



City of Richmond

Report to Committee Planning and Development Division

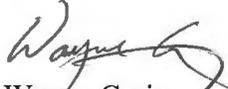
To: Planning Committee
From: Wayne Craig
Director, Development

Date: August 22, 2016
File: RZ 15-710175

Re: Application by Kanwar Sodhi for Rezoning at 7200 Railway Avenue from Single Detached (RS1/E) to Coach Houses (RCH1)

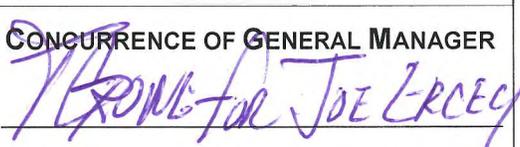
Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9598, for the rezoning of 7200 Railway Avenue from "Single Detached (RS1/E)" to "Coach Houses (RCH1)", be introduced and given first reading.


Wayne Craig
Director, Development

WC:cl

Att. 6

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

Staff Report

Origin

Kanwar Sodhi has applied to the City of Richmond for permission to rezone the property at 7200 Railway Avenue from the “Single Detached (RS1/E)” zone to the “Coach Houses (RCH1)” zone, to permit the property to be subdivided to create two (2) lots, each with a principal dwelling and an accessory coach house above a detached garage, with vehicle access from the rear lane (Attachment 1). A survey of the subject site is included in Attachment 2. The site currently contains a single detached dwelling, which will be demolished at future development stage.

Findings of Fact

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

Surrounding Development

Existing development immediately surrounding the subject site is as follows:

- To the North, is a lot zoned “Single Detached (RS1/E)”, which is the subject of a rezoning application to the “Coach Houses (RCH1)” zone (RZ 14-674043). The rezoning bylaw associated with the application was granted 3rd reading at a Public Hearing on December 15, 2015.
- To the South, is a lot zoned “Single Detached (RS1/E)”, which is the subject of a rezoning application to the “Compact Single Detached (RC2)” zone (RZ 15-691744). The rezoning bylaw associated with the application was granted 3rd reading at a Public Hearing on November 16, 2015.
- To the East, immediately across the rear lane, are two (2) lots zoned “Single Detached (RS1/B)” fronting Lindsay Road, which each contain a single-family dwelling.
- To the West, immediately across Railway Avenue, is the Railway Greenway trail on City-owned property.

Related Policies & Studies

Official Community Plan

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

Arterial Road Policy

The Arterial Road Policy identifies the subject site for redevelopment to compact lots or coach house lots, with rear lane access. This redevelopment proposal is consistent with the Arterial Road Policy designation.

Floodplain Management Implementation Strategy

The proposed redevelopment must meet the requirements of the Richmond Flood Plain Designation and Protection Bylaw 8204. Registration of a flood indemnity covenant on Title is required prior to final adoption of the rezoning bylaw.

Public Consultation

A rezoning sign has been installed on the subject property. Staff have not received any comments from the public about the rezoning application in response to the placement of the rezoning sign on the property.

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

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

Analysis

Site Planning and Architectural Character

The preliminary conceptual plans proposed for redevelopment of the subject site have satisfactorily addressed the staff comments identified as part of the rezoning application review process (Attachment 4).

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

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

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

For each lot, on-site parking is proposed in a garage and carport in accordance with the Zoning Bylaw and consists of two (2) parking spaces for the principal dwelling provided in a tandem arrangement, along with one (1) parking space for the coach house to the side (Note: tandem parking of parking spaces for the principal dwelling is permitted in the RCH1 zone). Prior to final adoption of the rezoning bylaw, the applicant must register a restrictive covenant on title prohibiting the conversion of the garage/carport into habitable space.

The proposed Architectural Elevation Plans include sloped roofs, articulation of the coach house building, a small balcony, and appropriate window placement to avoid blank facades, provide

some visual interest, and minimize overlook while still allowing for passive surveillance of the rear lane.

