



City of Richmond

Report to Committee Planning and Development Division

To: Planning Committee
From: Wayne Craig
Director of Development

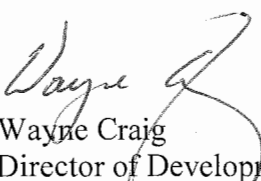
Date: October 27, 2015

File: RZ 14-674043

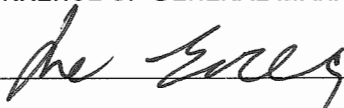
Re: Application by Landcraft Homes Ltd. for Rezoning at 7180 Railway Avenue from Single Detached (RS1/E) to Coach Houses (RCH1)

Staff Recommendations

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9291, for the rezoning of 7180 Railway Avenue from "Single Detached (RS1/E)" to "Coach Houses (RCH1)", be introduced and given first reading.


Wayne Craig
Director of Development

CL:blg
Att.

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

Staff Report

Origin

Landcraft Homes Ltd. has applied to the City of Richmond for permission to rezone the property at 7180 Railway Avenue from the “Single Detached (RS1/E)” zone to the “Coach Houses (RCH1)” zone, to permit the property to be subdivided to create two (2) lots, each with a principal dwelling and an accessory coach house above a detached garage, with vehicle access from the rear lane (Attachment 1). A survey of the subject site showing the proposed subdivision plan is included in Attachment 2.

In order to consider this rezoning application, an amendment to Single-Family Lot Size Policy 5463 is required to remove the subject site from the Lot Size Policy, along with three (3) other properties fronting Railway Avenue north of Linfield Gate, which have existing lane access. Further discussion on the proposed amendment to Lot Size Policy 5463 is provided later in this report.

Findings of Fact

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

Surrounding Development

The subject site contains an older character single-detached dwelling. Existing development immediately surrounding the subject site is as follows:

- To the North, is a lot under Land Use Contract 050, which contains a single-family dwelling with rear lane access.
- To the South, are two (2) lots zoned “Single Detached (RS1/E)”, containing single-family dwellings, which are each the subject of an active rezoning application to: a) the “Coach Houses (RCH1)” zone (7200 Railway Ave, RZ 15-710175); and b) the “Compact Single Detached (RC2)” zone (7220 Railway Ave, RZ 15-691744), to permit subdivision to create small lots with access from the rear lane.
- To the East, immediately across the rear lane, are two (2) lots zoned “Single Detached (RS1/B)” fronting Lindsay Road, which each contain a single-family dwelling.
- To the West, immediately across Railway Avenue, is the Railway Greenway trail on City-owned property.

Related Policies & Studies

Official Community Plan

The Official Community Plan (OCP) land use designation for the subject site is “Neighbourhood Residential”. This redevelopment proposal is consistent with this designation.

Arterial Road Policy

Since 2001, the City has encouraged redevelopment to compact lots along arterial roads where access is or can be made available to a rear lane. The Arterial Road Policy identifies the subject site for redevelopment to compact lots or coach house lots, with rear lane access.

Where such conditions exist on lots that are governed by a Lot Size Policy that is older than five (5) years, there is past precedent in place for amending the Lot Size Policy to exclude the properties fronting the arterial road.

Lot Size Policy 5463

The subject site is located within the area governed by Lot Size Policy 5463, adopted by Council on February 19, 1996 (Attachment 4). The Lot Size Policy permits those properties along Railway Avenue with rear lane access to rezone and subdivide in accordance with the "Single Detached (RS2/B)" zone (i.e., 12 m wide lots, 360 m² in area).

Consideration of the rezoning application at the subject site requires an amendment to Lot Size Policy 5463. The proposed amendment to the Lot Size Policy to exclude the four (4) properties fronting Railway Avenue with existing rear lane access north of Linfield Gate from the Lot Size Policy (i.e., 7180, 7200, 7220, and 7240 Railway Avenue) was considered by Council at the regular Council meeting held on October 26, 2015, and is scheduled to be considered at the Public Hearing to be held on November 16, 2015, in association with a rezoning application at 7220 Railway Avenue (RZ 15-691744). The proposed amendment to Lot Size Policy 5463 is shown in Attachment 5.

In order for this rezoning application at 7180 Railway Avenue to proceed, the proposed amendment to the Lot Size Policy must be approved by Council at the November Public Hearing. If the proposed amendment to the Lot Size Policy is not approved at the November Public Hearing, this rezoning application must be referred back to staff.

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. The response to the public consultation process associated with the proposed amendment to Lot Size Policy 5463 was presented to Planning Committee and Council on October 20th and 26th, respectively, as part of the rezoning application at 7220 Railway Avenue. To summarize, a letter dated May 27, 2015, was sent to the owners and residents of all properties located within the Lot Size Policy area, which described the proposed amendment, identified the proposed rezoning application at the subject site, and provided information on submitting comments on the proposal (Attachment 6). Two (2) pieces of email correspondence were received in response to the City's letter, one of

which supported the proposed amendment to the Lot Size Policy and one of which expressed opposition (see Attachment 7).

Other than the public consultation process described above for the proposed Lot Size Policy amendment, staff have not received any comments from the public about the rezoning application at 7180 Railway Avenue in response to the placement of the rezoning sign on the property.

Should the rezoning bylaw associated with the subject application be granted 1st reading, the rezoning bylaw would proceed to a Public Hearing for consideration, at which time further opportunity for public input on the proposal will be provided.

Analysis

Site Planning and Architectural Character

The proposed conceptual plans included in Attachment 8 have satisfactorily addressed the significant staff comments identified as part of the rezoning application review process.

The proposed site plan involves a principal dwelling on the west side and an accessory coach house above a detached garage on the east side of each lot proposed, with vehicle access from the rear lane. The proposed building siting and open space are consistent with the requirements of the RCH1 zone.

Pedestrian access to the site and coach house is proposed via a permeable pathway from Railway Avenue, as well as from the rear lane.

Vehicle access to the proposed lots is to be from the existing operational rear lane, with no access permitted to Railway Avenue, in accordance with Residential Lot (Vehicular) Access Regulation Bylaw No. 7222.

For each lot, on-site parking is proposed in the garage in accordance with the Zoning Bylaw and consists of two (2) parking spaces for the principal dwelling, provided in a tandem arrangement, along with one (1) parking space for the coach house to the side. Prior to final adoption of the rezoning bylaw, the applicant must register a restrictive covenant on Title, prohibiting the conversion of the garage space into habitable space.

The proposed architectural elevation plans include sloped roofs, and articulation of the coach house building and appropriate window placement, thereby avoiding blank facades, providing some visual interest, and minimizing overlook while still allowing for passive surveillance of the rear lane.

