



**To:** Planning Committee  
**From:** Wayne Craig  
Director of Development

**Date:** October 15, 2013  
**File:** RZ 11-593406


**Re:** Application by Interface Architecture Inc. for Rezoning at 4991 No. 5 Road from School & Institutional Use (SI) to Medium Density Townhouses (RTM2)

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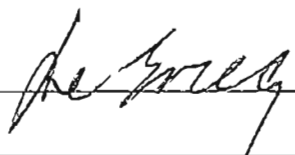
**Staff Recommendation**

1. That Official Community Plan Amendment Bylaw 8947, to redesignate 4991 No. 5 Road from "Commercial" to "Neighbourhood Residential" in Attachment 1 to Schedule 1 of Official Community Plan Bylaw 9000 (City of Richmond 2041 OCP Land Use Map), be introduced and given first reading.
2. That Official Community Plan Amendment Bylaw 8948, to redesignate 4991 No. 5 Road from "School/Park Institutional" to "Residential" in Schedule 2.11B of Official Community Plan Bylaw 7100 (East Cambie Area Plan Land Use Map), be introduced and given first reading.
3. That Bylaws 8947 and 8948, having been considered in conjunction with:
  - The City's Financial Plan and Capital Program; and
  - The Greater Vancouver Regional District Solid Waste and Liquid Waste Management Plans;are hereby deemed to be consistent with said program and plans, in accordance with Section 882(3)(a) of the Local Government Act.
4. That Bylaws 8947 and 8948, having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043, is hereby deemed not to require further consultation.

- 5. That Richmond Zoning Bylaw 8500, Amendment Bylaw 8986, for the rezoning of 4991 No. 5 Road from "School & Institutional Use (SI)" to "Medium Density Townhouses (RTM2)", be introduced and given first reading.

  
Wayne Craig  
Director of Development

SB:blg  
Att.

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

## Staff Report

### Origin

Interface Architecture Inc. has applied to the City of Richmond for permission to rezone 4991 No. 5 Road (**Attachment A**) "School and Institutional Use (SI)" to "Medium Density Townhouses (RTM2)" in order to permit the development of a 108-unit townhouse complex. The original proposal was to rezone the subject site from "School and Institutional Use (SI)" to "Low Density Townhouses (RTL4)" for 102 townhouse units. A staff report was reviewed by Planning Committee at the meeting on January 22, 2013 (**Attachment B**), and the application was referred back to staff. In response to the referral, the applicant revised the proposal to rezone the subject site from "School and Institutional Use (SI)" to "Medium Density Townhouses (RTM2)". A revised conceptual site is provided in **Attachment C**.

### Background

The following referral motion was carried at the January 22, 2013 Planning Committee meeting:

*"That the application by Interface Architecture Inc. for rezoning at 4991 No. 5 Road from School & Institutional Use (SI) to Low Density Townhouses (RTL4) be referred back to staff to:*

- (a) Consider other development options including but not limited to commercial/retail or mixed-use development and an increase in density to ensure the best utilization of the site;*
- (b) Research the history of the subject site as it relates to the existing recreational uses on the site; and*
- (c) Examine the potential implications that the loss of the existing on-site private recreation facility space would have on the City's recreation facility inventory and its various user groups."*

This supplemental report is being brought forward to provide a response to the referral, to provide a summary of revisions made to the development proposal, the nature of the associated variances and amenity contributions, and to present the revised OCP amendment bylaw and rezoning bylaw for introduction and first reading.

### Findings of Fact

Please refer to the attached updated Development Application Data Sheet (**Attachment D**) for a comparison of the proposed development data with the relevant bylaw requirements. Please refer to the original Staff Report dated January 16, 2012 (**Attachment B**) for information pertaining to surrounding development, related City policies and studies, pre-Planning Committee public input and responses, as well as staff comments on tree retention and replacement, site servicing, transportation, indoor and outdoor amenity space, variances, and Development Permit considerations.

## **Analysis**

This analysis section will discuss each of the referrals made by Planning Committee at their January 22, 2013 meeting.

### Development Options

In their referral back to staff, Planning Committee asked staff to work with the applicant to consider other development options including but not limited to commercial/retail or mixed-use development and an increase in density to ensure the best utilization of the site.

In response to the referral, the applicant has reviewed the sites development potential in the context of Planning Committee's request, and comments received from the neighbouring residents through their public consultation process and correspondence submitted to the City.

As a result, the applicant has revised their development proposal to increase the Floor Area Ratio (FAR) density from 0.6 to 0.65 and increase the number of townhouses from 102 to 108. In addition, 27 visitor parking spaces are proposed, which exceeds the Zoning Bylaw parking requirement by an additional five (5) visitor parking spaces. A detailed analysis of the revised proposal is provided later in this report.

The applicant considered several development options for the site; including commercial, mixed-use and higher density residential uses. In reviewing the commercial redevelopment potential of the site, the applicant took into consideration the site location, challenging site geometry, limited road frontage, and the distance from other commercial uses. After consideration, the applicant does not consider a stand-alone commercial development, or a mixed-use development to be economically viable for this site. In reviewing the residential apartment housing redevelopment potential of the site, the applicant took into consideration the distance from City Centre, the supply of available apartment housing stock, higher cost of concrete construction, challenging site geometry, sun shading potential of taller buildings, and comments received from the neighbouring residents through the earlier public open house and correspondence submitted to the City. After consideration, the applicant does not consider apartment development to be economically viable or appropriate for this site.

### History of Recreational Uses on the Site

In their referral back to staff, Planning Committee asked staff to research the history of the subject site as it relates to the existing recreational uses on the site.

The subject lot was created and rezoned in 1971 for the construction of a privately-owned tennis facility. Subdivision and consolidation affecting several privately-owned residential properties resulted in the creation of the current lot configuration of the subject property. The resulting lot was rezoned from General Residential District 3 to Private Recreational District, under Bylaw 2798. Western Indoor Tennis opened its doors in 1972. The original facility included the existing east building with indoor tennis courts, two-storey clubhouse with restaurant, and 10 outdoor tennis courts. A temporary "bubble" structure was erected during the winter months over the westernmost five (5) outdoor tennis courts.



In 2000, the property was sold to Sportstown BC Operations Ltd. for the development of a privately-owned recreational complex. The indoor tennis program was maintained and the clubhouse was renovated. The central arena building was constructed and artificial turf was installed in both the arena building and the existing “bubble” structure for indoor soccer use.

In 2001, the City leased space in the central arena building for gymnastics and rod and gun recreation uses to replace space that was previously located in the RCA Forum on Sea Island. In 2011, the City exercised its option under the existing lease to extend the lease until 2016. Details are provided in the attached memo from Community Services staff (**Attachment E**).

#### Implications of Sports Facility Loss

In their referral back to staff, Planning Committee asked staff to examine the potential implications that the loss of the existing on-site private recreation facility space would have on the City’s recreation facility inventory and its various user groups.

Please refer to the attached memo from Community Services staff regarding their review of the potential implications of losing the existing on-site private recreation facility space (**Attachment E**). Staff advises that there is capacity in other facilities to serve the recreation program needs of tennis and soccer players. In addition, with the City’s lease expiring in early 2016, staff continues to have discussions with both the Rod and Gun Club and the Richmond Gymnastics Association regarding options for future locations.

#### **Changes Proposed to Zoning Relating to Increased Density**

In response to the referral to examine the proposed density, the applicant is requesting an amendment to the application to rezone the subject site from “School and Institutional Use (SI)” to “Medium Density Townhouses (RTM2)” for a 108-unit townhouse development with a density of 0.65 FAR. The original proposal was to rezone the subject site from “School and Institutional Use (SI)” to “Low Density Townhouses (RTL4)” for a 102-unit townhouse development with a density of 0.60 FAR (**Attachment B**).

### **Proposed Site Planning Changes Arising from Increased Density**

The proposed increase in density is mostly accommodated in the addition of six (6) new townhouse units: one (1) new unit in each of the two (2) buildings at the west edge of the site; and two (2) new units in each of the two (2) buildings beside the indoor amenity building. Otherwise, the site planning and building massing remain largely the same.

### **Changes Proposed to Rezoning Considerations Relating to Increased Density**

With an increase in requested density for the site, the applicant has also agreed to increase the voluntary contributions to the City for the following:

- **Affordable Housing** – The applicant continues to propose to make a cash contribution in accordance to the City’s Affordable Housing Strategy as a requirement of rezoning. As the proposal is for townhouses, the applicant is making a cash contribution of \$2.00 per buildable square foot as per the Strategy (e.g. \$279,101). Although the contribution rate remains the same as the previous proposal, this contribution has increased from \$258,050 as a result of the increase in proposed density.
- **Public Art** – Staff continue to work with the applicant to explore opportunities to participate in the City’s Public Art Program as a requirement of rezoning. The applicant will participate in the City’s Public Art Program; with installation of Public Art as a part of the development in the amount of \$0.75 per buildable square foot of residential space (e.g. \$104,663), or City acceptance of a cash contribution in the same amount to the City’s Public Art fund. This will be further investigated through the required Development Permit application. Although the contribution rate remains the same as the previous proposal, this commitment has increased from \$96,770 as a result of the increase in proposed density.
- **Leisure Facilities** – The applicant continues to propose to support the establishment of City leisure facilities. The applicant is proposing to contribute \$1,000,000 towards the City’s Leisure Facilities Reserve Fund as a requirement of rezoning. This contribution has increased from \$700,000 associated with the previous proposal. The funds may be used at Council’s discretion toward City recreation and/or cultural amenities.

All other rezoning considerations as presented in the January 2012 staff report are still included in the proposal . The revised list of rezoning considerations is included as **Attachment F**, which has been agreed to by the applicant (signed concurrence on file).

### Changes Proposed to Requested Variances Relating to Increased Density

The applicant is requesting the following variances to the Richmond Zoning Bylaw and "Medium Density Townhouses (RTM2)" zone for the project:

- Reduce the minimum rear yard (west) from 3 m to 2.2 m for the setback of the south-west corner of the last building (Building 22) to the highway. The rear yard is angled and increases to 34.0 m as the site narrows to the northwest. This requested variance has been changed as a result of increasing the number of townhouse units to accommodate increased density in response to Planning Committee comments. The setback reduction is mitigated with: a grade change between the highway and lower site; and proposed sound barrier fencing construction which is a requirement of MOTI and the rezoning. In addition, the setback reduction is to an exit/onramp connecting highways 99 and 91. The main highway travel lanes of both highways are further away from the site.
- Reduce the minimum exterior side yard (south) from 6 m to 2.3 m also for the setback of the south-west corner of the last building (Building 22) to the highway. The exterior side yard is also angled and increases to 10.9 m as the site widens out to the east. This new requested variance is a result of increasing the number of townhouse units to accommodate increased density in response to Planning Committee comments. Mitigation for the setback reduction is described above.
- Increase the percentage of parking spaces permitted in a tandem arrangement from 50% to 90%. This requested variance has been changed from the original proposal of 82% as a result of increasing the number of townhouse units to accommodate increased density in response to Planning Committee comments.

The variance for tandem parking in 97 units represents 90% of the total number of required residential parking spaces on the site. This does not comply with the percentage of tandem parking permitted in the Zoning Bylaw, but the variance can be considered on a site specific basis for this 'in-stream' application.

This 'in-stream' application was submitted to the City in 2011, before the 2012 amendments to the Richmond Zoning Bylaw to limit the percentage of tandem parking in multiple-family developments. The requested increased percentage of tandem parking is a direct result of revising the site plan to increase the number of townhouse units in response to comments from Planning Committee. As described above, six (6) townhouse units were added to the proposal to increase density on the site.

Development Applications and Transportation staff have reviewed the variance requested related to parking arrangement for this 'in-stream' application and have no concerns. A restrictive covenant to prohibit the conversion of the tandem garage area into habitable space is a requirement of rezoning.

All of the variances mentioned above will be reviewed in the context of the overall detailed design of the project, including architectural form, site design and landscaping at the Development Permit stage.

**Financial Impact or Economic Impact**

None.

**Conclusion**

In response to Planning Committee's referral:

- The applicant has considered land use and development options for the site and is proposing a revised density of 0.65 FAR and an addition of six (6) townhouses for a total of 108 units to increase the utilization of the site.
- The history of recreational uses on the site has been reviewed.
- Community Services Department staff has reviewed the potential implications of losing the existing on-site private recreation facility space. Staff advises that there is capacity in other facilities to serve the recreational needs of tennis and soccer players. In addition, with the City's lease expiring in early 2016, staff continues to have discussions with both the Rod and Gun Club and the Richmond Gymnastics Association about options for future locations.

The proposed 108-unit townhouse development is generally consistent with the Official Community Plan (OCP) regarding multi-family developments. With the noted variances above, the proposal generally meets the zoning requirements set out in the Medium Density Townhouses (RTM2) zone. Overall, the proposed land use, site plan, and building massing respects the adjacent single detached neighbourhood to the north. Further review of the project design is required to be completed as part of the Development Permit application review process.

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

On this basis, staff recommends support for the rezoning application.

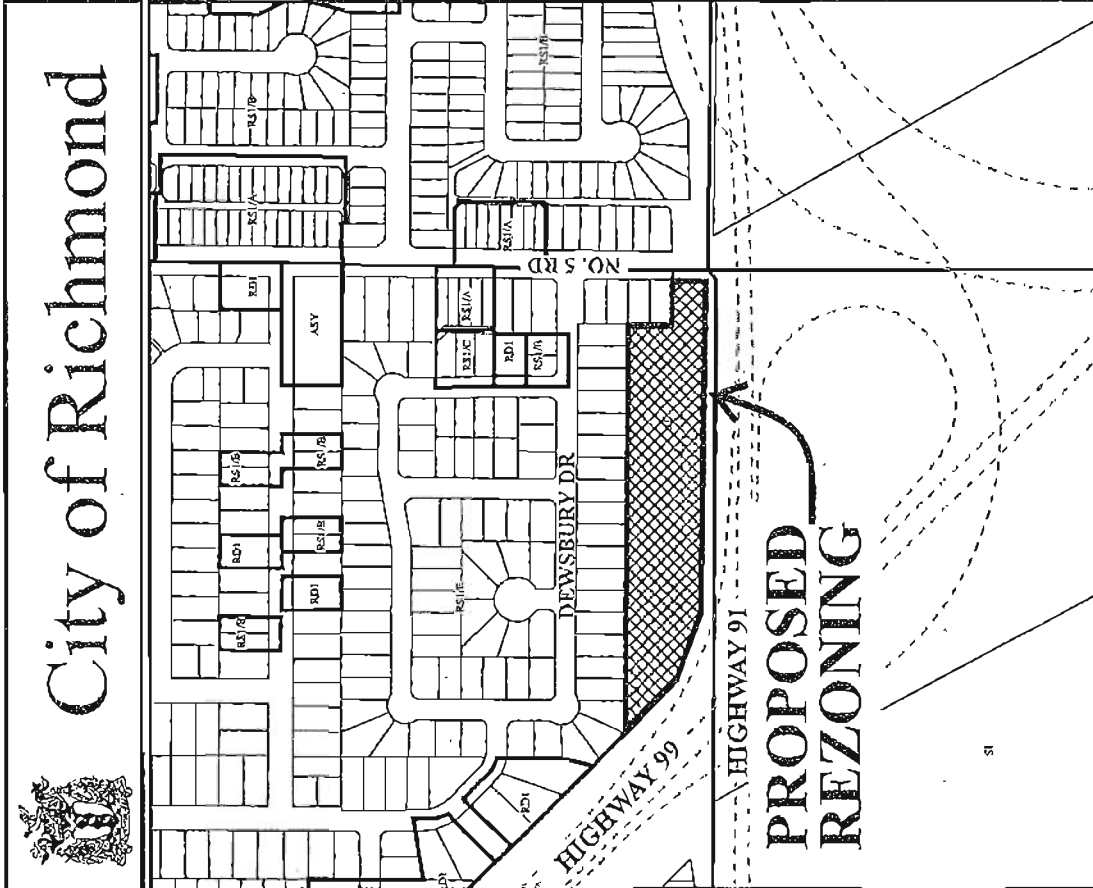
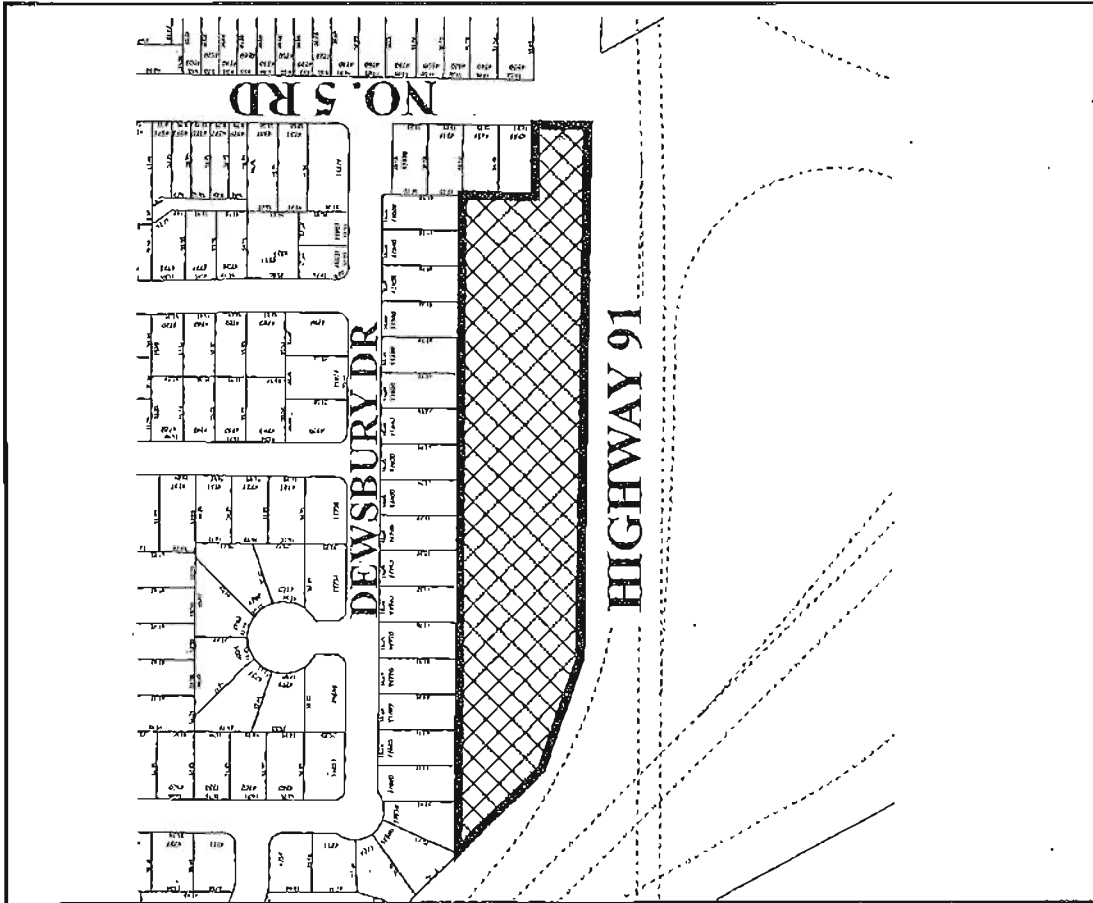