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

Prior to final adoption of the rezoning bylaw, minor revisions to enhance the coach house design may be made to the preliminary conceptual plans included in Attachment 4. Furthermore, the applicant must register restrictive covenants on title to ensure that:

- The coach house on each lot proposed cannot be stratified.
- The Building Permit application and ensuing development at the site is generally consistent with the preliminary conceptual plans included in Attachment 4. The Building Permit application process includes coordination between Building Approvals and Planning Department staff to ensure that the covenant is adhered to.

Tree Retention and Replacement

The applicant has submitted a Certified Arborist's Report; which identifies on-site and off-site tree species, assesses tree structure and condition, and provides recommendations on tree retention and removal relative to the proposed development. The Report assesses one (1) bylaw-sized tree on the subject property, and one (1) bylaw-sized tree and one (1) undersized tree on the neighbouring property to the north at 7180 Railway Avenue. The Report also provides recommendations on the retention and removal of several hedges on-site and off-site.

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

- Tree # 01 (Cherry) on the subject site is in poor condition, has been previously topped, and exhibits structural defects and bacterial blight. As a result, this tree should be removed and replaced.
- Tree #02 (Cherry) located on the neighbouring property to the north has been identified for removal as part of the rezoning application for that property (Note: Tree # 03, which is also on the neighbouring property to the north, is undersized and is proposed to be removed as part of future development of that property).
- Replacement trees should be specified at a 2:1 ratio as per the OCP.

Tree Protection

The applicant proposes to retain the Excelsa hedge along the south property line. Prior to demolition of the existing dwelling on the subject site, the applicant must install tree protection fencing on-site around the Excelsa hedge along the south property line. Tree protection fencing must be installed to City standard in accordance with the City's Tree Protection Information Bulletin TREE-03 prior to any works being conducted on-site, and must remain in place until construction and landscaping on-site is completed.

The applicant’s proposed tree protection plan is included in Attachment 5.

Tree Replacement

The applicant proposes to remove one (1) on-site tree (Tree # 01), and to remove the Excelsa and Cypress hedges along the north and west property lines. The 2:1 replacement ratio would require a total of two (2) replacement trees to be planted and maintained on the proposed lots. Consistent with the OCP tree replacement ratio and the design guidelines for front yard landscaping under the Arterial Road Policy, the applicant has agreed to plant and maintain a total of two (2) trees on each lot proposed; for a total of four (4) trees. The required replacement trees are to be of the following minimum sizes, based on the size of the tree being removed as per Tree Protection Bylaw No. 8057.

No. of Replacement Trees	Minimum Caliper of Deciduous Replacement Tree	Minimum Height of Coniferous Replacement Tree
2	6 cm	3.5 m
2	8 cm	4.0 m

To ensure that the replacement trees are planted and maintained, and that the front and rear yards of the proposed lots are enhanced in accordance with the Arterial Road Policy and the RCH1 zoning, the applicant is required to submit the following prior to final adoption of the rezoning bylaw:

- A Landscape Plan, prepared by a Registered Landscape Architect, accompanied by a cost estimate prepared by the Landscape Architect for the works (including all trees, soft and hard materials proposed, fencing, installation costs, and a 10% contingency).
- A Landscaping Security based on 100% of the cost estimate prepared by the Landscape Architect.

Affordable Housing Strategy

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

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

Subdivision, Site Servicing and Frontage Improvements

There are no servicing concerns with rezoning.

At future Subdivision and Building Permit stage, the applicant is required to:

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

- Enter into a Servicing Agreement for the design and construction of the required service connections as well as frontage improvements to the rear lane and along Railway Avenue, as described in Attachment 6. The works are to include (but are not limited to):
 - lane upgrades to current City lane standards, to include lane drainage, asphalt/pavement, concrete roll over curb/gutter on both sides of the lane, and lane lighting; and,
 - boulevard upgrades to current City standards along the Railway Avenue frontage, to include a new concrete sidewalk next to the property line with connections to the existing sidewalk to the north and south of the subject site, and a treed/grassed boulevard next to the existing curb.

Financial Impact

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

Conclusion

The purpose of this application is to rezone the property at 7200 Railway Avenue from the “Single Detached (RS1/E)” zone to the “Coach Houses (RCH1)” zone, to permit the property to be subdivided to create two (2) lots, each with a principal dwelling and an accessory coach house above a detached garage, with vehicle access from the rear lane.

