



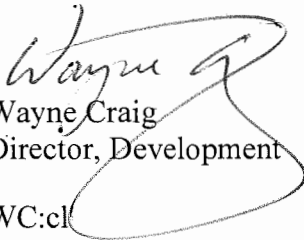
To: Planning Committee
From: Wayne Craig
Director, Development


Date: July 7, 2016
File: RZ 15-709884

Re: Application by 1037533 BC Ltd. for Rezoning at 8620 Railway Avenue from Single Detached (RS1/E) to Town Housing (ZT80) – Railway Avenue

Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9563, to create the “Town Housing (ZT80) – Railway Avenue” zone, and to rezone 8620 Railway Avenue from the “Single Detached (RS1/E)” zone to the “Town Housing (ZT80) – Railway Avenue” zone, be introduced and given first reading.


Wayne Craig
Director, Development
WC:cl
Att.

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

Staff Report

Origin

1037533 BC Ltd. has applied to the City of Richmond for permission to rezone 8620 Railway Avenue from the “Single Detached (RS1/E)” zone to a new site-specific zone entitled “Town Housing (ZT80) – Railway Avenue”, to permit the development of 17 townhouses including three (3) affordable housing units, with vehicle access from an existing lane off Railway Avenue (Attachment 1). The subject site currently contains an existing two-storey dwelling, which is proposed to be demolished at future development stage. A topographic survey of the subject site is included in Attachment 2.

Findings of Fact

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

Surrounding Development

Existing development immediately surrounding the subject site is as follows:

To the North, immediately across a City-owned pedestrian walkway, are two (2) vacant lots zoned “Single Detached (RS1/E)” that are owned by the Richmond Hospital Foundation (8540, 8560 Railway Avenue).

To the South, immediately across the existing east-west lane that daylight to Railway Avenue, are four (4) single-family dwellings on lots zoned “Compact Single Detached (RC1)” fronting onto Railway Avenue, with vehicle access to an existing north-south rear lane.

To the East are three (3) single-family dwellings on lots zoned “Single Detached (RS1/E)” and “Single Detached (RS1/B)”, which front Calder Road.

To the West, immediately across Railway Avenue, is the Railway Greenway and beyond that are single-family dwellings on lots zoned “Single Detached (RS1/E)”, which front Lancelot Drive.

Related Policies & Studies

Official Community Plan (OCP)

The 2041 OCP Land Use Map designation for the subject site is “Neighbourhood Residential”. This land use designation allows single detached dwellings, duplexes, and townhouses. This redevelopment proposal is consistent with this land use designation.

Arterial Road Policy

The subject site is currently undesignated on the Arterial Road Development Map in the OCP.

The Arterial Road Policy indicates that rezoning applications for townhouse development on arterial roads may be considered in areas not identified on the Arterial Road Development Map if

the site is within walking distance of a City Community Centre (i.e., 800 m or a 10-minute walk) or a City park/open space (i.e., 400 m or a 5-minute walk). The subject site is located within 800 m of the playing fields and pitch'n'putt adjacent to West Richmond Community Centre, and is located directly across from the Railway Greenway, which is part of the City's trails system.

The subject proposal also reflects the following Arterial Road Policy criteria for the siting of townhouse developments in areas not identified on the Arterial Road Development Map:

- That the proposal involve a land assembly with at least 50 m frontage on a major arterial road (such as Railway Avenue);
- Leave a residual site for future townhouse development with at least 50 m frontage on a major arterial road;
- Enable the provision of shared vehicle access to future townhouse development in the block by means of a statutory right-of-way or other arrangement suitable to the City; and,
- Ensure that vehicle access points to townhouse development is set back at least 50 m from a minor arterial road intersection.

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. In response to the placement of the rezoning sign on the property, Staff received a phone call from the Richmond Hospital Foundation, who own the two (2) properties to the north of the subject site (8540 and 8560 Railway Ave). The nature of their inquiry was whether there were any implications to the redevelopment potential of their properties if the townhouse proposal at the subject site proceeds. Staff provided information that a similar proposal could be considered on their two (2) properties by way of shared vehicle access through the subject site or through direct vehicle access to Railway Avenue (subject to City's Transportation Department approval).

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

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

Analysis

Density, Form, and Affordable Housing

The Arterial Road Policy specifies a typical density of 0.60 FAR (Floor Area Ratio) for townhouse developments on arterial roads, subject to the applicant providing a cash-in-lieu contribution to the City’s Affordable Housing Reserve Fund in the amount of \$2.00 per buildable square foot prior to rezoning.

For townhouse developments, the Arterial Road Policy provides for the consideration of additional density of up to 0.70 FAR in the following situations:

- where significant road dedication, or frontage improvements on two or more streets is required;
- on a land assembly with more than 100 m frontage;
- on a site that is in close proximity to a neighbourhood service center, park or other non-residential land use; or
- where additional community benefits are provided (e.g. significant tree protection etc.)

As part of the townhouse proposal at the subject site, the applicant proposes to build three (3) affordable housing units, comprising approximately 15% of the total building area, which are to be secured through a housing agreement registered on title prior to Development Permit issuance.

The three (3) affordable housing units are proposed within one (1) of the west buildings fronting Railway Avenue, and are centrally located on-site. Individual private outdoor spaces are provided for each unit in the form of a yard at-grade or a balcony.

Consistent with the OCP policies to provide for a variety of housing to meet the needs of families and an aging population, the affordable housing units that are proposed at the subject site include a mix of family-oriented and ground-oriented designs. The type and size of each unit is as follows:

Number of Units	Unit Type	Minimum Unit Area as per Affordable Housing Strategy	Proposed Unit Size
1	1 Bdrm + Den	50 m ² (535 ft ²)	58.45 m ² (629.1 ft ²)
2	3 Bdrm	91 m ² (980 ft ²)	116.59 m ² (1,255 ft ²)
Total: 3			Total: 291.62 m ² (3,139 ft ²) (approx. 15% of total floor area proposed)

Consistent with the Arterial Road Policy considerations for additional density, staff note that this is the first townhouse proposal in the City to include built affordable housing units, which exceed the requirements of the City’s Affordable Housing Strategy and which provide a significant community benefit. Therefore staff are supportive of an increase in density beyond the typical 0.60 FAR for this townhouse proposal, to account for the built affordable housing units.

On this basis, a new site-specific zone entitled “Town Housing (ZT80) – Railway Avenue” is proposed for this development with a maximum base density of 0.60 FAR together with an additional 0.12 FAR provided that prior to first occupancy of the building, the applicant includes the three (3) affordable housing units on-site, comprising approximately 15% of the total building area, which are to be secured by way of a housing agreement registered on title prior to Development Permit issuance.

The ZT80 zone also reflects the applicant’s proposal to:

- Allow a minimum 4.5 m front yard setback in favour of a minimum 6.0 m rear yard setback along the interface with existing single-family dwellings to the east; and,
- Allow a maximum lot coverage with buildings of 47%.

Site Planning, Access, and Parking

The development site is a large lot of 2,628 m² (28, 287 ft²) in area (after road dedication), located on the east side of Railway Avenue, between Francis Road and Colbeck Road, in the Blundell planning area.

The proposed site layout consists of two (2) three-storey buildings containing a total of 11 units fronting Railway Avenue to the west of a proposed north-south drive aisle that bisects the site; and two (2) triplex buildings to the east of the drive aisle, which are two-storeys in height. The siting of the triplexes enables a 6.0 m rear yard setback interface with existing single-family dwellings to the east and a larger centrally-located outdoor amenity space to be provided.

The primary pedestrian entries for the west buildings are proposed to be from Railway Avenue, while the pedestrian entries for the east buildings are proposed from the internal north-south drive aisle. Ground floor garages/carports are arranged along the internal drive aisle.

A single vehicle access point to the site is proposed via an existing 4.0 m wide east-west City-owned lane, which is required to be widened by an additional 2.0 m as part of this redevelopment proposal. The internal drive-aisle on the subject site, which extends north from the widened east-west lane, has the potential to provide shared access to future developments to the north by means of a Statutory Right-of-Way for public-right-of-passage, which must be registered on title prior to final adoption of the rezoning bylaw.

Consistent with the parking requirements in Richmond Zoning Bylaw 8500, a total of 31 resident vehicle parking spaces are proposed, of which 12 spaces 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.

Of the 31 resident vehicle parking spaces, one (1) standard sized vehicle parking space is proposed for each affordable housing unit, which are to be located in a carport located directly adjacent to the units, consistent with the zoning bylaw.

