



Planning Committee

Anderson Room, City Hall
6911 No. 3 Road

Tuesday, January 20, 2015
4:00 p.m.

Pg. # ITEM

MINUTES

PLN-4 *Motion to adopt the **minutes** of the meeting of the Planning Committee held on Tuesday, January 6, 2015.*



NEXT COMMITTEE MEETING DATE

Tuesday, February 3, 2015, (tentative date) at 4:00 p.m. in the Anderson Room

PLANNING & DEVELOPMENT DEPARTMENT

1. **APPLICATION BY NANAKSAR GURDWARA GURSIKH TEMPLE FOR REZONING AT 18691 WESTMINSTER HIGHWAY FROM AGRICULTURE (AG1) TO ASSEMBLY (ASY)**
(File Ref. No. 12-8060-20-009044; RZ 02-208277) (REDMS No. 4477211)

PLN-11

See Page PLN-11 for full report

Designated Speaker: Wayne Craig

STAFF RECOMMENDATION

- (1) *That Richmond Zoning Bylaw 8500, Amendment Bylaw 9044, for the rezoning of a portion of 18691 Westminster Highway from “Agriculture (AG1)” to “Assembly (ASY)”, be introduced and given first reading; and*
- (2) *That the requirement for a no build/development legal agreement identified in Council’s May 14, 2001 resolution in relation to Agricultural Land Reserve non-farm use application (AG 00-175102), be removed.*



2. **APPLICATION BY HI-AIM BUILDERS LTD. FOR REZONING AT 7100 NO. 2 ROAD FROM SINGLE DETACHED (RS1/E) TO COMPACT SINGLE DETACHED (RC2)**
(File Ref. No. 12-8060-20-009208; RZ 10-545413) (REDMS No. 4475100)

PLN-56

See Page PLN-56 for full report

Designated Speaker: Wayne Craig

STAFF RECOMMENDATION

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9208, for the rezoning of 7100 No. 2 Road from “Single Detached (RS1/E)” to “Compact Single Detached (RC2)”, be introduced and given first reading.



3. **APPLICATION BY PETER YEE FOR REZONING AT 8151/8171 LUNDY ROAD FROM TWO-UNIT DWELLINGS (RD1) TO SINGLE DETACHED (RS2/B)**
(File Ref. No. 12-8060-20-009185; RZ 14-668270) (REDMS No. 4433783)

PLN-88

See Page PLN-88 for full report

Designated Speaker: Wayne Craig

STAFF RECOMMENDATION

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9185, for the rezoning of 8151/8171 Lundy Road from “Two-Unit Dwellings (RD1)” to “Single Detached (RS2/B)”, be introduced and given first reading.



4. APPLICATION BY EVERNU DEVELOPMENTS INC. FOR REZONING AT 9751 STEVESTON HIGHWAY AND 10831 SOUTHRIDGE ROAD FROM SINGLE DETACHED (RS1/E) AND SINGLE DETACHED (RS1/B) TO COMPACT SINGLE DETACHED (RC2)

(File Ref. No. 12-8060-20-009187; RZ 14-669571) (REDMS No. 4418919)

PLN-104

See Page PLN-104 for full report

Designated Speaker: Wayne Craig

STAFF RECOMMENDATION

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9187, for the rezoning of 9751 Steveston Highway and 10831 Southridge Road from “Single Detached (RS1/E)” and “Single Detached (RS1/B)” to “Compact Single Detached (RC2)”, be introduced and given first reading.

☐

5. MANAGER’S REPORT

ADJOURNMENT

☐



Planning Committee

Date: Tuesday, January 6, 2015

Place: Anderson Room
Richmond City Hall

Present: Councillor Bill McNulty, Vice-Chair
Councillor Chak Au
Councillor Carol Day
Councillor Harold Steves

Absent: Councillor Linda McPhail, Chair

Call to Order: The Chair called the meeting to order at 4:00 p.m.

MINUTES

It was moved and seconded

That the minutes of the meeting of the Planning Committee held on Tuesday, December 16, 2015, be adopted as circulated.

CARRIED

NEXT COMMITTEE MEETING DATE

Tuesday, January 20, 2015, (tentative date) at 4:00 p.m. in the Anderson Room

COMMUNITY SERVICES DEPARTMENT

1. CHILD CARE DEVELOPMENT ADVISORY COMMITTEE 2014 ANNUAL REPORT AND 2015 WORK PROGRAM

(File Ref. No. 01-0100-30-CCDE1-01; 07-3070-01) (REDMS No. 4460931)

Discussion ensued with regard to the Children's Art Exhibition co-hosted by the Child Care Development Advisory Committee at City Hall last year. In reply to queries from Committee, Coralys Cuthbert, Child Care Coordinator, advised that a Children's Art Exhibition event is planned for 2015.

Committee wished to thank the Child Care Development Advisory Committee for their work in 2014.

It was moved and seconded

That the Child Care Development Advisory Committee's 2015 Work Program be approved.

CARRIED

PLANNING & DEVELOPMENT DEPARTMENT

2. APPLICATION BY MURAD BALUCH FOR REZONING AT 9329 KINGSLEY CRESCENT FROM LAND USE CONTRACT 048 TO SINGLE DETACHED (RS2/B)

(File Ref. No. 12-8060-20-009195; RZ 13-647380) (REDMS No. 4426215)

Wayne Craig, Director, Development, commented on the proposed development, noting that the Land Use Contract associated with the lot is required to be discharged and the property rezoned to allow for a secondary suite.

In reply to queries from Committee, Mr. Craig advised that Land Use Contracts were a land use tool used in the 1970s and was a contract between a city and a developer. Land Use Contracts are similar to zoning but cannot be amended. Mr. Craig added that there are approximately 3500 single family lots with Land Use Contracts in the city.

Discussion ensued regarding secondary suites and Mr. Craig advised that illegal secondary suites are found through complaints or when owners apply to legalize a secondary suite. Mr. Craig added that the proposed secondary suite included in the proposed application will require a building permit application to ensure BC Building Code compliance.

Planning Committee
Tuesday, January 6, 2015

It was moved and seconded

That Richmond Zoning Bylaw 8500, Amendment and Termination of Land Use Contract Bylaw 9195:

- (1) for the rezoning of 9329 Kingsley Crescent from "Land Use Contract 048" to "Single Detached (RS2/B)"; and*
- (2) to authorize the termination, release and discharge of "Land Use Contract 048" entered into pursuant to "Dawson Lands Ltd. Land Use Contract By-law No. 3281", as it affects 9329 Kingsley Crescent;*

be introduced and given first reading.

CARRIED

3. APPLICATION BY MERRY GAO FOR REZONING AT 8511 BLUNDELL ROAD FROM SINGLE DETACHED (RS1/E) TO TWO-UNIT DWELLINGS (RD1)

(File Ref. No. 12-8060-20-009198; RZ 13-650522) (REDMS No. 4445525)

In reply to queries from Committee, Mr. Craig advised that no affordable housing contribution is required from the proposed development since two suites are being provided.

Discussion ensued with regard to rezoning process and the lot coverage maximum.

In reply to queries from Committee, Mr. Craig noted that there is a fast track rezoning process available; however applications that seek fast track rezoning require full compliance with City policies.

Discussion then ensued regarding the zoning of duplex lots. Mr. Craig advised that staff are aware of the loss of the duplex lots and can review the zoning for multi-family housing for in-fill situations.

It was moved and seconded

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9198, for the rezoning of 8511 Blundell Road from "Single Detached (RS1/E)" to "Two-Unit Dwellings (RD1)", be introduced and given first reading.

CARRIED

Discussion ensued with respect to zoning provisions for duplexes and triplexes.

As a result of the discussion the following **referral** was introduced:

It was moved and seconded

That staff review zoning provisions and policies regarding duplexes and triplexes in the City with the objective of increasing the provision of these housing forms on large lots and report back.

3.

Discussion continued with regard to the maximum lot coverage allowed for development. Mr. Craig noted that staff are continually monitoring all zoning districts and the 70% maximum lot coverage could be amended under Council direction.

Joe Erceg, General Manager, Planning and Development, spoke of the maximum lot coverage and the maximum lot coverage for structures, which is approximately 40%. He added that lots under a Land Use Contract could have setback and height requirements but no lot coverage restrictions. Staff could review the City's lot coverage policies but would require consultation on the matter.

Mr. Erceg then commented on phasing out Land Use Contracts in the city and noted that a staff report regarding the discharging of Land Use Contracts is expected to be presented to Council in March 2015.

4. **APPLICATION BY ZHAO XD ARCHITECT LTD. FOR REZONING AT 9800, 9820, 9840 AND 9860 GRANVILLE AVENUE FROM SINGLE DETACHED (RS1/F) TO MEDIUM DENSITY TOWNHOUSES (RTM2)**

(File Ref. No. 12-8060-20-009179; RZ 14-658085) (REDMS No. 4359741 v.4)

Mr. Craig commented on the proposed application, noting that the proposed development is consistent with the McLennan South Sub-Area Plan.

Discussion ensued with respect to access to an adjacent orphaned site and the proposed variance for tandem parking on-site. Mr. Craig advised that the proposed variance to allow tandem parking in 11 units would provide additional residential parking spaces on-site. Mr. Craig added that staff can discuss options to reduce the number of tandem parking spaces with the applicant.

Discussion then ensued with regard to the liveability of the townhouses designed with tandem parking.

Victor Wei, Director, Transportation, commented on the City's tandem parking requirements and noted that the City's policy on tandem parking was done with feedback from developers and residents. As a result of the research, adjustments involving the widening of tandem parking spaces would be incorporated into the City's policy. He added that very little feedback was received from residents with respect to tandem parking and that residents were more concerned with overflow parking on the street. Also, he noted that City policy requires new developments to have a mix of tandem and side-by-side parking to provide choice to residents.

Discussion ensued regarding incorporating side-by-side parking and creating liveable townhouse designs for future developments.

Planning Committee
Tuesday, January 6, 2015

In reply to queries with regard to modifying the tandem parking variance, Mr. Craig noted that the applicant would have to make adjustments to the proposed development's design to replace tandem parking with single-car and double side-by-side parking.

Mr. Wei commented on tandem parking and noted that allowing townhouses with tandem parking play a role in generating more affordable housing. He added that there is little feedback from residents with respect to tandem parking and resident concerns were more focused on potential parking overflow on the street.

In reply to queries from Committee, Mr. Craig stated that a modification to the proposed variance to reduce the tandem parking will not reduce the number of units in the proposed development.

Discussion ensued regarding the (i) impact of reducing tandem parking on the proposed development, (ii) the benefits of allowing an increase in tandem parking, and (iii) parking restrictions along Granville Avenue.

It was moved and seconded

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9179, for the rezoning of 9800, 9820, 9840 and 9860 Granville Avenue from "Single Detached (RS1/F)" to "Medium Density Townhouses (RTM2)", be introduced and given first reading.

CARRIED

Opposed: Cllr. Day

5. AGRICULTURAL ADVISORY COMMITTEE 2014 ANNUAL REPORT AND 2015 WORK PLAN

(File Ref. No. 01-0100-30-AADV1-01) (REDMS No. 4460923)

Discussion ensued with regard to the City's Sustainability Progress Report being forwarded to the Richmond Agricultural Advisory Committee (AAC) for review.

Discussion then ensued regarding the involvement of the AAC with the Garden City Lands. In reply to queries from Committee regarding the Garden City Lands, Todd May, AAC Co-Chair, advised that the AAC has provided staff with feedback.

In reply to queries from Committee regarding the role of the AAC in encouraging small farms in the city. Mr. May advised that the AAC is aware of the small farms in the city but currently does not have the item included in the 2015 Work Plan.

Planning Committee
Tuesday, January 6, 2015

Discussion ensued with regard to the No. 5 Road backlands and in reply to queries from Committee, Terry Crowe, Manager, Policy Planning, noted that (i) staff are aware of the City's policy to preserve the No. 5 Road backlands, (ii) the AAC is consulted when development applications involving the No. 5 Road backlands are brought forward, and (iii) Kwantlen Polytechnic University has expressed interest in the working with the City on options to preserve and farm the No. 5 Road backlands.

In reply to queries from Committee regarding the No. 5 Road backlands, Mr. Erceg spoke of the following:

- the AAC's involvement in reviewing the proposed rezoning application at 10060 No. 5 Road;
- the proposed application for the rezoning at 10060 No. 5 Road proceeding directly to the Agricultural Land Commission (ALC), bypassing the City's approval process;
- the tenure of the No. 5 Road backlands and the farming requirements for owners;
- options for the City to take ownership of the No. 5 Road backlands; and
- resources required to farm the No. 5 Road backlands.

Discussion continued with regard to options for the City to acquire the No. 5 Road backlands.

Committee wished to thank the AAC for their work.

It was moved and seconded

That the 2015 Agricultural Advisory Committee Work Program be approved.

CARRIED

Discussion ensued with regard to forwarding the Sustainability Progress Report to the AAC.

As a result of the discussion, the following **referral** was introduced:

It was moved and seconded

That the staff report titled Sustainability Progress Report, dated October 15, 2014, from the Director, Engineering, received by Council, be referred to the Richmond Agricultural Advisory Committee for discussion, analysis and further input.

CARRIED

Planning Committee
Tuesday, January 6, 2015

6. MANAGER'S REPORT

Former Steveston High School Site

Correspondence was presented from Jason Ma, 6220 Goldsmith Drive (copy on file, City Clerk's Office) expressing concern with regard to the width of the proposed north and south greenways on the proposed development on the former Steveston High School site.

In reply to queries from Committee, Mr. Craig clarified that the proposed north and south greenways would each be 30 feet wide with a 10 foot building setback.

ADJOURNMENT

It was moved and seconded

That the meeting adjourn (4:44 p.m.).

CARRIED

Certified a true and correct copy of the Minutes of the meeting of the Planning Committee of the Council of the City of Richmond held on Tuesday, January 6, 2015.

Councillor Bill McNulty
Vice-Chair

Evangel Biason
Auxiliary Committee Clerk



City of Richmond

Report to Committee Planning and Development Department


To: Planning Committee
From: Wayne Craig
Director of Development

Date: January 12, 2015
File: RZ 02-208277

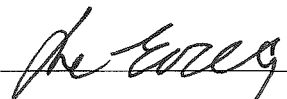
Re: Application by Nanaksar Gurdwara Gursikh Temple for Rezoning at
18691 Westminster Highway from Agriculture (AG1) to Assembly (ASY)

Staff Recommendation

1. That Richmond Zoning Bylaw 8500, Amendment Bylaw 9044, for the rezoning of a portion of 18691 Westminster Highway from "Agriculture (AG1)" to "Assembly (ASY)", be introduced and given first reading.
2. That the requirement for a no build/development legal agreement identified in Council's May 14, 2001 resolution in relation to Agricultural Land Reserve non-farm use application (AG 00-175102), be removed.


Wayne Craig
Director of Development

WC:ke
Att.

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

Staff Report

Origin

Nanaksar Gurdwara Gursikh Temple has applied to the City of Richmond to rezone a 4.6 acre (1.9 ha) portion of 18691 Westminster Highway from the “Agriculture (AG1)” zone to the “Assembly (ASY)” zone. The proposed rezoning is located directly to the north of the existing “Assembly (ASY)” zoned portion of the property containing the existing temple building (Attachment 1). The neighbouring property to the east at 18791 Westminster Highway would be consolidated with 18691 Westminster Highway as a condition of the rezoning. This rezoning proposal is consistent with the previous ALR non-farm use application (AG 00-175102) endorsed by Council on May 14, 2001.

The 2001 ALR non-farm use approvals run with the land and do not expire. Since 2001, the applicant has been addressing various requirements associated with the ALR non-farm use approvals as well as refining their programming and space requirements for temple expansion. Furthermore, the construction of the Nelson Road Interchange impacted the temple properties and the applicant’s ability/timing for bringing the rezoning forward to Council.

This report also responds to a request from the applicant to remove a request to enter into a legal agreement identified by Council on May 14, 2001 as part of a previous Agricultural Land Reserve (ALR) non-farm use application (AG 00-175102). The legal agreement was to be applied to the balance of the consolidated properties (18691 and 18791 Westminster Highway) outside of the proposed “Assembly (ASY)” zoned portion of the site.

Project Description

The proposed rezoning is to accommodate a new 1,956 sq. m (21,059 sq. ft.) free-standing building directly to the north of the existing temple building. All required off-street parking to accommodate the existing and proposed temple buildings is located on the areas proposed for “Assembly (ASY)” zoning on the site. A site plan of the overall site and proposed addition is provided along with a conceptual landscape plan in Attachment 2.

The temple expansion will include space for a prayer hall, dining hall and supporting kitchen, utility, storage, hallway, office and washroom facilities.

Description of the Subject Site

The subject site consists of two lots. 18691 Westminster Highway (west property) contains the existing temple and off-street parking on the existing “Assembly (ASY)” zoned portion of the site, a vacant area behind the existing temple for the proposed expansion and farm land (blueberry field) on the remaining areas of the property.

18791 Westminster Highway (east property) contains a single-family dwelling, farm support building and a gravelled area used to stage farm machinery/equipment and also for parking for individuals and workers that are involved with upkeep and maintenance of the farm. These uses

are all contained in the southern half of the property (approximately 5 acres or 2 hectares). The remaining portion of 18791 Westminster Highway is farmland (blueberry field).

Surrounding Development

To the North: Highway 91 and the off-ramp for the Nelson Road Interchange. Farmland with “Agricultural (AG1)” zoning between Highway 91 and edge of the proposed temple expansion.

To the East: Off-ramp for the Nelson Road Interchange. Directly to the east is a property zoned “Agriculture (AG1)” (18791 Westminster Highway) also owned by the applicant that contains a single-family dwelling and farm support gravelled area.

To the South: Westminster Highway and “Agricultural (AG1)” zoned properties on the south side of the road.

To the West: Property zoned “Agriculture (AG1)” containing an existing nursery operation.

Findings of Fact

A Development Application Data Sheet providing details about the development proposal is contained in Attachment 3.

Background Information and Previous ALR Non-Farm Use Application (AG 00-175102)

A timeline of past applications for the subject site is provided in Attachment 4. Richmond City Council endorsed the original ALR non-farm use application to allow a proposed temple expansion on May 14, 2001. The Agricultural Land Commission (ALC) approved the application on August 9, 2001 and issued a revised approval on November 16, 2001 (Attachment 5 – Copy of Council decision and ALC approval letters). Information on Council and ALC conditions associated with the approval of the application in 2001 and how the current rezoning proposal addresses these conditions is provided in Attachment 6.

Applicant Request to Remove No Build/Development Restriction Requirement

When Council approved the initial ALR non-farm use application (AG 00-175102) on May 14, 2001, the following two requirements were identified:

1. Requirement for a no build/development covenant over the balance of the consolidated lots (18691/18791 Westminster Highway) outside of the existing and proposed “Assembly (ASY)” zoned area.
2. Requirement for a no parking covenant over 18791 Westminster Highway to prevent this area from being used for temple related parking.

The owner has requested the removal of the no build/development covenant requirement. While the applicant has formerly asked for the removal of the no build/development covenant, the applicant has also indicated that they are also concerned with the no temple related parking restriction on the east site. That portion of the land is currently being used for agricultural staging and parking and on occasion used for special event overflow temple parking. A separate ALR non-farm use application at 18791 Westminster Highway (AG 14-668409) for use of the

southern portion of this site for special event and overflow parking. The ALC has confirmed that the use of this area for special event and overflow parking requires an ALR non-farm use application. This separate ALR non-farm use application will be brought forward for Council consideration in the near future once review and processing is complete.

An examination of the applicant's request to remove the no build/development requirement is provided in the Analysis section of this report.

Related Policies & Studies

2041 Official Community Plan (OCP)

Both 18691 and 18791 Westminster Highway are designated "Agriculture" in the 2041 OCP Land Use Map, which is defined as follows:

Those areas of the City where the principal use is agricultural and food production, but may include other land uses as permitted under the Agricultural Land Commission Act.

The previous ALR non-farm use application (AG 00-175102) was approved by Council in 2001 to permit the expansion of a temple building and supporting off-street parking. Agricultural activities (25 acres of blueberry production) remains as a primary use for the majority of the land area over both temple properties. Agricultural activities are not being impacted by the proposed temple expansion. The temple expansion proposed in this rezoning and continued use of a majority of the site for agricultural uses is consistent with the current 2041 OCP policy and intended use for farm land.

Flood Plain Designation and Protection Bylaw

The proposed development must meet the requirements of the Flood Plain Designation and Protection Bylaw (8204). Registration of a Flood Plain Covenant on title is required prior to final adoption of the rezoning amendment bylaw.

Public Consultation

Signage has been posted on the site in compliance with rezoning requirements. To date, the City has not received any correspondence, public feedback or comments on the rezoning application.

Richmond Agricultural Advisory Committee (AAC)

The rezoning proposal was supported by the AAC on December 13, 2012 (Attachment 7).

Agricultural Land Commission (ALC)

City staff consulted with ALC staff on the development plans submitted as part of this rezoning application. ALC staff have confirmed that the proposal is consistent with the previous ALR non-farm use approval.

ALC staff have confirmed that the modification or removal of any conditions previously made by Council would not impact the existing ALC approval granted for this site. The applicant's request to remove the requirement for a no build/development restriction has no impact on the ALC's approval of the ALR non-farm use application.

Ministry of Transportation and Infrastructure

Due to the subject site's proximity to Highway 91, approval of the rezoning bylaw is required by the Ministry of Transportation and Infrastructure (MoTI). MoTI has also reviewed the Traffic Impact Assessment (TIA) submitted for this rezoning and concurred with the TIA's findings. MoTI has granted preliminary approval of the rezoning proposal. Final approval of the rezoning from MoTI is required prior to adoption of the zoning bylaw.

Analysis

Architectural/Landscape

The proposed new free-standing temple building is located directly north of the existing temple building and is designed to be consistent with the form and character of the existing building, while also implementing the traditional exterior architectural detailing, cladding materials and design features typical to this type of building (Attachment 2).

Perimeter landscape buffering and fencing is required around the edges of the "Assembly (ASY)" zoned area is as follows:

- Along the west edge, there is an existing mature evergreen hedge that provides an established buffer to the neighbouring landscape nursery operation. There are some small gaps in this existing hedge that will be filled in by new plantings.
- Along the north edge and north east corner, a minimum 1.2 m (4 ft.) fence is proposed that will be designed to be consistent with the overall design of the temple site. This fence will demarcate the boundary between the temple area and agricultural area.
- Additional landscaping and plantings will be implemented in the temple off-street parking area.

To ensure implementation of the landscape buffer, fencing and on-site landscaping, the applicant is required to submit a finalized plan prepared by a landscape architect based on the above referenced parameters. A landscape bond in the amount of \$50,000 is also being secured. A legal agreement to ensure that the buffer and fencing cannot be removed or modified and are for the purposes of mitigating typical farm activities is a rezoning consideration for this project.

Site Servicing

The proposed development is sufficiently serviced by City water and storm systems. To reduce the overall storm water run-off into the City system, the applicant is proposing storm water source control measures through the implementation of a 4 m wide bioswale proposed between the "Assembly (ASY)" and farmland that will capture storm water generated from the proposed temple building and off-street parking expansion. All necessary site servicing permits and

connections required for water and storm service will be completed through the building permit process for the project.

The existing and proposed expanded temple build is contained in the regional Fraser Sewerage area. The sanitary infrastructure in the surrounding area requires the temple development site at 18691 Westminster Highway to maintain an on-site sanitary system (constructed in 2004) that is designed to discharge into the City's sanitary forcemain along the site's Westminster Highway frontage. Registration of a legal agreement that addresses issues pertaining to the development's on-site sanitary sewer system connection to a sanitary force main will be secured as a rezoning consideration for this project.

The following are frontage works to be completed by the applicant (at the applicant's sole cost, except where noted below):

- Frontage works across 18691 and 18791 Westminster Highway to implement a paved walkway (including street lighting if necessary) north of the existing bike lane and construction of two accessible bus landing pads (north and south side of Westminster Highway).
- Implementation of a painted median along the frontage of 18691 Westminster Highway to facilitate vehicle movements to and from the temple site.
- Installation of a special cross-walk at the location of the bus-stops on Westminster Highway, with the overall costs shared jointly between the City and the applicant.
- These works will be secured through a Servicing Agreement, which must be completed prior final adoption of the zoning bylaw.

Traffic, Access and Off-Street Parking

The proponent has provided a Traffic Impact Assessment (TIA) for the proposal. City Transportation staff have reviewed the TIA and concur with the key recommendations of the report. Access provisions to the existing and proposed expanded site will remain as currently configured as the site is serviced by two driveways from Westminster Highway.

The total number of off-street parking stalls proposed is 639 spaces. This will exceed the zoning bylaw requirements for off-street parking, which requires of 535 spaces. The results of the TIA confirmed that the proposed parking is sufficient to accommodate day-to-day parking demand as well as the weekly (Sunday) peak and the monthly (Full Moon) festival peak parking demands as well. The off-street parking areas for the temple activities will be located on the "Assembly (ASY)" zoned portions of the subject site (18691 Westminster Highway).

Agricultural Activities – Status

Up until early 2012, an active blueberry farm was in operation on approximately 25 acres of land on the north half of the combined site at 18691 and 18791 Westminster Highway. In 2012, all of the blueberry shrubs within the 25 acres had to be removed and destroyed due to a significant blueberry shrub virus (Scorch Virus) (Attachment 8 – Consulting Agrologist Report).

The temple and the congregation have committed to re-establishing the blueberry farm and are proposing to move forward with implementation of a farm plan primarily undertaken on a volunteer basis from the congregation membership with donated resources and equipment. The temple's plan is to re-establish farm activities as follows:

- 2015/2016 – Undertake seasonal maintenance of the newly planted blueberry shrubs.
- 2017 – First anticipated year where the shrubs will produce a marketable crop.
- The temple proponent has provided an estimated total cost of re-establishing the blueberry farm at \$113,000.

For rezoning proposals involving assembly use and farming, a bond or security deposit is required to ensure implementation of the farm plan. The congregation has proposed that a bond amount of \$30,000 (approximately 25% of total estimated amount) be provided as a security as a guarantee to ensure implementation of the farm plan as proposed.

Staff recommend that the proposed \$30,000 be accepted as a security through the rezoning considerations for the project to ensure implementation of the farm plan as the majority of the capitals works to re-establish the farm has been completed. Prior to releasing this bond amount, the submission of a report from a consulting agrologist is required, to verify completion of the farm plan, resolution of any identified deficiencies and verification that the blueberry shrubs are producing a commercial crop.

No Build/Development Agreement

The following is a summary of the applicant's rationale for requesting removal of the no build/development requirement (Applicant letter contained in Attachment 9):

- Existing ALR and City zoning and land use regulations provide the appropriate restrictions to prevent further temple related expansion (building, parking or temple related activities) into the existing agricultural areas and any no build/development restriction secured through a covenant would be redundant.
- The applicant plans are to continue to farm the remaining "Agriculture (AG1)" zoned areas of the site and approximately 25 acres (10 hectares) has been re-planted with blueberry shrubs on both 18691 and 18791 Westminster Highway.

Staff support the request to remove the requirement for the no build/development covenant on the following basis:

- Any proposal involving expansion of temple building or related activities (beyond what was approved in 2001 or through this rezoning application) onto farmland would require a separate ALR non-farm use application and approval from the City and ALC and a rezoning application approved by Council.
- ALC staff have confirmed that removal of the no build/development covenant has no impact on the previous approval granted to the ALR non-farm use application (AG 00-175102).
- "Agriculture (AG1)" zoning on the remainder of the consolidated parcel will only allow farm related buildings and structures.
- The applicant's farm plan and bonding required as a rezoning consideration is intended to ensure the agricultural back portion of the site is actively used to re-establish blueberry production as proposed by the applicant.

Staff recommend that the other Council requirement for a legal agreement to restrict temple related parking on the south portion of 18791 Westminster Highway remains as a rezoning consideration.

Rezoning Considerations

A copy of the rezoning considerations that are required to be completed as part of this application is contained in Attachment 10. The developer is aware of and has agreed to these requirements (signed copy on file).

Financial Impact or Economic Impact

None.

Conclusion

This rezoning proposal is to permit expansion of existing temple facilities on 18691 Westminster Highway and required off-street parking. All conditions associated with the previous 2001 ALR non-farm use application approval have been met or addressed through the rezoning application, with the exception of the no build/development condition identified by Council in 2001, which the applicant has requested be removed. The proposal is consistent with the 2041 OCP.

It is recommended that Zoning Bylaw 8500, Amendment Bylaw 9044 be introduced and given first reading.