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

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

It is recommended that Zoning Bylaw 8500, Amendment Bylaw 9598 be introduced and given first reading.



Cynthia Lussier
Planner 1

CL:rg

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



City of
Richmond



RZ 15-710175

Original Date: 09/21/15

Revision Date:

Note: Dimensions are in METRES

**TOPOGRAPHIC PLAN OF LOT 214 SECTION 13 BLOCK 4
NORTH RANGE 7 WEST NEW WESTMINSTER DISTRICT
PLAN 40948**



SCALE - 1 : 250
All distances are in metres

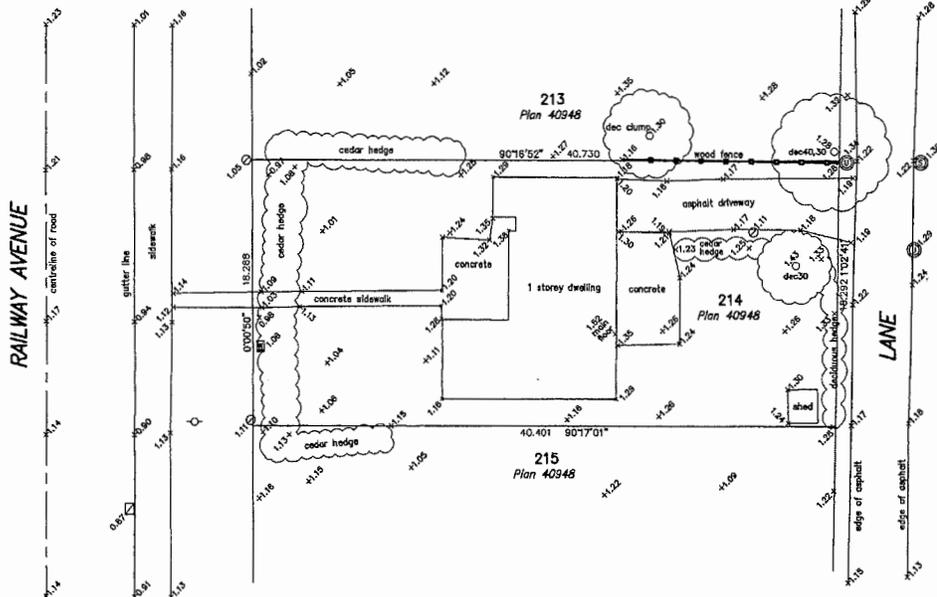
Civic Address:
7200 Railway Avenue
Richmond, B.C.

SURVEY LEGEND

- ⊕ Unknown Manhole
- ⊙ Catch basin
- ⊠ Water Meter
- ⊗ Storm manhole
- ⊕ Sanitary manhole
- ⊖ Power pole
- dec30 ○ 30cm dia. Deciduous tree
- dec clump ○ Clump of Deciduous trees

NOTES:

- 1) Elevations are in metres and are geodetic.
- 2) Elevations are derived from City of Richmond HPN network.
- 3) This Plan was prepared for architectural design and site servicing purposes, and is for the exclusive use of our client. The signatory accepts no responsibility or liability for any damages that may be suffered by a third party as a result of reproduction, transmission or alteration to this document without consent of the signatory.
- 4) Prior to any construction, underground services are to be confirmed by the City of Richmond Engineering Dept.
- 5) If there is any conflict in information between the hard copy of this Plan and the digital data provided, the hard copy shall be taken to be correct. Any information taken from digital data shall be confirmed by information shown on the hard copy of this plan.
- 6) Property bearings and dimensions are derived from field survey.