On-site garbage and recycling is proposed to be set back a minimum of 1.5 m from the rear property line, in accordance with the RCH1 zone. Screening of on-site garbage and recycling will be reviewed upon receipt of the required Landscape Plan for the site prior to final adoption of the rezoning bylaw.

Prior to final adoption of the rezoning bylaw, minor revisions will be made to the conceptual plans included in Attachment 5. Furthermore, the applicant must register restrictive covenants on Title to ensure that:

- The coach house on each lot proposed cannot be stratified.
- The Building Permit application and ensuing development at the site is generally consistent with the proposed conceptual plans included in Attachment 5. The Building Permit application process includes coordination between Building Approvals and Planning Department staff to ensure that the covenant is adhered to.

Tree Retention and Replacement

A Certified Arborist's Report was submitted by the applicant; which identifies tree species, assesses their structure and condition, and provides recommendations on tree retention and removal relative to the proposed development. The Report assesses one (1) bylaw-sized tree on the subject site.

The City's Tree Preservation Coordinator has reviewed the Arborist's Report, conducted visual tree assessment, and indicates that a flowering Cherry tree (50 cm dbh) located in the southwest corner of the proposed south lot is in good condition. However, the Cherry tree cannot be retained due to conflict with the building envelope.

The proposed tree management plan is shown in Attachment 9.

To compensate for the remove of the Cherry tree from the subject site, the applicant is required to plant two (2) replacement trees on the proposed lots, in accordance with the Official Community Plan (OCP) tree replacement ratio of 2:1 (minimum 10 cm deciduous caliper or 5.5 m high conifer).

To ensure that the required replacement trees are planted and maintained, and that the front and rear yards of the subject site are enhanced, the applicant is required to submit a Landscape Plan prepared by a Registered Landscape Architect, along with a Security in the amount of 100% of a Cost Estimate for the works. The Landscape Plan must respond to the guidelines of the Arterial Road Policy and must comply with the landscaping requirements of the RCH1 zone. The Landscape Plan, Cost Estimate, and Security must be submitted prior to final adoption of the rezoning bylaw. The Security will be reduced by 70% after construction and landscaping on the proposed lots is completed and a landscaping inspection has been passed by City staff. The City will retain 30% of the Security for a one-year maintenance period to ensure that the landscaping survives.

Affordable Housing Strategy

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

This proposal conforms to the Affordable Housing Strategy, as it involves the creation of two (2) lots, each with a principal single detached dwelling and accessory coach house above a detached garage.

Site Servicing and Frontage Improvements

Prior to final adoption of the rezoning bylaw, the applicant is required to enter into a Servicing Agreement for the design and construction of off-site improvements to the boulevard on Railway Avenue and to the rear lane, as described in Attachment 9.

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 proposal is to rezone the property at 7220 Railway Avenue from the "Single Detached (RS1/E)" zone to the "Coach Houses (RCH1)" zone, to permit the property to be subdivided to create two (2) lots, each with a principal dwelling and an accessory coach house above a detached garage, with vehicle access from the rear lane.

This rezoning application complies with the applicable land use designations and policies contained within the OCP for the subject site.

The list of Rezoning Considerations associated with this application is included in Attachment 10, which has been agreed to by the applicant (signed concurrence on file).

It is recommended that the proposed amendment to Lot Size Policy 5463 to exclude the four (4) properties fronting Railway Avenue with existing rear lane access north of Linfield Gate from the Lot Size Policy be approved.

It is further recommended that Zoning Bylaw 8500, Amendment Bylaw 9291 be introduced and given first reading.



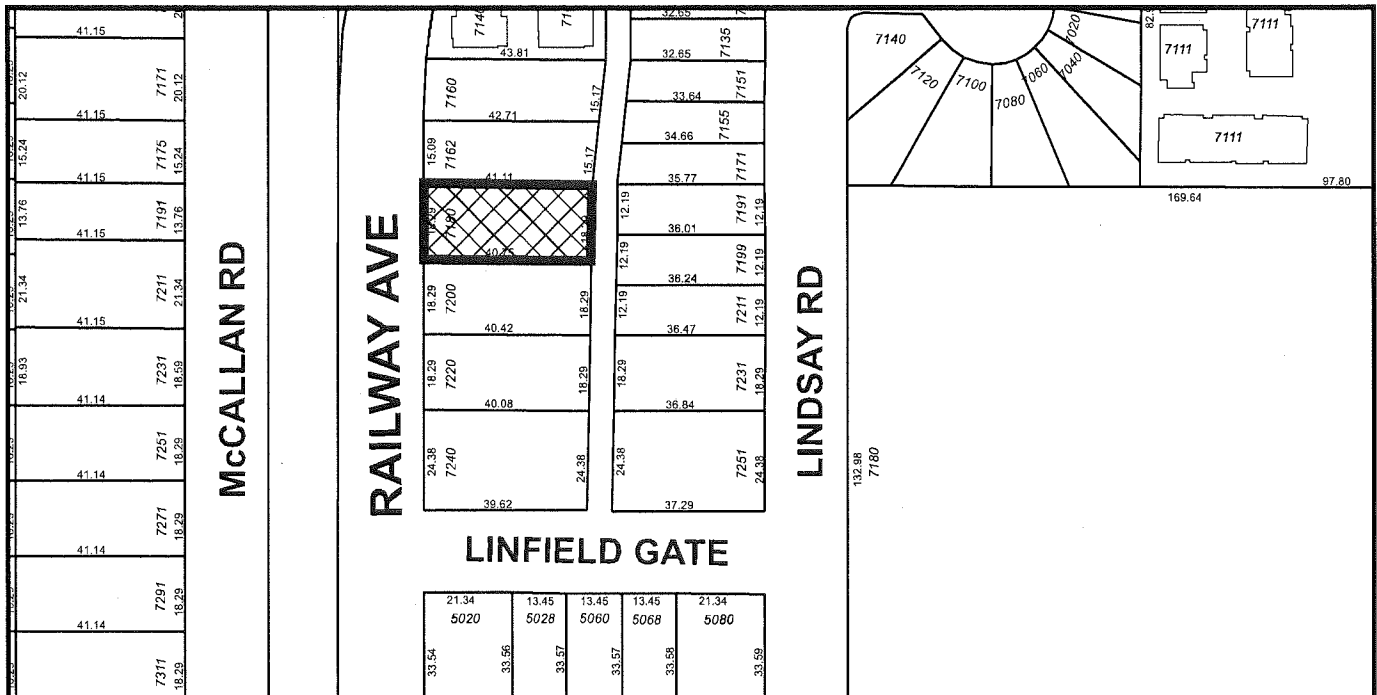
Cynthia Lussier
Planning Technician
(604-276-4108)

CL:blg

Attachments:

- Attachment 1: Location Map/Aerial Photo
- Attachment 2: Survey showing proposed subdivision plan
- Attachment 3: Development Application Data Sheet
- Attachment 4: Lot Size Policy 5463
- Attachment 5: Proposed amendment to Lot Size Policy 5463
- Attachment 6: City's letter dated May 27, 2015
- Attachment 7: Correspondence received from residents
- Attachment 8: Conceptual Development Plans
- Attachment 9: Tree Management Plan
- Attachment 10: Rezoning Considerations

The map displays the City of Lincoln with various zoning districts. A large area on the left is labeled "PROPOSED REZONING". A specific area near the intersection of McCallan Rd and Railway Ave is highlighted with a cross-hatch pattern and labeled "LINFIELD GATE". An arrow points from the "PROPOSED REZONING" label to this area. The map also shows "GRANVILLE AVE" and "RAILWAY AVE".



