by connecting water mains on either side of Cavendish Drive.
- Improve security and passive surveillance by re-routing current walkway through undeveloped lot at 4068 Cavendish Drive onto new, standard City sidewalk and street lighting.
- Improve the Number 1 Road frontage with new sidewalk.
- Create two new single family lots to complete the single family character of the block.
- Minimize increase in traffic along Cavendish by providing all vehicular access to townhouse site from No. 1 Road.
- Provide six Low-End Market Rental units to provide affordable housing options
- Reduce scale of buildings fronting Cavendish to duplexes and triplexes that relate to scale of existing single family homes
- Reduce building heights adjacent to existing single family homes
- Orient windows away from existing single family homes and yards to maximize privacy for current homeowners
- Create pedestrian linkage from Cavendish Drive to No.2 Road.
- Amend OCP to provide additional townhouses in the eastern portion of the site to offset the cost of Cavendish Drive dedication and construction.

<small>YAMAMOTO ARCHITECTURE INC. 1000-1100 BROADWAY, SUITE 1000 VANCOUVER, BC V6Z 2E6 TEL: 604.271.1100 FAX: 604.271.1101</small>	
YAMAMOTO ARCHITECTURE	
<small>202 - 3331 CAVENDISH DRIVE VANCOUVER, BC V5S 1B6 TEL: 604.271.1100 FAX: 604.271.1101</small>	
TOWNHOUSE DEVELOPMENT	
<small>1000-1100 BROADWAY, SUITE 1000 VANCOUVER, BC V6Z 2E6</small>	
PROJECT SUMMARY	
<small>DATE: 08/16/18</small>	<small>SCALE: AS</small>
<small>DRAWN BY: [Name]</small>	<small>CHECKED BY: [Name]</small>
<small>DATE: [Date]</small>	<small>PROJECT NO: [Number]</small>

PROJECT STATS

ADDRESS: 10140, 10160, 10180 NO.1 ROAD &
4051, 4068 CAVENDISH DRIVE

SITE AREA BEFORE ROADWAY DEDICATIONS: = 83,994 SF
 TOWNHOUSE SITE AREA AFTER DEDICATIONS: = 66,780 SF
 SINGLE FAMILY LOT 1 AREA: = 4500 SF*
 SINGLE FAMILY LOT 2 AREA: = 3875 SF*

Both Single Family Lots to comply with Lot Size Policy

PROPOSED DENSITY TOWNHOUSE SITE:
 - 29 MARKET TOWNHOUSES @ 1460 SF = 42,340 SF
 - 6 LOW-END MARKET RENTAL UNITS @ 1222 SF = 7,332 SF

TOTAL: 35 UNITS
 49,672 SF
 0.74 FAR

PARKING

PARKING REQUIRED LOW-END MARKET UNITS: = 6 SPACES
 PARKING REQUIRED TOWNHOUSE UNITS: = 58 SPACES
 PARKING REQUIRED VISITORS: = 7 SPACES

TOTAL PARKING REQUIRED: = 71 SPACES

PARKING PROVIDED LOW-END MARKET UNITS: = 6 SPACES
 PARKING PROVIDED TOWNHOUSE UNITS: = 58 SPACES*
 PARKING PROVIDED VISITORS: = 7 SPACES

TOTAL PARKING PROVIDED: = 71 SPACES

* MAXIMUM 50% OF TOTAL UNITS HAVE TANDEM PARKING

AMENITY SPACE:

INDOOR AMENITY SPACE REQUIRED: = 753 SF

OUTDOOR AMENITY SPACE REQUIRED: = 2260 SF

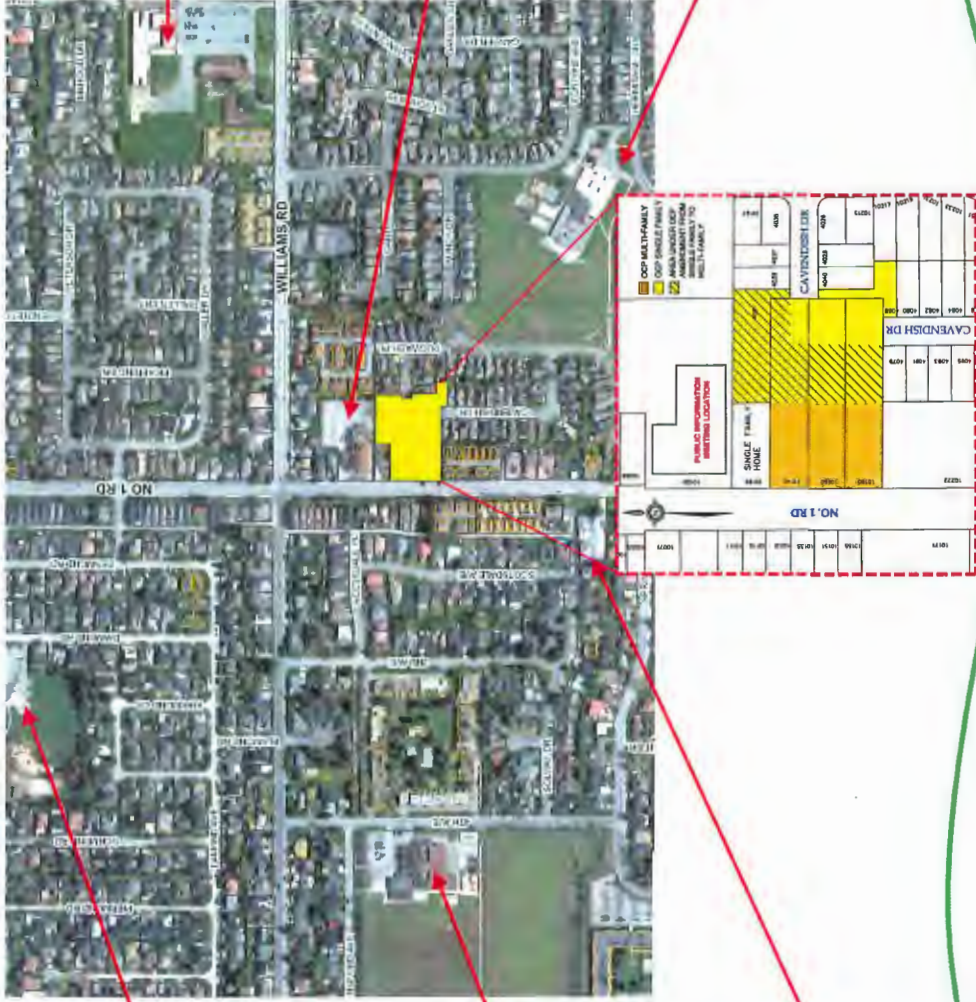
INDOOR AMENITY SPACE PROVIDED = CONTRIBUTION IN LIEU

OUTDOOR AMENITY SPACE PROVIDED = 2260 SF

10140, 10160, 10180 NO.1 ROAD AND 4051, 4068 CAVENDISH DRIVE, BIRMINGHAM, AL PROJECT NO. 2019-001	
YAMAMOTO ARCHITECTURE 200 - 23 1/2nd Ave. South Birmingham, AL 35298 T: 205.988.1122 F: 205.988.1122	
TOWNHOUSE DEVELOPMENT	
10140, 10160, 10180 NO.1 ROAD AND 4051, 4068 CAVENDISH DRIVE, BIRMINGHAM, AL	
PROJECT STATS	
SHEET NO.: N.L.S.	SHEET NO.: 3-1112-1
DATE: 08/19/19	SCALE: AS
DRAWN BY: [Name]	CHECKED BY: [Name]

TOWNHOUSE DEVELOPMENT OF 10140-10180 NO. 1 ROAD & 4051/4068 CAVENDISH DRIVE, RICHMOND

COMMUNITY FEATURE PLAN



ALFRED B DIXON
ELEMENTARY SCHOOL



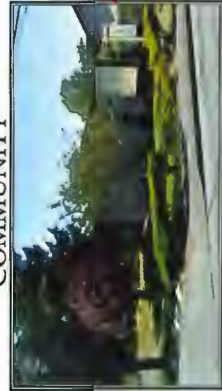
Distance to development : 500m

MANOAH STEVES PARK AND
ELEMENTARY SCHOOL



Distance to development : 450m

EMMANUEL CHRISTIAN
COMMUNITY



Distance to development : 175m

ST. JOSEPH THE WORKER
PARISH AND MINISTRY



Distance to development : 430m

RICHMOND CHINESE
ALLIANCE CHURCH



Distance to development : 20m

DIEFENBAKER ELEMENTARY
SCHOOL



Distance to development : 265m

APPENDIX D
SUMMARY OF FEEDBACK FORMS

PUBLIC INFORMATION MEETING - SUMMARY OF ATTENDEE FEEDBACK

Date: Wednesday, June 20, 2018
 Location: Richmond Chinese Alliance Church

City File: RZ18-820669
 Development Location: 10140 - 10180 No. 1 Road & 4051 and 4068 Cavendish Drive

Name	Address	Site Distance	OCP Amend. Support	Road Connect. Support	New S/F			Cavendish to No. 1			Cavendish			Other Feedback	
					Lot Support	Yes	No	Sidewalk Support	Yes	No	Road Support	Yes	No		Building Height Support
Belkin, Avital & Karmi	4026 Cavendish Drive, Richmond	90m	No	No	No	No	No	No	No	No	No	No	No	Against development. Fears increased noise and traffic. Is of opinion that they bought in cul-de-sac and neighbourhood should not change.	
Michaels, Bard & Rick	4028 Cavendish Drive, Richmond	75m	-	-	-	-	-	-	-	-	-	-	-	Feedback by Letter (Refer to Appendix E). General summary is that the Michael's have concerns include building slab height, setbacks, and lot grading that should be consistent with the existing neighbours. Shadowing and privacy impact on neighbour. Would like sidewalk and road repairs on Cavendish Drive between the site and Pugwash place. Would like a contiguous sidewalk for the new Cavendish Drive. Architectural review of privacy and building massings requested. Would like a wider bulge in the Cavendish Drive bend to accommodate street side parking.	
Sun, Ben & Theresa	4040 Cavendish Drive, Richmond	60m	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Unsure	Most concerned that the proposed single family homes on Cavendish Drive should have similar height and site grading as the immediate neighbours. Would prefer sidewalk along the single family lots to reduce the number of pedestrians crossing near the corner.
Randall, Craig	4082 Cavendish Drive, Richmond	80m	-	-	-	-	-	-	-	-	-	-	-	No feedback form completed	
Melvin, Monica & Bryar	4084 Cavendish Drive, Richmond	90m	-	-	-	-	-	-	-	-	-	-	-	Feedback by Letter (Refer to Appendix E). The Melvin's concerns are mostly focused on the form and character of the single family homes and the townhomes. They want them to be consistent with the existing neighbourhood. 3 story townhomes should not be permitted. Would like the walkway to be removed from the development. Concerned about parking and traffic safety if Cavendish Drive is completed.	
Smrekar, Winnie	4102 Cavendish Drive, Richmond	130m	-	-	-	-	-	-	-	-	-	-	-	No feedback form completed	
Tretheway, Geneva	10177 Pugwash Place, Richmond	130m	-	-	-	-	-	-	-	-	-	-	-	No feedback form completed	
Penson, Shawn	#7 - 10177 Pugwash Pl., Richmond	130m	-	-	-	-	-	-	-	-	-	-	-	No feedback form completed	

PUBLIC INFORMATION MEETING - SUMMARY OF ATTENDEE FEEDBACK

Date: Wednesday, June 20, 2018
 Location: Richmond Chinese Alliance Church

City File: RZ18-820669
 Development Location: 10140 – 10180 No. 1 Road & 4051 and 4068 Cavendish Drive

Name	Address	Site Distance	OCP Amend. Support	Road Connect. Support	New S/F Lot Support	Cavendish to No. 1		Building Height Support	Building Setback Support	Other Feedback
						Sidewalk Support	Walkway Support			
Nielsen, M.	#8 - 10177 Pugwash Pl., Richmond	130m	No	Unsure	Unsure	Yes	Yes	Unsure	Unsure	Would like the form and character of Cavendish Drive to remain single family residential. Would like tall trees retained.
Siefke, Eleanor	#17 - 10177 Pugwash Pl., Richmond	130m	-	-	-	-	-	-	-	No feedback form completed
Mak, T.K.	10188 Pugwash Pl., Richmond	140m	No	No	No	No	No	Unsure	Unsure	Concerned that development will impede access to church. Would like existing Cavendish sidewalk to Pugwash moved to north side of street for church access, feels public walkway does not adequately compensate for current access.
Yan, Cha Feng & Xu	10215 Pugwash Pl., Richmond	95m	No	No	Unsure	No	No	No	No	Against development. Concerned that traffic, privacy, parking, child play safety, and property security will be compromised. Would like tall trees preserved. Opposed homes > than two floors.
Masson, Annelaure	10186 Pugwash Pl., Richmond	145m	Yes	No	No	No	Yes	Yes	Unsure	Primary concern is the preservation of existing trees and greenery
Liu, Zhe	10219 Pugwash Pl., Richmond	100m	No	No	Unsure	No	No	No	No	Safety, Environment, and Cavendish Drive Street side parking concerns. Does not support changes to Cavendish Drive. Would like to preserve all existing trees.
Tong, Joseph	10100 No. 1 Road, Richmond	85m	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No comments on form
Nguyen, Tia	3333 Corvette Way, Richmond	6,600m	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Indicated Architectural preferences for modern aesthetics and open concept with natural plantings. Allowance for commercial suites on ground level
Yuen, Connor	10511 Palmberg Road, Richmond	7,600m	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No comments on form
Lee, Jason	#11 - 9079 Jones Road, Richmond	4,500m	-	-	-	-	-	-	-	No feedback form completed
Ma, Sharon	5686 Cornwall Place, Richmond	3,600m	-	-	-	-	-	-	-	No feedback form completed
Lu, Tommy	10880 Roselea Cres, Richmond	3,800m	-	-	-	-	-	-	-	No feedback form completed
Carter, Hugh	20780 Willoughby T.C. Dr., Langley	48,000m	-	-	-	-	-	-	-	No feedback form completed
No, Tommy	1351 Continental Str., Vancouver	18,000m	-	-	-	-	-	-	-	No feedback form completed
Momeni, Mehrdad	Partial Address, phone only	-	-	-	-	-	-	-	-	No feedback form completed
Chow, Connie	No Address, phone only	-	-	-	-	-	-	-	-	No feedback form completed

PUBLIC INFORMATION MEETING - SUMMARY OF ATTENDEE FEEDBACK

Date: Wednesday, June 20, 2018
 Location: Richmond Chinese Alliance Church

City File: RZ18-820669
 Development Location: 10140 – 10180 No. 1 Road & 4051 and 4068 Cavendish Drive

Name	Address	Site Distance	OCP Ammend. Support	Road Connect. Support	New S/F Lot Support	Cavendish to No. 1			Building Height Support	Building Setback Support	Other Feedback
						Sidewalk Support	Road Walkway	Support			
Chieng, Alex	No Address, phone only	-	-	-	-	-	-	-	-	-	No feedback form completed
Tsui, Leon	No Address, phone only	-	-	-	-	-	-	-	-	-	No feedback form completed
Tong, Vincent	No Address, phone only	-	-	-	-	-	-	-	-	-	No feedback form completed

FEEDBACK FROM OTHERS NOT ATTENDING THE PUBLIC INFORMATION MEETING

Lopez, Ernesto & Flora	4104 Cavendish Drive, Richmond	130m	-	-	-	-	-	-	-	-	Feedback by e-mail (Refer to Appendix E). Have concerns about safety and increased pedestrian and vehicular through traffic. Would like cameras installed in the walkway as well as high illuminance.
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APPENDIX E
ORIGINAL FEEDBACK FORMS

RZ18-820669 – PUBLIC INFORMATION MEETING FEEDBACK

Site Address: 10140-10180 No.1 Road & 4051/4068 Cavendish Drive, Richmond, BC
Name: Ben & Theresa Sun
Address: 4040 Cavendish Drive
Phone (Optional): 604-274-5090
Email (Optional): _____
Date: June 25, 2018

The proposed development will involve amending the City of Richmond Official Community Plan for a portion of the parcel from Single Family to Multi-Family to allow townhouses along the eastern portion of the property. Do you support this amendment?

Yes

No

Unsure

Comments:

The proposed development will involve connecting both dead ends of Cavendish Drive. Do you support this proposal?

Yes

No

Unsure

Comments:

After connecting both ends of Cavendish pedestrian and car traffic will increase. Parked cars on both sides of the street will block visibility of the traffic. Therefore we suggest to widen the street at the curve as shown on the plan for safety sake.

The proposed development will involve the addition of 2 new single-family lots. Do you support this proposal?

Yes

No

Unsure

Comments:

Provided the grade and the height of these houses are the same as the existing homes.

RZ18-820669 – PUBLIC INFORMATION MEETING FEEDBACK

The proposed development is planning on constructing a new, public sidewalk along the new Cavendish Drive. Do you support this proposal?

Yes

No

Unsure

Comments:

Build the sidewalk on the east side of the street (on the side of two single lots) connecting to the existing sidewalk on the south side of Cavendish. This will increase the safety of the pedestrian traffic as one does not need to cross the street at the curve as proposed in the plan.

The proposed development is planning on construction a new, public walkway that connects Cavendish Drive to No. 1 Road. Do you support this proposal?

Yes

No

Unsure

Comments:

Do you support the proposed building heights?

Yes

No

Unsure

Comments:

The plan do not show any buildings on the two single lots adjacent to 4040 and 4080 Cavendish Dr. It would be neighborly if the heights of these building limit to the same height as the neighbors'.

Do you support the proposed setbacks? (Distance between building and property line).

Yes

No

Unsure

Comments:

The plan do not show any buildings on the lots adjacent to 4040 and 4080 Cavendish Dr. It would be neighborly to have the setback as the neighboring property.

RZ18-820669 – PUBLIC INFORMATION MEETING FEEDBACK

Site Address: 10140-10180 No.1 Road & 4051/4068 Cavendish Drive, Richmond, BC
Name: Avital Belkin
Address: 4026 Cavendish Dr
Phone (Optional): 604-5518564
Email (Optional): avitalbel@hotmaail.com
Date: June 20/18

The proposed development will involve amending the City of Richmond Official Community Plan for a portion of the parcel from Single Family to Multi-Family to allow townhouses along the eastern portion of the property. Do you support this amendment?

Yes

No

Unsure

Comments:

I am against! That would affect the price of our property negatively as well as make the area noisy and make traffic

The proposed development will involve connecting both dead ends of Cavendish Drive. Do you support this proposal?

Yes

No

Unsure

Comments:

We don't want traffic in front of our house.

The proposed development will involve the addition of 2 new single-family lots. Do you support this proposal?

Yes

No

Unsure

Comments:

RZ18-820669 – PUBLIC INFORMATION MEETING FEEDBACK

The proposed development is planning on constructing a new, public sidewalk along the new Cavendish Drive. Do you support this proposal?

Yes

No

Unsure

Comments:

The proposed development is planning on construction a new, public walkway that connects Cavendish Drive to No. 1 Road. Do you support this proposal?

Yes

No

Unsure

Comments:

Do you support the proposed building heights?

Yes

No

Unsure

Comments:

Do you support the proposed setbacks? (Distance between building and property line).

Yes

No

Unsure

Comments:

RZ18-820669 – PUBLIC INFORMATION MEETING FEEDBACK

What kind of Architectural style would you like to see on this site?

Other recommendations or suggestion:

We bought the property in
quiet neighborhood in cistatesack.
If you purpose to turn this area
into something completely different.
That will change this area
bring noise, more people
more traffic, more garbage
pollution and bring the
price of our property down!
I hope you never do it
in this area!

RZ18-820669 – PUBLIC INFORMATION MEETING FEEDBACK

Site Address: 10140-10180 No.1 Road & 4051/4068 Cavendish Drive, Richmond, BC
Name: Karimi Belkin
Address: 4026 Cavendish Drive
Phone (Optional): _____
Email (Optional): _____
Date: June 20, 2018

The proposed development will involve amending the City of Richmond Official Community Plan for a portion of the parcel from Single Family to Multi-Family to allow townhouses along the eastern portion of the property. Do you support this amendment?

Yes

No

Unsure

Comments:

The proposed development will involve connecting both dead ends of Cavendish Drive. Do you support this proposal?

Yes

No

Unsure

Comments:

The proposed development will involve the addition of 2 new single-family lots. Do you support this proposal?

Yes

No

Unsure

Comments:

Please note that a copy of this Feedback Form will be copied to the City

RZ18-820669 – PUBLIC INFORMATION MEETING FEEDBACK

The proposed development is planning on constructing a new, public sidewalk along the new Cavendish Drive. Do you support this proposal?

Yes

No

Unsure

Comments:

The proposed development is planning on construction a new, public walkway that connects Cavendish Drive to No. 1 Road. Do you support this proposal?

Yes

No

Unsure

Comments:

Do you support the proposed building heights?

Yes

No

Unsure

Comments:

Do you support the proposed setbacks? (Distance between building and property line).

Yes

No

Unsure

Comments:

Please note that a copy of this Feedback Form will be copied to the City

RZ18-820669 – PUBLIC INFORMATION MEETING FEEDBACK

Site Address: 10140-10180 No.1 Road & 4051/4068 Cavendish Drive, Richmond, BC
Name: Zhe Li
Address: 10219 Pignwash Pl.
Phone (Optional): 604-600-1874
Email (Optional): el08ms@gmail.com
Date: June 29th 2018

The proposed development will involve amending the City of Richmond Official Community Plan for a portion of the parcel from Single Family to Multi-Family to allow townhouses along the eastern portion of the property. Do you support this amendment?

Yes No Unsure

Comments:

For our safety and environment concern, I strongly do not support this amendment.

The proposed development will involve connecting both dead ends of Cavendish Drive. Do you support this proposal?

Yes No Unsure

Comments:

More than 20 units will be build here if this amendment can be submitted. Which means; quite a lot vehical may be park on Cavendish Drive then the project be finished.

The proposed development will involve the addition of 2 new single-family lots. Do you support this proposal?

Yes No Unsure

Comments:

Please note that a copy of this Feedback Form will be copied to the City

RZ18-820669 – PUBLIC INFORMATION MEETING FEEDBACK

The proposed development is planning on constructing a new, public sidewalk along the new Cavendish Drive. Do you support this proposal?

Yes

No

Unsure

Comments:

The proposed development is planning on construction a new, public walkway that connects Cavendish Drive to No. 1 Road. Do you support this proposal?

Yes

No

Unsure

Comments:

I can not support any proposal relate with rebuilding ~~or~~ or ~~the~~ change Cavendish Drive.

Do you support the proposed building heights?

Yes

No

Unsure

Comments:

Do you support the proposed setbacks? (Distance between building and property line).

Yes

No

Unsure

Comments:

Please note that a copy of this Feedback Form will be copied to the City

RZ18-820669 – PUBLIC INFORMATION MEETING FEEDBACK

Site Address: 10140-10180 No.1 Road & 4051/4068 Cavendish Drive, Richmond, BC
Name: M. NIELSEN
Address: 8-10177 PUGWASH PLACE
Phone (Optional): 604 272 1748
Email (Optional): marknielsen@hotmail.ca
Date: 10/6/20

The proposed development will involve amending the City of Richmond Official Community Plan for a portion of the parcel from Single Family to Multi-Family to allow townhouses along the eastern portion of the property. Do you support this amendment?

Yes No Unsure

Comments:

PREFER TO MAINTAIN SINGLE FAMILY DWELLINGS FRONTING
CAVENDISH IN KEEPING WITH CURRENT CHARACTER OF THE DRIVE

The proposed development will involve connecting both dead ends of Cavendish Drive. Do you support this proposal?

Yes No Unsure

Comments:

OK - BUT WORRY ABOUT INCREASED TRAFFIC AS A RESULT

The proposed development will involve the addition of 2 new single-family lots. Do you support this proposal?

Yes No Unsure

Comments:

I AM CONCERNED ABOUT THE POTENTIAL LOSS OF THE TALL TREES
IN THE AREA, A NEIGHBOURHOOD LANDMARK

Please note that a copy of this Feedback Form will be copied to the City

RZ18-820669 – PUBLIC INFORMATION MEETING FEEDBACK

The proposed development is planning on constructing a new, public sidewalk along the new Cavendish Drive. Do you support this proposal?

Yes

No

Unsure

Comments:

The proposed development is planning on construction a new, public walkway that connects Cavendish Drive to No. 1 Road. Do you support this proposal?

Yes

No

Unsure

Comments:

Do you support the proposed building heights?

Yes

No

Unsure

Comments:

Do you support the proposed setbacks? (Distance between building and property line).

Yes

No

Unsure

Comments:

Please note that a copy of this Feedback Form will be copied to the City

RZ18-820669 – PUBLIC INFORMATION MEETING FEEDBACK

Site Address: 10140-10180 No.1 Road & 4051/4068 Cavendish Drive, Richmond, BC
Name: T.K. Malik
Address: 10188 Pugwash PL
Phone (Optional): 604-448-8871
Email (Optional): _____
Date: _____

The proposed development will involve amending the City of Richmond Official Community Plan for a portion of the parcel from Single Family to Multi-Family to allow townhouses along the eastern portion of the property. Do you support this amendment?

Yes

No

Unsure

Comments:

Difficult to access the church (North side).

The proposed development will involve connecting both dead ends of Cavendish Drive. Do you support this proposal?

Yes

No

Unsure

Comments:

children like to play at dead end road,
more cars can park for going to the church.

The proposed development will involve the addition of 2 new single-family lots. Do you support this proposal?

Yes

No

Unsure

Comments:

No, because the proposed plan will
block accessing to the church in the
North.

Please note that a copy of this Feedback Form will be copied to the City

RZ18-820669 – PUBLIC INFORMATION MEETING FEEDBACK

The proposed development is planning on constructing a new, public sidewalk along the new Cavendish Drive. Do you support this proposal?

Yes

No

Unsure

Comments:

support the side walk moving to the north for accessing the church

The proposed development is planning on construction a new, public walkway that connects Cavendish Drive to No. 1 Road. Do you support this proposal?

Yes

No

Unsure

Comments:

the south side is very bad idea for accessing the church.

Do you support the proposed building heights?

Yes

No

Unsure

Comments:

Do you support the proposed setbacks? (Distance between building and property line).

Yes

No

Unsure

Comments:

RZ18-820669 – PUBLIC INFORMATION MEETING FEEDBACK

Site Address: 10140-10180 No.1 Road & 4051/4068 Cavendish Drive, Richmond, BC
 Name: Chunfang Yan & Yao Xu
 Address: 10215 Pugwash Place
 Phone (Optional): 604-271-4158, 778-688-9853
 Email (Optional): Kcfyan@yahoo.com, Yanx_98@yahoo.com
 Date: June 20, 2018

The proposed development will involve amending the City of Richmond Official Community Plan for a portion of the parcel from Single Family to Multi-Family to allow townhouses along the eastern portion of the property. Do you support this amendment?