RZ 15-710175

Attachment 3

Address: 7200 Railway Avenue

Applicant: Kanwar Sodhi

Planning Area(s): Blundell

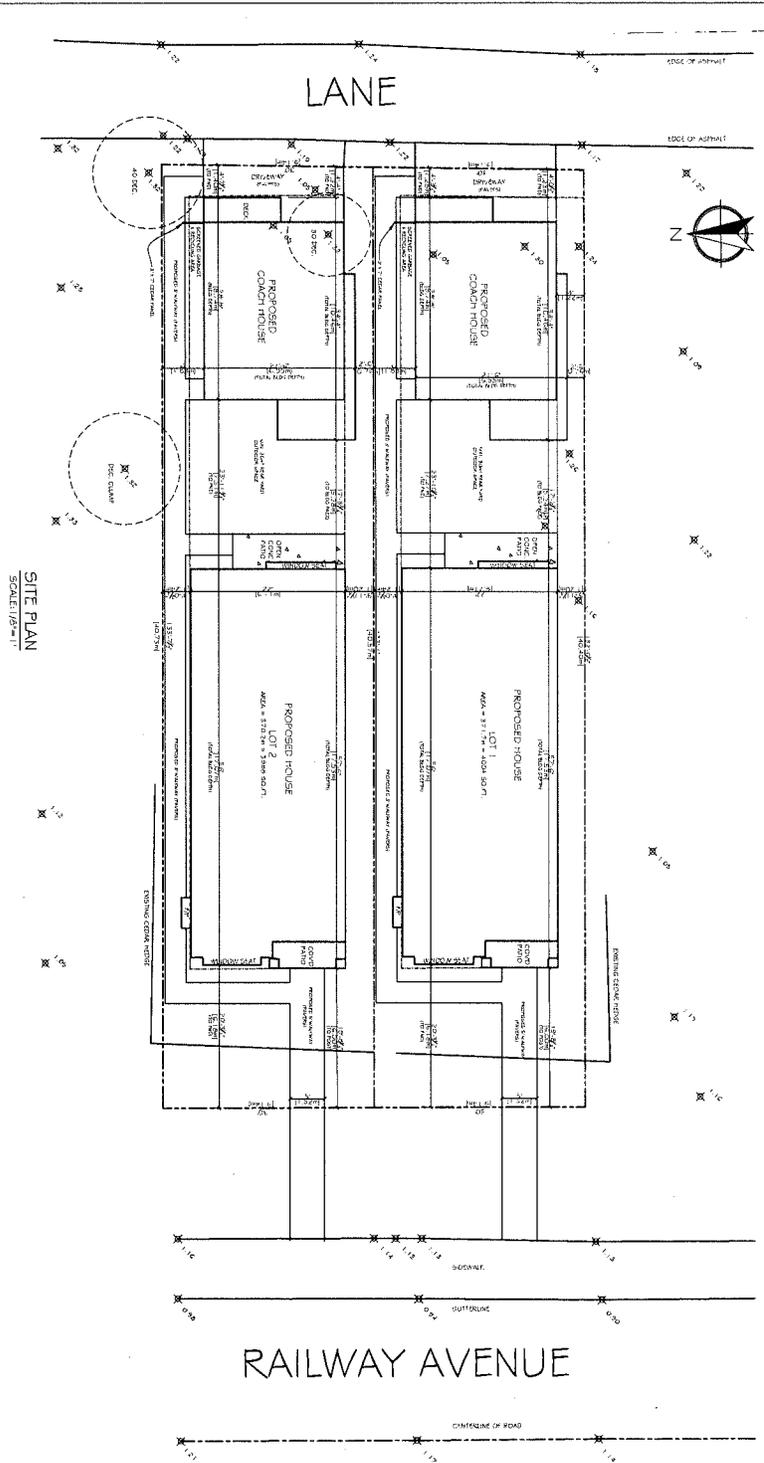
	Existing	Proposed
Owner:	Sandra Lynn Mann	To be determined
Site Size (m²):	Approx. 742 m ² (7,987 ft ²)	Proposed north lot: Approx. 370.2 m ² (3,985 ft ²) Proposed south lot: Approx. 371.7 m ² (4,001 ft ²)
Land Uses:	Single-family residential	No change
OCP Designation:	Neighbourhood Residential	No change
Zoning:	Single Detached (RS1/E)	Coach Houses (RCH1)
Other Designations:	The Arterial Road Policy designates the subject site for redevelopment to compact lots and coach houses	No change