RZ 14-674043

Note: Dimensions are in METRES



City of
Richmond



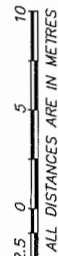
RZ 14-674043

Original Date: 10/06/14

Revision Date:

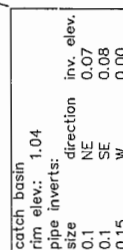
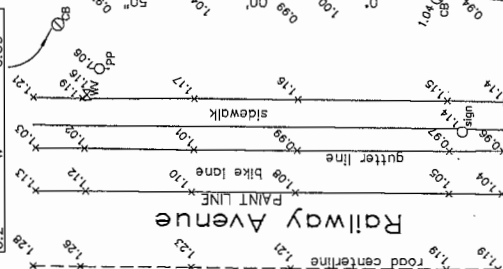
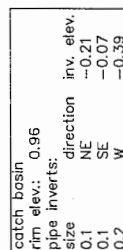
Note: Dimensions are in METRES

SCALE 1 : 250



LEGEND

- CB DENOTES CATCH BASIN - ROUND
 PP DENOTES UTILITY POLE
 WV DENOTES WATER VALVE
 WM DENOTES WATER METER
 MH-S DENOTES SANITARY MANHOLE
 MH-D DENOTES STORM MANHOLE
 DT DENOTES TREE AND CANOPY EXTENT
 GE DENOTES GROUND ELEVATION



INTEGRATED SURVEY AREA No. 18, RICHMOND

INAD 83 (SRS 2006)
Grid bearings are derived from observations between geodetic control monuments 77H4560 and 77H4746. This plan shows horizontal ground-level distances unless otherwise specified. To compute grid distances, multiply ground-level distances by the average combined factor of 0.9996048, which has been derived from control monument 77H4560.

Lot dimensions are derived from FIELD SURVEY.

Elevations are Geodetic (CVD28 GVRD-2005 -- IN METERS)

Measurements are Geomatics 2000 - IN METERS)
Derived from Central Monument 77H4745
located on the east side curb of McCallan road at the south side of Cabot Dr.
Elevation = 1.246m
Monument elevation verified to City Benchmark 234 (Monument 77H4891)

Invert elevations and offsets of services from property lines are derived from municipal records and field survey. Contractor to verify all service locations and inverts prior to construction

Spot elevations along curb are taken in gutter

If this plan is used in digital form, Target Land Surveying will only assume responsibility for information content shown on original unaltered drawing.

Tree diameters are taken at 1.4m above grade and are shown in cm. All trees 20cm and larger on project are shown.

This Plan was prepared for architectural design and site servicing purposes, and is for the exclusive use of our client. The signatory accepts no responsibility or liability for any damages that may be suffered by a third party as a result of reproduction, transmission or alteration to this document without consent of the signatory.

CERTIFIED CORRECT
 DATED THIS 27TH DAY OF March, 2014.

SEAL

TARGET
LAND SURVEYING
SURREY B.C.
604-583-6161

FILE: 7236-topo.dwg



RZ 14-674043

Attachment 3

Address: 7180 Railway Avenue

Applicant: Landcraft Homes Ltd.

Planning Area(s): Blundell

	Existing	Proposed
Owner:	Harjit Sandhu Terinder Singh Chung	To be determined
Site Size (m²):	747.7 m ² (8,048 ft ²)	Proposed north lot – 374.6 m ² Proposed south lot – 373.1 m ²
Land Uses:	Single-family residential	No change
OCP Designation:	Neighbourhood Residential	No change
Lot Size Policy Designation:	Lots along Railway Avenue with lane access are permitted to rezone and subdivide in accordance with RS2/B	Proposed amendment to remove the four (4) existing lots fronting Railway Avenue with rear lane access north of Linfield Drive to be excluded from the Lot Size Policy
Zoning:	Single Detached (RS1/E)	Coach Houses (RCH1)
Other Designations:	The Arterial Road Policy designates the subject site for redevelopment to compact lots and coach houses	No change

On Future Subdivided Lots	Bylaw Requirement		Proposed	Variance
Floor Area Ratio:	Max. 0.60		Max. 0.60	none permitted
Lot Coverage – Buildings:	Max. 45%		Max. 45%	none
Lot Coverage – Buildings, Structures, and Non-Porous Surfaces:	Max. 70%		Max. 70%	none
Lot Coverage – Live plant material:	Min. 20%		Min. 20%	none
Lot Size (min. dimensions):	315 m ²		Proposed north lot – 374.6 m ² Proposed south lot – 373.1 m ²	none
Principal Dwelling Setback – Front/Rear Yards (m):	Min. 6 m		Min. 6 m	none
Principal Dwelling Setback – Side Yards (m):	Min. 1.2 m		Min. 1.2 m	none
Coach House Building Setback – Rear Yard (m):	Min. 1.2 m		Min. 1.2 m	none
Coach House Building Setback – Side Yards (m):	Ground floor	Min. 0.6 & 1.8 m	Ground floor	Min. 0.6 & 1.8 m

On Future Subdivided Lots	Bylaw Requirement		Proposed		Variance
	Second floor	Min. 1.2 m & 1.8 m	Second floor	Min. 1.2 m & 1.8 m	none
Principal Dwelling Height (m):	Max. 2 ½ storeys		Max. 2 ½ storeys		none
Coach House Building Height (m):	Max. 2 storeys or 6.0 m, whichever is less, as measured from the highest elevation of the crown of the lane		Max. 2 storeys or 6.0 m, whichever is less, as measured from the highest elevation of the crown of the lane		none
On-Site Parking Spaces – Principal Dwelling:	2		2		none
On-Site Parking Spaces – Coach House:	1		1		none
Tandem Parking Spaces:	permitted		2 for Principal Dwelling		none
Amenity Space – Outdoor:	Principal Dwelling	Min. 30 m ²	Principal Dwelling	Min. 30 m ²	none
	Coach House	No minimum	Coach House	No minimum	