Consistent with the zoning bylaw, a total of five (5) visitor parking spaces are proposed on-site, one (1) of which is a handicapped visitor parking space. One (1) of the proposed visitor parking spaces is provided over and above the parking requirements in Richmond Zoning Bylaw 8500.

A total of 22 resident bicycle parking spaces (Class 1) are proposed, and a bicycle rack for four (4) visitor bicycle parking spaces (Class 2) is proposed adjacent to the pedestrian pathway between the west buildings.

Conceptual development plans are contained in Attachment 4.

Amenity Space

Consistent with the OCP and Council Policy 5041, the applicant will provide a contribution in the amount of \$17,000 (\$1,000/unit) prior to rezoning, in-lieu of providing on-site indoor amenity space.

Outdoor amenity space will be provided on-site, and is proposed to be centrally located on the east side of the subject site between the two (2) triplex buildings. Based on the preliminary design, size of the proposed outdoor amenity spaces complies with the OCP requirements of 6 m² per unit (102 m²). Staff will work with the applicant at the Development Permit application review stage to ensure that the configuration and design of the outdoor amenity space meets the design guidelines in the OCP.

Tree Retention and Replacement

The applicant has submitted a Certified Arborist's Report; which identifies on-site and off-site trees, assesses tree structure and condition, and provides recommendations on tree retention and removal relative to the proposed development. The Report assesses eight (8) bylaw-sized trees on the subject property, one (1) bylaw-sized tree on the neighbouring property to the east (8631 Calder Road), and three (3) street trees on City-owned property.

The City's Tree Preservation Coordinator has reviewed the Arborist's Report, conducted on-site visual tree assessment, and concurs with the report recommendations to:

- Remove eight (8) trees located on the subject site due to poor condition (tag # 588, 589, 590, 591, 592, 593, 594, 595). These trees are either 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. As a result, these trees are not good candidates for retention and should be removed and replaced.
- Retain Tree D located on the neighbouring property to the east. This tree will not be impacted by the proposed development.

Replacement trees are specified at a 2:1 ratio as per the OCP.

The City's Parks Department Arboriculture staff have reviewed the Arborist's Report as it relates to the trees in the boulevard along Railway Avenue on City-owned property, and have the following comments:

- Tree A is in good condition with no issues at this time. This tree must be retained and protected in accordance with the City's Tree Protection Information Bulletin TREE-03.

- Trees B and C are in poor condition. The Parks Department authorizes the removal of these trees.

Tree Protection

One (1) street tree on City-owned property and one (1) tree on the neighbouring property to the east are to be retained and protected (i.e., Trees A and D). The applicant has submitted a Tree Retention Plan showing the trees to be retained and the measures taken to protect them at development stage (Attachment 5). 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 report to the City for review.
- Submission to the City of a survival security in the amount of \$12,500 for the tree located in the boulevard on City-owned property labelled as Tree A. The survival security will not be released until construction and landscaping on-site and off-site is completed, a landscape inspection has been passed by City staff, and the Arborist's post-construction impact assessment report is received by the City. The City may retain a portion of the security for a one-year maintenance period from the date of the landscape inspection to ensure that the tree survives.
- Prior to demolition of the existing dwelling on the subject site, installation of tree protection fencing around Tree A to be retained (note: Tree D will not be impacted by the proposed development on the subject site). Tree protection fencing must be installed to City standards in accordance with the City's Tree Protection Information Bulletin Tree-03 prior to any works being conducted on-site, and must remain in place until construction and landscaping on-site is completed.

Tree Replacement

The applicant wishes to remove the eight (8) trees that are in poor condition from the subject site (tag # 588, 589, 590, 591, 592, 593, 594, 595). The 2:1 replacement ratio requires a total of 16 replacement trees. Replacement trees shall be a minimum size of 6 cm deciduous caliper or 3.5 m high conifer, as per the OCP. At the Development Permit application stage, the Landscape Plan will be reviewed to ensure that the required replacement trees are to be planted on-site and to ensure consistency with the design guidelines in the OCP. Prior to Development permit issuance, a Letter of Credit is also required to be submitted by the applicant, which must be based on 100% of the cost estimate for the works provided by the Landscape Architect (including hard and soft landscape costs, fencing, installation, and contingency).

For the removal of Trees B and C from the boulevard on City-owned property, the applicant is required to submit a cash-in-lieu contribution to the City's Tree Compensation Fund prior to

final adoption of the rezoning bylaw. The Parks Department has identified that the value of the required contribution is \$2,600.

Existing Legal Encumbrances

There is an existing 3.0 m wide statutory right-of-way for the sanitary sewer registered on title of the subject lot (located along the entire east property line of the subject site). Encroachment into the right-of-way is not permitted. The owner is aware of the charge on title and the proposed conceptual plans do not show any encroachment into the right-of-way.

Public Art

In response to the City's Public Art Program (Policy 8703), the applicant proposes a voluntary contribution to the City's Public Art Reserve Fund at a rate of \$0.77 per buildable square foot (not including the affordable housing units); for a total contribution in the amount of \$13,265.

Townhouse Energy Efficiency and Renewable Energy

The applicant has committed to achieving an EnerGuide Rating System (ERS) score of 82 and providing pre-ducting for solar hot water heating for the proposed development. Prior to rezoning bylaw adoption, the applicant must:

- a) retain a Certified Energy Advisor (CEA) to complete an evaluation report to confirm the details of the construction requirements needed to achieve EnerGuide 82 (based on the energy performance of the most marginal units); and
- b) register a restrictive covenant on title, specifying that all units are to be built and maintained according to the construction specifications identified in the CEA's evaluation report, and that all units are pre-ducted for solar hot water heating.

Site Servicing and Frontage Improvements

Prior to rezoning, the applicant must enter into a Servicing Agreement for the design and construction of servicing connections, upgrades, and frontage improvements as outlined in Attachment 6. Generally, the required improvements include: widening of the existing east-west lane along the south property line, boulevard improvements along Railway Avenue, and improvements to the existing east-west walkway along the north property line.

Rezoning Considerations

The list of Rezoning Considerations is included in Attachment 6, which has been agreed to by the applicant (signed concurrence on file).

Design Review and Future Development Permit Application Considerations

A Development Permit application is required for the subject proposal to ensure consistency with the design guidelines for townhouses contained in the OCP, and with the existing neighbourhood context.

Further refinements to site planning, landscaping, and architectural character will be made as part of the Development Permit application review process, including:

- Review of the proposed colour palette and exterior building materials to ensure consistency with the OCP design guidelines for townhouses.
- Opportunities to break up the repetitive unit design of the buildings fronting Railway Avenue.
- Conceptual illustration of the required improvements to the east-west walkway along the north property line (showing both the off-site concept as well as the concept within the statutory right-of-way that is to be granted on-site).
- Improvements to the Landscape Plan, including but not limited to: the required number of replacement trees, low-level landscaping/fencing along the north side yard, additional soft landscaping on-site including around the outdoor amenity space, and finalizing the design of the permeable paver banding treatment over the internal drive-aisle.
- Demonstrating that all of the relevant accessibility features are incorporated into the proposed Convertible Unit design, and that aging-in-place features can be incorporated into all units.
- Reviewing the applicant's design response to the principles of Crime Prevention Through Environmental Design (CPTED).

Additional items may be identified as part of the Development Permit application review process. The Development Permit application must be processed to a satisfactory level prior to rezoning approval.

Financial Impact

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

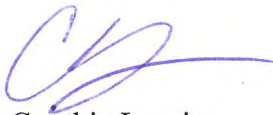
Conclusion

This redevelopment proposal is to rezone 8620 Railway Avenue from the "Single Detached (RS1/E)" zone to a new site-specific zone entitled "Town Housing (ZT80) – Railway Avenue" zone, to permit the development of 17 townhouses.

The proposal is consistent with the land use designation contained within the OCP and with siting criteria for townhouses not already identified on the Arterial Road Development Map. The conceptual development plans attached are generally consistent with the Development Permit guidelines for townhouses contained in the OCP. Further design review and analysis will be undertaken as part of the Development Permit application.

Staff note that this townhouse development proposal is the first of its kind in the City to include three (3) affordable housing units on-site, which are to be secured through a housing agreement registered on title prior to Development Permit issuance.