Kevin Eng
Planner 2

KE:cas

Attachment 1: Location Map

Attachment 2: Conceptual Development Plans

Attachment 3: Development Application Data Sheet

Attachment 4: Timeline of Temple Site

Attachment 5: Copy of Council Motions and ALC Approval Letters

Attachment 6: ALR Non-Farm Use Application (AG 00-175102) Conditions of Approval

Attachment 7: Excerpt of December 13, 2012 AAC minutes

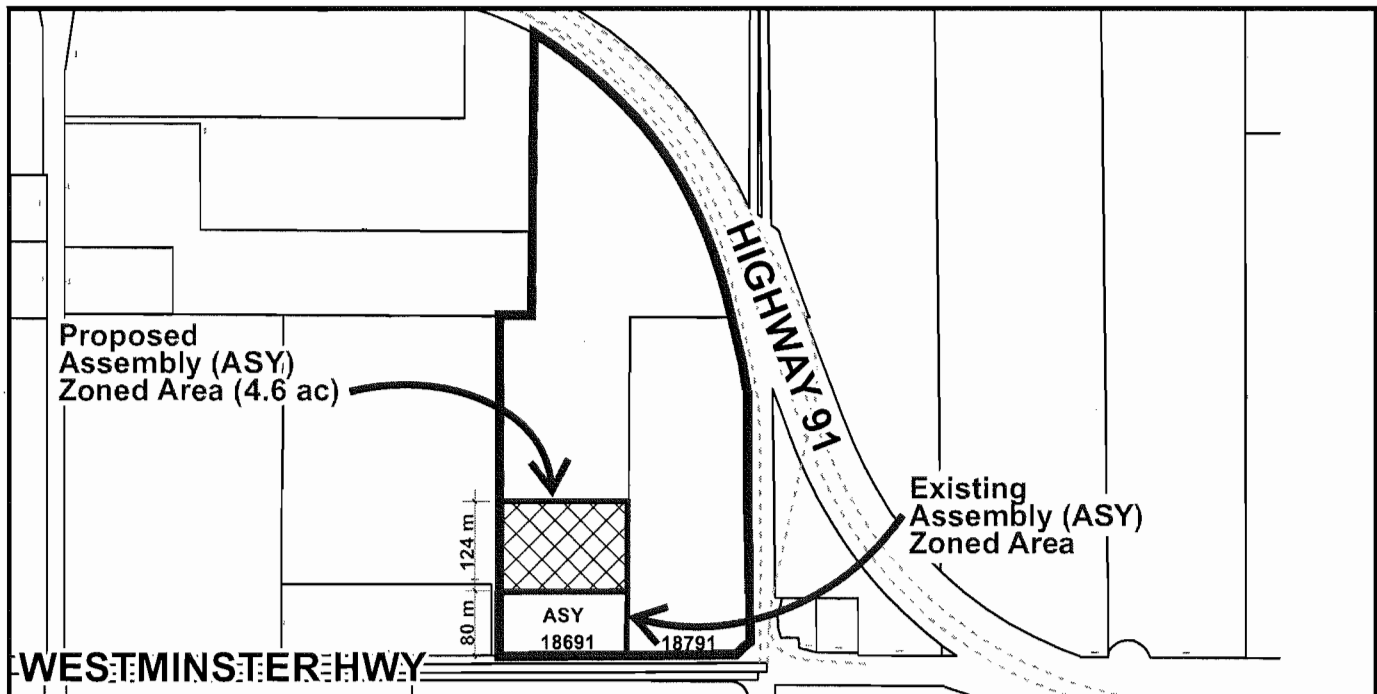
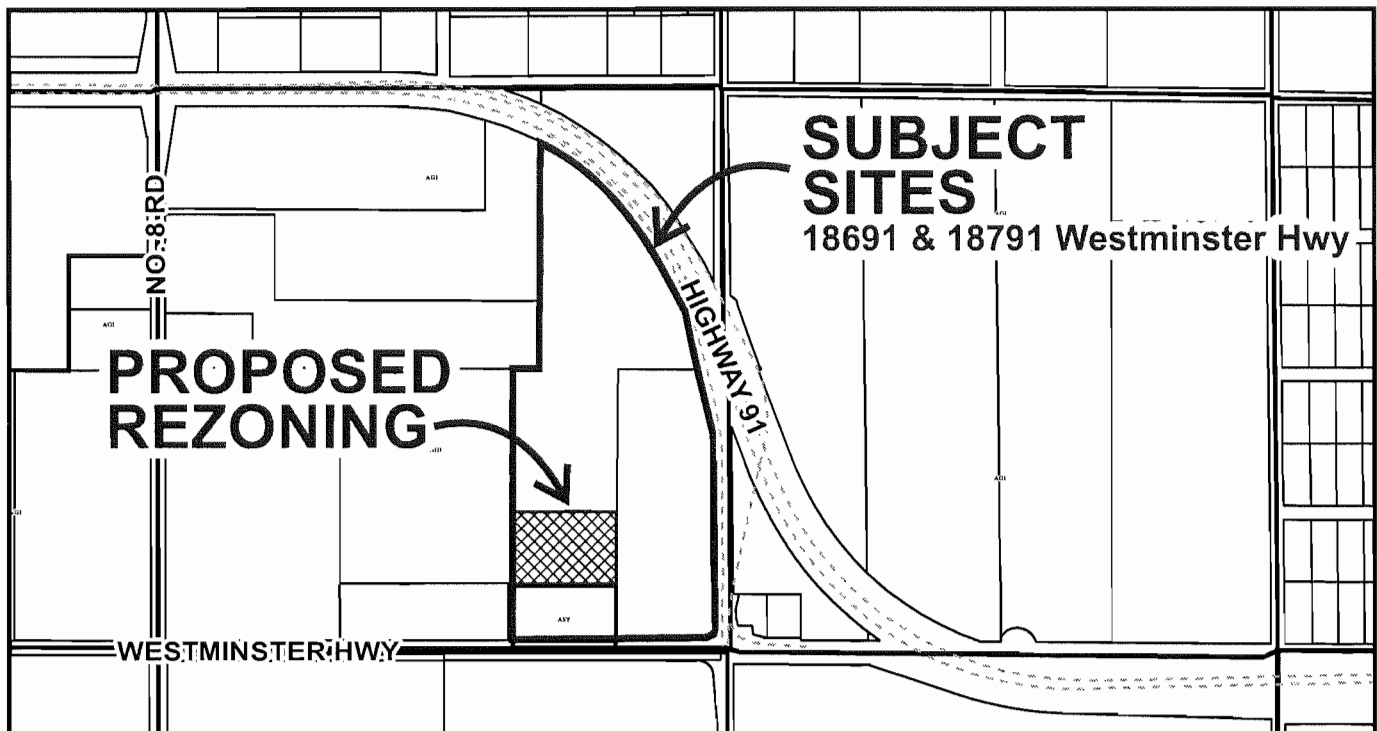
Attachment 8: 2012 Status Update Report from Agrologist

Attachment 9: Letter Requesting Removal of No Build/Development and Parking Restrictions

Attachment 10: Rezoning Considerations



City of
Richmond



RZ 02-208277

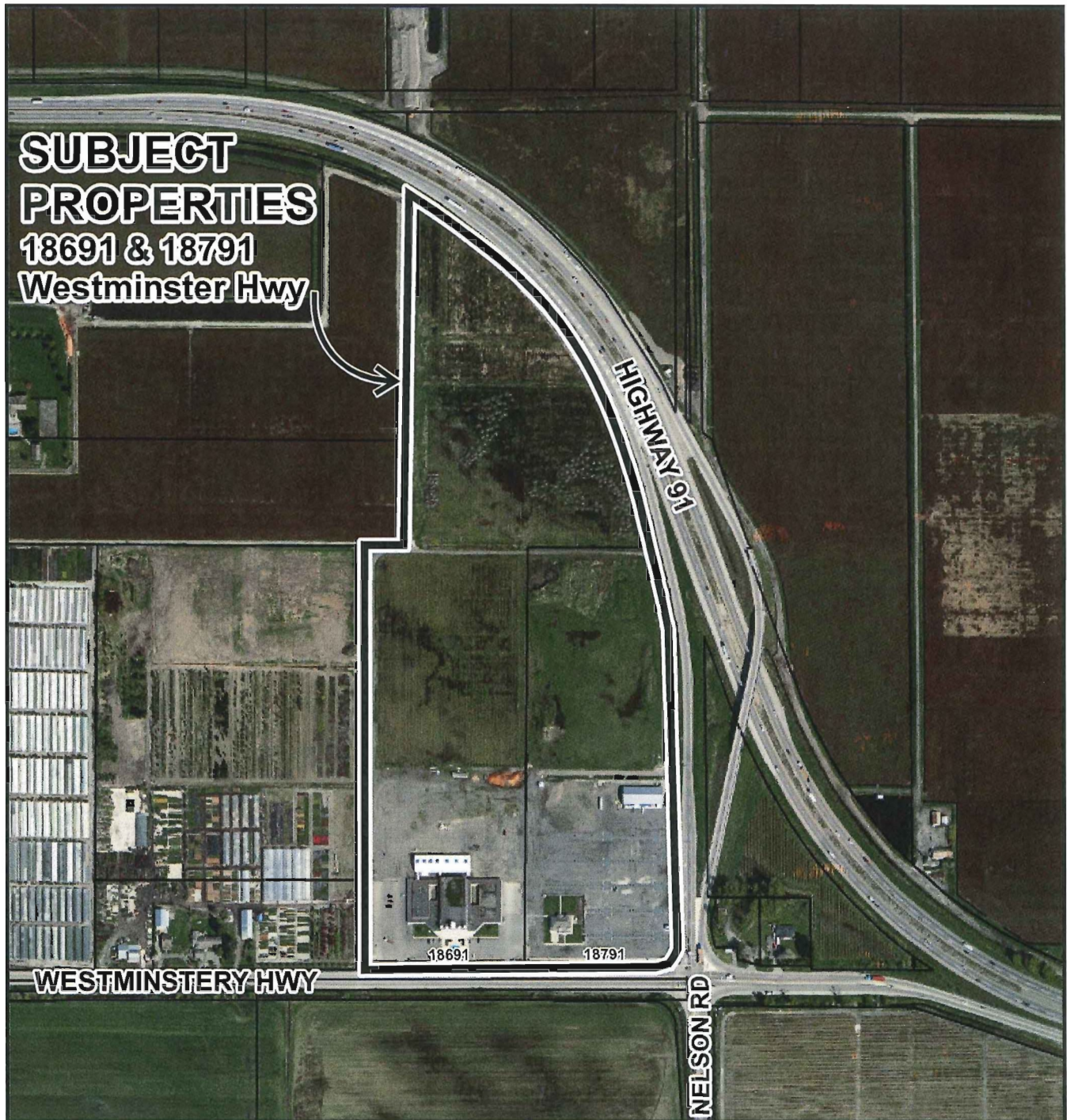
Original Date: 01/09/15

Revision Date: 01/14/15

Note: Dimensions are in METRES



City of
Richmond



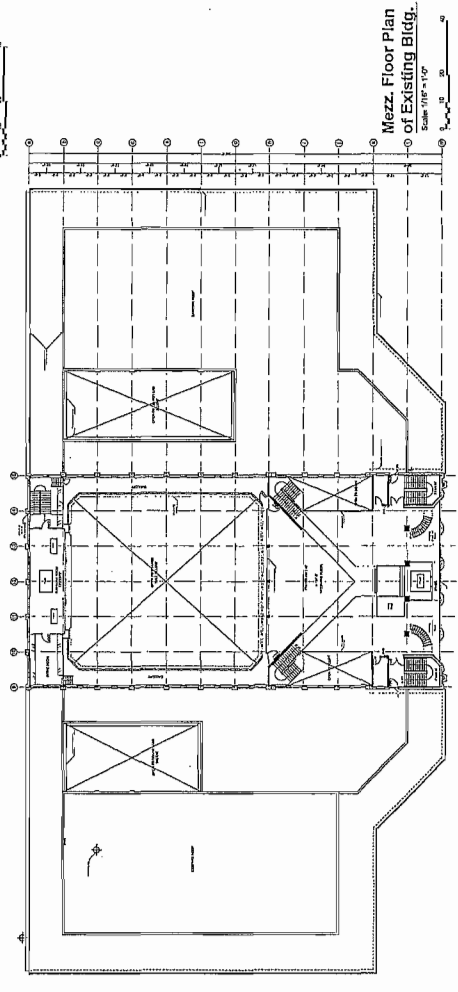
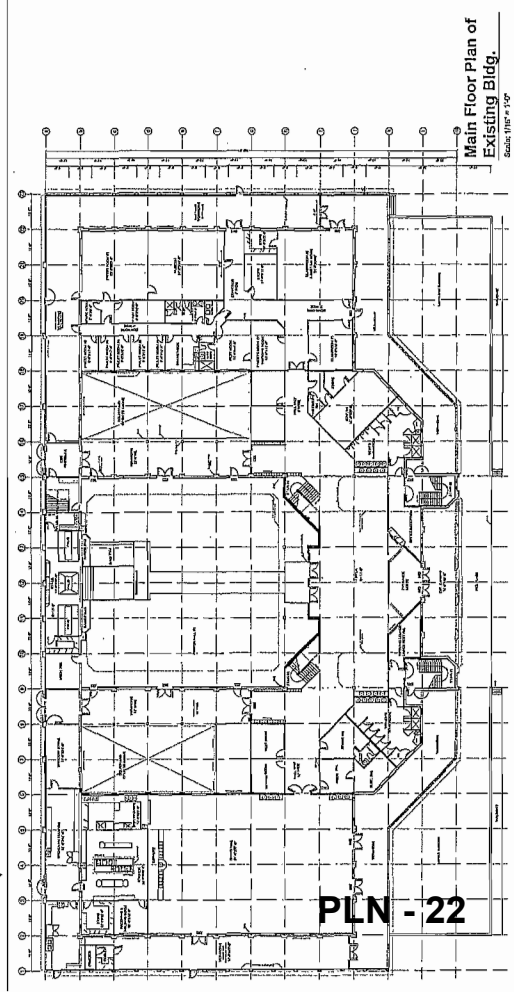
RZ 02-208277

Original Date: 01/09/15

Revision Date

Note: Dimensions are in METRES

[illegible]

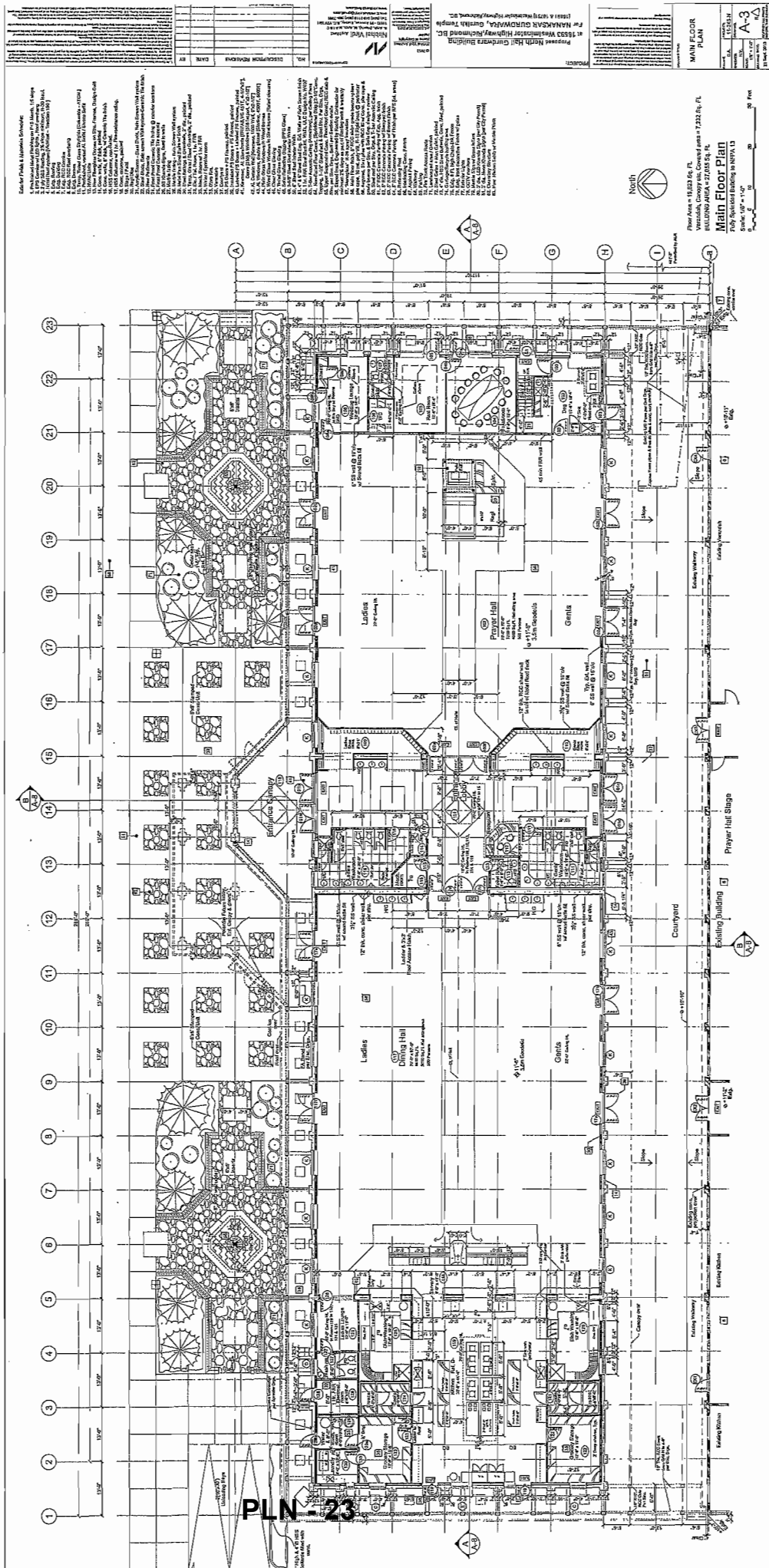


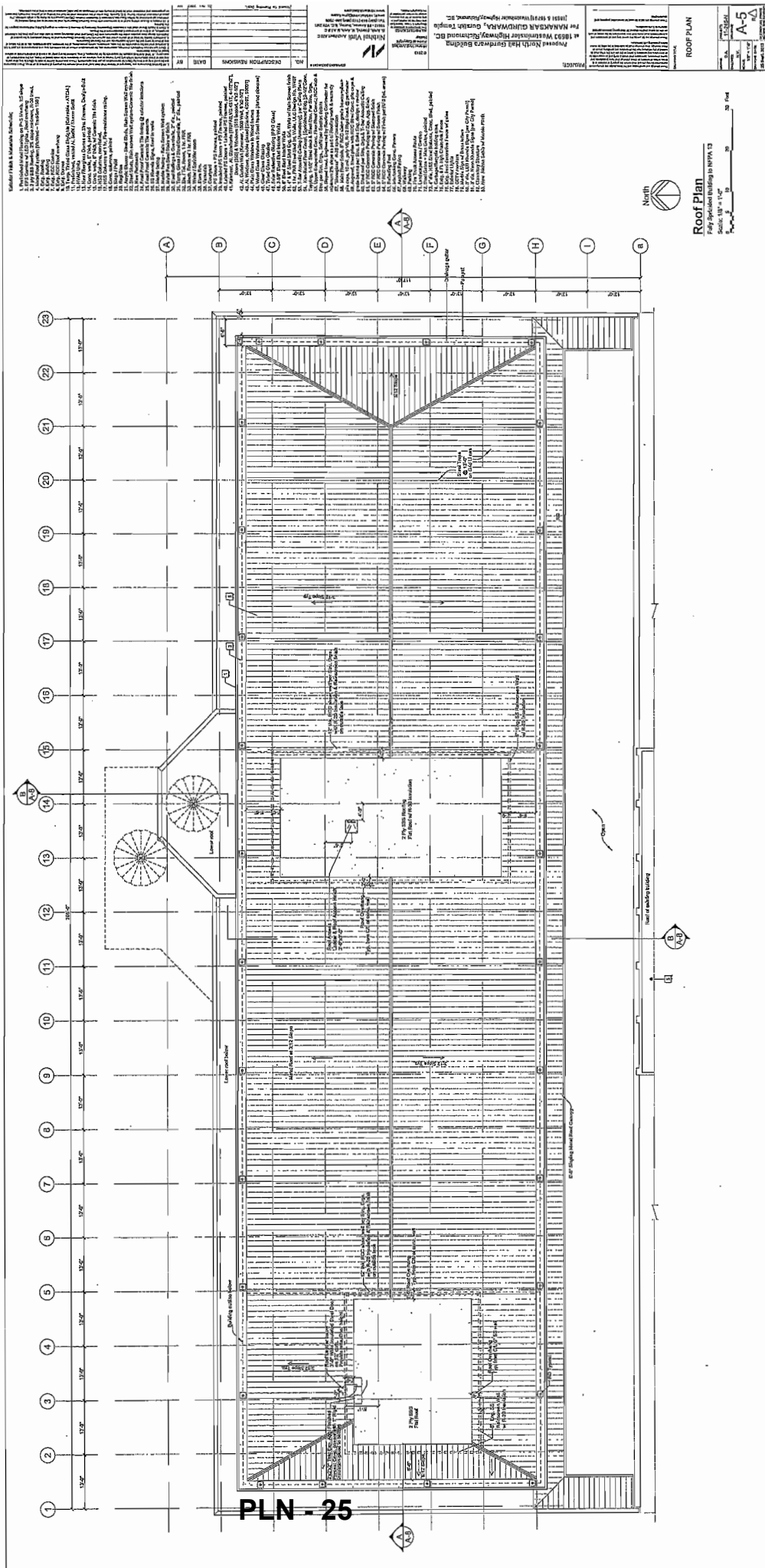
GENERAL NOTES:

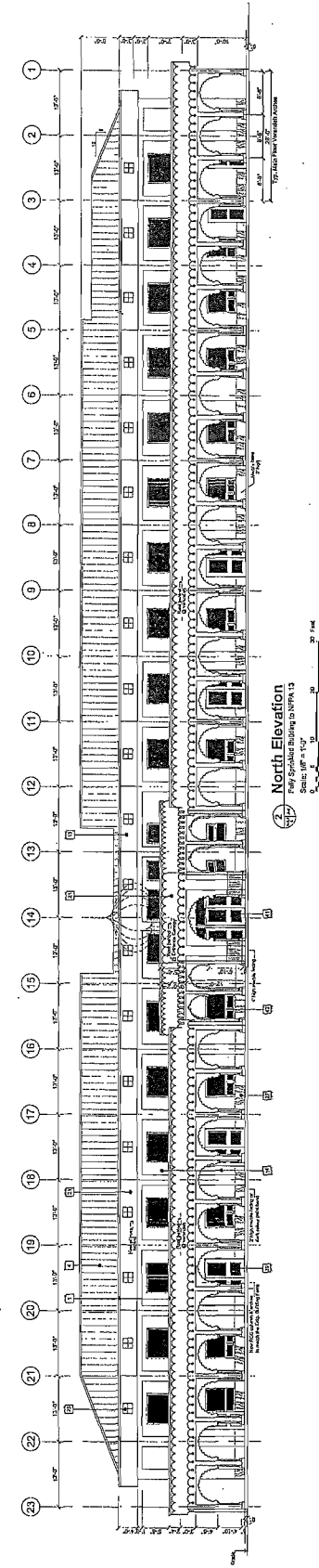
1. The Architect is not responsible for the design of the building structure or for the design of the building systems.
2. The Architect is not responsible for the design of the building systems or for the design of the building structure.
3. The Architect is not responsible for the design of the building structure or for the design of the building systems.
4. The Architect is not responsible for the design of the building systems or for the design of the building structure.

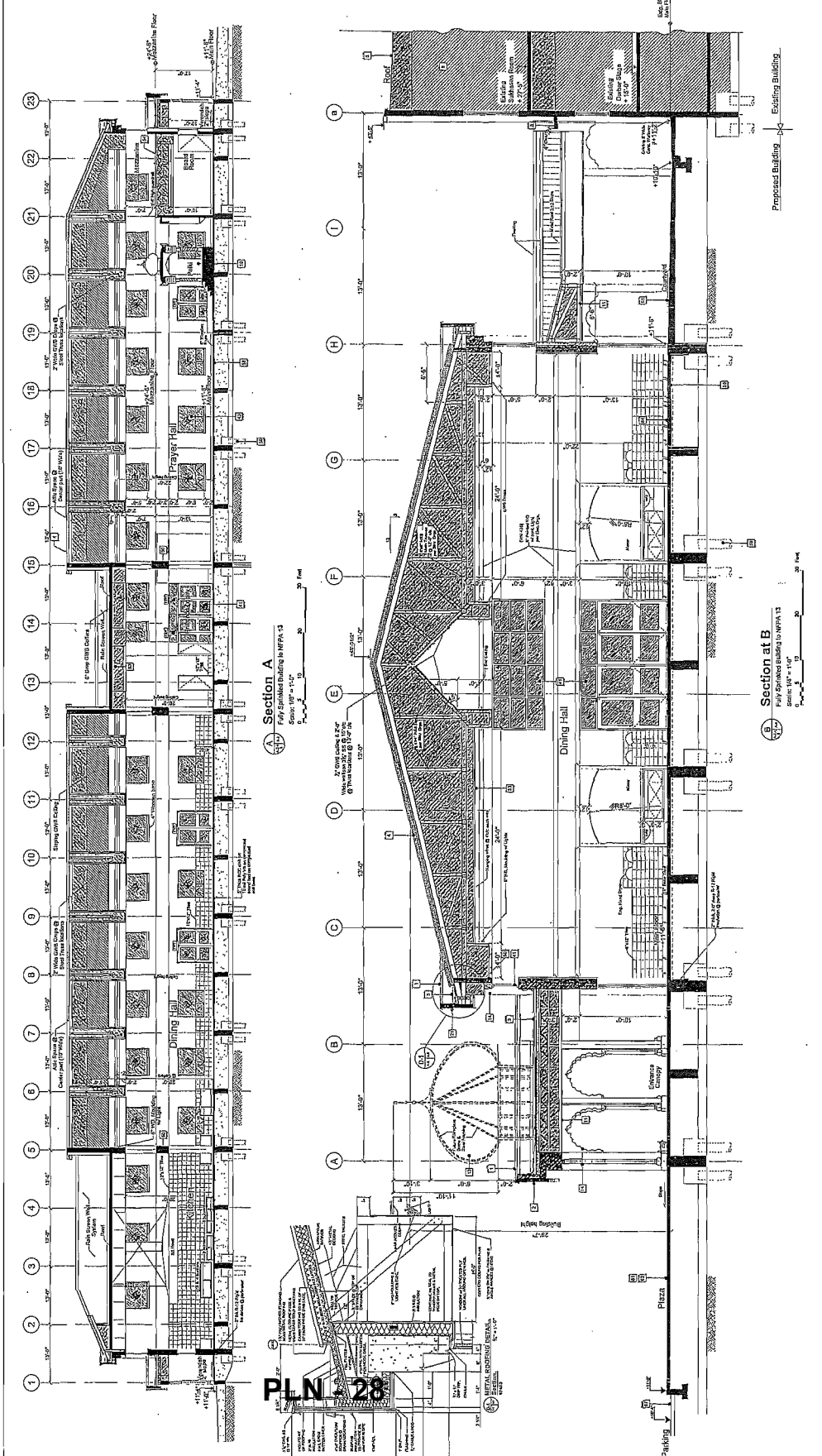
GENERAL NOTES:

1. The Architect is not responsible for the design of the building structure or for the design of the building systems.
2. The Architect is not responsible for the design of the building systems or for the design of the building structure.
3. The Architect is not responsible for the design of the building structure or for the design of the building systems.
4. The Architect is not responsible for the design of the building systems or for the design of the building structure.









[illegible]

ANY GAPS IN EXISTING
HEDGE TO BE FILED IN



LANDSCAPE PLAN

WESTMINSTER HIGHWAY

[illegible]

NIRBHAI VIRDI ARCHITECT
11877-22 Avenue,
Surrey, B.C.
Canada V4L 4B2
904-542-7116

KIRTI HONDOLIA, L.L.B. ARCHITECT
8-19TH West 7th Avenue,
Vancouver, B.C.
Canada V6H 4B2
604-274-0993

UCSIA 604-274-0993 **UCSIA**

2.0	Revised:	31 8 01 2013
2.0	Class Review:	28 Jan 2013
2.0	Class Update:	15 Jan 2013
2.0	ISSUE:	2013

Proposed NORTH HALL GURUMVARA at
MAHAKESHI GURUMVARA, GUPTON, TERIPLE

18691 & 18791

WESTMINSTER HIGHWAY

RICHMOND, B.C.

LANDSCAPE PLAN

Scale: 1/32" = 1'-0"

Date: 9-January 2013

L1.01



RZ 02-208277

Attachment 3

Address: 18691 Westminster Highway

Applicant: Nanaksar Gurdwara Gursikh Temple

	Existing	Proposed
Owner:	Nanaksar Gurdwara Gursikh	No change
Site Size (m²):	18691 Westminster Highway – 112,474 sq. m (27.8 acres) 18791 Westminster Highway – 54,809 sq. m (13.5 acres)	Consolidated Property – 167,283 sq. m (41.3 acres).
Land Uses:	18691 Westminster Highway – Temple building and supporting off-street parking areas on south portion; Vacant farm land to north. 18791 Westminster Highway – Farm staging/parking areas on south portion with house and farm building; Vacant farm land to north	<ul style="list-style-type: none"> 7.6 acres – Temple buildings and off-street parking. 5 acres – Farm staging/parking and decorative gardens; existing house and farm building. Approximately 25 acres – Land available for Blueberry farm.
OCP Designation:	Agriculture	Agriculture – No change
Zoning:	18691 Westminster Highway – 3 acres zoned ASY; remaining portions of site zoned AG1. 18791 Westminster Highway – AG1	Consolidated lot – 7.6 acres zoned ASY; remaining portions zoned AG1

On Future Assembly Zoned Lot	Bylaw Requirement	Proposed (Existing and Proposed Addition)	Variance
Floor Area Ratio:	Max. 0.5	0.22 FAR	none permitted
Lot Coverage – Building:	Max. 35%	20%	none
Setback – Front Yard South (m):	Min. 20 m	34 m	none
Setback – Rear Yard North (m):	Min. 7.5 m	86 m	none
Setback – Side Yards West (m):	Min. 7.5 m	41 m	none
Setback – Side Yards East (m):	Min. 7.5 m	22 m	none
Height (m):	12 m	9 m (proposed height of temple addition)	none
Off-street Parking Spaces – Total:	535 stalls	639 stalls	none

Timeline

- 1980 – Provincial Agricultural Land Commission grants approval to the existing temple.
- 1986 – Completion of construction of the existing temple building (35,713 sq. ft.) on a portion of the site zoned for assembly uses (based on the zoning bylaw in place at the time).
- 2001 – Richmond City Council and ALC approval of an Agricultural Land Reserve (ALR) Non-Farm Use application (AG 00-175102) to enable expansion of the temple:
 - May 2001 – Richmond City Council endorses the non-farm use application to proceed to the ALC with conditions.
 - August 2001 – ALC grants approval to the non-farm use application subject to consolidation of 18691 and 18791 Westminster Highway and conversion of the existing temple religious gardens and lawn on the south portion of 18791 Westminster Highway back to blueberry production.
 - October 2001 – At the request of the applicant, Council endorses a request to retain the temple religious gardens and lawn on the south portion of 18791 Westminster Highway, rather than convert this area into blueberry production.
 - November 2001 – ALC amends the previous decision and allows the temple religious gardens and lawn to remain.
- 2002 – Submission of a subsequent rezoning application on 18691 Westminster Highway as a follow-up to the approved ALR non-farm use application. The following were contributing factors to the overall length of review and processing of the rezoning application:
 - The current rezoning proposal is based on the temple proponent undertaking a recent, comprehensive review of their programming and overall space needs in conjunction with available resources, resulting in an overall reduction in proposed building area associated with the temple addition compared to what was initially presented in 2002.
 - Based on information initially requested by City staff, preparation and submission of accompanying plans, information and consultant reports by the applicant to support the rezoning application.
 - A major infrastructure project (Nelson Road Interchange), which impacted the temple properties throughout the design and construction phases from 2009 to project completion in 2011.
 - Throughout this time period, City staff discussed with the applicant about withdrawing the rezoning application and resubmitting a new application once the above noted items were resolved; however, the applicant requested that the 2002 rezoning application be kept active.
- 2004 to 2006 – Construction of a single-family dwelling on 18791 Westminster Highway in accordance with the existing Agriculture (AG1) zoning.
- 2009 to 2011 – Construction of the Nelson Road Interchange infrastructure project that resulted in the relocation of an existing farm building and expansion of gravelled area to serve as a Ministry construction staging area on the 5 acre southern portion of 18791 Westminster Highway.
- Early 2012 – Removal of all blueberry shrubs on the previous farmed portions of temple site due to an outbreak of blueberry scorch virus.
- Late 2012, a comprehensive revised rezoning submission was made to the City and is the basis for the proposal being submitted to Council for consideration.
- July/August 2013 – Works commenced on the agricultural portions to re-grade the site in preparation for final levelling and planting of new blueberry plants in 2014.

Excerpt of Council Meeting Minutes – May 14, 2001

AGRICULTURAL LAND RESERVE APPEAL APPLICATION BY KABEL ATWALL FOR NON-FARM USE AND SUBDIVISION AT 18691 AND 18791 WESTMINSTER HIGHWAY (NANAKSAR GURDWARA GURSIKH TEMPLE)

It was moved and seconded

That Mr. Kabel Atwall be authorized to apply to the Land Reserve Commission for non-farm use and subdivision at 18691 and 18791 Westminster Highway (Nanaksar Gurdwara Gursikh Temple) subject to the following conditions:

- (a) That the temple only be allowed to expand if and when it is connected to the proposed new Fraser-Richmond sanitary sewer trunk forcemain (i.e. on-site sewage disposal will not be permitted even as an interim measure unless specifically approved by Council following the recommendation of the Planning Committee);
- (b) That the 2.05 ha (5.06 ac.) religious garden and lawns on 18791 Westminster Highway be removed and converted to farming production in order to provide a tangible net benefit to agriculture;
- (c) That all of the staging areas and buildings for the blueberry operation be located on the 0.96 ha (2.35 ac.) gravel area at the front of 18791 Westminster Highway;
- (d) That a permanent fence be erected around the proposed new temple site, so long as it did not impact on the farm operations, and a covenant be registered on 18791 Westminster Highway to prevent it from being used for parking for the temple;
- (e) That sufficient on site parking as determined by the Zoning and Development Bylaw (and a traffic analysis, which would include a draw analysis, at the time of rezoning) be provided on the proposed 3.08 ha (7.6 ac.) site to be used for the expanded temple; and
- (f) That a "no build" covenant be placed on the proposed consolidated lot (18791 Westminster Highway).

CARRIED

OPPOSED: Cllr. Steves

Excerpt of Council Meeting Minutes – October 9, 2001

NANAKSAR GURDWARA GURSIKH TEMPLE 18691/18791 WESTMINSTER HIGHWAY

It was moved and seconded

That the Acting Mayor submit a letter to the Land Reserve Commission requesting that the Nanaksar Gurdwara Gursikh Temple be allowed to retain the 2.05 ha (5.06 acres) religious garden and lawns at 18791 Westminster Highway.

CARRIED UNANIMOUSLY



Land Reserve Commission

Working Farms, Working Forests

August 9, 2001

Reply to the attention of Andrew Upper

Nanaksar Gurdwara - Gursikh Temple
18691 Westminster Highway
Richmond, B.C. V6V 1B1

Re: Application # O-33860

- 1) Lot 1 Section 6 Block 4 North Range 4 West New Westminster District Plan LMP33029
- 2) Parcel "B" (Reference Plan 1415) of the South Half Section 6 Block 4 North Range 4 West New Westminster District Except: Part on Statutory Right of Way Plan NWP88278

We write to advise that pursuant to section 22(1) of the *Agricultural Land Reserve Act* (the "ALRA"), the Land Reserve Commission (the "Commission") by Resolution #402/2001, has allowed your application to expand the existing temple (including the sewer connections) and add additional parking, subject to 1) the consolidation of the above referenced parcels into one parcel and 2) the planting of the area currently used as a garden, adjacent and east of the temple, into blueberries. This approval is granted provided your development/consolidation is in substantial compliance with the attached plan.