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



City of Richmond

Policy Manual

Page 1 of 2

Adopted by Council: February 19, 1996

POLICY 5463

File Ref: 4045-00

SINGLE-FAMILY LOT SIZE POLICY IN QUARTER-SECTION 13-4-7

POLICY 5463:

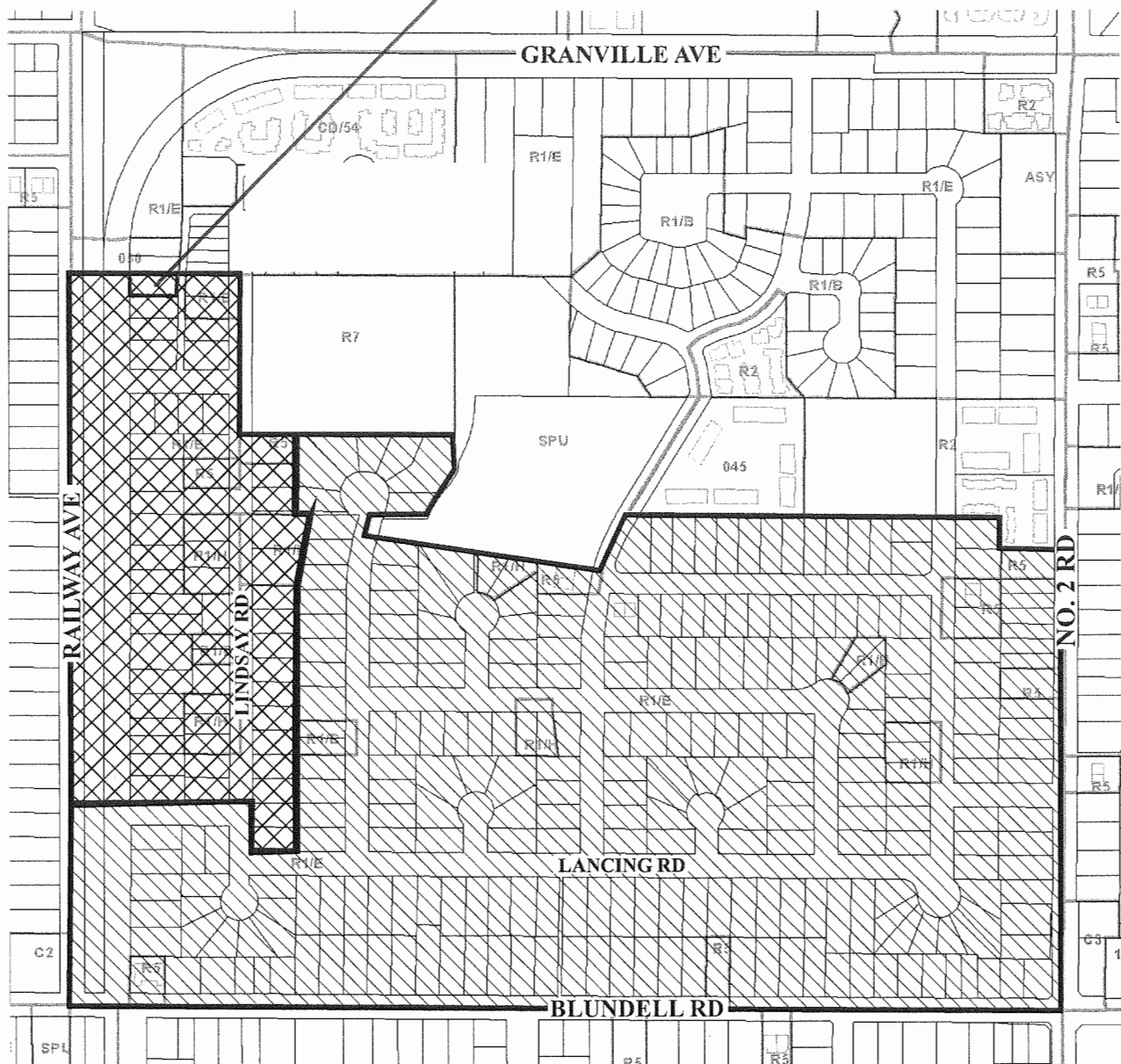
The following policy establishes lot sizes for properties within the area generally bounded by **Railway Avenue, Blundell Road and No. 2 Road**, in a portion of Section 13-4-7 as shown on the attached map:

That properties within the area generally bounded by Railway Avenue, Blundell Road and No. 2 Road, in a portion of Section 13-4-7, be permitted to rezone in accordance with the provisions of Single-Family Housing District, Subdivision Area H (R1/H) in Zoning and Development Bylaw 5300, with the exception that:

1. Single-Family Housing District, Subdivision Area E (R1/E) applies to lots with frontage on No. 2 Road and Blundell Road that do not have a lane or internal road access;
2. Single-Family Housing District, Subdivision Area B (R1/B) applies to properties with duplexes on them with the exception that Single-Family Housing District, Subdivision Area E (R1/E) applies to those properties with frontage on No. 2 Road and Blundell Road that do not have lane or internal road access;
3. Single-Family Housing District, Subdivision Area B (R1/B) applies to properties generally fronting Lindsay Road and Linfield Gate in the western portion of Section 13-4-7; and

That this policy be used to determine the disposition of future single-family rezoning applications in this area, for a period of not less than five years, unless amended according to Bylaw No. 5300.

SUBJECT SITE



Subdivision permitted as per **R1/H** with the exception that **R1/B** applies to existing duplexes and **R1/E** applies to lots facing No. 2 Road and Blundell Road that do not have a lane or internal road access.



Subdivision permitted as per **R1/B** with the exception that **R1/E** applies to lots facing Railway Avenue that do not have a lane or internal road access.