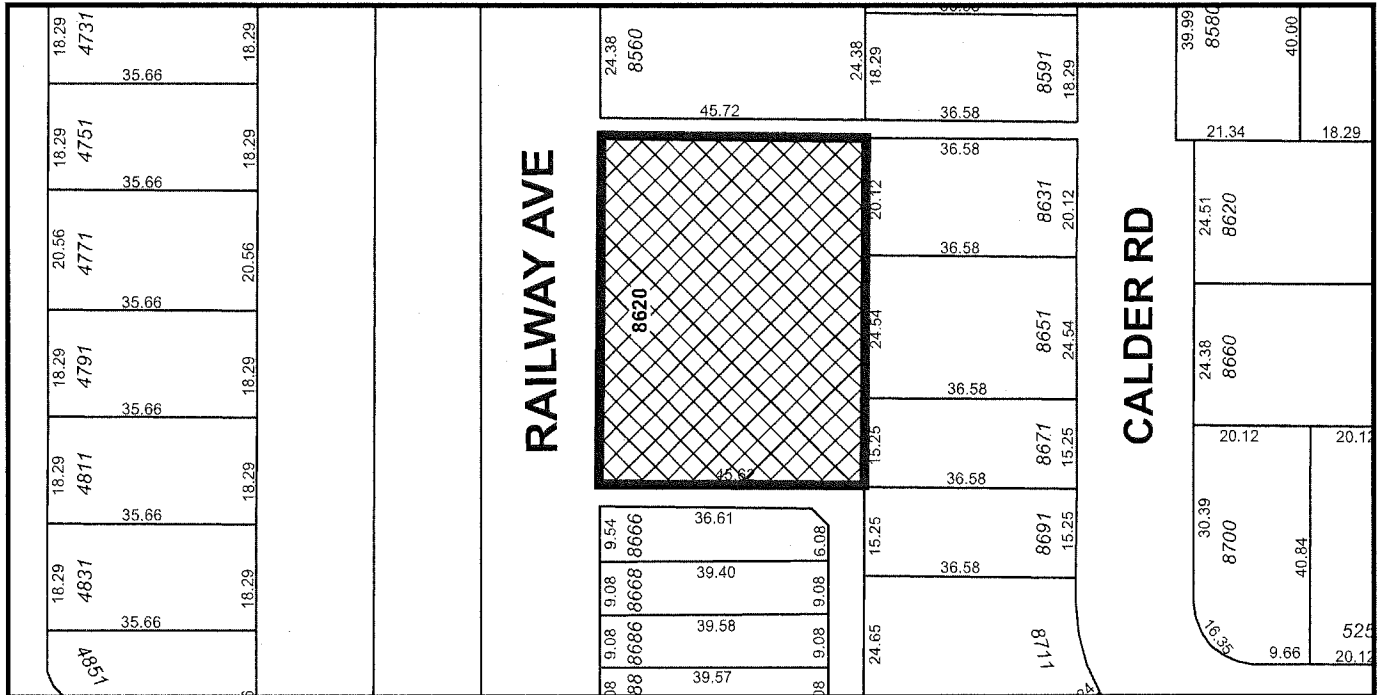
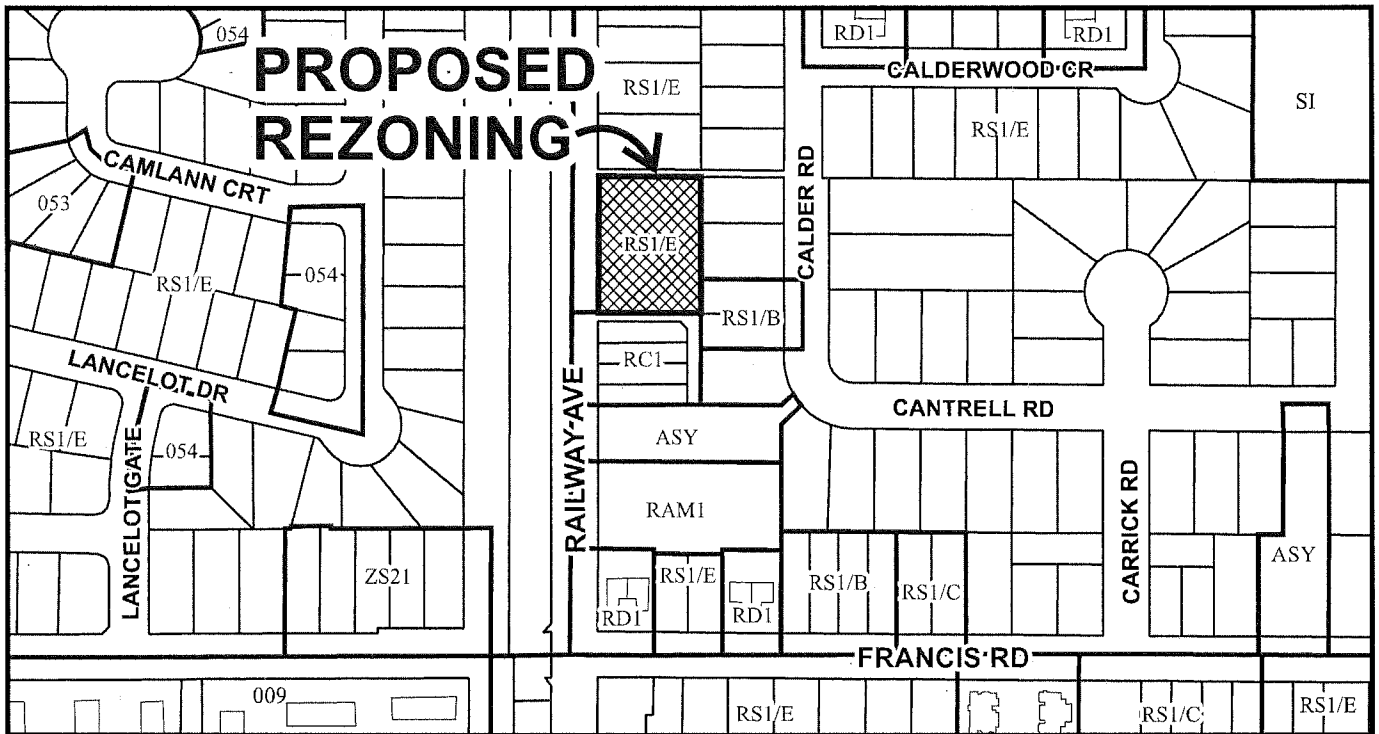
It is recommended that Richmond Zoning Bylaw 8500, Amendment Bylaw 9563 be introduced and given first reading.