The property remains subject to the provisions of the ALRA, the *Soil Conservation Act* and applicable regulations except as provided by this approval.

The Commission's approval does not relieve you of the responsibility of adhering to any other enactment, legislation or decision of any agency having jurisdiction. Please contact the City of Richmond as other approvals may be needed before your development can proceed.

When the final consolidation plans and/or documents have been prepared, please send two (2) paper prints to this office well in advance of commencing registration. The Commission will then authorize the Registrar of Land Titles to accept the application for deposit of the plans and/or documents.

Please quote your application number in any future correspondence.

Yours truly,

LAND RESERVE COMMISSION

per:

A. Chambers, Chair

cc: City of Richmond (File # AG 00-175102), Attention: Mr. Holger Burke
BC Assessment, Delta
Kabel Atwall 140 - 4651 Shell Road Richmond, B.C. V6X 3M3

Enclosure (plan)

AU/sf

Resolution # 402/2001

1



1 : 2000 Metric
(Reduced)

27.601 AC. PARCEL (11.17 Ha)

PLAN 64019

15.246 Ac. PARCEL
(6.17 Ha)

Parcel "B" South half of sec. 6,
B4N, R4W, N.W.D.

EXTG. DITCH.

EXTG. GRAVEL PATHS.

4.57 Ag.

PROPOSED
GURDWARA BUILDING

GUARDWABA BUILDING

3.06/AC

(151-042 M.) $495^{\circ} 6''$
 $89^{\circ} 54' 13''$

1860

(163.370 M.) 536
18721

NELSON ROAD

APP. 640

ALL ITEMS ON PARCEL B

THESE ARE ALL APPROXIMATE & ARE

- BASED ON VISUAL SITE VISIT DEC. 2000

GARDEN INFO ADDED DEC. 21, 2000.

WESTMINSTER HWY.



Master Plan

1 : 2000 Metric



Land Reserve Commission

Working Farms. Working Forests

November 16, 2001

Reply to the attention of Karen Moores

Nanaksar Gurdwara - Gursikh Temple
18691 Westminster Highway
Richmond, B.C. V6V 1B1

Re: Application # O-33860

- 1) Lot 1, Section 6, Block 4 North, Range 4, West New Westminster District Plan LMP33029
- 2) Parcel "B" (Reference Plan 1415) of the South Half, Section 6, Block 4 North, Range 4 West, New Westminster District, Except: Part on Statutory Right of Way Plan NWP88278

Further to the letter of October 10, 2001 received from Lyn Greenhill Acting Mayor of the City of Richmond, the Land Reserve Commission (the "Commission"), acting pursuant to section 26 of the *Agricultural Land Reserve Act*, has reconsidered the above noted application.

The letter from the City of Richmond requested that the Land Reserve Commission alter its decision issued under Resolution #402/2001 and allow you, the Nanaksar Gurdwara - Gursikh Temple, to retain the 2.05 ha of religious garden and lawns.

In considering the request, the Commission felt that leaving the gardens as they presently exist would not eliminate the lands ability to be developed for agricultural purposes in future, if this should ever be necessary. Therefore, the Commission, by Resolution #669/2001, amended its earlier decision and agreed to allow your application to expand the existing temple (including the sewer connections) and add additional parking, subject to consolidation of the above referenced parcels into one parcel.

Please continue to refer to the Commission's letter dated August 9, 2001 for details regarding the development approval process.

The land referred to in the application remains subject to the provisions of the *Agricultural Land Reserve Act*, the *Soil Conservation Act* and applicable regulations except as provided by this approval.

Furthermore, the Commission's approval does not relieve you of the responsibility of adhering to any other enactment, legislation or decision of any agency having jurisdiction. Please contact the City of Richmond as other approvals may be needed before your development can proceed.

Please quote your application number in any future correspondence.

Yours truly,

LAND RESERVE COMMISSION

Per:

A. Chambers, Chair

cc: City of Richmond (File # AG 00-175102), Attention: Mr. Holger Burke
BC Assessment, Delta
Kabel Atwall 140 - 4651 Shell Road Richmond, B.C. V6X 3M3

SG/lv/Encl.

ALR Non-Farm Use Application (AG 00-175102) – Conditions and Responses

The following is a summary of conditions for the non-farm use application identified by Council and the ALC, including how they are being addressed through the rezoning (identified in ***bold italicized*** text):

- Temple expansion only be permitted when it is connected to the Fraser-Richmond sanitary sewer force main. ***The temple site connected to the sanitary sewer force main in 2004. Through this rezoning application, a legal agreement and information specific to monitoring and regulating operations of the on-site private sanitary sewer system will be secured.***
- That the previous religious lawns and gardens located on 18791 Westminster Highway be removed and converted back to farm production. ***This condition was removed by Council at the request of the applicant on October 2, 2001. The ALC approved this revision on November 16, 2001. A religious garden on a portion of 18791 Westminster Highway is proposed in the rezoning and in compliance with the previous approval granted by Council and the ALC.***
- That all of the staging areas and buildings for the blueberry farm be located on the 2.35 acre (0.96 ha) south portion of the property. ***All farm related staging and buildings will be located on the south portion of 18791 Westminster Highway. Modifications have been made to the south portion of 18791 Westminster Highway that has resulted in an increase in the farm staging and support area to 5 acres (2 hectares).***
- That a permanent fence be installed around the proposed temple assembly site to serve as a buffer between agricultural and temple uses. ***A minimum height 1.2 m (4 ft.) fence along the north edge and north east corner of the temple portion of the site will be implemented. There is an existing mature hedge located along the west edge of the site that provides a solid contiguous buffer. A landscape plan, bond and legal agreement will be secured through the rezoning to ensure implementation.***
- A covenant be secured on 18791 Westminster Highway preventing the site from being used for off-street parking associated with the temple. ***A legal agreement will be secured through the rezoning to prevent use of 18791 Westminster Highway for parking for the temple.***
- That sufficient off-street parking for the expanded temple be provided and that a supporting Traffic Impact Assessment (TIA) be provided through the rezoning. ***The proposed Assembly (ASY) zoned portion of the subject site can accommodate the necessary off-street parking in accordance with zoning bylaw requirements. A TIA has also been submitted, reviewed and approved by Transportation and Ministry of Transportation and Infrastructure staff.***
- That a no-build covenant be placed on the property at 18791 Westminster Highway. ***This condition is recommended for removal through the rezoning application at the request of the applicant.***
- Consolidation of 18691 and 18791 Westminster Highway into one lot. ***Consolidation is a requirement of rezoning.***

- In response to questions on future projects, staff noted that as part of the update a cost benefit analysis will be undertaken to ensure that projects are obtaining the best return on investment. The update to the study will also help to ensure future works are still providing an agricultural benefit.
- Engineering staff confirmed that the existing drainage and irrigation model for East Richmond will be analyzed to take into account projects already completed.
- Ministry of Agriculture staff indicated that a Land Use Inventory Study for agriculture lands in Richmond was undertaken in 2010 and the report is in the final stages of review. Once completed, it can be utilized as part of the update to provide updated information on land uses in the study area and estimate potential water demand and drainage needs for each agricultural land use identified in the inventory.
- Members asked about if the study on agricultural drainage and irrigation would look at all farm areas identified. Engineering staff confirmed that for the study, agricultural lands east of Highway 99 are captured in the study update. As a result, members also suggested that drainage and irrigation infrastructure in other agricultural areas (i.e., Gilmore area south of Steveston Highway) be looked at to ensure that these systems are functioning properly to support agriculture. Specific reference was made to the maintenance schedule of two main drainage thoroughfares in the Gilmore Area along Gilbert Road and No. 3 Road.
- In early 2013, Engineering Planning staff plan to host a couple of open houses as well as undertake consultation with some specific stakeholders and farmers in East Richmond. An update will be provided to the AAC around the time of the open houses.

3. Development Proposal 18691/18791 Westminster Highway – Rezoning Proposal for Nanaksar Gurdwara Gursikh Temple Expansion

Staff provided an overview of the proposed Nanaksar Gurdwara Gursikh Temple expansion project that included portions of the temple properties to be utilized for expanded portions of the temple building and supporting off-street parking. Additional information was provided on the history of the previous non-farm use ALR application approved by Richmond City Council and the ALC in 2001, conditions associated with the 2001 approval and the proponent's reasons for moving forward with the expansion now. Staff noted that the proposed building expansion has been significantly scaled back to approximately 21,000 sq. ft. (previous proposal was up to approximately 45,000 sq.ft.) and that all required off-street parking could be provided on the western lot (18691 Westminster Highway), which was previously approved by Richmond City Council and the ALC for non-farm use. Staff also confirmed that the proposed temple expansion was generally in compliance with the previous approvals granted for the ALR non-farm use application in 2001 and that a number of conditions will be secured through this rezoning.

Staff noted that prior to 2010, the back portions of the temple properties were actively farmed (blueberry), but a recent bout of scorch virus impacted all of their blueberry shrubs. The

proponent's engaged a farm consultant who confirmed that the only effective way to eliminate blueberry shrubs infected by the scorch virus was to remove all of the shrubs and replant with specific measures to monitor and spray the new shrubs to ensure the virus does not take hold again.

AAC members, City staff and the proponent made the following comments on the proposed rezoning application:

- Members commented on the previous revenue generated from the blueberry operations on the subject site and that the congregation was correct to remove all blueberry shrubs as this is the only effective way to eliminate the scorch virus and prevent its spread to neighbouring farms.
- Members questioned the need for the large farm staging area on the east temple property (18791 Westminster Highway). Staff and the proponent confirmed that this was a requirement of the 2001 approval and that the area already consisted of compacted gravel. The temple expansion did not involve expanding the gravelled area to the east further into the farm areas as this was a pre-existing condition. Staff and the proponent also confirmed that all of the off-street parking for the temple was contained on the western lot (18691 Westminster Highway) and that no portions of the eastern property (18791 Westminster Highway) would be utilized for temple parking or other uses.
- In response to questions from Committee members, staff confirmed that the two temple properties (18691/18791 Westminster Highway) will be required to consolidate into one lot as this was a requirement of the 2001 approval.
- Members asked how the reinstatement of blueberry operations would be undertaken for the farm portions of the property. The temple proponents noted that blueberry activities would be re-established on the northern portions of the consolidated lot based on the previous farm operations, which involved members of the congregation volunteering time, equipment and resources to the farm. They confirmed that they would be continuing this approach to re-establishing the blueberry shrubs as soon as possible, subject to the available resources of the congregation. Staff noted that additional information can be requested from the proponent's Agrologist consultant to provide more detailed information on a farm implementation and phasing plan.
- Existing drainage and irrigation infrastructure was disturbed with the removal of the previous blueberry bushes, which will be re-established when the farm activities are restored.
- In response to questions from the AAC, staff and the proponent noted that a traffic consultant report and recommendations on access configuration and related road/transportation related upgrades will be undertaken as part of this proposal. This report and related improvements is required to be reviewed and approved by the Ministry of Transportation and Infrastructure.

- In response to questions from the Committee, staff confirmed the legal agreements to be secured as part of this development to ensure that the expansion of the temple is limited to what was granted by the ALC in 2001 and that no further growth of the temple into surrounding farm areas is permitted.

AAC members made the following motion in relation to the rezoning proposal:

That the rezoning application for the Nanaksar Gurdwara Gursikh temple expansion at 18691/18791 Westminster Highway be supported subject to securing the following conditions:

- *Consolidation of 18691 and 18791 Westminster Highway and ensure that no further temple related development occur on the eastern portion of the temple site (18791 Westminster Highway).*
- *That only farming and farm support staging areas be permitted on remaining portions of the consolidated temple site.*

Carried Unanimously

AAC members requested that this project be added to the Action Items Table so that progress can be monitored and updates be provided to Committee members.

4. Development Proposal at 9771/9811 No. 6 Road (Non-farm Use – Subdivision)

Staff provided background on the proposed subdivision/lot line reconfiguration at 9771/9811 No. 6 Road which facilitates the “flipping” of the existing lots so that a proposed larger north lot (containing the soils operation) would be associated with the house to the north and that a smaller parcel (1 acre) would be maintained on the south. The owners of Kutny’s soil operation also confirmed that rationale for the reconfiguration of lots is to enable the transfer of the soil operation to the son and enable the father to remain in his existing house (proposed southern lot). Staff confirmed that currently, two lots exist and that the proposed lot reconfiguration does not result in the creation of any additional lots.

Information was provided about the ALC approval to allow the soils operation to continue in 2010 and that the approval is specific to the existing operators and cannot be transferred to a different individual or owner. AAC members suggested that options be looked at to place a notification to inform about surrounding agricultural activities. Staff confirmed that if the lot reconfiguration is approved, the proposed two lots could be sold independently as they are two separate lots currently.

AAC members forwarded the following motion:

That the proposed lot reconfiguration at 9771 and 9811 No. 6 Road be supported subject to a notification to be placed on the lots to inform existing and all future property owners about surrounding agricultural activities.

Carried Unanimously

November 14, 2012

Nanaksar Gurdwara, Gursikh Temple,
18691 Westminster Highway,
Richmond, BC, V6V 1B1

**Nanaksar Gurdwara Gursikh Temple Property – Agricultural Assessment – 2012
Amendment**

Introduction

In 2008 I completed an agricultural assessment of the Nanaksar Gurdwara, Gursikh Temple in Richmond. At that time, the congregation had submitted an application to the City of Richmond to rezone a small (1.8 ha) area from Agricultural District (AG1) to Assembly District (ASY). This plan included an expansion of the existing temple and a conversion of a small part of the existing farm area to allow for increased parking needs. The agricultural assessment or 'farm plan' was requested by the City to conduct their evaluation of the application.

Since that time, a number of changes have occurred:

1. The Nanaksar Gurdwara have modified their plans, which include a new, smaller, one storey New Gurdwara Building at the rear of the existing building.
2. Extensive highway construction on the new Nelson Road Interchange, as well as changes to the traffic lanes on the Westminster Highway; these changes have resulted in the congregation having to move a farm building on their East Lot and install new parking areas. The west lot has been minimally impacted.
3. Established blueberry fields at the time of my 2008 assessment, which consisted of 10.3 ha (25.4 acres) had to be destroyed due to an outbreak of blueberry scorch virus.
4. Blueberry prices have experienced substantial fluctuations since 2007 and overall have decreased since the prices quoted in my 2008 assessment.

Plan Modifications

The updated plans include substantially revamped changes to the developed (non-agricultural) portions of the property, but have had little effect on the area available for farm production. I understand that of a total area of 17.4 ha (42.84 acres), 3.09 ha (7.63 acres) are dedicated to the temple and parking and an additional 2.05 ha (5.06 acres) has been allowed for "Religious Gardens and Lawns". The total will be consolidated leaving 12.3 ha (30.15 acres) available for farming¹. These areas are approximately the same as those cited in the 2008 assessment.

Highway Reconstruction

Extensive highway reconstruction has not affected the prospective land area for farming on the property. However some of the excavated soil (peat) has been stock-piled for use on the farm or the garden. I understand that no other foreign material will be brought onto the farm area. At the time of this amendment there is a pile of sand, but I understand that will be used for parking area base.

Blueberry Scorch Virus Infection

At the time of my 2008 assessment 10.3 ha (25.4 acres) were under blueberry production. Since that time, these blueberries became infected with blueberry scorch virus, a destructive disease spread by aphids. As there is no effective treatment for infected plants, the congregation decided to destroy the crop, digging up all the plants and disposing them off-site. As this is written, the fields are bare (Photo 1).

Digging up and removing the infected plant material is an appropriate strategy, according to the BC Ministry of Agriculture, which indicates that once infected the plants do not recover.

Re-establishment of Blueberry Crop

I understand that it is the intention of the congregation to replant all available farm area with blueberries. To minimize the risk of a repeated infection with the blueberry scorch virus, the MOA² recommends:

- Monitor fields for scorch virus symptoms, especially during bloom
- Sample and test any plants with suspicious symptoms

¹ These data were provided to me by Mr. Nirbhai Viridi, Architect under contract to Nanaksar Gurdwara Gursikh Temple.

² <http://www.agf.gov.bc.ca/cropprot/blsv.htm>, accessed Nov.7, 2012.

- Remove all infected plants
- Maintain an effective aphid control program
- Only purchase planting stock that has been grown according to an accepted propagation protocol that includes virus testing.

For successful blueberry crop establishment it will be necessary to install drainage and irrigation infrastructure similar to that in place prior to removal of the original blueberry crop. Due to the poor drainage and high winter watertables it would be appropriate to use clean fill to raise the elevation of planting beds. I noted that sawdust has been stockpiled and is ready to reapply to the new crop as a mulch.

In addition to conventional pesticide applications (as recommended in the original 2008 assessment), the operators should include aphicides as indicated above.

In my 2008 assessment I provided estimates of revenue based on 2007 prices of \$1.27 per pound. Prices have fluctuated dramatically since that time, hitting a low of about \$0.60 in 2009. Prices have since recovered and appear to have stabilized near \$0.90 per pound. Based on my original assumption of production levels between 6 to 7 tons per acre, this would yield approximately \$11,000.00 to \$13,000.00 per acre.

I understand that the congregation continues to include individuals highly experienced in the management of blueberry farms. With the involvement of these individuals it is likely that the farm will be successful, provided the necessary attention is applied to:

- Ensuring proper selection of blueberry crop,
- Preparation of planting beds (ideally raised),
- Suitable drainage and irrigation,
- On-going pruning,
- Timely application of fertilizers;
- Bird control and
- Careful monitoring for nutrient status, health symptoms, bird damage and beehive management.

Sincerely,

**This is a digitally signed document of the
Gordon Butt, P.Ag.
official manually signed and sealed document.*



Gordon Butt, P.Ag.
Consultant Agrologist

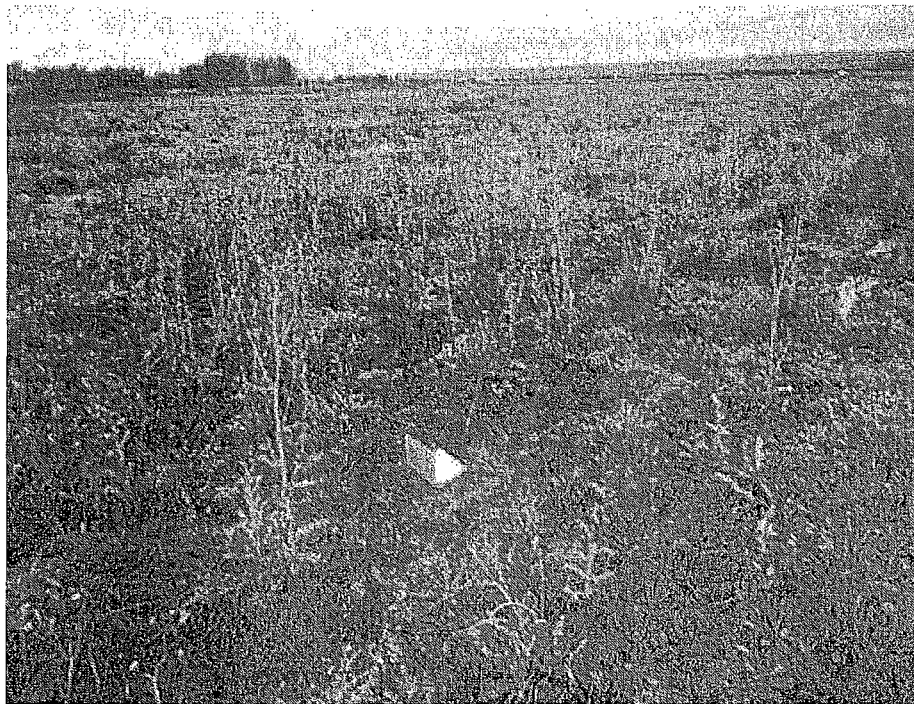
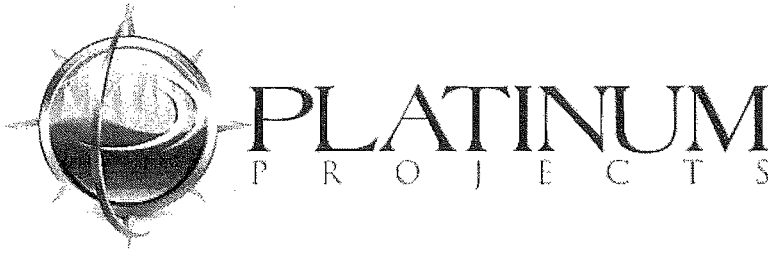


Photo 1. This shows the area formerly under blueberry cultivation. The congregation has correctly dug up the infected plants and has disposed of them.



City of Richmond
Planning & Development Department
6911 No. 3 Road
Richmond, BC
V6Y 2C1
Attention: Mr. Kevin Eng

November 25th, 2014

Re: NANAKSAR GURDWARA GURSIKH TEMPLE 18691 & 18791 Westminster Highway, Richmond, BC

Dear Kevin,

Nanaksar Gurdwara Gursikh Temple (NGGT) made its initial application to expand the Gurdwara facility back in 2001. Through the application process there were many requirements that were included as conditions for the rezoning and the non-farm use approval. Since then and during the past 14 years we have been able to reconcile most of the requirements. However, at this juncture, the NGGT Board is having serious difficulty accepting the requirements to place a no build covenant on 35 of the 43 acres of the consolidated sites and restricting parking on the southern part of 18791 Westminster Hwy.

In order to deal with the parking restriction, we have made a recent application to allow parking for special events on the south side of 18791 Westminster Hwy (see sketch attached). The following points should be considered in the approval of this application:

- NGGT purchased this site (18791 Westminster Hwy) approximately 20 years ago. Since then some portions of the southern parts of the site have always been used for overflow parking and for farm staging.
- According to air photos from 1987, approximately 2.5 acres of the 18791 Westminster Hwy (southern portion) was already gravelled. This condition has existed for the past 27 years, possibly longer.
- Before the purchase of 18791, all overflow parking ended up on Westminster Hwy. The parked vehicles on the north and south shoulders of Westminster Hwy. usually extended east beyond Nelson Rd and west beyond No. 8 Rd. Parking along Westminster Hwy was very unsafe for the congregation and restricted the flow of traffic.

Nanaksar Gurdwara Gursikh Temple
Application for Non-farm Use
18791 Westminster Hwy.
Richmond, BC

- A traffic and transportation study to address this overflow parking has been prepared and submitted to City of Richmond and MOT for review and approval.
- In 2009/10 the City of Richmond, the Province of BC and the Federal Government moved forward with the new Nelson Rd interchange off Highway 91 to provide truck access to the Industrial lands south of Westminster Hwy. The interchange project impacted our site as the road widening and the additional working easements outside the widening extended over our existing flower garden and the farm building (see attached aerial from 2009).
- The flower garden had to be removed and will be restored to a new location. The location of the new flower garden has not been determined. The flowers from this garden are grown for use during the full moon celebrations by the gurdwara. This garden is also used as a meditation space so moving it far enough away from the Nelson Rd traffic noise and pollution will be important.
- The farm building which sat on the south east corner of the property had to be removed as it was impacted by the widening and affected the site lines for traffic headed southbound on Nelson Rd. at Westminster Hwy. The building orientation and location was changed (see attached aerial from 2013).
- The Nelson Rd. interchange project precipitated the change to 18791 Westminster Hwy.
- The proposed application will formalize the existing use of this area of the site. It has been used for farm staging and for overflow parking for the past 20 plus years for the gurdwara congregation when required.
- Historically and in the future this gravelled overflow parking will be used only during large wedding celebrations, New year's celebrations, birth of Khalsa celebrations, birth of Guru Nanak Dev Ji celebrations, birth of Baba ji Meahan Singh (the founder of this society) celebrations and numerous other celebrations which are based on the lunar calendar that drift each year by several days or more.
- This area has always been gravel and our intent is to maintain it as such. The gravel surface will not change or effect the storm water flow to the farming operation. The gravel surface is also easily restorable.
- As you are aware this congregation has always farmed more than 2/3 of the property at all times. The exception was the tenure during the scorch virus attack and now all of the blueberry has been replanted.
- This new application has been made 14 years after the initial application. A lot has changed since the initial application so we are looking for the City of Richmond to allow the over flow parking on 18791 Westminster Hwy. and remove an old requirement proposed by staff under the initial application of 2001.
- We recommend that the City of Richmond forward a non-conditional application to the ALC to consider formalizing the existing non-farm use to allow overflow parking.

The second point of concern is the placing of a no build restrictive covenant. As noted previously the NGGT Board and congregation cannot accept sterilizing 35 of the 43 acres under a blanket no build covenant.

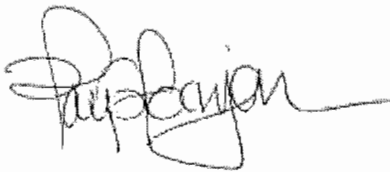
Nanaksar Gurdwara Gursikh Temple
Application for Non-farm Use
18791 Westminster Hwy.
Richmond, BC

- The no build restriction will impact the NGGT abilities for financing provisions and/or to secure capital funds in the ongoing farming operation and for the proposed building expansion and ongoing operations of the gurdwara.
- The provisions within the City of Richmond Zoning bylaw affords the necessary restrictions onsite. The covenant seems unfair and redundant.
- The provisions within the ALR affords the necessary restrictions on the site. The covenant seems unfair and redundant.
- The no build covenant will also restrict allowing the overflow parking on a portion of the site.
- Currently more than 2/3 of the consolidated site is being actively farmed.
- There is precedent in the City of Richmond in allowing many religious facilities to proceed with 2/3 of the site used for agricultural purposes and the remaining 1/3 as non-farm uses.
- The gurudwara is actively farming the site without any requirements placed on the land as is the case with other religious facilities.

On a final note, this application would not be necessary should the City of Richmond decide that the no build covenant, and the removal of gravel parking, be deleted as a requirement of the 2001 application. It would be our preference to proceed with the 2001 rezoning application should these two conditions be removed.

Should you have any questions and/or concerns, do not hesitate to contact the under signed.

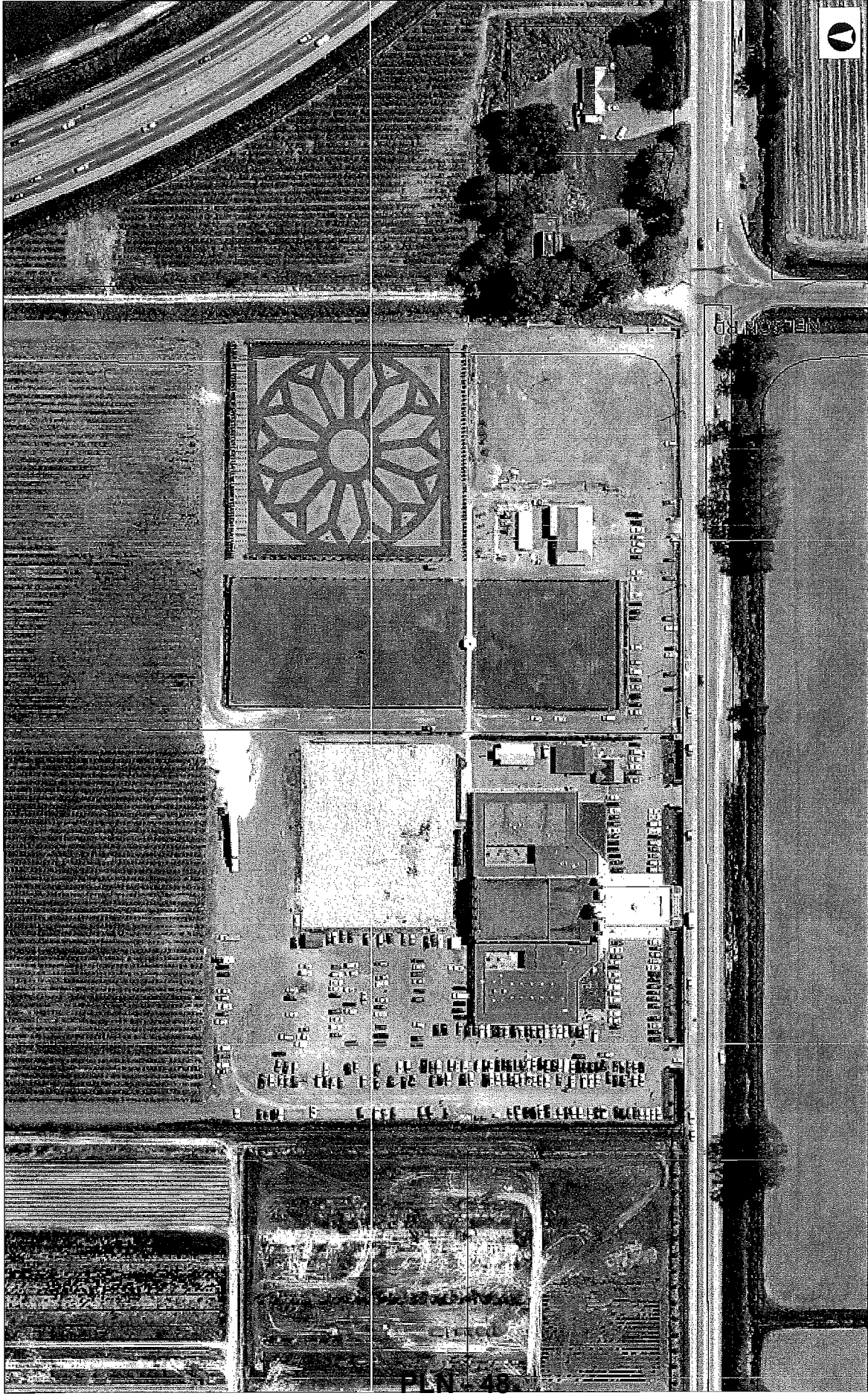
Yours Sincerely,



Harp S. Hoonjan,
Platinum Projects Ltd.