POLICY 5463 SECTION 13, 4-7

Adopted Date: 02/19/96

Amended Date:



City of Richmond

Policy Manual

Page 1 of 2	Adopted by Council:	DRAFT PROPOSED POLICY 5463
File Ref: 4045-00	SINGLE-FAMILY LOT SIZE POLICY IN QUARTER-SECTION 13-4-7	

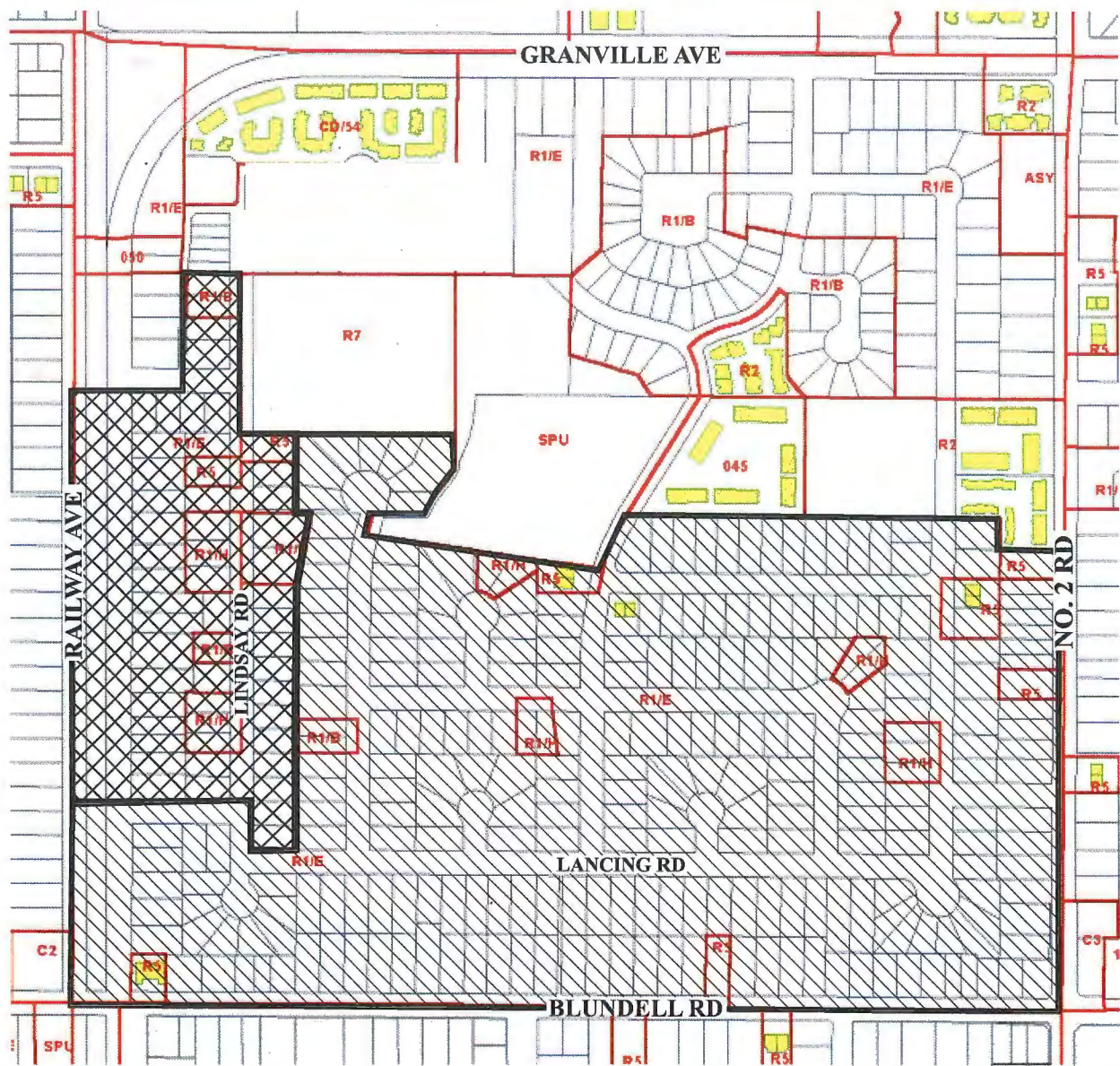
POLICY 5463:

The following policy establishes lot sizes for properties within the area generally bounded by **Railway Avenue, Blundell Road and No. 2 Road**, in a portion of Section 13-4-7 as shown on the attached map:

That properties within the area generally bounded by Railway Avenue, Blundell Road and No. 2 Road, in a portion of Section 13-4-7, be permitted to rezone and subdivide in accordance with the provisions of the "Single Detached (RS2/H)" zone in Richmond Zoning Bylaw 8500, with the exception that:

1. The "Single Detached (RS2/E)" zone applies to lots with frontage on No. 2 Road and Blundell Road that do not have a lane or internal road access;
2. The "Single Detached (RS2/B)" zone applies to properties with duplexes on them with the exception that the "Single Detached (RS2/E)" zone applies to those properties with frontage on No. 2 Road and Blundell Road that do not have lane or internal road access;
3. The "Single Detached (RS2/B)" zone applies to properties generally fronting Lindsay Road and Linfield Gate in the western portion of Section 13-4-7; and

That this policy be used to determine the disposition of future single-family rezoning applications in this area, for a period of not less than five years, unless amended according to Richmond Zoning Bylaw 8500.



Subdivision permitted as per **R1/H** with the exception that **R1/B** applies to existing duplexes and **R1/E** applies to lots facing No. 2 Road and Blundell Road that do not have a lane or internal road access.



Subdivision permitted as per **R1/B** with the exception that **R1/E** applies to lots facing Railway Avenue that do not have a lane or internal road access.



PROPOSED POLICY 5463 SECTION 13, 4-7

Adopted Date: 02/19/96

Amended Date: 04/15/15



City of Richmond

6911 No. 3 Road,
Richmond, BC V6Y 2C1
www.richmond.ca

May 27, 2015

File: RZ 14-674043
RZ 15-691744

Planning and Development Department
Development Applications
Fax: 604-276-4052

Dear Owner/Resident:

Re: Proposed amendment to Single-Family Lot Size Policy 5463 and proposed rezoning applications at 7180 Railway Avenue and 7220 Railway Avenue

This is to advise you that the City of Richmond has received two (2) rezoning applications for properties in your neighbourhood at 7180 Railway Avenue and 7220 Railway Avenue. These applications also propose an amendment to Single-Family Lot Size Policy 5463 that is established for your neighbourhood. Details on these applications are provided below:

- **Rezoning Application at 7180 Railway Avenue:** Landcraft Homes Ltd. has applied to the City of Richmond for permission to rezone 7180 Railway Avenue from "Single Detached (RS1/E)" to "Coach Houses (RCH1)" to permit subdivision into two (2) lots, each with a principal dwelling and detached coach house with vehicle access to and from the existing rear lane. The application is being processed under City file RZ 14-674043. A location map and proposed subdivision plan of the subject site is included in **Attachment 1**.
- **Rezoning Application at 7220 Railway Avenue:** Maryem Ahbib has applied to the City of Richmond for permission to rezone 7220 Railway Avenue from "Single Detached (RS1/E)" to "Compact Single Detached (RC2)" to permit subdivision into two (2) compact lots with vehicle access to and from the existing rear lane. The application is being processed under City File RZ 15-691744. A location map and proposed subdivision plan of the subject site is included in **Attachment 2**.