Cynthia Lussier
Planner 1

CL:rg

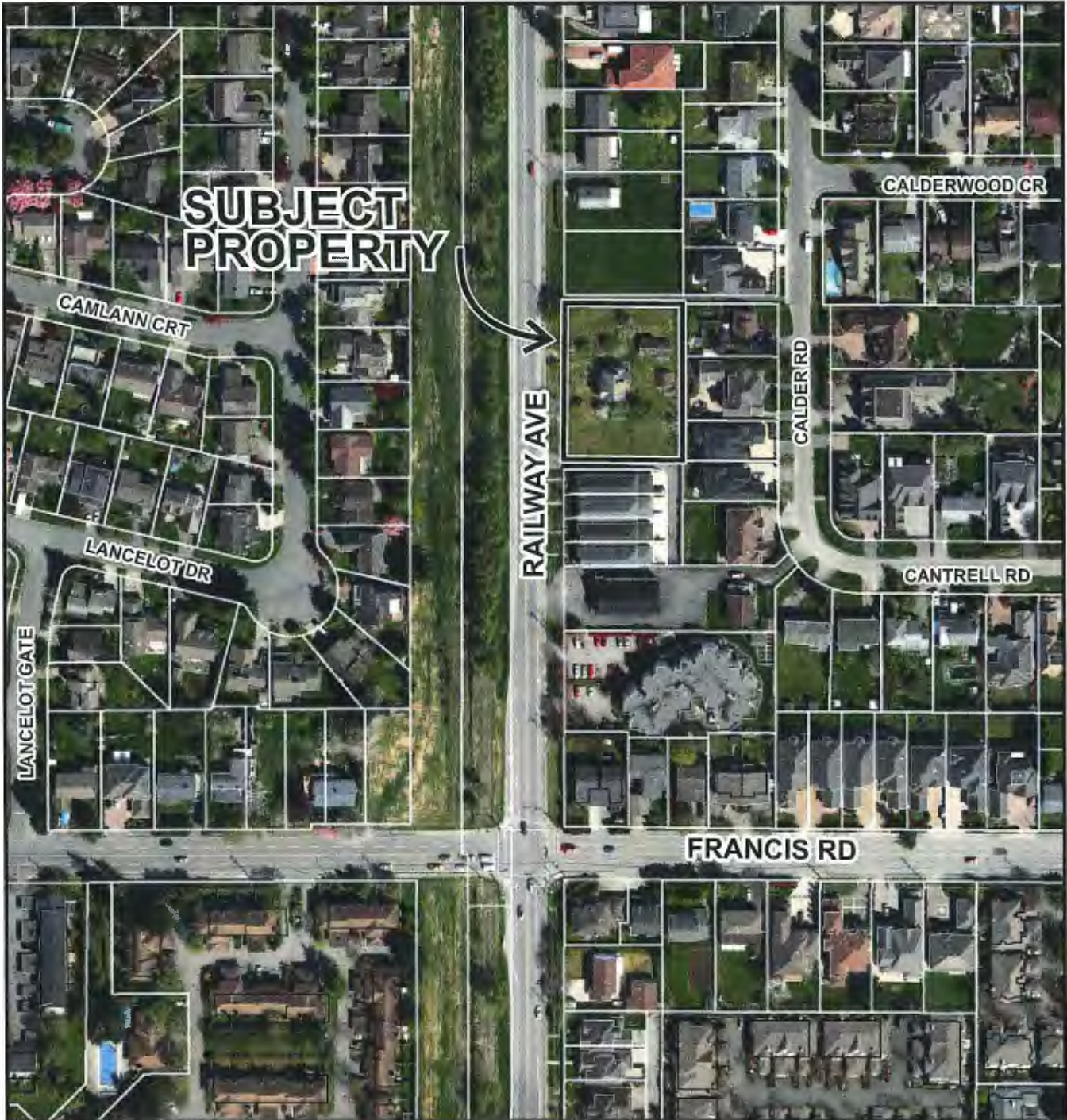
- Attachment 1: Location Map/Aerial Photo
- Attachment 2: Site Survey
- Attachment 3: Development Application Data Sheet
- Attachment 4: Conceptual Development Plans
- Attachment 5: Proposed Tree Management Drawing
- Attachment 6: Rezoning Considerations



	<h1>RZ 15-709884</h1>	<p>Original Date: 09/21/15</p> <p>Revision Date:</p> <p>Note: Dimensions are in METRES</p>
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City of
Richmond



RZ 15-709884

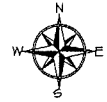
Original Date: 09/21/15

Revision Date:

Note: Dimensions are in METRES

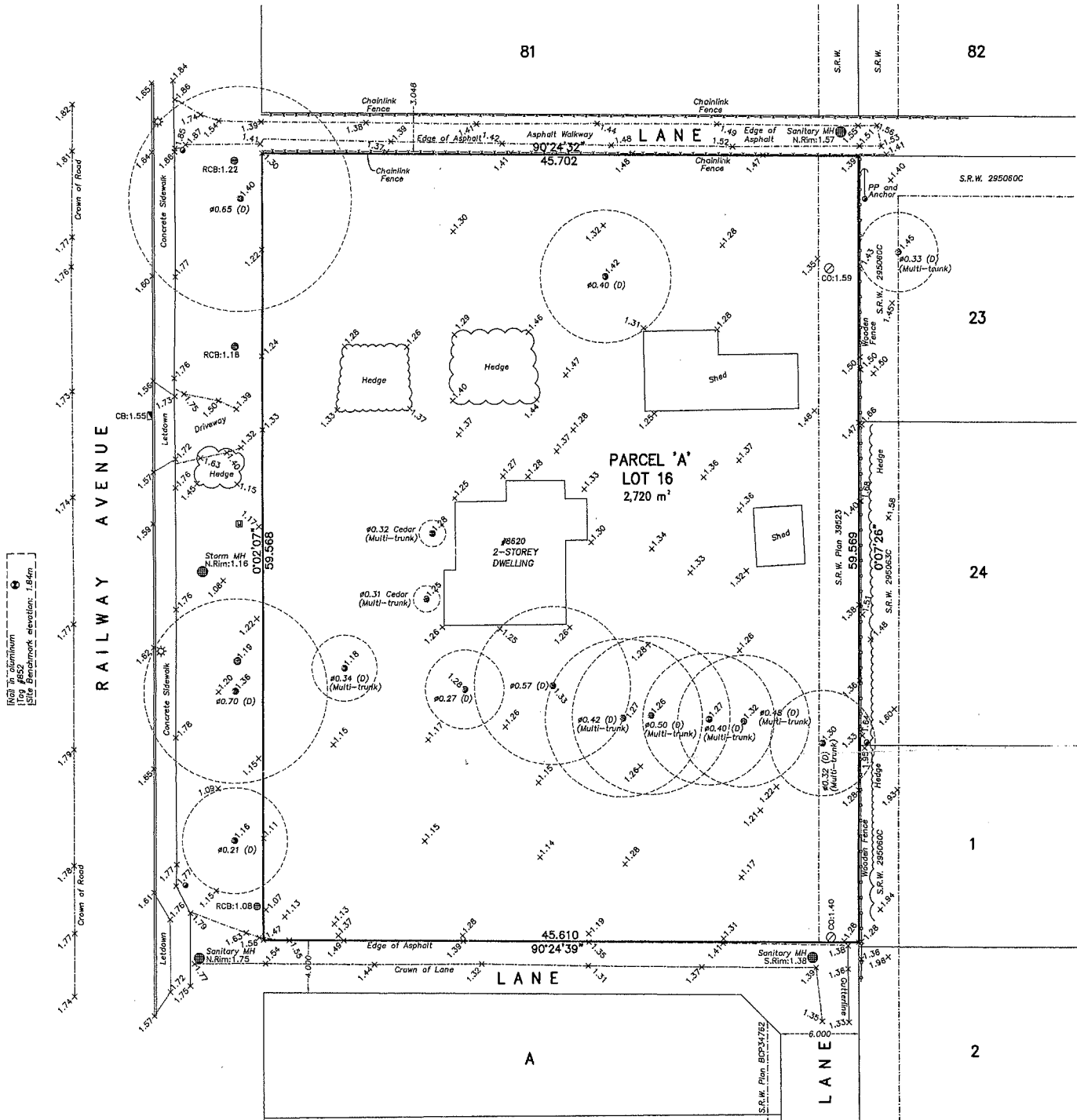
TOPOGRAPHIC SURVEY OF PARCEL 'A' (RD40234E) LOT 16
SECTION 24 BLOCK 4 NORTH RANGE 7 WEST
NEW WESTMINSTER DISTRICT PLAN 3285

#8620 RAILWAY AVENUE,
RICHMOND, B.C.
P.I.D. 003-552-357



SCALE: 1:200

0 5 10 15
ALL DISTANCES ARE IN METRES AND DECIMALS
THEREOF UNLESS OTHERWISE INDICATED



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Website: www.jctam.com
Job No. 5986
FB-277 P115-118
Drawn By: IO
DWG No. 5986-Topo

- LEGEND:**
- (D) denotes deciduous
 - denotes catch basin
 - denotes round catch basin
 - ⊗ denotes water meter
 - ⊙ denotes manhole
 - ⊘ denotes cleanout
 - ⊛ denotes lamp standard
 - ⊚ denotes power post

NOTE:
Elevations shown are based on City of
Richmond HPN Benchmark network.
Benchmark: HPN #234
Control Monument 77H4891
Elevation: 1.125m
Benchmark: HPN #235
Control Monument 77H4885
Elevation: 1.103m

PLN - 100

NOTE:
Use site Benchmark Tag #852 for
construction elevation control.

CERTIFIED CORRECT:
LOT DIMENSION ACCORDING TO
FIELD SURVEY.

Johnson C. Tam
JOHNSON C. TAM, B.C.L.S.
APRIL 21st, 2015.



RZ 15-709884

Attachment 3

Address: 8620 Railway Avenue

Applicant: 1037533 BC Ltd.