Cc: Nanaksar Gurdwara Gursikh Temple Board

City of Richmond Interactive Map 2002



102.4

0

51.18

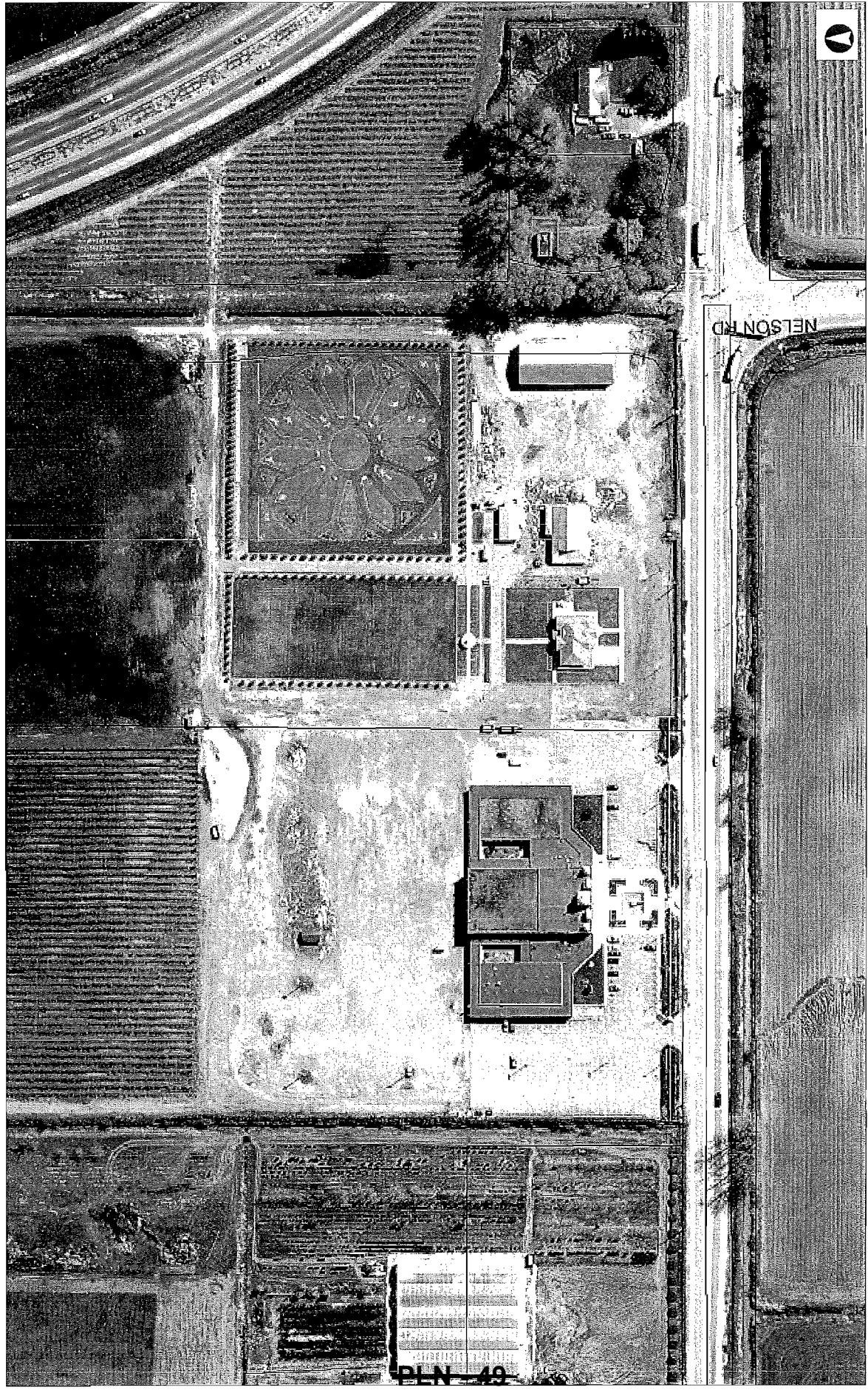
102.4 Meters

© City of Richmond

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

THIS MAP IS NOT TO BE USED FOR NAVIGATION

City of Richmond Interactive Map 2009



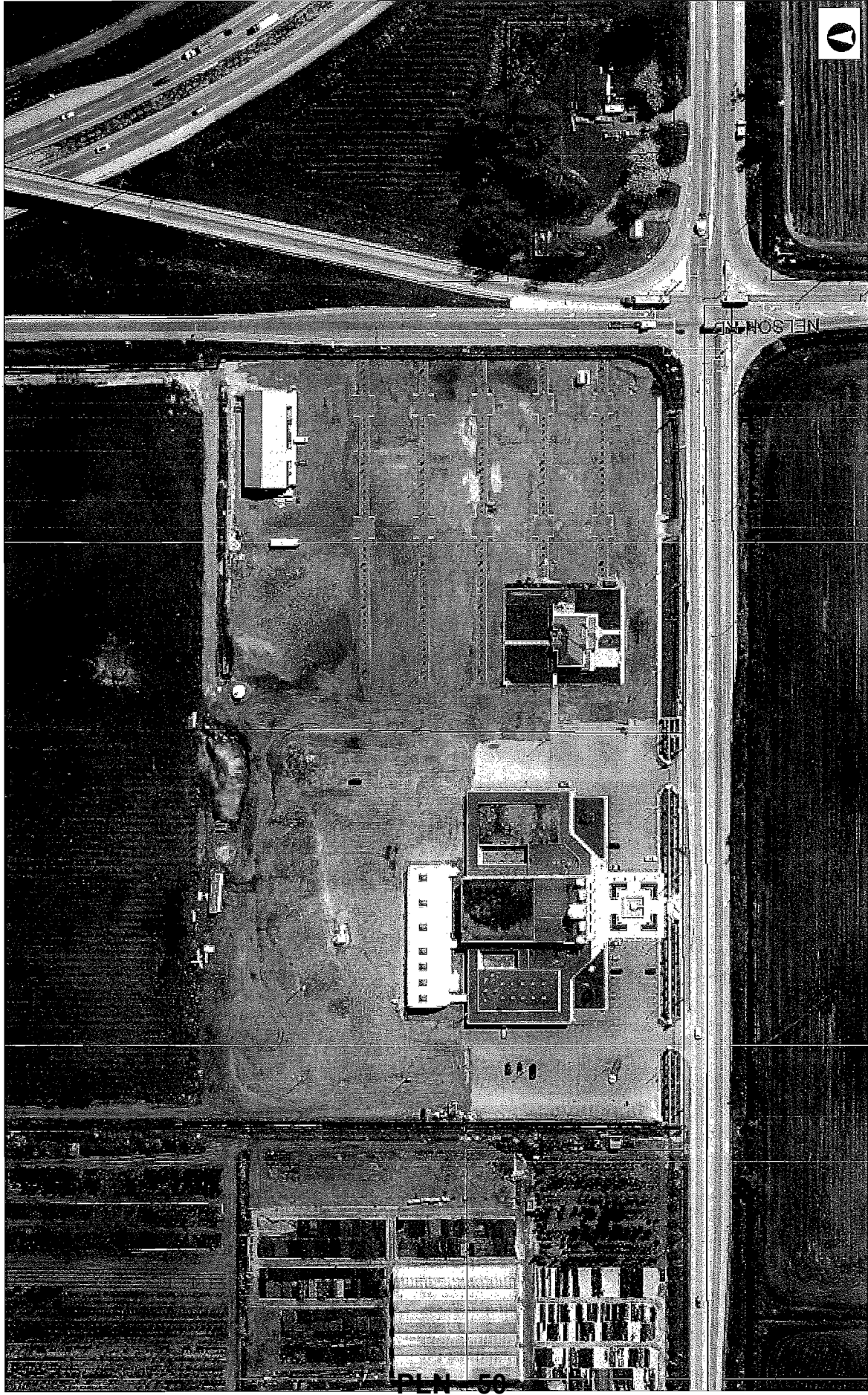
102.4 0 51.18 102.4 Meters

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

THIS MAP IS NOT TO BE USED FOR NAVIGATION

© City of Richmond

City of Richmond Interactive Map 2013



102.4 0 51.18 102.4 Meters

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

THIS MAP IS NOT TO BE USED FOR NAVIGATION

© City of Richmond



Rezoning Considerations

Development Applications Division
6911 No. 3 Road, Richmond, BC V6Y 2C1

Address: 18691 Westminster Highway

File No.: RZ 02-208277

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9044, the developer is required to complete the following:

1. Provincial Ministry of Transportation and Infrastructure Approval.
2. Consolidation of 18691 and 18791 Westminster Highway into one lot.
3. Submission of a landscape plan, by the proponent's landscape architect, that includes the following components:
 - a) Minimum 1.2 m height of fencing along the north and north east corner of the proposed "Assembly (ASY)" zoned area.
 - b) Existing evergreen hedge to be maintained along the west portion of the proposed "Assembly (ASY)" zoned land with any existing gaps to be repaired and replaced with new plantings.
 - c) Additional landscaping implemented in the temple off-street parking areas.
4. Submission of an appropriate landscaping bond/letter of credit in the amount of \$50,000 for on-site landscaping and perimeter buffer plantings and fencing.
5. Submission of a farm bond in the amount of \$30,000 for farm related works and plantings proposed for the Agriculture (AG1) zoned portions of the property. The release of this bond back to the applicant is contingent on the submission of a report from a consulting agrologist, to verify completion of the farm plan, resolution of any identified deficiencies and verification that the blueberry shrubs are producing a commercial crop.
6. Registration of a flood plain covenant on title identifying a minimum Flood Construction Level of 3.5 m GSC.
7. Registration of a legal agreement on title of the consolidated lot ensuring that the area (formerly associated with 18791 Westminster Highway) not be permitted to be used for off-street parking for the temple.
8. Registration of a legal agreement on title of the consolidated lot ensuring that perimeter landscape buffer and fencing (along north and north east corner of "Assembly (ASY)" zoned area) to be implemented around the perimeter of the "Assembly (ASY)" zoned portion of the property, as outlined in landscape plan to be submitted and approved by the City, must be maintained and cannot be modified or removed without approval from the City and identify that the buffer is to mitigate against typical impacts of odour, dust and noise associated with surrounding agricultural operations and prevent trespassing into agricultural areas.
9. Enter into a Servicing Agreement* for the design and construction of works along the entire frontage of the consolidated property (18691 and 18791 Westminster Highway). Works include, but may not be limited to:
 - a) 2 m wide asphalt walkway and street lighting (if necessary) across the frontage of 18691 and 18791 Westminster Highway north of the existing on-street bike lane separated by an extruded curb. The walkway may be narrowed to a width of no less than 1.5 m at locations with constraints (i.e., utility poles, fences, existing City infrastructure). Final design will be determined through the Servicing Agreement design review process.
 - b) Two accessible bus landing pads (3 m wide by 9 m length concrete pads) on both sides of Westminster Highway.
 - c) A painted median in between the west and east accesses for 18691 Westminster Highway, to facilitate a left hand turn bay and east bound merge lane for vehicles turning left out of the west access.
 - d) On Westminster Highway at the existing bus stop location, a special crosswalk, equipped with overhead illuminated signs, downward lighting, LED flashers, Audible Pedestrian Signal features, etc., is to be constructed as part of the development frontage works. The special crosswalk will be cost shared jointly (50/50 split, based on the overall cost) by the City and the applicant. Through the Servicing Agreement process, the applicant will be responsible for producing and submitting detailed design drawings to the City for approval which will outline the works to be completed by the applicant and the City. The applicant and the City will track costs associated with

this installation and once all costs are accounted for, the City or the applicant will be compensated accordingly by the other party.

e) All works will be at the applicant's sole cost, except as noted above for works involving the special crosswalk.

10. Relating to the private sanitary sewer system located on the subject site and connecting to the City sanitary force main at Westminster Highway and Nelson Road, registration of a legal agreement on title of the consolidated lot outlining the following operational and maintenance parameters of the development's private sanitary sewer system. This legal agreement shall include the following provisions:

- (1) Be registered on all properties containing and utilizing the private sanitary sewer system.
- (2) Include a clause to require the property owners to operate and maintain the private sanitary sewer system at their sole cost and expense.
- (3) Include a clause to limit the maximum flow rate into the City-owned sanitary sewer system.
- (4) Include a clause to require the property owners to install and maintain a backflow prevention assembly on-site.
- (5) Include a clause to require the property owners to monitor the on-site pump station discharge to ensure that the peak flow and maximum daily discharge are not exceeded.
- (6) Include a clause to require the property owners to keep monitoring records for the private on-site sanitary pump station and submit appropriate records to the City upon request.
- (7) Include a clause that would prevent the private sanitary sewer system from being removed or modified without written consent of the City.
- (8) Identifies the property owner being responsible for operating and maintaining the on-site sanitary sewer system within the parameters of this agreement and that the property owner will be responsible for resolving/remedying any system operations that do not comply with this agreement
- (9) Contains an indemnity in favour of the City.
- (10) Contains other terms the City may require.

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

1. 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.
2. Through the upcoming building permit/site servicing permit process, confirmation that the connection to a City storm system for the existing temple building and surrounding areas is adequately sized (confirmed by consulting engineer).
3. The site servicing permit associated with the building permit for the proposed expansion shall also take into account any storm water source control measures to be implemented as part of the temple expansion project.
4. The site servicing permit will also need to confirm that all storm water associated with the proposed temple building and associated off-street parking (existing and proposed temple expansion) is drained to an approved City storm system (and does not drain into any adjacent agricultural properties or areas).
5. Submission and approval of the appropriate building/plumbing permit for any required work to the private on-site sanitary sewer system.
6. The above items are to be addressed by your engineering consultant through the appropriate site servicing/building permit process (required to be resolved prior to issuance of Building Permits).
7. 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.

-Signed Copy on File-

Signed

Date



**Richmond Zoning Bylaw 8500
Amendment Bylaw 9044 (RZ 02-208277)
18691 Westminster Highway**

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 “**ASSEMBLY (ASY)**”.

That area shown cross-hatched on “Schedule A attached to and forming part of Bylaw No. 9044”

2. This Bylaw may be cited as “**Richmond Zoning Bylaw 8500, Amendment Bylaw 9044**”.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

MINISTRY OF TRANSPORTATION AND
INFRASTRUCTURE APPROVAL

ADOPTED

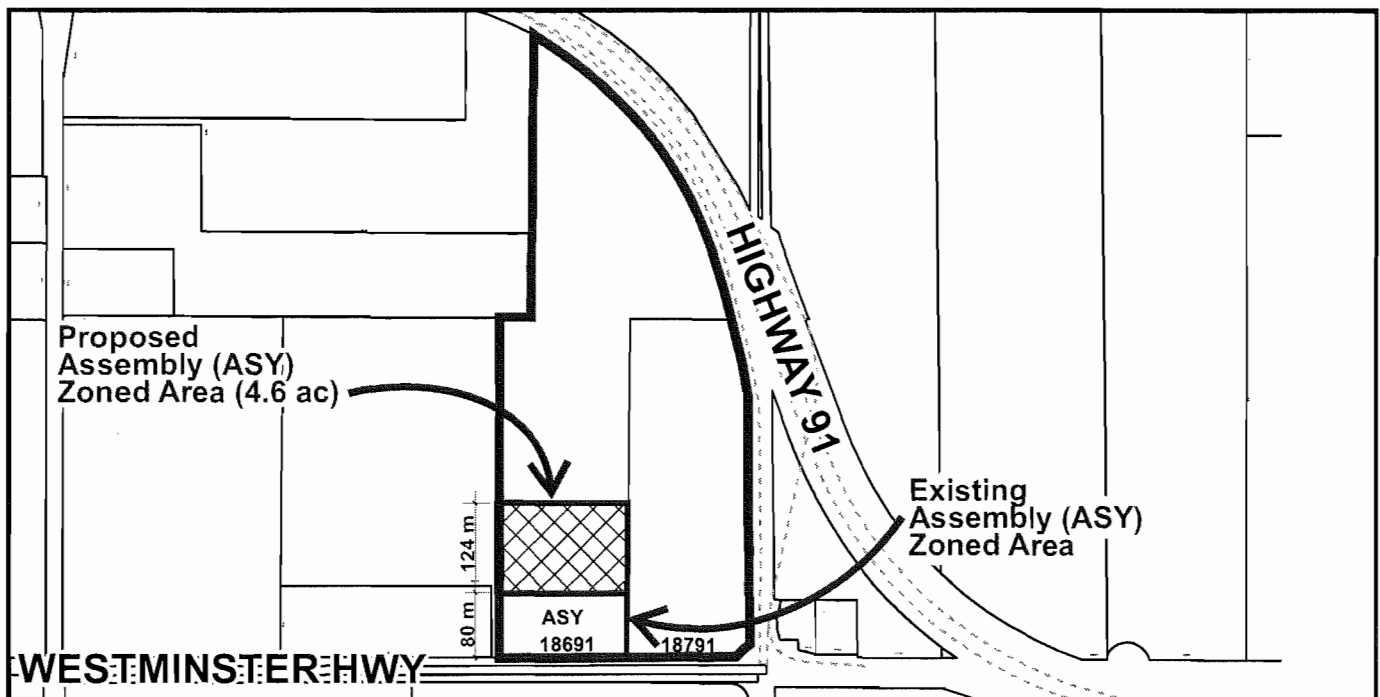
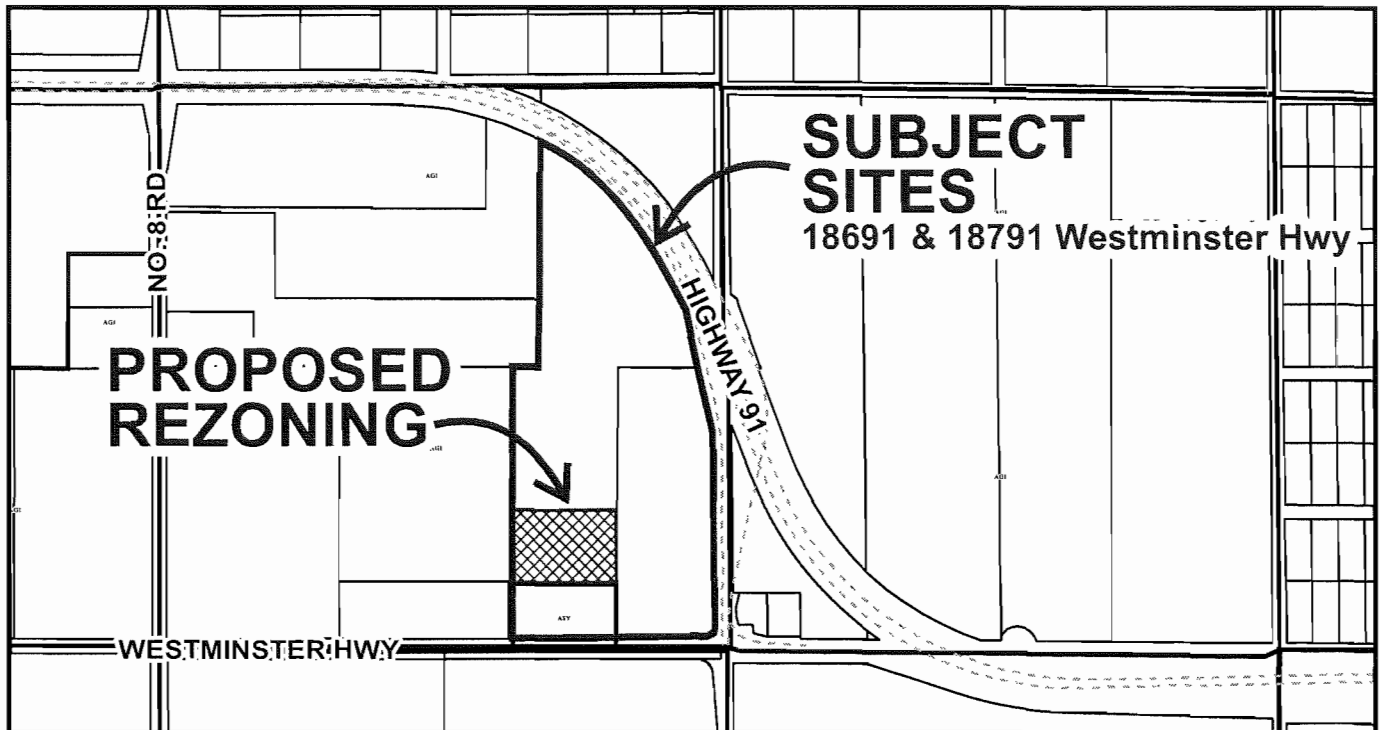
MAYOR

CORPORATE OFFICER





City of
Richmond



RZ 02-208277

Original Date: 01/09/15

Revision Date: 01/14/15

Note: Dimensions are in METRES



To: Planning Committee

Date: January 9, 2015

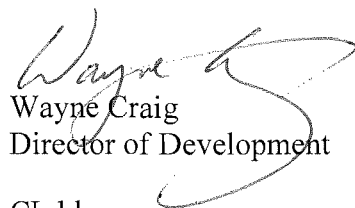
From: Wayne Craig
Director of Development

File: RZ 10-545413


Re: Application by Hi-Aim Builders Ltd. for Rezoning at 7100 No. 2 Road from Single Detached (RS1/E) to Compact Single Detached (RC2)

Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9208, for the rezoning of 7100 No. 2 Road from "Single Detached (RS1/E)" to "Compact Single Detached (RC2)", be introduced and given first reading.


Wayne Craig
Director of Development

CL:blg
Att.

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

Staff Report

Origin

Hi-Aim Builders Ltd. has applied to the City of Richmond for permission to rezone the property at 7100 No. 2 Road from the “Single Detached (RS1/E)” zone to the “Compact Single Detached (RC2)” zone, to permit the property to be subdivided to create two (2) lots with vehicle access to a rear lane (Attachment 1). A survey of the subject site is included in Attachment 2.

This application has been revised since it was originally submitted in 2010. At that time, the proposal was to rezone the subject site to the “Coach Houses (RCH)” zone to permit a subdivision to create two (2) lots, each with a principal dwelling and coach house above a detached garage, with vehicle access to a rear lane.

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 single-family dwelling on a lot zoned “Single Detached (RS1/E)”.
- To the east, are single-family dwellings on lots zoned “Single Detached (RS1/D and RS1/E)” that front Livingstone Place.
- To the south, are three (3) newer dwellings on lots fronting No. 2 Road that are zoned “Compact Single Detached (RC1)”, as well as a dwelling on a lot fronting Comstock Road that is zoned “Single Detached (RS1/E)”.
- To the west, immediately across No. 2 Road, is the Richmond Presbyterian Church on a lot zoned “Assembly (ASY)”.

Related Policies & Studies

Official Community Plan (OCP) Designation

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 supports densification along arterial roads. The Arterial Road Policy allows the proposed rezoning and subdivision of the subject property subject to the applicant dedicating and constructing a fully operational rear lane. The pattern of compact lots with lane access on this block was established with Council approval of the rezoning to create three (3) lots at the corner of No. 2 Road and Comstock Road in 2003 (7108, 7120 No. 2 Road, and 6011 Comstock Road). With that development, a rear lane off Comstock Road was dedicated,

designed and constructed, and the rear lane was intended to provide vehicle access for future redevelopment on the rest of the block to the north through a curve in the lane to the east. This development application is consistent with the Arterial Road Policy and the envisioned pattern of redevelopment for this block as it is a proposal to create two (2) compact lots involving land dedication to extend the existing rear lane northbound.

Flood Management

The proposed development must meet the requirements of Flood Plain Designation & Protection Bylaw No. 8204. Registration of a flood indemnity covenant on Title is required prior to final adoption of the rezoning bylaw.

Public Consultation

A rezoning sign that reflected the initial coach house proposal was installed on the subject property in February, 2011. In response to the installation of the sign, staff received eight (8) pieces of written correspondence from the public, which expressed concerns about the coach house proposal (Attachment 4). To summarize, the nature of the concerns was:

- The potential for increased traffic in the rear lane off Comstock Road and the required lane extension to service the proposed lots.
- Safety and security concerns associated with the design of the rear lane extension.
- The preference for vehicle access to the proposed lots to be to No. 2 Road, rather than a rear lane.
- The potential increase in the amount of on-street visitor parking on Comstock Road.

With the change in the proposed rezoning to the “Compact Single Detached (RC2)” zone with a secondary suite on one (1) of the two (2) lots proposed, Transportation and Community Bylaws department staff have provided the following information in response to the neighbourhood’s initial concerns:

- The current proposal meets the Zoning Bylaw requirements of two (2) on-site vehicle parking spaces on each lot, plus one (1) additional on-site vehicle parking space on the lot which is to contain the secondary suite.
- The proposed two (2) single-family lots will result in a manageable increase in traffic over the existing one (1) single-family lot and the resulting increase is expected to have minimal impact on the surrounding road system.
- The current proposal provides for a functional rear lane design that meets the City’s standard lane cross-section, and which serves to decrease the potential for vehicle conflicts along No. 2 Road by relocating vehicle access to the lane, consistent with the OCP objectives along arterial roads.
- The City’s Traffic Bylaw No. 5870 allows on-street parking overnight, a maximum of 3 hours during the day, and a maximum of 48 hours at any one place in front a person’s own residence or property. On-street parking is monitored on a regular daily basis and on a request-basis by the City’s Community Bylaws department during business hours and by the Richmond RCMP after hours.

A revised rezoning sign has been installed on the property, which reflects the amended proposal.

Analysis

Conceptual Development Plans & Lane Design

Preliminary site plans for the proposed lots are included in Attachment 5, which illustrate how the north and south lots are proposed to be developed. Preliminary floor plans for the proposed south lot are also included in Attachment 5, which demonstrate how the permitted floor area will be achieved on the site.

Staff is supportive of the applicant's proposed subdivision plan which involves the lane bisecting the east portion of the proposed south lot as this will create a functional rear lane (see the preliminary lane design in Attachment 6). The area of land to the east of the lane forms part of the proposed south lot and will be landscaped and maintained by the property owner.

Frontage Improvements & Vehicle Access

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

- Dedicate land to achieve the preliminary functional lane design as shown in Attachment 6 (to be finalized as part of the Servicing Agreement design review process).
- Dedicate 2.0 m of land along the entire width of the No. 2 Road frontage for future road improvements.
- Enter into a Servicing Agreement for the design and construction of the rear lane from the north property line at 7108 No. 2 Road to the north property line of the subject site. Details of the required works are to be finalized as part of the Servicing Agreement design review process (note: the design is to include water, storm, and sanitary connections for both lots).

In accordance with Residential Lot (Vehicular) Access Regulation – Bylaw 7222, vehicle access to the proposed lots is not permitted from No. 2 Road. The existing driveway crossing on No. 2 Road is to be removed and vehicle access to the proposed lots is to be from a northbound extension to the existing north-south rear lane from Comstock Road.

Trees and Landscaping

A Tree Survey and Certified Arborist's Report have been submitted by the applicant, which identify tree species, assess the condition of the trees, and provide recommendations on tree retention and removal relative to the development proposal. The survey and report identify the following with respect to trees:

- One (1) Pear tree on-site (Tree # 2) in the southeast corner of the property; which has been previously topped, is within the proposed extension to the rear lane, and is below the required lane grade.
- An immature Cedar hedge on the neighbouring property to the east at 7091 Livingstone Place (Tree # 3); which is in good condition, and has been planted at a higher grade than the subject site.

- 12 Spruce trees on-site (Trees # 4-15); which have been planted in a row along the north property line, and present poor structure due to previous topping, co-dominant stems, poor trunk taper and minor dieback throughout the canopy, as well as conflict with proposed development on the site.

The Arborist's Report recommends that:

- All on-site trees (Trees # 2, and 4 to 15) be removed due to poor condition and structure, and are significantly below the proposed lot grade (e.g. 0.9 m below the grade of No. 2 Road).
- The existing perimeter fencing at 7091 Livingstone Place may act as the required tree protection fencing for the hedge, as it is very unlikely that roots of the off-site Cedar hedge (Tree # 3) encroach into the subject site.

The City's Tree Preservation Coordinator has reviewed the Arborist's Report recommendations, conducted on-site tree assessment, and concurs with the recommendations based on tree condition and structure.

The proposed Tree Retention and Removal Plan is shown in Attachment 7.

Consistent with the OCP tree replacement ratio of 2:1, a total of 26 replacement trees are required on the proposed lots. Due to the limited space available in the yards of the proposed lots, the applicant proposes to plant and maintain a total of six (6) replacement trees [three (3) per lot, sizes to be determined], and to submit a contribution in the amount of \$10,000 (\$500/tree) to the City's Tree Compensation Fund prior to final adoption of the rezoning bylaw for the balance of required replacement trees not planted on-site.

The applicant is required to submit a Landscape Plan, Cost Estimate and Landscaping Security prior to final adoption of the rezoning bylaw to ensure that: the replacement trees are planted and maintained, the front yards of the proposed lots are enhanced, and the area on the proposed south lot east of the lane dedication is treated with low-maintenance soft landscaping. The Landscape Plan must be prepared by a Registered Landscape Architect in accordance with the guidelines identified in the Arterial Road Policy, to the satisfaction of the Director of Development, and the Landscaping Security must be based on 100% of the cost estimate provided by the Landscape Architect (including proposed on-site trees, fencing, hard surfaces, and installation costs).

Affordable Housing Strategy

For single-family development proposals, Richmond's Affordable Housing Strategy requires a secondary suite within a dwelling on 50% of new lots created through rezoning and subdivision, or a cash-in-lieu contribution of \$1.00/ft² of total buildable area towards the City's Affordable Housing Reserve Fund.

The applicant proposes to provide a legal secondary suite on one (1) of the two (2) lots proposed at the subject site. To ensure that the secondary suite is built to the satisfaction of the City in accordance with the City's Affordable Housing Strategy, the applicant is required to enter into a legal agreement registered on Title, stating that no final Building Permit inspection will be

granted until the secondary suite is constructed to the satisfaction of the City in accordance with the BC Building Code and the City's Zoning Bylaw. Registration of this legal agreement is required prior to final adoption of the rezoning bylaw. This agreement will be discharged from Title (at the initiation of the applicant) on the lot where the secondary suite is not required by the Affordable Housing Strategy after the requirements are satisfied.

Should the applicant change their mind prior to rezoning adoption about the affordable housing option selected, a voluntary contribution to the City's Affordable Housing Reserve Fund in-lieu of providing the secondary suite will be accepted. In this case, the voluntary contribution would be required to be submitted prior to final adoption of the rezoning bylaw, and would be based on \$1.00/ft² of total building area of the single detached dwellings to be constructed (e.g., approximately \$4,977).

Subdivision & Future Development Stage

At subdivision and future development stage, the applicant will be required to pay Development Cost Charges (City and GVS & DD), School Site Acquisition Charges, and Address Assignment Fees.

The applicant will also be required to complete the required water, drainage, and sanitary connection works to service the proposed lots. The details of the required works will be finalized as part of the Servicing Agreement design review process.

The list of rezoning considerations associated with this application is included in Attachment 8, which has been agreed to by the applicant (signed concurrence on file).

Financial Impact

None.

Conclusion

The purpose of this rezoning application is to rezone the property at 7100 No. 2 Road from the "Single Detached (RS1/E)" zone to the "Compact Single Detached (RC2)" zone, to permit the property to be subdivided to create two (2) lots with vehicle access to a rear lane.

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

On this basis, it is recommended that Zoning Bylaw 8500, Amendment Bylaw 9208 be introduced and given first reading.