Single-Family Lot Size Policy 5463

In 1996, City Council adopted Lot Size Policy 5463 to establish the lot sizes that would be considered on properties generally bounded by Railway Avenue, Blundell Road, and No. 2 Road (see **Attachment 3**). The Lot Size Policy provides the following direction:

- Properties along No. 2 Road, Blundell Road, and Railway Avenue are restricted to the "Single Detached (RS1/E)" zone (i.e., 18 m wide lots, 550 m² in area), with the exception that those lots with lane or internal road access may be permitted to rezone and subdivide in accordance with the "Single Detached (RS2/B)" zone (i.e., 12 m wide lots, 360 m² in area);
- Properties with duplexes in the neighbourhood and along on arterial roads with lane or internal road access may be permitted to rezone and subdivide in accordance with the "Single Detached (RS2/B)" zone;
- Properties fronting Lindsay Road and Linfield Gate may be permitted to rezone and subdivide in accordance with the "Single Detached (RS2/B)" zone; and

- Other remaining lots in the neighbourhood (as shown on the attached map), may be permitted to rezone and subdivide in accordance with the “Single Detached (RS1/H)” zone (i.e., 16.5 m wide lots, 360 m² in area).

Proposed Amendment to Single-Family Lot Size Policy 5463

The Lot Size Policy currently permits the two (2) subject properties (7180 and 7220 Railway Avenue) to rezone and subdivide in accordance with the “Single Detached (RS1/B)” zone.

Consistent with the Arterial Road Policy in Richmond’s Official Community Plan, which allows for compact lot and coach house development at a higher density on designated properties along arterial roads with lane access, the applicants at 7180 and 7220 Railway Avenue are requesting permission to amend Lot Size Policy 5463 and to rezone the subject properties to permit a subdivision to create two (2) smaller lots with vehicle access to/from the existing rear lane (note: vehicle access to Railway Avenue is not permitted).

The proposed amendment to Lot Size Policy 5463 is to exclude the four (4) properties fronting Railway Avenue with existing rear lane access north of Linfield Gate from the Lot Size Policy (i.e., 7180, 7200, 7220, and 7240 Railway Avenue). All other provisions of Lot Size Policy 5463 would remain unchanged. The proposed amendment to Lot Size Policy 5463 is shown in **Attachment 4**.

The minimum lot dimensions, area, and density of the zones proposed for 7180 and 7220 Railway Avenue are listed below:

Site Address	Proposed Zone	Min. Width	Min. Depth	Min. Area	Max. FAR	Purpose
7180 Railway Avenue	“Coach Houses (RCH1”	9.0 m (29.5 ft)	35.0 m (114.8 ft)	315.0 m ² (3,390.6 ft ²)	0.6	Single-detached housing and a detached coach house
7220 Railway Avenue	“Compact Single Detached (RC2)”	9.0 m (29.5 ft)	24.0 m (78.7 ft)	270.0 m ² (2,906.3 ft ²)	0.6 applied to a max. of 464.5 m ² of lot area, together with 0.30 applied to the balance of lot area in excess of 464.5 m ²	Single-Detached housing

Process

Please review the accompanying materials. Please forward any comments or concerns you may have about the proposed amendment to Lot Size Policy 5463, and/or the redevelopment proposals at 7180 Railway Avenue and 7220 Railway Avenue, to my attention at the following address by **Friday June 26, 2015**:

Cynthia Lussier, Planning Technician – Design
Development Applications Department
City of Richmond
6911 No. 3 Road
Richmond BC V6Y 2C1

Staff will complete reports to Planning Committee on the proposed Lot Size Policy amendment and rezoning applications, and will incorporate your feedback as part of the reports. If the applications are supported by the Planning Committee, both applications would then be subsequently considered by Richmond City Council at a Council meeting and a Public Hearing. You will be provided with the opportunity to address Council directly if the proposed amendment to Lot Size Policy 5463 and the rezoning applications at 7180 Railway Avenue and 7220 Railway Avenue proceed to a Public Hearing.

It is emphasized that the proposed amendment to Lot Size Policy 5463 and proposed rezoning applications at 7180 Railway Avenue and 7220 Railway Avenue does not change the zoning permitted on other properties in the area. Any future rezoning applications on other properties within the Lot Size Policy area must undergo the standard rezoning application review process, which involves a Public Hearing process.

If you have any questions or require further explanation, please contact me by phone at 604-276-4108, or via email at clussier@richmond.ca.

Sincerely,



Cynthia Lussier
Planning Technician - Design

AY/CL:cl

Attachments:

- Attachment 1: Location Map and Proposed Subdivision Plan of Rezoning Application at 7180 Railway Avenue (RZ 14-674043)
- Attachment 2: Location Map and Proposed Subdivision Plan of Rezoning Application at 7220 Railway Avenue (RZ 15-691744)
- Attachment 3: Existing Single-Family Lot Size Policy 5463
- Attachment 4: Draft Proposed Amendment to Single-Family Lot Size Policy 5463

Lussier, Cynthia

Subject: FW: street address entered twice in database

From: Mike Davison [<mailto:mazzyfan@live.com>]
Sent: Monday, 01 June 2015 5:02 PM
To: Lussier, Cynthia
Subject: RE: street address entered twice in database

Hi Cynthia,

There were 2 Files:

RZ 14-674043
RZ 15-691744

Regarding 7180 & 7220 Railway Ave.

One proposal doubles the # of dwellings on the lot while the other quadruples it but the lots are on an arterial road with a transit stop within a ~2 walk so as optimal a location to increase density as there is.

Regards,
Mike

From: CLussier@richmond.ca
To: mazzyfan@live.com
Subject: RE: street address entered twice in database
Date: Mon, 1 Jun 2015 19:47:01 +0000

Hi Mike
Thank you for your email.
I'm not familiar with which development application your email is associated.

It is my assumption that the envelopes you received contained information about a development proposal in your area.
If so, what is the address for the development site?

Once I have an address, I can look into whether there were any other problems with the mailout.

In the meantime, do you have any concerns about the development application?

Please let me know if you do.

Cynthia Lussier
Planning Technician
Development Applications Division
City of Richmond
Tel: 604-276-4108

Email: clussier@richmond.ca

www.richmond.ca

From: Mike Davison [<mailto:mazzyfan@live.com>]

Sent: Friday, 29 May 2015 8:46 PM

To: Lussier, Cynthia

Subject: street address entered twice in database

Hello Cynthia,

Two envelopes with the exact same planning information were delivered to my address and so one should be deleted. Below I give the exact info (including punctuation and whether in upper or lower case) that was on the mailing labels:

OCCUPANT
5111 BLUNDELL RD
RICHMOND, BC V7C 1H3

OCCUPANT,
5111 Blundell Rd
Richmond, BC, V7C 1H3

Thanks,
Mike

Lussier, Cynthia

From: Kerry Starchuk [kerrystarchuk@hotmail.com]
Sent: Wednesday, 24 June 2015 8:31 AM
To: Lussier, Cynthia
Subject: Re Letter May 23, 2015

Re: RZ14-674043
RZ15 -691744

To Whom this may concern,

I received a letter about zoning on Railway Avenue. Why waste my time reading this crap and sending it out to all the residents?