Planning Area(s): Blundell

	Existing	Proposed
Owner:	1037533 BC Ltd.	No change
Site Size (m²):	2,720 m ² (29,274 ft ²)	2,628 m ² (28,287 ft ²) (after 2.0 m road dedication along south property line)
Land Uses:	Single-detached dwelling	17 townhouse units
OCP Designation:	Neighbourhood Residential	No change
Zoning:	Single Detached (RS1/E)	Town Housing (ZT80) – Railway Avenue
Number of Units:	1	17
Other Designations:	The Arterial Road Policy provides siting criteria for townhouses along arterial roads.	Consistent with the Arterial Road Policy.

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.72	0.72	none permitted
Lot Coverage – Buildings:	Max. 47%	46%	none
Lot Coverage – Buildings, Structures, and Non-Porous Surfaces:	Max. 65%	64.3%	none
Lot Coverage – Live Plant Material:	Min. 25%	27.4 %	none
Lot Size (min. dimensions):	N/A	N/A	none
Lot Width (min. dimension):	50 m	59.57 m (before 2.0 m road dedication) 57.57 m (after 2.0 m road dedication)	none
Lot Depth (min. dimension):	35 m	45.66 m (average)	none
Setback – Front Yard (m):	Min. 4.5 m	5.34 m	none
Setback – Rear Yard (m):	Min. 3.0 m	6.06 m	none
Setback – Side Yard (m):	Min. 3.0 m	North - 3.19 m	none
		South - 3.07 m	
Height (m):	12 m	11.93 m	none

On Future Subdivided Lots	Bylaw Requirement		Proposed		Variance
On-Site Vehicle Parking Spaces – Regular (R):	Market housing	2 (R)/unit	Market housing	28 spaces (2 R x 14)	none
	Affordable housing	1 (R)/unit	Affordable housing	3 spaces (1 R x 3)	
On-Site Vehicle Parking Spaces – Regular (V):	0.2 (V) per unit = 4 spaces		5 spaces		none
On-Site Vehicle Parking Spaces – Total:			36 spaces		none
On-Site Vehicle Parking Spaces – Handicapped:	0.02 of required visitor spaces (4) = 1 space		1 space		none
Tandem Parking Spaces:	Permitted (max 50%) = 14 spaces		12 spaces		none
Small Car Parking Spaces:	Permitted (max 50%) = 15 spaces		8 spaces		none
Amenity Space – Indoor:	Min. 50 m ² or Cash-in-lieu		Cash-in-lieu		none
Amenity Space – Outdoor:	Min. 6 m ² per unit (102 m ²)		107 m ² (1,152 ft ²)		none

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

REZONING FOR PROPOSED TOWNHOUSE AT 8620 RAILWAY AVENUE, RICHMOND, BC

DEVELOPMENT DATA

(A) DMC ADDRESS: 8620 RAILWAY AVENUE, RICHMOND, BC
 (B) LEGAL DESCRIPTION: LOT 16, SECTION 24, BLOCK 4 NORTH RANGE 7 WEST, MWD PLAN 3285
 2,720 SQ. METERS (25,274 SQ. FT.) BEFORE 2M ROAD DEDICATION
 APPROX. 2,628 SQ. METERS (28,275 SQ. FT.) AFTER 2M ROAD DEDICATION
 CURRENT: R51/E
 (D) ZONING USE: CURRENT: R51/E

CURRENT ZONING (UNDER R51 ZONING)	PROPOSED ZONING (Z1B1-HIGHWAY AVENUE)
0.55 TO 45.45 SM 0.3 TO REST OF SITE AREA	1,892.5M (20,367 SF) GROSS FLOOR AREA 0.72 (AFTER ROAD DEDICATION)
1 PER LOT	17 UNITS INCLUDE [3] RESIDENTIAL UNITS: 2 TYPE A3 (1255SF) & 1 TYPE A4 UNIT (6235SF) TOTAL FLOOR AREA 31385F (15%) - SEE DWG A5]

(E) FLOOR AREA RATIO: 0.72
 TOTAL GROSS FLOOR AREA: 1,892.16 SM
 (20,367 SF)

(F) BUILDING COVERAGE: MAX - 45%
 FOR BUILDING - MAX 40%
 FOR NON-POROUS AREA - MAX 65%
 FOR LIVE PLANT - MIN. 25%

(G) BUILDING HEIGHT: MAX MAIN BUILDING HEIGHT - 12M
 FRONTYARD FACING RAILWAY - 4.5M
 NORTH AND SOUTH SIDEYARD - 3M
 REAR YARD - 6M

(H) SETBACK: 6.0 SM (64.53 SF) PER UNIT
 6SM X17 = 102 SM (1,098 SF)

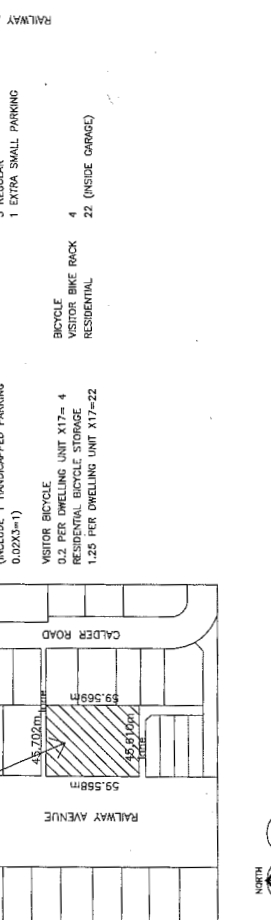
(I) OUTDOOR AMENITY: 2 PER DWELLING UNIT
 MAX TANDEN ARRANGEMENT = 14 (28X50X)
 1 PER RENTAL AFFORDABLE X3 = 3

(J) PARKING: 0.2 VISITOR PARKING / UNIT X17 = 3
 (INCLUDE 1 HANDICAPPED PARKING 0.02X3=1)
 VISITOR BICYCLE: 0.2 PER DWELLING UNIT X17 = 4
 RESIDENTIAL BICYCLE STORAGE: 1.25 PER DWELLING UNIT X17 = 22

(K) BUILDING HEIGHT: 13,018 SQ. FT. / 28,287 SQ. FT. = 46.0% (VARIANCE REQUIRED)
 TOTAL NON-POROUS AREA: 10803 SQ. FT. / 28,287 SQ. FT. = 64.3%
 PERMISSIBLE PARKING: 2339 SQ. FT. / 28,287 SQ. FT. = 8.3%

(L) BUILDING HEIGHT: 13,018 SQ. FT. / 28,287 SQ. FT. = 46.0% (VARIANCE REQUIRED)
 TOTAL NON-POROUS AREA: 10803 SQ. FT. / 28,287 SQ. FT. = 64.3%
 PERMISSIBLE PARKING: 2339 SQ. FT. / 28,287 SQ. FT. = 8.3%

(M) BUILDING HEIGHT: 13,018 SQ. FT. / 28,287 SQ. FT. = 46.0% (VARIANCE REQUIRED)
 TOTAL NON-POROUS AREA: 10803 SQ. FT. / 28,287 SQ. FT. = 64.3%
 PERMISSIBLE PARKING: 2339 SQ. FT. / 28,287 SQ. FT. = 8.3%



ERIC LAW ARCHITECT
 1100 WEST 10TH AVENUE, SUITE 100
 VANCOUVER, BC V6H 2E6
 TEL: (604) 278-2889
 FAX: (604) 278-2899
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PROJECT NO. 2018-001
 DATE: 07/2018
 DRAWN BY: EL
 CHECKED BY: EL
 FILE NAME: 18-11-EL-1007-42.DWG

**PRELIMINARY
NOT FOR CONSTRUCTION**

**PROPOSED TOWNHOUSE AT
8620 RAILWAY AVENUE
RICHMOND BC**

DEVELOPMENT SUMMARY

PROJECT NUMBER: 19
 DRAWN BY: EL
 CHECKED BY: EL
 FILE NAME: 18-11-EL-1007-42.DWG

A1

REZONING

RZ 15-709884

ERIC LAW ARCHITECT

222 WEST 10TH AVENUE, SUITE 200
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 TEL: 604-681-2222
 FAX: 604-681-2223
 WWW.ERICLAWARCHITECT.COM