On Future Subdivided Lots	Bylaw Requirement		Proposed		Variance
Floor Area Ratio:	Max. 0.60		Max. 0.60		none permitted
Buildable Floor Area*	Proposed north lot:	Max. 222.12 m ² (2,390 ft ²)	Proposed north lot:	Max. 222.12 m ² (2,390 ft ²)	none permitted
	Proposed south lot	Max. 223.02 m ² (2,400 ft ²)	Proposed south lot	Max. 223.02 m ² (2,400 ft ²)	
Principal Dwelling Size*:	Proposed north lot:	Max. 176.61 m ² (1,901 ft ²)	Proposed north lot:	Max. 176.61 m ² (1,901 ft ²)	none permitted
	Proposed south lot	Max. 177.51 m ² (1,910 ft ²)	Proposed south lot	Max. 177.51 m ² (1,910 ft ²)	
Coach House Size:	Min. 33 m ² (355 ft ²) Max. 60 m ² (645 ft ²)		Ground floor/stair: 5.29 m ² (57 ft ²) 2 nd floor: 40.22 m ² (433 ft ²) Total: 45.51 (490 ft ²)		none permitted
Lot Coverage – Buildings:	Max. 45%		Max. 45%		none
Lot Coverage – Buildings, structures, and non-porous surfaces	Max. 70%		Max. 70%		none
Lot Coverage – Live plant material:	Min. 20%		Min. 20%		none
Lot Size (min. dimensions):	315 m ²		Proposed north lot: Approx. 370.2 m ² Proposed south lot: Approx. 371.7 m ²		none

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

On Future Subdivided Lots	Bylaw Requirement		Proposed		Variance
Principal Dwelling Setback – Front/Rear Yards (m):	Min. 6.0 m		Min. 6.0 m		none
Principal Dwelling Setback –Side Yards (m):	Min. 1.2 m		Min. 1.2 m		none
Coach House Building Setback – Rear Yard (m):	Min. 1.2 m		1.23 m to 1.40 m		none
Coach House Building Setback – North Side Yard (m):	Min. 1.8 m		1.8 m		none
Coach House Building Setback – South Side Yard (m):	Ground Floor	Min. 0.6 m	Ground Floor	0.76 m	
	2 nd Floor	Min. 1.2 m	2 nd Floor	1.22 m	
Principal Dwelling Height (m):	Max. 2 ½ storeys		Max. 2 ½ storeys		none
Coach House Building Height (m):	Max. 2 storeys or 6.5 m, whichever is less, as measured from the highest elevation of the crown of the lane		6.5 m as measured from the highest elevation of the crown of the lane		none
On-Site Parking Spaces – Principal Dwelling	2		2		none
On-Site Parking Spaces – Coach House:	1		1		
Tandem Parking Spaces:	Permitted for Principal Dwelling		2 for Principal Dwelling		none
Amenity Space – Outdoor:	Principal Dwelling	Min. 30 m ²	Principal Dwelling	Min. 30 m ²	none
	Coach House	No Minimum	Coach House	3.5 m ² (38.5 ft ²)	

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

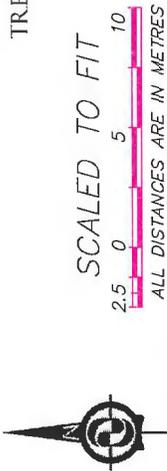


Preliminary Conceptual Plans
 Note: At BP stage, plans must comply with all City regulations.