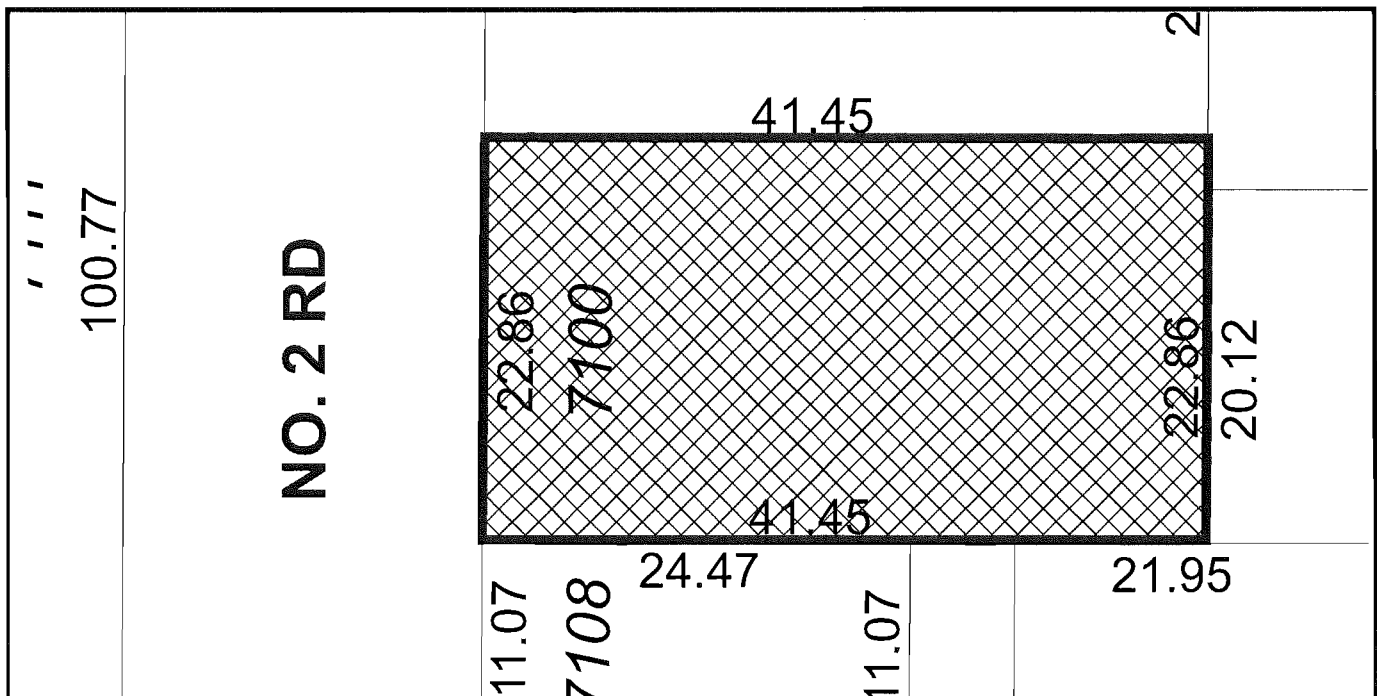
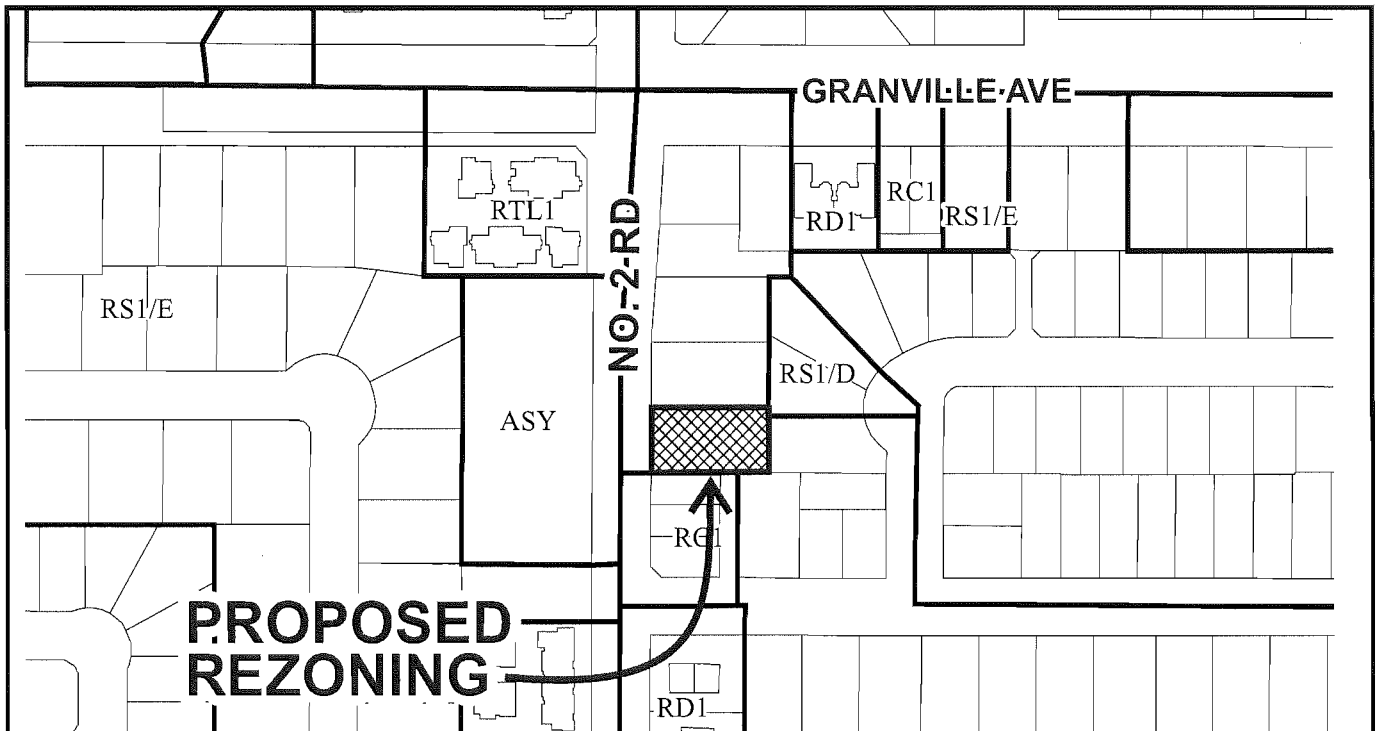
Cynthia Lussier
Planning Technician- Design
(604-276-4108)
CL:blg

Attachments:

- Attachment 1: Location Map/Aerial Photo
- Attachment 2: Site survey showing the proposed subdivision plan
- Attachment 3: Development Application Data Sheet
- Attachment 4: Copies of written correspondence from the public
- Attachment 5: Conceptual Development Plans
- Attachment 6: Preliminary rear lane design
- Attachment 7: Tree Retention and Removal Plan
- Attachment 8: Rezoning Considerations



City of
Richmond



RZ 10-545413

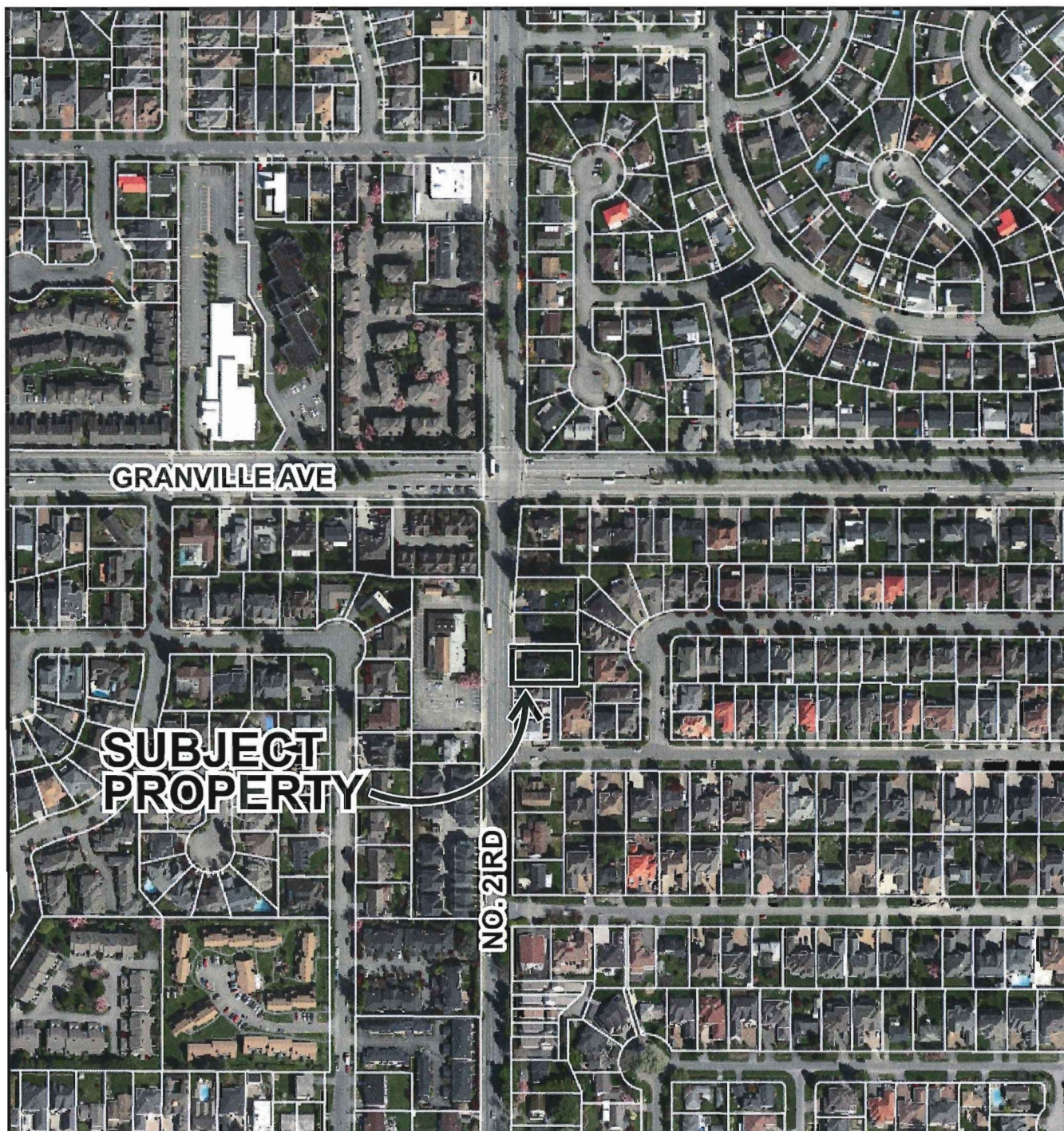
Original Date: 01/08/15

Revision Date:

Note: Dimensions are in METRES



City of
Richmond



RZ 10-545413

Original Date: 01/08/14

Revision Date

Note: Dimensions are in METRES

NTS

**TOPOGRAPHIC SURVEY OF LOT 64 SECTION 18 BLOCK 4 NORTH RANGE 6 WEST
NEW WESTMINSTER DISTRICT PLAN 17641**

#7100 NO. 2 ROAD,
RICHMOND, B.C.
P.I.D 004-126-416

NOTE:
Elevations shown are based on City of
Richmond HPN Benchmark network.
Benchmark: HPN #202,
Control Monument 77H4623
Located at CL S bound L turn lane
@ No.3 Rd & Bennett Rd
Elevation = 1.452 metres



PLN - 65

- LEGEND:**
- denotes tree
 - denotes round catch basin
 - ⊙ denotes manhole
 - HW denotes conc. head wall

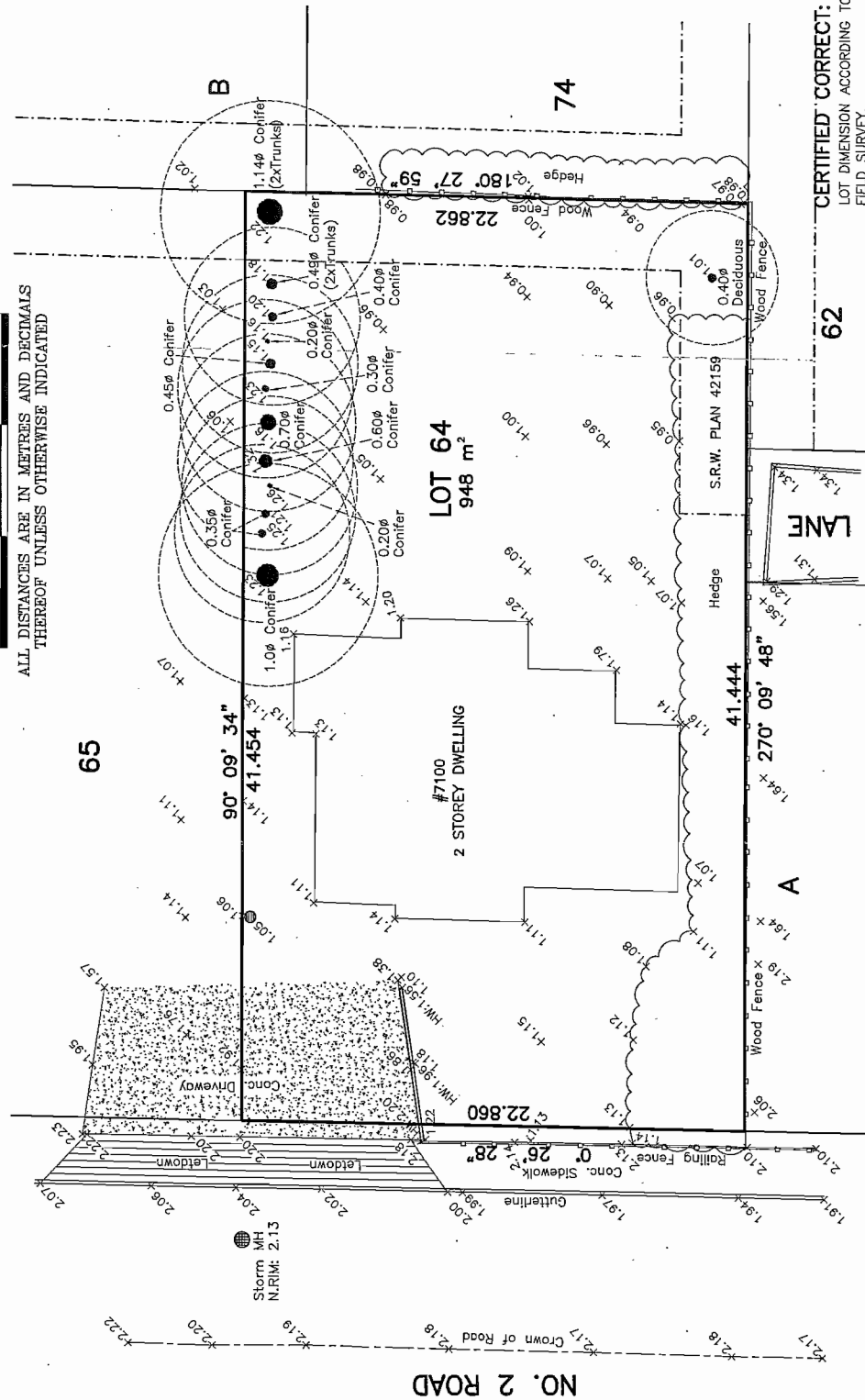
© copyright
J. C. Tam and Associates
Canada and B.C. Land Surveyor
115 - 8833 Odlin Crescent
Richmond, B.C. V6X 3Z7
Telephone: 214-8928
Fax: 214-8929
E-mail: office@jctam.com
Website: www.jctam.com
Job No. 4033
FB-156 P93-97
Drawn By: TH

DWG No. 4033-TOP0

SCALE: 1:200



ALL DISTANCES ARE IN METRES AND DECIMALS
THEREOF UNLESS OTHERWISE INDICATED



CERTIFIED CORRECT:
LOT DIMENSION ACCORDING TO
FIELD SURVEY.

[Signature]
JOHNSON C. TAM, B.C.L.S.
MAY 27th, 2010



RZ 10-545413

Attachment 3

Address: 7100 No. 2 Road

Applicant: Hi-Aim Builders Ltd.

Planning Area(s): Blundell

	Existing	Proposed	
Owner:	Hi-Aim Builders Ltd.	To be determined	
Site Size (m²):	948 m ²	After lane dedication and 2.0 road dedication: South lot – Approx. 375 m ² North lot – Approx. 395 m ²	
Land Uses:	Single-family	No change	
OCP Designation:	Neighbourhood Residential	No change	
Zoning:	Single Detached (RS1/E)	Compact Single Detached (RC2)	
Number of Units:	1	2	
Other Designations:	The Arterial Road Policy supports rezoning and subdivision to compact lots with vehicle access to a rear lane.	No change	
On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.60	Max. 0.60	none permitted
Lot Coverage – Buildings:	Max. 50%	Max. 50%	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):	270 m ²	South lot – Approx. 375 m ² North lot – Approx 395 m ²	none
Setback – Front Yard (m):	Min. 6.0 m	Min. 6.0 m	none
Setback – Side Yard (m):	Min. 1.2 m	Min. 1.2 m	none
Principal Building Setback – Rear Yard (m):	Min. 6.0 m	Min. 6.0 m	none
Accessory Building Setback – Rear Yard (m):	Min. 1.2 m	Min. 1.2 m	none
Height (m):	2 ½ storeys	South Lot – 2 ½ storeys North lot – 2 storeys	none

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

March 28, 2011

Planning Committee
Mr. Brian J. Jackson
Director of Development
Development and Application Division
City of Richmond
6911 Number 3 Road
Richmond, BC V6Y 2C1

Re: Proposed rezoning of 7100 Number 2 Road

Dear Mr. Jackson,

The purpose of this letter is to express my opposition to the proposed extension of the existing lane to the proposed rezoning of the property at 7100 Number 2 Road:

1.- Opposed to having the lane extended, it will make the value of my property decrease as with the extra traffic it will make it less desirable, which will be aggravated if properties to the North of 7100 Number 2 Road are developed in the future. The increase of noise and traffic will be unbearable; 3 bedrooms in my house are facing the lane for the same reason: noise.

The skyrocketing cost of property makes it impossible for me to move somewhere else.

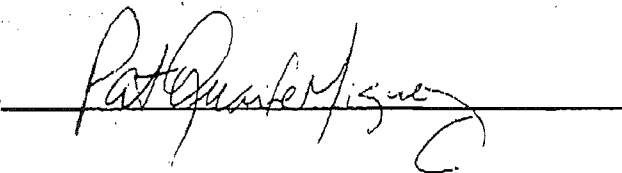
2.- The proposed "L shape" configuration of the lane will create a blind corner where someone could hide and try to break-in to any of the properties surrounding including mine.

If you are to grant a rezoning allow access to it from Number 2 Road, I don't want any more traffic and parking issues in our neighborhood as there is no parking permitted on Number 2 Road. We already have parking problems on Comstock Road as people from the existing properties on Number 2 Road are parking on Comstock Road.

Properties facing Number 2 Road should be accessed from Number 2 Road, we are not to be burdened with parking and extra traffic.

Thank you.

Patricia Quaife Miguez



7120 Number 2 Road
Richmond, BC

March 28, 2011

Planning Committee
Mr. Brian J. Jackson
Director of Development
Development and Application Division
City of Richmond
6911 Number 3 Road
Richmond, BC V6Y 2C1

Re: Proposed rezoning of 7100 Number 2 Road

Dear Mr. Jackson,

The purpose of this letter is to express our opposition to the proposed extension of the existing lane to the proposed rezoning of the property at 7100 Number 2 Road:

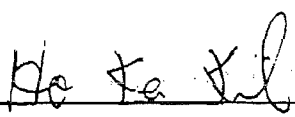
1.- Opposed to having the lane extended, it will make our property more insecure for our children with the extra traffic which will be aggravated if properties to the North of 7100 Number 2 Road are developed in the future. It will also bring the value of our property down.

2.- The proposed "L shape" configuration of the lane will create a blind corner where someone could hide and try to break-in to any of the properties surrounding including ours.

If you are to grant a rezoning allow access to it from Number 2 Road, we don't want any more traffic and parking issues in our neighbourhood as there is no parking permitted on Number 2 Road. We already have parking problems on Comstock Road as people from the existing properties on Number 2 Road are parking on Comstock Road.

Properties facing Number 2 Road should be accessed from Number 2 Road, we are not to be burdened with parking and extra traffic.

Thank you.



Ka Kit Ho.
7108 Number 2 Road
Richmond, BC

March 28, 2011

Planning Committee
Mr. Brian J. Jackson
Director of Development
Development and Application Division
City of Richmond
6911 Number 3 Road
Richmond, BC V6Y 2C1

Re: Proposed rezoning of 7100 Number 2 Road

Dear Mr. Jackson,

The purpose of this letter is to express our opposition to the proposed extension of the existing lane to the proposed rezoning of the property at 7100 Number 2 Road:

- 1.- Opposed to having a lane running at the rear of our property, we feel it will make our property more vulnerable to break-ins as someone could jump over the fence and try to break into our house.
- 2.- The proposed "L shape" configuration of the lane will create a blind corner where someone could hide and try to break-in to any of the properties surrounding including ours.

If you are to grant a rezoning allow access to it from Number 2 Road, we don't want any more traffic and parking issues in our neighbourhood. Properties facing Number 2 Road should be accessed from Number 2 Road, we at Livingstone and Comstock Roads are not to be burdened with parking and extra traffic.

Thank you.

Meiyi Cai 蔡美艺

7091 Livingstone
Richmond, BC

PLN - 69

March 28, 2011

Planning Committee
Mr. Brian J. Jackson
Director of Development
Development and Application Division
City of Richmond
6911 Number 3 Road
Richmond, BC V6Y 2C1

Re: Proposed rezoning of 7100 Number 2 Road

Dear Mr. Jackson,

The purpose of this letter is to express our opposition to the proposed extension of the existing lane to the proposed rezoning of the property at 7100 Number 2 Road:

The access to the properties from the existing lane will create extra traffic and parking problems on Comstock Road, problems that will be further aggravated if properties to the North of 7100 Number 2 Road are developed at a later date.

If you are to grant a rezoning allow access to it from Number 2 Road, we don't want any more traffic and parking issues in our neighbourhood. Properties facing Number 2 Road should be accessed from Number 2 Road, we at Comstock Road are not to be burdened with parking and extra traffic.

Thank you.

周桂如 GUI RU ZHOU

6040 Comstock Road
Richmond, BC

March 28, 2011

Planning Committee
Mr. Brian J. Jackson
Director of Development
Development and Application Division
City of Richmond
6911 Number 3 Road
Richmond, BC V6Y 2C1

Re: Proposed rezoning of 7100 Number 2 Road

Dear Mr. Jackson,

The purpose of this letter is to express my opposition to the proposed extension of the existing lane to the proposed rezoning of the property at 7100 Number 2 Road:

1.- Opposed to having the lane extended, it will make the value of my property decrease as with the extra traffic it will make it less desirable, which will be aggravated if properties to the North of 7100 Number 2 Road are developed in the future. The increase of noise and traffic will be unbearable; my house is facing Number 2 Road, Comstock Road and the lane, I don't want extra traffic servicing properties that face Number 2 Road.

2.- The proposed "L shape" configuration of the lane will create a blind corner where someone could hide and try to break-in to any of the properties surrounding including mine.

If you are to grant a rezoning, please allow access to it from Number 2 Road, I don't want any more traffic and parking issues in our neighborhood as there is no parking permitted on Number 2 Road. We already have parking problems on Comstock Road as people from the existing properties on Number 2 Road are parking on Comstock Road. I see that everyday from my house. Properties facing Number 2 Road should be accessed from Number 2 Road, we are not to be burdened with parking and extra traffic servicing properties that not belong to our road. The arterial road policy must be revised searching for solutions to accommodate accesses to new developments without burdening properties on streets leading to them.

Thank you.

Juan Miguez

6011 Comstock Road
Richmond, BC

PLN - 71

March 29, 2011

Planning Committee
Mr. Brian J. Jackson
Director of Development
Development and Application Division
City of Richmond
6911 Number 3 Road
Richmond, BC V6Y 2C1

Re: Proposed rezoning of 7100 Number 2 Road

Dear Mr. Jackson,

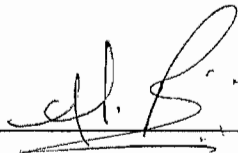
The purpose of this letter is to express our opposition to the proposed extension of the existing lane to the proposed rezoning of the property at 7100 Number 2 Road:

- 1.- Opposed to having a lane running at the rear of our property, we feel it will make our property more vulnerable to break-ins as someone could jump over the fence and try to break into our house.
- 2.- The proposed "L shape" configuration of the lane will create a blind corner where someone could hide and try to break-in to any of the properties surrounding including ours.

If you are to grant a rezoning, please allow access to it from Number 2 Road, we don't want any more traffic and parking issues in our neighborhood.
Properties facing Number 2 Road should be accessed from Number 2 Road, we at Livingstone Place and Comstock Roads are not to be burdened with parking and extra traffic.

Thank you.

Ali Ramji



7071 Livingstone Place
Richmond, BC
V7C 4A5

March 29, 2011

Planning Committee
Mr. Brian J. Jackson
Director of Development
Development and Application Division
City of Richmond
6911 Number 3 Road
Richmond, BC V6Y 2C1

Re: Proposed rezoning of 7100 Number 2 Road

Dear Mr. Jackson,

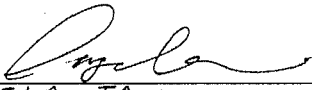
The purpose of this letter is to express our opposition to the proposed extension of the existing lane to the proposed rezoning of the property at 7100 Number 2 Road:

1.- Opposed to having a lane running at the rear of our property, we feel it will make our property more vulnerable to break-ins as someone could jump over the fence and try to break into our house.

2.- The proposed "L shape" configuration of the lane will create a blind corner where someone could hide and try to break-in to any of the properties surrounding including ours.

If you are to grant a rezoning allow access to it from Number 2 Road, we don't want any more traffic and parking issues in our neighbourhood. Properties facing Number 2 Road should be accessed from Number 2 Road, we at Livingstone and Comstock Roads are not to be burdened with parking and extra traffic.

Thank you.



ANGELA FAN
7051 Livingstone
Richmond, BC

March 30, 2011

Planning Committee
Mr. Brian J. Jackson
Director of Development
Development and Application Division
City of Richmond
6911 Number 3 Road
Richmond, BC V6Y 2C1

Re: Proposed rezoning of 7100 Number 2 Road

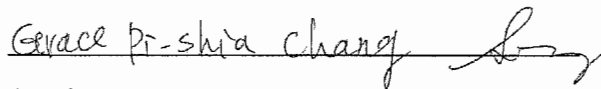
Dear Mr. Jackson,

The purpose of this letter is to express our opposition to the proposed extension of the existing lane to the proposed rezoning of the property at 7100 Number 2 Road:

- 1.- Opposed to having a lane running at the rear of our property, we feel it will make our property more vulnerable to break-ins as someone could jump over the fence and try to break into our house.
- 2.- The proposed "L shape" configuration of the lane will create a blind corner where someone could hide and try to break-in to any of the properties surrounding including ours.

If you are to grant a rezoning allow access to it from Number 2 Road, we don't want any more traffic and parking issues in our neighbourhood. Properties facing Number 2 Road should be accessed from Number 2 Road, we at Comstock Road are not to be burdened with parking and extra traffic.

Thank you.



6091 Comstock Road
Richmond, BC

Lussier, Cynthia

From: Juan Miguez [juancgmiguez@hotmail.com]
Sent: June 13, 2011 10:16 AM
To: Lussier, Cynthia
Subject: 7100 Nuber 2 Road Rezoning
Attachments: SAM_2571.JPG; SAM_2572.JPG; SAM_2573.JPG; SAM_2574.JPG; SAM_2575.JPG;
SAM_2576.JPG; SAM_2578.JPG

Dear Cynthia Lussier,

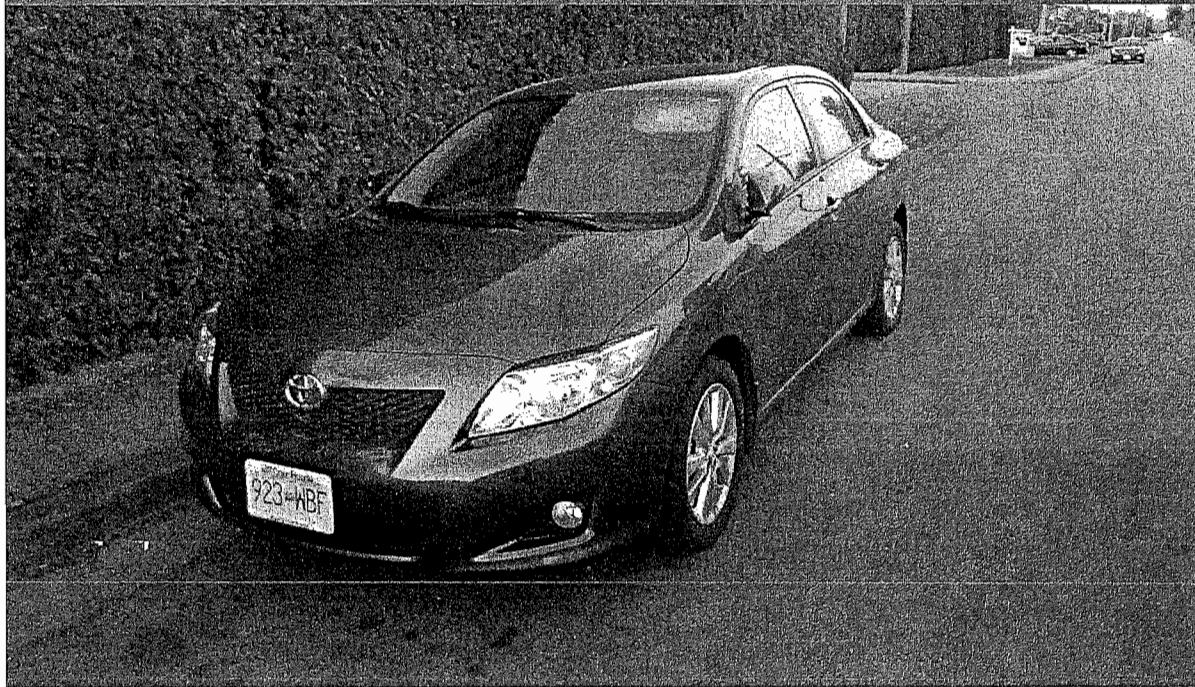
would like to know what's the status of the current application.

Please find enclosed pictures of cars whose owners live on Orchid Lane Townhouses 7231 Number 2 Road and park every day on Comstock Road. I urge City Hall to stop any further development on Number 2 Road which will create a heavy burden to the side streets in regards to parking and traffic, or provide access and sufficient parking facilities off Number 2 Road to serve any development.