Yes No Unsure

Comments:

negatively impact
 Building Multi-family houses will ~~be in~~ the current neighborhood ~~and~~ traffic, privacy, parking and ~~the~~ ^{all} tall trees will be cut which the green environment will be disappear. ~~Increasing density will heavily negatively impact privacy, safety and cause much concerns.~~ Kids in neighborhood will lose their

The proposed development will involve connecting both dead ends of Cavendish Drive. Do you support this proposal?

Yes No Unsure

Comments:

play land and security will be a big concern.
 if Both ends are connected, our neighbour hood will become big parking lot. The developer only designed 7 visitor parking which is way under the need of the families in the multi-house ~~area~~. The parking on Nol road is also limited and there are ~~several~~ churches, schools and community areas around. After building multi-family house, no doubt that visitors and ~~we~~ will use our neighbour hood as parking ~~comment~~ lot Area.

The proposed development will involve the addition of 2 new single-family lots. Do you support this proposal?

Yes No Unsure

Comments:

RZ18-820669 – PUBLIC INFORMATION MEETING FEEDBACK

The proposed development is planning on constructing a new, public sidewalk along the new Cavendish Drive. Do you support this proposal? ~~Yes~~

Yes

No

Unsure

Comments:

~~It will give~~ All though we will have convenient access to no.1. it also ~~increase~~ ^{provide} the convenient access to thieves and other ~~type~~ ^{criminal} behavior. We ~~to~~ prefer safety and security over convenience. The proposed development is planning on construction a new, public walkway that connects Cavendish Drive to No. 1 Road. Do you support this proposal?

Yes

No

Unsure

Comments:

Do you support the proposed building heights?

Yes

No

Unsure

Comments:

Privacy concern. most of current houses are two floor and lower. Building the proposed building heights are higher ~~and it will~~ ^{rather}

Do you support the proposed setbacks? (Distance between building and property line).

Yes

No

Unsure

Comments:

Prefer ~~big~~ longer.

RZ18-820669 – PUBLIC INFORMATION MEETING FEEDBACK

Site Address: 10140-10180 No.1 Road & 4051/4068 Cavendish Drive, Richmond, BC
Name: Annelaure MASSON
Address: 10186 PUGWASH PL
Phone (Optional): _____
Email (Optional): _____
Date: June 20 2018

The proposed development will involve amending the City of Richmond Official Community Plan for a portion of the parcel from Single Family to Multi-Family to allow townhouses along the eastern portion of the property. Do you support this amendment?

Yes No Unsure

Comments:

The proposed development will involve connecting both dead ends of Cavendish Drive. Do you support this proposal?

Yes No Unsure

Comments:

Connecting the streets does not provide any benefits -
Concern on trees being removed.

The proposed development will involve the addition of 2 new single-family lots. Do you support this proposal?

Yes No Unsure

Comments:

Please note that a copy of this Feedback Form will be copied to the City

RZ18-820669 – PUBLIC INFORMATION MEETING FEEDBACK

The proposed development is planning on constructing a new, public sidewalk along the new Cavendish Drive. Do you support this proposal?

Yes

No

Unsure

Comments:

The proposed development is planning on construction a new, public walkway that connects Cavendish Drive to No. 1 Road. Do you support this proposal?

Yes

No

Unsure

Comments:

Do you support the proposed building heights?

Yes

No

Unsure

Comments:

Do you support the proposed setbacks? (Distance between building and property line).

Yes

No

Unsure

Comments:

Concern on Trees being removed. Loss of
Greenery is an issue

Please note that a copy of this Feedback Form will be copied to the City

RZ18-820669 – PUBLIC INFORMATION MEETING FEEDBACK

Site Address: 10140-10180 No.1 Road & 4051/4068 Cavendish Drive, Richmond, BC
Name: JOSEPH TONG
Address: 10100 No.1 KOTEX
Phone (Optional): _____
Email (Optional): tongjelly@gmail.com
Date: 2018-06-20

The proposed development will involve amending the City of Richmond Official Community Plan for a portion of the parcel from Single Family to Multi-Family to allow townhouses along the eastern portion of the property. Do you support this amendment?

Yes

No

Unsure

Comments:

The proposed development will involve connecting both dead ends of Cavendish Drive. Do you support this proposal?

Yes

No

Unsure

Comments:

The proposed development will involve the addition of 2 new single-family lots. Do you support this proposal?

Yes

No

Unsure

Comments:

Please note that a copy of this Feedback Form will be copied to the City

RZ18-820669 – PUBLIC INFORMATION MEETING FEEDBACK

The proposed development is planning on constructing a new, public sidewalk along the new Cavendish Drive. Do you support this proposal?

Yes No Unsure

Comments:

The proposed development is planning on construction a new, public walkway that connects Cavendish Drive to No. 1 Road. Do you support this proposal?

Yes No Unsure

Comments:

Do you support the proposed building heights?

Yes No Unsure

Comments:

Do you support the proposed setbacks? (Distance between building and property line).

Yes No Unsure

Comments:

RZ18-820669 – PUBLIC INFORMATION MEETING FEEDBACK

Site Address: 10140-10180 No.1 Road & 4051/4068 Cavendish Drive, Richmond, BC
Name: Tia Nguyen
Address: 3333 corvette way
Phone (Optional): 604-908-8978
Email (Optional): Hanguyen@outlook.com
Date: June 20, 2018

The proposed development will involve amending the City of Richmond Official Community Plan for a portion of the parcel from Single Family to Multi-Family to allow townhouses along the eastern portion of the property. Do you support this amendment?

Yes No Unsure

Comments:

The proposed development will involve connecting both dead ends of Cavendish Drive. Do you support this proposal?

Yes No Unsure

Comments:

The proposed development will involve the addition of 2 new single-family lots. Do you support this proposal?

Yes No Unsure

Comments:

RZ18-820669 – PUBLIC INFORMATION MEETING FEEDBACK

The proposed development is planning on constructing a new, public sidewalk along the new Cavendish Drive. Do you support this proposal?

Yes No Unsure

Comments:

The proposed development is planning on construction a new, public walkway that connects Cavendish Drive to No. 1 Road. Do you support this proposal?

Yes No Unsure

Comments:

Do you support the proposed building heights?

Yes No Unsure

Comments:

Do you support the proposed setbacks? (Distance between building and property line).

Yes No Unsure

Comments:

RZ18-820669 – PUBLIC INFORMATION MEETING FEEDBACK

What kind of Architectural style would you like to see on this site?

- ~~modern aesthetics~~ minimal
- open - concept sleek
- community - feel for families ~~ca~~
- plantations (nature)
- commercial suites on ground level

Other recommendations or suggestion:

central air condition

RZ18-820669 – PUBLIC INFORMATION MEETING FEEDBACK

Site Address: 10140-10180 No.1 Road & 4051/4068 Cavendish Drive, Richmond, BC
Name: CONNOR QUEN
Address: 3333 CORVETTE WAY
Phone (Optional): 778 999 3353
Email (Optional): _____
Date: JUN 20 2018

The proposed development will involve amending the City of Richmond Official Community Plan for a portion of the parcel from Single Family to Multi-Family to allow townhouses along the eastern portion of the property. Do you support this amendment?

Yes No Unsure

Comments:

The proposed development will involve connecting both dead ends of Cavendish Drive. Do you support this proposal?

Yes No Unsure

Comments:

The proposed development will involve the addition of 2 new single-family lots. Do you support this proposal?

Yes No Unsure

Comments:

RZ18-820669 – PUBLIC INFORMATION MEETING FEEDBACK

The proposed development is planning on constructing a new, public sidewalk along the new Cavendish Drive. Do you support this proposal?

Yes

No

Unsure

Comments:

The proposed development is planning on construction a new, public walkway that connects Cavendish Drive to No. 1 Road. Do you support this proposal?

Yes

No

Unsure

Comments:

Do you support the proposed building heights?

Yes

No

Unsure

Comments:

Do you support the proposed setbacks? (Distance between building and property line).

Yes

No

Unsure

Comments:

David Kozak

From: Ernesto & Flora Lopez <ernie_flora@hotmail.com>
Sent: Monday, July 09, 2018 2:58 PM
To: David Kozak
Subject: Development Application Feedback

Dear Mr. Kozak,

RE: RZ18-820669 - DEVELOPMENT APPLICATION FEEDBACK

Site address: 10140-10180 No. 1 Road & 4051/4068 Cavendish Drive, Richmond, BC

Name: Ernesto & Flora Lopez
Address: 4104 Cavendish Dr., Richmond
Date: July 9, 2018

Comments:

Hello, we were unable to attend the public information meeting that occurred on June 20, however we would still like to provide our feedback. We have lived in this cul-de-sac for 16 years and have enjoyed a quiet, safe, no-through road neighbourhood. Our concerns now are regarding more traffic flow (pedestrians/cars) and safety. Should this proposal be approved we wish to see the following recommendations take effect and be provided by our tax dollars. To provide safety measures regarding more people coming in and out of our neighbourhood we strongly recommend having numerous bright lamp-posts throughout the pathways and possibly cameras. This is to deter and discourage any illegal/dangerous activities as sometimes there are people that drug-deal or break and enter in neighbourhoods that are really dark at night, and have an easy way to get in/out. Having bright lights and a couple of cameras throughout the pathways and streets we feel strongly would discourage such activities at night. This is a relatively safe neighbourhood full of children and we hope to keep it this way for many more years. We would appreciate a copy of this email be sent to Edwin Lee from the City of Richmond.

Sincerely,
Ernesto & Flora Lopez

RZ18-820669 - DEVELOPMENT APPLICATION FEEDBACK

Site Address: 10140 - 10180 No.1 Road & 4051/4068 Cavendish Drive
Richmond

Name: Monica Melvin

Address: 4084 Cavendish Drive

Date: June 20, 2018

I am concerned about proposed development and rezoning application put forth by Core Concept Consulting Ltd. for these reasons:

- 1) There is very limited information on the handout as to how the plot of land will be developed, there needs to be further drawings and explanations about the style and type of houses and townhouses. Will the architecture match what is currently in the neighbourhood?
- 2) If a developer is building into an existing neighbourhood they should be aware of the surroundings and build homes that will be harmonious to the neighbourhood. All the houses on Cavendish West, Cavendish North and Pugwash are **2 story homes**. Building 3 story townhouses will not fit in or be harmonious to the street. **There should only be 2 story homes and townhouses.**
- 3) The pedestrian walkway should not be included, it will bring vagrants and allow people to wander though our neighbourhood which might increase the crime rate. Right now, we have a very safe and private street due to the dead end. With this development, our privacy will be lost.
- 4) If the road of Cavendish Drive is joined, then the traffic will increase. The parishioners from the Chinese Alliance Church and people in the neighbourhood will use the parking on the extended Cavendish Road and due to the curve this will not be safe as cars will be parked on both sides. Drivers will not be able to see who is coming around the curved corner. This could cause an increase in accidents.

David Kozak

From: Rick Michaels <RickMichaels@Shaw.ca>
Sent: Sunday, June 10, 2018 8:08 PM
To: Lee, Edwin
Subject: Rezoning 18-820669 - No1 Rd & Cavendish Dr.

Hi Edwin, my name is Rick Michaels and I live at 4028 Cavendish Dr. We received a redevelopment package for this rezoning together with an invite to a public information meeting on June 20th. The plans are too preliminary to provide meaningful feedback at this time. Information in these meetings can be quite varied in level of detail and not complete to the degree necessary to properly evaluate its impact. Hence writing to you now before the meeting to request specific pieces of information that will assist me in formulating a proper opinion. Do you provide electronic access to rezoning applications and plans as is done in Vancouver? If not can you please arrange for electronic access to these plans for public viewing either thru the City or the applicant? The items I wish to gain a proper understanding of may take longer to figure out than provided for in a crowded noisy information meeting.

The information I am most interested in at the moment is the following:

4068 Cavendish Drive and the new lot west of 4040 Cavendish

- 1) Will the site grading be raised above that existing or will the current grading which is compatible with neighbouring sites be the maximum permitted?
- 2) Will the building form massing and design including setbacks, height in feet and storeys be required to be the same as the neighbouring sites?
- 3) Will the drawings at the information meeting clearly show site grading, the maximum permitted envelope, setbacks and design criteria including adequate design details to evaluate shadowing and privacy/ overlook into neighbouring residences?
- 4) What will be the extent of the sidewalk and road repairs on Cavendish Drive between the development site and Pugwash Place. Tree root damage at the west end of the current street is significant and posing tripping hazards and some drainage issues.
- 5) What will be the degree of boulevard improvement/change in front of the existing houses of 4039, 4037, 4028 and 4040.
- 6) I recall on your service maps that the current east-west sanitary line in the rear yards of 4040 and 4028 and 10215 Pugwash turns north-south immediately west of 4040. Will this north-south leg and what appears to be a manhole (in plan) be relocated or will it remain with an easement required for a portion of the east side yard of the new north-south lot?

4 TOWNHOUSE BLOCKS ON THE WEST SIDE OF NEW CAVENDISH EXTENSION

- 1) What will be the finish grade of the site in this part of the development site. I appreciate that the west side buildings on No 1 will be on a raised grade to meet No. 1 Rd but happens thereafter and at Cavendish Dr.?
- 2) What will be the maximum permitted height of the three storeys.
- 3) Similar to 3 above. Form, massing, site planning, design criteria?

4) Same as 5 what exactly is being proposed biting that boulevard treatment between the two Cavendish Drives are not the same. They were at one time until City had to to remove the majority of the trees because of the significant root damage to driveways, sidewalks and curbs (Qualico which built this subdivision in the early 80's planted maples in undersized landscape pockets between buildings and other hardscape. The longer Cavendish landscape is not the same as the shorter one and now we will have this new middle section. How will this potentially eclectic circumstance be handled? Digressing for a moment - I have never understood the logic of sidewalks not being continuous from street end to street end? This will be the case here – what is the science and logic for switching sidewalks midblock from one side of the street to the other?

5) The most northerly 2 two storey townhouses have significant facades directly facing the the only open spaces and some of the major windows of 4039. A 3m setback is shown. However even without the detailed plans this seems to be a severe impact to that existing residence and its open spaces and some of its windows and rooms. The sketch graphics show the proposed building to be set back from the 3m setback by about another 1.5 m. If this is the case then why not increase the setback to the setback shown on the sketch. Again it would be helpful to have detailed information on those buildings for the 4039 property owners to evaluate impact to their site.

My major concern at the moment is that the site grading along Cavendish is not raised to any new higher standard and matches that on both existing portions of Cavendish Dr. The house siting and design criteria for the two new lots be consistent with the existing built forms on Cavendish with due respect to shadowing, privacy/overlook. The street and boulevard treatments of the three sections of Cavendish be blended and harmonious not three eclectic compositions from three eras of landscape thinking. The townhouse form along Cavendish be neighbourly with and compatible and respectful interfaces with existing development.

Figure 2 of the package delivered is missing a property line between 4026 and 10215. One more question, the road alignment in figure 2 shows that the new piece of Cavendish will be skewed to the east and not aligned in the typical fashion with the other two sections of Cavendish – why? Why not have a wider bulge at the turn noting there will be more cars on the street and it isn't an atypical quiet street with the church traffic. The Church traffic and parking will probably increase with a fully developed road and proper pedestrian access to No. 1 RD. Have no issues with the church traffic and parking, they are great neighbours; however lets make this as safe as possible and easy for two way traffic to manage the corner. Lets not after the fact have to lose street parking to manage atypical traffic on this street. Visitors to our future new neighbours plus some of the new residents will also make use of the street frontage for their parking, and rightly so. They are entitled just like anyone else. So how about maxing out the number of spaces available plus increase the safety margin accordingly. The current schematic of the street seems to fall short in regards to these considerations? A wider turn similar to that at the other end of Cavendish (maybe not to the same extreme) might help or some other street geometry?

Thank you for time and patience.
Rick Michaels

YAMAMOTO ARCHITECTURE

DATE –

September 16th, 2019

TO –

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

PROJECT –

10140 – 10180 No. 1 Road &
4051 & 4068 Cavendish Drive
Richmond, BC

ATTN –

Edwin Lee

PROJECT NO –

RZ 18-820669

Summary of Public Information Meeting – Number Two
10140 – 10180 No. 1 Road and 4051 and 4068 Cavendish Drive
City File: RZ 18-820669

Dear Edwin,

A second Public Information Meeting for the proposed 35 unit townhouse and 2 single family lot development located at 10140 – 10180 No. 1 Road and 4051 and 4068 Cavendish Drive (City File RZ 18-820669) was held between 5.00pm and 8.00pm on June 26, 2019 at the Richmond Chinese Alliance Church located at 10100 No. 1 Road.

Core Concepts Consulting Ltd. Prepared a Public Information Meeting invitation including a document outlining the synopsis of the proposed development. The invitation packages were hand-delivered by Bohan Developments staff to the residences in the vicinity of the proposed development on June 12th, 2019. Please refer to Appendix A for the Public Information Invitation Package and Appendix B for the map defining the notice distribution area.

There are 53 single family homes and 53 residences and the church in the notice distribution area. 12 residences in the notice distribution area attended the second Public Information Meeting (11%). Two residents attended the second Public Information Meeting who had not attended the first one.

Attendees of the meeting were greeted upon entry and encouraged to sign the attendance sheet. 12 attendees were formally recorded on the attendance sheet but often one signature actually represented households with multiple household members in attendance. We estimate a total turn out of 20 people.

The attendees were free to examine a series of presentation boards (20 boards in total) and Mr Steven Yang (Bohan Developments) and Brian Sheehan (Yamamoto Architecture) were available to address any questions raised by the attendees in either small informal groups or one-on-one as preferred by the attendee. Refer to Appendix C for a reduced copy of the Presentation Boards displayed.

Each participant was provided a feedback form that they complete at the meeting or which they could take home and complete at their leisure. As part of the second Public Information Meeting the presentation boards and feedback were made available to attendees on the Bohan Development website.

YAMAMOTO ARCHITECTURE

As of September 6th, we compiled 7 feedback forms and 2 independent emails. A table summarizing each of the feedback forms received and our synopsis of the comments received is included in Appendix D. The synopses provided for each feedback form addresses what we interpret to be the key points raised by the Attendee. Not all points are necessarily addressed or identified. The reader should peruse each of the feedback forms to establish their own interpretation of the tone and content of the feedback forms supplied in Appendix E.

Overall a majority of the attendees were in support of the design changes that were made and felt that their feedback / concerns from the first Public Information Meeting were addressed. There were still one or two issues that were of most concern to them.

Public Walkway Between No. 1 Road & Cavendish Drive

Majority of attendees supported the proposal for the walkway connection between No.1 Road and Cavendish Drive after reviewing the design and landscape drawings. There two residence that still maintained their concerns that the construction of the public walkway would result in an increase in crime and undesirable activities.

Single Family Lots

Feedback from the attendees with regards to the single family lots were side yard setbacks to be increased to reduce shadowing and reducing the front yard setback to provide larger rear yard spaces to each single-family lot.

Trees Preservation / Planting

Attendees were able to review the landscape / tree management boards and understand the existing mature trees which are being retained and rationale for a large number of trees being removed. Attendees requested for street trees to be planted along the Cavendish Drive connection with the species matching the current city trees. Attendees would also prefer slow growing planting and non-invasive trees with wide spread root bases.

The community feedback has been reviewed and the proposal has been adjusted to suit.

Please contact me if you have any questions

Best Regards,

Brian Sheehan

APPENDIX D

SUMMARY OF FEEDBACK FORMS

YAMAMOTO ARCHITECTURE

APPENDIX A

PUBLIC INFORMATION INVITATION PACKAGE

To: Owner/Occupant

June 10, 2019

Subject: Notice of 2nd Public Information Meeting for the Proposed Development of 10140-10180 No. 1 Road & 4051/4068 Cavendish Drive (Rezoning No. 18-820669)

Dear Neighbour,

Bohan Properties, the owner of the above parcel would like to extend an invitation for you to attend a 2nd Public Information Meeting (PIM) related to the proposed 2 & 3 story townhomes and 2 single family residential lots for the above subject properties. The purpose of this meeting is to allow the public an opportunity to learn more about the revised project.

Public Information Meeting

Location: Richmond Alliance Church
10100 No. 1 Road, Richmond, BC
Date: June 26th, 2019
Time: 5:00pm to 8:00pm (Open house format)

The site is located in between No 1 Road on the west, Cavendish Drive on the east, single-family homes on the south, a church and a single-family home on the north side as shown in Figure 1.

The proposed development requires a formal rezoning and Official Community Plan (OCP) amendment application to the City of Richmond

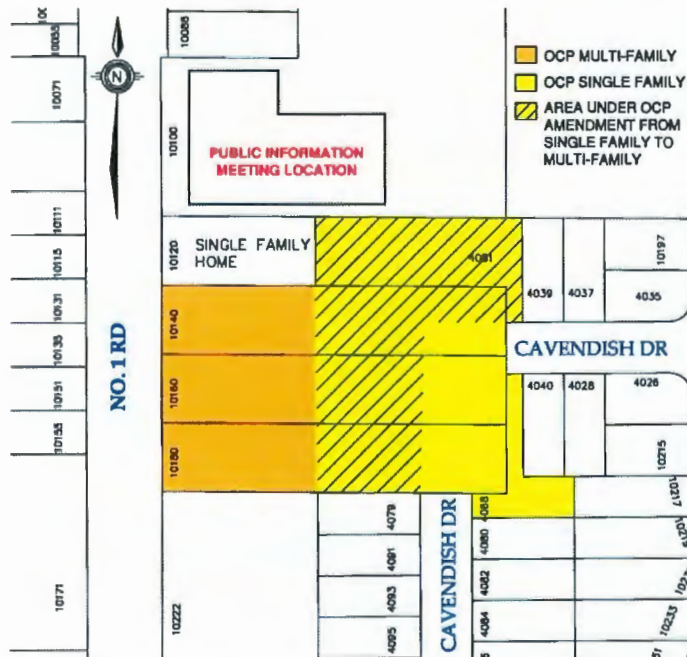


Figure 1. Proposed Parcels for Rezoning & OCP Amendment

The 1st Public Information Meeting was held for this application on June 20th, 2018 where we listened to community feedback. The application has been revised to incorporate this feedback.

Summary of Key Changes since the June 20th PIM:

- ⊕ The internal road and unit layouts have been revised to preserve mature and healthy trees.
- ⊕ Cavendish Drive has been reconfigured to permit only through pedestrian access (and emergency vehicle access through locked steel bollards). A Traffic Impact Assessment (TIA) report confirmed this configuration was favorable and had minimal impact on the neighbourhood. We believe this will address neighbourhood concerns regarding noise, traffic, and parking.
- ⊕ The TIA validated the proposed site entry from No. 1 Road.
- ⊕ The form and character of the townhomes fronting Cavendish will suit the character of the neighbourhood. The height of these units has been reduced from 3 stories to 2 and 2.5 stories.
- ⊕ The form and character of the two residential lots will suit the other homes in the neighbourhood. The main floor elevation of the lots will be 0.3m above the centerline of the fronting roadway in accordance with City Bylaw 8204.

We welcome your attendance anytime between 5:00pm and 8:00pm and look forward to your feedback on this project. The presentation materials may be viewed online on June 27th, 2019 or later at www.bohan.ca/cavendishrezoning.

If you cannot attend the meeting you may contact the City or the Developer to obtain more information or to provide feedback. They may be reached at:

Bohan Properties
Steven Yang, Managing Partner
Phone: (604) 341 7777
Email: steven@bohan.ca

City of Richmond Planning
Edwin Lee, Planner I
Phone: (604) 276 4121
Email: elee@richmond.ca

We look forward to seeing you at the public information meeting.

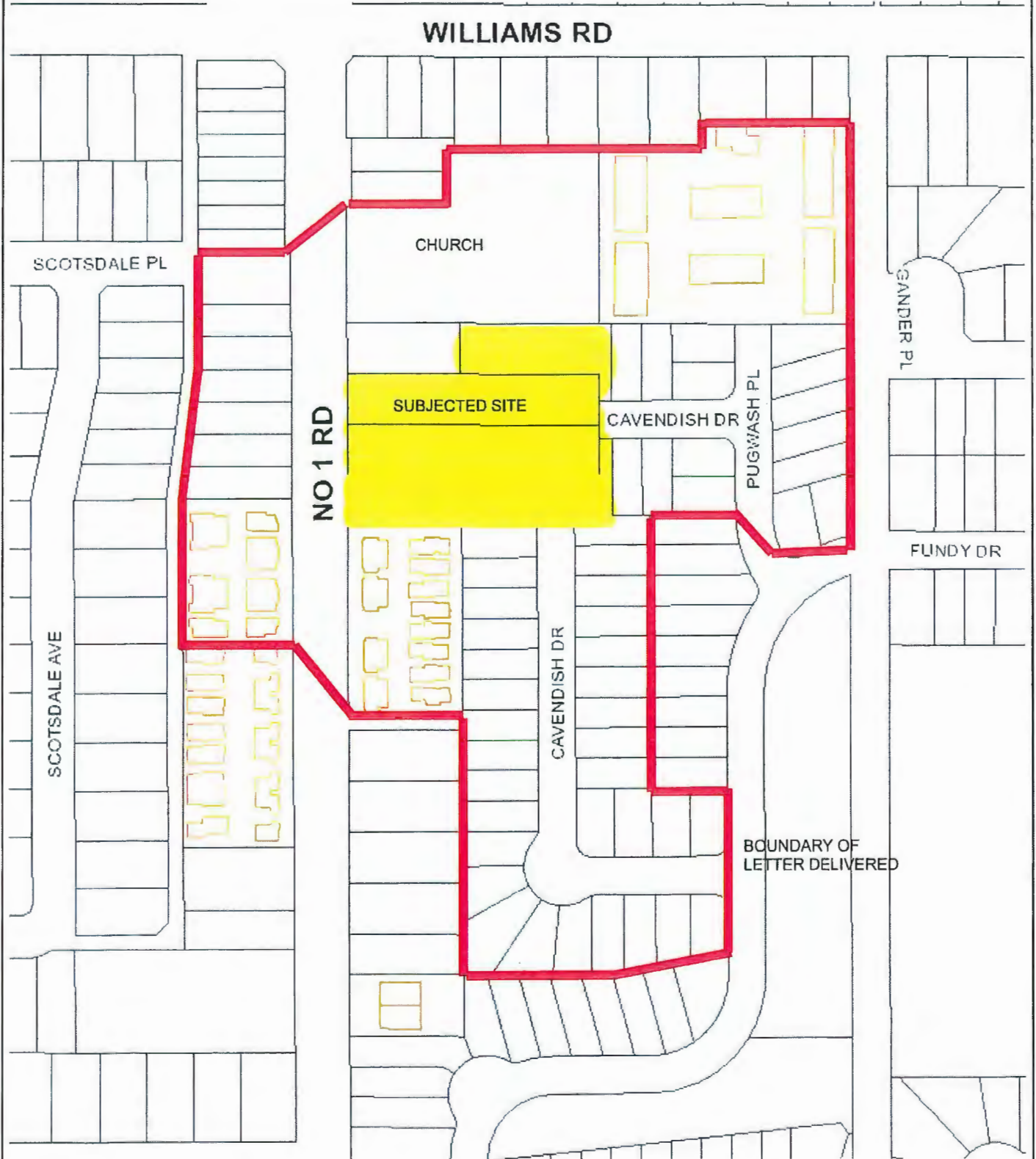
Yours Truly,
Core Concept Consulting Ltd.