Sara Badyal, M. Arch, MCIP, RPP  
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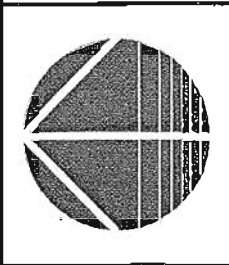
**Attachments:**

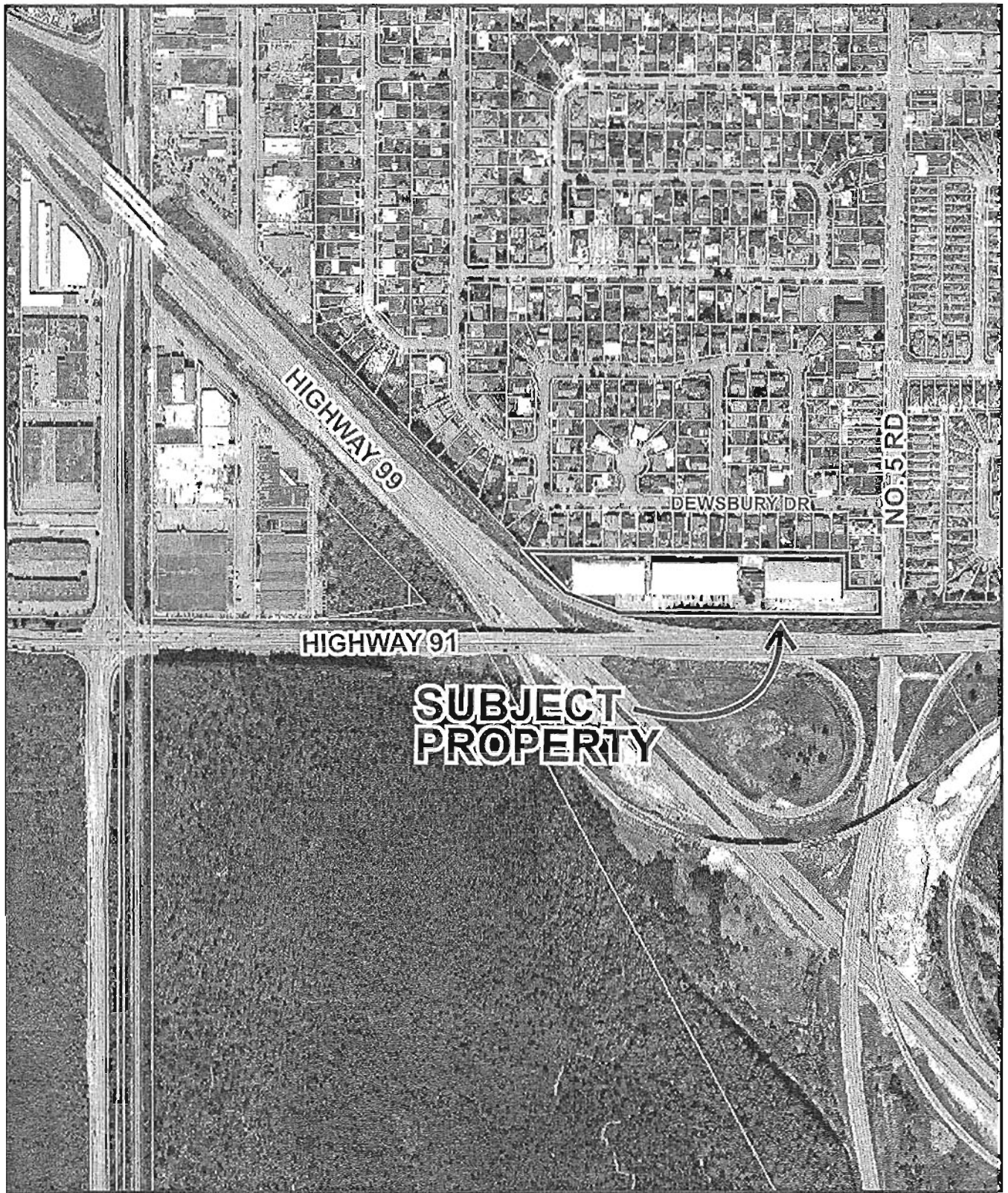
- Attachment A: Location Map & Aerial Photo
- Attachment B: Report to Committee dated January 16, 2012
- Attachment C: Revised Conceptual Development Plans
- Attachment D: Updated Development Application Data Sheet
- Attachment E: Memo from Vern Jacques, Senior Manager, Recreation and Sport Services (dated August 23, 2013)
- Attachment F: Revised Rezoning Considerations Concurrence



Original Date: 11/14/11  
 Revision Date: 11/15/11  
 Note: Dimensions are in METRES

RZ 11-593406





RZ 11-593406

Original Date: 11/14/11

Amended Date:

Note: Dimensions are in METRES



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**To:** Planning Committee **Date:** January 16, 2012  
**From:** Wayne Craig **File:** RZ 11-593406  
Director of Development  
**Re:** Application by Interface Architecture Inc. for Rezoning at 4991 No. 5 Road from  
School & Institutional Use (SI) to Low Density Townhouses (RTL4)

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**Staff Recommendation**

1. That Official Community Plan Amendment Bylaw 8947:
  - To redesignate 4991 No. 5 Road from "Commercial" to "Neighbourhood Residential" in Attachment 1 to Schedule 1 of Official Community Plan Bylaw 9000 (City of Richmond 2041 OCP Land Use Map)  
be introduced and given first reading.
2. That Official Community Plan Amendment Bylaw 8948:
  - To redesignate 4991 No. 5 Road from "School/Park Institutional" to "Residential" in Schedule 2.11B of Official Community Plan Bylaw 7100 (East Cambie Area Plan Land Use Map)  
be introduced and given first reading.
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  - The City's Financial Plan and Capital Program
  - The Greater Vancouver Regional District Solid Waste and Liquid Waste Management Plansare hereby deemed to be consistent with said program and plans, in accordance with Section 882(3)(a) of the Local Government Act.
3. That Bylaws 8947 and 8948, having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043, are hereby deemed not to require further consultation.

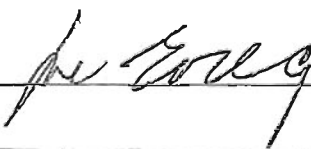
4. That Zoning Amendment Bylaw 8986:

- To rezone 4991 No. 5 Road from "School & Institutional Use (SI)" to "Low Density Townhouses (RTL4)"

be introduced and given first reading.

  
 Wayne Craig  
 Director of Development

WC:kt  
Att.

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



## Staff Report

### Origin

Interface Architecture Inc. has applied to the City of Richmond for permission to rezone 4991 No. 5 Road (**Attachment 1**) from School and Institutional Use (SI) to Low Density Townhouses (RTL4) in order to permit the development of a 102 unit townhouse complex. The development proposal is predominantly three-storey, with some two-storey end units provided along the north interface to adjacent single-family properties, and a central single-storey amenity building. A preliminary site plan and building elevations are contained in **Attachment 2**.

The privately owned site currently contains four substantial buildings, an outdoor swimming pool, and surface parking areas. The existing commercial recreation complex includes a soccer store, licensed restaurant, and indoor sport facilities. The complex also includes a facility that is leased by the City for the operation of gymnastics, air pistol and archery programming. The lease is in effect until February 2016.

The developer is required to enter into a Servicing Agreement as a requirement of rezoning for the design and construction of: frontage improvements, storm sewer upgrades, and sanitary sewer extension.

### Findings of Fact

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

### Surrounding Development

To the North: Existing single-family dwellings fronting onto Dewsbury Drive on lots zoned Single Detached (RS1/E)

To the East: Existing single-family dwellings fronting onto No. 5 Road on lots zoned Single Detached (RS1/E), and across No. 5 Road is a rear lane and Ministry of Transportation and Infrastructure (MOTI) right-of-way for BC Highway 91

To the South: MOTI right-of-way for BC Highway 91

To the West: MOTI right-of-way for BC Highway 99

### Related Policies & Studies

#### Official Community Plan (OCP)

The proposed development is located in the East Cambie planning area (**Attachment 4**). The application includes OCP amendments to amend the City of Richmond 2041 OCP Land Use Map Attachment 1 to Schedule 1 and also the East Cambie Area Plan Schedule 2.11B. The City of Richmond 2041 OCP Land Use Map is proposed to be amended by changing the designation of the subject site from "Commercial" to "Neighbourhood Residential". The East Cambie Area Plan Land Use Map is proposed to be amended by changing the designation of the subject site from "School/Park Institutional" to "Residential". The proposed low density townhouse land use complies with the amendments.

The applicant is requesting the change in land use to redevelop the commercial sports recreation complex into a townhouse development. The change is sought as the owner has expressed concerns about the continued economic viability of the business at this location. The addition of townhouses will help to address Richmond's growing population with a variety of housing to complement the adjacent single family neighbourhood.

#### OCP Aircraft Noise Sensitive Development (ANSD) Policy

The site is located within Area 2 (High Aircraft Noise Area) of the ANSD map (**Attachment 5**). Area 2 does not allow for consideration of new single family, but does allow consideration of all other Aircraft Noise Sensitive Land Uses (including dwelling units). The policy also requires the registration of a restrictive covenant on title to address aircraft noise mitigation and public awareness. Registration of an aircraft noise sensitive use restrictive covenant is a requirement of rezoning.

This legal agreement is intended to identify that the proposed development must be designed and constructed in a manner that mitigates potential aircraft noise within the proposed dwelling units. Dwelling units must be designed and constructed to achieve:

- a) CMHC guidelines for interior noise levels as indicated in the chart below

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

- b) The ASHRAE 55-2004 "Thermal Environmental Conditions for Human Occupancy" standard for interior living spaces.

As part of the required Development Permit, the applicant is required to submit a report and recommendations prepared by an appropriate registered professional, which demonstrates the interior noise levels and thermal conditions comply with the policy and the required covenant. These are also required to be incorporated into the future Building Permit.

A preliminary acoustic study prepared by BKL Consultants in Acoustics has been submitted to the City. The study includes recommendations for construction upgrades to the roof and walls, upgrades to windows for bedrooms, and installation of a sound barrier wall along the highway frontage. The Ministry of Transportation and Infrastructure requires the developer to install a sound barrier as a buffer to Highway 91 and the ramp onto Highway 91 (See MOTI section below). MOTI approval, including an arrangement to construct the sound barrier is a condition of rezoning.

### Floodplain Management Implementation Strategy

The applicant is required to comply with the Flood Plain Designation and Protection Bylaw (No. 8204). In accordance with the Flood Management Strategy, a Flood Indemnity Restrictive Covenant is required prior to rezoning bylaw adoption. The subject site is located in Area A, which requires a minimum flood construction level of 2.9 m GSC for habitable space, or no lower than 0.3 m above the highest crown of road.

The proposal complies, with a ground floor level of approximately 3.0 m, which is 0.3 m above the highest crown of No. 5 Road in front of the subject site. In the portions of the site where neighbouring properties are lower than the required flood construction level, the proposed design has yards that slope down to meet the existing grade at the property lines. This improves the transition to neighbouring properties and successful tree retention.

### Affordable Housing Strategy

The applicant proposes to make a cash contribution in accordance to the City's Affordable Housing Strategy. As the proposal is for townhouses, the applicant is making a cash contribution of \$2.00 per buildable square foot as per the Strategy (e.g. \$258,050).

The City's existing Affordable Housing Strategy requires townhouse developments to provide a cash contribution, regardless of the size of the development. The large size of the subject townhouse rezoning application is rare, but a cash contribution is appropriate given the City's existing policy.

Community Services staff are currently reviewing the City's Affordable Housing Strategy, and are anticipating submitting a separate staff report for Council consideration later this year. The review will include looking at contribution rates for all forms of development, and the provision of Affordable Housing units in larger scale townhouse developments.

### Public Art Policy

Staff are working with the applicant to explore opportunities to participate in the City's Public Art Program. The applicant will participate in the City's Public Art Program with installation of Public Art as a part of the development in the amount of \$0.75 per buildable square foot of residential space (e.g. \$96,770), or City acceptance of a cash contribution in the same amount to the City's Public Art fund. This will be further investigated through the required Development Permit application.

### City Lease

The privately owned site currently contains a mix of private and community sport programming, as well as retail and restaurant spaces. The City has an existing lease for indoor facilities on the site for the operation of gymnastics, air pistol and archery programming until February 2016.

Community Services staff have reviewed the proposal and are not opposed to the rezoning proceeding as the lease secures the facility until 2016.

The property owner has advised City staff that they would be willing to allow the City to terminate the lease should the City so desire.

Prior to final adoption of the Rezoning, Community Services staff will provide a separate staff report presenting information for Council consideration regarding:

- How gymnastics programming may be accommodated as part of the City's Capital plan.
- Business terms associated with lease termination in the event that the City and the property owner come to an agreement on terminating the lease prior to February 2016.

The applicant is proposing to contribute \$700,000 towards the City's Leisure Facilities Reserve Fund as a requirement of rezoning. This amenity contribution was reviewed in consultation with Community Services, Recreation Services, and Real Estate Services staff. Staff agreed that the contribution could assist the City in replacing the existing gymnastics facility given that it is only secured until February 2016. The proposed amenity contribution does not impact the City's ability to continue to utilize the lease space until the lease expiration in February 2016.

### **Consultation**

#### BC Ministry of Transportation and Infrastructure (MOTI)

Approval from the BC Ministry of Transportation & Infrastructure (MOTT) is a requirement of rezoning as the subject site is located within 800 m of a controlled access to a Provincial Highway. Staff have reviewed the rezoning application with MOTI staff and impact of highway noise on future residents is a concern. MOTI requires that the developer install sound barrier fencing inside the MOTI right-of-way at the top of bank. Approximately 450 m of barrier will be constructed by the developer through a separate MOTI permit process. MOTI will take over ownership & maintenance of the barrier once completed.

#### Vancouver International Airport (YVR)

This application was not referred to YVR because the proposed multi-family land use complies with the OCP Aircraft Noise Sensitive Development Policy. As discussed above, the property is located in Area 2 of the policy, which allows for consideration of all new aircraft noise sensitive land uses, except single family. As a courtesy, staff has provided information regarding the rezoning application to YVR staff.

#### School District No. 38 (Richmond)

This application was not referred to School District No. 38 (Richmond) because it does not have the potential to generate 50 or more school aged children. According to OCP Bylaw Preparation Consultation Policy 5043, which was adopted by Council and agreed to by the School District, residential developments which generate less than 50 school aged children do not need to be referred to the School District (e.g., typically around 295 multiple-family housing units). As a courtesy, staff has provided information regarding the rezoning application to school district staff.

## Public Input

The development application process to date has included a public information meeting before the rezoning application was submitted to the City and the installation of informational signage on the site. The Public Hearing will include notification to neighbours and local newspaper advertising. Public input has been received through the open house meeting and correspondence.

The applicant hosted a public information meeting before submitting a rezoning application to the City. Approximately 21 to 25 people attended the meeting which was held from 5pm to 8 pm on June 20, 2011 at the East Richmond Community Hall on Cambie Road. Invitations were delivered to more than 150 properties, including properties in the neighbourhood north of the site and properties in the block on the opposite side of No. 5 Road (**Attachment 6**). The development team provided a presentation on a preliminary design proposal (massing sketches, typical floor plan and elevations). The following concerns about the development proposal were expressed at the meeting (with response included in *'bold italics'*):

- Three-storey building height – *In response to the concern, building height was stepped down to provide two-storey units for the majority of the north edge of the site, which is the interface to single-family properties fronting onto Dewsbury Drive. Overall, the development is predominantly Three-storey in height, which is typical for townhouse development throughout the City and allows for more consolidated building footprints and increased open space.*
- Excessive vehicle speed of No. 5 Road traffic – *Speeding has been an issue for northbound vehicles. A speed study conducted in July 2011 indicated an average speed on No. 5 Road in the northbound direction of 70 kph over a one-week period, which is significantly higher than the 50 kph speed limit. As a result, staff have notified RCMP to target enforcement along the No. 5 Road corridor, between Cambie Road and the Highway 91 overpass.*  
*To help reduce vehicle speeding, installation of a digital speed board is a requirement of rezoning.*
- Safety crossing No. 5 Road – *There is a special crosswalk on No. 5 Road at McNeely Drive, adjacent to the bus stops and approximately 250 m north of the subject site. Staff will continue to monitor pedestrian activity in the area.*
- Lack of a sidewalk south of the site to the Nature Park – *Staff have forwarded the request to MOTI as the highway right-of-way south of the subject site is under their jurisdiction. The frontage of the subject site will be upgraded as a requirement of the rezoning. A new sidewalk will be pulled away from the street edge behind a landscaped boulevard to improve the pedestrian environment in front of this site. Concrete sidewalk exists along the west side of No. 5 Road from Cambie Road south to the abutment of the Highway 91 overpass, linking the residential areas to the Cambie shopping centre.*
- Difficulty for the neighbourhood (Dewsbury, Deerfield and Dumont) to gain access to/from No. 5 Road – *The existing recreation facility generates traffic that is higher than the estimated traffic that will be generated by the proposed townhouse development according to the Traffic Study submitted to the City. With the proposed change to a townhouse development, it is estimated that there will be a slight increase in traffic generated in the morning peak hour of about 15 vehicles and a reduction in the afternoon peak hour of*

*approximately 35 vehicles. The 15 additional vehicles in the morning is anticipated to have minimal impact to the surrounding road system as it translates to just one additional car every four minutes and can be accommodated by the adjacent road network capacity and geometry with no significant impact to traffic on the nearby streets. In the evening, traffic to and from this site will reduce.*

- Neighbours are finding too many cars being parked in front of their homes – *The existing recreation facility can have surges in parking demand, due to special events. The proposed townhouse use will generate a more regular and consistent traffic and parking pattern as compared to the existing recreation facility, with less likelihood for parking to spillover to the residential neighbourhood.*

*The proposed development meets the off-street parking requirement in the Zoning bylaw with two parking spaces for each unit and 21 visitor parking spaces. Through the Development Permit review, the applicant and staff will explore opportunities to provide additional visitor parking on-site.*

*Restricted parking is generally permitted along No. 5 Road, although it is not permitted in the MOTI highway ROW to the south. On the west and east sides of No. 5 Road in front of the site and northward to Cambie Road, parking is permitted from 6pm to 7am. On the east side, it is also permitted from 9 am to 4 pm.*

*The City's Traffic Control and Regulation Bylaw restricts parking in front of a residential house over three hours. Residents experiencing parking issues are encouraged to contact the RCMP non-emergency line.*