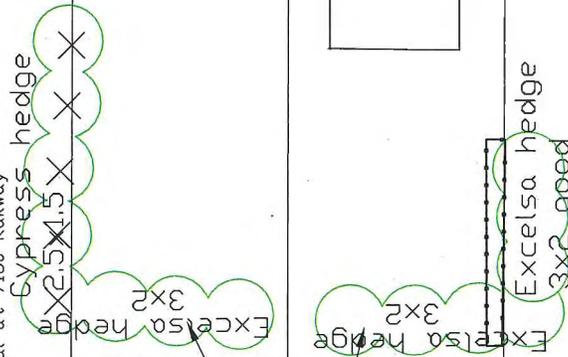
PLN - 135

THESE PLANS CONFORM TO REQUIREMENTS IN THE B.C. BUILDING CODE 2012.		
REVISION SCHEDULE		
NO.	DATE	CHANGES MADE
1		
2		
3		
4		
5		
TOORA HOME PLANS TEL: (604) 951-4343 FAX: (604) 951-4373 EMAIL: mjpc@sigmail.com PROPOSED SINGLE FAMILY DWELLING FOR LOT 1 & 2 @ 7200 RAILWAY AVENUE RICHMOND, B.C.		
PROJECT #	SITE PLAN	
SCALE	1/8" = 1'-0"	DESIGNED BY TOORA
DATE	JULY 2016	DRAWN BY TOORA
		APPROVED BY TOORA
		AI

APPENDIX 3
TREE PROTECTION PLAN



Hedge to be removed with the development proposal at 7180 Railway



Hedges to be removed

Railway - 137

TREE INVENTORY

#	Type	Action	DBH	MPZ
1	Cherry	Remove	30cm	1.8m
2	Cherry	Remove	30/25cm	2.6m
3	Cherry	Remove with neighbouring development	18cm	1.1m

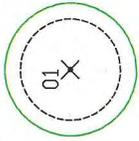
TREE PROTECTION FENCING

Minimum Radial Distance from trunk

Type	DBH	Metres	Feet
Excelsa Hedge	20cm	2.0m	6.6ft

- NOTES:
1. SITE LAYOUT INFORMATION AND TREE SURVEY DATA PER SUPPLIED DRAWING
 2. REFER TO ATTACHED TREE PROTECTION REPORT FOR INFORMATION CONCERNING TREE SPECIES, STEM DIAMETER, HEIGHT, CANOPY SPREAD AND CONDITION.
 3. ALL MEASUREMENTS ARE METRIC

TREE PROPOSED FOR REMOVAL



LEGEND

Froggers Creek Tree Consultants Ltd	
7763 McCreger Avenue Burnaby BC V5J 4H4 Telephone: 604-291-6002 Fax: 604-437-0970	
2290 Railway Avenue Richmond	
TREE PROTECTION PLAN	
THE DRAWING PLOTS ALL TREES, PROPOSED FOR REMOVAL, WITH PROTECTION ZONES AND PROTECTION FENCING IN RELATION TO PROPOSED LAYOUT	
DOWN BY: 04	February 2, 2018



Address: 7200 Railway Avenue

File No.: RZ 15-710175

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9598, the Applicant is required to complete the following:

1. Submission of a Landscape Plan for the front and rear yards of the proposed lots, prepared by a Registered Landscape Architect, to the satisfaction of the Director of Development, and deposit of a Landscaping Security based on 100% of the cost estimate provided by the Landscape Architect (all trees, soft and hard materials proposed, fencing, installation costs, and a 10% contingency). The Landscape Plan should:
 - comply with the guidelines of the OCP's Arterial Road Policy and the RCH1 zoning, and should not include hedges along the front property line;
 - include a mix of coniferous and deciduous trees;
 - include the dimensions of tree protection fencing for the Excelsa hedge located along the south property line, as illustrated on the Tree Retention Plan attached to this report; and
 - include the four (4) required replacement trees with the following minimum sizes:

No. of Replacement Trees	Minimum Caliper of Deciduous Tree	or	Minimum Height of Coniferous Tree
2	6 cm		3.5 m
2	8 cm	4.0 m	

NOTE: minimum tree replacement sizes are as per Tree Protection Bylaw No. 8057 Schedule A

2. Registration of a flood indemnity covenant on title.
3. Registration of a legal agreement on title ensuring that the coach house cannot be stratified.
4. Registration of a legal agreement on title prohibiting the conversion of the tandem parking area into habitable space.
5. Registration of a legal agreement on title to ensure that the Building Permit application and ensuing development at the site is generally consistent with the preliminary conceptual plans included in Attachment 4 to this staff report.