David R. Kozak
Senior Project Manager
Phone: (604) 249 5040
Email: drkozak@coreconceptconsulting.com

YAMAMOTO ARCHITECTURE

City of Richmond Interactive Map



This map is a user generated static output from an Internet mapping site and is for reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable.

© City of Richmond

PLN - 181

YAMAMOTO ARCHITECTURE

APPENDIX B

NOTICE DISTRIBUTION AREA

PROJECT STATISTICS

ADDRESS: 10140, 10160, 10180 NO.1 ROAD & 4051, 4068 CAVENDISH DRIVE.

SITE AREA BEFORE ROADWAY DEDICATIONS 83,990 SQFT (7,803 SM)

TOWNHOUSE SITE AREA AFTER DEDICATIONS ~~66,368 SQFT (6,166 SM)~~

PROPOSED DENSITY TOWNHOUSE SITE:

-35 TOWNHOUSES WHICH INCLUDE:

-29 MARKET TOWNHOUSES (INCL 4 CONVERTIBLE UNITS & 1 SECONDARY SUITE)

-6 LOW-END MARKET RENTAL UNITS (LEMR UNITS)

TOTAL: 35 UNITS
43,589 SQFT
0.65 FAR

PROPOSED AMENITY SPACE

INDOOR AMENITY SPACE REQUIRED: 775 SQFT (72 SM)

OUTDOOR AMENITY SPACE REQUIRED: 2,235 SQFT (216 SM)

INDOOR AMENITY SPACE PROVIDED: CONTRIBUTION IN LIEU

OUTDOOR AMENITY SPACE PROVIDED: 3,592 SQFT (333.7 SM)

PROPOSED SINGLE FAMILY LOTS

PROPOSED SINGLE FAMILY LOT A AREA: 4,779 SQFT (444 SM)

PROPOSED SINGLE FAMILY LOT B AREA: 3,875 SQFT (360 SM)

*Both Single Family Lots to comply with Lot Size Policy

*Each Single Family dwelling will include a secondary suite

PARKING

PARKING REQUIRED LOW-END MARKET UNITS: 6 SPACES

PARKING REQUIRED TOWNHOUSE UNITS: 58 SPACES

PARKING REQUIRED VISITORS: 7 SPACES

TOTAL PARKING REQUIRED: 71 SPACES

PARKING PROVIDED LOW-END MARKET UNITS: 6 SPACES

PARKING PROVIDED TOWNHOUSE UNITS: 58 SPACES

PARKING PROVIDED VISITORS: 7 SPACES

TOTAL PARKING PROVIDED: 71 SPACES

*40% OF TOTAL UNITS HAVE TANDEM PARKING. MAXIMUM 50%

BOHAN
PROPERTIES

1000 EAST MAIN STREET
SUITE 100
RICHMOND, VA 23219
TEL: (804) 771-1111
F: (804) 771-1112

YAMAMOTO
ARCHITECTURE

1000 EAST MAIN STREET
SUITE 100
RICHMOND, VA 23219
TEL: (804) 771-1111
F: (804) 771-1112

1000 EAST MAIN STREET

LOWHOUSE DEVELOPMENT

1000 EAST MAIN STREET

1000 EAST MAIN STREET

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APPLICABLE CITY POLICIES

RICHMOND 2041 OFFICIAL COMMUNITY PLAN

GOALS:

1. Welcome and Diverse
The City is inclusive and designed to support the needs of a diverse and changing population.
2. Connected and Accessible
People are connected to and interact with each other. Places, buildings, and activities are connected and easily accessed by everyone.
3. Valued for its Special Places
4. Adaptive.

ARTERIAL ROAD POLICY

"The City supports densification along its arterial roads. The purpose of this densification is to locate developments on arterial road properties in close proximity to commercial services, public amenities, schools, and transit service."

LOT SIZE POLICY

Minimum Lot Size: Subzone RS2/B
=360SM (3,875 SQFT)

2017 - 2027 AFFORDABLE HOUSING STRATEGY LOW END MARKET RENTAL POLICY (LEMUR)

"LEMUR units are secured as affordable in perpetuity through legal agreements on title, which restricts the maximum rents and tenant eligibility by income. This policy is intended to ensure the development of mixed income communities and provide rental homes for low-moderate income households."

PROJECT SUMMARY

Development Application:
Formal Rezoning & Official Community Plan (OCP) Amendment Application.

Connect Cavendish Drive, eliminating dead ends and improving pedestrian circulation. Bollards to be installed at each end to ensure no public vehicle access.

Improve infrastructure by connecting watermains on either side of Cavendish Drive.

Improve security and passive surveillance by re-routing current walkway through undeveloped lot at 4068 Cavendish Drive onto new, standard City sidewalk and street lighting.

Improve the No. 1 Road frontage with new 1.8m Boulevard & 1.5m sidewalk.

Create a pedestrian walkway between No1 Road and Cavendish Drive, increasing neighbourhood access to Cavendish Drive, schools, transit and neighbourhood circulation.

Create two new single family lots to complete the single family character of the block. Driveway access to each lot from the south end of Cavendish Drive.

Proposed single family lots to include a secondary suite within the proposed dwelling.

Minimize increase in traffic along Cavendish by providing all vehicular access to townhouse site from No. 1 Road.

Within the 35 unit development there will be provide six Low-End Market Rental units (LEMUR) to provide affordable housing options and 4 Convertible units to provide options for aging in place and provide housing opportunities for different needs.

Orient windows away from existing single family homes and yards to maximize privacy for current homeowners.

Amend OCP to provide additional townhouses in the eastern portion of the site to offset the cost of Cavendish Drive dedication and construction.

BOHANN PROPERTIES	
1000-1010 10th Street, Suite 100 Richmond, BC V6V 1A7 Tel: 604-271-1111 Fax: 604-271-1112	
YAMAKOTO ARCHITECTURE	
200 - 21st Street Vancouver, BC V7T 1W6 Tel: 604-681-1111 Fax: 604-681-1112	
PROJECT:	
TOWNHOUSE DEVELOPMENT	
1000-1010 10th Street, Suite 100 Richmond, BC V6V 1A7 Tel: 604-271-1111 Fax: 604-271-1112	
PROJECT SUMMARY	
DATE:	REVISED:
BY:	BY:
DATE:	DATE:
A1	

PREVIOUS PUBLIC CONCERNS

Below are public concerns on the previous proposal that came out of the first Public Information Meeting (PIM).

We have taken these concerns on board and addressed them in the new proposal.

REMOVAL OF EXISTING TREES

- mature tree being removed
- privacy concerns

BUILDING HEIGHT

- facing Cavendish Drive
- facing existing single family
- window locations

CAVENDISH DRIVE CONNECTION

- Increased traffic flow
- Townhouse access

HOW HAVE THESE BEEN ADDRESSED

EXISTING TREES

Interior drive aisle and townhouse layout revised to preserve mature and healthy trees.

Existing mature sequoia & spruce trees to be retained and incorporated into the proposed outdoor amenity space. Trees of good health and structure will be retained along the south, east and west property line. Existing trees will be integrated into the overall landscape design.

BUILDING HEIGHT

Townhouses fronting Cavendish Drive have been reduced from 3 storey to 2.5 storey. This will help relate to the scale of the existing single family homes within the neighbourhood.

Townhouses fronting onto the public walkway along the south property line have been reduced from 3 storey to 2 storey. With the public walkway and proposed landscaping this will reduce the exposure and limit the building massing.

Townhouses adjacent to existing single family lots have been reduced from 3 storey to 2 storey.

Townhouse windows will be orientated away from existing single family homes and yards to maximize privacy for current homeowners.

CAVENDISH DRIVE CONNECTION

Proposed Cavendish Drive connection will improve pedestrian circulation to No 1 Road, transit and neighbourhood circulation. Bollards to be installed at each end to ensure no public vehicle access.

Bollards will be fitted with locks to allow for emergency vehicle access only.

The Cavendish Drive road width has been reduced from 15m to 6m width. The reduced road width provides an increased landscaped boulevard between single family lots and townhouse development.

Cavendish Drive connection provides a closed off "open space" for neighbourhood activities.

Improve security and passive surveillance by re-routing current walkway through undeveloped lot at 4068 Cavendish Drive onto new, standard City sidewalk and street lighting.

Improve infrastructure by connecting water mains on either side of Cavendish Drive.

NO 1 ROAD FRONTAGE & PUBLIC WALKWAY TO CAVENDISH DRIVE

Improve the No. 1 Road frontage with new 1.8m Boulevard & 1.5m sidewalk with landscaped buffer. The wider 1.5m sidewalk will provide a safer walkway for pedestrian flow and will be set back from No 1 Road.

New paved pedestrian walkway between No1 Road and Cavendish Drive will increase neighbourhood access to Cavendish Drive, schools, transit and neighbourhood circulation.

The pedestrian walkway will be lit with street lights to provide a secure walkway for pedestrians and neighbouring houses.

BOHANN
PROPERTIES

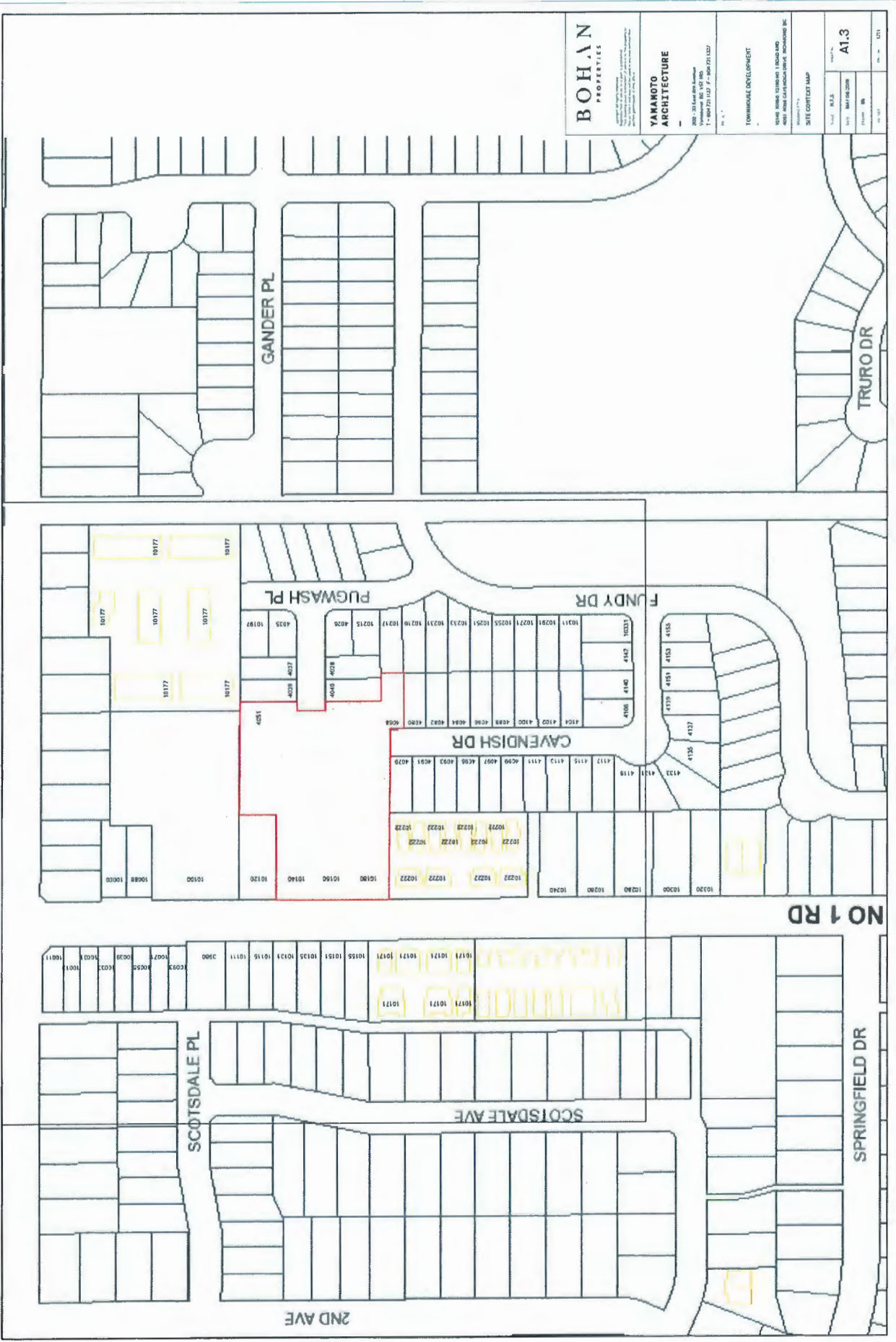
YAMAMOTO
ARCHITECTURE

202 - 25 East 5th Avenue
Vancouver, BC V5Y 3P9
1-800-770-1100 F-504-751-1127

PROJECT:
TOWNHOUSE DEVELOPMENT

1101 West 10th Street, Vancouver, BC
1101 West 10th Street, Vancouver, BC
1101 West 10th Street, Vancouver, BC

DATE: 07/11/2014
DRAWN: SA
CHECKED: SA
SCALE: A
PROJECT: 0711



BOHAN PROPERTIES
 200 - 351 East 8th Avenue
 Vancouver, BC V5T 4R6
 T: 604.271.1127 F: 604.271.1127

YAMAMOTO ARCHITECTURE
 1000 - 10th Street
 Vancouver, BC V6J 1A1
 T: 604.271.1127 F: 604.271.1127

TOWNHOUSE DEVELOPMENT
 1000 - 10th Street
 Vancouver, BC V6J 1A1
 T: 604.271.1127 F: 604.271.1127

SITE CONTEXT MAP
 Scale: 1:500
 Date: 10/10/2018
 Project: 188
 Sheet: 1 of 1



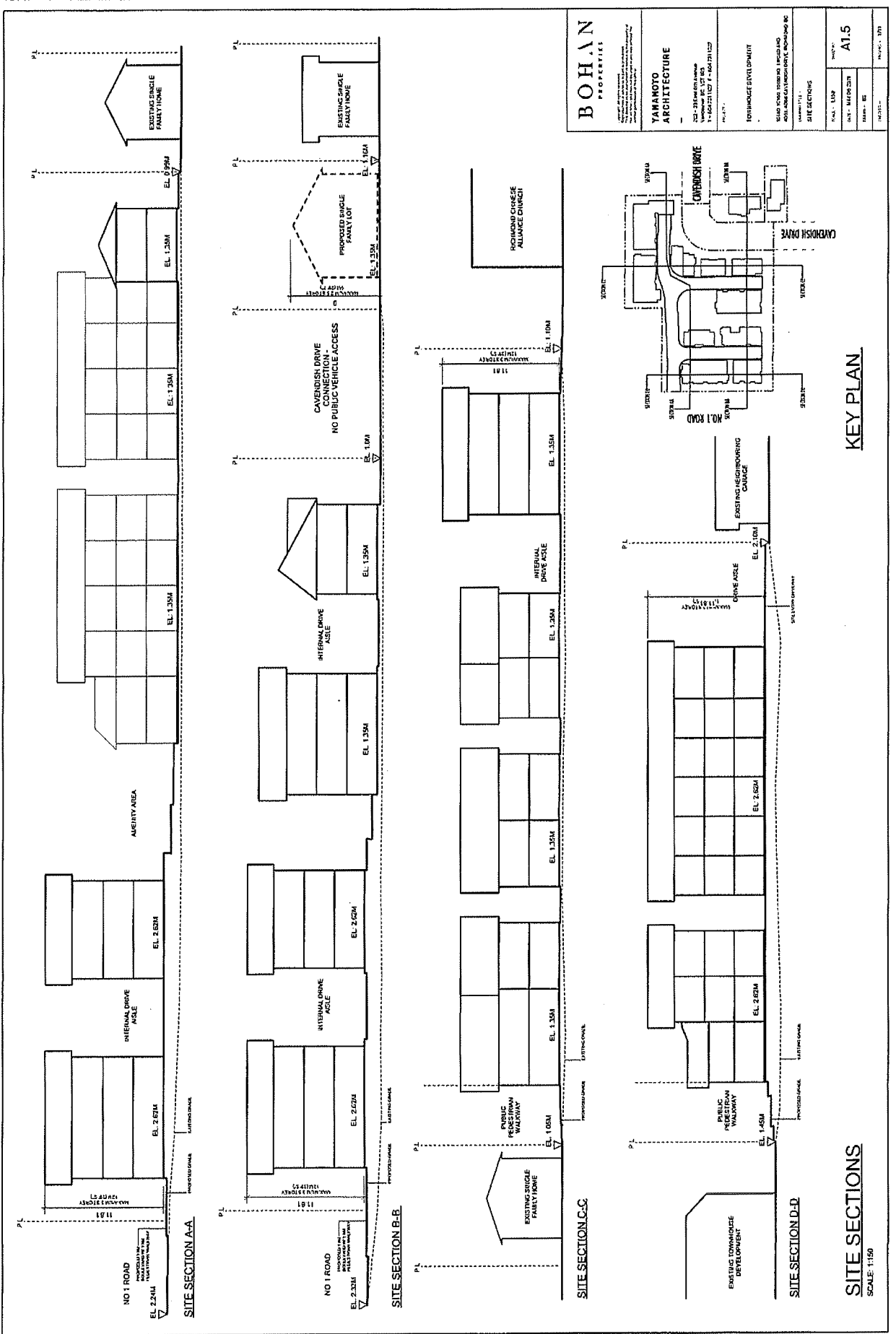
BOHAN PROPERTIES
 1000 10th Street, Suite 100
 Vancouver, BC V6J 1A1
 Phone: 604.681.1111
 Fax: 604.681.1112

YAMAMOTO ARCHITECTURE
 201 - 201 East 4th Avenue
 Vancouver, BC V6C 1A1
 Phone: 604.681.1111
 Fax: 604.681.1112

PROJECT # 11
 TERMINOUSE DEVELOPMENT
 1000 10th Street, Suite 100
 Vancouver, BC V6J 1A1
 401 - 401 East 4th Avenue, Richmond, BC
 Project # 11
 SITE PHOTOS

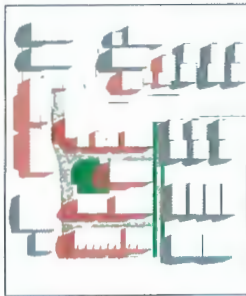
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PROJECT	11	DATE	11/11/2011
DRAWN BY		CHECKED BY	
DATE		DATE	

Sheet # **A1.4**
 of 10 (A1.1 - A1.10)

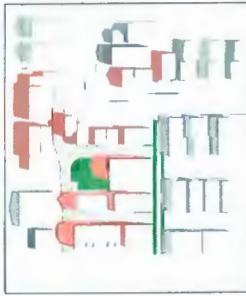




21 MARCH 10AM



21 MARCH 12PM



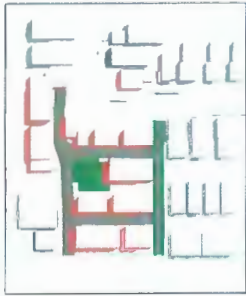
21 MARCH 2PM



21 MARCH 4PM



21 JUNE 10AM



21 JUNE 12PM



21 JUNE 2PM



21 JUNE 4PM



21 SEPTEMBER 10AM



21 SEPTEMBER 12PM



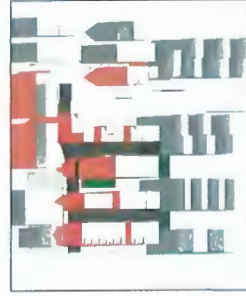
21 SEPTEMBER 2PM



21 SEPTEMBER 4PM



21 DECEMBER 10AM



21 DECEMBER 12PM



21 DECEMBER 2PM



21 DECEMBER 4PM

BOHAN
PROPERTIES

2027 - 217 East 8th Avenue
Vancouver, BC V7Y 1S4
1-800-771-1127 / 604-681-1127

YAMATO
ARCHITECTURE

2027 - 217 East 8th Avenue
Vancouver, BC V7Y 1S4
1-800-771-1127 / 604-681-1127

TOWNHOUSE DEVELOPMENT

1000 - 1000 10th Ave
1000 - 1000 10th Ave
1000 - 1000 10th Ave

PROJECT SHADOW STUDY

DATE: 2023-03-01
SCALE: 1/8" = 1'-0"

A8

1/8" = 1'-0"

1/8" = 1'-0"

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pmg
LANDSCAPE ARCHITECTS
1000 UNIVERSITY AVENUE
RICHMOND, BC V6X 1A1
TEL: 604-276-0111 FAX: 604-276-0122

SCALE

- 1. 1/8" = 1'-0" (1:12)
- 2. 1/4" = 1'-0" (1:24)
- 3. 1/2" = 1'-0" (1:48)
- 4. 3/4" = 1'-0" (1:72)
- 5. 1" = 1'-0" (1:108)
- 6. 1 1/4" = 1'-0" (1:144)
- 7. 1 1/2" = 1'-0" (1:162)
- 8. 1 3/4" = 1'-0" (1:180)
- 9. 2" = 1'-0" (1:216)
- 10. 2 1/4" = 1'-0" (1:252)
- 11. 3" = 1'-0" (1:36)
- 12. 3 1/4" = 1'-0" (1:42)
- 13. 4" = 1'-0" (1:54)
- 14. 4 1/4" = 1'-0" (1:63)
- 15. 5" = 1'-0" (1:72)
- 16. 5 1/4" = 1'-0" (1:84)
- 17. 6" = 1'-0" (1:96)
- 18. 6 1/4" = 1'-0" (1:108)
- 19. 7" = 1'-0" (1:126)
- 20. 7 1/4" = 1'-0" (1:144)
- 21. 8" = 1'-0" (1:162)
- 22. 8 1/4" = 1'-0" (1:180)
- 23. 9" = 1'-0" (1:180)
- 24. 9 1/4" = 1'-0" (1:216)
- 25. 10" = 1'-0" (1:216)
- 26. 10 1/4" = 1'-0" (1:252)
- 27. 11" = 1'-0" (1:252)
- 28. 11 1/4" = 1'-0" (1:288)
- 29. 12" = 1'-0" (1:288)
- 30. 12 1/4" = 1'-0" (1:324)
- 31. 13" = 1'-0" (1:324)
- 32. 13 1/4" = 1'-0" (1:360)
- 33. 14" = 1'-0" (1:360)
- 34. 14 1/4" = 1'-0" (1:396)
- 35. 15" = 1'-0" (1:396)
- 36. 15 1/4" = 1'-0" (1:432)
- 37. 16" = 1'-0" (1:432)
- 38. 16 1/4" = 1'-0" (1:468)
- 39. 17" = 1'-0" (1:468)
- 40. 17 1/4" = 1'-0" (1:504)
- 41. 18" = 1'-0" (1:504)
- 42. 18 1/4" = 1'-0" (1:540)
- 43. 19" = 1'-0" (1:540)
- 44. 19 1/4" = 1'-0" (1:576)
- 45. 20" = 1'-0" (1:576)
- 46. 20 1/4" = 1'-0" (1:612)
- 47. 21" = 1'-0" (1:612)
- 48. 21 1/4" = 1'-0" (1:648)
- 49. 22" = 1'-0" (1:648)
- 50. 22 1/4" = 1'-0" (1:684)
- 51. 23" = 1'-0" (1:684)
- 52. 23 1/4" = 1'-0" (1:720)
- 53. 24" = 1'-0" (1:720)
- 54. 24 1/4" = 1'-0" (1:756)
- 55. 25" = 1'-0" (1:756)
- 56. 25 1/4" = 1'-0" (1:792)
- 57. 26" = 1'-0" (1:792)
- 58. 26 1/4" = 1'-0" (1:828)
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- 60. 27 1/4" = 1'-0" (1:864)
- 61. 28" = 1'-0" (1:864)
- 62. 28 1/4" = 1'-0" (1:900)
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- 64. 29 1/4" = 1'-0" (1:936)
- 65. 30" = 1'-0" (1:936)
- 66. 30 1/4" = 1'-0" (1:972)
- 67. 31" = 1'-0" (1:972)
- 68. 31 1/4" = 1'-0" (1:1008)
- 69. 32" = 1'-0" (1:1008)
- 70. 32 1/4" = 1'-0" (1:1044)
- 71. 33" = 1'-0" (1:1044)
- 72. 33 1/4" = 1'-0" (1:1080)
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- 74. 34 1/4" = 1'-0" (1:1116)
- 75. 35" = 1'-0" (1:1116)
- 76. 35 1/4" = 1'-0" (1:1152)
- 77. 36" = 1'-0" (1:1152)
- 78. 36 1/4" = 1'-0" (1:1188)
- 79. 37" = 1'-0" (1:1188)
- 80. 37 1/4" = 1'-0" (1:1224)
- 81. 38" = 1'-0" (1:1224)
- 82. 38 1/4" = 1'-0" (1:1260)
- 83. 39" = 1'-0" (1:1260)
- 84. 39 1/4" = 1'-0" (1:1296)
- 85. 40" = 1'-0" (1:1296)
- 86. 40 1/4" = 1'-0" (1:1332)
- 87. 41" = 1'-0" (1:1332)
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- 89. 42" = 1'-0" (1:1368)
- 90. 42 1/4" = 1'-0" (1:1404)
- 91. 43" = 1'-0" (1:1404)
- 92. 43 1/4" = 1'-0" (1:1440)
- 93. 44" = 1'-0" (1:1440)
- 94. 44 1/4" = 1'-0" (1:1476)
- 95. 45" = 1'-0" (1:1476)
- 96. 45 1/4" = 1'-0" (1:1512)
- 97. 46" = 1'-0" (1:1512)
- 98. 46 1/4" = 1'-0" (1:1548)
- 99. 47" = 1'-0" (1:1548)
- 100. 47 1/4" = 1'-0" (1:1584)
- 101. 48" = 1'-0" (1:1584)
- 102. 48 1/4" = 1'-0" (1:1620)
- 103. 49" = 1'-0" (1:1620)
- 104. 49 1/4" = 1'-0" (1:1656)
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- 106. 50 1/4" = 1'-0" (1:1692)
- 107. 51" = 1'-0" (1:1692)
- 108. 51 1/4" = 1'-0" (1:1728)
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- 110. 52 1/4" = 1'-0" (1:1764)
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- 120. 57 1/4" = 1'-0" (1:1944)
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- 124. 59 1/4" = 1'-0" (2:016)
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- 126. 60 1/4" = 1'-0" (2:052)
- 127. 61" = 1'-0" (2:052)
- 128. 61 1/4" = 1'-0" (2:088)
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- 132. 63 1/4" = 1'-0" (2:160)
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- 134. 64 1/4" = 1'-0" (2:196)
- 135. 65" = 1'-0" (2:196)
- 136. 65 1/4" = 1'-0" (2:232)
- 137. 66" = 1'-0" (2:232)
- 138. 66 1/4" = 1'-0" (2:268)
- 139. 67" = 1'-0" (2:268)
- 140. 67 1/4" = 1'-0" (2:304)
- 141. 68" = 1'-0" (2:304)
- 142. 68 1/4" = 1'-0" (2:340)
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- 146. 70 1/4" = 1'-0" (2:412)
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- 151. 73" = 1'-0" (2:484)
- 152. 73 1/4" = 1'-0" (2:520)
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- 154. 74 1/4" = 1'-0" (2:556)
- 155. 75" = 1'-0" (2:556)
- 156. 75 1/4" = 1'-0" (2:592)
- 157. 76" = 1'-0" (2:592)
- 158. 76 1/4" = 1'-0" (3:028)
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- 160. 77 1/4" = 1'-0" (3:064)
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- 162. 78 1/4" = 1'-0" (3:100)
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- 164. 79 1/4" = 1'-0" (3:136)
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- 166. 80 1/4" = 1'-0" (3:172)
- 167. 81" = 1'-0" (3:172)
- 168. 81 1/4" = 1'-0" (3:208)
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- 170. 82 1/4" = 1'-0" (3:244)
- 171. 83" = 1'-0" (3:244)
- 172. 83 1/4" = 1'-0" (3:280)
- 173. 84" = 1'-0" (3:280)
- 174. 84 1/4" = 1'-0" (3:316)
- 175. 85" = 1'-0" (3:316)
- 176. 85 1/4" = 1'-0" (3:352)
- 177. 86" = 1'-0" (3:352)
- 178. 86 1/4" = 1'-0" (3:388)
- 179. 87" = 1'-0" (3:388)
- 180. 87 1/4" = 1'-0" (3:424)
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- 182. 88 1/4" = 1'-0" (3:460)
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- 184. 89 1/4" = 1'-0" (3:496)
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- 188. 91 1/4" = 1'-0" (3:568)
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- 190. 92 1/4" = 1'-0" (4:004)
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- 192. 93 1/4" = 1'-0" (4:040)
- 193. 94" = 1'-0" (4:040)
- 194. 94 1/4" = 1'-0" (4:076)
- 195. 95" = 1'-0" (4:076)
- 196. 95 1/4" = 1'-0" (4:112)
- 197. 96" = 1'-0" (4:112)
- 198. 96 1/4" = 1'-0" (4:148)
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- 200. 97 1/4" = 1'-0" (4:184)
- 201. 98" = 1'-0" (4:184)
- 202. 98 1/4" = 1'-0" (4:220)
- 203. 99" = 1'-0" (4:220)
- 204. 99 1/4" = 1'-0" (4:256)
- 205. 100" = 1'-0" (4:256)