**Juan Miguez
6011 Comstock Road**

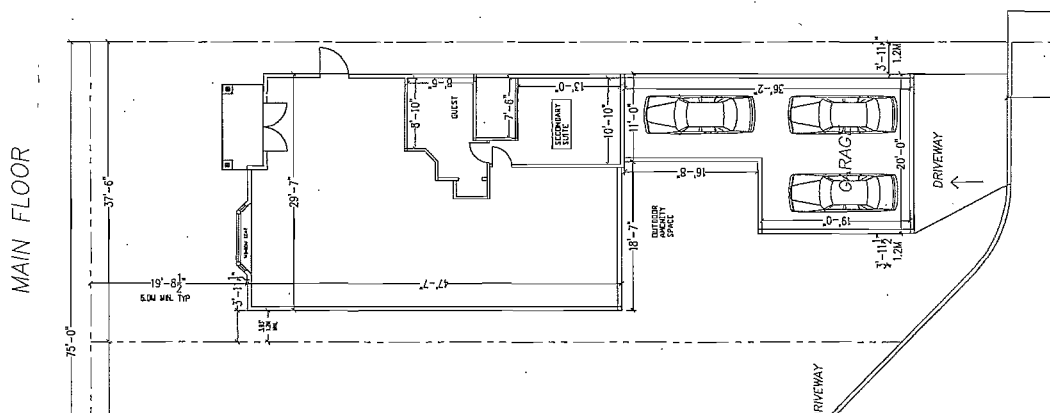


PLN - 76

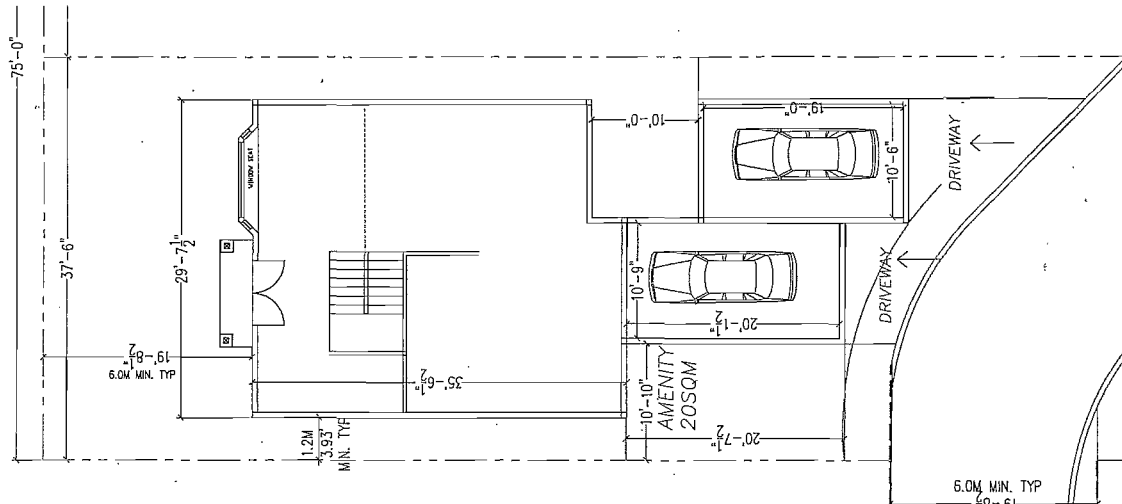




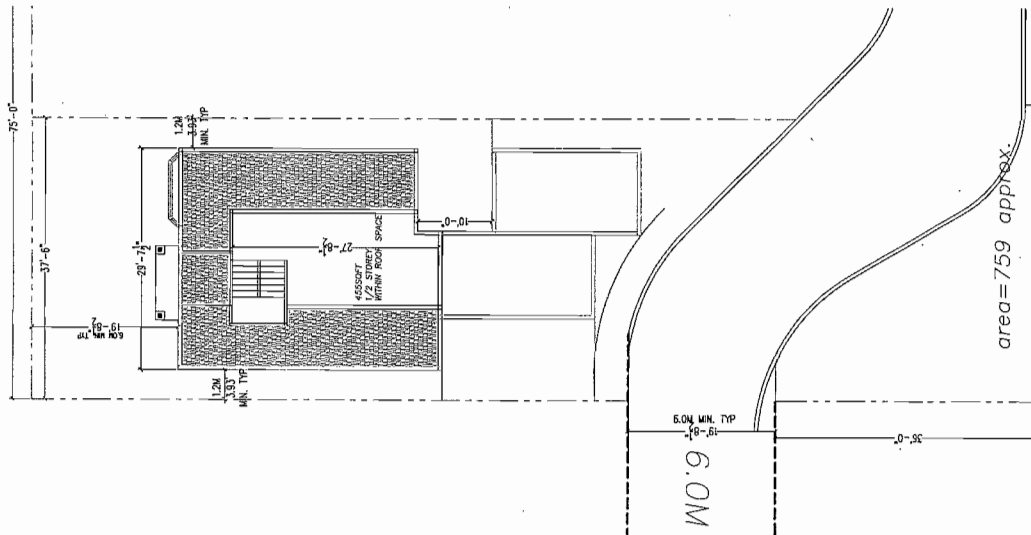




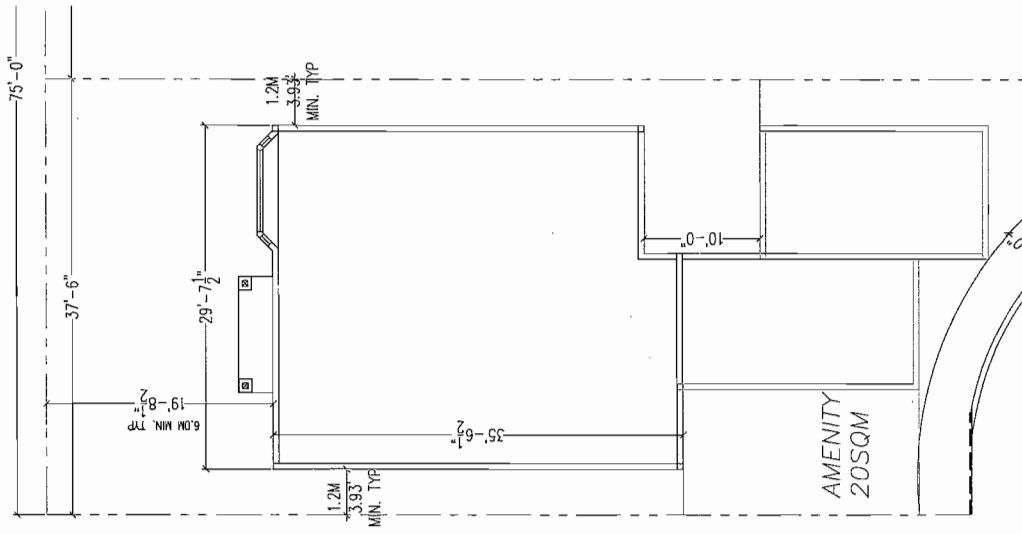
SOUTH LOT
MAIN FLOOR



SOUTH LOT
1/2 STOREY

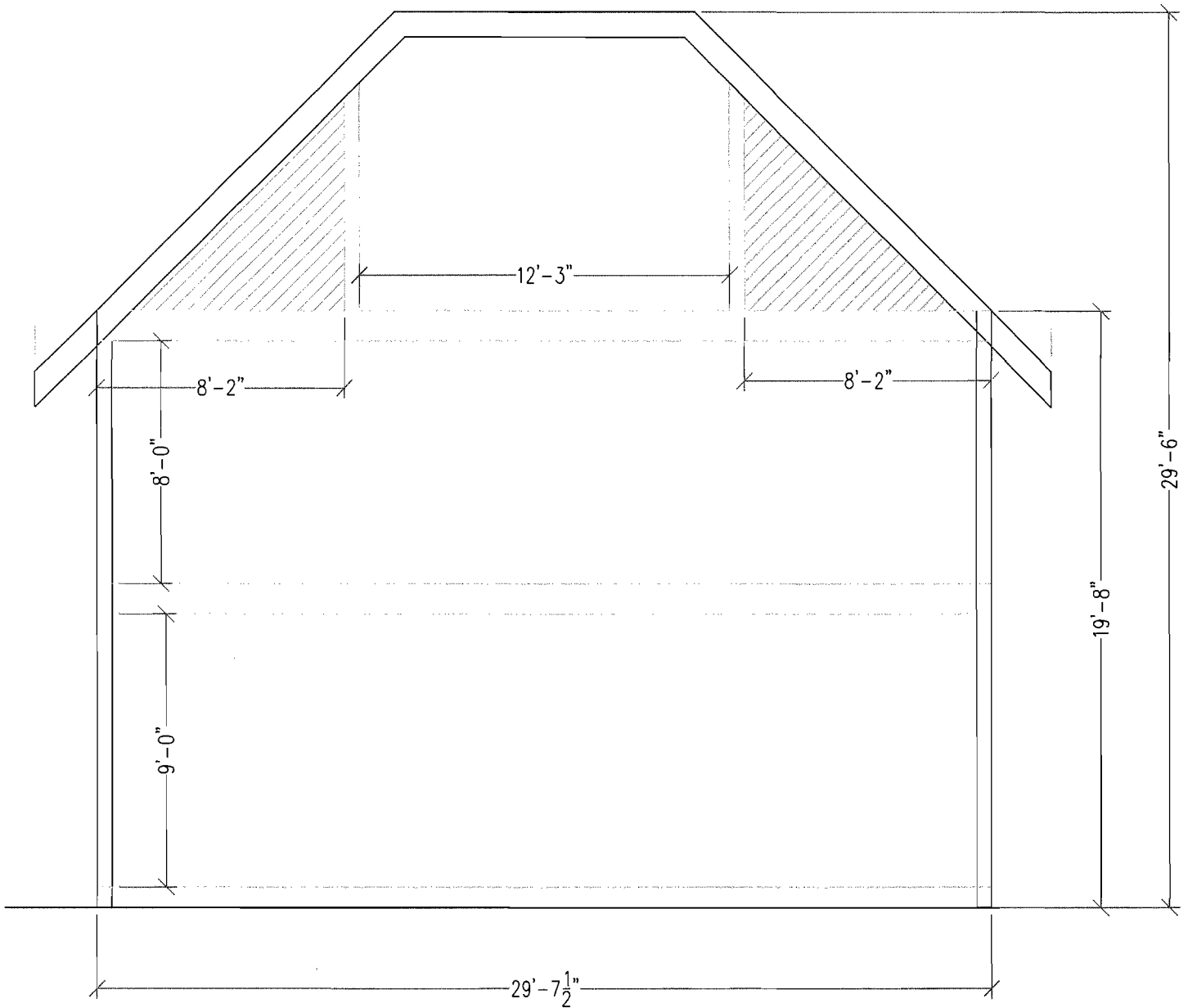


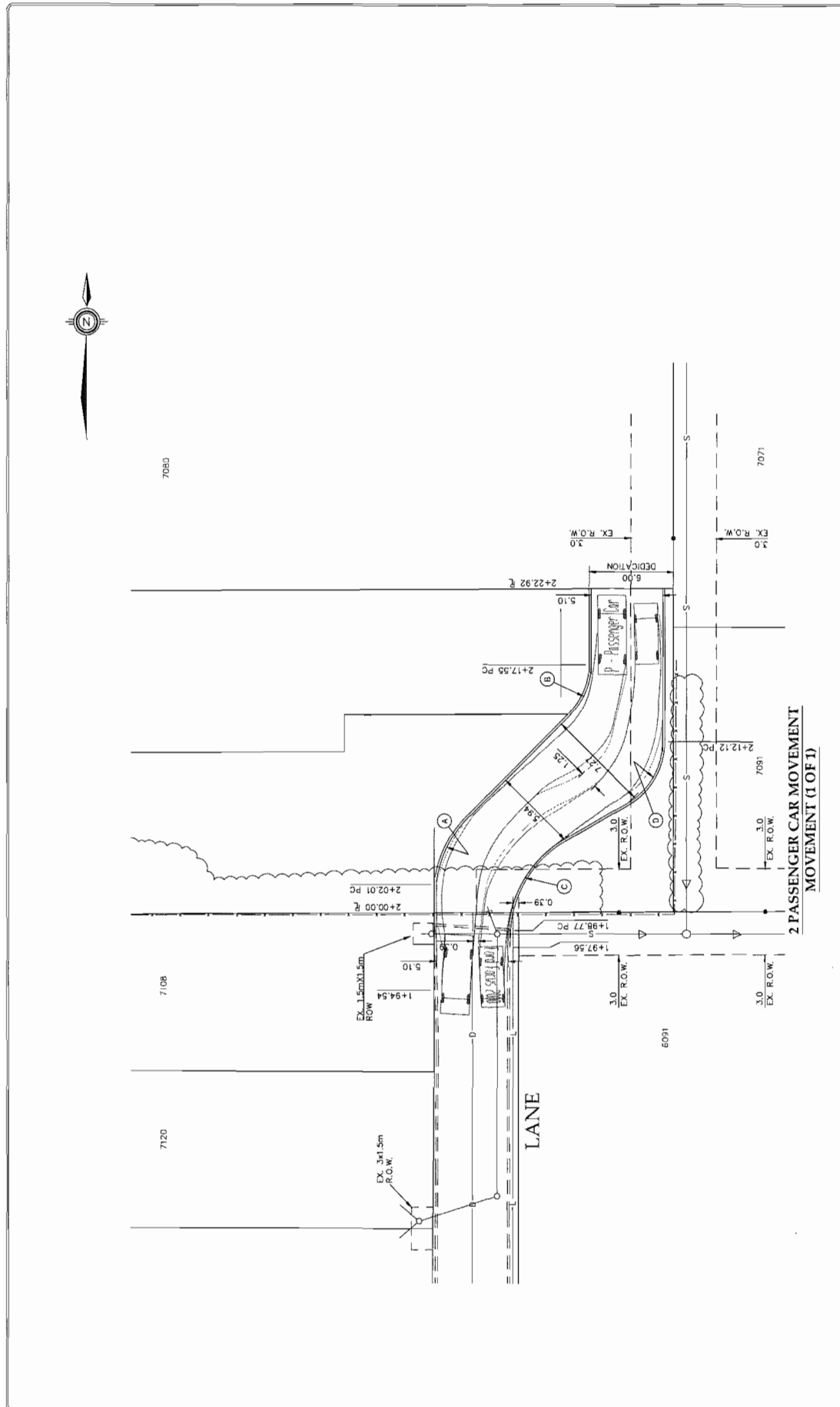
SOUTH LOT
SECOND FLOOR



SOUTH LOT
SECTION

flat part of
sloped roof





City of Richmond
#111 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 100

TITLE:
TURNING MOVEMENT PLAN
2-PASSENGER CAR MOVEMENT
CITY FILE: 82-10-545413

DESIGNER: CA
DRAWN: CA
CHECKED: AS
APPROVED: RP

DATE: JAN 2013
REV. NO.: 1 OF 1

NOT FOR CONSTRUCTION

REV. NO.	DATE	BY	CHK.	DESCRIPTION
1	23 JUL 2014	AL	RP	FOR SOLUTION PURPOSES
2	26 SEP 2014	AS	RP	FOR SOLUTION PURPOSES
3	26 SEP 2014	AS	RP	FOR SOLUTION PURPOSES

REVISIONS:

Core Concept CONSULTING LTD.
#220-2533 Victoria Way Richmond BC V6V 3B7
www.coreconceptconsulting.com

HI-AM BUILDERS
Core Concept Consulting Project No. 10068
DWG. 1 OF 1

NOTES:

ALL DIMENSIONS ARE TO CENTER UNLESS NOTED OTHERWISE. UNLESS NOTED OTHERWISE, ALL DIMENSIONS ARE TO CENTER UNLESS NOTED OTHERWISE.

EXISTING AND PROPOSED LANE WIDTHS ARE SHOWN IN METERS. EXISTING AND PROPOSED LANE WIDTHS ARE SHOWN IN METERS. EXISTING AND PROPOSED LANE WIDTHS ARE SHOWN IN METERS.

ALL MATERIALS AND CONSTRUCTION TO BE IN ACCORDANCE WITH THE CURRENT BRITISH COLUMBIA STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION, LATEST EDITION, UNLESS OTHERWISE NOTED.

FOR THE RECORD, THE DATE OF THIS PLAN IS 23 JUL 2014.

FOR THE RECORD, THE DATE OF THIS PLAN IS 23 JUL 2014.

TREE RETENTION & REMOVAL PLAN

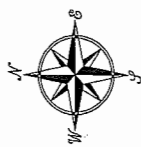
ATTACHMENT 7

TOPOGRAPHIC SURVEY OF LOT 64 SECTION 18 BLOCK 4 NORTH RANGE 6 WEST NEW WESTMINSTER DISTRICT PLAN 17641

#7100 NO. 2 ROAD,
RICHMOND, B.C.
P.I.D 004-126-416

NOTE:

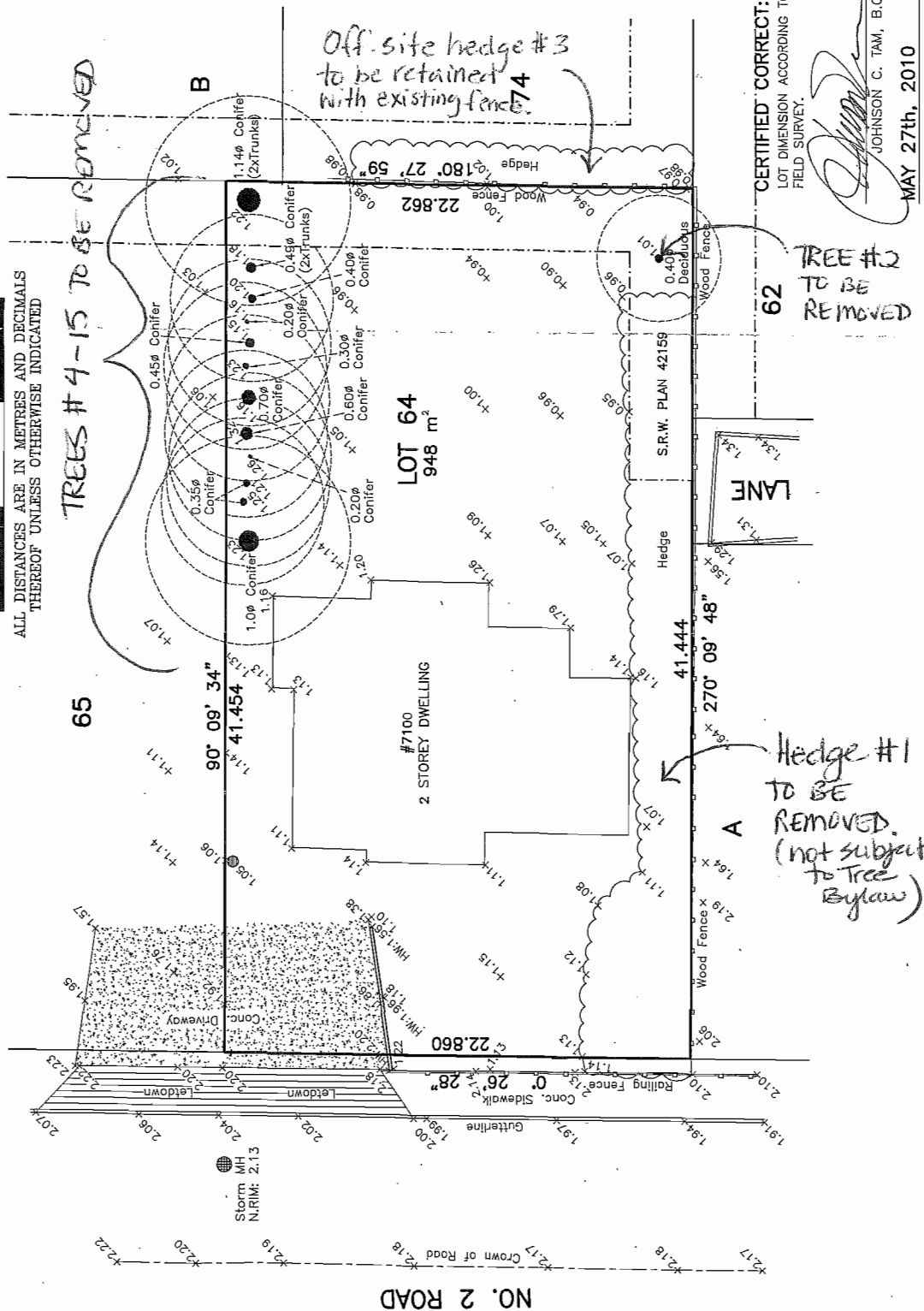
Elevations shown are based on City of
Richmond HPN Benchmark network.
Benchmark: HPN #202,
Control Monument 77H4623
Located at CL S bound L turn lane
© No.3 Rd & Bennett Rd
Elevation = 1.452 metres



SCALE: 1:200



ALL DISTANCES ARE IN METRES AND DECIMALS
THEREOF UNLESS OTHERWISE INDICATED



CERTIFIED CORRECT:
LOT DIMENSION ACCORDING TO
FIELD SURVEY.

JOHNSON C. TAM, B.C.L.
MAY 27th, 2010

PLN 84

© copyright
J. C. Tam and Associates
Canada and B.C. Land Surveyor
115 - 8833 Odlin Crescent
Richmond, B.C. V6X 3Z7
Telephone: 214-8928
Fax: 214-8929
E-mail: office@jctam.com
Website: www.jctam.com
Job No. 4033
FB-156 P53-97
Drawn By: TH

DWG No. 4033-TOPO



Address: 7100 No. 2 Road

File No.: RZ 10-545413

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9208, the following items must be completed:

1. Lane dedication along the entire east property line to achieve a functional lane design. The extent of lane dedication will be determined as part of the Servicing Agreement design review.
2. 2.0 m road dedication along the entire No. 2 Road frontage for future road improvements.
3. Submission of a Landscape Plan, prepared by a Registered Landscape Architect, to the satisfaction of the Director of Development, and deposit of a Landscaping Security based on 100% of the cost estimate provided by the Landscape Architect, including installation costs. The Landscape Plan should:
 - Comply with the guidelines of the OCP's Arterial Road Policy and should not include hedges along the front property line.
 - Include a mix of coniferous and deciduous trees.
 - Include suitable low-maintenance soft landscaping on the area of the proposed south lot east of the lane dedication.
 - Include six (6) replacement trees [three (3) per future lot]. Tree sizes and species are to be determined during the review of the Landscape Plan.

If required replacement trees cannot be accommodated on-site, a cash-in-lieu contribution in the amount of \$500/tree to the City's Tree Compensation Fund for off-site planting is required.

4. City acceptance of the developer's offer to voluntarily contribute \$10,000 (\$500/tree) to the City's Tree Compensation Fund for the balance of replacement not planted on-site, which will be used for the planting of replacement trees within the City.
5. Registration of a flood indemnity covenant on Title.
6. Registration of a legal agreement on Title to ensure that no final Building Permit inspection is granted until a secondary suite is constructed on one (1) of the two (2) future lots, to the satisfaction of the City in accordance with the BC Building Code and the City's Zoning Bylaw.

Note: Should the applicant change their mind about the Affordable Housing option selected prior to final adoption of the Rezoning Bylaw, the City will accept a voluntary contribution of \$1.00 per buildable square foot of the single-family developments (e.g. approximately \$4,977.00) to the City's Affordable Housing Reserve Fund in-lieu of registering the legal agreement on Title to secure a secondary suite.
7. Enter into a Servicing Agreement* for the design and construction of the rear lane from the north property line at 7108 No. 2 Road to the north property line of the subject site. Works are to include, but are not limited to: rollover curb and gutter on both sides of the lane, asphalt pavement, lane lighting, and storm sewer. The design is to include water, storm, and sanitary connections for both lots. Details of the required works are to be finalized as part of the Servicing Agreement design review process.

At Subdivision* stage, the applicant must complete, but is not limited to, the following requirements:

- Pay Development Cost Charges (City and GVS & DD), School Site Acquisition Charges, and Address Assignment Fees.
- Complete the required water, drainage, and sanitary connection works to service the proposed lots. The details of the required works will be finalized as part of the Servicing Agreement design review process.

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

- Submission of a Construction Parking and Traffic Management Plan to the Transportation Division. 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 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 original on file)

Signed

Date



**Richmond Zoning Bylaw 8500
Amendment Bylaw 9208 (RZ 10-545413)
7100 No. 2 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 **"COMPACT SINGLE DETACHED (RC2)"**.

P.I.D. 004-126-416

Lot 64 Section 18 Block 4 North Range 6 West New Westminster District Plan 17641

2. This Bylaw may be cited as **"Richmond Zoning Bylaw 8500, Amendment Bylaw 9208"**.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED



MAYOR

CORPORATE OFFICER



City of Richmond

Report to Committee Planning and Development Department

To: Planning Committee
From: Wayne Craig
Director of Development

Date: January 5, 2015

File: RZ 14-668270

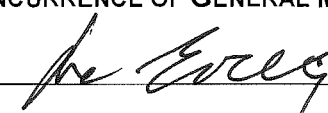
Re: Application by Peter Yee for Rezoning at 8151/8171 Lundy Road from Two-Unit Dwellings (RD1) to Single Detached (RS2/B)

Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9185, for the rezoning of 8151/8171 Lundy Road from "Two-Unit Dwellings (RD1)" to "Single Detached (RS2/B)", be introduced and given first reading.


Wayne Craig
Director of Development

AY:blg
Att.

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

Staff Report

Origin

Peter Yee has applied to the City of Richmond to rezone the properties at 8151/8171 Lundy Road from “Two-Unit Dwellings (RD1)” zone to “Single Detached (RS2/B)” zone to permit subdivision into two (2) lots fronting Lundy Road. An existing duplex situated on the lot will be demolished. A map and aerial photograph showing the location of the subject site is included in Attachment 1. A preliminary subdivision plan is provided in Attachment 2.

Findings of Fact

A Development Application Data Sheet providing details about the development proposal is included in Attachment 3.

Surrounding Development

To the north, are single-family residential lots zoned “Single Detached (RS1/E)” fronting Lundy Road and Lucerne Road.

To the east, directly across Lundy Road, is a residential lot zoned “Two-Unit Dwellings (RD1)” and two (2) single-family residential lots zoned “Single Detached (RS2/C).”

To the south, are single-family residential lots zoned “Single Detached (RS1/E)” and “Single Detached (RS2/C).”

To the west, are single-family residential lots zoned “Single Detached (RS1/E)” fronting Luton Road.

Related Policies & Studies

2041 Official Community Plan (OCP)

The 2041 Official Community Plan (OCP) designation of the subject site is “Neighbourhood Residential (NRES)”. The proposed redevelopment complies with the OCP land use designation.

Single-Family Lot Size Policy 5423

The subject site is located within the area governed by Lot Size Policy 5423, which was adopted by Council on November 20, 1989 and subsequently amended on November 17, 2003 and March 15, 2004 (see Attachment 4). The Policy permits duplexes to rezone in accordance with the provisions of the “Single Detached (RS2/B)” or the “Single Detached (RS2/C)” zones.

The proposed redevelopment complies with Lot Size Policy 5423. Several properties surrounding the subject site have undergone redevelopment through rezoning and subdivision in the recent past, in accordance with Lot Size Policy 5423.

Flood Management

The proposed redevelopment must meet the requirements of Richmond Flood Plain Designation and Protection Bylaw No. 8204. Registration of a flood indemnity covenant on Title is required prior to final adoption of the rezoning bylaw.

Public Consultation

The rezoning information sign has been installed on the subject site. City staff have not been notified of any concerns expressed by the public regarding the proposed redevelopment.

Analysis

Existing Legal Encumbrances

An existing covenant is currently registered on Title on the subject properties which restrict the use of the properties to a two-family dwelling (Registration No. RD29391). The applicant is required to discharge this covenant from title of both subject properties prior to final adoption of the rezoning bylaw.

Site Servicing and Vehicle Access

There are no servicing concerns with the proposed rezoning. Servicing and frontage upgrades will be required as described in the "Subdivision Stage" Section below.

Vehicle access is to be from Lundy Road.

Trees and Landscaping

A Certified Arborist's Report and Tree Retention Plan has been submitted by the applicant. The report identifies two (2) trees located on City property proposed for removal and one (1) tree located on neighbouring property near the southwest corner of the subject site to be retained and protected. A copy of the proposed Tree Retention Plan is included in Attachment 5.

The City's Tree Preservation Coordinator has reviewed the Arborist's Report, conducted an on-site Visual Tree Assessment, and concurs with the Arborist's Report as follows:

- One (1) Norway Maple tree (Tag# 3) at 37 cm DBH located on the neighbouring property is to be protected as per the Arborist's Report recommendations.

Parks Department Staff have authorized the removal of two (2) Purple Leaf Plum trees located on City property near the frontage of the subject site, as both trees are in poor condition and will be significantly impacted by future construction activity. Prior to final adoption of the rezoning bylaw, the applicant is required to submit a contribution in the amount of \$1,300 (\$650/tree) to the City's Tree Compensation Fund.

Tree protection fencing is to be installed to City standard around the drip line of Tree Tag# 3. Tree fencing must be installed to City standard and in accordance with the City's Bulletin TREE-03 prior to demolition of existing buildings and must remain in place until all construction and landscaping works are completed on-site.

Prior to final adoption of the rezoning bylaw, a contract must be entered into between the applicant and a Certified Arborist for the supervision of any works conducted within close proximity to the tree protection zone. The contract must include the scope of work to be undertaken, including the proposed number of site monitoring inspections and a provision for the Arborist to submit a post-construction impact assessment to the City for review.

Consistent with Council Policy 5032 – Tree Planting (Universal), the applicant is required to plant four (4) trees on-site (two (2) on each subdivided lot). The trees must be a minimum size of 6 cm deciduous caliper or 3.5 m high conifer. Prior to final adoption of the rezoning bylaw, the applicant must submit a Landscaping Security to the City in the amount of \$2,000 (\$500/tree) to ensure that the four (4) new trees are planted and maintained on-site.

Affordable Housing Strategy

For single-family rezoning applications, Richmond's Affordable Housing Strategy requires a secondary suite within a dwelling on 50% of new lots created through rezoning and subdivision, or a cash-in-lieu contribution of \$1.00/ft² of total building area towards the City's Affordable Housing Reserve Fund.

The applicant proposes to provide a legal secondary suite in the dwellings on both proposed lots. To ensure that at least one (1) secondary suite is built to the satisfaction of the City in accordance with the City's Affordable Housing Strategy, the applicant is required to enter into a legal agreement registered on Title, stating that no final Building Permit inspection will be granted until the secondary suite is constructed to the satisfaction of the City in accordance with the BC Building Code and the City's Zoning Bylaw. Registration of the legal agreement is required prior to final adoption of the rezoning bylaw. This agreement will be discharged from Title (at the initiation of the applicant) on the lot where the secondary suite is not required by the Affordable Housing Strategy after the requirements are satisfied.

Note: Should the applicant change their mind about the Affordable Housing option selected, a voluntary contribution to the City's Affordable Housing Reserve Fund in-lieu of providing the secondary suite will be accepted. In this case, the voluntary contribution would be required to be submitted prior to final adoption of the rezoning bylaw, and would be based on \$1.00/ft² of total buildable area of the single detached dwellings to be constructed (i.e., \$6,126).

Subdivision Stage

At Subdivision stage, the developer will be required to pay service connection costs for the required engineering servicing upgrades outlined in Attachment 6. Works will include water upgrades, storm sewer works and sanitary sewer works. The developer will also be required to provide cash-in-lieu for the design and construction costs for future frontage improvements.

Financial Impact or Economic Impact

None.

Conclusion

This rezoning application to permit the subdivision of the subject site into two (2) smaller lots zoned "Single Detached (RS2/B)" is consistent with the applicable policies and land use designations outlined within the Official Community Plan (OCP), and with Lot Size Policy 5423.

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

On this basis, it is recommended that Zoning Bylaw 8500, Amendment Bylaw 9185 be introduced and given first reading.

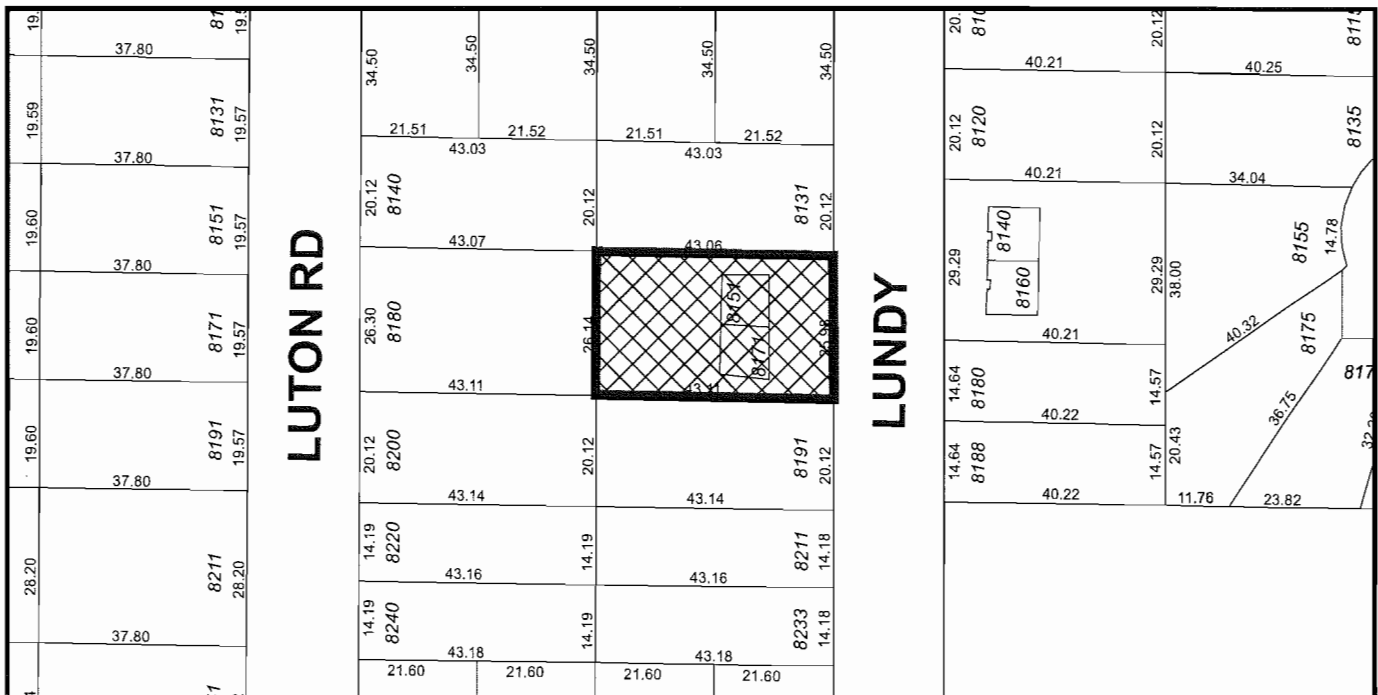


Andrew Yu
Planning Technician (Temp)
(604-204-8518)

AY:blg

Attachment 1: Location Map and Aerial Photograph
Attachment 2: Preliminary Subdivision Plan
Attachment 3: Development Application Data Sheet
Attachment 4: Single Family Lot Size Policy 5423
Attachment 5: Proposed Tree Retention Plan
Attachment 6: Rezoning Considerations

City of
Richmond

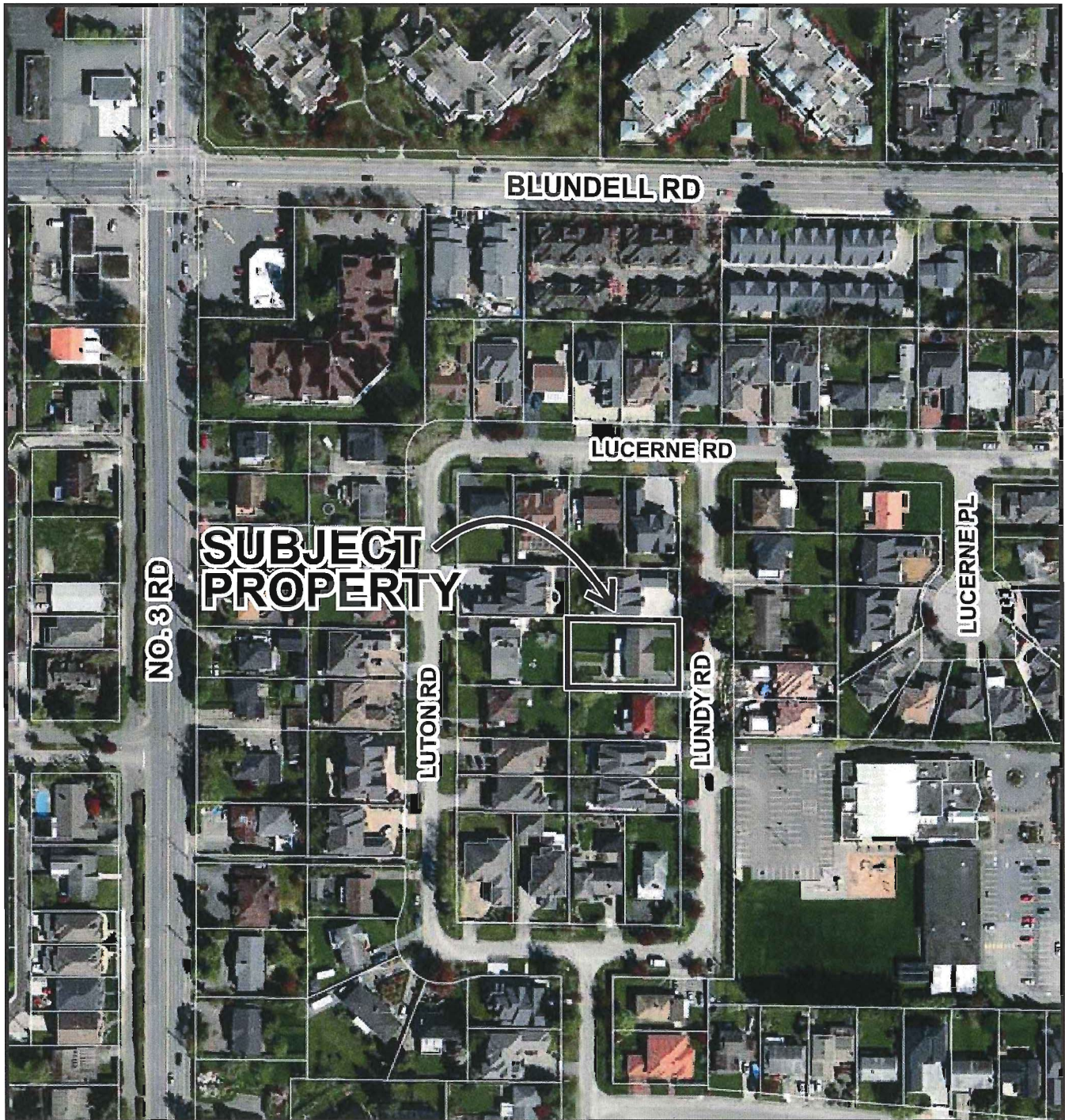


RZ 14-668270

Note: Dimensions are in METRES



City of
Richmond



RZ 14-668270

Original Date: 08/08/14

Revision Date:

Note: Dimensions are in METRES

TOPOGRAPHIC SITE PLAN OF PROPOSED SUBDIVISION OF LOT 1 SECTION 21 BLOCK 4 NORTH RANGE 6 WEST NWD PLAN EPP37943

CIVIC ADDRESS:

#8151/8171 Lundy Road, Richmond

SCALE 1 : 250

2.5 0 5 10
ALL DISTANCES ARE IN METRES

The intended plot size of this plan is 432mm in width and 280mm in height (B size) when plotted at a scale of 1:250.