The city is going to do what they want and really couldn't care less about what the residents want. There was a petition on

Railway about development of town houses and it was ignored.

Greed has taken over this city and there will be long term consequences.

**For the City of Richmond to be the most
appealing, livable, and well-managed
community in Canada.**

Have a nice day!

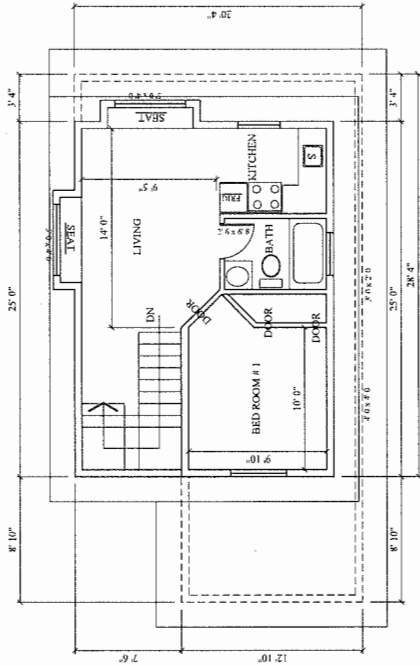
Regards,

Kerry Starchuk

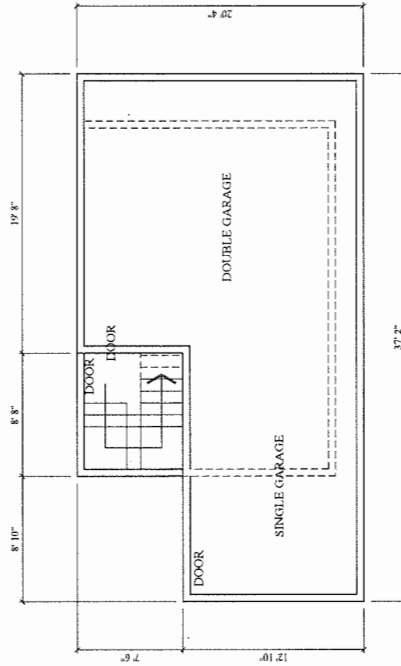
cc: Carol Day - Councillor



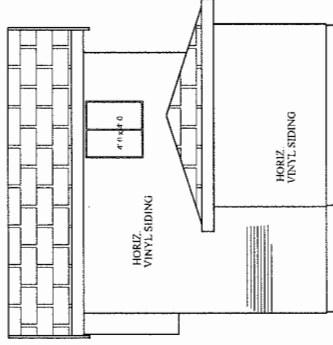
PRELIMINARY CONCEPT PLANS



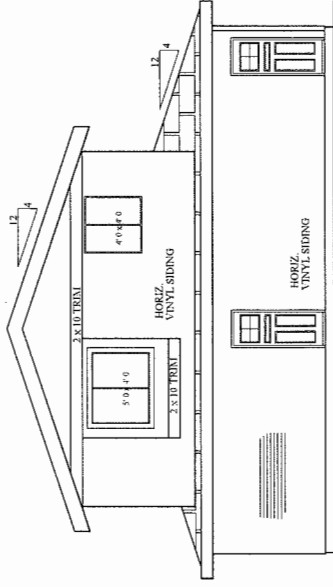
COACH HOUSE FLOOR PLAN
COACH HOUSE AREA = 458.0 SF (42.54 m2)



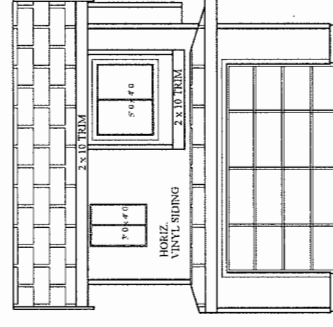
GARAGE PLAN
AREA = 624.0 SF (57.96 m2)



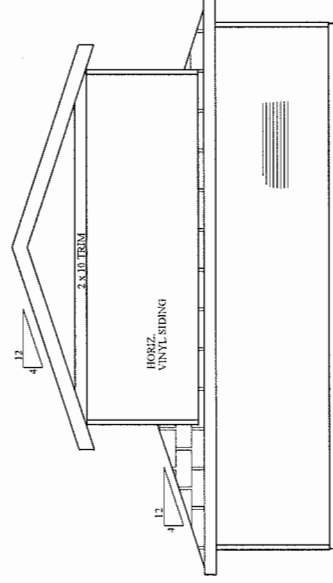
FRONT ELEVATION
(WEST)



LEFT SIDE ELEVATION
(NORTH)

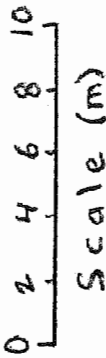
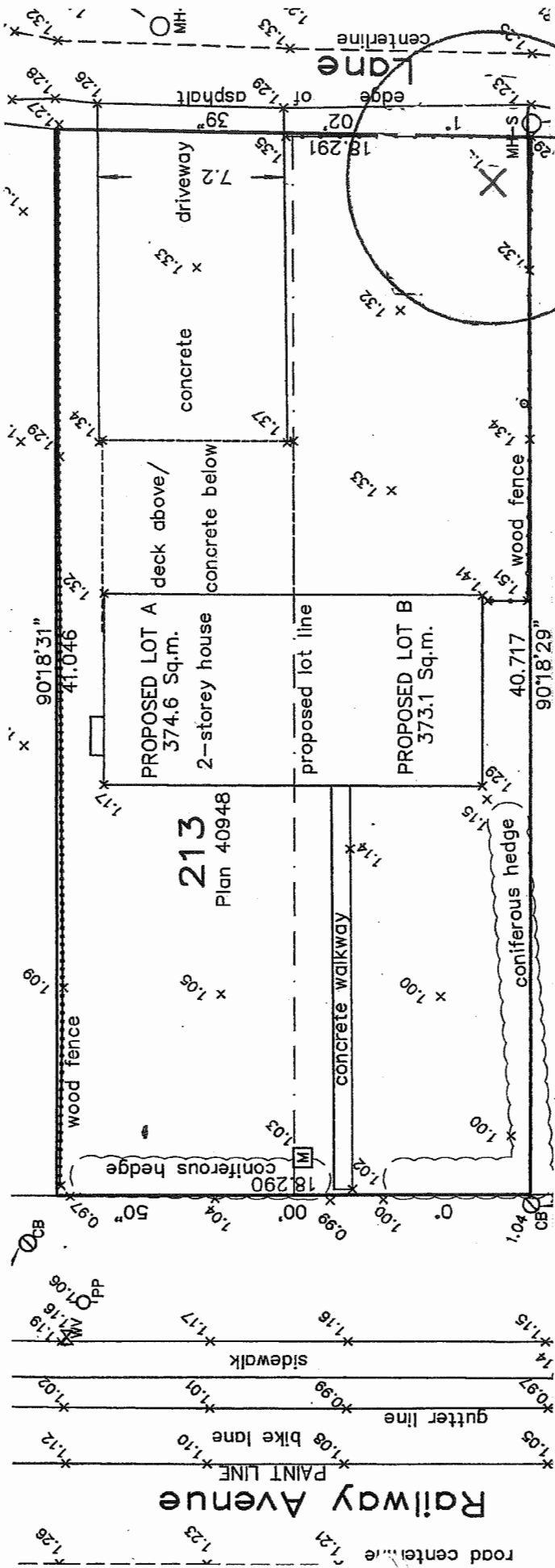