PROJECT NO. 15-709884-01
 SHEET NO. PLN-105

- 1. PREPARED FOR: MERRILL PATRICKSON
- 2. PREPARED AS: PRELIMINARY PLAN
- 3. PREPARED FOR USE: REFERENCE ONLY

PRELIMINARY
 NOT FOR CONSTRUCTION

- 1. DRAWING PREPARED BY: ERIC LAW
- 2. CHECKED BY: JENNIFER H. CHAMBERS
- 3. DATE: 07/20/15

PROPOSED TOWNHOUSE AT
 8620 RAILWAY AVENUE
 RICHMOND BC

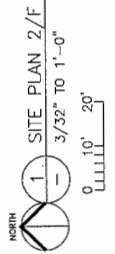
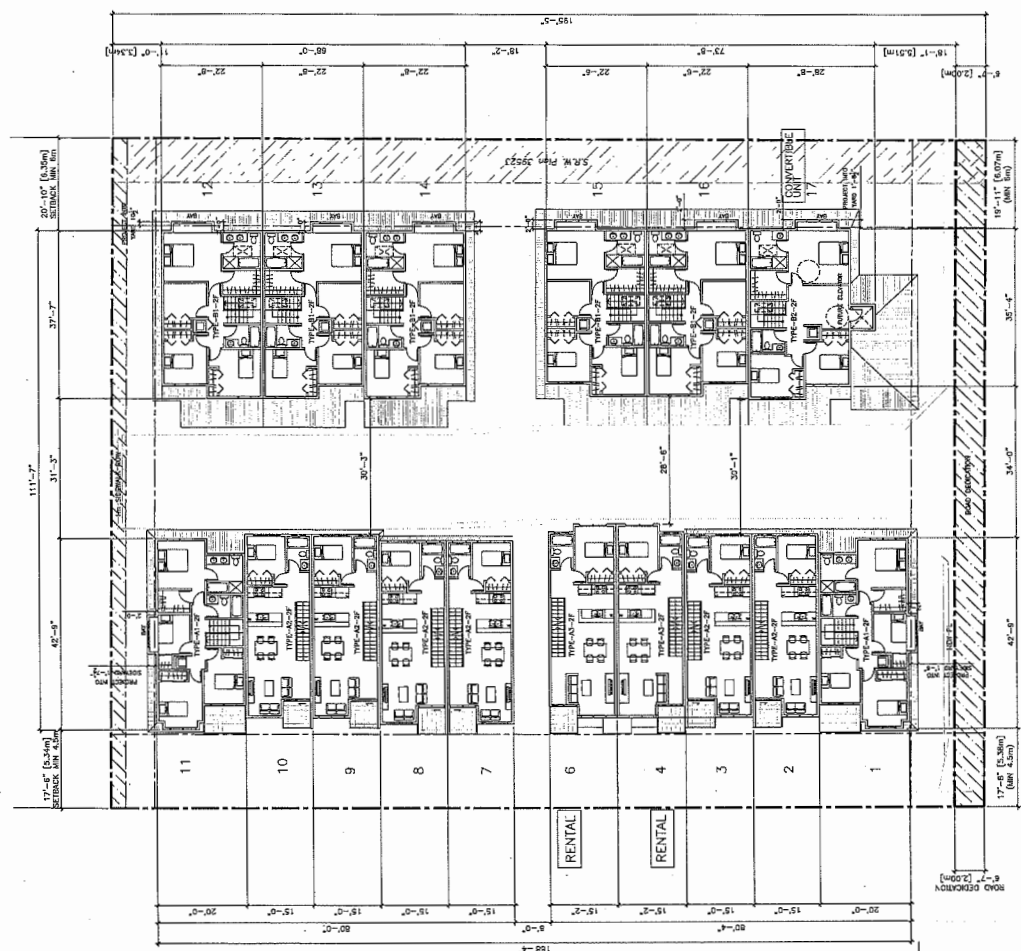
SITE PLAN 2/F

PROJECT NUMBER: 15-709884-01
 DRAWN BY: EL/7/20/15
 CHECKED BY: JH
 FILENAME: 15-709884-01-02-2015

A3

REZONING

RZ 15-709884



ERIC LAW ARCHITECT
 1150 WEST 10TH AVENUE, SUITE 100
 VANCOUVER, BC V6H 2E6
 TEL: (604) 681-2222
 FAX: (604) 681-2221
 www.ericlaw.com
 PROJECT NO. 15-13-0100-02-0005
 DRAWING NO. 15-13-0100-02-0005-010

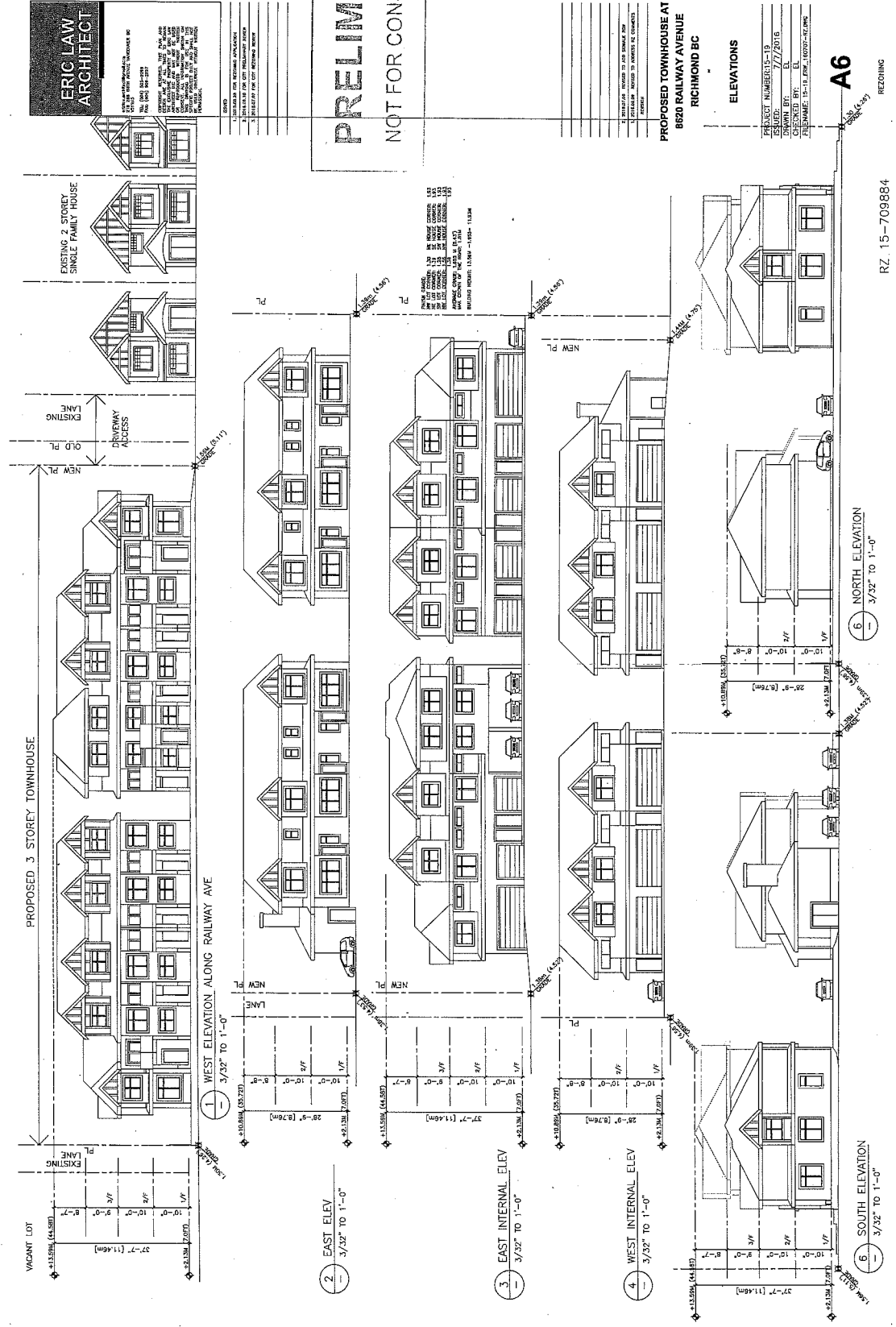
- 1. EXISTING
- 2. PROPOSED
- 3. EXISTING AND PROPOSED
- 4. EXISTING AND PROPOSED
- 5. EXISTING AND PROPOSED

PRELIMINARY
 NOT FOR CONSTRUCTION

PROPOSED TOWNHOUSE AT
8620 RAILWAY AVENUE
 RICHMOND BC

ELEVATIONS
 PROJECT NUMBER: 15-13-0100-02-0005
 DRAWN BY: J. L. LAW
 CHECKED BY: E. L.
 FILE NAME: 15-13-0100-02-0005-010.dwg