LEGEND

- DENOTES LEAD PLUG
- DENOTES STANDARD IRON POST
- ✱ DENOTES POWER POLE WITH LIGHT
- ✱ DENOTES WATER VALVE
- ✱ DENOTES WATER METER
- DENOTES SANITARY MANHOLE
- MMH DENOTES MISCELLANEOUS MANHOLE
- DENOTES TREE AND CANOPY EXTENT
- ✕#### DENOTES GROUND ELEVATION
- Dec. DENOTES DECIDUOUS
- Rt. DENOTES RETAINING WALL
- (tw) DENOTES TOP OF WALL ELEVATION
- (Inv) DENOTES INVERT ELEVATION

PLN 95

Measurements are derived from Plan EPP37943.

This lot is subject to Restrictive Covenant RD29391.

Measurements shown are to the exterior of building.

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

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

Tree diameters are taken at 1.4m above grade and are shown in cm.

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.

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

Derived from HPN Control Monument 02H2415 located in slab of Bath Slough North pump station

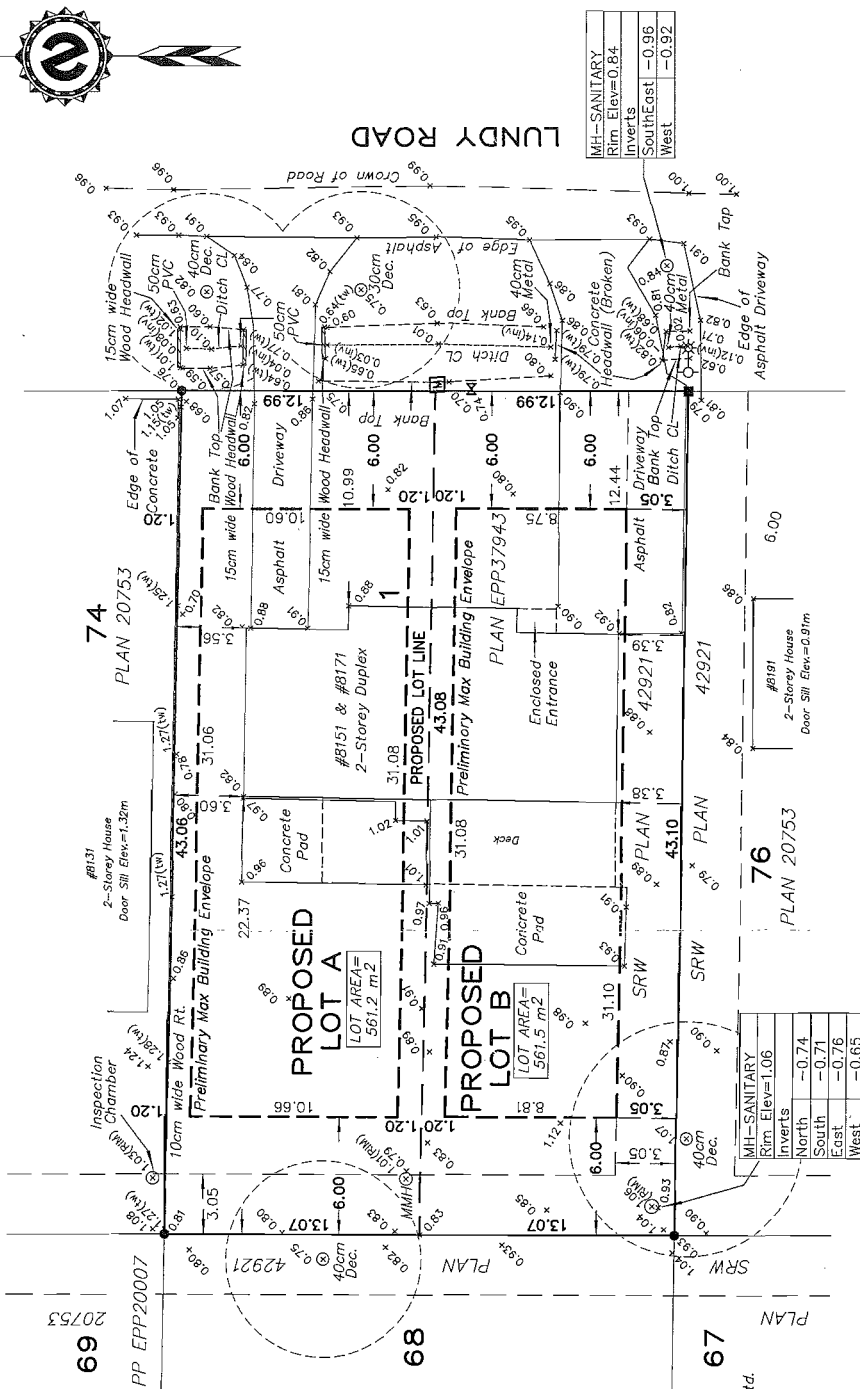
E of No. 5 Road. Elevation = 3.337m.

TARGET
LAND SURVEYING

www.targetlandsurveying.ca

FILE: N2391-TOPO-PRQP-SUB-R3

© TARGET LAND SURVEYING (NW) LTD 2014



RS2B ZONING

Minimum Frontyard: 6.0m
Minimum Interior Sideyard: 1.2m
Minimum Rearyard: 6.0m

*Setbacks are subject to approval by City of Richmond

NAKAMURA
COLUMBIA
SEAL
CERTIFIED CORRECT
DATED THIS 13TH DAY OF MAY 2014
Craig Nakamura
PROFESSIONAL ENGINEER
5888 S.S.

THIS DOCUMENT IS NOT VALID UNLESS ORIGINALLY SIGNED AND SEALED
BUILDING OFFSETS SHOWN ON THIS PLAN ARE NOT TO BE USED TO RE-ESTABLISH PROPERTY LINES OR CORNERS



RZ 14-668270

Attachment 3

Address: 8151/8171 Lundy Road

Applicant: Peter Yee

Planning Area(s): Broadmoor

	Existing	Proposed
Owner:	Jun Ge	TBD
Site Size (m²):	1,123 m ²	Proposed north lot: 561.2 m ² Proposed south lot: 561.5 m ²
Land Uses:	Two-family residential	Single-family residential
OCP Designation:	Neighbourhood Residential	Neighbourhood Residential
702 Policy Designation:	Lot Size Policy 5423	Complies
Zoning:	Two-Unit Dwellings (RD1)	Single Detached (RS2/B)
Number of Lots:	1	2

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.55	Max. 0.55	none permitted
Lot Coverage – Building:	Max. 45%	Max. 45%	none
Lot Coverage – Building, structures, non-porous surfaces:	Max. 70 %	Max. 70 %	none
Lot Coverage – Landscaping with live plant material:	Min. 25%	Min. 25%	none
Setbacks – Front & Rear Yards (m):	Min. 6 m	Min. 6 m	none
Setbacks – Interior Side Yards (m):	Min. 1.2 m	Min. 1.2 m	none
Height (m):	Max. 2½ storeys	Max. 2½ storeys	none
Lot Size (m ²):	Min. 360 m ²	Proposed north lot: 561.2 m ² Proposed south lot: 561.5 m ²	none
Lot Width (m):	Min. 12 m	Proposed north lot: 13 m Proposed south lot: 13 m	none
Lot Depth (m):	Min. 24 m	Proposed north lot: 43 m Proposed south lot: 43.1 m	none
Lot Frontage (m):	Min. 6 m	Proposed north lot: 13 m Proposed south lot: 13 m	none

Other: Tree replacement compensation required for loss of significant trees.



City of Richmond

Policy Manual

Page 1 of 2

Adopted by Council: November 20, 1989
 Amended by Council: November 17th, 2003
 Amended by Council: March 15th, 2004

POLICY 5423

File Ref: 4045-00

SINGLE-FAMILY LOT SIZE POLICY IN QUARTER-SECTION 21-4-6

POLICY 5423:

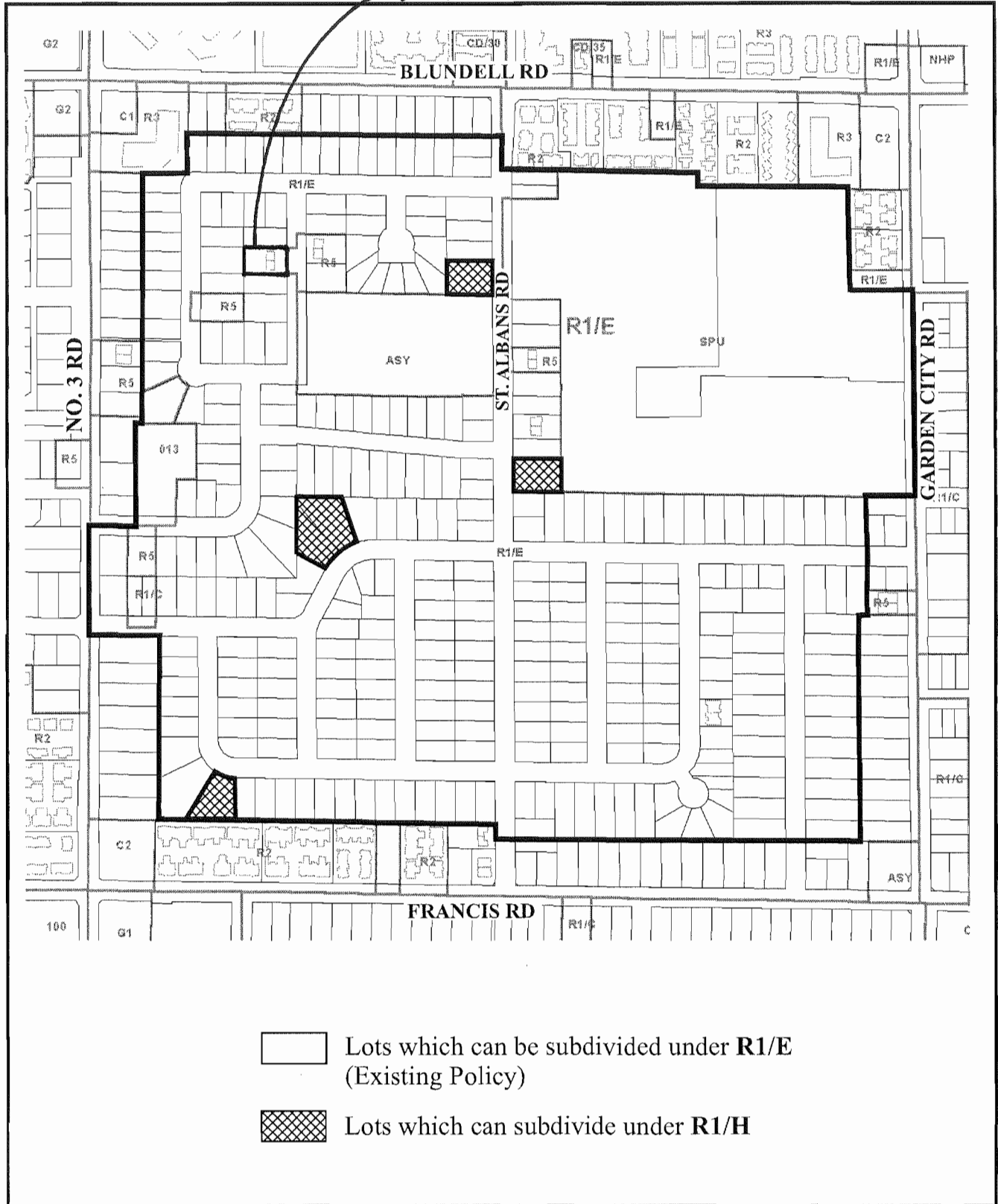
The following policy establishes lot sizes within the area generally bounded by **Blundell Road, No. 3 Road, Francis Road and Garden City Road** (in a portion of Section 21-4-6):



That properties within the area generally bounded by Blundell Road, No. 3 Road, Francis Road and Garden City Road, in a portion of Section 21-4-6, be permitted to subdivide in accordance with the provisions of Single-Family Housing District, Subdivision Area E (R1/E) in Zoning and Development Bylaw 5300, with the exception that:

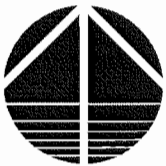
- a) properties with duplexes be permitted to subdivide into two equal halves, provided that each lot created meets the requirements of the Single-Family Housing District (R1/B) or (R1/C).
- b) five properties highlighted on the map be permitted to subdivide in accordance with the provisions of Single-Family Housing District, Subdivision Area H (R1/H) in Zoning and Development Bylaw 5300.

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

SUBJECT SITE



-  Lots which can be subdivided under **R1/E**
(Existing Policy)
-  Lots which can subdivide under **R1/H**

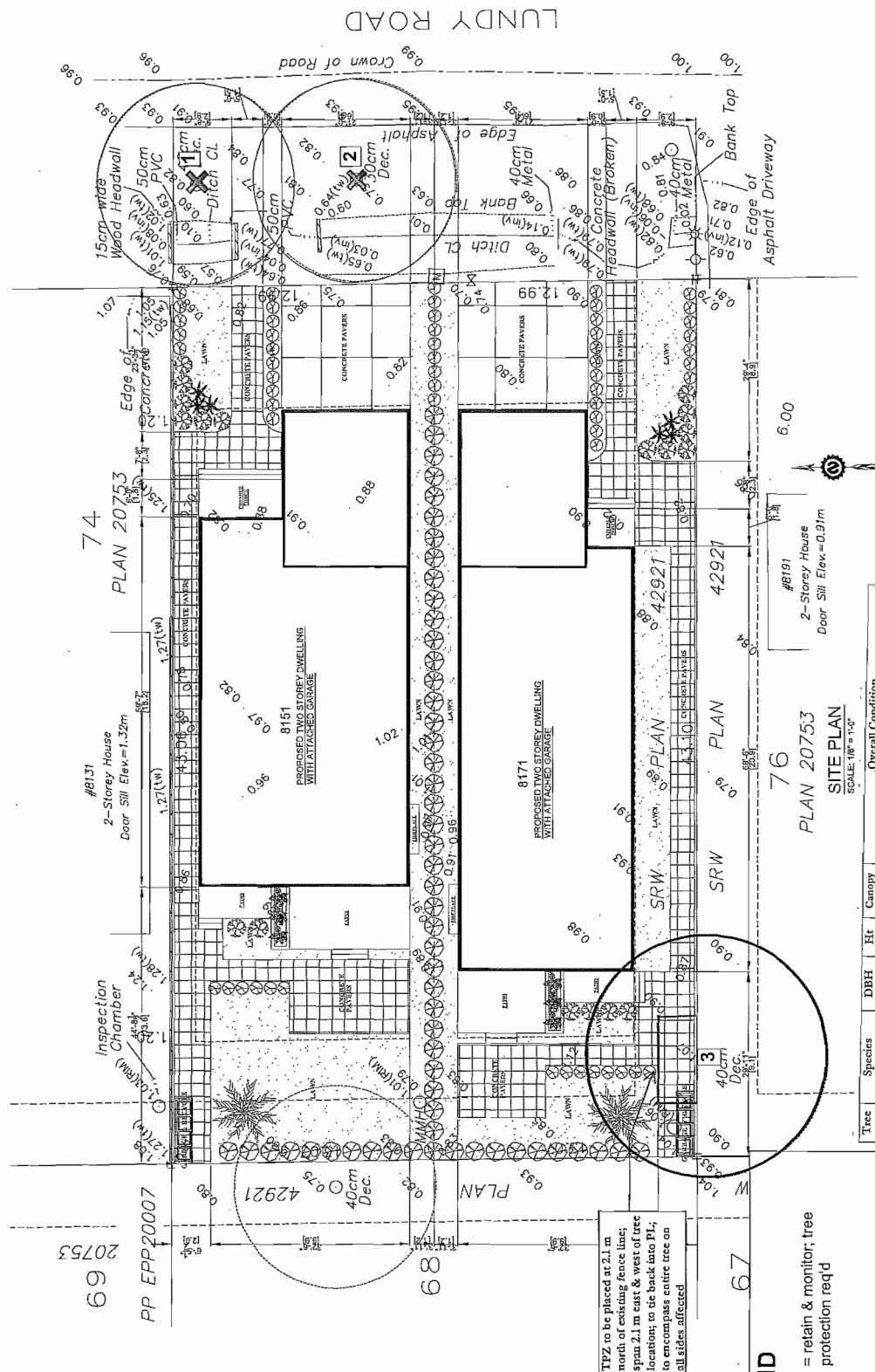


Policy 5423
Section 21, 4-6

Adopted Date: 11/20/89
Amended Date: 03/15/04

8151 TO 8171 Lundy Rd, Richmond

Please refer to Recommendations section of report for further info on protection parameters for site trees



= retain & monitor; tree protection req'd

= removal is recommended

= tree protection barriers

Trec #	Species	DBH (cm)	Ht (m)	Canopy Radius (m)	Overall Condition
1	Purpleleaf Plum — <i>Prunus cerasifera</i>	55	7.6	4.0	Poor — located at City Blvd adjacent to northeast PL; open ditch along east side, previously topped at 3.0 m; heavy decay under Hydro lines, decay cavities at top of short trunk & base; heavy termite activity; buried root flare; falls within zone of heavy construction & excavation activity at main access to site
2	Purpleleaf Plum — <i>Prunus cerasifera</i>	36	6.1	4.0	Poor — located at City Blvd adjacent to recommended PL; open ditch along east side, previously topped at 3.0 m; growing under Hydro lines, decay cavity at 1.5 m, buried root flare; falls within zone of heavy construction & excavation activity at main access to site — removal is recommended
3	Newway Maple — <i>Aster platanoides</i>	37	9.1	6.0	Fair — located at northwest corner of neighbouring property of 8191 Lundy Rd, adjacent to PL; phototropic lean to west; pinned for clearance & overhanging at north side; falls outside zone of heavy construction & excavation activity — retain & monitor; tree protection recommended

[illegible]



City of
Richmond

Rezoning Considerations

Development Applications Division
6911 No. 3 Road, Richmond, BC V6Y 2C1

Address: 8151/8171 Lundy Road

File No.: RZ 14-668270

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9185, the developer is required to complete the following:

1. City acceptance of the developer's offer to voluntarily contribute \$1,300 (\$650/tree) to the City's Tree Compensation Fund for the planting of replacement trees within the City.
2. Submission of a Landscaping Security in the amount of \$2,000 (\$500/tree) to ensure that a total of four (4) trees are planted and maintained on-site (two (2) per subdivided lot) with a minimum size of 6 cm deciduous caliper or 3.5 m high conifer.
3. Submission of a Contract entered into between the applicant and a Certified Arborist for supervision of any on-site works conducted within the tree protection zone of the trees to be retained. The Contract should include the scope of work to be undertaken, including: the proposed number of site monitoring inspections, and a provision for the Arborist to submit a post-construction assessment report to the City for review.
4. Registration of a flood indemnity covenant on title.
5. Registration of a legal agreement on Title to ensure that no final Building Permit inspection is granted until a secondary suite is constructed on one (1) of the two (2) future lots, to the satisfaction of the City in accordance with the BC Building Code and the City's Zoning Bylaw.
Note: Should the applicant change their mind about the Affordable Housing option selected prior to final adoption of the Rezoning Bylaw, the City will accept a voluntary contribution of \$1.00 per buildable square foot of the single-family developments (i.e. \$6,126) to the City's Affordable Housing Reserve Fund in-lieu of registering the legal agreement on Title to secure a secondary suite.
6. Discharge of Restrictive Covenant Registration No. RD29391 from title of both subject properties.

At Demolition Permit* Stage, the developer must complete the following requirements:

1. Installation of appropriate tree protection fencing around all trees to be retained as part of the development prior to any construction activities, including building demolition, occurring on-site.

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

1. Provide cash-in-lieu for the design and construction costs for future frontage improvements.
2. Pay service connection costs for works including, but not limited to the following:

Water Works:

- Using the OCP Model, there is 258 L/s of water available at a 20 psi residual at the Lundy Road frontage. Based on the proposed development, the site requires a minimum fire flow of 95 L/s. Once the applicant has confirmed the building design at the Building Permit stage, the applicant must submit fire flow calculations signed and sealed by a professional engineer based on the Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) to confirm that there is adequate available flow.
- City to install new meters on the two (2) existing 25 mm diameter water connections at the common property line.

Storm Sewer Works:

- Site storm runoff drainage must be directed towards the existing ditch along Lundy Road to prevent storm water from ponding on the boulevard, road and driveways.

Sanitary Sewer Works:

- City to remove the existing sanitary IC and cut and cap the service connection at the main in the ROW, and install a new IC and two (2) service connections at the common property line.
- The required sanitary sewer works outlined above must be completed prior to the issuance of Building Permit to prevent the developer's building foundation work from jeopardizing the City forces' ability to access the rear yard with heavy equipment.

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

1. Submission of a Construction Parking and Traffic Management Plan to the Transportation 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.
2. 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 copy on file]

Signed

Date



**Richmond Zoning Bylaw 8500
Amendment Bylaw 9185 (RZ 14-668270)
8151/8171 Lundy 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 **"SINGLE DETACHED (RS2/B)"**.

P.I.D. 001-436-287

Strata Lot 1 Section 21 Block 4 North Range 6 West New Westminster District Strata Plan NW561 Together with an Interest in the Common Property in Proportion to the Unit Entitlement of the Strata Lot as shown on Form 1

P.I.D. 001-436-295

Strata Lot 2 Section 21 Block 4 North Range 6 West New Westminster District Strata Plan NW561 Together with an Interest in the Common Property in Proportion to the Unit Entitlement of the Strata Lot as shown on Form 1

2. This Bylaw may be cited as **"Richmond Zoning Bylaw 8500, Amendment Bylaw 9185"**.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

MAYOR

CORPORATE OFFICER





City of Richmond

Report to Committee Planning and Development Department

To: Planning Committee
From: Wayne Craig
Director of Development

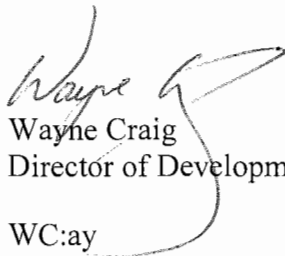
Date: December 19, 2014

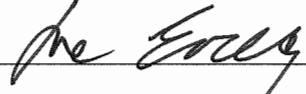
File: RZ 14-669571

Re: Application by Evernu Developments Inc. for Rezoning at 9751 Steveston Highway and 10831 Southridge Road from Single Detached (RS1/E) and Single Detached (RS1/B) to Compact Single Detached (RC2)

Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9187, for the rezoning of 9751 Steveston Highway and 10831 Southridge Road from "Single Detached (RS1/E)" and "Single Detached (RS1/B)" to "Compact Single Detached (RC2)", be introduced and given first reading.


Wayne Craig
Director of Development
WC:ay

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

Staff Report

Origin

Evernu Developments Inc. has applied to the City of Richmond for permission to rezone the properties at 9751 Steveston Highway, currently zoned “Single Detached (RS1/E)”, and 10831 Southridge Road, currently zoned “Single Detached (RS1/B)”, to “Compact Single Detached (RC2)” zone to permit subdivision into five (5) smaller lots with rear lane access along the north property line, from Southridge Road to Southdale Road. Two (2) existing dwellings will be demolished. A map and aerial photograph showing the location of the subject sites is included in Attachment 1. A proposed subdivision plan is provided in Attachment 2.

Findings of Fact

A Development Application Data Sheet providing details about the development proposal is included in Attachment 3.

Surrounding Development

To the north, are single-family residential lots zoned “Single Detached (RS1/E)”.

To the east, directly across Southridge Road, are single-family residential lots zoned “Single Detached (RS1/E)”.

To the south, directly across Steveston Highway, is an agricultural lot included in the Agricultural Land Reserve (ALR), zoned “Agriculture and Golf Zones (AG1)” and “Roadside Stand (CR).”

To the west, are two (2) single-family residential lots zoned “Compact Single Detached (RC1)”. Vehicle access to both lots is from a rear lane which connects to Southdale Road. The applicant proposes to extend this lane eastward to connect to Southridge Road.

Related Policies & Studies

2041 Official Community Plan (OCP)

The Official Community Plan (OCP) designation of the proposed sites is “Neighbourhood Residential (NRES)”. The proposed redevelopment is consistent with the OCP land use designation.

Arterial Road Policy

The Arterial Road Policy supports densification along arterial roads. The Arterial Road Policy allows the proposed rezoning and subdivision of the subject properties subject to the applicant dedicating and constructing a fully operational rear lane. The pattern of compact lots with lane access on this block was established with Council approval of the rezoning to create two (2) lots at the corner of Steveston Highway and Southdale Road in 2007 (File # RZ 06-329870). With that development, a rear lane off Southdale Road was dedicated, designed and constructed, and

the rear lane was intended to provide vehicle access for future redevelopment on the rest of the block through the extension of the lane to the east. This development application is consistent with the Arterial Road Policy and the envisioned pattern of redevelopment for this block as it is a proposal to create five (5) compact lots involving land dedication to extend the existing rear lane eastbound.

Flood Management

The proposed redevelopment must meet the requirements of the Richmond Flood Plain Designation and Protection Bylaw No. 8204. Registration of a flood indemnity covenant on Title is required prior to final adoption of the rezoning bylaw.

Agricultural Land Reserve (ALR) Buffer Zone

The Official Community Plan (OCP) proposes specific land use considerations to protect the City's agricultural land base in the Agricultural Land Reserve (ALR). These include guidelines for providing landscaped setbacks on non-agricultural sites (including single-family residential sites) located in close proximity to ALR lands. The objective of the landscaped setback is to establish a buffer which identifies the urban/rural interface. The proposed redevelopment will provide a 4 m-wide landscaped buffer along the south property line of the five (5) proposed lots. Prior to final adoption of the rezoning bylaw, the applicant is required to register a legal agreement on title to ensure that the ALR landscaping buffer planted along Steveston Highway is maintained and will not be abandoned or removed. The legal agreement would also indicate that the property is located adjacent to active agricultural operations and may be subject to potential agricultural impacts including noise, dust and odour.

Public Consultation

In response to the installation of the rezoning information sign on the subject site, Staff received one (1) phone call from a neighbourhood resident who expressed the following concerns in relation to the proposed redevelopment:

- Impacts of future construction activities and drainage on neighbouring properties.
- Increased traffic and parking congestion.
- Visual impact of the proposed new dwellings on neighbouring properties.
- The proposed removal of trees from the subject sites.

The following information is provided in response to the concerns stated above:

- The applicant has been advised to take necessary precautions at future development stage to mitigate impacts of construction activity on neighbouring properties, including measures outlined within the City's "Good Neighbour Program". Perimeter drainage is required to be installed on all sites undergoing new dwelling construction as part of the Building Permit application review and inspection process.

- Staff have reviewed the proposed redevelopment and have determined that the potential increase in traffic can be accommodated by the existing road network. All persons must comply with vehicle traffic and parking regulations outlined within the City's Traffic Bylaw No. 5870 on all municipal streets, roadways and lanes.
- Conditions for tree preservation and removal are reviewed through the rezoning process. The City's Tree Protection Bylaw No. 8057 ensures that trees on public and private property are not unnecessarily removed or damaged, and that replacement trees are sufficiently provided on-site or compensated for prior to completion of redevelopment. Further information on the proposed tree preservation, removal and landscaping for this application is provided below (see "Trees and Landscaping" Section).
- Staff met with the resident to discuss these concerns. Staff also notified the resident of future stages in the rezoning process in which opportunities for further public input would be provided.

Analysis

Preliminary Architectural and Landscape Plans

To address the treatment of the proposed corner lot interface, the applicant has submitted preliminary architectural plans for proposed building elevations on the future corner lot (see Attachment 5). Prior to final adoption of the rezoning bylaw, the applicant is required to register a legal agreement on title to ensure that the final building design for the proposed corner lot is generally consistent with the attached plans. Future Building Permit plans must also comply with City regulations and Staff will ensure that plans are generally consistent with the registered legal agreement for building design.

The applicant has submitted a preliminary landscape plan for the proposed corner lot (see Attachment 6) to address the following:

- The treatment of the proposed corner lot interface.
- The treatment of the arterial road interface of all five (5) proposed lots along the Steveston Highway frontage.
- The provision of an Agricultural Land Reserve (ALR) buffer along the south property line of all five (5) proposed lots.

Prior to final adoption of the rezoning bylaw, the applicant is required to complete the following items:

- Submission of a Final Landscape Plan, prepared by a Registered Landscape Architect, to the satisfaction of the Director of Development, along with a Landscaping Security based on 100% of the cost estimate provided by the Landscape Architect (including all replacement trees planted on-site, fencing, hard surfaces, landscaping materials and installation costs).

Existing Legal Encumbrances

Two (2) existing covenants are currently registered on title on the east subject site, one (1) which restricts the use of the property to a two-family dwelling (Registration No. BE36861) and one (1) which restricts servicing and vehicle access to the property from Southridge Road (Registration No. BM130344). Prior to final adoption of the rezoning bylaw, the applicant is required to discharge both covenants from title.

Site Servicing and Vehicle Access

There are no site servicing concerns related to the proposed rezoning.

Prior to final adoption of the rezoning bylaw, the applicant is required to dedicate a 6 m-wide laneway along the entire north property line of the subject sites in order to implement the design and construction of the proposed rear lane at Servicing Agreement stage. Vehicle access to all five (5) proposed lots is to be from the proposed rear lane in accordance with Residential Lot (Vehicular) Access Regulation Bylaw No.7222. A restrictive covenant is to be registered on Title for the future corner lot prior to final adoption of the rezoning bylaw to ensure that vehicle access to the future corner lot will be from the rear lane only.

Existing Bus Stop

A Coast Mountain Bus Company (CMBC) bus stop identification pole currently exists along the north side of Steveston Highway near the common property line of the subject sites. Prior to subdivision approval, the applicant is required to provide a 3 m x 9 m accessible concrete bus pad along Steveston Highway as part of the frontage upgrade requirements. The exact location of the bus pad is to be determined by CMBC at Servicing Agreement stage.