REAR ELEVATION
(EAST)



RIGHT SIDE ELEVATION
(SOUTH)

Attonish Design & Drafting Ltd. 10350 148th Avenue, Richmond, B.C. PH: 1 604 539 1740 FAX: 1 604 539 1741 CELL: 1 604 728 0389 E-MAIL: attonishdesign@hotmail.com	
COACH HOUSE PLAN	
THESE PLANS CONFORM TO B.C.B.C. 2012 EDITION	DATE: 7/18/12 DRAWN: [initials] CHECKED: [initials] SCALE: 1/4" = 1'-0"



Remove Tree X

Crown Dripline

Tree Location + Protection Plan

7180 Railway Ave,

Annotated Oct 27/15



**City of
Richmond**

Rezoning Considerations
Development Applications Department
6911 No. 3 Road, Richmond, BC V6Y 2C1

Address: 7180 Railway Avenue

File No.: RZ 14-674043

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9291, the developer is required to complete the following:

1. Submission of a Landscape Plan for the front and rear yards, 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 10% contingency, fencing, hard surfaces, trees, soft landscaping, and installation costs). The Landscape Plan should:

- Comply with the guidelines of the OCP's Arterial Road Policy and should not include hedges along the front property line.
- Comply with the landscaping provisions of the RCH1 zone.
- Include a mix of coniferous and deciduous trees.
- Include the required two (2) replacement trees (minimum 10 cm deciduous caliper or 5.5 m high conifer).

The Landscaping Security will be reduced by 70% after construction and landscaping on the proposed lots is completed and a landscaping inspection has been passed by City staff. The City will retain 30% of the Security for a one-year maintenance period to ensure that the landscaping survives.

2. Registration of a flood indemnity covenant on Title.
3. Registration of a legal agreement on title ensuring that the coach house on each lot proposed cannot be stratified.
4. Registration of a legal agreement on title prohibiting the conversion of garage space into habitable space.
5. Registration of a restrictive covenant on Title to ensure that the Building Permit application and ensuing developing at the subject site is generally consistent with the conceptual plans included in Attachment 8 to the staff report dated September 24, 2015.
6. Entrance into a Servicing Agreement* for the design and construction of off-site improvements to the boulevard on Railway Avenue and to the rear lane. The scope of works is to include (but is not limited to) the following:
 - Design and construction of a new 1.5 m wide concrete sidewalk at the property line along Railway Avenue, with connections to the existing sidewalk north and south of the subject site.
 - Removal of the existing sidewalk next to the curb and backfilling of the area between the new sidewalk and curb with a grassed boulevard to include trees, lighting, and other utility requirements as determined through the Servicing Agreement review process.
 - Reconstruction of the existing rear lane along the entire east frontage of the subject site to the current City lane design standard (5.4 m wide asphalt pavement and 0.3 m wide rollover curb on both sides of the lane, along with lane lighting).
 - Extending the existing 200 mm storm sewer located within the rear lane (approx. 50 m south) complete with manholes and lane drainage upgrades; details to be confirmed during the Servicing Agreement design and review process. The City will fund approximately 30 m of this work, subject to funding approval.
 - Upgrading the existing storm sewer service connections and inspection chambers at the site's north and south corner along the Railway Avenue frontage to City of Richmond standards.
 - The Servicing Agreement design is to include the design of the following required water, storm, and sanitary service connection works:

Water Works

- Using the OCP Model, there is 81.7 L/s of water available at a 20 psi residual at the Railway Avenue east frontage and 431.8 L/s of water available at a 20 psi residual at the Railway Avenue west frontage. Based on your proposed development, your site requires a minimum fire flow of 95.0 L/s.
- The developer is required to submit Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) fire flow calculations to confirm the development has adequate fire flow for on-site fire protection. Calculations must be signed and sealed by a Professional Engineer and be based on Building Permit Stage and building designs.
- At the developer's cost, the City is to: a) cut and cap all existing water service connections at the watermain, along the Railway Avenue frontage; and b) install two (2) new 25 mm water service connections complete with meters and meter boxes along the Railway Avenue frontage.

Sanitary Sewer Works

- At the developer's cost, the City is to: a) upgrade the existing sanitary service connection and inspection chamber at the site's southeast corner along the rear lane frontage to City of Richmond standards, to service the proposed south lot; and b) install one (1) new sanitary service connection complete with new inspection chamber (approximately 7.5 m south from the north property line) along the rear lane frontage to service the proposed north lot.
- General Items:
The developer is to coordinate with BC Hydro, Telus and other private communication service providers:
 - For their servicing requirements.
 - To underground proposed Hydro service lines.
 - When relocating/modifying any of the existing power poles and/or guy wires within the property frontages.
 - To determine if above-ground structures are required and to coordinate their locations (e.g. Vista, PMT, LPT, Shaw cabinets, Telus Kiosks, etc.).

Notes:

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.

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

- Payment of Development Cost Charges (City and GVS & DD), School Site Acquisition Charge, Address Assignment Fees, and Servicing Costs.

At Building Permit* stage, the developer must complete the following requirements:

- 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

Date



**Richmond Zoning Bylaw 8500
Amendment Bylaw 9291 (RZ 14-674043)
7180 Railway Avenue**

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

1. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following area and by designating it **"COACH HOUSES (RCH1)"**.

P.I.D. 005-874-360

Lot 213 Section 13 Block 4 North Range 7 West New Westminster District Plan 40948

2. This Bylaw may be cited as **"Richmond Zoning Bylaw 8500, Amendment Bylaw 9291"**.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED



MAYOR

CORPORATE OFFICER