- Proposed density was too high; it would generate too much noise and potential unwanted activity – *Low density townhouse zoning (RTL4) is proposed, with a maximum floor area ratio of 0.6 and maximum building height of three-storeys.*
- Shadowing of the backyards of the adjacent neighbours to the north – *The design minimizes the shadow impact at the north edge of the site by minimizing the building massing along the shared north property line through turning the buildings, stepping down the building height from three-storey to two-storey for end units, increasing the side yard setback for two-storey units, and providing a larger setback for three-storey units.*
- Lack of a grocery store in the neighbourhood – *Retail grocery store development is not proposed.*
- City owned park use preferred – *Community Services staff have reviewed the proposal and are not opposed to the rezoning. The City has no plans to acquire the site for park use. The neighbourhood is served by the Nature Park and King George Park.*
- Single-family use preferred – *Because the site is located within a High Aircraft Noise Area, new single-family land use at this location would not comply with the OCP (see Aircraft Noise Sensitive Development section above). Multi-family development with acoustic and thermal measures to ensure resident comfort is recommended.*
- Construction process site vibration and noise – *The developer has been provided with a copy of the City's good neighbour brochure, which provides information to developers regarding construction disturbance in single-family neighbourhoods. The developer is required to comply with the City's noise bylaw which addresses the permitted level of noise, and hours of construction.*

- Impacts of the development on property taxes for neighbours – *Staff are not aware that the development proposal will significantly impact the property taxes for the neighbours.*

Public correspondence has been received regarding the public information meeting and regarding the rezoning application (**Attachment 7**). Residents of the adjacent single-family neighbourhood to the north expressed the following concerns (with response included in *'bold italics'*):

- Excessive vehicle speed of No. 5 Road traffic – *This concern was also raised at the public information meeting. See comments above.*
- Increased traffic volume worsening the existing difficulty for the neighbourhood (Dewsbury, Deerfield, Dumont, McNeely and Dallyn) to gain access to/from No. 5 Road and to/from Cambie Road – *This concern was also raised at the public information meeting. See comments above.*
- Overflow street parking as a result of garages being used for storage instead of parking. During Sportstown special events (ie. tennis tournament), our streets are littered with the cars of the patrons, as no parking is permitted on No. 5 Road – *This concern was also raised at the public information meeting. See comments above.*
- Loss of amenities: restaurant, gymnastics, tennis and outdoor swimming pool – *The subject site is a privately owned commercial site and the property owner has expressed concerns about the economic viability of the commercial facility. The proposal does result in the loss of amenities on this privately owned site, however, amenities are available elsewhere in the City. There are nearby restaurants at the Cambie Neighbourhood Service Centre at No. 5 Road and Cambie Road and additional commercial amenities may be considered through the future planning of the Neighbourhood Service Centre. As noted above, the City has secured space on the subject site for gymnastics programming until the lease expires in February 2016. Prior to final adoption of the rezoning, Community Services staff will provide information for Council consideration regarding gymnastics programming. Indoor tennis is available to the public in Minoru Park and Steveston Park. The small outdoor swimming pool on the site is not part of the inventory of public serving aquatic facilities.*
- Safety of proposed townhouse units from potential highway accidents – *This is under the jurisdiction of MOTI, who have reviewed the proposed redevelopment of this site.*
- Noise and pollution from highway traffic and townhouse residents – *As suggested by MOTI, the developer has agreed to construct sound barrier fencing along the highway interface as a requirement of rezoning.*
- Single-family use preferred – *This concern was also raised at the public information meeting. See comments above.*
- Location may result in the units being purchased as investments, rented out, and used as grow ops and drug labs – *The townhouse proposal will complement the single-family neighbourhood with housing choice.*
- Impact of secondary access on Dewsbury Road – *A single driveway to No. 5 Road is proposed for the development. There is no access to Dewsbury Road. A secondary emergency access is not required for this development; fire suppression sprinkler systems are required for the rear portion of the townhouse development.*

**Staff Comments**

Staff Technical Review comments are included. No significant concerns have been identified through the technical review.

Tree Retention and Replacement

	Existing	Retained	Compensation
On-site trees	24	10 trees retained 3 trees relocated	2:1 replacement ratio for removal of 11 trees
Off-site trees on neighbouring properties	5 trees 2 hedges	5 trees 2 hedges	To be protected
Off-site trees in MOTI Highway ROW	39	39	To be protected
Off-site trees in City boulevard	3	3	To be protected

- A Tree Survey and a Certified Arborist’s report were submitted in support of the application and reviewed by the City’s Tree Preservation Coordinator. A Tree Preservation Plan is included in **Attachment 2**.
- The developers are not permitted to endanger neighbouring off-site trees, as detailed in the City of Richmond Tree Protection Information Bulletin Tree-03. These include: three (3) street trees (Tag# A, B and C) in the adjacent No. 5 Road boulevard; five (5) trees and two (2) hedges (Tag# D, E, F, G, H, J and Hedge) in the adjacent properties to the north; and 39 off-site trees located in the MOTI highway ROW to the south.
- The City’s Tree Preservation Coordinator reviewed the Arborist’s Report and concurs with the removal of 11 bylaw-sized trees onsite, including:
  - Two (2) trees (Tag#524 and 525) located up against the existing building at the main entry, which have been previously topped and should be removed and replaced;
  - Five (5) trees (Tag#573, 577, 578, 579 and 580) located along the north property line in poor condition; and
  - Four (4) trees (Tag#562, 564, 568 and 569) located along the southwest property line in poor condition.
- The developers have agreed to retain and protect 10 trees onsite:
  - Four (4) trees located along the north property line, including a Sawara Cypress, two (2) Norway Spruces and a Dawn Redwood (Tag# 572, 574, 575 and 576).
  - One (1) Willow Oak (Tag# 522) in the No. 5 Road streetscape.
  - One (1) Norway Spruce (Tag# 570) at the west corner of the site.
  - A group of Biter Cherry trees (Tag# 571) at the southwest edge of the site.  
Note: four (4) trees in this grouping are on the development site and two (2) are on the Highway Right-of Way (ROW).



- The developers have agreed to protect and relocate three (3) Japanese maple trees (Tag# 526, 527 and 528) located in a raised planting bed at the main entry to the existing building. An appropriate location on site will be determined through the Development Permit application. Written confirmation from a tree moving company that these trees will be relocated on site is a requirement of rezoning.
- The project Arborist recommends removing 2 of the 5 neighbouring off-site trees in the adjacent property to the north at 11660 Dewsbury Drive (tag# E and H) due to their existing poor condition. The developer has delivered this information to the property for the owner's consideration. A tree removal permit application may be submitted to the City for consideration with the written permission from the adjacent property owner with whom the trees are shared. These trees will be protected unless the neighbouring owner grants permission for their removal.
- The project Arborist recommends removing seven (7) of the 39 neighbouring off-site trees in the MOTI highway ROW. The developer is discussing this information with MOTI and the applicant must obtain written permission from the MOTI prior to removal of any of these trees.
- Based on the 2:1 tree replacement ratio goal stated in the Official Community Plan (OCP), 22 replacement trees are required for the removal of 11 bylaw-sized trees. According to the Preliminary Landscape Plan included in **Attachment 2**, the developer is proposing to exceed this number of replacement trees on site to supplement the ten (10) retention trees and three (3) relocated trees. The landscape plan will be further refined through the required Development Permit application.
- The Certified Arborist will need to work with the Architect, Landscape Architect and Civil Engineer to ensure the design accommodates the tree and hedge protection. The design will be further reviewed and refined at the Development Permit stage.
- Tree protection fencing is required to be installed to City standards prior to any construction activities occurring on site. In addition, a contract with a Certified Arborist to monitor all works to be done near or within the tree protection zone is a requirement of rezoning.

### Site Servicing

An upgrade to the existing storm sewer along No. 5 Road is required. Approximately 85 m of the existing storm sewer pipe is required to be upgraded from 450 mm diameter pipe to the larger of 900 mm or OCP size. The works extend beyond the site frontage to tie into the two (2) existing storm manholes along No. 5 Road (storm manholes STMH6923 and STMH6922). A site analysis will be required on the Servicing Agreement drawings (for site connection only).

An independent review of servicing requirements has concluded that the existing sanitary sewer along Dewsbury Drive will support the proposed development with the addition of an extension to accommodate site connection. Approximately 150 m of new 200 mm diameter sanitary sewer is required to be constructed along No. 5 Road and Dewsbury Drive to connect the southeast corner of the subject site with the closest sanitary manhole on Dewsbury Drive (sanitary manhole SMH5377).

At future 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 to confirm that there is adequate available water flow. Due to the depth of the lot and single driveway, water flow will be required to service on-site private hydrants and sprinklers.

### Transportation

One (1) driveway off No. 5 Road is proposed for the large townhouse development on a deep lot.

Frontage improvements are a requirement of rezoning. The developer is required to enter into a Servicing Agreement for the design and construction of frontage improvements including, but are not limited to: new 1.5 m wide concrete sidewalks at the new property line and grass boulevard with street trees to the existing curb.

In response to neighbourhood concerns, the applicant proposes to contribute \$10,000 towards a speed-reader board as a requirement of rezoning. This contribution will facilitate the installation of one (1) speed-reader board. The proposed location of the board is on the east side of No. 5 Road between the Highway 99 and Highway 91 bridges which is primarily a highway shoulder environment. The intent of the speed-reader board is to provide real-time feedback to drivers on their current speed with the objective of deterring speeding. This measure is aimed to help address vehicular speeding in the northbound direction on No. 5 Road and remind drivers to slow down in light of the unique conditions of this section of No. 5 Road where vehicles in the northbound direction tend to gain speed due to the downward grade from the Highway 99 overpass.

Staff do not intend use similar speed-reader boards as a regular measure to address speeding issues in other urban streets as it is recognized that there may be adverse aesthetic impacts. After installation of the proposed board, Transportation staff will monitor its effectiveness and will remove it if deemed ineffective.

### Indoor Amenity Space

The applicant is proposing to provide an indoor amenity building located in the central outdoor amenity area. The proposed size meets the Official Community Plan (OCP) guidelines. The detailed design will be refined as part of the Development Permit application.

### Outdoor Amenity Space

The proposed outdoor amenity space size meets the Official Community Plan (OCP) guidelines. Pedestrian paths are provided throughout the site and consolidated outdoor space is proposed to be provided in three areas on the site: a west children's play area, a central amenity space, and an east entry gateway. The design of the children's play area and landscape details will be refined as part of the Development Permit application.

## **Analysis**

The proposal is generally in compliance with the development guidelines for multiple family residential developments. The proposed height, siting and orientation of the buildings respect the massing of the existing single-family homes to the north and east. The 11 units immediately adjacent to neighbouring single-family dwellings have been reduced in height to two-storeys and have a setback of 4 m. Only units with a greater setback (more than 6 m) have a building height of three-storeys. The building height and massing will be controlled through the Development Permit process.

### Requested Variances

The proposed development is generally in compliance with the Medium Density Townhouses (RTL4) zone. The applicant is requesting the following variances for the project:

- Reduce the minimum rear yard from 6 m to 3.9 m for the southwest corner of the last building (Building 22).
- Allow tandem parking spaces in eighty-three (83) of the units.

All of the variances mentioned above will be reviewed in the context of the overall detailed design of the project, including architectural form, site design and landscaping at the Development Permit stage.

Transportation staff have reviewed the variance requested related to parking arrangement and have no concerns. A restrictive covenant to prohibit the conversion of the tandem garage area into habitable space is a requirement of rezoning.

Transportation staff are currently reviewing the City-wide provision of tandem parking in townhouse development and are anticipating submitting a separate staff report for Council consideration this spring.

The variance for tandem parking in 83 units represents 81.4% of the total number of units. Staff will continue to work with the applicant through the required Development Permit process to investigate opportunities to reduce the percentage of units with tandem parking and increase the number of visitor parking spaces, including any recommendations that may come out of the City-wide tandem parking review.

### Design Review and Future Development Permit Considerations

A Development Permit will be required to ensure that the development is sensitively integrated into the neighbourhood. Through the Development Permit application review process, the following issues will to be further examined and additional issues may be identified:

- Review of detailed building form and architectural character.
- Review of detailed landscaping design.

- Review of fire fighting provisions. Due to the lot depth and single vehicle access, most of the buildings are required to have sprinklers, the site layout is required to provide opportunities for fire trucks to turn around, and private hydrants are required to be provided onsite. Richmond Fire Rescue has reviewed the proposal and does not object to the rezoning.
- Review of opportunities to increase the number of visitor parking spaces.
- Review of convertible and aging in place features. Seven (7) convertible units are proposed and aging in place features are proposed in all units.
- Review of site design and grade for the survival of protected trees.

#### Financial Impact or Economic Impact

None.

#### Conclusion

The proposed 102-unit townhouse development is generally consistent with the Official Community Plan (OCP) regarding multi-family developments. With the noted variances above, the proposal generally meets the zoning requirements set out in the Low Density Townhouses (RTL4) zone. Overall, the proposed land use, site plan, and building massing respects the adjacent single-family neighbourhood to the north. Further review of the project design is required to be completed as part of the Development Permit application review process.

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

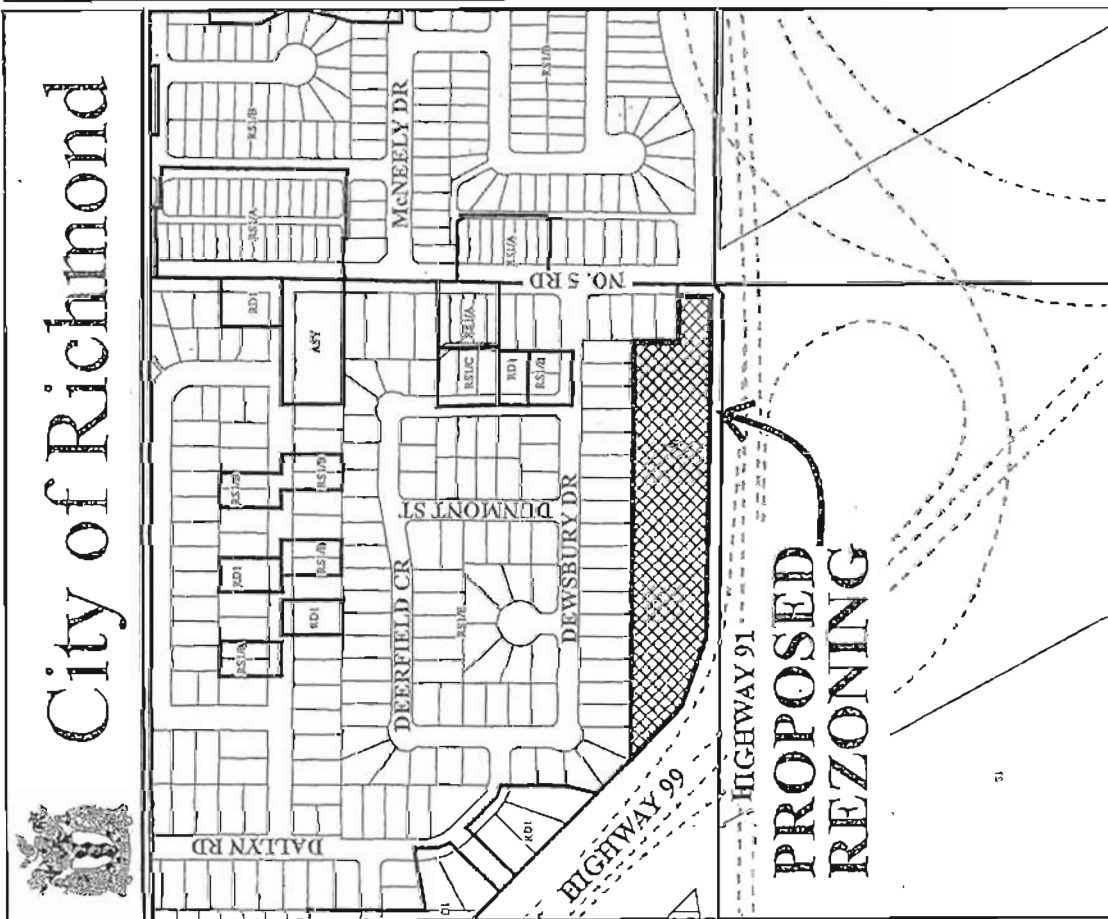
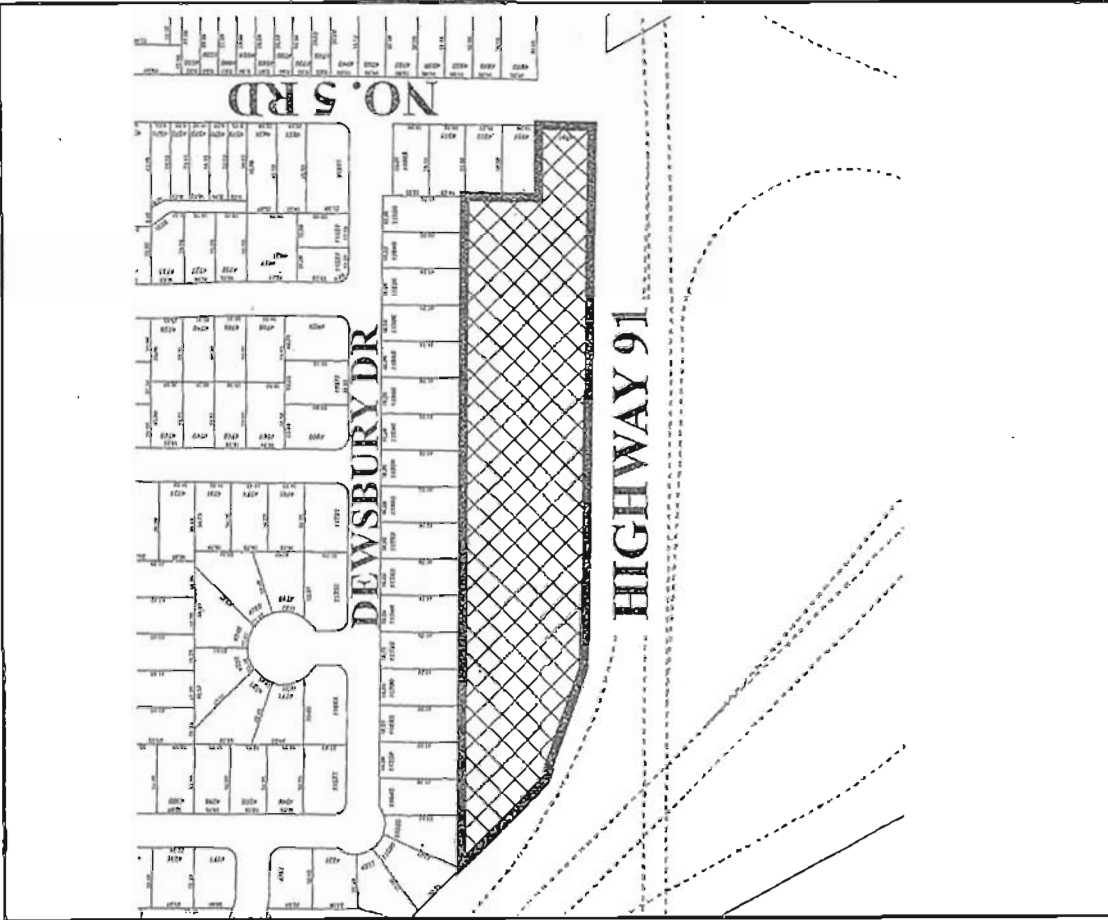
On this basis, staff recommends support for the rezoning application.