A6
 REZONING



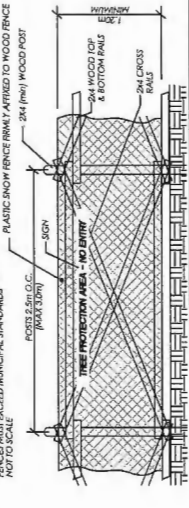
RZ. 15-709884

TREE INVENTORY AND ASSESSMENT LIST:

ID	Tree ID	Tree Type	Canopy	Observations	Action
589	49	Apple	U	This tree has multiple stem attachment at a scaffold union with weak attachments and included bark. It has a history pruning (topping and heading cuts) with decay visible at the pruning sites. Its crown is dying back indicating very poor health condition. This tree is directly conflicting with the proposed construction and due to its very poor condition, small size and low value, revisions to the design are not warranted to accommodate its retention.	Remove
590	19 23 218	Hazelnut	U	This tree has multiple stem attachment at a scaffold union with weak attachments and included bark. It has a history pruning (topping and heading cuts) with decay visible at the pruning sites. This tree is directly conflicting with the proposed construction and due to its very poor condition, small size and low value, revisions to the design are not warranted to accommodate its retention.	Remove
591	19 23 20 21	Hazelnut	U	This tree has multiple stem attachment at a scaffold union with weak attachments and included bark. It has a history pruning (topping and heading cuts) with decay visible at the pruning sites. This tree is directly conflicting with the proposed construction and due to its very poor condition, small size and low value, revisions to the design are not warranted to accommodate its retention.	Remove
592	20 22	Hazelnut	U	This tree has multiple stem attachment at a scaffold union with weak attachments and included bark. It has a history pruning (topping and heading cuts) with decay visible at the pruning sites. This tree is directly conflicting with the proposed construction and due to its very poor condition, small size and low value, revisions to the design are not warranted to accommodate its retention.	Remove
593	20 21	Hazelnut	U	This tree is well dead with trivalent stem balm. This tree is directly conflicting with the proposed construction and due to its very poor condition, small size and low value, revisions to the design are not warranted to accommodate its retention.	Remove
594	33	Pum	U	This multi-stemmed tree has a history of pruning (topping and heading cuts) with signs of decay at the pruning sites. One of the co-dominant stems was previously removed and a column of decay has developed at the site of injury. The remaining 3 stems are weakly attached with included bark. This tree is directly conflicting with the proposed construction and due to its very poor condition, small size and low value, revisions to the design are not warranted to accommodate its retention.	Remove
595	44	Cherry	U	This tree has multiple stem attachment at a scaffold union with weak attachments and included bark. It has a history pruning (topping and heading cuts) with decay visible at the pruning sites. Its crown is dying back indicating very poor health condition. This tree is directly conflicting with the proposed construction and due to its very poor condition, small size and low value, revisions to the design are not warranted to accommodate its retention.	Retrive
A	53	Horse chestnut	S	This city-owned tree is in good condition, with a minor structural defect related to an inherent weakness in the union of the main stems at 1.5m high. It has a history of power line clearance pruning but the pruning wounds are small and appear to be well compartmentalized.	Protect
B	69	Cherry	U	This tree is located on city property, it is bifurcated and has a history of pruning (topping and heading) with signs of decay at the pruning sites. It is infected by canker over more than half of its trunk area. Referred to Parks Department for further action.	Remove (Approved by Parks Dept May 4, 2014)
C	24	Apple	U	This tree has multiple stems originating at one location. These stems are weakly attached with included bark. It has a history pruning (topping and heading cuts) with signs of decay (i.e. cavities and frost) at the pruning sites. Referred to Parks Department for further action.	Remove (Approved by Parks Dept May 4, 2014)
D	25 30 20	Pum	M	This neighbouring tree has a history of pruning (topping and heading cuts) for power line clearance. It is located adjacent to the subject property and no protection measures are required within this site.	None

TREE PROTECTION GUIDELINES:

- TREE PROTECTION ZONE BARRIERS:**
The Tree Protection Zone (TPZ) is established as a buffer zone around the tree to ensure compliance with applicable codes and standards. The TPZ shall be established in accordance with the following guidelines, and may be modified to provide additional protection measures as deemed appropriate by the City Engineer, and may be subject to change based on site-specific conditions. The TPZ shall be established in accordance with the following guidelines, and may be modified to provide additional protection measures as deemed appropriate by the City Engineer, and may be subject to change based on site-specific conditions.
- TREE PROTECTION ZONE BARRIERS:**
The TPZ shall be established in accordance with the following guidelines, and may be modified to provide additional protection measures as deemed appropriate by the City Engineer, and may be subject to change based on site-specific conditions.
- TPZ BARRIERS:**
The TPZ shall be established in accordance with the following guidelines, and may be modified to provide additional protection measures as deemed appropriate by the City Engineer, and may be subject to change based on site-specific conditions.
- TREE PROTECTION AND LAND CLEARING OPERATIONS:**
The TPZ shall be established in accordance with the following guidelines, and may be modified to provide additional protection measures as deemed appropriate by the City Engineer, and may be subject to change based on site-specific conditions.
- TREE PROTECTION GUIDELINES:**
The TPZ shall be established in accordance with the following guidelines, and may be modified to provide additional protection measures as deemed appropriate by the City Engineer, and may be subject to change based on site-specific conditions.
- LANDSCAPING:**
The TPZ shall be established in accordance with the following guidelines, and may be modified to provide additional protection measures as deemed appropriate by the City Engineer, and may be subject to change based on site-specific conditions.



SEE SHEET 2 FOR DRAWING DETAILS

ARBORTECH CONSULTING

SUITE 145 - 12051 HORSeshoe WAY, RICHMOND, BC V7A 4V4
P: 604-273-3484

TREE MANAGEMENT DRAWING

PROJECT: PROPOSED TOWNHOUSE DEVELOPMENT
ADDRESS: 8620 RAILWAY AVE RICHMOND BC
CLIENT: AJIT THALIWAL
ACL FILE: 15232

SHEET: 1 OF 2

REV #	DATE	COMMENTS
1	JUL 7, 2014	TPZS APPROVAL TO REMOVE TREES B AND C
0	JUL 10, 2013	INITIAL SUBMISSION



Address: 8620 Railway Avenue

File No.: RZ 15-709884

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9563, the applicant is required to complete the following:

1. 2.0 m lane dedication along the entire south property line for widening of the existing east-west lane.
2. City acceptance of the developer's offer to voluntarily contribute \$2,600 to the City's Tree Compensation Fund for the planting of replacement trees within the City.
3. Submission of a Contract entered into between the applicant and a Certified Arborist for supervision of any on-site works conducted within the tree protection zone of the trees to be retained. The Contract should include the scope of work to be undertaken, including: the proposed number of site monitoring inspections (at specified stages of construction), and a provision for the Arborist to submit a post-construction impact assessment report to the City for review.
4. Submission of a Tree Survival Security to the City in the amount of \$12,500 for Tree A to be retained. The Survival Security will not be released until construction and landscaping on-site and off-site is completed, a landscape inspection has been passed by City staff, and the Arborist's post-construction impact assessment report is received by the City. The City may retain a portion of the security for a one-year maintenance period from the date of the landscape inspection to ensure that the tree survives.
5. City acceptance of the developer's offer to voluntarily contribute \$0.77 per buildable square foot (e.g. \$13,265.56) to the City's Public Art Reserve Fund.
6. City acceptance of the applicant's voluntary contribution in the amount of \$17,000 (\$1,000/unit) in-lieu of providing on-site indoor amenity space.
7. The granting of a Statutory Right-of-Way (SRW) for public-right-of-passage along the north property line (of varying width, no greater than 1.0 m in width), to accommodate a grass strip south of the east-west walkway on City-owned property leading from Railway Avenue to Calder Road. The exact width of the SRW is to be determined in consultation with the Parks Department through the Development Permit and Servicing Agreement design review processes. The improvements to the walkway on City-owned property are to be constructed by the developer, and maintained by the City. The grass strip within the SRW is to be constructed and maintained by the developer.
8. The granting of a Statutory Right-of-Way (SRW) for public-right-of-passage over the entire north-south internal drive aisle to provide legal means of public/vehicular access to future developments located north of the subject site. (The drive aisle is to be constructed and maintained by the developer).
9. Registration of a flood indemnity covenant on title.
10. Registration of a legal agreement on title prohibiting the conversion of the tandem parking area into habitable space.
11. Registration of a legal agreement on title identifying that the proposed development must be designed and constructed to meet or exceed EnerGuide 82 criteria for energy efficiency and that all dwellings are pre-ducted for solar hot water heating.
12. The submission and processing of a Development Permit* completed to a level deemed acceptable by the Director of Development.
13. Enter into a Servicing Agreement* for the design and construction of servicing connections/upgrades and frontage improvements. Works include, but may not be limited to the following:

Water Works

- Using the OCP Model, there is 272.0 L/s of water available at a 20 psi residual at the Railway Ave frontage. Based on your proposed development, your site requires a minimum fire flow of 220.0 L/s. At Building Permit stage, the developer is required to submit fire flow calculations signed and sealed by a professional

engineer based on the Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) to confirm that there is adequate available flow for onsite fire protection.