BOHAN
PROPERTIES

PROJECT
TOWNHOUSE DEVELOPMENT
10140, 10150, 10160 NO. 1 ROAD
RICHMOND, BC
CAVENDISH DRIVE

DRAWING TITLE
LANDSCAPE PLAN

DATE: 11/11/11
SCALE: 1/8" = 1'-0"
DRAWN BY: [Signature]
CHECKED BY: [Signature]
DATE: 11/11/11
PROJECT NUMBER: 15-0133



PLANT SCHEDULE

NO.	SYM.	COMMON NAME	PLANT SPECIES
1	ACER	RED BARK	ACER RUBRA
2	ACER	FRANCISANA	ACER FRANCISANA
3	ACER	GLABRUM	ACER GLABRUM
4	ACER	PLATANIFOLIUM	ACER PLATANIFOLIUM
5	ACER	GLABRUM	ACER GLABRUM
6	ACER	GLABRUM	ACER GLABRUM
7	ACER	GLABRUM	ACER GLABRUM
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9	ACER	GLABRUM	ACER GLABRUM
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98	ACER	GLABRUM	ACER GLABRUM
99	ACER	GLABRUM	ACER GLABRUM
100	ACER	GLABRUM	ACER GLABRUM

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LANDSCAPE ARCHITECTS
3000 C100 - 4100 Shaw Creek Drive
Richmond, VA 23234
P: 804-304-9111 F: 804-304-8222

S.A.



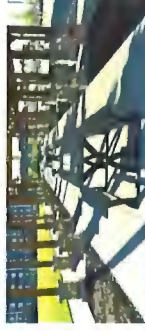
WHITE METAL TABLE



WHITE METAL BENCH



WHITE METAL TABLE



PLAYGROUND STRUCTURE



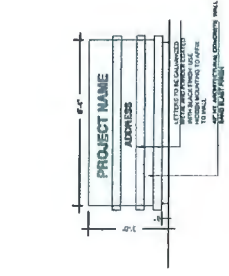
COLORFUL PLAYGROUND STRUCTURE

BOHAN
PROPERTIES

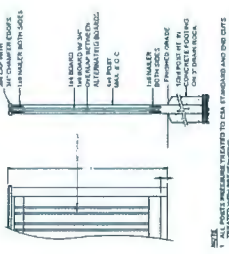
PROJECT
TOWNHOUSE DEVELOPMENT
10140, 10160, 10180 NO. 1 ROAD
AND 4651, 4668 CAVENDISH DRIVE
RICHMOND, VA

LANDSCAPE DETAILS

DATE: 10/01/21 DRAWING NUMBER: L3
SCALE: AS SHOWN
DRAWING: 01
DESIGN: 01
CHECKED: PCW
DATE: 10/01/21 OF 8
PROJECT NUMBER: 19-013

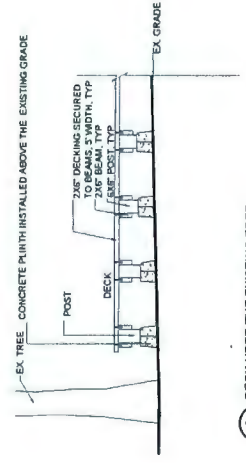


5. DEVELOPMENT SIGNAGE
100% C.F.



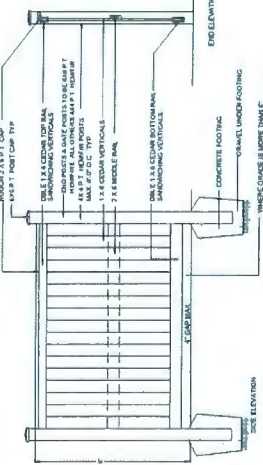
4. 6' HEIGHT SOLID WOOD FENCE
100% C.F.

- 1. ALL WOOD POSTS TO BE PRESURE TREATED TO C.S.A. STANDARDS
- 2. ALL WOOD POSTS TO BE 4" DIA. UNLESS OTHERWISE NOTED
- 3. ALL WOOD POSTS TO BE 6" DIA. UNLESS OTHERWISE NOTED
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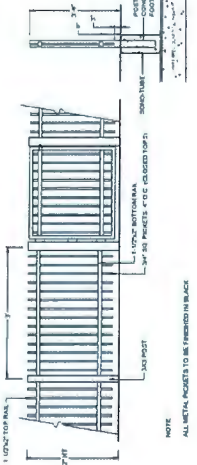


6. DECK UNDER THE EXISTING TREE
100% C.F.

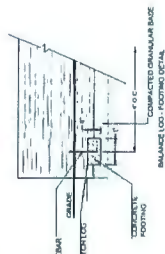
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1. 5' HT. WOOD PRIVACY FENCE
100% C.F.



2. 42" HT. METAL FENCE AND GATE
100% C.F.



3. BALANCE LOSS
100% C.F.

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pmg
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1000 University Blvd. Suite 100
Richmond, BC V6V 2G9
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3/14

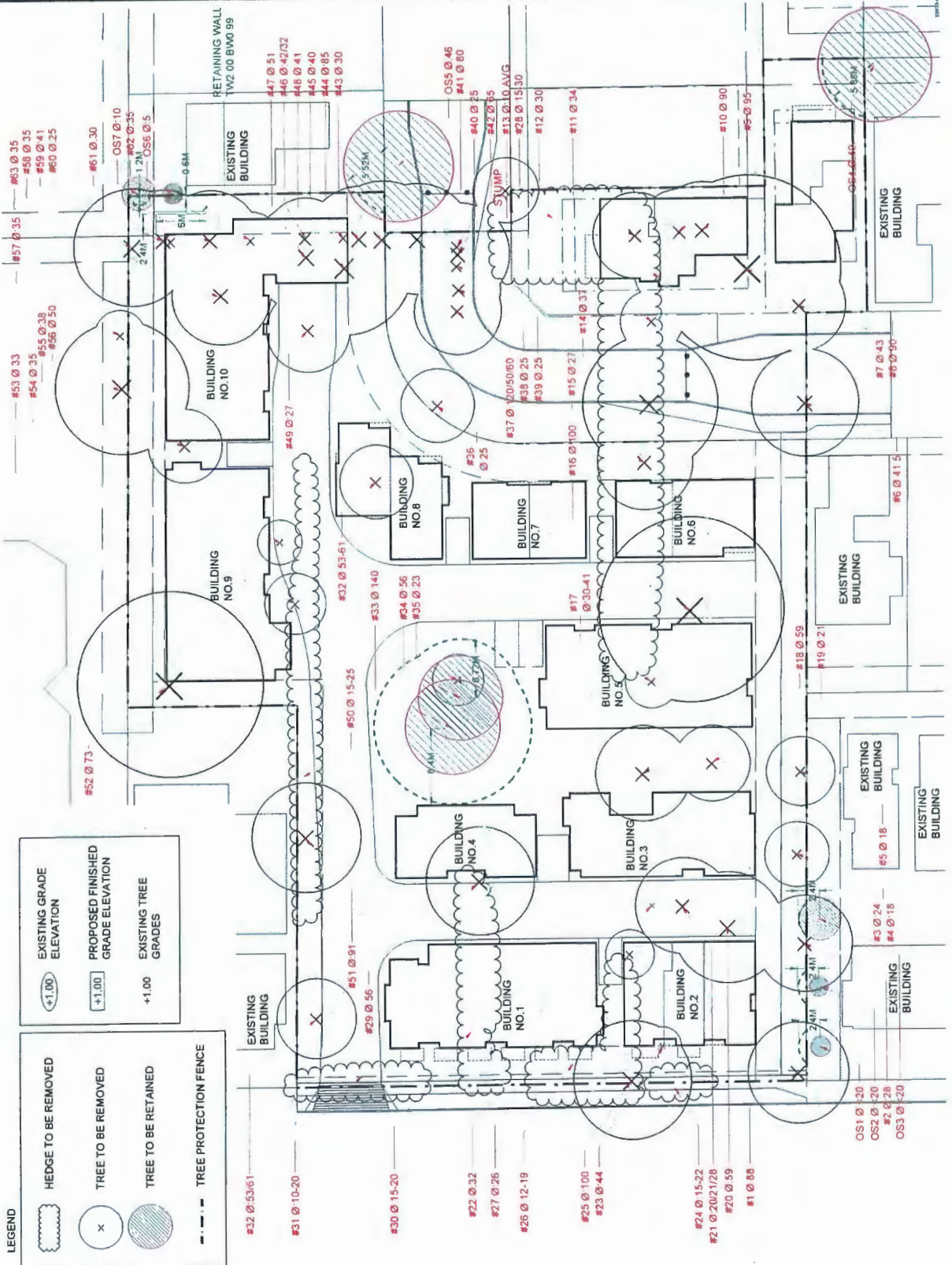
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BOHAN
PROPERTIES

PROJECT: TOWNHOUSE DEVELOPMENT
30440, 10160, 10280 NO. 1 ROAD
LAVENDERHURST
RICHMOND, BC

DRAWING TITLE: TREE MANAGEMENT PLAN

DATE: 3/14/14
SCALE: 1/8" = 1'-0"
DESIGNER: J.D.
CHECKER: J.D.
DRAWN: J.D.
DATE: 3/14/14
PAGE: 14 OF 8
PROJECT NUMBER: 15-033



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SCALE

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BOHANN PROPERTIES

PROJECT

TOWNHOUSE DEVELOPMENT
 10140, 10160, 10180, 10190 NO. 1 ROAD
 AND 4531, 4558 CAVENISH DRIVE
 RICHMOND, BC

DRAWING TITLE

DATE: 11/11/14 DRAWING NUMBER: L7

SCALE: 1:1
 DRAWN BY: [blank]
 CHECKED BY: [blank]
 DATE: [blank]
 PROJECT NUMBER: 14-013

TREE INFORMATION TABLE

OS2	Excelsa	<20	Good	1.2	2.4	<ul style="list-style-type: none"> Neighbour's property. Retain; install tree protection fencing at property line
OS3	Fir	<20	Good	1.2	2.4	<ul style="list-style-type: none"> Neighbour's property. Retain; install tree protection fencing at property line
OS4	Deodar cedar	49	Good	2.94	5.88	<ul style="list-style-type: none"> Neighbour's property. Retain; install tree protection fencing Arborist supervision is recommended during excavations required for proposed single family house
OS5	Maple	46	Good	2.76	5.52	<ul style="list-style-type: none"> Blvd./Neighbour's property. Retain; install tree protection fencing
OS6	Walnut	5	Good	0.3	0.6	<ul style="list-style-type: none"> Neighbour's property. Retain; install tree protection fencing at property line
OS7	Lilac	10	Good	0.6	1.2	<ul style="list-style-type: none"> Neighbour's property. Retain; install tree protection fencing at property line

53	Fir	33	Poor	1.98	3.96	<ul style="list-style-type: none"> Previously topped decay. Remove
54	Plum	35	Dying	2.16	4.32	<ul style="list-style-type: none"> Failed limbs decay. Remove
55	Willow	38	Very poor	2.28	4.56	<ul style="list-style-type: none"> Multiple stems. Remove
56	Willow	50	Very poor	3.0	6.0	<ul style="list-style-type: none"> Multiple stems Decay. Remove
57	Willow	35	Very poor	2.1	4.2	<ul style="list-style-type: none"> Multiple stems Decay. Remove
58	Willow	35	Very poor	2.1	4.2	<ul style="list-style-type: none"> Multiple stems Decay. Remove
59	Birch	41	Poor	2.46	4.92	<ul style="list-style-type: none"> Twin stems. Remove
60	Willow	25	Very poor	1.5	3.0	<ul style="list-style-type: none"> Multiple stems Decay. Remove
61	Willow	30	Very poor	1.8	3.6	<ul style="list-style-type: none"> Multiple stems Decay. Remove
62	Willow	35	Very poor	2.16	4.32	<ul style="list-style-type: none"> Multiple stems Decay. Remove
63	Willow	35	Very poor	2.16	4.32	<ul style="list-style-type: none"> Multiple stems Decay. Remove
OS1	Excelsa	<20	Good	1.2	2.4	<ul style="list-style-type: none"> Neighbour's property. Retain; install tree protection fencing at property line

Client/Contractor: Not shown and hereby we the firm of Omg Landscape Architects and any and all the information is used for other projects without their permission.

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Date: 01/05/2011 - 11:55:24 AM
P: 604 284 2011, F: 604 284 2022

USA

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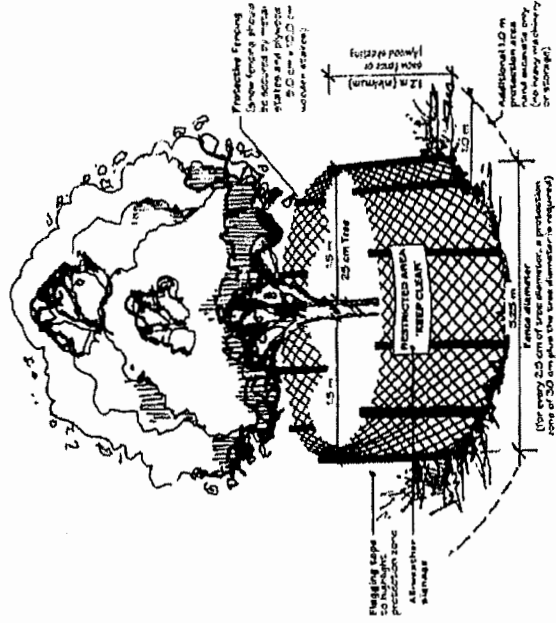
BOHAN
PROPERTIES

PROJECT: TOWNHOUSE DEVELOPMENT
10146, 10146, 10180 NO. 1 ROAD
AND 4051, 4063 CAVENISH DRIVE
RICHMOND, BC

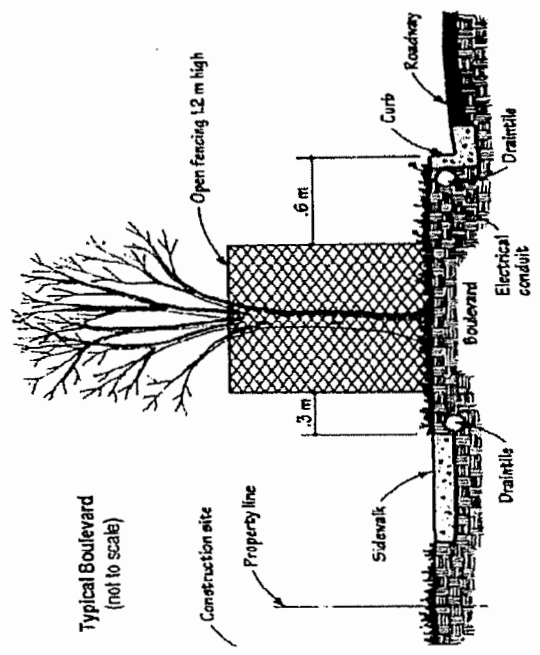
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DATE: 12-02-11

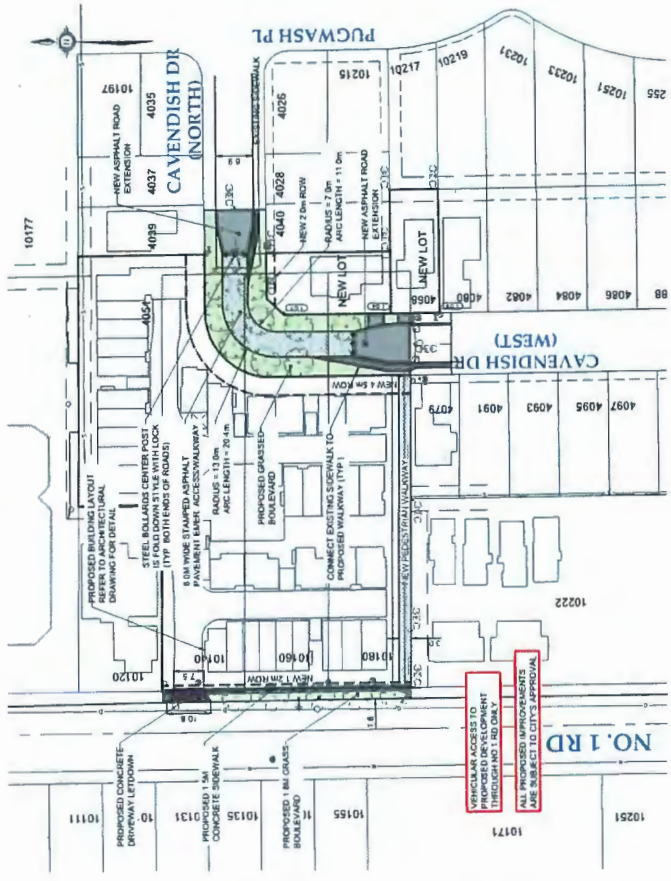
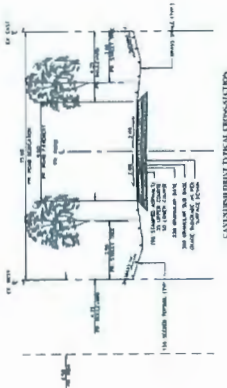
CLIENT: BOHAN PROPERTIES
PROJECT NUMBER: 12-023

SUITABLE REPLACEMENT TREES	
SPECIES	
COMMON NAME	BOTANICAL NAME
ACER PALMATUM	JAPANESE MAPLE
ACER RUBRUM 'RED SUNSET'	RED SUNSET MAPLE
AMELANCHIER X GRANDIFLORA 'AUTUMN BRILLIANCE'	AUTUMN BRILLIANCE SERVICEBERRY
CERCIDIPHYLLUM JAPONICUM	KATSURA TREE
CORNUS KOUSA 'CHINENSIS'	CHINESE KOUSA DOGWOOD
LIQUIDAMBAR STYRACIFLUA 'SLENDER SILHOUETTE'	SLENDER SILHOUETTE SWEETGUM
PINUS NIGRA 'ARNOLD SENTINEL'	WORPLESDON SWEET GUM
PSEUDOTSUGA MENZIESII	DOUGLAS FIR
PYRUS CALLERYANA 'CHANTICLEER'	CHANTICLEER PEAR
QUERCUS PALAISTRIS 'GREEN PILLAR'	GREEN PILLAR PIN OAK



1. TREE PROTECTION BARRIER





1001 BROWN LUXURIA STEEL BOLLARD
 1001
 THIS IS A 100% COPY OF THE ORIGINAL. BEHOLDING
 THIS DRAWING SHALL BEAT THE ORIGINAL DRAWING.

PLN
 1001

PLAN SUBJECT TO CITY OF RICHMOND APPROVAL

City of Richmond
 MAY 13, 2008

TITLE: **PRELIMINARY ROAD LAYOUT**
 1010-10180 HO I ROAD
 CITY/STATE: _____

DATE: 05/13/08
 DRAWN BY: [Signature]
 CHECKED BY: [Signature]
 DESIGNED BY: [Signature]

DATE: 05/13/08
 DRAWN BY: [Signature]
 CHECKED BY: [Signature]
 DESIGNED BY: [Signature]

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DATE: 05/13/08
 DRAWN BY: [Signature]
 CHECKED BY: [Signature]
 DESIGNED BY: [Signature]

CoteConcept CONSULTING LTD.
 #220-289-7400
 www.cotecconcept.com

BOJAN PROPERTIES
 Core Concept Consulting Project No. 17108
 400-904-0404

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APPENDIX C
PRESENTATION BOARDS

PUBLIC INFORMATION MEETING - SUMMARY OF ATTENDEE FEEDBACK

Date: Wednesday, June 26, 2019
 Location: Richmond Chinese Alliance Church
 Summary Revised: September 16th, 2019

RZ18-820669
 10140 – 10180 No. 1 Road &
 4051 and 4068 Cavendish Drive

Name	Address	Site Distance	OCP Ammend. Support	Road Connect. Support	New S/F Lot Support	Cavendish to No. 1 Road Walkway	Building Height Support	Building Setback Support	Other Feedback
Michaels, Rick	4028 Cavendish Drive, Richmond	75m	-	-	-	-	-	-	Feedback by Email (Refer to Appendix E). General summary is that Rick had concerns with the siting of the Single Family lots. Rick's suggests equalizing the side yards to 2m, reducing the front yard setback to provide a larger rear yard and reviewing options for reducing the separation between the second floor layouts between houses.
Sun, Ben & Theresa	4040 Cavendish Drive, Richmond	60m	-	-	-	-	-	-	Most concerned that the proposed single family homes on Cavendish Drive allow for overlook into their rear yard. Suggestions are provided to move the single family houses forward on the site (reducing the front yard setback) and aligning them with existing neighbouring houses.
Kozij, Grant	4080 Cavendish Drive, Richmond	60m	Unsure	Yes	No	No	Unsure	Unsure	Concerns that the walkway form No.1 Road to Cavendish Drive will increase crime in the area and does not link to buses.
Randall, Craig	4082 Cavendish Drive, Richmond	80m	-	-	-	-	-	-	No feedback form completed
Melvin, Monica & Bryan	4084 Cavendish Drive, Richmond	90m	-	-	-	-	-	-	Would like the proposed street trees along the Cavendish Drive connection to match the existing street trees. Proposed planting should also be slow growing and minimal root depth. No Fir or Maple trees.
Mah, Paul	4095 Cavendish Drive, Richmond	80m	Yes	Yes	Yes	No	No	Unsure	Does not want to have the Cavendish Drive Townhouses to have access to the Cavendish Drive connection due to concerns of increased pedestrian and vehicle traffic and parking. Would like to see a maritime architectural style incorporated into the building exterior detailing. Does not support the walkway between No.1 Road and Cavendish Road due to potential increase in crime. Would like to see non-invasive trees planted as part of the development and provided an alternative for the walkway location.
Danny,	4113 Cavendish Drive, Richmond	130m	Yes	No	No	No	No	Yes	REV. 190916 Form received from Edwin Lee on the 6th September. Does not want Cavendish Road connection, single family lots and would prefer two level buildings.
Masson, Anne & Neil	10186 Pugwash Pl., Richmond	145m	Yes	Yes	Yes	Yes	Unsure	Yes	Primary comment to plant more trees, Current trees are mature and provide a beautiful addition to the area and wildlife.

PUBLIC INFORMATION MEETING - SUMMARY OF ATTENDEE FEEDBACK

Date: Wednesday, June 26, 2019
 Location: Richmond Chinese Alliance Church
 Summary Revised September 16th, 2019

RZ18-820669
 10140 – 10180 No. 1 Road &
 4051 and 4068 Cavendish Drive

Name	Address	Site Distance	OCP Ammend. Support	Road Connect. Support	New S/F Lot Support	Cavendish to No. 1 Road		Building Height Support	Building Setback Support	Other Feedback
						Walkway	Yes			
Nathan	No Address, phone only		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Overall support of the development, No. 1 Road / Cavendish Drive walkway and Cavendish Drive connection.
Pearl	10222 No. 1 Road, Richmond	250m	-	-	-	-	-	-	-	No feedback form completed
Curtis	Partial Name, phone only	-	Yes	Yes	Yes	Yes	Yes	Yes	Yes	In support of the overall development.
Marco	Partial Name, phone only	-	-	-	-	-	-	-	-	No feedback form completed

APPENDIX E

ORIGINAL FEEDBACK FORMS

RZ18-820669 – PUBLIC INFORMATION MEETING FEEDBACK

Site Address: 10140-10180 No.1 Road & 4051/4068 Cavendish Drive, Richmond, BC
Name: Nathan ~~Chan~~
Address: _____
Phone (Optional): 604-764-8574
Email (Optional): nathan.jilochan@gmail.com
Date: 06/26/2019

The proposed development will involve amending the City of Richmond Official Community Plan for a portion of the parcel from Single Family to Multi-Family to allow townhouses along the eastern portion of the property. Do you support this amendment?

Yes

No

Unsure

Comments:

This provides more potential housing for Richmond citizens. This will increase efficiency of the usage of land.

The proposed development will involve connecting both dead ends of Cavendish Drive with a Pedestrian and Emergency Access connector (no through traffic permitted). Do you support this proposal?

Yes

No

Unsure

Comments:

This reduces the chance of potential congestion from non-emergency vehicles while opening up the dead ends.

The proposed development will involve the addition of 2 new single-family lots. Do you support this proposal?

Yes

No

Unsure

Comments:

Adding to the community, this is a nice touch. Most developments focus on one type of home. Rather, two new single family lots increases the diversity of the neighbourhood (property-wise).