Sara Badyal, M. Arch, MCIP, RPP  
Planner 2

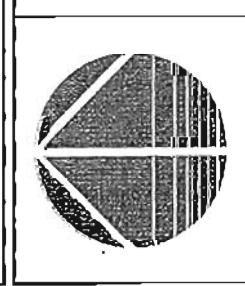
SB:kt

- Attachment 1: Location Map & Aerial Photo
- Attachment 2: Conceptual Development Plans
- Attachment 3: Development Application Data Sheet
- Attachment 4: East Cambie Planning Area Site Context Map
- Attachment 5: OCP Aircraft Noise Sensitive Development Policy Context Map
- Attachment 6: Open House Notification Area Map
- Attachment 7: Public Correspondence
- Attachment 8: Rezoning Considerations Concurrence



Original Date: 11/14/11  
 Revision Date: 12/19/12  
 Note: Dimensions are in METRES

RZ 11-593406







RZ 11-593406

PLN - 141

Original Date: 11/14/11

Amended Date:

Note: Dimensions are in METRES













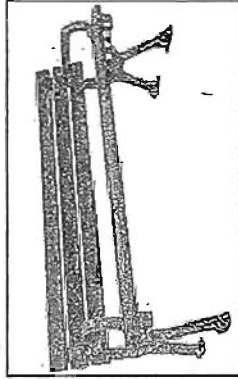




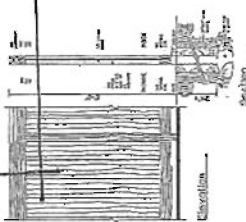




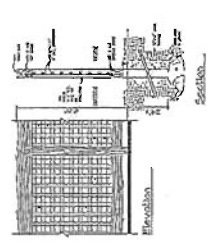
PRELIMINARY  
 LANDSCAPING  
 DESIGN  
 CONCEPT  
 ONLY



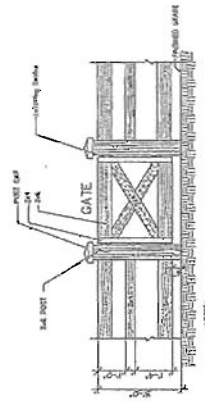
BENCH DETAIL  
 BRAND: FRANCES ANDREW  
 MODEL: Cost-Series 10, C10-BA  
 LENGTH: 10'



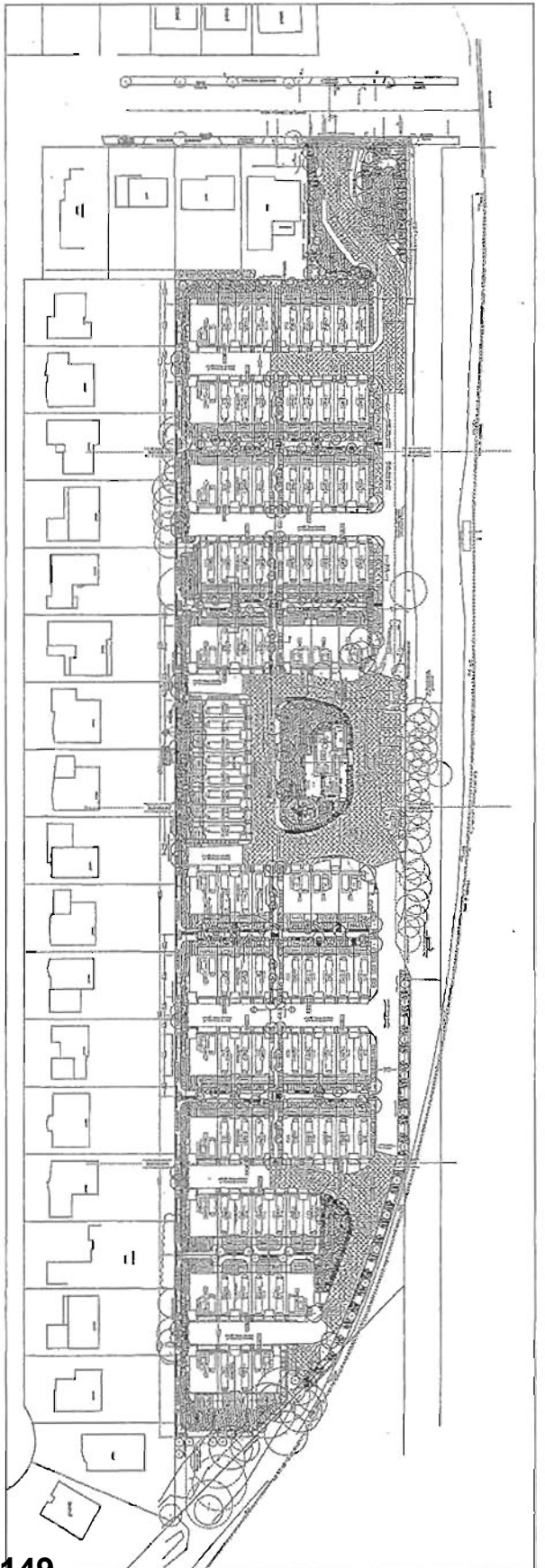
Perimeter Solid Wood Fence (Back Yard)  
 scale: 1/2"=1'-0"



Lattice Screen Fence (Front Yard)  
 scale: 1/2"=1'-0"



Perimeter Open Wood Fence Along Highway  
 scale: 1/2"=1'-0"




TELEPHONE: 714-271-1241  
 2000 Sycamore Avenue, Valencia, CA 91355  
 FRED LEE & ASSOCIATES, INC.  
 DESIGN & CONSTRUCTION

NORTH

PROJECT NO. 10-11-11-01  
 SCALE: 1/8"=1'-0"  
 DATE: September 2012  
 DRAWN BY: JMA  
 CHECKED BY: JMA  
 SHEET TITLE: LANDSCAPING SITE PLAN  
 Overall Site Plan

INTERFACE:  
 10000 7th  
 Irvine, CA 92618  
 (949) 261-1142  
 www.interfaceplanning.com

PROJECT:  
 Prepared 100-Lot  
 Townhouse Development  
 10000 7th, Irvine, CA  
 PROJECT NO. 10-11-11-01  
 SCALE: 1/8"=1'-0"  
 DATE: September 2012  
 DRAWN BY: JMA  
 CHECKED BY: JMA  
 SHEET TITLE: LANDSCAPING SITE PLAN  
 Overall Site Plan

PROJECT NO.	
DATE	
SCALE	
SHEET TITLE	
CHECKED BY	
DATE	
LANDSCAPE PLANTING PLAN - EXHIBIT	

**FRED LEE & ASSOCIATES, INC.**  
 2007 Eastern Avenue, Victoria BC V8P 2G5  
 TEL (250) 497-7541

CONSULTANTS

DATE: 2011 03 08

PROJECT NO.

DATE: 2011 03 08



100% GRADE SHALL BE MAINTAINED WHEREVER POSSIBLE. GRASS SHALL BE MAINTAINED TO A MINIMUM OF 50 MM (2") AT ALL TIMES.

ALL GRASS SHALL BE MAINTAINED TO A MINIMUM OF 50 MM (2") AT ALL TIMES.

ALL GRASS SHALL BE MAINTAINED TO A MINIMUM OF 50 MM (2") AT ALL TIMES.

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ALL GRASS SHALL BE MAINTAINED TO A MINIMUM OF 50 MM (2") AT ALL TIMES.

ALL GRASS SHALL BE MAINTAINED TO A MINIMUM OF 50 MM (2") AT ALL TIMES.

**INTERFACE:**  
 500-110  
 11500 Cassin Road  
 Victoria BC V8S 4G5  
 TEL (250) 497-1100  
 FAX (250) 497-1100

PROJECT: 1011001  
 Torbay Development  
 488 No. 1 Ave.  
 Victoria B.C.

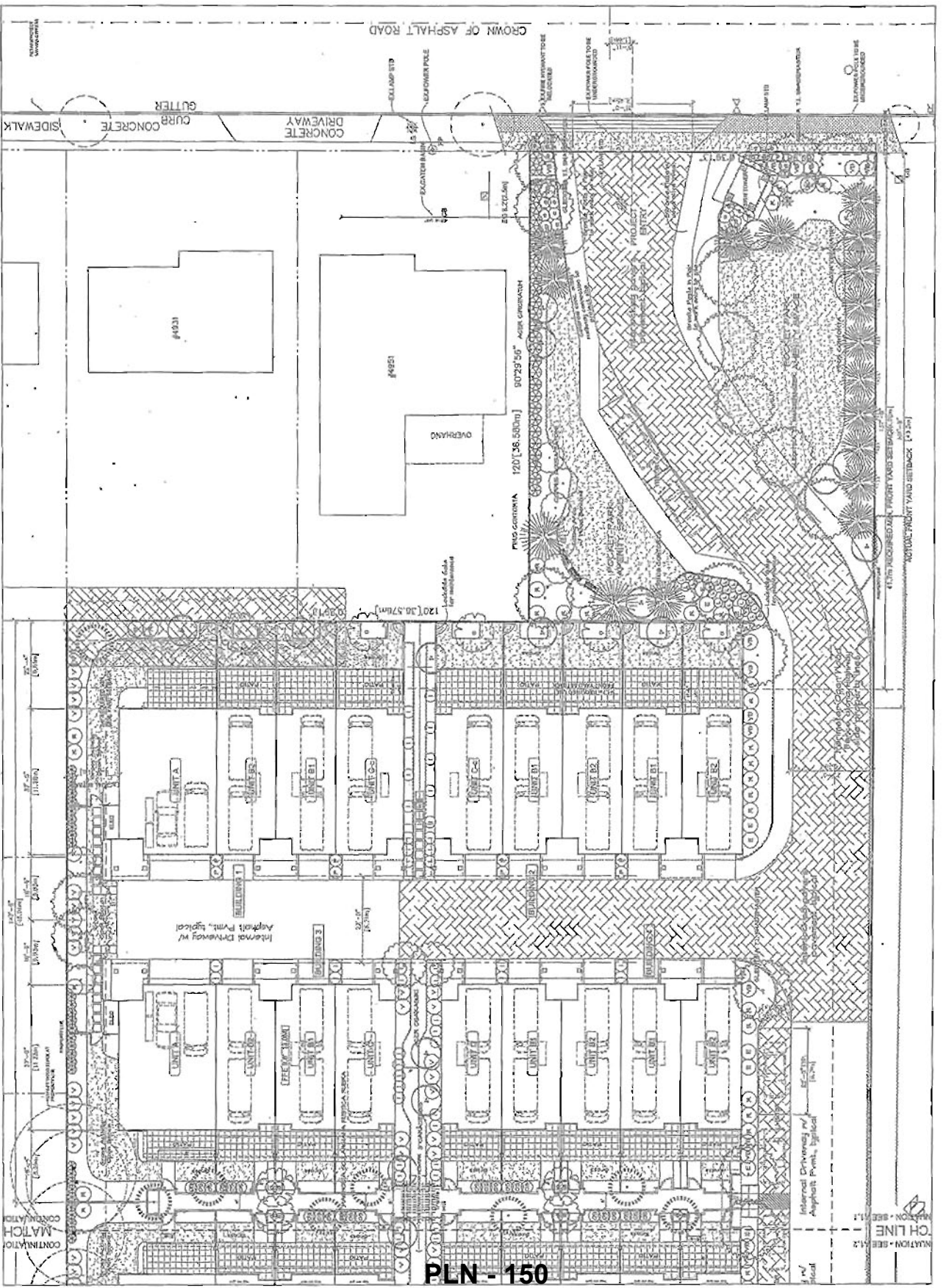
PROJECT NO.: 101100101  
 DATE: 2011-03-08

DRAWN BY: [Signature]  
 CHECKED BY: [Signature]

DATE: 2011-03-08

LANDSCAPE PLANTING PLAN - EXHIBIT

SHEET NO. 12 OF 16



**PLN - 150**

REVISIONS

DATE: 05.14.14  
BY: [Signature]  
APP: [Signature]

OWNER: INTERPACE  
PROJECT: Proposed 103 Unit Town & Condo Development  
4500 Hwy 200, Campbell, CA 95008  
TEL: (415) 499-1100



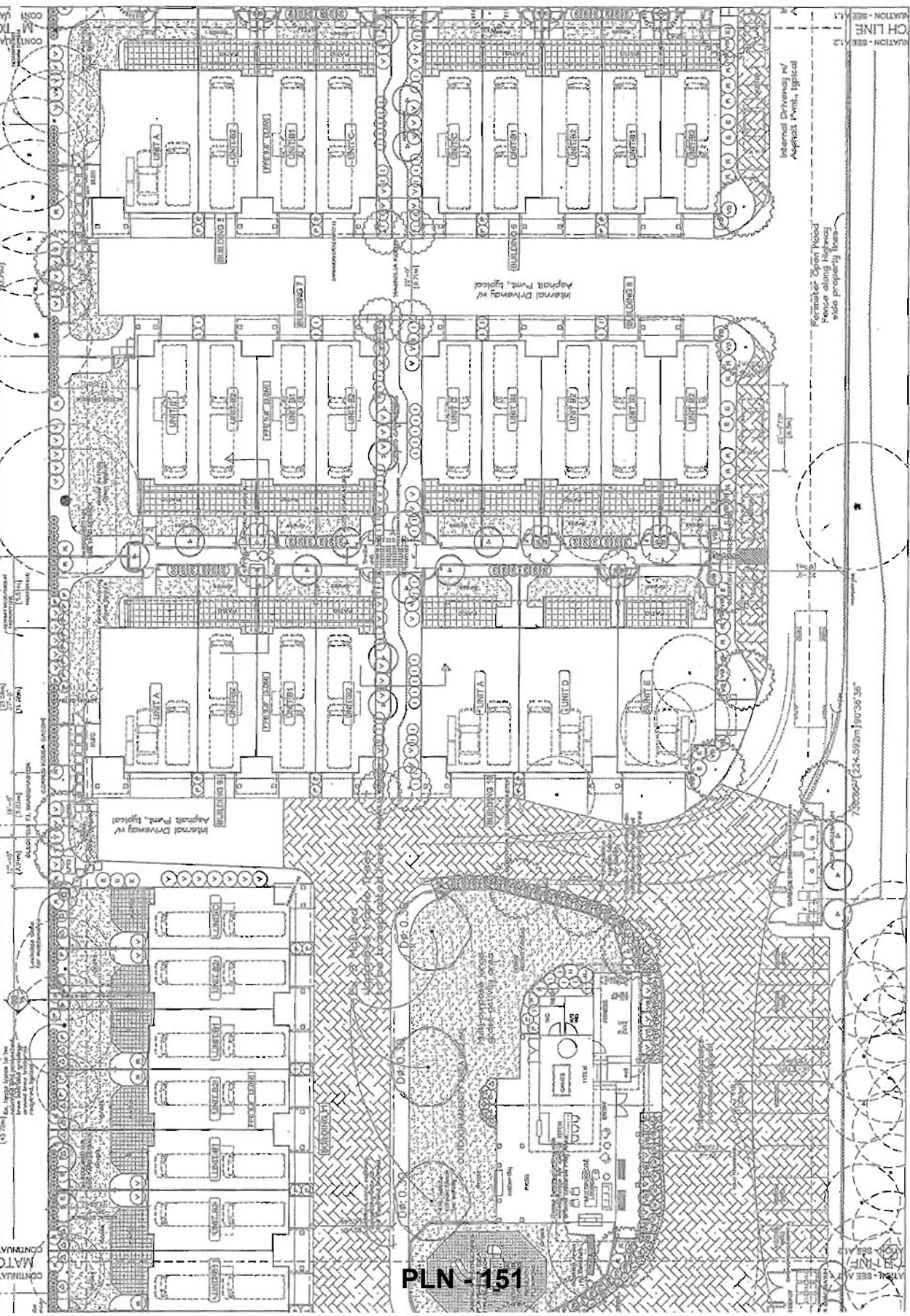
**INTERPACE:**  
SAB 200  
11000 Campus Blvd  
Campbell, CA 95008  
TEL: (415) 961-1100  
FAX: (415) 961-1100

**PREPARED BY:**  
Fred Liu & Associates, Inc.  
8050 Balfour Avenue, Vancouver, BC, V5P 3J2  
TEL: (604) 871-7541

**PROJECT:** Proposed 103 Unit Town & Condo Development  
4500 Hwy 200, Campbell, CA 95008  
TEL: (415) 499-1100  
FAX: (415) 499-1100  
www.interpacerealty.com

**DATE:** 05.14.14  
**BY:** [Signature]  
**APP:** [Signature]  
**CHECKED BY:** [Signature]  
**SCALE:** 1/4" = 1'-0"  
**DATE:** 05.14.14  
**PROJECT:** Proposed 103 Unit Town & Condo Development  
4500 Hwy 200, Campbell, CA 95008  
TEL: (415) 499-1100  
FAX: (415) 499-1100  
www.interpacerealty.com