Prior to Demolition Permit* issuance, the Applicant must complete the following requirements:

- Install tree protection fencing on-site around the Excelsa hedge along the south property line. Tree protection fencing must be installed to City standard in accordance with the City's Tree Protection Information Bulletin TREE-03 prior to any works being conducted on-site, and must remain in place until construction and landscaping on-site is completed.

At future Subdivision* & Building Permit* stage, the Applicant must complete the following requirements:

- Enter into a Servicing Agreement for the following service connection works and for the design and construction of off-site improvements, to the satisfaction of the Director of Engineering. The works are to include, but are not limited to:

Water Works

- a) Using the OCP Model, there is 603.0 L/s of water available at a 20 psi residual at the Railway Avenue east frontage and 576.0 L/s of water available at a 20 psi residual at the Railway Avenue west frontage. Based on your proposed development, your site requires a minimum fire flow of 95.0 L/s.
- b) The applicant is required to submit Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) fire flow calculations to confirm the development has adequate fire flow for onsite fire

protection. Calculations must be signed and sealed by a Professional Engineer and be based on Building Permit Stage designs.

- c) At the applicant's cost, the City is to:
 - i. Cut and cap all existing water service connections at the watermain, along the Railway Avenue frontage.
 - ii. Install two (2) new 25 mm water service connections complete with meters and meter boxes in the boulevard closest to the property line along Railway Avenue frontage.

Storm Sewer Works

- a) Install lane drainage and upgrades along the entire lane frontage of the subject site. See "Frontage Improvements" section below for the scope of the upgrades.
- b) At the applicant's cost, the City is to install new storm service connection and inspection chamber at the site's southwest corner along the Railway Avenue frontage to City standards.

Sanitary Sewer Works

- a) At the applicant's cost, the City is to install 1 new sanitary service connection complete with new inspection chamber at the site's southeast corner along the rear lane frontage to service the proposed south lot.

Frontage Improvements

- a) Lane upgrades to current City lane standards, to include (but are not limited to) asphalt/pavement, lane drainage, concrete roll over curb/gutter on both sides of the lane, and lane lighting. The cross-section of the reconstructed lane is to consist of 5.3 m wide pavement and 0.35 m wide rollover curb on both sides of the lane. The exact cross section of the lane will be determined by Engineering taking into consideration lighting and other utility requirements.
- b) Boulevard upgrades to current City standards along the Railway Avenue frontage, to include (but are not limited to) a new 1.5 m wide concrete sidewalk next to the property line with connections to the existing sidewalk to the north and south of the subject site; and a minimum 2.0 m wide grassed boulevard (not including the 0.15 m wide top of curb). The City's Parks department will provide the requirements for tree planting in the new boulevard at Servicing Agreement design review stage (e.g. number of trees and species).
- c) The applicant is required to coordinate with BC Hydro, Telus and other private communication service providers:
 - i. To underground any Hydro service lines.
 - ii. When relocating/modifying any of the existing power poles and/or guy wires within the property frontages.
 - iii. To determine if above ground structures are required and coordinate their locations on-site (e.g. Vista, PMT, LPT, Shaw cabinets, Telus Kiosks, etc).

General Items

- a) Additional legal agreements, as determined via the subject development's Servicing Agreement(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.
- Submit Building Permit plans that conform to the design covenant registered on title at rezoning stage. The plans submitted at Building Permit stage must comply with all City regulations, including Zoning.
 - Submit a Construction Parking and Traffic Management Plan to the Transportation Department. The Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.
 - Obtain a Building Permit (BP) for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated

fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Department at 604-276-4285.

Note:

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

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

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

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

(signed original on file)

Signed

Date



Richmond Zoning Bylaw 8500
Amendment Bylaw 9598 (RZ 15-710175)
7200 Railway Avenue

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

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

P.I.D. 003-558-878

Lot 214 Section 13 Block 4 North Range 7 West New Westminster District Plan 40948

- 2. This Bylaw may be cited as "Richmond Zoning Bylaw 8500, Amendment Bylaw 9598".

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

Horizontal lines for signatures and dates corresponding to the reading stages.

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

MAYOR

CORPORATE OFFICER