Please note that a copy of this Feedback Form will be copied to the City

RZ18-820669 – PUBLIC INFORMATION MEETING FEEDBACK

The proposed development is planning on construction a new, public walkway that connects Cavendish Drive to No. 1 Road. Do you support this proposal?

Yes

No

Unsure

Comments:

With the abovementioned drive being for emergency vehicles only, the public walkway will allow residents to move between these areas without congesting the emergency vehicle area.

Do you support the proposed building heights?

Yes

No

Unsure

Comments:

Heights are not too tall which is great. This will allow the development to better amalgamate into the other properties in the area.

Do you support the proposed setbacks? (Distance between building and property line).

Yes

No

Unsure

Comments:

N/A

What kind of Architectural style would you like to see on this site?

Ideally, something more architecturally pleasing in-line with Vancouver's newer styles. The development can take the lead in changing the architecture in the area.

Other recommendations or suggestion:

The plant/tree removal, of rotting ones, is excellent. The lot only allows so many amenities due to the limited space. However, it all makes sense and addresses existing community issues (rotting trees).

Please note that a copy of this Feedback Form will be copied to the City

RZ18-820669 – PUBLIC INFORMATION MEETING FEEDBACK

Site Address: 10140-10180 No.1 Road & 4051/4068 Cavendish Drive, Richmond, BC
Name: ANNE MASSON
Address: PUGWASH PL
Phone (Optional): _____
Email (Optional): _____
Date: June 26

The proposed development will involve amending the City of Richmond Official Community Plan for a portion of the parcel from Single Family to Multi-Family to allow townhouses along the eastern portion of the property. Do you support this amendment?

Yes No Unsure

Comments:

The proposed development will involve connecting both dead ends of Cavendish Drive with a Pedestrian and Emergency Access connector (no through traffic permitted). Do you support this proposal?

Yes No Unsure

Comments:

The proposed development will involve the addition of 2 new single-family lots. Do you support this proposal?

Yes No Unsure

Comments:

Please note that a copy of this Feedback Form will be copied to the City

RZ18-820669 – PUBLIC INFORMATION MEETING FEEDBACK

The proposed development is planning on construction a new, public walkway that connects Cavendish Drive to No. 1 Road. Do you support this proposal?

Yes

No

Unsure

Comments:

Do you support the proposed building heights?

Yes

No

Unsure

Comments:

Do you support the proposed setbacks? (Distance between building and property line).

Yes

No

Unsure

Comments:

What kind of Architectural style would you like to see on this site?

Other recommendations or suggestion:

Plant more trees - Current trees are mature and provide a beautiful addition to the area and houses wildlife -

Please note that a copy of this Feedback Form will be copied to the City

RZ18-820669 – PUBLIC INFORMATION MEETING FEEDBACK

Site Address: 10140-10180 No.1 Road & 4051/4068 Cavendish Drive, Richmond, BC
Name: Monica Melvin
Address: 4084 Cavendish Dr.
Phone (Optional): 604-275-2274
Email (Optional): _____
Date: June 26/19

The proposed development will involve amending the City of Richmond Official Community Plan for a portion of the parcel from Single Family to Multi-Family to allow townhouses along the eastern portion of the property. Do you support this amendment?

Yes

No

Unsure

Comments:

The proposed development will involve connecting both dead ends of Cavendish Drive with a Pedestrian and Emergency Access connector (no through traffic permitted). Do you support this proposal?

Yes

No

Unsure

Comments:

The proposed development will involve the addition of 2 new single-family lots. Do you support this proposal?


Yes

No

Unsure

Comments:

On other Page.

Please note that a copy of this Feedback Form will be copied to the City 

RZ18-820669 – PUBLIC INFORMATION MEETING FEEDBACK

The proposed development is planning on construction a new, public walkway that connects Cavendish Drive to No. 1 Road. Do you support this proposal?

Yes

No

Unsure

Comments:

Do you support the proposed building heights?

Yes

No

Unsure

Comments:

Do you support the proposed setbacks? (Distance between building and property line).

Yes

No

Unsure

Comments:

What kind of Architectural style would you like to see on this site?

Other recommendations or suggestion:

**On landscape Drawing Code 14. "Street Tree" **
Re: Trees being replaced on the Pedestrian Access at the end of the Cavendish Drive. Please plant trees or shrubs that will grow slowly and not create deep ^{spreading} roots which damage drive ways. If you can match the trees that are already on Cavendish Drive that would be nice. It would blend in better. They are slow growing and not so large with shallower roots. Please no firs or maples.

RZ18-820669 – PUBLIC INFORMATION MEETING FEEDBACK

Site Address: 10140-10180 No.1 Road & 4051/4068 Cavendish Drive, Richmond, BC
Name: CURTIS EAMES
Address: _____
Phone (Optional): _____
Email (Optional): _____
Date: June 26/2019

The proposed development will involve amending the City of Richmond Official Community Plan for a portion of the parcel from Single Family to Multi-Family to allow townhouses along the eastern portion of the property. Do you support this amendment?

Yes No Unsure

Comments:

100% support this. This area
needs more multi-family and there is demand
for it

The proposed development will involve connecting both dead ends of Cavendish Drive with a Pedestrian and Emergency Access connector (no through traffic permitted). Do you support this proposal?

Yes No Unsure

Comments:

Will improve pedestrian access

The proposed development will involve the addition of 2 new single-family lots. Do you support this proposal?

Yes No Unsure

Comments:

Please note that a copy of this Feedback Form will be copied to the City

RZ18-820669 – PUBLIC INFORMATION MEETING FEEDBACK

The proposed development is planning on construction a new, public walkway that connects Cavendish Drive to No. 1 Road. Do you support this proposal?

Yes No Unsure

Comments:

Yes will be a great addition to the multi family development

Do you support the proposed building heights?

Yes No Unsure

Comments:

Do you support the proposed setbacks? (Distance between building and property line).

Yes No Unsure

Comments:

What kind of Architectural style would you like to see on this site?

Modern ~~but~~ Moderna and effective use of all space

Other recommendations or suggestion:

GREATER FSR

Please note that a copy of this Feedback Form will be copied to the City

RZ18-820669 – PUBLIC INFORMATION MEETING FEEDBACK

Site Address: 10140-10180 No.1 Road & 4051/4068 Cavendish Drive, Richmond, BC
Name: _____
Address: _____
Phone (Optional): _____
Email (Optional): _____
Date: _____

The proposed development will involve amending the City of Richmond Official Community Plan for a portion of the parcel from Single Family to Multi-Family to allow townhouses along the eastern portion of the property. Do you support this amendment?

Yes No Unsure

Comments:

The proposed development will involve connecting both dead ends of Cavendish Drive with a Pedestrian and Emergency Access connector (no through traffic permitted). Do you support this proposal?

Yes No Unsure

Comments:

The proposed development will involve the addition of 2 new single-family lots. Do you support this proposal?

Yes No Unsure

Comments:

Please note that a copy of this Feedback Form will be copied to the City

RZ18-820669 – PUBLIC INFORMATION MEETING FEEDBACK

The proposed development is planning on construction a new, public walkway that connects Cavendish Drive to No. 1 Road. Do you support this proposal?

Yes

No

Unsure

Comments:

Do you support the proposed building heights?

Yes

No

Unsure

Comments:

Do you support the proposed setbacks? (Distance between building and property line).

Yes

No

Unsure

Comments:

What kind of Architectural style would you like to see on this site?

Other recommendations or suggestion:

Please note that a copy of this Feedback Form will be copied to the City

RZ18-820669 – PUBLIC INFORMATION MEETING FEEDBACK

Site Address: 10140-10180 No.1 Road & 4051/4068 Cavendish Drive, Richmond, BC
Name: Ernest Kozij
Address: 4080 Cavendish Dr.
Phone (Optional): _____
Email (Optional): gkozij@shaw.ca
Date: July 3/19

The proposed development will involve amending the City of Richmond Official Community Plan for a portion of the parcel from Single Family to Multi-Family to allow townhouses along the eastern portion of the property. Do you support this amendment?

Yes No Unsure

Comments:

The proposed development will involve connecting both dead ends of Cavendish Drive with a Pedestrian and Emergency Access connector (no through traffic permitted). Do you support this proposal?

Yes No Unsure

Comments:

The proposed development will involve the addition of 2 new single-family lots. Do you support this proposal?

Yes No Unsure

Comments:

Please note that a copy of this Feedback Form will be copied to the City

RZ18-820669 – PUBLIC INFORMATION MEETING FEEDBACK

Site Address: 10140-10180 No.1 Road & 4051/4068 Cavendish Drive, Richmond, BC
Name: Ernest Kozij
Address: 4080 Cavendish Dr.
Phone (Optional): _____
Email (Optional): gkozij@shaw.ca
Date: July 3/19

The proposed development will involve amending the City of Richmond Official Community Plan for a portion of the parcel from Single Family to Multi-Family to allow townhouses along the eastern portion of the property. Do you support this amendment?

Yes No Unsure

Comments:

The proposed development will involve connecting both dead ends of Cavendish Drive with a Pedestrian and Emergency Access connector (no through traffic permitted). Do you support this proposal?

Yes No Unsure

Comments:

The proposed development will involve the addition of 2 new single-family lots. Do you support this proposal?

Yes No Unsure

Comments:

Please note that a copy of this Feedback Form will be copied to the City

RZ18-820669 – PUBLIC INFORMATION MEETING FEEDBACK

The proposed development is planning on construction a new, public walkway that connects Cavendish Drive to No. 1 Road. Do you support this proposal?

Yes

No

Unsure

Comments:

Allows people to access neighbour hood, does not link to buses, could increase crime in area

Do you support the proposed building heights?

Yes

No

Unsure

Comments:

Do you support the proposed setbacks? (Distance between building and property line).

Yes

No

Unsure

Comments:

What kind of Architectural style would you like to see on this site?

Other recommendations or suggestion:

Please note that a copy of this Feedback Form will be copied to the City

RZ18-820669 – PUBLIC INFORMATION MEETING FEEDBACK

Site Address: 10140-10180 No.1 Road & 4051/4068 Cavendish Drive, Richmond, BC
Name: Paul Mah
Address: 4095 Cavendish Drive
Phone (Optional): _____
Email (Optional): _____
Date: July 2, 2019

The proposed development will involve amending the City of Richmond Official Community Plan for a portion of the parcel from Single Family to Multi-Family to allow townhouses along the eastern portion of the property. Do you support this amendment?

Yes

No

Unsure

Comments:

We agree as long as there is a fence border with landscaping separating the townhouses from the Cavendish neighbourhood. We do not want gated access along this fence border between the townhomes and Cavendish Drive.

The proposed development will involve connecting both dead ends of Cavendish Drive with a Pedestrian and Emergency Access connector (no through traffic permitted). Do you support this proposal?

Yes

No

Unsure

Comments:

We wish to ensure that there is adequate street lighting along the new connector. However, we do not want the front of the townhomes to face the new Cavendish connector because this will increase car traffic and parking congestion from the townhome owners/visitors entering Cavendish Drive.

The proposed development will involve the addition of 2 new single-family lots. Do you support this proposal?

Yes

No

Unsure

Comments:

We support the plan for the two new single family homes. However, we do have a concern about the home on lot A due to the amount of shadow and lack of sunlight it will receive throughout the year.

Can this be addressed in some way to improve this issue for the prospective home owner?

RZ18-820669 – PUBLIC INFORMATION MEETING FEEDBACK

The proposed development is planning on construction a new, public walkway that connects Cavendish Drive to No. 1 Road. Do you support this proposal?

Yes

No

Unsure

Comments:

We prefer not to have a public walkway connecting No. 1 Rd to Cavendish. It will make our quiet street busier and give criminals easier entry/exit which is not good for our neighbourhood in particular because it is unique in that the design of our homes do not allow clear

front view of the street. We have a history of thefts and property intrusions. We have strong concerns that a Cavendish walkway will only make crime worse for our neighbourhood. If the City deems the walkway a requirement, please reconsider its location (see comments below).

Do you support the proposed building heights?

Yes

No

Unsure

Comments:

We would prefer the new townhouse development be consistent with existing 2 story townhouse height behind us on No. 1 Rd. We do not like the idea of 3 story townhomes over looking our neighbourhood for privacy reasons.

Do you support the proposed setbacks? (Distance between building and property line).

Yes

No

Unsure

Comments:

What kind of Architectural style would you like to see on this site?

We prefer the style to be consistent with Steveston / the Maritimes (hence our street names), as well as with our current neighbourhood house design and colour schemes. We do not wish to have big mansion style homes here.

Other recommendations or suggestion:

Do not plant trees with invasive roots that could damage property. Ensure adequate property line drainage between the new development (ie. single family homes / townhomes) and existing Cavendish homes to prevent their flooding. Keep plan

for low end market rental units to be situated closer to No. 1 Rd and further away from Cavendish side. If a new pedestrian walkway becomes

a City requirement, we prefer the new walkway be located north of the townhouse development and just south of the church connecting No. 1 Rd to Pugwash Place, thereby allowing the walkway to remain straight and without any angles.

Building a walkway here makes the most sense because it would be nearby a major community gathering space, that is the church, and would therefore meet the City's goal for communities to be connected and accessible.

Please note that a copy of this Feedback Form will be copied to the City

From: **Steven Yang** steven@bohan.ca
Subject: Fwd: Cavendish Project
Date: July 17, 2019 at 4:49 PM
To: Brian Sheehan bsheehan@yamamotoarchitecture.com



One of the feedbacks received FYI. Another to come.

----- Forwarded message -----

From: ben sun <ben_sun_bc@yahoo.ca>
Date: Wed, Jul 10, 2019 at 3:23 PM
Subject: Cavendish Project
To: steven@bohan.ca <steven@bohan.ca>, Edwin Lee <elee@richmond.ca>
Cc: Rick Michaels <rickmichaels@shaw.ca>

Hi, as a owner and resident of 4040 Cavendish I thank you for the opportunity to view your proposal. I like your green space idea with emergency vehicle access on this stretch of the street.


I have some concerns about the two new houses adjacent to me. They are overlooking my backyard and intruding my privacy. They also blocking western sunlight which my vegetable garden need. If the house on lot B moved forward toward west such that the front of the house align with its neighbouring site, it will provide me with more privacy. It will provide a bigger backyard which the two units can share.

Regarding the house on lot A, if the house is shift to the north and west will provide me better privacy and sunlight for my backyard. By shifting west by 4 feet (a total of 2.4m between my fence and side of the house) will provide ease of maintenance. By shifting north the new house will align with the neighbouring sites. I wonder if the garage should facing north instead of west.

Of course the green space and the bollard placements need to be adjusted accordingly.

Thank you
Ben

--
Steven Yang
Managing Partner | BOHAN Properties
D: 6043417777
E: steven@bohan.ca

From: **Steven Yang** steven@bohan.ca 
Subject: Fwd: Cavendish Project
Date: July 17, 2019 at 4:50 PM
To: Brian Sheehan bsheehan@yamamotoarchitecture.com



Feedback from Rick Michaels.

----- Forwarded message -----

From: Rick Michaels <RickMichaels@shaw.ca>
Date: Thu, Jun 27, 2019 at 11:30 AM
Subject: Cavendish Project
To: Edwin Lee <ELee@richmond.ca>, Steven Yang <steven@bohan.ca>

Hi , thank you for the opportunity to view your proposal! I commend and congratulate you on making excellent improvements for the development and its neighbours.

I have attached a marked up plan for the two Cavendish Street houses that hopefully benefit those two houses and gain more alignment with neighbouring sites without one iota of change to the building designs and floor plans. Equalizing the side yards for the house west of me gives more separation to my neighbour but also gives the new house more side yard for mtce purposes. A side yard of 2m is all the difference in the world for ladder placements and the like. Pinching towards the greenway is no harm done and actually brings eyes closer to the street.

As for the house south of me; its neighbour is one storey at the front and rear. Decreasing the driveway by moving the house forward to align better with the existing house would create more useable rear yard for the development site This would also better align the two storey portions of both buildings. Yes, all cards on the table this also serves me as more rear yard on the development site means less overlook into my house from the second storey windows and deck. The second storey in the new houses are primary living spaces so far more active than our seconds storeys of bedrooms only. So a little more separation and less driveway would be helpful.

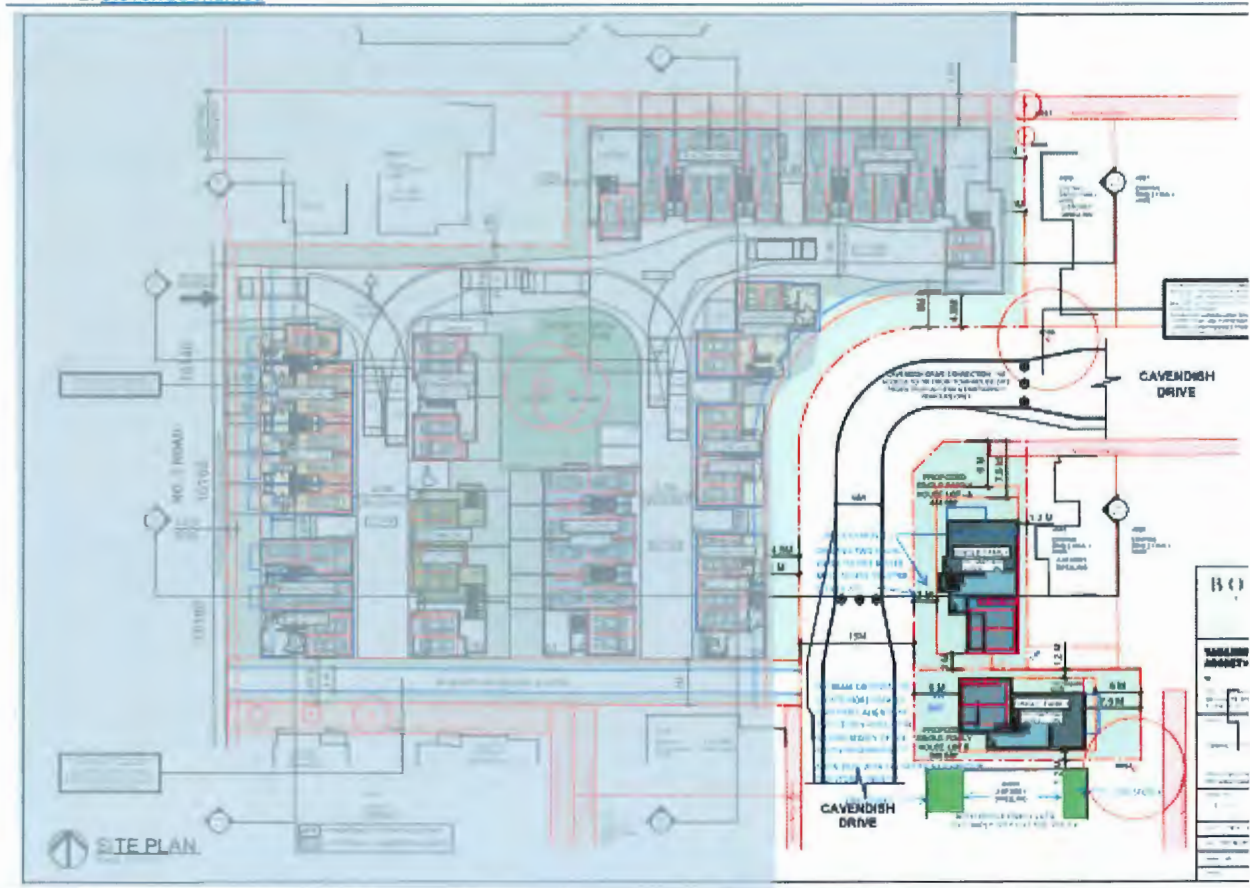
Shifting the house forward in creating the larger rear yard would pull the deck aback and perhaps a stair can be added to the deck. A larger rear yard would lend itself to creating private yard space for the secondary suite and the upper floor unit. The driveway and entry taking up so much space at the front when all other house are punched forward is questionable.

The only comment I would offer on the west house is would reversing the upper floor plan give the upper floor unit an improved greener distant outlook and more sun from the west? The impact to accommodate the stair change appears to be minor – both units might then gain benefit of a more distant outlook from key rooms? This might reduce the overlook into Ben’s courtyard which is the substantive “outward” view window for his living room. Just a thought.

Hope this helps and looking forward to new neighbours !!!!

Thanks,
Rick

--
Steven Yang



RZ18-820669 – PUBLIC INFORMATION MEETING FEEDBACK

Site Address: 10140-10180 No.1 Road & 4051/4068 Cavendish Drive, Richmond, BC
Name: DANNY TU
Address: 4113 CAVENDISH DR.
Phone (Optional): _____
Email (Optional): _____
Date: 8/19/2019

The proposed development will involve amending the City of Richmond Official Community Plan for a portion of the parcel from Single Family to Multi-Family to allow townhouses along the eastern portion of the property. Do you support this amendment?

Yes No Unsure

Comments:
Only because the architect is Yamamoto. If
changed to another architect then "no"

The proposed development will involve connecting both dead ends of Cavendish Drive with a Pedestrian and Emergency Access connector (no through traffic permitted). Do you support this proposal?

Yes No Unsure

Comments:

The proposed development will involve the addition of 2 new single-family lots. Do you support this proposal?

Yes No Unsure

Comments:

RZ18-820669 – PUBLIC INFORMATION MEETING FEEDBACK

The proposed development is planning on construction a new, public walkway that connects Cavendish Drive to No. 1 Road. Do you support this proposal?

Yes

No

Unsure

Comments:

Do you support the proposed building heights?

Yes

No

Unsure

Comments:

2-level building height is better

Do you support the proposed setbacks? (Distance between building and property line).

Yes

No

Unsure

Comments:

What kind of Architectural style would you like to see on this site?

light color exterior wall with modern look.

Other recommendations or suggestion:

N/A.

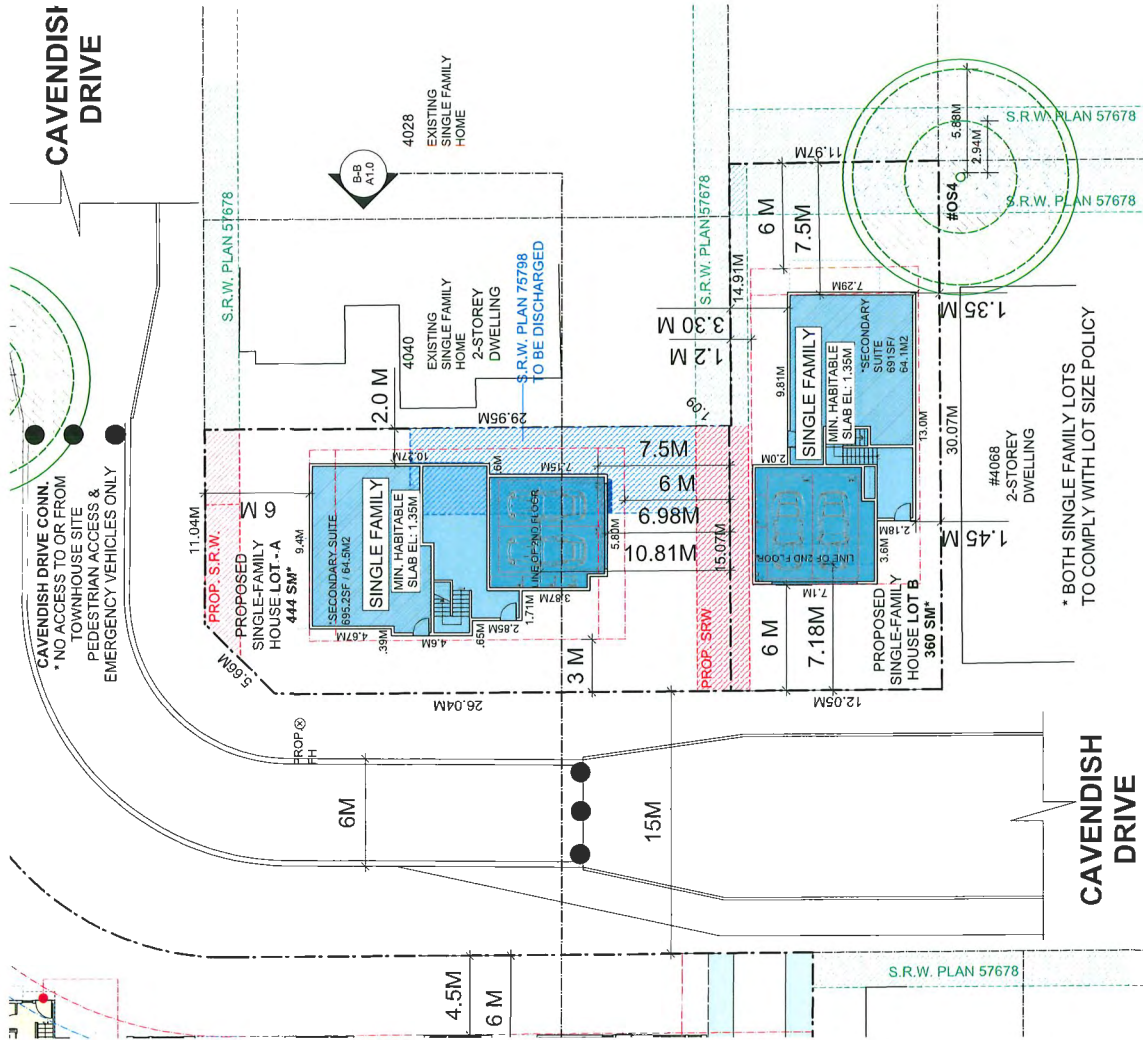
Please note that a copy of this Feedback Form will be copied to the City

STATISTICS: SINGLE FAMILY LOT A

ZONING:	RS2B	4,779 SQ.FT.	(444 SQ.M.)
SITE AREA		4,779 SQ.FT.	X 45% = 2,151 SQ.FT.
LOT COVERAGE PERMITTED:		1,558 SQ.FT.	X 33%
LOT COVERAGE PROPOSED:		4,779 SQ.FT.	X 100% = 4,779 SQ.FT.
COMBINED AREA PERMITTED:		2,355 SQ.FT.	X 49%
COMBINED AREA PROPOSED:		2,355 SQ.FT.	X 49%
FLOOR AREA RATIO PERMITTED:		0.65 FAR	
FLOOR AREA RATIO PROPOSED:		0.55 FAR	
GROSS FLOOR AREA PROPOSED:		2,841 SQ.FT.	
INCL. GARAGE AREA			

STATISTICS: SINGLE FAMILY LOT B

ZONING:	RS2B	3,875 SQ.FT.	(360 SQ.M.)
SITE AREA		3,875 SQ.FT.	X 45% = 1,744 SQ.FT.
LOT COVERAGE PERMITTED:		1,284 SQ.FT.	X 33%
LOT COVERAGE PROPOSED:		3,875 SQ.FT.	X 100% = 3,875 SQ.FT.
COMBINED AREA PERMITTED:		2,131 SQ.FT.	X 70% = 1,492 SQ.FT.
COMBINED AREA PROPOSED:		2,131 SQ.FT.	X 70% = 1,492 SQ.FT.
FLOOR AREA RATIO PERMITTED:		0.55 FAR	
FLOOR AREA RATIO PROPOSED:		0.55 FAR	
GROSS FLOOR AREA PROPOSED:		2,831 SQ.FT.	
INCL. GARAGE AREA			



* BOTH SINGLE FAMILY LOTS TO COMPLY WITH LOT SIZE POLICY

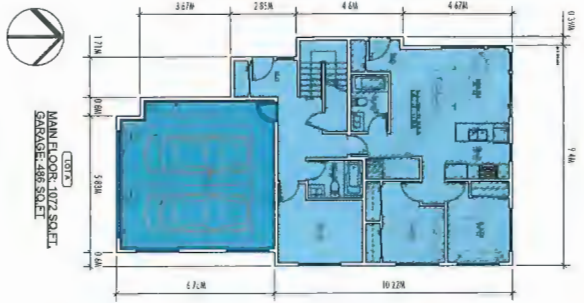
SITE PLAN - SINGLE FAMILY LOTS
SCALE: 3/32"=1'-0"



PLN - 228

BOHANN PROPERTIES	
200 - 381 First Drive, Vancouver, BC Tel: 604.731.1127 F: 604.731.1327	
YAMAMOTO ARCHITECTURE	
707 - 381 First Drive, Vancouver, BC Tel: 604.731.1127 F: 604.731.1327	
TOWNHOUSE DEVELOPMENT	
1000 BURNING BUSH DRIVE, VANCOUVER, BC VANCOUVER, BC VANCOUVER, BC	
SITE PLAN	
DATE: 2/28/2017	BY: [Signature]
SCALE: 3/32"=1'-0"	PROJECT: [Signature]

ATTACHMENT 12



MAN FLOOR - 1072 SQ.FT.
GARAGE - 438 SQ.FT.