**LANDSCAPE PAINTING PLAN**  
- Middle East  
DRAWING

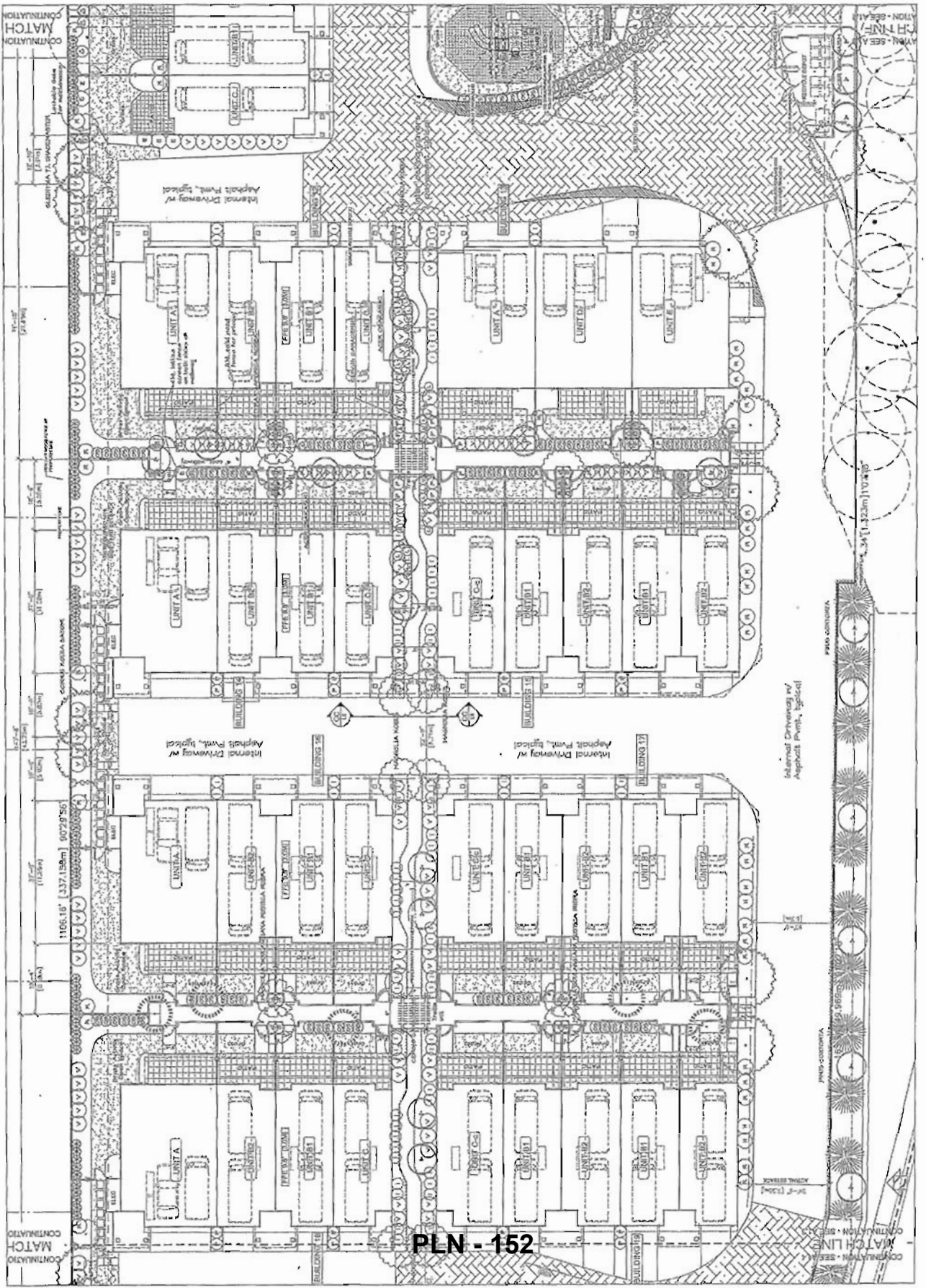


**PLN - 151**

Match Lines: MATCH CONTOUR LATION (Left and Right)



<b>INTERFACÉ</b> 1000 North 10th Street Richardson, TX 75080 Phone: 972.241.1122 Fax: 972.241.1122 www.interfaceusa.com		Proposed 100-Unit Townhome Development 1000 North 10th Street Richardson, TX
PROJECT NO. 1000000001 DATE 10/20/2009 DRAWN BY J. H. [unreadable] CHECKED BY [unreadable]	SCALE 1/8" = 1'-0" SHEET NO. 1000000001-01	LANDSCAPE PLANTING PLAN - RIGGS WALK
PREPARED BY: [unreadable] DATE: [unreadable] DRAWN BY: [unreadable] CHECKED BY: [unreadable]		L4 of 6



PLN - 152

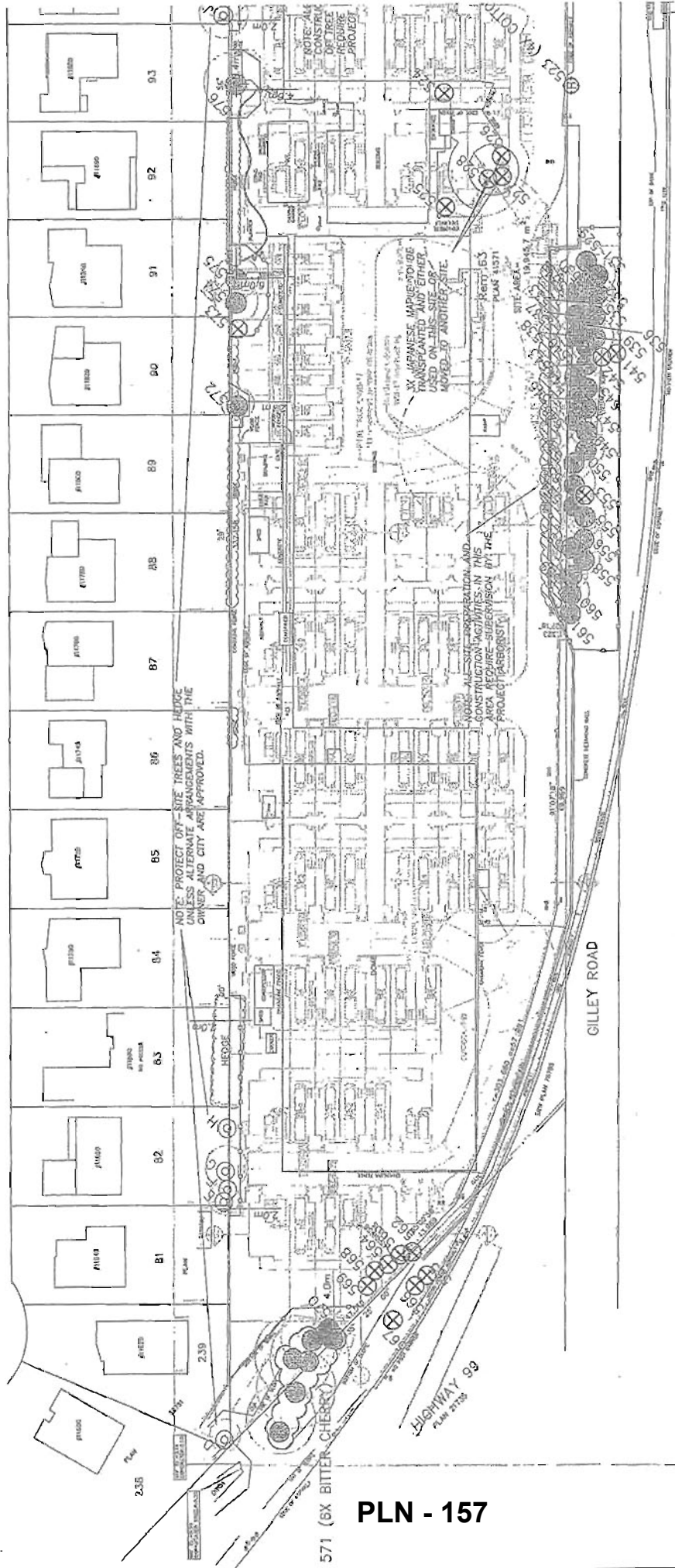












PLN - 157



**RZ 11-593406**

**Attachment 3**

Address: 4991 No. 5 Road

Applicant: Interface Architecture Inc.

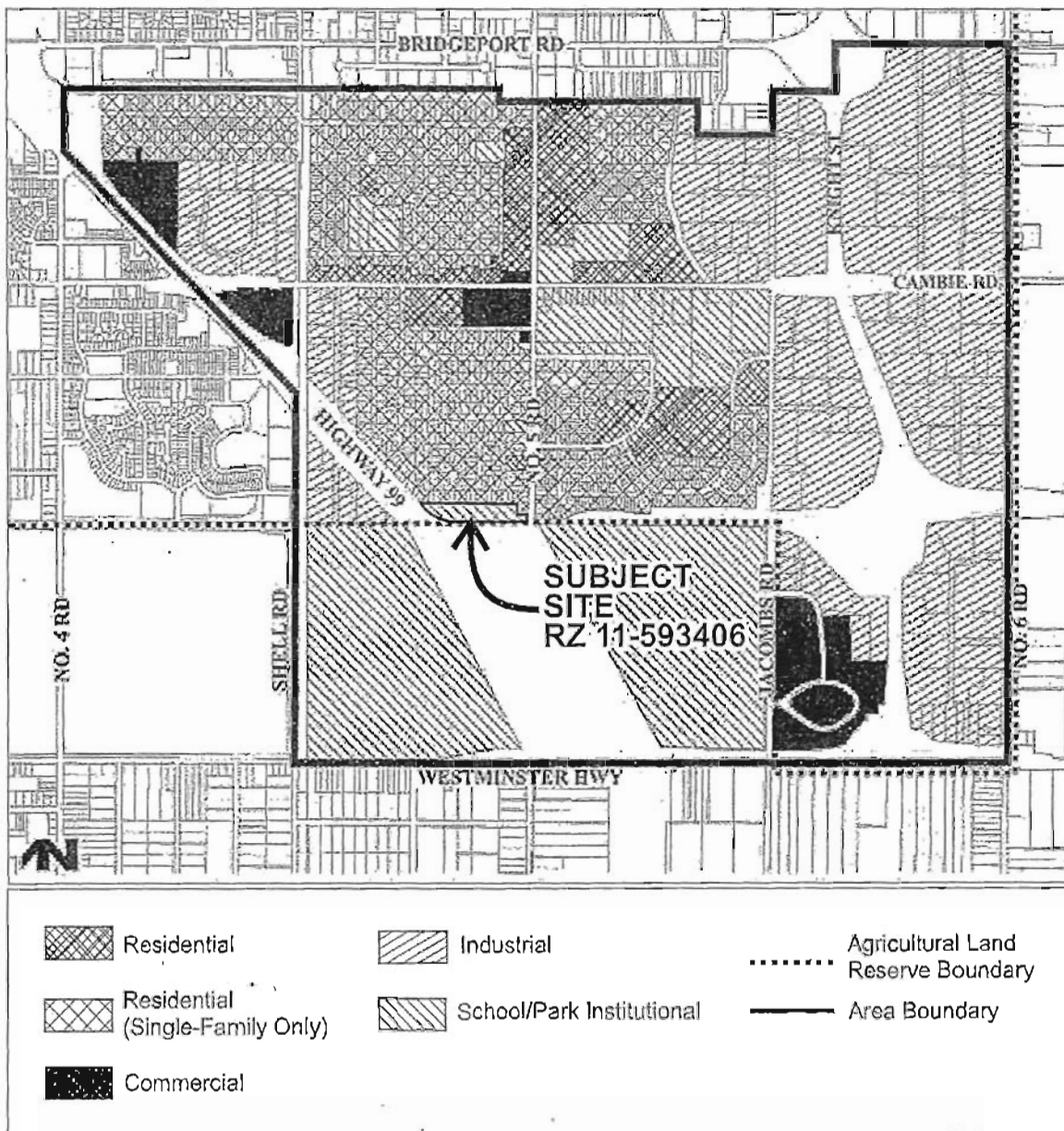
Planning Area(s): East Cambie

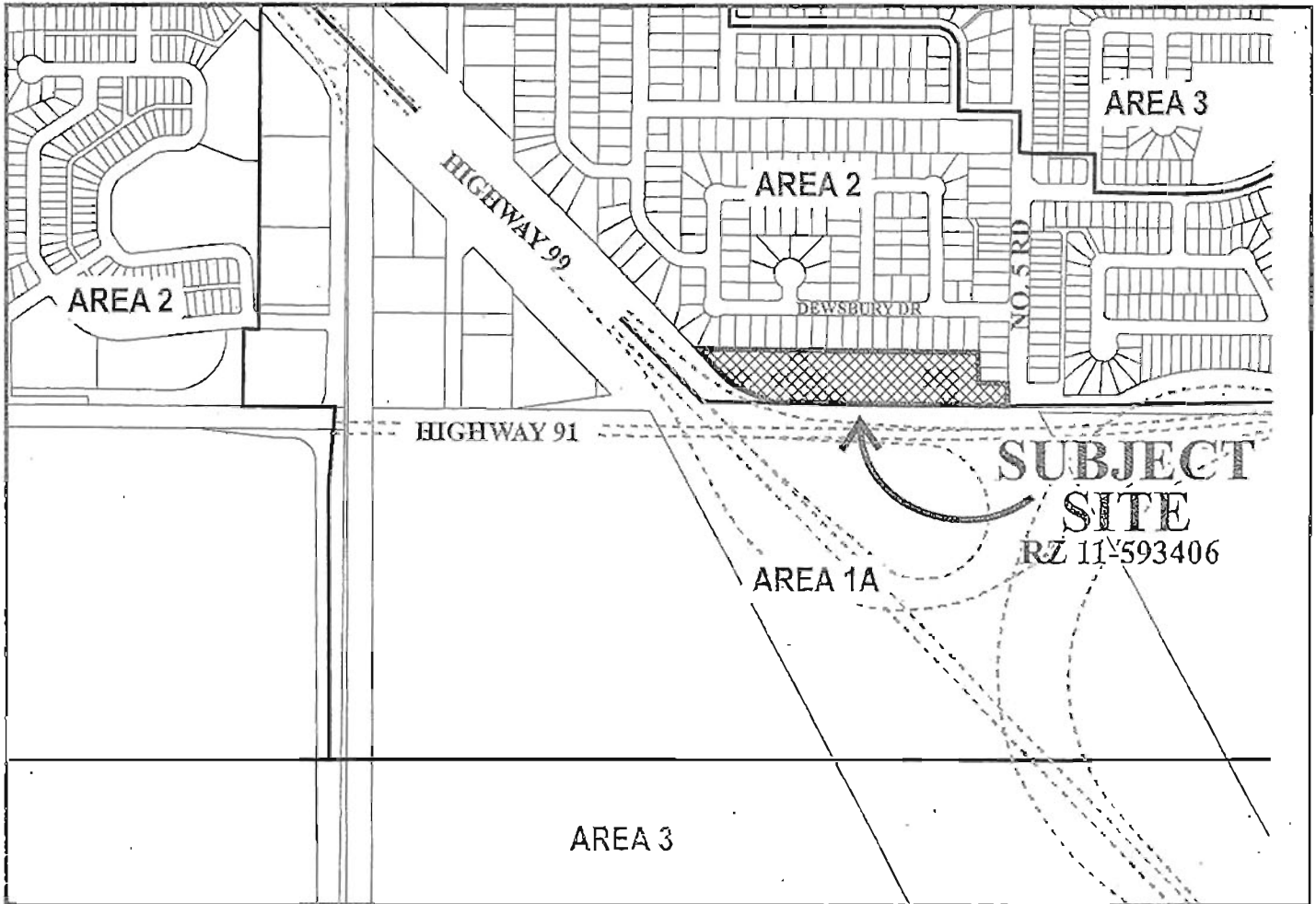
	Existing	Proposed	
<b>Owner:</b>	Sportstown BC Operations Ltd.	Unknown	
<b>Site Size (m<sup>2</sup>):</b>	Approximately 19,945 m <sup>2</sup>	No change	
<b>Land Uses:</b>	Commercial Sports Facility	Multi-Family Residential	
<b>OCP Designation:</b>	Commercial	Neighbourhood Residential	
<b>Area Plan Designation:</b>	School/Park Institutional	Residential	
<b>Zoning:</b>	School & Institutional Use (SI)	Low Density Townhouses (RTL4)	
<b>Number of Units:</b>	Commercial Sports Facility Complex	102 townhouses	
<b>Aircraft Noise Sensitive Development Policy:</b>	Area 2: High Aircraft Noise Area. All Aircraft Noise Sensitive Land Uses (except new single family) may be considered	Complies	
	Bylaw Requirement	Proposed	Variance
Floor Area Ratio	Max. 0.6	0.6	None permitted
Lot Coverage – Building	Max. 40%	32%	None
Lot Size	Min. 50 m lot width Min. 35 m lot depth	64 m width (average) 306 m depth (average)	None
Setback:			
Front Yard (No. 5 Road)	Min. 6 m	6 m to 42.4 m	None
Interior Side Yard (North)	Min. 3 m	3.5 m to 7.2 m	None
Exterior Side Yard (South)	Min. 6 m	7.6 m to 10.9 m	None
Rear Yard	Min. 6 m	3.9 m to 30.8 m	2.1 m reduction
Building Height	Max. 12 m (3-storeys)	Max. 12 m (Max 3-storeys)	None
Off-street Parking Spaces:			
Resident	204	204	None
Visitor	21	21	
(Accessible)	(5)	(5)	
Total	225	225	
<b>Tandem Parking Spaces</b>	<b>Not permitted</b>	<b>81.4% of units (166 spaces in 83 units)</b>	<b>83 units</b>
Small Car Parking Spaces	Max. 50%	8.4% (19 spaces in 19 units)	None
Amenity Space – Indoor:	Min. 100 m <sup>2</sup>	109 m <sup>2</sup>	None
Amenity Space – Outdoor:	Min. 612 m <sup>2</sup>	614 m <sup>2</sup>	None



# Land Use Map

East Cambie Planning Area  
Site Context Map





**LEGEND**

**Aircraft Noise Sensitive Development Policy (ANSD) Areas**  
(see Aircraft Noise Sensitive Development Policy Table)

**No New Aircraft Noise Sensitive Land Uses:**

**AREA 1A** - New Aircraft Noise Sensitive Land Use Prohibited.

**AREA 1B** - New Residential Land Uses Prohibited.

**Areas Where Aircraft Noise Sensitive Land Uses May be Considered:**  
Subject to Aircraft Noise Mitigation Requirements:

**AREA 2** - All Aircraft Noise Sensitive Land Uses (Except New Single Family) May be Considered (see Table for exceptions).