- At the developer's cost, the City is to:
 - Cut and cap the existing water service connection on Railway Avenue.
 - Install a new water connection complete with meter and meter box along the Railway Avenue frontage.

Storm Sewer Works

- The developer is required to upgrade approximately 60 m of existing 375 mm diameter storm sewer to 600 mm diameter storm sewer along the Railway Avenue frontage.
- At the developer's cost, the City is to cut and cap the existing storm service connections fronting Railway Avenue, and install a new 450 mm diameter Type II Inspection Chamber complete with 100 mm diameter connections.

Sanitary Sewer Works

- At the developer's cost, the City is to:
 - Cut and cap the existing sanitary service connections and remove the existing Inspection Chamber along the east property line.
 - Install a new sanitary service connection and inspection chamber within the existing Statutory Right-of-Way on the property.

Frontage Improvements

- Widening and upgrading of the existing lane along the entire south property line to include widened asphalt (for a total of 5.3 m wide), rollover curb and lighting. Hydro pole relocation may be required at lane entrance.
- Widening and upgrading of the existing east-west walkway along the entire north property line to provide a 3.0 m wide asphalt surface and a grass strip of varying width (maximum 1.0 m wide). The exact width of the grass strip is to be determined in consultation with the Parks Department through the Development Permit and Servicing Agreement design review processes.
- Removal of the existing sidewalk next to the curb along Railway Avenue and backfilling of the area to provide a minimum 1.5 m wide treed/grassed boulevard (width of the boulevard is exclusive of the 0.15 m wide top of curb).
- Construction of a new 1.5 m wide concrete sidewalk behind the new boulevard and immediately along the west property line of the subject site. The new sidewalk is to connect to the existing sidewalk south of the subject site, and to the existing sidewalk south of Tree A at the north end of the Railway Avenue frontage.
- The existing driveway providing access to the subject site from Railway Avenue is to be closed permanently, and the boulevard constructed with barrier curb/gutter, treed/grass boulevard, and sidewalk as per the City's current standards.
- The developer is to coordinate with BC Hydro, Telus and other private communication service providers:
 - To underground the service lines for the proposed development.
 - When relocating/modifying any of the existing power poles and/or guy wires within the property frontages.
 - To determine if above ground structures are required and coordinate their locations (e.g. Vista, PMT, LPT, Shaw cabinets, Telus Kiosks, etc).

General Items

- 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.

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

- Complete a proposed townhouse energy efficiency report and recommendations prepared by a Certified Energy Advisor which demonstrates how the proposed construction will meet or exceed the required townhouse energy efficiency standards (EnerGuide 82 or higher), in compliance with the City’s Official Community Plan.

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

- Registration of the City’s standard Housing Agreement to secure three (3) affordable housing units, the combined habitable floor area of which shall comprise approximately 15% of the subject development’s total residential building area. 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**
1 Bdrm + Den	1	50 m ² (535 ft ²)	\$950	\$38,000 or less
3 Bdrm	2	90 m ² (980 ft ²)	\$1,437	\$57,500 or less

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

Prior to removal of Trees B and C in the boulevard along Railway Avenue on City-owned property, the applicant must:

- Contact the Parks Department four (4) business days prior to proposed removal of these trees to enable proper signage to be posted.

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

- Incorporation of accessibility measures in Building Permit (BP) plans as determined via the Rezoning and/or Development Permit processes.
- Incorporation of three (3) affordable housing units, the combined habitable floor area of which shall comprise approximately 15% of the subject development’s total residential building area, and which are to comply with all of the terms of the Housing Agreement that is required to be registered on title prior to Development Permit issuance.
- Submission of a Construction Parking and Traffic Management Plan to the Transportation Department. The Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.
- Obtain a Building Permit (BP) for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Department at 604-276-4285.

Note:

- * This requires a separate application.
- Where the Director of Development deems appropriate, the preceding agreements are to be drawn not only as personal covenants of the property owner but also as covenants pursuant to Section 219 of the Land Title Act.

All agreements to be registered in the Land Title Office shall have priority over all such liens, charges and encumbrances as is considered advisable by the Director of Development. All agreements to be registered in the Land Title Office shall, unless the Director of Development determines otherwise, be fully registered in the Land Title Office prior to enactment of the appropriate bylaw.

The preceding agreements shall provide security to the City including indemnities, warranties, equitable/rent charges, letters of credit and withholding permits, as deemed necessary or advisable by the Director of Development. All agreements shall be in a form and content satisfactory to the Director of Development.

- Additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering may be required including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.
- Applicants for all City Permits are required to comply at all times with the conditions of the Provincial *Wildlife Act* and Federal *Migratory Birds Convention Act*, which contain prohibitions on the removal or disturbance of both birds and their nests. Issuance of Municipal permits does not give an individual authority to contravene these legislations. The City of Richmond recommends that where significant trees or vegetation exists on site, the services of a Qualified Environmental Professional (QEP) be secured to perform a survey and ensure that development activities are in compliance with all relevant legislation.

(signed concurrence on file)

Signed

Date



**Richmond Zoning Bylaw 8500
Amendment Bylaw 9563 (RZ 15-709884)
8620 Railway Avenue**

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 5.15.1 regarding affordable housing density bonusing provisions:

Zone	Sum Per Buildable Square Foot of Permitted Principal Building
"ZT80	\$2.00"

- b. Inserting as Section 17.80 thereof the following:

“ 17.80 Town Housing (ZT80) – Railway Avenue

17.80.1 Purpose

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

17.80.2 Permitted Uses

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

17.80.3 Secondary Uses

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

17.80.4 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 17.80.4.1, 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 ZT80 **zone**, pays into the **affordable housing reserve** the sum specified in Section 5.15 of this bylaw.
3. Notwithstanding Section 17.80.4.1, the reference to “0.4” is increased to a higher **density** of “0.60”, together with an additional 0.12 **floor area ratio**, provided that prior to the first occupancy of the **building** the **owner**:

- a) provides in the **building** not less than 3 **affordable housing units** and the combined **habitable space** of the total number of **affordable housing units** comprises approximately 15% of the total **building area**; 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**, and files a notice in the Land Title Office.

17.80.5 Permitted Lot Coverage

1. The maximum **lot coverage** is 47% 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.

17.80.6 Yards & Setbacks

1. The minimum **front yard** is 4.5 m.
2. The minimum **interior side yard** is 3.0 m.
3. The minimum **rear yard** is 6.0 m.

17.80.7 Permitted Heights

1. The maximum **height** for **buildings** is 12.0 m (3 **storeys**).
2. The maximum **height** for **accessory buildings** is 5.0 m.
3. The maximum **height** for **accessory structures** is 9.0 m.

17.80.8 Subdivision Provisions/Minimum Lot Size

1. The minimum **lot width** on local **arterial roads** is 40.0 m.
2. The minimum lot width on major **arterial roads** is 50.0 m.
3. The minimum **lot depth** is 35.0 m.
4. There is no minimum **lot area**.

17.80.9 Landscaping & Screening

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

17.80.10 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.

17.80.11 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 repealing the existing zoning designation of the following area and by designating it **"TOWN HOUSING (ZT80) – RAILWAY AVENUE"**.

P.I.D. 003-552-357
Parcel "A" (RD40234E) Lot 16 Section 24 Block 4 North Range 7 West New Westminster District Plan 3285
3. This Bylaw may be cited as **"Richmond Zoning Bylaw 8500, Amendment Bylaw 9563"**.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

CITY OF RICHMOND
APPROVED by BK
APPROVED by Director or Solicitor <i>al</i>

MAYOR

CORPORATE OFFICER