SECOND FLOOR - 1283 SQ.FT.



CAVENDISH DRIVE SINGLE FAMILY LOT A



SIDE YARD



REAR YARD



CAVENDISH DRIVE

PROJECT NO.	PLN - 229	DATE	12/17/2019
CLIENT	BOHANN PROPERTIES	DESIGNER	YAMAMOTO ARCHITECTURE
PROJECT ADDRESS	300 - 232 WEST 8TH AVENUE WILSON, ONTARIO L0A 1G0 T - 416-271-1527 F - 416-271-1527	SCALE	AS SHOWN
PROJECT TYPE	TOWNHOUSE DEVELOPMENT	DATE	12/17/2019
OWNER	BOHANN PROPERTIES 1500-232 WEST 8TH AVENUE WILSON, ONTARIO L0A 1G0	DATE	12/17/2019
DESIGNER	YAMAMOTO ARCHITECTURE 4000 SHEPPARD AVENUE EAST, SCARBOROUGH, ONTARIO M1S 1T7	DATE	12/17/2019
SCALE	AS SHOWN	DATE	12/17/2019
DATE	12/17/2019	SCALE	AS SHOWN
PROJECT NO.	PLN - 229	DATE	12/17/2019
CLIENT	BOHANN PROPERTIES	DESIGNER	YAMAMOTO ARCHITECTURE
PROJECT ADDRESS	300 - 232 WEST 8TH AVENUE WILSON, ONTARIO L0A 1G0 T - 416-271-1527 F - 416-271-1527	SCALE	AS SHOWN
PROJECT TYPE	TOWNHOUSE DEVELOPMENT	DATE	12/17/2019
OWNER	BOHANN PROPERTIES 1500-232 WEST 8TH AVENUE WILSON, ONTARIO L0A 1G0	DATE	12/17/2019
DESIGNER	YAMAMOTO ARCHITECTURE 4000 SHEPPARD AVENUE EAST, SCARBOROUGH, ONTARIO M1S 1T7	DATE	12/17/2019
SCALE	AS SHOWN	DATE	12/17/2019
DATE	12/17/2019	SCALE	AS SHOWN
PROJECT NO.	PLN - 229	DATE	12/17/2019



SECOND FLOOR: 1287 SQ. FT.



MAIN FLOOR: 864 SQ. FT.
GARAGE: 500 SQ. FT.

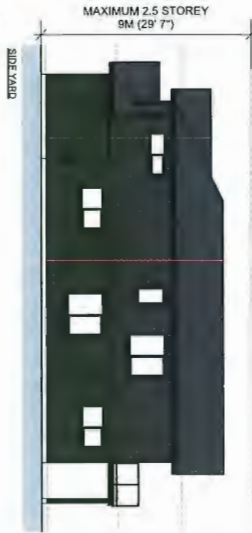


MAXIMUM 2.5 STOREY
9M (29' 7")



MAXIMUM 2.5 STOREY
9M (29' 7")

CAVENDISH DRIVE SINGLE FAMILY LOT B



MAXIMUM 2.5 STOREY
9M (29' 7")



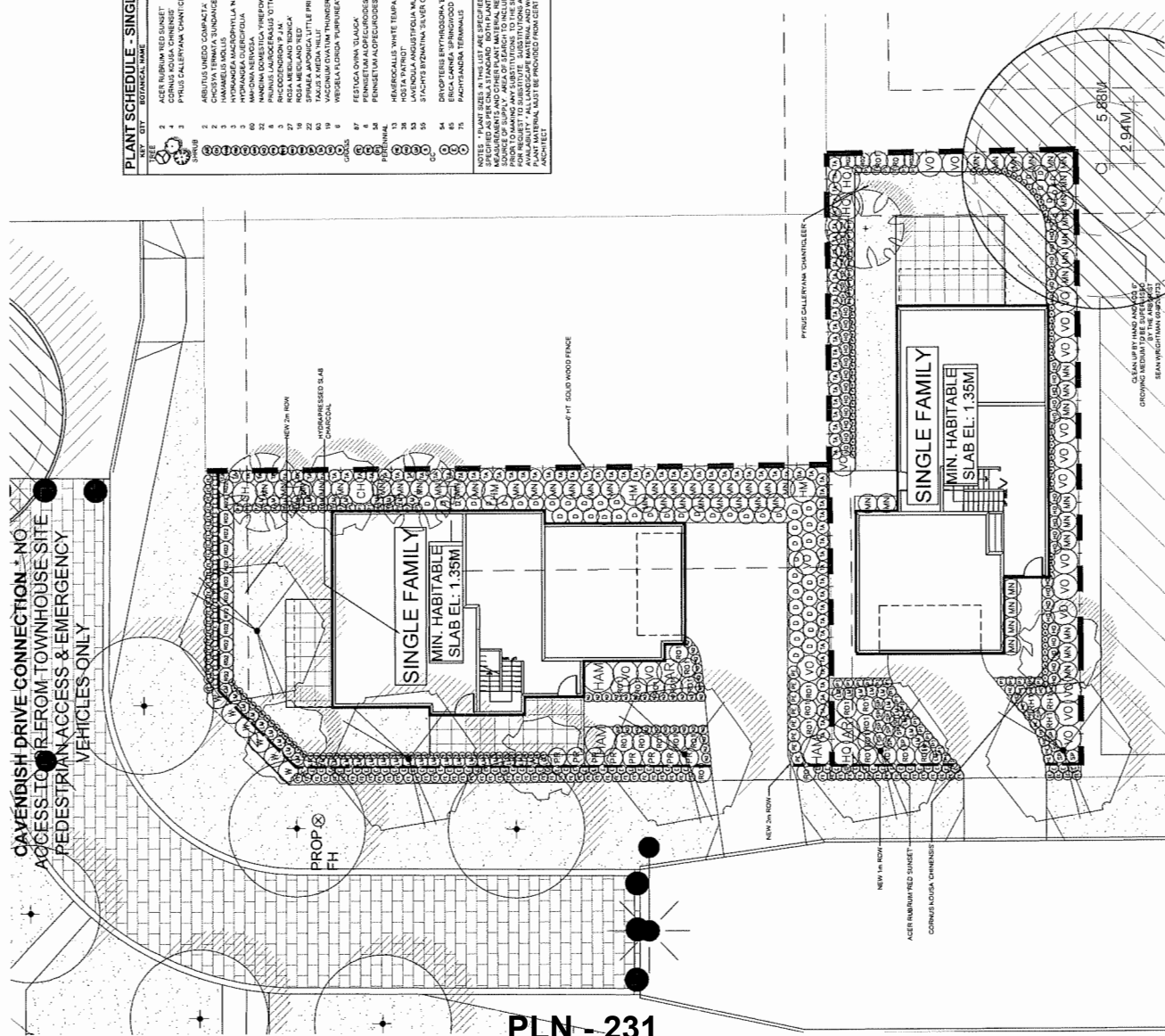
MAXIMUM 2.5 STOREY
9M (29' 7")

SIDE YARD

PLN - 230

<p>BOHANN PROPERTIES</p> <p>1000 SHEPPARD AVENUE EAST, SUITE 100 SCARBOROUGH, ONTARIO M1S 1T7 TEL: 416-291-1177 FAX: 416-291-1178</p>		<p>DATE: 2023-05-15 DRAWN: J. BOHANN CHECKED: J. BOHANN</p>
<p>YAMAMOTO ARCHITECTURE</p> <p>202-232-8816 (TEL) 202-232-8817 (FAX) T: 604-271-1177 F: 604-271-1177</p>		<p>PROJECT: TOWNHOUSE DEVELOPMENT</p> <p>15451 HURON, THORNHILL, ONTARIO L3T 0A9 4051 KENNEDY COLLEGE/STATION, RICHMOND HILL, ONTARIO L4B 1N1</p>
<p>SCALE: 1/8" = 1'-0"</p> <p>DATE: MAY 08 2018</p>		<p>PROJECT: A2.3</p>
<p>OWNER: RB</p>		<p>PROJECT: 231</p>

CAVENISH DRIVE CONNECTION - NO ACCESS TO PERFORM TOWNHOUSE SITE PEDESTRIAN ACCESS & EMERGENCY VEHICLES ONLY



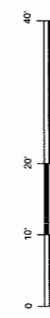
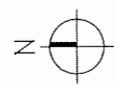
PLN - 231

PLANT SCHEDULE - SINGLE FAMILY	COMMON NAME	PLANTED SIZE / FREQUENCY	PMID PROJECT NUMBER - 19-013
1	ACER RUBINUM RED SUNSET	10CM CAL. 2M STD. BAR	
2	PRINCE GALLERIANA CHANTICLEER	10CM CAL. 1.5M STD. BAR	
3	COMPACT STRAWBERRY BUSH	#2 POT 40CM	
4	CHERRY BLOSSOM	#2 POT 40CM	
5	HYDRANGEA MACROPHYLLA NIKKO BLUE	#2 POT 40CM	
6	LONGLEAF HONSOBA	#2 POT 40CM	
7	HYDRANGEA	#2 POT 40CM	
8	HYDRANGEA	#2 POT 40CM	
9	HYDRANGEA	#2 POT 40CM	
10	HYDRANGEA	#2 POT 40CM	
11	HYDRANGEA	#2 POT 40CM	
12	HYDRANGEA	#2 POT 40CM	
13	HYDRANGEA	#2 POT 40CM	
14	HYDRANGEA	#2 POT 40CM	
15	HYDRANGEA	#2 POT 40CM	
16	HYDRANGEA	#2 POT 40CM	
17	HYDRANGEA	#2 POT 40CM	
18	HYDRANGEA	#2 POT 40CM	
19	HYDRANGEA	#2 POT 40CM	
20	HYDRANGEA	#2 POT 40CM	
21	HYDRANGEA	#2 POT 40CM	
22	HYDRANGEA	#2 POT 40CM	
23	HYDRANGEA	#2 POT 40CM	
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74	HYDRANGEA	#2 POT 40CM	
75	HYDRANGEA	#2 POT 40CM	

NOTES - PLANT SIZES IN THIS LIST ARE SPECIFIED ACCORDING TO THE I.C. LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARD, LATEST EDITION. CONTAINER SIZES SPECIFIED AS PER CALS STANDARD. BOTH PLANT SIZE AND CONTAINER SIZE ARE THE MINIMUM ACCEPTABLE SIZES - REFER TO SPECIFICATIONS FOR DEFINITIVE COMPANION AT SOURCE OF SUPPLY. AREA OF SEARCH TO INCLUDE LOWER MAINLAND AND PRINCE VALLEY. SUBSTITUTIONS OBTAIN WRITTEN APPROVAL FROM THE LANDSCAPE ARCHITECT FOR REQUEST TO SUBSTITUTE. SUBSTITUTIONS ARE SUBJECT TO BE LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARD. BEHIND CONDITIONS OF PLANT MATERIAL MUST BE PROVIDED FROM CERTIFIED TREE NURSERY. REDUCED NOT PERMITTED IN GROWING MEDIUM UNLESS AUTHORIZED BY LANDSCAPE ARCHITECT.

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1903-14

BOHAN
PROPERTIES

10000 100th Avenue, Suite 100
North York, Ontario M2H 3L9
Tel: 416-490-7311 Fax: 416-490-7312

YAMAMOTO
ARCHITECTURE

205 - 337 West 4th Avenue
North York, Ontario M2N 1L1
Tel: 416-497-3117 Fax: 416-497-3127

PROJECT: TOWNHOUSE DEVELOPMENT

10000 100th Avenue, Suite 100
North York, Ontario M2H 3L9

PROJECT TITLE: SINGLE FAMILY LOT P & E

DATE: 2011 - MAY 08 2010

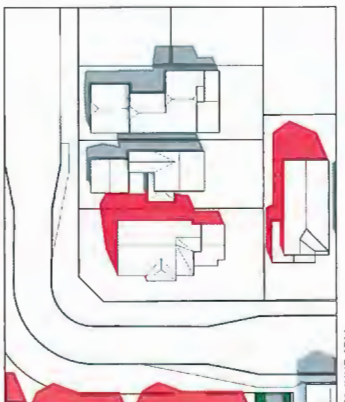
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DATE: 2011 - MAY 08 2010

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



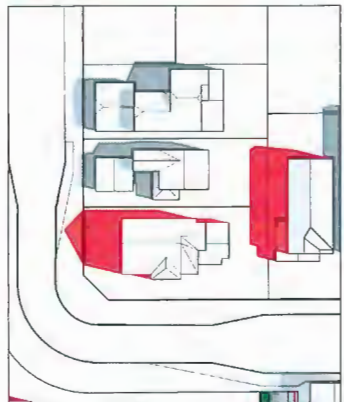
21 MARCH 4PM



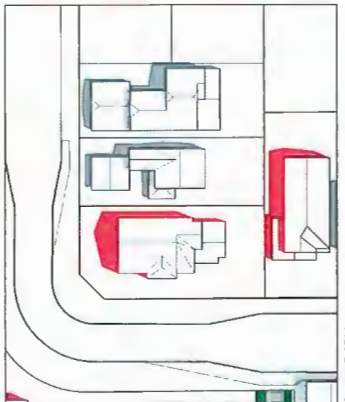
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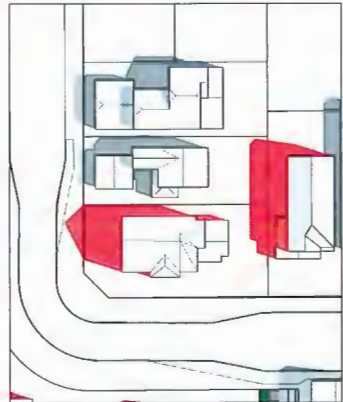
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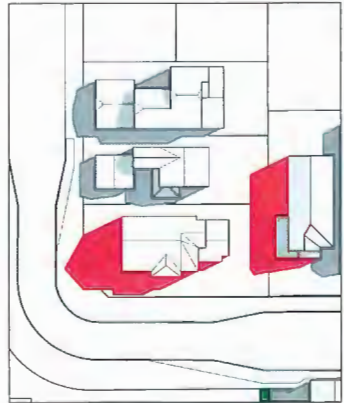
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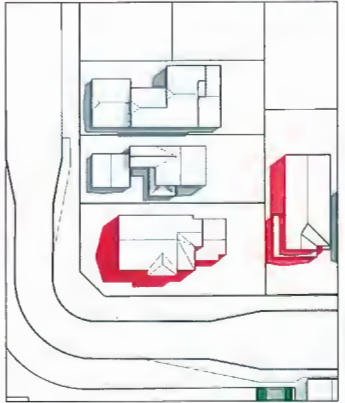
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21 SEPTEMBER 2PM



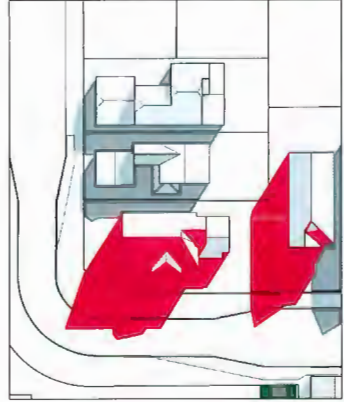
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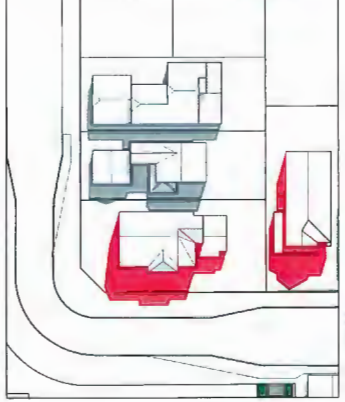
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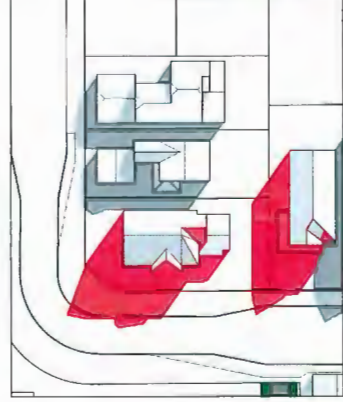
21 SEPTEMBER 12PM



21 MARCH 10AM



21 JUNE 10AM



21 SEPTEMBER 10AM

PARKING LEGEND:

- STANDARD PARKING SPACE 2.5M x 5.5M
- SMALL CAR PARKING SPACE 2.3M x 4.6M
- ACCESSIBLE PARKING SPACE 3.7M x 5.5M
- STANDARD VISITOR PARKING SPACE 2.5M x 5.5M
- ACCESSIBLE VISITOR PARKING SPACE 3.7M x 5.5M

BIKE SPACE LEGEND:

- CLASS 1 HORIZONTAL BICYCLE SPACE 1.5M x 0.8M
- CLASS 2 BICYCLE SPACE

CAVENDISH DRIVE

BOHANN PROPERTIES

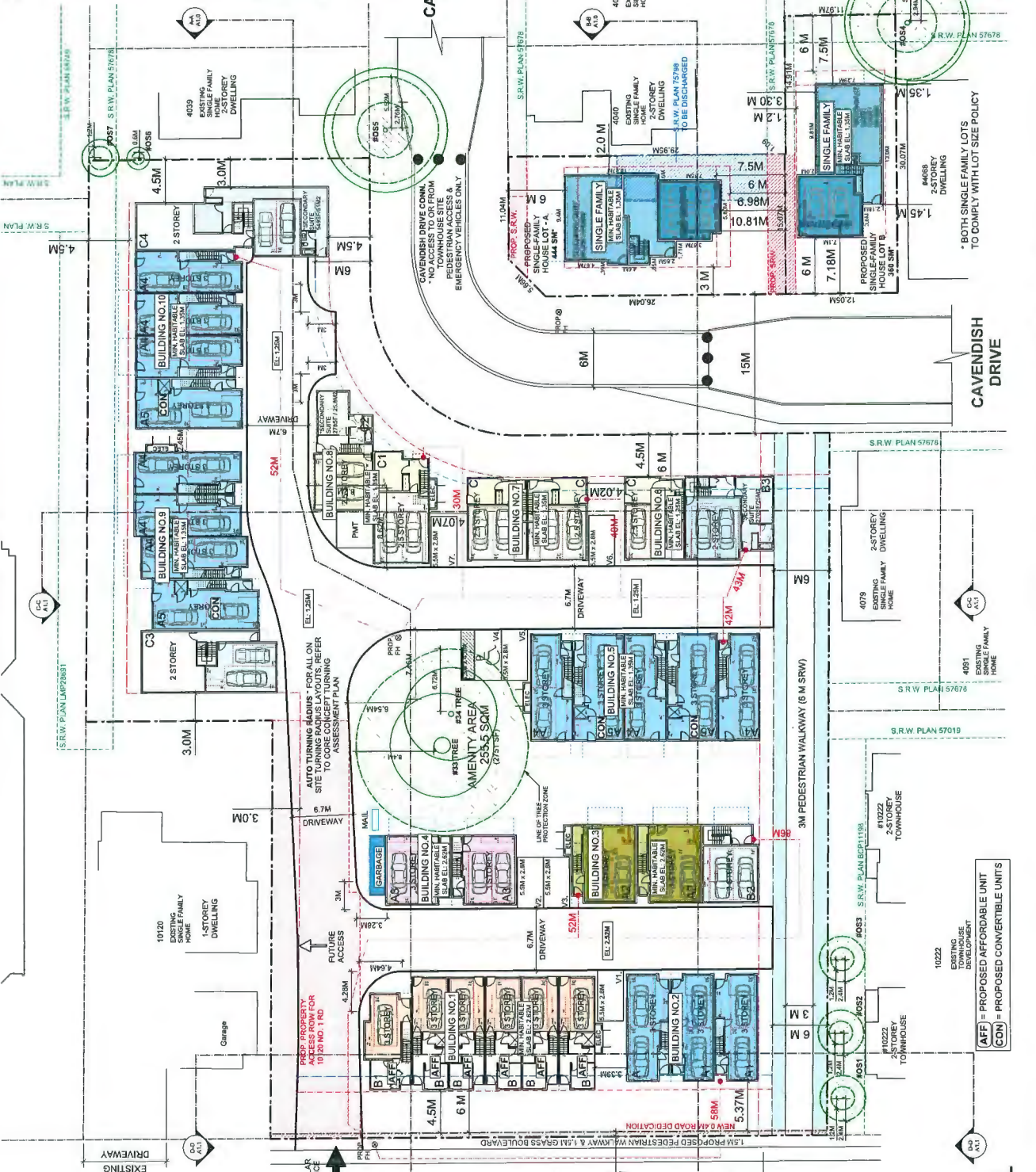
YAMAMOTO ARCHITECTURE

702-532-8488
1-800-731-1127

TOWNHOUSE DEVELOPMENT
10222 EXISTING TOWNHOUSE DEVELOPMENT

SITE PLAN
DATE: MAY 08 2019

SCALE: 1/16"=1'-0"



AUTO TURNING RADII - FOR ALL ON SITE TURNING PATTERNS, REFER TO GRADING PLAN

AMENITY AREA 255.5 SQM

EXIST. METAL RAILING TO BE REMOVED FROM NO.1 ROAD AS PART OF UPGRADES

PLN - 233

SITE PLAN
SCALE: 1/16"=1'-0"



[AFF] = PROPOSED AFFORDABLE UNIT
[CDN] = PROPOSED CONVERTIBLE UNITS

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pmg
LANDSCAPE ARCHITECTS
Suite C 100 - 4185 5th Creek Drive
Brentwood, Rhode Island, Columbia, SC 29309
P: 803.549.9111 | F: 803.549.9202

30xL



JAMETTE THE FOREST YELLA



MAGNUS BAYVIEW TABLES



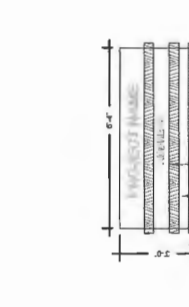
WISCONSIN BAYVIEW BENCH



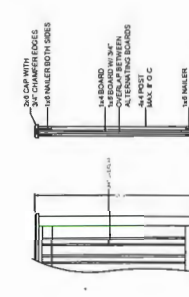
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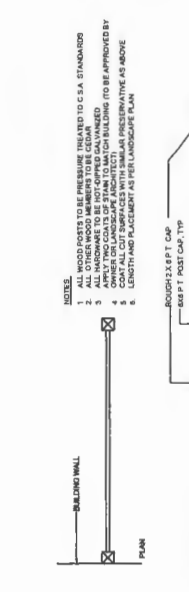
WISCONSIN BAYVIEW BENCH TABLE BUILT 4



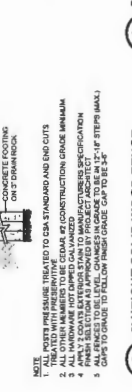
3 DEVELOPMENT SIGNAGE 1/2"x4"



2 6' HEIGHT SOLID WOOD FENCE 1/2"x4"



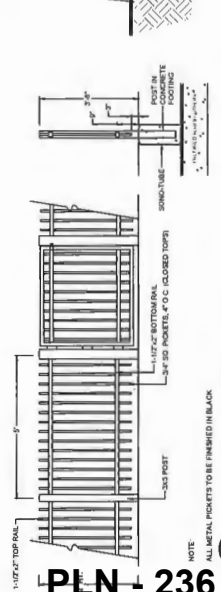
1 6' HT. WOOD PRIVACY FENCE 1/2"x4"



5 DECK UNDER THE EXISTING TREE 1/2"x4"



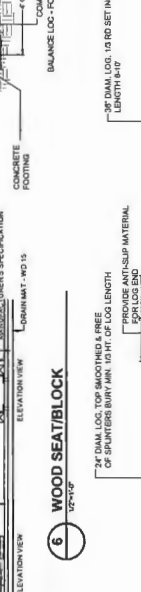
EX. TREE CONCRETE PLINTH INSTALLED ABOVE THE EXISTING GRADE



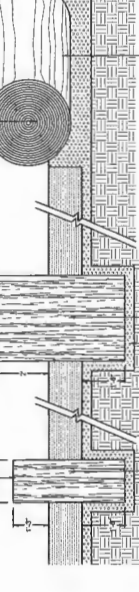
4 62" HT. METAL FENCE AND GATE 1/2"x4"



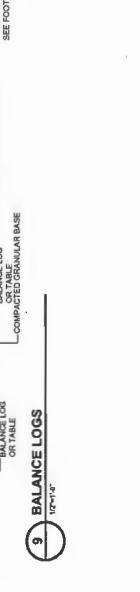
6 WOOD SEAT/BLOCK 1/2"x4"



10 METAL RAIL GARBAGE ENCLOSURE WITH SLIDING GATE 3/4"x4"



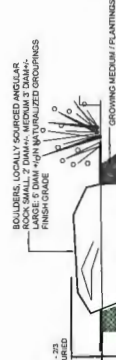
7 BALANCE LOGS 1/2"x4"



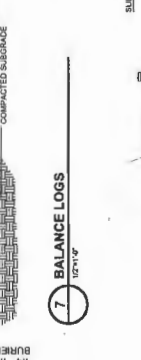
9 BALANCE LOGS 1/2"x4"



LANDSCAPE (ORNS) SORRELLA PAVERS



GEGRID PLACEMENT TO FOLLOW THE LAYOUT AS INDICATED ON THE CIVIL PLANS AS REQUIRED TO PROTECT THE ROOTS OF THE RETAINED TREES