**AREA 3** - All Aircraft Noise Sensitive Land Use Types May Be Considered.

**AREA 4** - All Aircraft Noise Sensitive Land Use Types May Be Considered.

**No Aircraft Noise Mitigation Requirements:**

**AREA 5** - All Aircraft Noise Sensitive Land Use Types May Be Considered.

Objective: To support the 2010 Olympic Speed Skating Oval

- Residential use: Up to 2/3 of the buildable square feet (BSF);
- Non-residential use: The remaining BSF (e.g., 1/3)



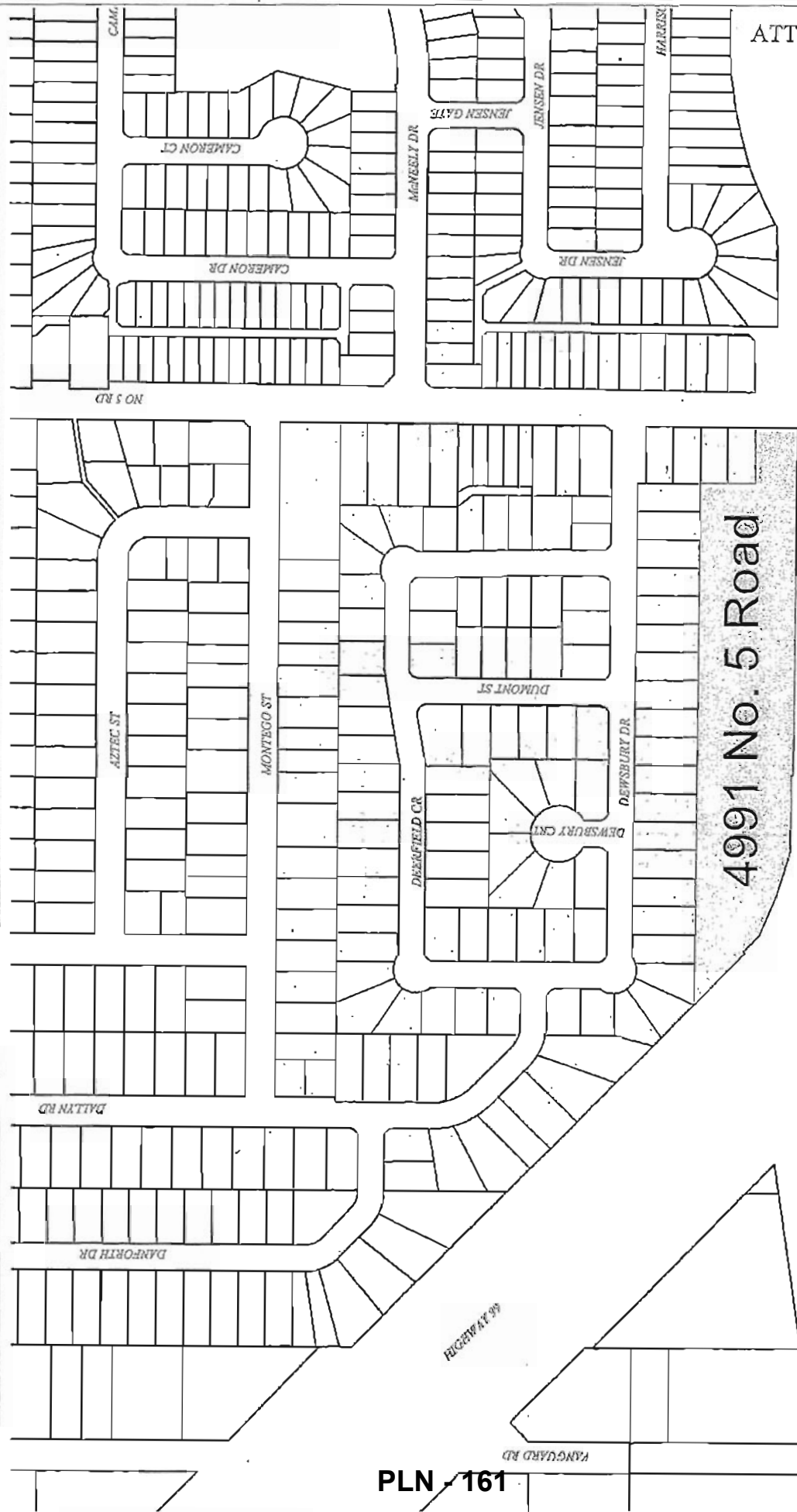
**Aircraft Noise Sensitive Development Location Map**

**PLN - 160**

Original Date: 11/14/11

Amended Date: 12/19/12

Note: Dimensions are in METRES



**Public Correspondence**

Received

Correspondence Received Regarding Public Information Meeting

Marie Murtagh June 27, 2011

Ben Gnyp June 27, 2011

Correspondence Received Regarding Rezoning Application

Marie Murtagh February 25, 2012

Kim and Rose Mah May 31, 2012

Samuel and Noreen Roud June 4, 2012

Tom N. Uyeyama June 7, 2012

Suresh and Tripta Kurl June 15, 2012

---

**From:** Marie Murtagh [<mailto:illawarra@shaw.ca>]  
**Sent:** Monday, June 27, 2011 8:34 AM  
**To:** [info@interfacearchitecture.com](mailto:info@interfacearchitecture.com)  
**Subject:** Sportstown Feedback  
**Importance:** High

Goodmorning

My name is Marie Murtagh and I live on Dumont Street in Richmond. I recently attended your information meeting, regarding the proposed redevelopment of the Sportstown Complex. I am strongly opposed to this proposed redevelopment for a variety of reasons:

-Traffic. It has become increasingly difficult to navigate out of Dewsbury onto No. 5 Rd, and the traffic has increased substantially in the 15+ years that we have lived in this neighbourhood. The thought of another 240 anticipated vehicles entering/exiting the proposed townhouse complex would have a direct, negative effect on our current neighbourhood. Neighbours living on McNeely have also expressed concern about how this extra traffic may impact their ability to exit their neighbourhood onto No. 5 Rd.

-Parking While it may be true that 2 car parking may be available at the complex for each townhouse, it is also true that the majority of people living in Richmond use their garages as basements, and as a result, park at least one vehicle on the street. It is quite possible therefore, that of 120 townhouses, there will be a number of residents who will need to park their vehicles on the road. In addition, if these people own trucks or vans, it is a guarantee that they will be parking on the street as the space provided for vehicles in a complex is typically narrow. I am very aware of this tendency because there are several townhouse complexes in my area (Capistrano for one) and the street is typically full with parked cars on each side.

Parking on No. 5 Rd. would not be possible, so in all likelihood these people may be using our streets (Dewsbury etc.) to park their vehicles. Our streets are not wide, and it is already a problem to safely navigate this area in a car, due to the high number of parked cars already; adding more vehicles to this is not the answer. I know that during special events at Sportstown, our streets are cluttered with vehicles. However, these events are not typical, so it is something that we 'endure' for a day or an evening.

-Amenities. Our neighbourhood needs more amenities, not less. Our family have used all the amenities at this complex: tennis; gymnastics, the pub/restaurant and the pool. We enjoy being able to walk to/from a pub without having to drink/drive. We need more services, not more people.

I did attend your initial meeting, and I think it was quite clear that no resident was in favour of your development as it was presented. In fact, the majority of people were strongly opposed. In light of this, I am hoping that you will keep us informed of any future meetings or applications with the City of Richmond.

Sincerely  
Marie Murtagh

---

**From:** Marie Murtagh [<mailto:illawarra@shaw.ca>]  
**Sent:** Monday, June 27, 2011 12:18 PM  
**To:** [info@interfacearchitecture.com](mailto:info@interfacearchitecture.com)  
**Subject:** No to rezoning of 4991 No. 5 Rd.  
**Importance:** High

Re: proposed rezoning and redevelopment of property at 4991 No. 5 Road Richmond.

I am emphatically opposed to the proposed redevelopment at the site at 4991 No. 5 Road (commonly known as Sports Town) as illustrated at the meeting at the East Richmond Community Hall on Monday June 20, 2011.

My family and I have lived on Dumont Street since September 1994. We enjoy the serenity of our neighbourhood. The enormity of the proposed development would result in over-crowding in our neighbourhood. In the past Sports Town held various soccer and tennis tournaments. Our neighbourhood was choked with traffic and sports related vehicles were parked bumper to bumper in front of our house for the duration of the tournament. Our street would be used as an over-flow parking lot on a permanent basis if the proposed development was approved.

I prefer the zoning remain the same and the land used consistently with its parameters. If the zoning must be changed (e.g. if a dire need for more housing was proven) I would prefer single family zoning to keep site consistent with the surrounding neighbourhood.

There are two new townhouse complexes under construction nearby (one on Woodhead across from St. Monica's church and one on No.5 Road near Daniel's Road). So renters who would like to buy their first new home in East Richmond can have an opportunity to do so. There are many resale townhouse units for sale in the California Point neighbourhood, so there is no need for the subject site to be zoned multi-family.

Over the past week I chatted with a few neighbours about the proposed development and I failed to find one who was in favour of it.

I look forward to your response.

Ben Gnyp  
4771 Dumont Street  
Richmond, BC

**Badyal, Sara**

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**From:** Marie Murtagh [jillawarra@shaw.ca]  
**Sent:** Saturday, 25 February 2012 01:18 PM  
**To:** Badyal, Sara; Badyal, Sara  
**Subject:** Redevelopment proposal at 4991 No. 5 Rd.

February 18, 2012

Dear Sara,

First of all, let me explain that Bill Dhaliwal from the City's Transportation Planning Department, passed on your contact information to me.

My name is Marie Murtagh, and my husband and I purchased our home on Dumont Street 18 years ago.

Our home is close by, but not adjacent, to the Sportstown Complex at 4991 Number 5 Road. Over the years we have come to enjoy the convenience of having a local restaurant/pub that is within walking distance; where our children have participated in the gymnastics and in the tennis lessons at different ages and stages; and where many a birthday party has been hosted at their outdoor pool!

Last year, we were very disappointed to learn that we may be losing this neighbourhood amenity, and that a proposal is underway to rezone this property in order to build over 100 townhouses on this very awkwardly positioned piece of land. I say awkward, because it is has highway 99 and Highway 91 adjacent to it, and the entrance/exit is off No. 5 rd, where driving habits often resemble a highway.

The architects for this project did host a meeting last June to present the residents with some information regarding their proposal. To say that the residents were less than enthusiastic about the project is an understatement. Their opposition to this proposed redevelopment is based on a number of reasons, most of which related to noise and traffic related issues.

At that meeting, I was told by someone representing the developer (Interface Architecture Inc.) that I had "to face facts; that this project was a done deal, and would be going ahead, whether we liked it or not". I have to admit, that such open arrogance for the so-called process of public consultation infuriated me. Perhaps I am naïve, but I still believe that the public voice is an important component of a redevelopment process. I am confident that the City will take into consideration what residents think; what residents know; and what concerns residents share. I am also hoping that City Council's decision is not based entirely on a developer's promise to increase the number of Richmond citizens who will ultimately pay property tax to the City.



I am writing to you today, to ask you to consider the impact that this townhouse complex could have on our neighbourhood (Dewsbury, Dumont, Deerfield) and on No.5 Rd. In order for you to better appreciate my concerns, I am outlining the current situation.

- Currently during rush hours, most cars driving down No. 5 Rd, drive past the entrance to Sportstown, well over the speed limit. Many times, excessively over the speed limit, and the volume of cars is significant. I personally know how difficult it is as a resident to turn onto No. 5 Rd. from Dewsbury. Sometimes it involves waiting at the stop sign for several minutes before it appears safe to turn.
- The RCMP are already familiar with this area, and over the years, make a point of nabbing the speeders who race down the overpass, on their way to Cambie Rd. I wonder if this information is typically shared with the City when a re-development application is under consideration? Does the RCMP work collaboratively with the City, or are these separate entities that operate independent of each other.
- According to the most recent sign on the Sportstown Property, the proposed townhouse complex will have over 100 units. This means that on average, there could be somewhere between 150-200 extra vehicles entering/exiting at 4991 No. 5 Rd on a daily basis. There is no doubt that this extra activity will have a significant impact the ability of the residents who live in the '3D' area (Dewsbury, Deerfield and Dumont) to exit or enter their neighbourhood from No. 5 Rd.
- Our other option is to drive along Dewsbury in the opposite direction, where it meets Dallyn Road, and travel over the several speed humps to arrive at another equally congested and deadly intersection: Dallyn and Cambie Roads.
- In addition to increased volume on No. 5 Rd, the residents are also concerned about the number of townhouse occupants, who will park their cars on our already congested streets. Experience has taught us, that when Sportstown hosts a special event (ie. tennis tournament) our streets are littered with the cars of the patrons, as no parking is permitted on No. 5 Rd.
- Furthermore, one only has to look at any large townhouse complex in this area to know that residents use the streets to park their extra vehicles. For example, along McNeely Drive, the streets are always full of parked cars on each side outside the townhouse complexes. While it is true that the units do come with garages, most people in Richmond consider the garage their basement, and prefer to leave their vehicles parked on the street.

I am wondering if the City is aware of the traffic issues that I have outlined, as it pertains directly to this rezoning proposal.

The 3D residents (Dewsbury, Dumont and Deerfield) are equally concerned about:

- the safety of the residents who will live in these townhouses which will undoubtedly be built beside the East-West Connector. (will there be protective barriers to protect units in the event of a traffic accident?)
- the noise and the pollution that these potential residents will be exposed to, with their windows opening onto major highways. The sound of trucks driving by may be endurable for someone staying in a motel overnight, but it is hardly the ideal setting for families raising children.

At the June 2011 information meeting, I inquired why single family homes were not being considered for this property, and I was told that no one would buy a house that is so close to the highways. I found this response rather comical given the present real estate situation. Currently we have properties all over this neighbourhood being 'rebuilt' and sold as enormous million dollar mansions which are typically adjacent to smaller older style homes and rundown rented houses on streets that not only lack sidewalks, but have ditches! It would seem that these 'affluent' folk who choose to purchase and live in these mega homes are not exactly discerning when it comes to location. However, if townhouses do go ahead, it is quite likely that young couples would neither be interested in raising their families near a major highway. It is more probably that the units will be purchased and rented out as investments, to folk who won't really care about the trucks roaring by on the highway nearby; they will be too busy minding their 'grow ops' and 'drug labs' to care.

Thank you for taking the time to read my letter. I am hopeful that very soon, there will be another public consultation by Interface Architecture Inc. regarding their redevelopment proposal.

If you have any additional information regarding this, please do not hesitate to contact me.

Thank you  
Sincerely

Marie Murtagh  
4771 Dumont Street  
Richmond BC  
V6X 2Z4

Ms Sara Badyal  
City Hall  
6911 No. 3 Rd.  
Richmond, BC V6Y 2C1

Received May 31, 2012

RE: Rezoning Application #RZ11-593406 (4991 No. 5 Rd.)

We the undersigned are very much against the rezoning application for the Sportstown Complex. Developers are wanting to rezone this property to build over 100 townhouses. We attended a public meeting in June, 2011 and at that time expressed our concerns for this rezoning. This rezoning, we believe, will have a direct negative impact on our neighbourhood (Dewsbury, Deerfield, Dumont, and Dallyn). There will be a significant increase of vehicles exiting and entering No. 5 Road; increased congestion/parking problems as townhouse residents use our streets to park their additional vehicles, and increased noise from the highway and townhouses themselves.

At the public meeting last June, we were told that a single parking spot would be available for a one bedroom townhouse. With 2 people in a townhouse, there will be inevitably 2 cars. The developers believed otherwise and said people would use public transportation. I guarantee you that with the lack of convenient bus service on No. 5 Road, very few people will be using public transportation. Where will the second car be parked? Where else but on the streets of our subdivision. Also, for the 2 bedroom units, the parking for that unit is one car behind the other. How long before they get tired of shuffling their cars and start to park in our subdivision?

When there is a big event on at the Sportstown Complex, it is difficult to get in and out of our subdivision. Many more cars than usual are parked on Dewsbury and on both sides of No. 5 Road. When you try to exit our subdivision onto the main road, you are blinded by the parked cars and have to be ready to slam on your brakes if a car coming northbound on No. 5 Road suddenly turns the corner onto Dewsbury. There is no room for 2 cars to pass each other so you have to back up and that usually means all the way to Deerfield so you can pass one another. Now put the extra cars from each of the townhouses onto our streets every day and we have a real problem.

Dallyn Road had speed bumps installed to slow down traffic and keep drivers from short-cutting through our area. Add 100 townhouses to this area and you can imagine how many cars will be added to the Dallyn and Dewsbury. We were also told there would be one exit in and out of this development and that would be on No. 5 Road. Is there no requirement for a second exit for an emergency such as a fire? If this is the case, one house on Dewsbury would have to become this exit/entrance, having even more of an impact as an easy walkway for people parking their cars on Dewsbury and the adjacent roads of our subdivision.

Sincerely,

Kim & Rose Mah  
4611 Deerfield Crescent  
Richmond, B.C. PLN - 168

May 15, 2012

Ms Sara Badyal  
City Hall  
6911 No. 3 Rd.  
Richmond, BC V6Y 2C1

Received June 4, 2012

RE: Rezoning Application #RZ11-593406 (4991 No. 5 Rd.)

We the undersigned are very much against the above rezoning application for the Sportstown Complex. Developers are wanting to rezone this property to build over 100 townhouses. We attended a public meeting in June, 2011 and at that time expressed our concerns for this rezoning. This rezoning, we believe, will have a direct negative impact on our neighbourhood (Dewsbury, Deerfield, Dumont, and Dallyn). There will be a significant increase of vehicles exiting and entering No. 5 Road; increased congestion/parking problems as townhouse residents use our streets to park their additional vehicles, and increased noise from the highway and townhouses themselves.

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When there is a big event being held at the Sportstown Complex, it is difficult to get in and out of our subdivision. Many more cars than usual are parked on Dewsbury and on both sides of No. 5 Road. When you try to exit our subdivision onto the main road, you are blinded by the parked cars and have to be ready to slam on your brakes if a car travelling on No. 5 Road suddenly turns the corner onto Dewsbury because you can't see that car until it is right in front of you. There is no room for 2 cars to pass each other so you have to back up and that usually means all the way to Deerfield so you can pass one another. Now put the extra cars from each of the townhouses onto our streets every day and we have a real problem.

Dallyn Road had speed bumps installed to slow down traffic and keep drivers from short-cutting through our area. Add 100 townhouses to this area and you can imagine how many cars will be added to Dallyn and Dewsbury. We were also told there would be one exit in and out of this development and that would be on No. 5 Road. Is there no requirement for a second exit for an emergency such as a fire? If this is the case, one house on Dewsbury would have to become this exit/entrance, having even more of an impact as an easy walkway for people parking their cars on Dewsbury and the adjacent roads of our subdivision.

Sincerely,



Samuel and Noreen Roud  
4631 Deerfield Crescent  
Richmond, BC V6X 2Y4

Note: We would like to be informed of any future meetings re this rezoning.

Ms Sara Badyal  
City Hall  
6911 No. 3 Rd.  
Richmond, BC V6Y 2C1

Received June 7, 2012

RE: Rezoning Application #RZ11-593406 (4991 No. 5 Rd.)

We the undersigned are very much against the rezoning application for the Sportstown Complex. Developers are wanting to rezone this property to build over 100 townhouses. We attended a public meeting in June, 2011 and at that time expressed our concerns for this rezoning. This rezoning, we believe, will have a direct negative impact on our neighbourhood (Dewsbury, Deerfield, Dumont, and Dallyn). There will be a significant increase of vehicles exiting and entering No. 5 Road; increased congestion/parking problems as townhouse residents use our streets to park their additional vehicles, and increased noise from the highway and townhouses themselves.

At the public meeting last June, we were told that a single parking spot would be available for a one bedroom townhouse. With 2 people in a townhouse, there will be inevitably 2 cars. The developers believed otherwise and said people would use public transportation. I guarantee you that with the lack of convenient bus service on No. 5 Road, very few people will be using public transportation. Where will the second car be parked? Where else but on the streets of our subdivision. Also, for the 2 bedroom units, the parking for that unit is one car behind the other. How long before they get tired of shuffling their cars and start to park in our subdivision?

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Dallyn Road had speed bumps installed to slow down traffic and keep drivers from short-cutting through our area. Add 100 townhouses to this area and you can imagine how many cars will be added to the Dallyn and Dewsbury. We were also told there would be one exit in and out of this development and that would be on No. 5 Road. Is there no requirement for a second exit for an emergency such as a fire? If this is the case, one house on Dewsbury would have to become this exit/entrance, having even more of an impact as an easy walkway for people parking their cars on Dewsbury and the adjacent roads of our subdivision.

Sincerely, *M. Badyal*

4291 DEERFIELD CRES.

May 15, 2012

Ms Sara Badyal  
City Hall  
6911 No. 3 Rd.  
Richmond, BC V6Y 2C1

Received June 15, 2012

RE: Rezoning Application #RZ11-593406 (4991 No. 5 Rd.)

We the undersigned are very much against the above rezoning application for the Sportstown Complex. Developers are wanting to rezone this property to build over 100 townhouses. We attended a public meeting in June, 2011 and at that time expressed our concerns for this rezoning. This rezoning, we believe, will have a direct negative impact on our neighbourhood (Dewsbury, Deerfield, Dumont, and Dallyn). There will be a significant increase of vehicles exiting and entering No. 5 Road; increased congestion/parking problems as townhouse residents use our streets to park their additional vehicles; and increased noise from the highway and townhouses themselves.

At the public meeting last June, we were told that a single parking spot would be available for a one bedroom townhouse. With 2 people in a townhouse, there will be inevitably 2 cars. The developers believed otherwise and said people would use public transportation. It is a guarantee that with the lack of convenient bus service on No. 5 Road, very few people will be using public transportation. Where will the second car be parked? Where else but on the streets of our subdivision. Also, for the 2 bedroom units, the parking for that unit is one car behind the other. How long before they get tired of shuffling their cars and start to park in our subdivision?

When there is a big event being held at the Sportstown Complex, it is difficult to get in and out of our subdivision. Many more cars than usual are parked on Dewsbury and on both sides of No. 5 Road. When you try to exit our subdivision onto the main road, you are blinded by the parked cars and have to be ready to slam on your brakes if a car travelling on No. 5 Road suddenly turns the corner onto Dewsbury because you can't see that car until it is right in front of you. There is no room for 2 cars to pass each other so you have to back up and that usually means all the way to Deerfield so you can pass one another. Now put the extra cars from each of the townhouses onto our streets every day and we have a real problem.

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Sincerely,

 Suresh Kuri & Tripta Kuri  
4071 Deerfield Cr. RMD V6X 2Y4

Note: We would like to be informed of any future meetings re this rezoning.



**Address:** 4991 No. 5 Road

**File:** RZ 11-593406

**Prior to final adoption of Zoning Amendment Bylaw 8986, the developer is required to complete the following:**

1. Final Adoption of OCP Amendment Bylaws 8947 and 8948.
2. Provincial Ministry of Transportation & Infrastructure Approval (MOTT).
3. Confirmation of an agreement with MOTI to install required sound barrier fencing.
4. Submission of Community Services information for Council consideration regarding:
  - How gymnastics programming may be accommodated as part of the City's Capital plan.
  - Business terms associated with lease termination in the event that the City and the property owner come to an agreement on terminating the lease prior to February 2016.
5. Registration of a flood indemnity covenant on title (Area A).
6. Registration of a legal agreement on title to ensure that landscaping planted along the interface to BC Highway 91 and BC Highway 99 is maintained and will not be abandoned or removed. The purpose of the landscaping is to provide visual screening and to mitigate noise and dust.
7. Registration of a legal agreement on title prohibiting the conversion of the tandem parking area into habitable space.
8. Registration of a legal agreement on title to ensure that all dwelling units beyond 110 m from No. 5 Road are constructed with sprinklers for fire suppression.
9. Registration of an aircraft noise sensitive use covenant on title to ensure that the proposed development is designed and constructed in a manner that mitigates potential aircraft noise and highway traffic noise within the proposed dwelling units. Dwelling units must be designed and constructed to achieve:
  - a) CMHC guidelines for interior noise levels as indicated in the chart below:
 

Portions of Dwelling Units	Noise Levels (decibels)
Bedrooms	35 decibels
Living, dining, recreation rooms	40 decibels
Kitchen, bathrooms, hallways, and utility rooms	45 decibels
  - b) The ASHRAE 55-2004 "Thermal Environmental Conditions for Human Occupancy" standard for interior living spaces.
10. Participation in the City's Public Art program with on-site installation, or City acceptance of the developer's offer to voluntarily contribute \$0.75 per buildable square foot (e.g. \$96,770) towards the City's Public Art program.
11. City acceptance of the developer's offer to voluntarily contribute \$2.00 per buildable square foot (e.g. \$258,050) towards the City's affordable housing strategy.
12. City acceptance of the developer's offer to voluntarily contribute \$700,000.00 towards the City's Leisure Facilities Reserve Fund (Account 7721-80-000-00000-0000).
13. City acceptance of the developer's offer to voluntarily contribute \$10,000 towards a speed-reader board to be located on No. 5 Road.
14. The submission and processing of a Development Permit\* completed to a level deemed acceptable by the Director of Development.
15. Enter into a Servicing Agreement\* for the design and construction of frontage improvements and upgrades to sanitary and storm sewer systems. Works include, but may not be limited to:
  - a) No. 5 Road frontage improvements – removing the existing sidewalk and pouring a new 1.5 m concrete sidewalk at the property line, creating a grass boulevard (1.4 m +/-) between the new sidewalk and the existing curb & gutter. The new sidewalk location conflicts with an existing fire hydrant & two existing poles. The fire hydrant is to be relocated to the new grass boulevard. The utility poles are to be undergrounded. SHOULD the utility



companies NOT be able to support undergrounding of these two poles, the City will require the poles to be relocated into the grass boulevard, subject to receiving a letter from the utilities advising of the reasons and GUARANTEEING the existing trees will not be sculpted to accommodate the wires.

- b) Sanitary sewer upgrade – construct new 200 mm diameter sanitary sewer to connect to the existing sanitary sewer on Dewsbury Drive (approximately 150 m): from the SE corner of the development site, northward up No. 5 Road to Dewsbury Drive, then west to the first manhole (manhole SMH 5377).
- c) Storm sewer upgrade – upgrade approximately 85 m of the existing storm sewer from 450 mm diameter pipe to the larger of 900 mm or OCP size (between manholes STMH6923 and STMH6922).

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

- 1. Submission of a report and recommendations prepared by an appropriate registered professional, which demonstrates that the proposed dwelling units can achieve CMHC interior noise level standards and the interior thermal conditions identified below. The standard required for interior air conditioning systems and their alternatives (e.g. ground source heat pumps, heat exchangers and acoustic ducting) is the ASHRAE 55-2004 “Thermal Environmental Conditions for Human Occupancy” standard and subsequent updates as they may occur. Maximum noise levels (decibels) within the dwelling units must be as follows:

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

- 2. Submission of proof 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 10 on-site trees to be retained, three (3) on-site trees to be relocated onsite, 39 trees in the MOTI ROW to be protected, and two (2) hedges and five (5) trees on neighbouring residential properties to be protected. The Contract should include the scope of work to be undertaken, including: the proposed number of site monitoring inspections (no less than four (4)), and a provision for the Arborist to submit a post-construction assessment report to the City for review. Tree protection fencing is to be installed on-site prior to any demolition or construction activities occurring on-site. The project Arborist has recommended removal of some trees from neighbouring residential and MOTI property due to poor condition. A tree removal permit application may be submitted to the City for consideration with written authorization from the owner of the property where the tree is located.
- 3. Submit a landscaping security Letter-of-Credit in an amount based on a sealed estimate from the project registered Landscape Architect (including materials, labour & 10% contingency)

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

- 1. Incorporation of features in Building Permit (BP) plans as determined via the Rezoning and/or Development Permit processes regarding: tree protection, convertible units, aging in place, sustainability, fire suppression sprinkler systems, private on-site hydrants, and opportunities for fire trucks to turn around onsite.
- 2. Submission of reports with recommendations prepared by an appropriate registered professional and incorporation of the identified acoustic and thermal measures in Building Permit (BP) plans.
- 3. Submission of a Construction Parking and Traffic Management Plan to the Transportation Division. 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.
- 4. If applicable, payment of latecomer agreement charges associated with eligible latecomer works.

5. 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 Division 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.

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Signed

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Date

# CONCEPTUAL ONLY Attachment C



**CONTEXT PLAN**

**PROJECT DESCRIPTION**

A 108-unit townhouse development is proposed on the site located at the intersection of 48st Road and 10th Avenue. The site is currently zoned R-1000 (Single-Family Detached) and is being proposed for rezoning to R-1000 (Townhouse). The development consists of 108 townhouse units arranged in a grid pattern, with a central courtyard area. The units are designed to be multi-level, with ground-floor units featuring outdoor amenity spaces. The development is intended to provide a mix of housing options for the community while maintaining the character of the neighborhood.

**ZONING SUMMARY** Zoning and Development Bylaw No. 8900

EXISTING ZONING	PROPOSED ZONING	COMMENTS
R-1000 (Single-Family Detached)	R-1000 (Townhouse)	Rezoning for townhouse development.

**ADDITIONAL INFORMATION:**

- Site Area: 1.2 Ha
- Proposed Units: 108
- Proposed Density: 90 units/ha
- Proposed Height: 3.5m
- Proposed Coverage: 40%
- Proposed Parking: 108 spaces

**ADDITIONAL INFORMATION**

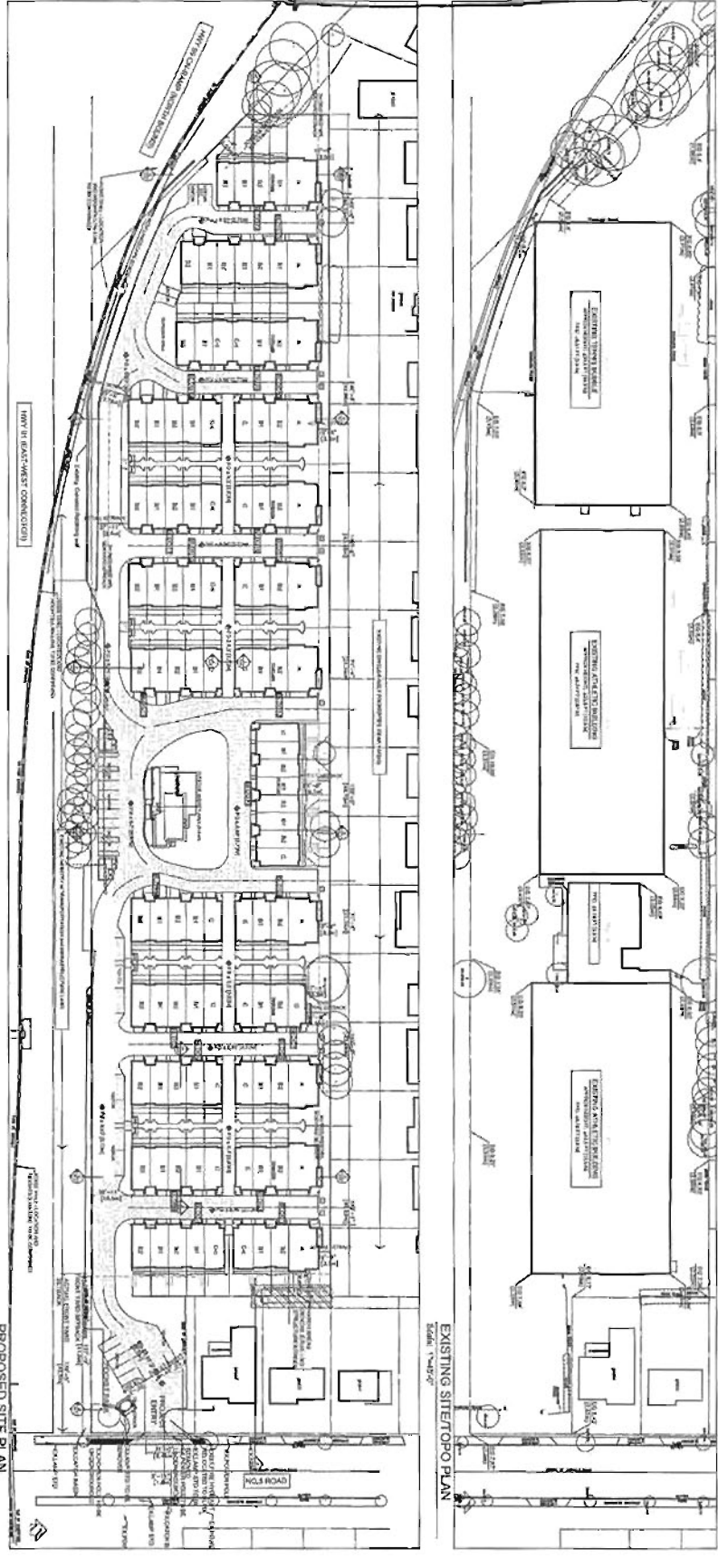
Item	Value	Unit
Site Area	1.2	Ha
Proposed Units	108	Units
Proposed Density	90	Units/ha
Proposed Height	3.5	m
Proposed Coverage	40	%
Proposed Parking	108	Spaces

**PROPOSED 108-UNIT TOWNHOUSE DEVELOPMENT**  
48st NO. 5 ROAD, RICHMOND BC

**REZONING APPLICATION**

**DRAWING LIST**

- A10 PROJECT DATA, EXISTING SITE PLAN AND PROPOSED SITE PLAN
- A11 SITE PLAN WITH DIMENSIONS AND UTILITY LOCATIONS
- A12 TYPICAL BUILDING SECTION
- A13 TYPICAL BUILDING SECTION WITH OUTDOOR AMENITY SPACE
- A14 SITE SECTION (ELEVATION)
- A15 EXISTING BUILDINGS
- A16 EXISTING UTILITIES
- A17 PROPOSED UTILITIES
- A18 PROPOSED PAVING PLAN, SIDEWALKS AND DRIVEWAYS
- A19 EXISTING AND PROPOSED LANDSCAPE PLAN
- A20 EXISTING AND PROPOSED PLANTING PLAN
- A21 EXISTING AND PROPOSED SIGNAGE PLAN
- A22 EXISTING AND PROPOSED LIGHTING PLAN
- A23 EXISTING AND PROPOSED SECURITY PLAN
- A24 EXISTING AND PROPOSED TRAFFIC CALMING PLAN
- A25 EXISTING AND PROPOSED WATER MANAGEMENT PLAN
- A26 EXISTING AND PROPOSED ENERGY EFFICIENCY PLAN
- A27 EXISTING AND PROPOSED ACCESSIBILITY PLAN
- A28 EXISTING AND PROPOSED SAFETY PLAN
- A29 EXISTING AND PROPOSED COMMUNITY ENGAGEMENT PLAN
- A30 EXISTING AND PROPOSED CONSTRUCTION MANAGEMENT PLAN



**INTERPAGE:**

**PLN - 175**

**CONCEPTUAL ONLY**

**A1.0**

**PROJECT DATA, EXISTING AND PROPOSED SITE PLAN**

**DATE:** April 19, 2011

**DESIGNER:** MFC, BGC

**CHECKER:** MFC

**SCALE:** As Shown

**PROJECT NO.:** 1103

**CLIENT:** As Shown

**PROJECT DATA, EXISTING AND PROPOSED SITE PLAN**

**DATE:** April 19, 2011

**DESIGNER:** MFC, BGC

**CHECKER:** MFC

**SCALE:** As Shown

**PROJECT NO.:** 1103

**CLIENT:** As Shown



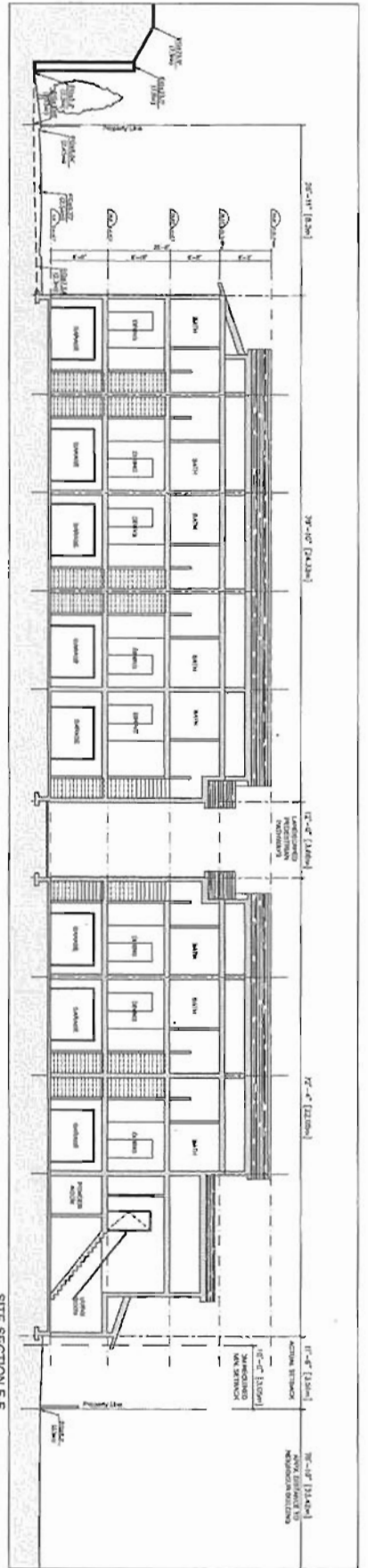




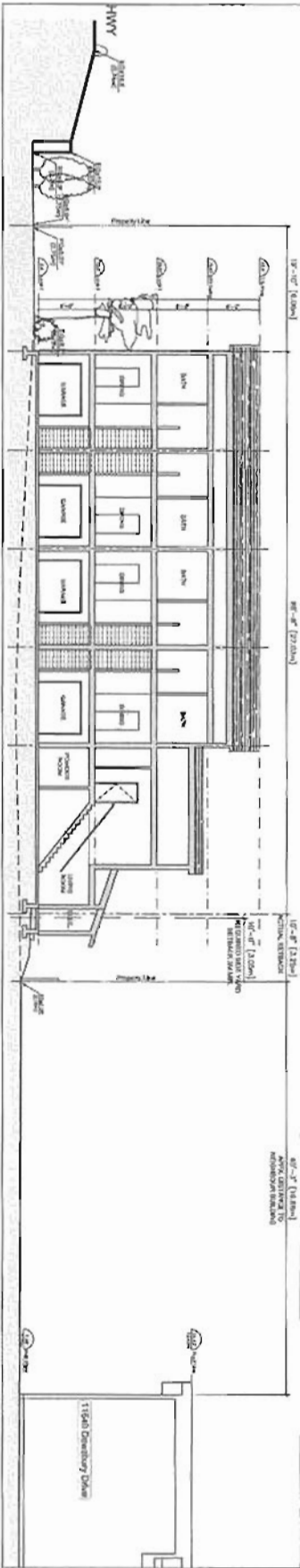




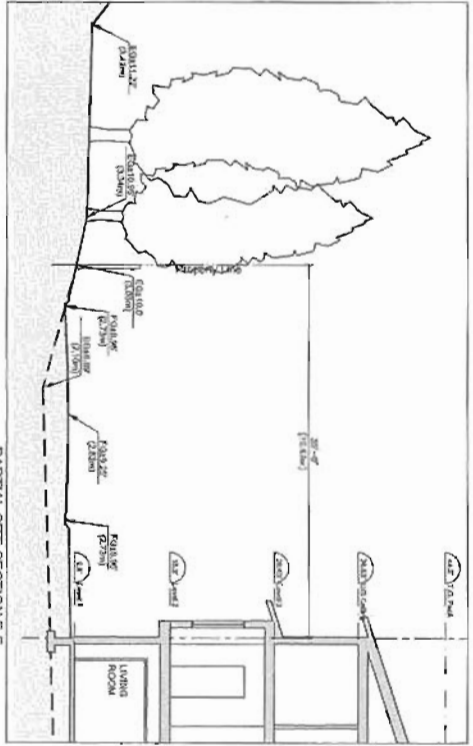




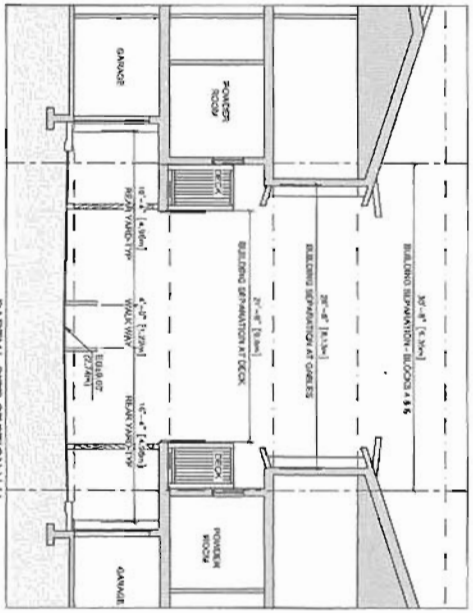
SITE SECTION F-F  
SCALE: 1/8"=1'-0"