8 PAVERS THROUGH ROOT ZONE 1/2"x4"



10 METAL RAIL GARBAGE ENCLOSURE WITH SLIDING GATE 3/4"x4"

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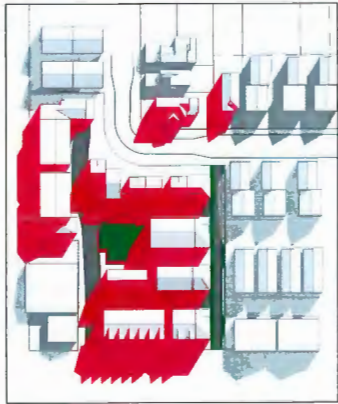
BOHAN
PROPERTIES

PROJECT
TOWNHOUSE DEVELOPMENT
30150, 10180 NO. 1 ROAD
AND 4051, 4068 CAVENDISH DRIVE
RICHMOND, BC

DESIGNING TITLE
LANDSCAPE DETAILS

DATE 13 JUN 11
SCALE AS SHOWN
DRAWN RJ
DESIGN RJ
CHECK POM
JOB NUMBER 19-013

19-013



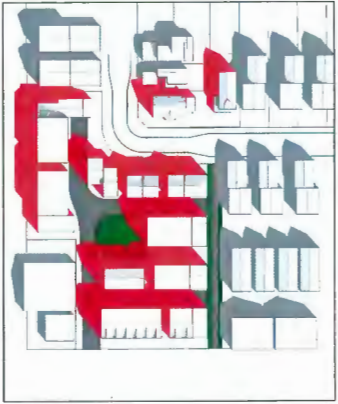
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21 MARCH 2PM



21 MARCH 4PM



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21 JUNE 4PM



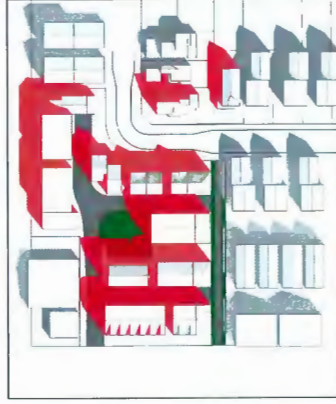
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21 SEPTEMBER 12PM



21 SEPTEMBER 2PM



21 SEPTEMBER 4PM

BOHAN
PROPERTIES

YAMAMOTO
ARCHITECTURE

202 - 531 EAST 8TH AVENUE
VICTORIA BC V8T 1E5
TEL: 250-383-1127 FAX: 250-383-1327

PROJECT -
TOWNHOUSE DEVELOPMENT

10140 10150 TOWNHOUSE DEVELOPMENT AND
4001 KORN CLAYTON DRIVE VICTORIA BC

PROJECT SHADOW STUDY
TOWNHOUSE DEVELOPMENT

DATE - MAY 08 2018

SCALE - BS

PROJECT - 3711

A3.0

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pmg
LANDSCAPE ARCHITECTS
Suite C100 - 448 Bill Drive, Downs
P. 534-234-0011 F. 502-284-0022

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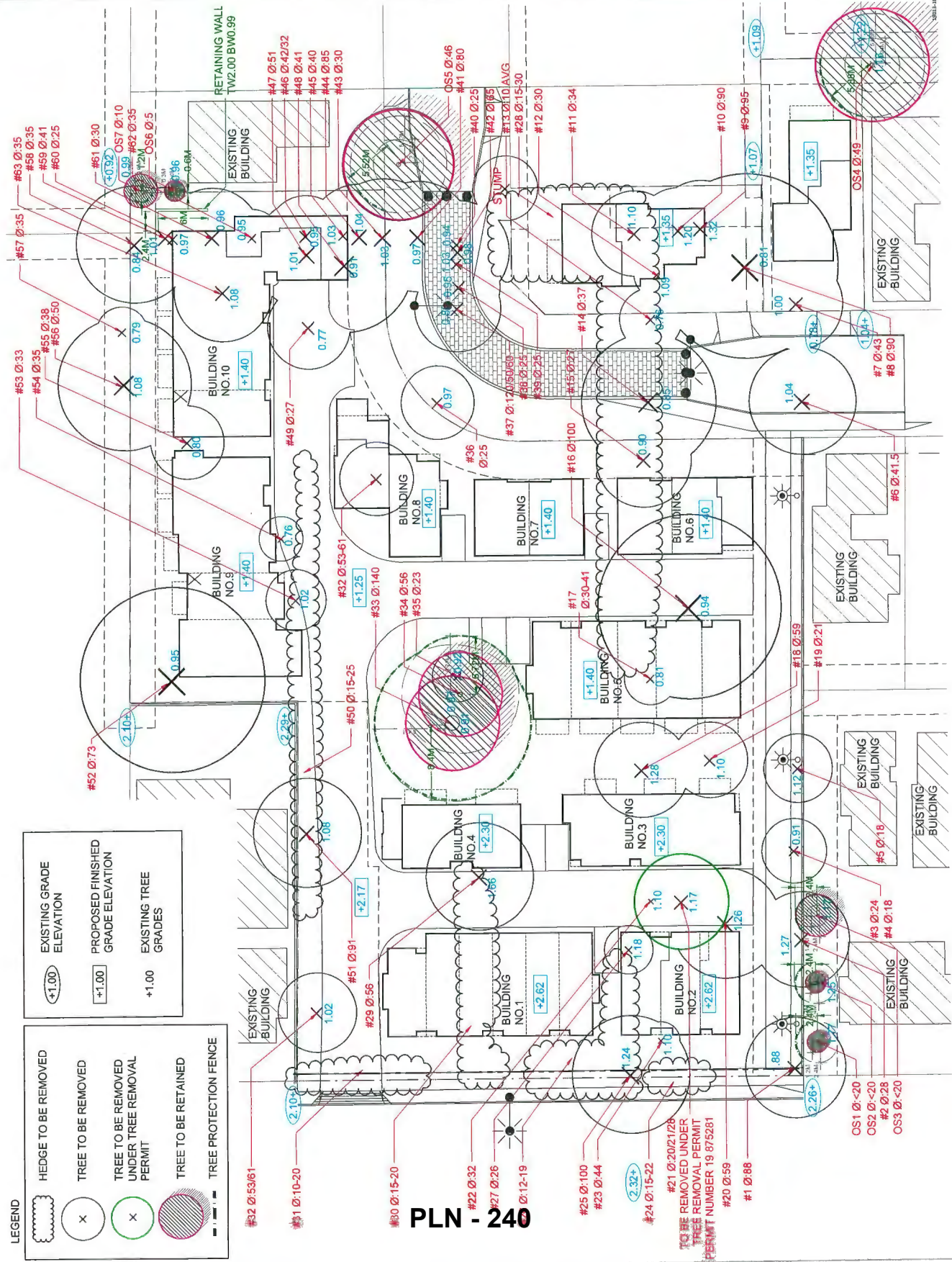
PROJECT
TOWNHOUSE DEVELOPMENT
10140, 10160, 10180 NO. 1 ROAD
AND 4051, 4068 CAVENDISH DRIVE
RICHMOND, BC

ATTACHMENT 15

DRAWING TITLE
TREE MANAGEMENT PLAN

DATE 15 JUN 21
SCALE 1/8"=1'-0"
DRAWN BY
DESIGN BY
CHECKED BY
P.M.G. LANDSCAPE ARCHITECTS
15-003-18
P.M.G. PROJECT NUMBER

L5



PLN - 240

TO BE REMOVED UNDER TREE REMOVAL PERMIT PERMIT NUMBER 19 875281

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SCALE

TREE INFORMATION TABLE

Tree #	Species	DBH (cm)	Health & Condition	CRZ (Min) (m)	CRZ (preferred) (m)	Comments/Recommendations
1	Fir	86	Poor	5.28	10.56	<ul style="list-style-type: none"> Previously topped hydro pruned heavily covered in ivy Recommend: <ul style="list-style-type: none"> Remove
2	Walnut	28	Good-Fair	1.68	3.36	Recommend: <ul style="list-style-type: none"> Previously topped/pruned Consider for removal
3	Pine	24	Poor	1.44	2.88	<ul style="list-style-type: none"> Previously topped Recommend: <ul style="list-style-type: none"> Remove
4	Ash	18	Poor	1.08	2.16	Recommend: <ul style="list-style-type: none"> Remove
5	Hickory	18	Poor	1.08	2.16	<ul style="list-style-type: none"> Extensive decay Recommend: <ul style="list-style-type: none"> Remove
6	Cherry	41.5	Fair	2.49	4.98	Recommend: <ul style="list-style-type: none"> Consider for removal
7	Fir	43	Poor	2.58	5.16	<ul style="list-style-type: none"> 1-sided canopy Recommend: <ul style="list-style-type: none"> Remove
8	Poplar	90	Poor	5.4	10.8	<ul style="list-style-type: none"> Large limbs prev. Removed Visible decay Recommend: <ul style="list-style-type: none"> Remove
9	Lombardy Poplar	95	Fair	5.7	11.4	<ul style="list-style-type: none"> Overmature Frequent shedding of limbs likely Recommend: <ul style="list-style-type: none"> Consider for removal
10	Lombardy Poplar	90	Fair	5.4	10.8	<ul style="list-style-type: none"> Overmature Frequent shedding of limbs likely Recommend: <ul style="list-style-type: none"> Consider for removal
11	Fir	34	Poor	2.04	4.08	<ul style="list-style-type: none"> Lean towards east Recommend: <ul style="list-style-type: none"> Remove

* NOTE: TREE #21 TO BE REMOVED UNDER TREE REMOVAL PERMIT. PERMIT NUMBER 19 875281

12	Spruce	30	Good	1.8	3.6	Recommend: <ul style="list-style-type: none"> Consider for removal
13	Hazelnut	10 avg	Fair	0.6	1.2	Recommend: <ul style="list-style-type: none"> Consider for removal
14	Apple	37	Poor	2.22	4.44	<ul style="list-style-type: none"> 4 main stems heavily leaning towards property heaving roots extensive decay Recommend: <ul style="list-style-type: none"> Remove
15	Walnut	27	Fair	1.62	3.24	Recommend: <ul style="list-style-type: none"> Consider for removal
16	Willow	100	Poor	6.0	12.0	<ul style="list-style-type: none"> Deadwood & decay throughout canopy Recommend: <ul style="list-style-type: none"> Remove
17	Golden cedar	30-41	Good-Fair	2.46	4.92	<ul style="list-style-type: none"> Hedge row, 3 stems prev. topped Recommend: <ul style="list-style-type: none"> Consider for removal
18	Spruce	59	Poor	3.54	7.08	<ul style="list-style-type: none"> Previously topped high heeled roots Recommend: <ul style="list-style-type: none"> Remove
19	Magnolia	21	Poor	1.26	2.52	<ul style="list-style-type: none"> Poor pruning history/canopy structure Recommend: <ul style="list-style-type: none"> Remove
20	Cherry	59	Poor	3.54	7.08	<ul style="list-style-type: none"> Multi-stem visible decay Recommend: <ul style="list-style-type: none"> Remove
21	Birch	20/21/28	Poor	1.68	3.36	<ul style="list-style-type: none"> Multi-site previously topped visible decay Recommend: <ul style="list-style-type: none"> Remove
22	Spruce	32	Poor	1.92	3.84	<ul style="list-style-type: none"> Previously topped Recommend: <ul style="list-style-type: none"> Remove
23	Cedar	44	Good-Fair	2.64	5.28	<ul style="list-style-type: none"> Slight lean towards property Recommend: <ul style="list-style-type: none"> Consider for removal

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BOHAN PROPERTIES

CLIENT

PROJECT
TOWNHOUSE DEVELOPMENT
10140, 10160, 10180 NO. 1 ROAD
RICHMOND 608 CAVENDISH DRIVE
RICHMOND, VA

DRAWING TITLE
TREE INFORMATION TABLE

DATE 12 JAN 21 DRAWING NUMBER

SCALE
DRAWN BY
DESIGN BY
CHECKED BY
DATE

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OF 9

PM3 PROJECT NUMBER 19-013

PLN - 241

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31	19-01-13	REVISED PERMIT	DE
32	19-01-13	REVISED PERMIT	DE
33	19-01-13	REVISED PERMIT	DE
34	19-01-13	REVISED PERMIT	DE
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38	19-01-13	REVISED PERMIT	DE
39	19-01-13	REVISED PERMIT	DE
40	19-01-13	REVISED PERMIT	DE
41	19-01-13	REVISED PERMIT	DE
42	19-01-13	REVISED PERMIT	DE
43	19-01-13	REVISED PERMIT	DE
44	19-01-13	REVISED PERMIT	DE
45	19-01-13	REVISED PERMIT	DE
46	19-01-13	REVISED PERMIT	DE
47	19-01-13	REVISED PERMIT	DE
48	19-01-13	REVISED PERMIT	DE
49	19-01-13	REVISED PERMIT	DE
50	19-01-13	REVISED PERMIT	DE
51	19-01-13	REVISED PERMIT	DE
52	19-01-13	REVISED PERMIT	DE

37	Poplar x 3	120 / 50 / 60	Poor	7.2	14.4	Row of 3 trees. Recommend: • Remove
38	Cedar x 4	25	Poor	1.5	3.0	Row of 4 trees. Recommend: • Remove
39	Dogwood	25	Poor	1.5	3.0	Recommend: • Remove
40	Cedar	25	Poor	1.5	3.0	Recommend: • Remove
41	Poplar	80	Fair-Poor	4.8	9.6	Recommend: • Consider for removal.
42	Polar	65	Fair-Poor	3.9	7.8	Recommend: • Consider for removal.
43	Pine	30	Poor	1.8	3.6	Recommend: • Remove
44	Poplar	85	Fair-Poor	5.1	10.2	Recommend: • Consider for removal.
45	Cedar	40	Poor	2.4	4.8	Recommend: • Remove
46	Pine / Maple	42 / 32	Poor	1.92	3.84	• Codominant trees. Recommend: • Remove
47	Fir	51	Dead	3.06	6.12	Recommend: • Remove
48	Willow	41	Poor	2.46	4.92	• Previously topped. Recommend: • Remove
49	Plum	27	Very poor	1.62	3.24	• Actively failing • broken limbs • decay. Recommend: • Remove
50	Holly / Excelsa cedar	15-25	Poor	1.5	3.0	• Hedge row. Recommend: • Remove
51	Pine	91	Poor	5.46	10.92	• Previously topped at several heights • twin stem • included bark. Recommend: • Remove
52	Willow	73	Very Poor	4.38	8.76	• Extensive decay. Recommend: • Remove

24	Holly x 4	15-22	Poor	1.32	2.64	• Hedge row. Recommend: • Remove
25	Fir	100	Poor	6.0	12.0	• Previously topped, • hydro pruned • heavily covered in ivy. Recommend: • Remove
26	Excelsa cedar	12-19	Fair-Poor	1.14	2.28	• Hedge row. • Previously topped • Hard pruned. Recommend: • Consider for removal.
27	Birch	26	Very poor	1.56	3.12	Recommend: • Remove
28	Excelsa cedar	15-30	Fair	1.8	3.6	• Hedge row. • Previously topped. Recommend: • Consider for removal.
29	Pine	56	Poor	3.36	6.72	• Previously topped to hedge height. Recommend: • Remove
30	Excelsa / Emerald Cedar	15-20	Fair-Poor	1.2	2.4	• Previously topped. Recommend: • Consider for removal.
31	Excelsa cedar	10-20	Fair-Poor	1.2	2.4	• Hedge row. • Previously topped. Recommend: • Consider for removal.
32	Decedar cedar	53 / 61	Poor	3.66	7.32	• Twin stem • previously topped. Recommend: • Remove
33	Sequoia	140	Fair	8.4	16.8	• Species is rapid grower Recommend: • Retain per City request; install tree protection fencing • Arborist supervision required during excavations for adjacent building.
34	Spruce	56	Poor	3.36	6.72	Recommend: • Retain per City request; install tree protection fencing
35	Spruce	23	Poor	1.38	2.76	• Conflict with proposed amenity area Recommend: • Remove
36	Willow	25	Poor	1.5	3.0	Recommend: • Remove

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SCALE

BOHANN PROPERTIES

PROJECT

TOWNHOUSE DEVELOPMENT
10140, 10160, 10180 NO. 3 ROAD
AND 10211, 10230 CAVENISH DRIVE
RICHMOND, VA

DRAWING TITLE

TREE INFORMATION TABLE

DATE 15 JAN 21 DRAWING NUMBER

L8

OF 9

PKG PROJECT NUMBER: 19-013

OS2	Excelsa	<20	Good	1.2	2.4	<ul style="list-style-type: none"> Neighbour's property. Recommend: Retain; install tree protection fencing at property line
OS3	Fir	<20	Good	1.2	2.4	<ul style="list-style-type: none"> Neighbour's property. Recommend: Retain; install tree protection fencing at property line
OS4	Deodar cedar	49	Good	2.94	5.88	<ul style="list-style-type: none"> Neighbour's property. Recommend: Retain; install tree protection fencing Arborist supervision is recommended during excavations required for proposed single family house
OS5	Maple	46	Good	2.76	5.52	<ul style="list-style-type: none"> Blvd./Neighbour's property. Recommend: Retain; install tree protection fencing
OS6	Walnut	5	Good	0.3	0.6	<ul style="list-style-type: none"> Neighbour's property. Recommend: Retain; install tree protection fencing at property line
OS7	Lilac	10	Good	0.6	1.2	<ul style="list-style-type: none"> Neighbour's property. Recommend: Retain; install tree protection fencing at property line

53	Fir	33	Poor	1.98	3.96	<ul style="list-style-type: none"> Previously topped decay. Recommend: Remove
54	Plum	35	Dying	2.16	4.32	<ul style="list-style-type: none"> Failed limbs decay. Recommend: Remove
55	Willow	38	Very poor	2.28	4.56	<ul style="list-style-type: none"> Multiple stems. Recommend: Remove
56	Willow	50	Very poor	3.0	6.0	<ul style="list-style-type: none"> Multiple stems Decay. Recommend: Remove
57	Willow	35	Very poor	2.1	4.2	<ul style="list-style-type: none"> Multiple stems Decay. Recommend: Remove
58	Willow	35	Very poor	2.1	4.2	<ul style="list-style-type: none"> Multiple stems Decay. Recommend: Remove
59	Birch	41	Poor	2.46	4.92	<ul style="list-style-type: none"> Twin stems. Recommend: Remove
60	Willow	25	Very poor	1.5	3.0	<ul style="list-style-type: none"> Multiple stems Decay. Recommend: Remove
61	Willow	30	Very poor	1.8	3.6	<ul style="list-style-type: none"> Multiple stems Decay. Recommend: Remove
62	Willow	35	Very poor	2.16	4.32	<ul style="list-style-type: none"> Multiple stems Decay. Recommend: Remove
63	Willow	35	Very poor	2.16	4.32	<ul style="list-style-type: none"> Multiple stems Decay. Recommend: Remove
OS1	Excelsa	<20	Good	1.2	2.4	<ul style="list-style-type: none"> Neighbour's property. Recommend: Retain; install tree protection fencing at property line

PLN 243

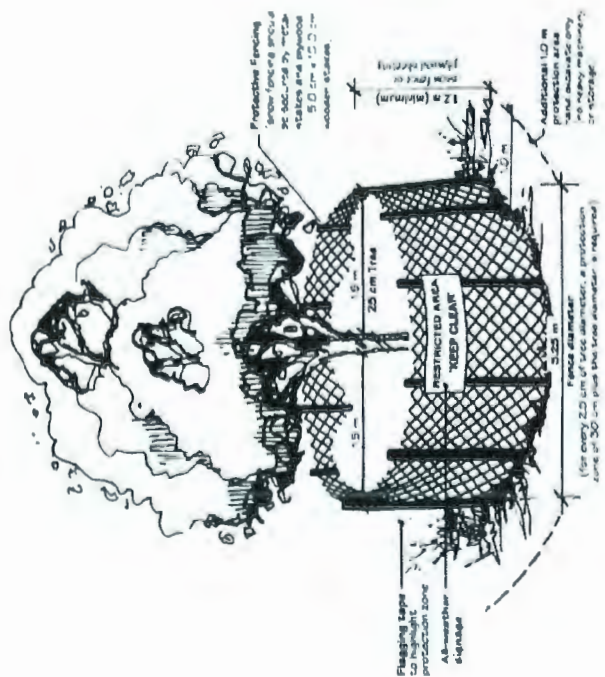
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pmo
LANDSCAPE ARCHITECTS
Suite C 100 - 4185 Sam Clark Drive
Burnaby, British Columbia, V5C 0P3
P: 604-291-0011 F: 604-291-9422

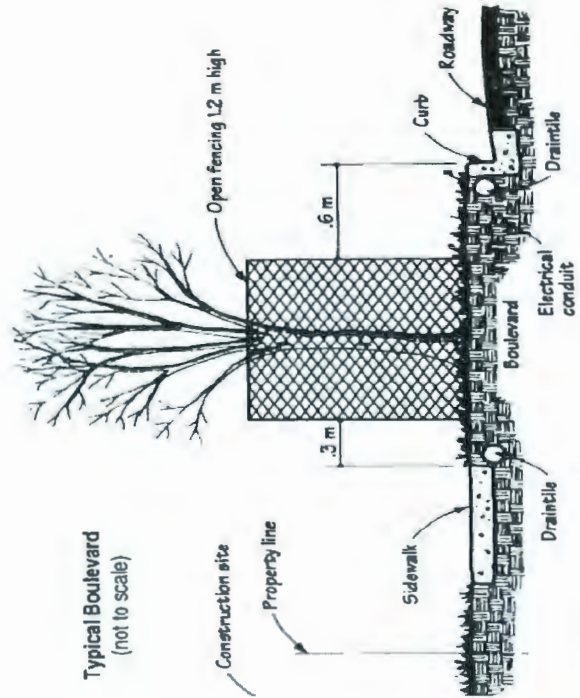
35AL

SUITABLE REPLACEMENT TREES		
SPECIES	COMMON NAME	BOTANICAL NAME
ACER PALMATUM		JAPANESE MAPLE
ACER RUBRUM 'RED SUNSET'		RED SUNSET MAPLE
AMELANCHIER * GRANDIFLORA 'AUTUMN BRILLIANCE'		AUTUMN BRILLIANCE SERVICEBERRY
CORNUS KOUSA 'CHINENSIS'		CHINESE KOUSA DOGWOOD
LIQUIDAMBAR STYRACIFLUA 'SLENDER SILHOUETTE'		SLENDER SILHOUETTE SWEETGUM
LIQUIDAMBAR STYRACIFLUA 'WORPLESDON'		WORPLESDON SWEET GUM
PINUS NIGRA 'ARNOLD SENTINEL'		ARNOLD SENTINEL AUSTRIAN BLACK PINE
PSEUDOTSUGA MENZIESII		DOUGLAS FIR
PYRUS CALLERYANA 'CHANTICLEER'		CHANTICLEER PEAR

PLN - 244



1 TREE PROTECTION BARRIER



NO.	DATE	REVISION DESCRIPTION	DR.
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BOHAN
PROPERTIES

PROJECT
TOWNHOUSE DEVELOPMENT
10140, 10160, 10180 NO. 1 ROAD
AND 4051, 4068 CAVENDISH DRIVE
RICHMOND, BC

DRAWING TITLE
**TREE MANAGEMENT
DETAIL**

DATE: 15 JAN 11
SCALE: A1
DRAWN: RJ
DESIGN: RJ
CHECK: PM
PMO PROJECT NUMBER: 19-013

L9

OF 9

1993-10

YAMAMOTO ARCHITECTURE

DATE –
February 27, 2020

TO –
City of Richmond Planning Dept.
6911 No. 3 Rd.
Richmond, B.C V6Y 2C1

DEVELOPER –
Bohan Properties
REFERENCE –
RZ 18-820669

ATTN –
Edwin Lee

PROJECT –
10140, 10160 No. 1 Road & 4051 & 4068
Cavendish Drive, Richmond, BC

Dear Edwin,

RE: Letter of Commitment for Energy Step Code Requirements for Rezoning

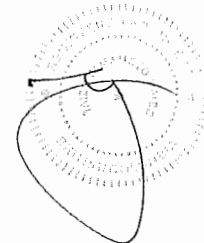
Project Address: 10140, 10160 & 10180 No. 1 Rd and 4051 & 4068 Cavendish Drive, Richmond, BC

Please accept this letter as confirmation that the townhouse development comprised of the following addresses 10140, 10160 & 10180 No. 1 Road and 4051 & 4068 Cavendish Drive, Richmond, BC will comply with the requirements of the Energy Step Code Part 9 Policy for the Rezoning Stage.

At this stage the preferred pathway for compliance has not yet been determined for this project.

Regards,

Taizo Yamamoto, AIBC



Professional Seal

Signed: _____

Name: Taizo Yamamoto, Architect AIBC



Address: 10140, 10160 & 10180 No. 1 Road and 4051 & 4068 Cavendish Drive **File No.:** RZ 18-820669

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 10156, the developer is required to complete the following:

1. Final Adoption of OCP Amendment Bylaw 10155.
2. A minimum width of 15.0 m road dedication to link the two discontinuous ends of Cavendish Drive through the subject site. Exact width is to be confirmed with survey information to be submitted by the applicant.
3. An approximately 0.4 m wide road dedication across the entire No. 1 Road frontage to accommodate the required frontage improvements including a new sidewalk and grass and treed boulevard. Exact width is to be confirmed with survey information to be submitted by the applicant.
4. Granting of a 6.0 m wide statutory right-of-way along the south property line of the townhouse development site for the purposes of public access between No. 1 Road and Cavendish Drive. Any works essential for public access within the required statutory right-of-way (SRW) are to be included in the Servicing Agreement (SA). The design must be prepared in accordance with City specifications & standards and the construction of the works will be inspected by the City concurrently with all other SA related works. The property owner/strata are responsible for all maintenance of improvements, including but not limited to the public walkways/sidewalks, street furniture, lighting and landscaping within the SRW, and are responsible for all liability of SRW area.
5. Registration of a statutory right-of-way (SRW), and/or other legal agreements or measures; as determined to the satisfaction of the Director of Development, over the entire area of the proposed entry driveway on the townhouse site from No. 1 Road, in favour of future residential developments to the north, including the installation of way-finding and other appropriate signage on the subject property, and requiring a covenant that the owner provide written notification of this through the disclosure statement to all initial purchasers, provide an acknowledgement of the same in all purchase and sale agreements, and erect signage in the initial sales centre advising purchasers of the potential for these impacts. Language should be included in the SRW document that the City will not be responsible for maintenance or liability within the SRW and that utility SRW under the drive aisle is required.
6. Registration of a flood indemnity covenant on title.
7. Subdivision of the existing properties into two development parcels: one townhouse development site on the west side of Cavendish Drive and one single family development site on the east side of Cavendish Drive. (Note: demolition of the existing dwellings on site will be required).
8. Registration of a legal agreement on Title to ensure that no development on the single family development site on the east side of Cavendish Drive is permitted until the entire site is rezoned to "Single Detached (RS2/B)" and is further subdivided into two single family lots as per the "Single Detached (RS2/B)" zone.
9. Registration of a legal agreement on title to ensure that, at future development stages (i.e., Subdivision and Building Permit), the developments in the proposed single family subdivision are generally consistent with the preliminary site plans (including proposed setbacks), landscape plans and building elevations included as Attachment 13 to this report.
10. Registration of a legal agreements on Title or other measures, as determined to the satisfaction of the Director of Development, to ensure that:
 - a) No final Building Permit inspection is granted until three secondary suites are constructed on the townhouse development site, to the satisfaction of the City in accordance with the BC Building Code and the City's Zoning Bylaw.
 - b) The secondary suites cannot be stratified or otherwise held under separate title.
11. Registration of a legal agreement on title prohibiting the conversion of the tandem parking area into habitable space

12. Registration of the City’s standard Housing Agreement to secure six affordable housing units, the combined habitable floor area of which shall comprise no less than 14% of the subject development’s total residential building area on the townhouse development site. Occupants of the affordable housing units subject to the Housing Agreement shall enjoy full and unlimited access to and use of all on-site indoor and outdoor amenity spaces. The terms of the Housing Agreements shall indicate that they apply in perpetuity and provide for the following:

Unit Type	Number of Units	Minimum Unit Area	Maximum Monthly Unit Rent**	Total Maximum Household Income**
2 Bdrm + Den	6	69 m ² (741 ft ²)	\$1,218	\$46,800 or less

* Unit mix in the above table may be adjusted through the Development Permit Process provided that the total area comprises at least 10% of the subject development's total residential building area.

** May be adjusted periodically as provided for under adopted City policy.

13. City acceptance of the developer’s offer to voluntarily contribute \$42,000 to the City’s Tree Compensation Fund for the planting of replacement trees within the City.
14. Submission of a Contract entered into between the applicant and a Certified Arborist for supervision of any on-site works conducted within the tree protection zone of the trees to be retained. The Contract should include the scope of work to be undertaken, including: the proposed number of site monitoring inspections, and a provision for the Arborist to submit a post-construction assessment report to the City for review.
15. Submission of a Tree Survival Security to the City in the amount of \$20,000.00 for the 140 cm caliper Sequoia tree (specifically tag# 33) and the 56 cm caliper Spruce tree (specifically tag# 34) to be retained.
16. 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.
17. Registration of a legal agreement on Title to ensure that no final Building Permit inspection is granted until a two-bedroom secondary suite is constructed on both of the two future single family residential lots, to the satisfaction of the City in accordance with the BC Building Code and the City’s Zoning Bylaw.
18. City acceptance of the developer’s offer to voluntarily contribute \$0.85 per buildable square foot (e.g. \$36,669.58) to the City’s public art fund.
19. Contribution of \$81,600.00 in-lieu of on-site indoor amenity space.
20. Submission of a Landscape Plan for the proposed single family subdivision, 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, including installation costs. The Landscape Plan should:
- include a mix of coniferous and deciduous trees; and
 - include the dimensions of tree protection fencing as illustrated on the Tree Retention Plan attached to this report.
21. Registration of a legal agreement on Title identifying that the proposed development must be designed and constructed in a manner that mitigates potential traffic noise from No. 1 Road to the proposed dwelling units. Dwelling units must be designed and constructed to achieve:
- a) CMHC guidelines for interior noise levels as indicated in the chart below:

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

- b) The ASHRAE 55-2004 “Thermal Environmental Conditions for Human Occupancy” standard for interior living spaces.
22. The submission and processing of a Development Permit* completed to a level deemed acceptable by the Director of Development.
23. Enter into a Servicing Agreement* for the design and construction of a new public walkway along the south property line of the site between No. 1 Road and Cavendish Drive, a new emergency access/greenway to connect the two discontinuous ends of Cavendish Drive, frontage beautification works on the road frontages, as well as water, storm sewer and sanitary sewer upgrades and service connections along both No. 1 Road and Cavendish Drive. 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,

Water Works:

- Using the OCP Model, there is 368 L/s and 103 L/s of water available at a 20 psi residual at the hydrants located along No. 1 Road and Cavendish Drive respectively. Based on your proposed development, your townhouse development requires a minimum fire flow of 220 L/s and your single family home development requires a minimum fire flow of 95 L/s.
- At the Developer's cost, the Developer is required to:
 - Submit Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) fire flow calculations to confirm the development has adequate fire flow for onsite fire protection at the Building Permit stage. Calculations must be signed and sealed by a Professional Engineer and be based on Building Permit designs.
 - Coordinate with the City's Fire Department to determine whether an onsite fire hydrant is required to service the townhouse development.
 - Upgrade approx. 67m of watermain along Cavendish Drive (east-west) from 150 AC to 200 PVC. The tie in to the east shall be to the existing watermain along Pughwash Place.
 - Install approx. 51m of 200mm PVC watermain from the south property line of 10180 No. 1 Road towards north along the new Cavendish Road. Continue the new watermain approx. 13m towards the east. Tie in to the south shall be to the ex. watermain. Tie in to the east shall be to the upgraded. watermain.
 - Install a new service connection for each of the two single family units off of the new water main on Cavendish Dr., complete with water meter assembly.
 - Provide an adequately sized utility SRW for a new water meter and its chamber that shall be placed inside the proposed townhouse development. A plan showing the location and size of the required utility SRW shall be submitted to the City for review and approval at the servicing agreement stage.
- At the Developer's cost, the City will:
 - Cut and cap at main all existing water service connections to the developing property.
 - Reconnect all existing water service connection on Cavendish Drive to the new or upgraded watermain.
 - Install a new service connection for the townhouse development off of the existing 300mm watermain along No. 1 Road frontage, complete with water meter placed inside the development with in an adequate City utility ROW.

Storm Sewer Works:

- At the Developer's cost, the Developer is required to:
 - Install approximately 44m of new 600mm storm sewer from the existing manhole STMH5319 northwards and approximately 24m towards east and shall tie into ex. manhole STMH5328. Upgrade STMH5328 and STMH5319 to a 1200mm diameter manhole. The manhole at the intersection of the two storm sewers shall be the highpoint of the system.
 - Install approx. 90 m of 300mm storm sewer for road drainage for the proposed pedestrian walk way, Complete with manholes and CBs.
 - Install a service lateral off of the new storm sewer on Cavendish Road at the adjoining property line of the two single family homes, complete with one new IC and 2 service connections.
 - Appropriately sized manholes and catch basins are required for the new storm sewer, spaced as per City standard.
- At the Developer's cost, the City will:
 - Install a new storm service connection for the townhouse development off of existing box culvert located along the No. 1 Road frontage.
 - Cut and cap at main all existing storm service connections.
 - Remove all existing inspection chambers and storm service leads and dispose offsite.
 - Complete all tie-ins, cutting, and capping of all proposed works to the existing city infrastructure.

PLN - 248

Initial: _____

Sanitary Sewer Works:

- At the Developer's cost, the Developer is required to not start onsite excavation and/or foundation works until the City has completed the proposed rear yard sanitary connections. Also indicate this as a note on the site plan and SA design plans.
- At the Developer's cost, the City will:
 - Install a new sanitary service connection for the townhouse development off of the existing sanitary manhole SMH4217.
 - Remove the existing IC SIC7205, the service connection to 10160 No. 1 Road, the service lateral extending northwards from SIC15873.
 - Upgrade the existing inspection chamber SIC15873 and install service connection to the new single family development west of 4040 Cavendish Dr. off of the new IC. Reconnect the connection to 4040 Cavendish Dr.
 - Confirm that inspection chamber SIC9376 is up to City standard. If confirmed, retain the existing IC and service connection to service the new single family lot north of 4080 Cavendish Road. If SIC9376 is not up to City Standard, upgrade it with a new IC and reconnect all connections.
 - Provide a 15m x 3m sanitary right of way along the north property line of the new single family development north of 4080 Cavendish Road, measuring 15m from the east property line.
 - Discharge 5m x 15m sanitary right of way located on 4068 Cavendish Drive.
 - Cut and cap at main all existing sanitary service connections to the proposed site.
 - Remove all existing inspection chambers and sanitary leads connected to the proposed site and dispose offsite.
 - Complete all proposed sanitary sewer service connections and tie-ins.

Frontage Improvements:

- At the Developer's cost, the Developer is required to:
 - provide frontage improvements:
 - No. 1 Road Frontage
 - i. Sidewalk, boulevard and curb/gutter:
 - Remove and replace the existing concrete curb and gutter.
 - Remove the existing sidewalk and railing, and construct a new 1.5m-wide concrete sidewalk next to the new west property line of the subject site. The functional plan does not show the s/w at PL and needs to be updated.
 - Construct a new minimum 1.5m-wide grass boulevard between the new sidewalk and the new curb.
 - The new sidewalk and boulevard are to transition to meet the existing frontage treatments to the north and south of the subject site.
 - ii. All existing driveways along the No. 1 Road 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, concrete sidewalk, and grass boulevard as described under Item i above. Vehicle access to the proposed townhouse development is to be provided by a single driveway located on No. 1 Road.
 - iii. Provide a standard City of Richmond lighting system and other utility requirements along No. 1 Road. There are utility poles that may need to be relocated.

Cavendish Drive Frontage Improvements

- iv. Construct a new greenway linking the discontinuous sections of Cavendish Drive to the east and south of the subject site, with a road cross-section consisting of:
 - A stamped asphalt walkway with a minimum pavement width of 6.0 m.
 - Concrete edge banding along the outside edge of the asphalt walkway.

PLN - 249

Initial: _____

- Grass / tree boulevards over the remaining width between the walkway and the new property lines of Cavendish drive.
- Removable steel bollards to allow emergency vehicle access at the transitions to Cavendish Drive south and east of the subject site.
- Lighting is required as part of servicing agreement works.
- v. Construct new smooth transitions between the existing cross-sections of Cavendish Drive south and east of the subject site, and the new greenway described in Item iv, including:
 - Barrier curb and gutter on both sides of Cavendish Drive.
 - New driveways for 4068, 4040, and 4039 Cavendish Drive, as well as the new single family lot at the corner of Cavendish Drive.
 - 2.0m-wide concrete sidewalks along the back-of-curb to link the new greenway to the existing sidewalks on Cavendish Drive, as well as the new pedestrian walkway along the south of the subject site.
 - Grass/tree boulevards over the remaining width between the new curbs/sidewalks and the property lines of Cavendish Road.
 - The new sidewalk and boulevard are to transition to meet the existing frontage treatments to the east and south of the subject site.
- vi. Remove and replace the full existing cross section of Cavendish Drive at the dead ends south and east of the subject site, including the existing pavement, curb and gutter, and sidewalk as described in Item iv. The precise extent of this work is to be determined at the City's sole discretion as part of the Servicing Agreement for the proposed development; however, it shall extend to the east property line of 4039 Cavendish Drive and the south property line of 4079 Cavendish Drive at a minimum.
- vii. Provide a standard City of Richmond lighting system and other utility requirements along Cavendish Drive. There are utility poles that may need to be relocated.

Pedestrian Access Walkway

- viii. Construct a new pedestrian access walkway along the south property line of the subject site to connect No. 1 Road and Cavendish Drive, with a cross-section consisting of:
 - A 3.0m-wide asphalt pedestrian walkway
 - A 1.5m-wide grass buffer strip on either side of the walkway
 - Wayfinding signage that clearly identifies the walkway as a public access route.
 - Pedestrian scale lighting to be included as part of servicing agreement works.
- ix. Provide required pedestrian lighting and other utility requirements for the proposed walkway along the south property line.
- Luminaires are to be LED and are to match the roadway lighting within the surrounding area.
- Locate all above ground utility cabinets and kiosks required to service the proposed development within the developments site (see list below for examples). A functional plan showing conceptual locations for such infrastructure shall be included in the development process design review. Please coordinate with the respective private utility companies and the project's lighting and traffic signal consultants to confirm the right of way requirements and the locations for the aboveground structures. If a private utility company does not require an aboveground structure, that company shall confirm this via a letter to be submitted to the City. The following are examples of SRWs that shall be shown in the functional plan and registered prior to SA design approval:
 - BC Hydro Vista - Confirm SRW dimensions with BC Hydro
 - BC Hydro PMT – Approximately 4mW X 5m (deep) – Confirm SRW dimensions with BC Hydro
 - BC Hydro LPT – Approximately 3.5mW X 3.5m (deep) – Confirm SRW dimensions with BC Hydro
 - Street light kiosk – Approximately 2mW X 1.5m (deep)
 - Traffic signal controller cabinet – Approximately 3.2mW X 1.8m (deep)
 - Traffic signal UPS cabinet – Approximately 1.25m X 2.2m (deep)

- Shaw cable kiosk – Approximately 1mW X 1m (deep) – show possible location in functional plan. Confirm SRW dimensions with Shaw
- Telus FDH cabinet - Approximately 1.1mW X 1m (deep) – show possible location in functional plan. Confirm SRW dimensions with Telus

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) and provide mitigation recommendations.
 - 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.
 - Provide Private utility companies rights-of-ways to accommodate their equipment (i.e. above ground private utility kiosks, vista, transformers, etc. shall be designed to minimize the impacts on public space); the developer is required contact the private utility companies to learn of their requirements.
 - Pre-duct for future hydro, telephone and cable utilities along all property frontages.

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

1. Complete an acoustical and thermal report and recommendations prepared by an appropriate registered professional, which demonstrates that the interior noise levels and noise mitigation standards comply with the City’s Official Community Plan and Noise Bylaw requirements. The standard required for air conditioning systems and their alternatives (e.g. ground source heat pumps, heat exchangers and acoustic ducting) is the ASHRAE 55-2004 “Thermal Environmental Conditions for Human Occupancy” standard and subsequent updates as they may occur. Maximum interior noise levels (decibels) within the dwelling units must achieve CMHC standards follows:

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

Prior to Development Permit* issuance, the following must be completed:

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 property taxes up to the current year, Development Cost Charges (City, Metro Vancouver and Translink), School Site Acquisition Charge, Address Assignment Fees, and the costs associated with the completion of the required servicing works and frontage improvements.

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.

Note: Should the applicant wish to begin site preparation work after third reading of the rezoning bylaw, but prior to final adoption of the rezoning bylaw and issuance of the Development Permit, the applicant will be required to obtain a Tree Permit and submit landscaping security (i.e. \$88,500 in total) to ensure the replacement planting will be provided.

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 energy efficiency, CPTED, sustainability, and 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



Richmond Official Community Plan Bylaw 7100
Amendment Bylaw 10155 (RZ 18-820669)
10140, 10160 & 10180 No. 1 Road and 4051 & 4068 Cavendish Drive

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

- 1. Richmond Official Community Plan Bylaw 7100, Schedule 2.4 (Steveston Area Plan), is amended by replacing the Steveston Area Land Use Map with "Schedule A attached to and forming part of Bylaw 10155".
2. This Bylaw may be cited as "Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 10155".

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

Horizontal lines for signature or date entry corresponding to the reading stages.

CITY OF RICHMOND APPROVED by E.L. APPROVED by Manager or Solicitor

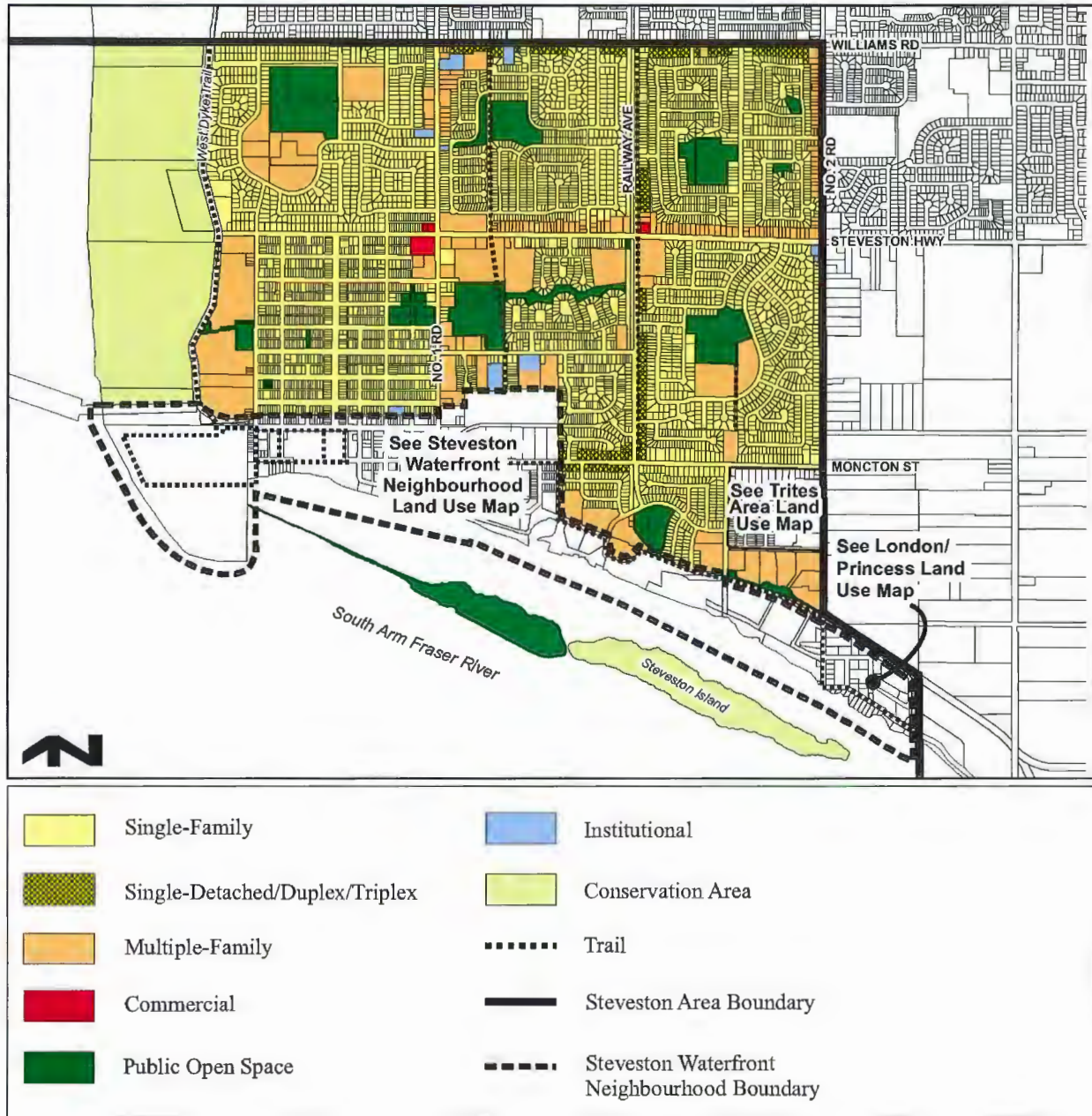
MAYOR

CORPORATE OFFICER

“Schedule A” attached to and forming part of Bylaw 10155

Schedule A

Steveston Area Land Use Map





**Richmond Zoning Bylaw 8500
Amendment Bylaw 10156 (RZ 18-820669)
10140, 10160 & 10180 No. 1 Road and 4051 & 4068 Cavendish Drive**

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

1. Richmond Zoning Bylaw 8500, as amended, is further amended by:
 - a. Inserting the following into the end of the table contained in Section 5.15.1c regarding affordable housing density bonusing provisions:

Zone	Sum Per Buildable Square Foot of Permitted Principal Building
"ZT88	\$8.50"

- b. Inserting as Section 17.88 thereof the following:

“ 17.88 Town Housing (ZT88) – No. 1 Road (Steveston) ”

17.88.1 Purpose

The zone provides for **town housing** and other compatible **uses**.

17.88.2 Permitted Uses

- **child care**
- **housing, town**

Secondary Uses

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

17.88.3 Permitted Density

1. The maximum **floor area ratio** (FAR) is 0.40, together with an additional 0.1 **floor area ratio** provided that it is entirely used to accommodate **amenity space**.
2. Notwithstanding Section 17.88.3.1, the reference to “0.4” is increased to a higher **density** of “0.60” if the **owner**, at the time **Council** adopts a zoning amendment bylaw to include the **owner’s lot** in the ZT88 **zone**, pays into the **affordable housing reserve** the sum specified in Section 5.15 of this bylaw.

3. Notwithstanding Section 17.88.3.1, the reference to "0.4" is increased to a higher **density** of "0.65", if the **owner**, at the time **Council** adopts a zoning amendment bylaw to include the **owner's lot** in the ZT88 zone, and provided that prior to the first occupancy of the **building** the **owner**:
 - a) provides in the **building** not less than 6 **affordable housing units** and the combined **habitable space** of the total number of **affordable housing units** comprises not less than 14% of total **floor area** that is **habitable space**; and
 - b) enters into a **housing agreement** with respect to the **affordable housing units** and registers the **housing agreement** against the title to the **lot**.

17.88.4 Permitted Lot Coverage

1. The maximum **lot coverage** is 40% for **buildings**.
2. No more than 65% of the **lot** may be occupied by **buildings, structures** and **non-porous surfaces**.
3. 25% of the **lot area** is restricted to **landscaping** with live plant material.

17.88.5 Yards & Setbacks

1. The minimum **road setback** is 4.5 m from No. 1 Road and from Cavendish Drive.
2. Notwithstanding Section 4.9 of this bylaw, no **building** projection including fireplaces and chimneys, **bay windows** and **hutches, balconies** and **porches**, shall be permitted in the minimum **road setback**.
3. The minimum **side yard** and **rear yard** is 3.0 m.

17.88.6 Permitted Heights

1. The maximum **height** for **buildings** is 12.0 m, but containing no more than 3 **storeys**.
2. The maximum **height** for **accessory buildings** is 5.0 m.
3. The maximum **height** for **accessory structures** is 9.0 m.

17.88.7 Subdivision Provisions/Minimum Lot Size

1. The minimum **lot width** on major **arterial roads** is 50.0 m.
2. The minimum **lot depth** is 35.0 m.
3. There is no minimum **lot area**.

17.88.8 Landscaping & Screening

- 1. **Landscaping** and **screening** shall be provided in accordance with the provisions of Section 6.0.

17.88.9 On-Site Parking and Loading

- 1. On-site **vehicle** and bicycle parking and loading shall be provided according to the standards set out in Section 7.0.

17.88.10 Other Regulations

- 1. In addition to the regulations listed above, the General Development Regulations of Section 4.0 and the Specific Use Regulations of Section 5.0 apply. "
- 2. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by designating that portion outlined in bold and shown as Area "A" on "Schedule A" attached to and forming part of this bylaw as "**TOWN HOUSING (ZT88) – No. 1 Road (Steveston)**".
- 3. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by designating that portion outlined in bold and shown as Area "B" on "Schedule A" attached to and forming part of this bylaw as "**SINGLE DETACHED (RS2/B)**".
- 4. This Bylaw may be cited as "**Richmond Zoning Bylaw 8500, Amendment Bylaw 10156**".

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

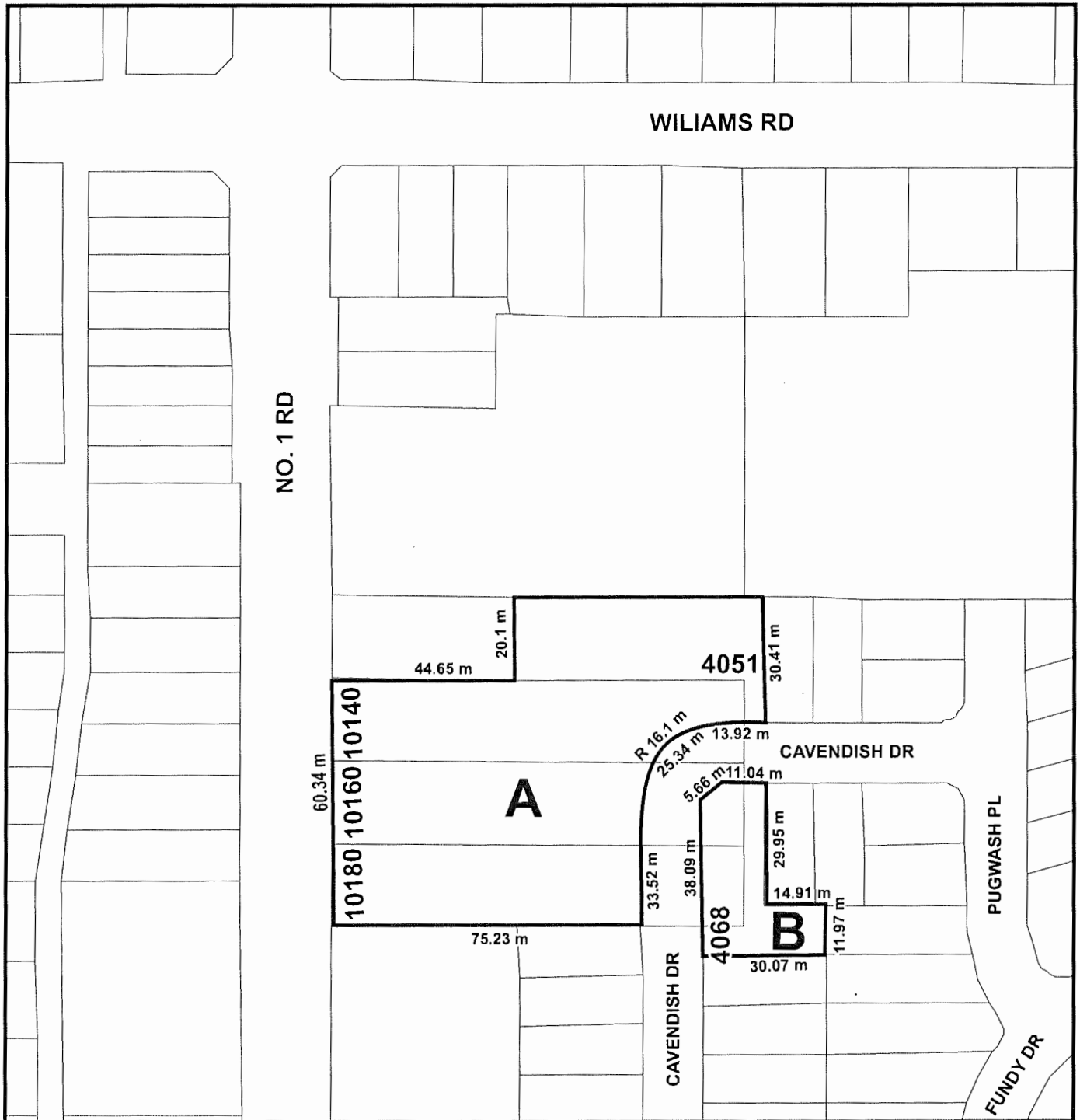


MAYOR

CORPORATE OFFICER



City of Richmond



“Richmond Zoning Bylaw 8500
Amendment Bylaw 10156”
“Schedule A”
PLN - 258

Original Date: 03/10/20

Revision Date:

Note: Dimensions are in METRES