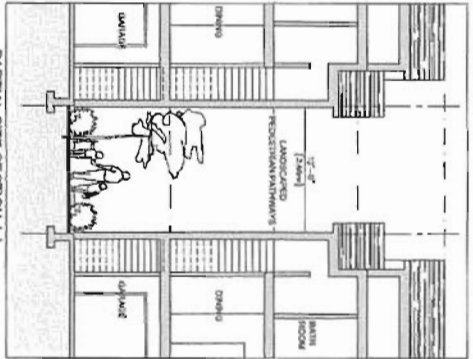
SITE SECTION G-G  
SCALE: 1/8"=1'-0"



PARTIAL SITE SECTION E-E  
SCALE: 3/16"=1'-0"



PARTIAL SITE SECTION H-H  
SCALE: 3/16"=1'-0"



PARTIAL SITE SECTION J-J  
SCALE: 3/16"=1'-0"

<p><b>INTERFAC:</b> 11666 Derryway Drive New York, NY 10019 Tel: 212 261 1144 www.interfacny.com</p>	<p><b>PROJECT:</b> Proposed 108 Unit Townhouse Development 42nd St, 3rd Fl. New York, NY</p>	<p><b>DATE:</b> August 13, 2011</p>	<p><b>SCALE:</b> 1/8"=1'-0"</p>	<p><b>PROJECT #:</b> NYC 2011-07348</p>	<p><b>DATE:</b> 08/13/2011</p>	<p><b>PROJECT #:</b> NYC 2011-07348</p>	<p><b>DATE:</b> 08/13/2011</p>
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PLN - 180

A3.1





**RZ 11-593406**

**Attachment D**

Address: 4991 No. 5 Road

Applicant: Interface Architecture Inc.

Planning Area(s): East Cambie

	Existing	Proposed	
<b>Owner:</b>	Sportstown BC Operations Ltd.	Unknown	
<b>Site Size (m<sup>2</sup>):</b>	Approximately 19,945 m <sup>2</sup>	No change	
<b>Land Uses:</b>	Commercial Sports Facility	Multi-Family Residential	
<b>OCP Designation:</b>	Commercial	Neighbourhood Residential	
<b>Area Plan Designation:</b>	School/Park Institutional	Residential	
<b>Zoning:</b>	School & Institutional Use (SI)	Medium Density Townhouses (RTM2)	
<b>Number of Units:</b>	Commercial Sports Facility Complex	108 townhouses	
<b>Aircraft Noise Sensitive Development Policy:</b>	Area 2: High Aircraft Noise Sensitive Land Uses (except new single family) may be considered	Complies	
	Bylaw Requirement	Proposed	Variance
Floor Area Ratio	Max. 0.65	0.65	None permitted
Lot Coverage:	Max. 40%	38.5%	None
Yards & Setbacks: Front Yard (No. 5 Road) Interior Side Yard (North) Exterior Side Yard (South)	Min. 6 m Min. 3 m Min. 6 m	42.5 m 3.2 m 2.3 m to 10.9 m	None None 3.7 m reduction at Building 22 only
Rear Yard (West)	Min. 3 m	2.2 m to 34.0 m	0.8 m reduction at Building 22 only
Height:	Max. 12 m (3 storeys)	11.65 m (3 storey)	None
Lot Size:	Min. 30 m width Min. 35 m depth	64 m width (average) 306 m depth (average)	None
Off-street Parking Spaces: Resident Visitor (Accessible) Total	216 22 (5) 238	216 27 (5) 243	None
<b>Tandem Parking Spaces:</b>	<b>Max. 50%</b>	<b>80%</b> <b>(194 spaces in 97 units)</b>	<b>30% increase</b>
Small Car Parking Spaces:	Max. 50%	4.5% (11 spaces)	None
Amenity Space – Indoor:	Min. 100 m <sup>2</sup>	110 m <sup>2</sup>	None
Amenity Space – Outdoor:	648 m <sup>2</sup>	894 m <sup>2</sup>	None



City of  
Richmond

**Memorandum**  
Community Services Department  
Recreation Services

---

**To:** Planning Committee  
**From:** Gregg Wheeler  
Manager, Sports and Community Events  
  
Dave Semple  
General Manager, Community Services  
**Date:** October 15, 2013  
**File:** 08-4430-01/2013-Vol 01

**Re: Planning Committee Referral: Impact on Closure of Sportstown Re Loss of Private Recreational Facilities in Richmond**

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**Background**

At Planning Committee on January 22, 2013 an application for re-zoning of the property at 4991 No. 5 Rd. (known as Sportstown) was presented. Staff received a three-part referral. This memo addresses c) *...examine the potential implications that the loss of the existing on-site private recreation facility would have on the City's recreation facility inventory and its user groups.*"

**Existing Use of the Facility**

Sportstown is a commercial recreation complex that contains a for-profit indoor soccer and tennis facility along with a licensed restaurant and pro shop. In addition, the City of Richmond leases space within the complex for Richmond Gymnastics and Richmond Rod and Gun Club to operate their not-for-profit clubs. The original facility, Western Indoor Tennis, opened in 1972 and was purchased by the current owners in 2000. In 2011 the City exercised its option to extend the lease until 2016. There is no further option to renew.

**Tennis Facility**

The tennis facility at Sportstown consists of five indoor courts with approximately 100 members. Of these members, according to Sportstown records, approximately 33 are residents of Richmond. The facility is open 7 days a week. The privately owned and operated Elite Tennis Academy uses the facility for their youth and adult instructional programs.

Richmond is also served by four other publicly accessible indoor tennis facilities. The River Club at the south end of No. 5 Road has four indoor courts for its members. There are four indoor courts as part of the Steve Nash Club located on St Edwards Drive. The Steveston Community Centre has three indoor courts located behind the Steveston Community Centre. The Richmond Tennis Club, located on Gilbert Road, and has three courts in their tennis bubble that are in operation for six months each year during the winter season. These four facilities combined offer Richmond residents a total 14 indoor courts that can either be booked for one-time bookings or as part of a yearly membership package. The City of Richmond's 40 outdoor public tennis courts are located throughout the city and provide residents with access to tennis

close to their residence. Staff is not aware of issues related to participants not having access to courts due to demand exceeding available courts.

Sportstown's 100 tennis members can be accommodated at one of Richmond's other indoor public tennis facilities, or at existing facilities in the communities they reside in. Each of the four facilities presently has space for either pay as you go or yearly tennis memberships within the indoor tennis market.

#### **Indoor Soccer Facility**

Sportstown has three 9,900 square foot indoor soccer pads each with artificial turf located underneath an air supported bubble along with an arena style artificial turf pitch that is approximately 15,000 square feet in size. The four soccer pitches are primarily used for adult league play combined with TSS Soccer Academy programs.

Richmond Youth Soccer Association no longer rents or requires space from Sportstown for any of their programs. The availability of seven City of Richmond provided artificial turf fields allows the association to run their own development program on a year round basis. These fields total 500,000 square feet of space and are located across the city including one in King George Park, within half a kilometre of Sportstown. Richmond Youth Soccer uses approximately 12 hours a week of court time for futsal at the Richmond Olympic Oval as part of their athlete development program.

Sportstown's artificial turf fields are also occasionally used on a seasonal basis by other sport organizations for off-season training.

Sportstown presently offers an adult recreation small-sided soccer league. This year there are approximately 700 participants signed up according to their registration for their league with about 80% of participants residing outside of Richmond. The Richmond Olympic Oval hosts two adult co-ed indoor leagues thereby providing individuals with indoor soccer options for recreational play. There are other leagues and facilities within the lower mainland, along with the Oval, that have different levels of capacity to accommodate adult recreational soccer participants.

#### **Rod and Gun Club**

Sportstown currently leases 13268 sq.ft. of space to the City 3745 sq.ft. which is a mezzanine area used for a shared air pistol and archery range by the Richmond Rod and Gun Club. The club has mostly an adult membership and is aware that the lease expires in February of 2016. It has purchased property on Mitchell Island to meet its program needs. The City re-zoned the property in December 2009 to permit a shooting facility. Staff are currently in discussions with the club executive about moving the project forward considering the pending lease expiration.

#### **Richmond Gymnastics Association**

The gymnastics association is in a different situation. The association serves almost a totally youth based membership and is the one publicly supported gymnastics program provided in Richmond. The City leased space for gymnastics in Sportstown in 2001 to replace the RCA



Forum, to ensure the continuity of the broad based community program. The need for space continues. Richmond Gymnastics Association has a substantial recreational program as well as a successful competitive stream. The facility at Sportstown however, is outdated and not in a particularly accessible area of Richmond. Staff are currently working on options for the Association; including leasing a more suitable space and other joint location options. The Association has been working with staff and are aware of the need to complete this work prior to the lease expiry in February of 2016.

**Conclusion**

The closure of the facility will require Sportstown's existing tennis and adult indoor soccer participants to find alternatives within and outside of Richmond. Each of the other four public tennis facilities has capacity to accommodate Sportstown's existing tennis members. Sportstown's 700 regionally based adult indoor soccer participants will have to find alternatives at either the Richmond Olympic Oval or outside of Richmond. Richmond Youth Soccer will not be affected by the closure of Sportstown as they presently do not rent space within the facility or contract TSS to provide any athlete development programming services for them.

The end of the lease in February 2016 sets a date for which alternative locations must be secured for the Richmond Rod and Gun Club and the Richmond Gymnastics Association to continue their programs.



Gregg Wheeler  
Manager, Sports and Community Events  
(604-244-1274)



Dave Semple  
General Manager, Community Services  
(604-233-3350)

pc: SMT  
Wayne Craig, Director of Development



**Address:** 4991 No. 5 Road

**File No.:** RZ 11-593406

**Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 8986, the developer is required to complete the following:**

1. Final Adoption of OCP Amendment Bylaws 8947 and 8948.
2. Provincial Ministry of Transportation & Infrastructure Approval (MOTT).
3. Confirmation of an agreement with MOTT to install required sound barrier fencing.
4. Submission of Community Services information for Council consideration regarding:
  - How gymnastics programming may be accommodated as part of the City's Capital plan.
  - Business terms associated with lease termination in the event that the City and the property owner come to an agreement on terminating the lease prior to February, 2016.
5. Registration of a flood indemnity covenant on title (Area A).
6. Registration of a legal agreement on Title to ensure that landscaping planted along the interface to BC Highway 91 and BC Highway 99 is maintained and will not be abandoned or removed. The purpose of the landscaping is to provide visual screening and to mitigate noise and dust.
7. Registration of a legal agreement on Title prohibiting the conversion of the tandem parking area into habitable space.
8. Registration of a legal agreement on Title to ensure that all dwelling units beyond 110 m from No. 5 Road are constructed with sprinklers for fire suppression.
9. Registration of a legal agreement on Title identifying that the proposed development must be designed and constructed in a manner that mitigates potential aircraft noise and highway traffic noise impact to the proposed dwelling units. Dwelling units must be designed and constructed to achieve:
  - a) CMHC guidelines for interior noise levels as indicated in the chart below:
 

Portions of Dwelling Units	Noise Levels (decibels)
Bedrooms	35 decibels
Living, dining, recreation rooms	40 decibels
Kitchen, bathrooms, hallways, and utility rooms	45 decibels
  - b) The ASHRAE 55-2004 "Thermal Environmental Conditions for Human Occupancy" standard for interior living spaces.
10. Participation in the City's Public Art program with on-site installation, or City acceptance of the developer's offer to voluntarily contribute \$0.75 per buildable square foot (e.g. \$104,663) towards the City's Public Art program.
11. City acceptance of the developer's offer to voluntarily contribute \$2.00 per buildable square foot (e.g. \$279,101) towards the City's affordable housing strategy.
12. City acceptance of the developer's offer to voluntarily contribute \$1,000,000.00 towards the City's Leisure Facilities Reserve Fund (Account 7721-80-000-00000-0000).
13. City acceptance of the developer's offer to voluntarily contribute \$10,000 towards a speed-reader board to be located on No. 5 Road.
14. The submission and processing of a Development Permit\* completed to a level deemed acceptable by the Director of Development.
15. Enter into a Servicing Agreement\* for the design and construction of frontage improvements and upgrades to sanitary and storm sewer systems. Works include, but may not be limited to:

16.
  - a) No. 5 Road frontage improvements – removing the existing sidewalk and pouring a new 1.5 m concrete sidewalk at the property line, creating a grass boulevard (1.4 m +/-) between the new sidewalk and the existing curb & gutter. The new sidewalk location conflicts with an existing fire hydrant & two existing poles. The fire hydrant is to be relocated to the new grass boulevard. The two poles are to be undergrounded. Should the utility companies not be able to support undergrounding of these two poles, the City will require the poles to be relocated into the grass boulevard, subject to receiving a letter from the utilities advising of the reasons and guaranteeing the existing trees will not be sculpted to accommodate the wires.
  - b) Sanitary sewer upgrade – construct new 200 mm diameter sanitary sewer to connect to the existing sanitary sewer on Dewsbury Drive (approximately 150 m): from the SE corner of the development site, northward up No. 5 Road to Dewsbury Drive, then west to the first manhole (manhole SMH 5377).
  - c) Storm sewer upgrade – upgrade approximately 85 m of the existing storm sewer from 450 mm diameter pipe to the larger of 900 mm or OCP size (between manholes STMH6923 and STMH6922).

**Prior to a Development Permit<sup>3</sup> being forwarded to the Development Permit Panel for consideration, the developer is required to:**

1. Submission of a report and recommendations prepared by an appropriate registered professional, which demonstrates that the proposed dwelling units can achieve the interior noise levels and interior thermal conditions identified below. The standard required for air conditioning systems and their alternatives (e.g. ground source heat pumps, heat exchangers and acoustic ducting) is the ASHRAE 55-2004 "Thermal Environmental Conditions for Human Occupancy" standard and subsequent updates as they may occur. Maximum interior noise levels (decibels) within the dwelling units must achieve CMHC standards follows:

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

2. Submission of proof 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 10 on-site trees to be retained, three (3) on-site trees to be relocated onsite, 39 trees in the MOTI ROW to be protected, and two (2) hedges and five (5) trees on neighbouring residential properties to be protected. The Contract should include the scope of work to be undertaken, including: the proposed number of site monitoring inspections (no less than four (4)), and a provision for the Arborist to submit a post-construction assessment report to the City for review. Tree protection fencing is to be installed on-site prior to any demolition or construction activities occurring on-site. The project Arborist has recommended removal of some trees from neighbouring residential and MOTI property due to poor condition. A tree removal permit application may be submitted to the City for consideration with written authorization from the owner of the property where the tree is located.
3. Submit a landscaping security Letter-of-Credit in an amount based on a sealed estimate from the project registered Landscape Architect (including materials, labour & 10% contingency).

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

1. Incorporation of features in Building Permit (BP) plans as determined via the Rezoning and/or Development Permit processes regarding: tree protection, convertible units, aging in place, sustainability, fire suppression sprinkler systems, private on-site hydrants, and opportunities for fire trucks to turn around onsite.
2. Submission of reports with recommendations prepared by an appropriate registered professional and incorporation of the identified acoustic and thermal measures in Building Permit (BP) plans.
3. Submission of a Construction Parking and Traffic Management Plan to the Transportation Division. 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.
4. If applicable, payment of latecomer agreement charges associated with eligible latecomer works.

5. 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 Division at 604-276-4285.

**Note:**

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

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

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

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

Signed \_\_\_\_\_

Date \_\_\_\_\_



Richmond Official Community Plan Bylaw 9000
Amendment Bylaw 8947 (RZ 11-593406)
4991 No. 5 Road

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

- 1. Richmond Official Community Plan Bylaw 9000 is amended by repealing the existing land use designation in Attachment 1 to Schedule 1 (City of Richmond 2041 OCP Land Use Map) thereof of the following area and by designating it "Neighbourhood Residential".

P.I.D. 006-160-859

Lot 63 Except: Part on Statutory Right of Way Plan 76785; Section 36 Block 5 North Range 6 West New Westminster District Plan 41571

- 2. This Bylaw may be cited as "Richmond Official Community Plan Bylaw 9000, Amendment Bylaw 8947".

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED

Horizontal lines for signatures corresponding to the reading stages.

CITY OF RICHMOND APPROVED [Signature] APPROVED by Manager or Solicitor [Signature]

MAYOR

CORPORATE OFFICER



Richmond Official Community Plan Bylaw 7100
Amendment Bylaw 8948 (RZ 11-593406)
4991 No. 5 Road

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

- 1. Richmond Official Community Plan Bylaw 7100 is amended by repealing the existing land use designation in Schedule 2.11B (East Cambie Area Plan Land Use Map) thereof of the following area and by designating it "Residential".

P.I.D. 006-160-859

Lot 63 Except: Part on Statutory Right of Way Plan 76785; Section 36 Block 5 North Range 6 West New Westminster District Plan 41571

- 2. This Bylaw may be cited as "Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 8948".

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED

Horizontal lines for recording readings and requirements.

CITY OF RICHMOND APPROVED BY [Signature] APPROVED by Manager or Solicitor [Signature]

MAYOR

CORPORATE OFFICER





Richmond Zoning Bylaw 8500
Amendment Bylaw 8986 (RZ 11-593406)
4991 No. 5 Road

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 "MEDIUM DENSITY TOWNHOUSES (RTM2)".

P.I.D. 006-160-859

Lot 63 Except: Part on Statutory Right of Way Plan 76785; Section 36 Block 5 North Range 6 West New Westminster District Plan 41571

- 2. This Bylaw may be cited as "Richmond Zoning Bylaw 8500, Amendment Bylaw 8986".

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE APPROVAL

ADOPTED

Series of horizontal lines for signatures and dates corresponding to the reading stages.

APPROVED BY CITY OF RICHMOND. Includes handwritten signature 'BK' and 'ul'.

MAYOR

CORPORATE OFFICER