Trees and Landscaping

A Certified Arborist's Report and proposed Tree Retention Plan were submitted by the applicant. The report identifies eleven (11) bylaw-sized trees on-site and two (2) bylaw-sized trees on neighbouring property recommended for removal. The proposed Tree Retention Plan is included in Attachment 4.

The City's Tree Preservation Coordinator has reviewed the Arborist's Report, conducted an on-site Visual Tree Assessment, and concurs with the Arborist's report as follows:

- Ten (10) trees located on-site should be removed and replaced as they are in poor condition and exhibit significant structural defects.
- One (1) Norway maple tree located near the north property line of the west subject site (Tag# 367) is in good condition but should be removed and replaced as it will conflict with future lane construction.
- Two (2) trees (Tree ID's A and B) located on the neighbouring property north of the west subject site are in good condition and may be protected, but may suffer significant root loss through the construction of the proposed lane.

The applicant has obtained written confirmation from the neighbouring owners' representative indicating that the owners do not have any objections to the removal of the two trees (Tree ID's A and B) located on neighbouring property. If Staff determine at Servicing Agreement stage that the rear lane construction will significantly impact these trees, the applicant must obtain written permission from the owners and assume sole responsibility for all tree removal, tree replacement and compensation costs to remove the two (2) trees. If approval to remove the trees is not granted by the neighbouring owners, the trees must be protected in accordance with the City's Bulletin TREE-03.

Consistent with the 2:1 tree replacement ratio specified in the OCP, a total of twenty (22) replacement trees are required to be planted. The applicant has agreed to plant fifteen (15) replacement trees on-site (three (3) on each subdivided lot) at the following minimum sizes:

No. of Replacement Trees	Minimum Caliper of Deciduous Tree	or	Minimum Height of Coniferous Tree
10	6 - 11 cm		3.5 - 6 m
4	8 - 11 cm		4 - 6 m
1	11 cm		6 m

The costs for the fifteen (15) replacement trees to be planted and maintained on-site are to be included as part of the cost estimate of the Landscaping Security, which must be submitted with the Final Landscape Plan prior to final adoption of the rezoning bylaw. To compensate for the seven (7) required replacement trees that cannot be accommodated on-site, the applicant is required to provide a cash-in-lieu contribution in the amount of \$3,500 (\$500/tree) to the City's Tree Compensation Fund for off-site planting, prior to final adoption of the rezoning bylaw.

Affordable Housing Strategy

For single-family rezoning applications, Richmond's Affordable Housing Strategy requires a secondary suite within a dwelling on 50% of new lots created through rezoning and subdivision, or a cash-in-lieu contribution of \$1.00/ft² of total building area towards the City's Affordable Housing Reserve Fund.

The applicant proposes to provide a legal secondary suite in the dwelling on four (4) of the five (5) lots proposed at the subject sites. To ensure that a secondary suite is built on at least three (3) lots, to the satisfaction of the City in accordance with the City's Affordable Housing Strategy, the applicant is required to enter into a legal agreement registered on Title, stating that no final Building Permit inspection will be granted until the secondary suites are constructed to the satisfaction of the City in accordance with the BC Building Code and the City's Zoning Bylaw. Registration of the legal agreement is required prior to final adoption of the rezoning bylaw. This agreement will be discharged from Title (at the initiation of the applicant) on the lots where the secondary suite is not required by the Affordable Housing Strategy after the requirements are satisfied.

Note: Should the applicant change their mind about the Affordable Housing option selected, a voluntary contribution to the City's Affordable Housing Reserve Fund in-lieu of providing the secondary suite will be accepted. In this case, the voluntary contribution would be required to be

submitted prior to final adoption of the rezoning bylaw, and would be based on \$1.00/ft² of total building area of the single detached dwellings to be constructed (i.e., \$9,632).

Subdivision

At Subdivision stage, the applicant is required to pay servicing costs and enter into a standard Servicing Agreement for the design and construction of engineering infrastructure and frontage upgrades along Steveston Highway, Southridge Road and the proposed rear lane, as outlined in Attachment 7. Works will include water service upgrades, storm sewer works, sanitary sewer works and frontage improvements. The developer will also be required to negotiate and install private utilities.

Financial Impact or Economic Impact

None.

Conclusion

This rezoning application to subdivide two (2) lots into five (5) lots zoned “Compact Single Detached (RC2)” is consistent with the applicable policies and land use designations outlined within the Official Community Plan (OCP).

The applicant has agreed to the list of rezoning considerations (signed concurrence on file) included in Attachment 7.

On this basis, it is recommended that Zoning Bylaw 8500, Amendment Bylaw 9187 be introduced and given first reading.

A handwritten signature in black ink, appearing to read 'Andrew Yu', with a stylized, cursive script.

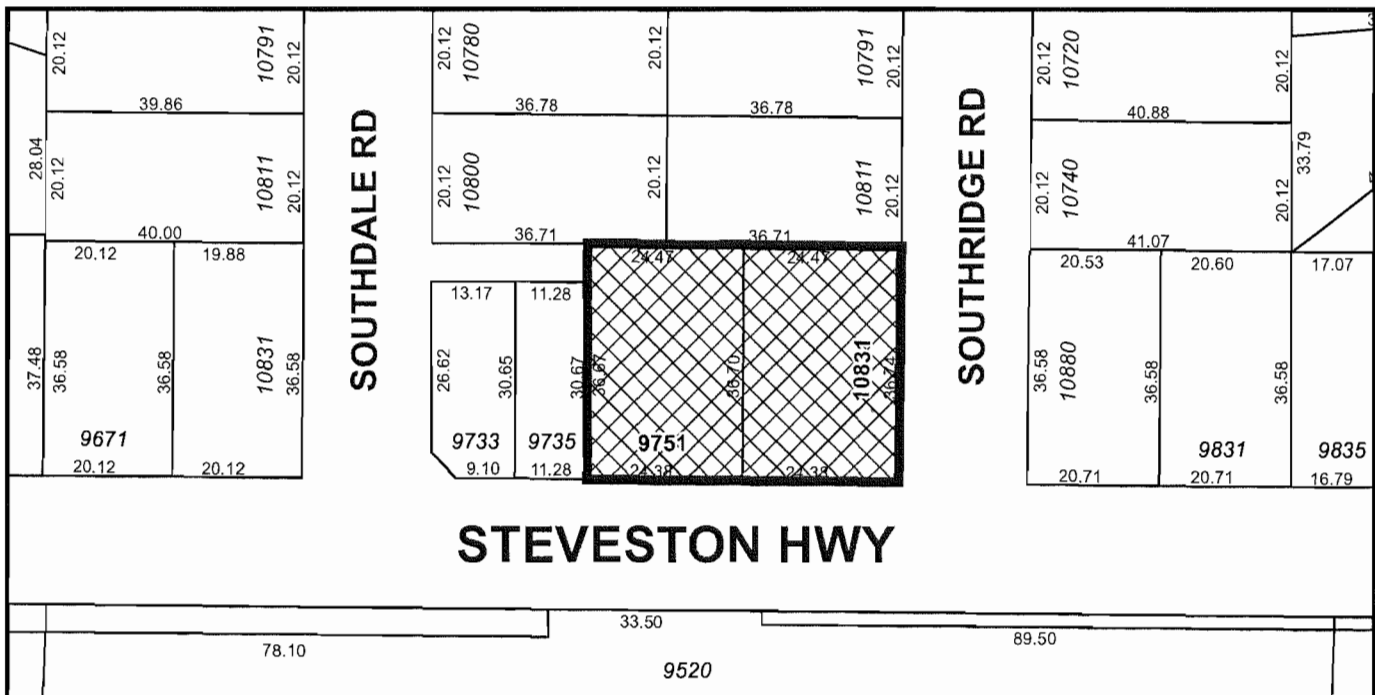
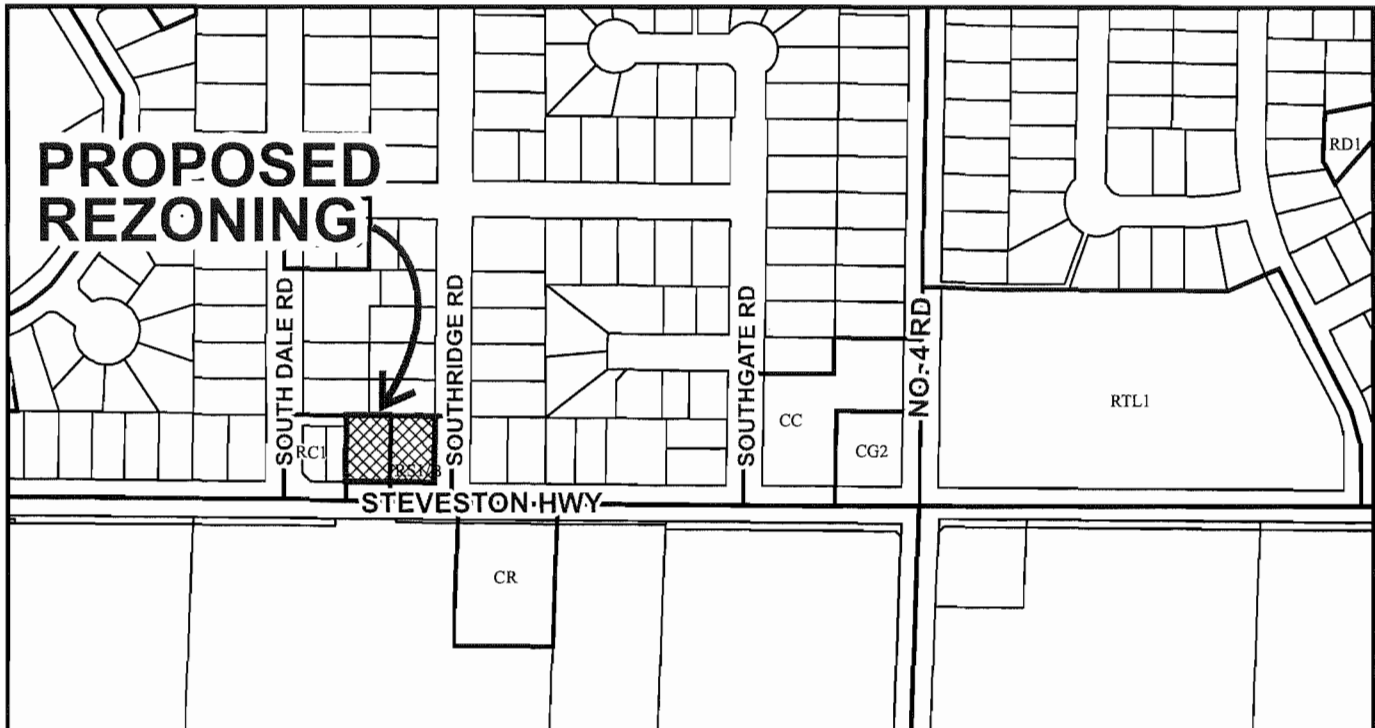
Andrew Yu
Planning Technician (Temp)

AY:rg

- Attachment 1: Location Map and Aerial Photograph
- Attachment 2: Preliminary Subdivision Plan
- Attachment 3: Development Application Data Sheet
- Attachment 4: Proposed Tree Retention Plan
- Attachment 5: Preliminary Architectural Elevation Plan
- Attachment 6: Preliminary Landscape Plan
- Attachment 7: Rezoning Considerations



City of
Richmond



RZ 14-669571

Original Date: 08/27/14

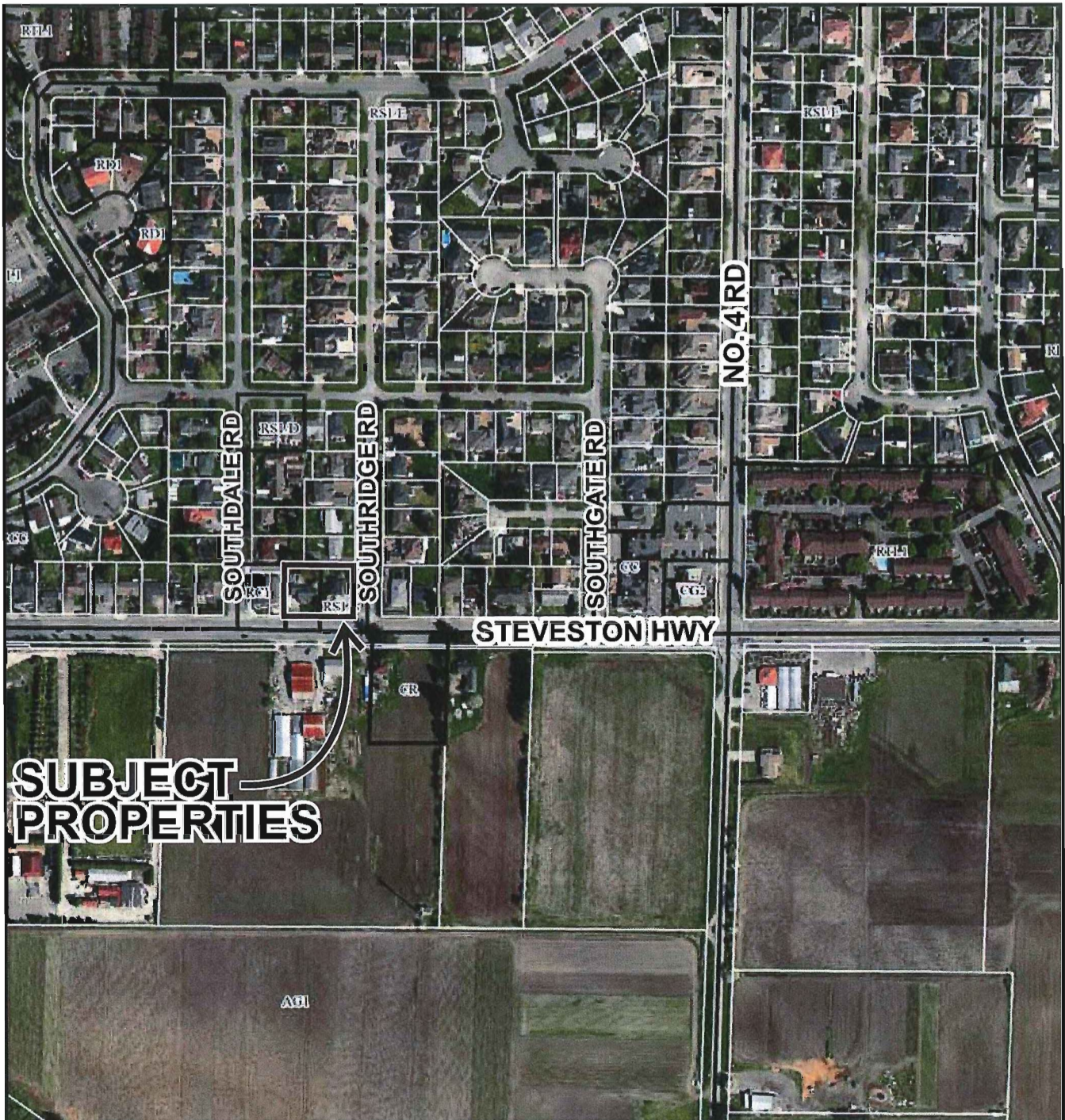
Revision Date: 01/08/15

Note: Dimensions are in METRES

PLN - 112



City of
Richmond



RZ 14-669517

Original Date: 08/27/14

Revision Date:

Note: Dimensions are in METRES

NOTES:

- Lot dimensions are derived from field survey.
- Elevations are based on the HPN Datum and are derived from HPN #204 (02H2452) situated at the intersection of No. 3 Road and Steveston Highway. Elevation = 1.56 metres.
- Building envelope shown is just an approximate interpretation of City Zoning Bylaws. Consult Planning Department for final building envelope prior to design.
- All trees and stumps have been plotted as required by Richmond Tree Protection Bylaw No. 8051.
- All elevations along curb lines are gutter levels.
- All dimensions are to exterior faces unless otherwise noted.
- Symbols plotted are for illustrative purposes and are not representative of their true size.

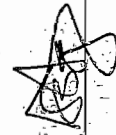
- ④ denotes hydro pole.
- ☆ denotes lamp standard.
- tw denotes top of wall.
- bw denotes bottom of wall.
- denotes catch basin.
- ⊙ denotes manhole.
- ⊙ denotes sanitary manhole.
- ⊙ denotes storm manhole.
- GV denotes gas valve.
- WV denotes water valve.
- ⊙ denotes water meter.
- ⊙ denotes hydrant.
- ⊙ denotes sign post.
- ⊙ denotes anchor.
- ⊙ denotes tree stump.
- ⊙ height (centimetres).
- ⊙ diameter (centimetres).
- ⊙ denotes tree.
- ⊙ drip line radius (metres).
- C=coniferous.
- D=deciduous.
- ⊙ diameter (centimetres).

Attachment 2

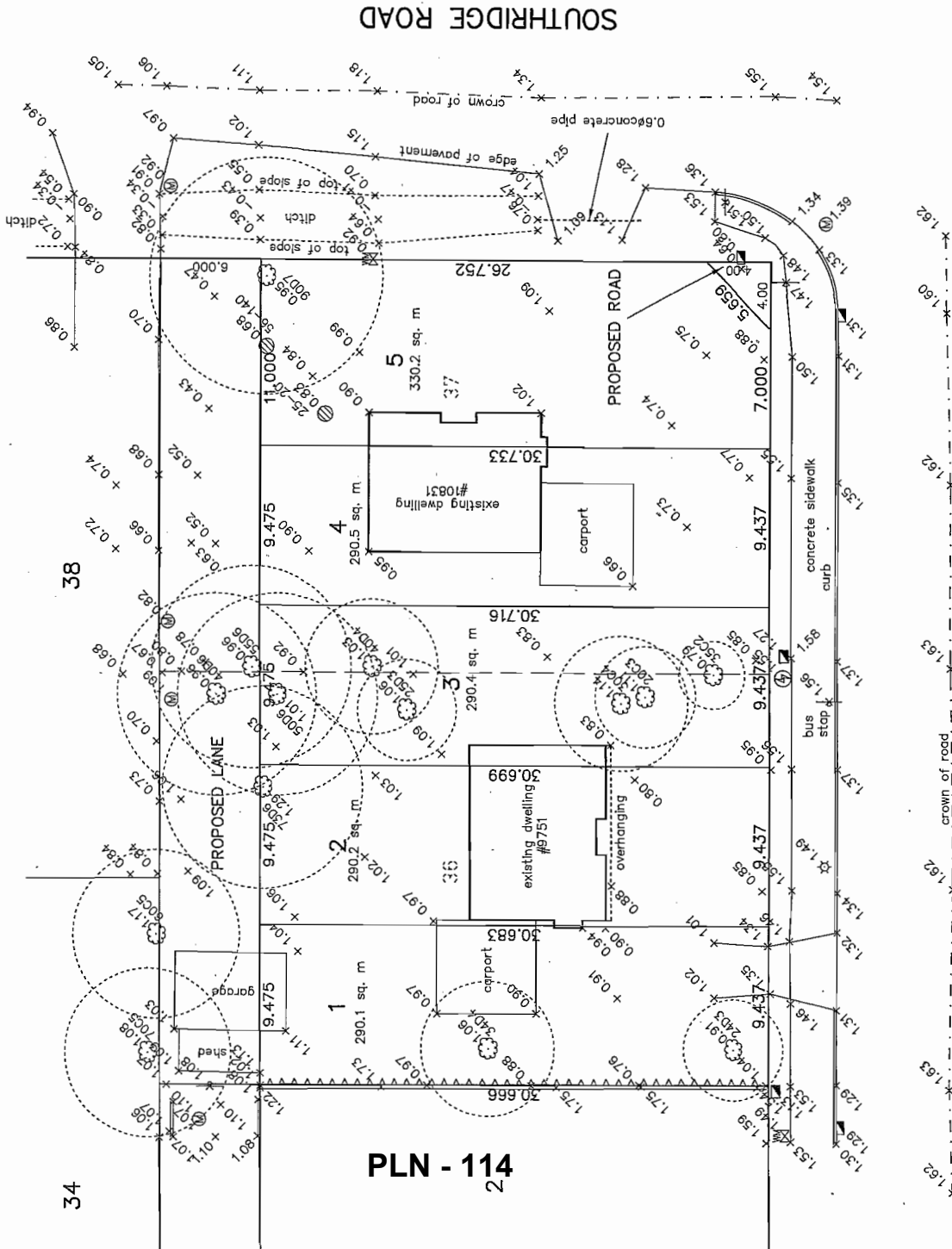
CIVIC ADDRESS
9751 STEVESTON HIGHWAY
10831 SOUTHRIDGE ROAD
RICHMOND, B.C.

ZONING: RC2

CERTIFIED CORRECT
DATED THIS 14TH DAY OF JULY, 2014



LOUIS NGAN B.C.L.S.





RZ 14-669571

Attachment 3

Address: 9751 Steveston Highway and 10831 Southridge Road

Applicant: Evernu Developments Inc.

Planning Area(s): Broadmoor

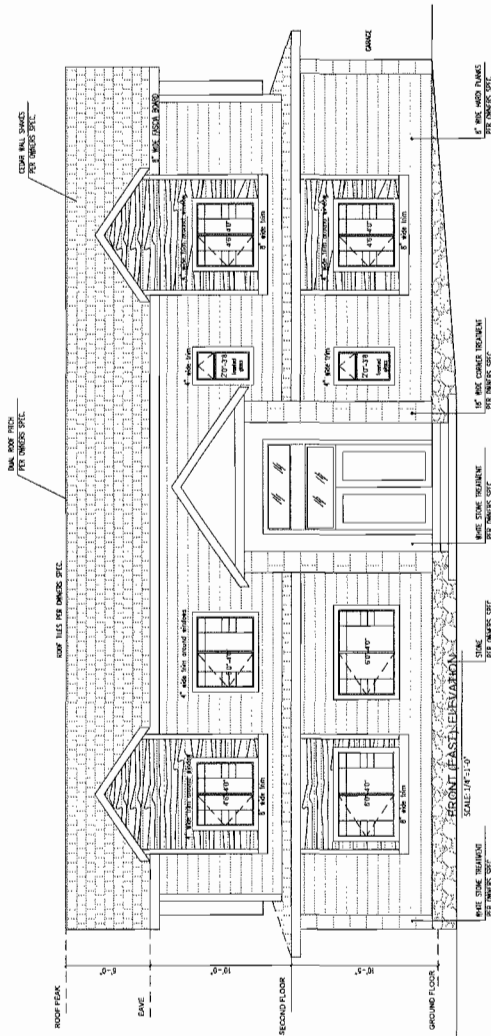
	Existing	Proposed
Owner:	Evernu Developments Inc.	TBD
Site Size (m²):	Existing west lot: 896 m ² Existing east lot: 897 m ²	Proposed lot 1: 290.1 m ² Proposed lot 2: 290.2 m ² Proposed lot 3: 290.4 m ² Proposed lot 4: 290.5 m ² Proposed lot 5: 330.2 m ²
Land Uses:	Single family residential	No change
OCP Designation:	Neighbourhood Residential	No change
Zoning:	Single Detached (RS1/E) Single Detached (RS1/B)	Compact Single Detached (RC2)
Number of Lots:	2	5

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.60	Max. 0.60	none permitted
Lot Coverage – Building:	Max. 50%	Max. 50%	none
Lot Coverage – Building, Structures, Non-porous surfaces:	Max. 70%	Max. 70%	none
Lot Coverage – Landscaping with live plant material:	Min. 20%	Min. 20%	none
Setbacks – Front and Rear Yards (m):	Min. 6 m	Min. 6 m	none
Setbacks – Interior Side Yard (m)	Min. 1.2 m	Min. 1.2m	none
Setbacks – Exterior Side Yard (m)	Min. 3 m	Min. 3 m	none
Height:	Max. 2½ storeys	Max. 2½ storeys	none
Lot Size (m ²)	Min. 270 m ²	Proposed lot 1: 290.1 m ² Proposed lot 2: 290.2 m ² Proposed lot 3: 290.4 m ² Proposed lot 4: 290.5 m ² Proposed lot 5: 330.2 m ²	none
Lot Width (m)	Min. 9.0 m	Proposed lot 1: 9.5 m Proposed lot 2: 9.5 m Proposed lot 3: 9.5 m Proposed lot 4: 9.5 m Proposed lot 5: 11.8 m	none

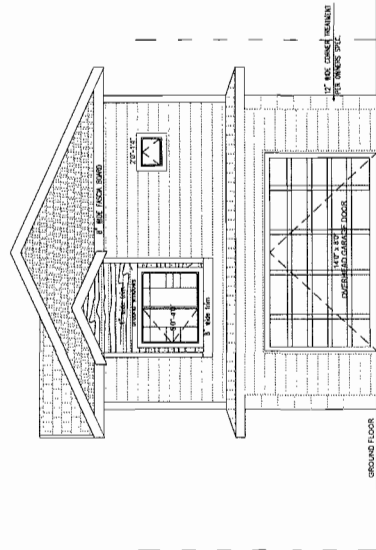
On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Lot Depth (m)	Min. 24 m	Proposed lot 1: 30.7 m Proposed lot 2: 30.7 m Proposed lot 3: 30.7 m Proposed lot 4: 30.7 m Proposed lot 5: 28.7 m	none
Lot Frontage (m)	Min. 9.0 m	Proposed lot 1: 9.4 m Proposed lot 2: 9.4 m Proposed lot 3: 9.4 m Proposed lot 4: 9.4 m Proposed lot 5: 12.7 m	none

Other: Tree replacement compensation required for loss of significant trees.

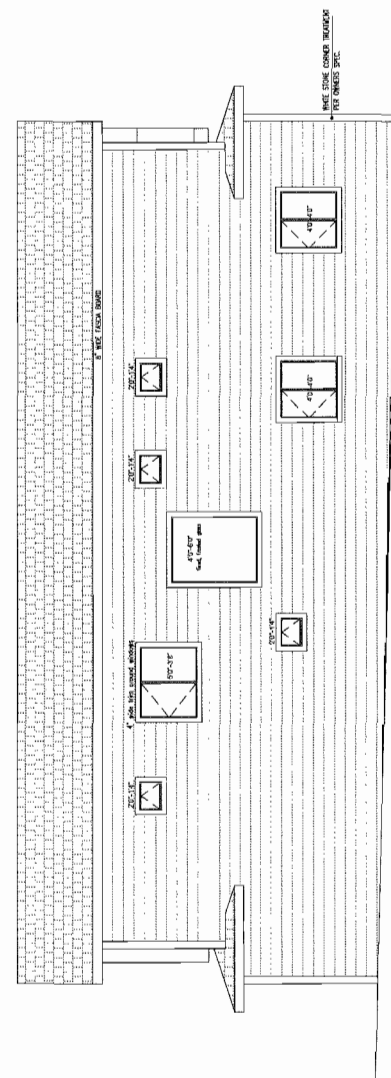
NOTE: PRELIMINARY



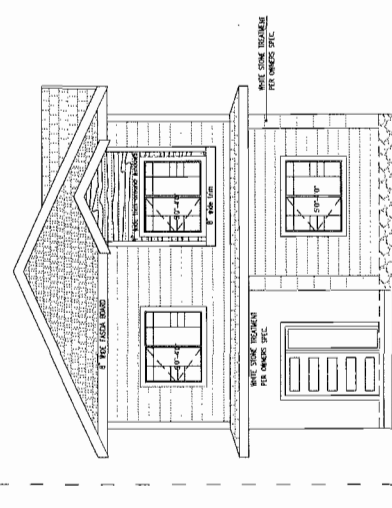
PLN - 118



RIGHT SIDE ELEVATION
SCALE 1/4" = 1'-0"



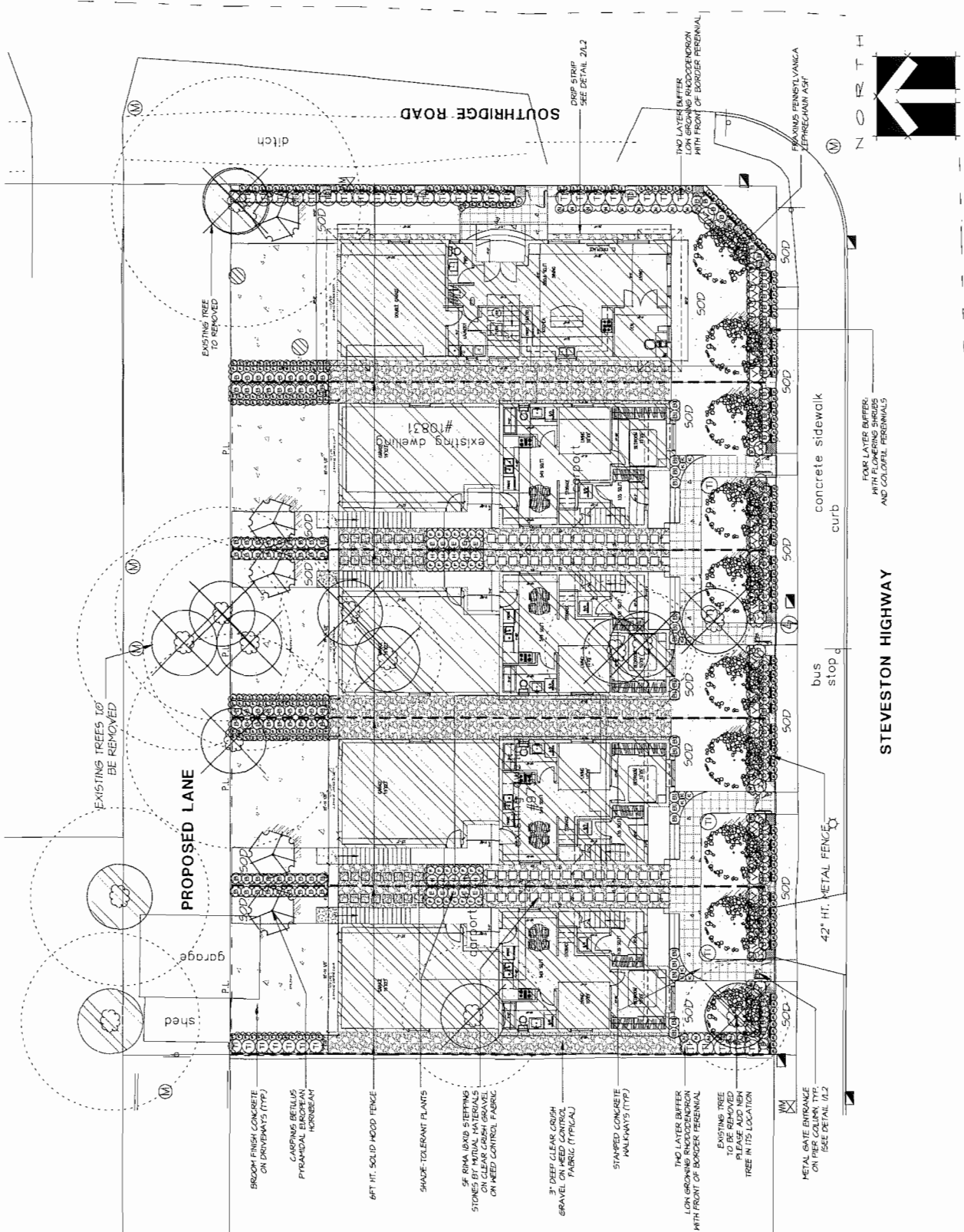
REAR (WEST) ELEVATION
SCALE 1/4" = 1'-0"



LEFT SIDE ELEVATION
SCALE 1/4" = 1'-0"

NOTE:
PRELIMINARY ELEVATIONS ONLY.
PRELIMINARY ELEVATIONS CONFORM WITH
ALL CITY REGULATIONS AT BUILDING
PERMIT STAGE.

<p>The architect shall not be responsible for the accuracy of the information provided by the owner. All drawings are the property of the architect and shall not be reproduced without the written consent of the architect.</p>	
NO.	ISSUED/REVISION
DATE	
<p>Olga Efimov 604-722-5490 leifimov@telus.net</p>	
CLIENT	<p>EVERNU DEVELOPMENTS INC. 10031 SOUTHBRIDGE ROAD RICHMOND, B.C.</p>
DRAWING TITLE	PRELIMINARY
DRAWN BY	OLGA
SCALE	1/4" = 1'-0"
DATE	NOV 2014
DRAWING NUMBER	1



PLN - 119



City of Richmond

Rezoning Considerations

Development Applications Division
6911 No. 3 Road, Richmond, BC V6Y 2C1

Address: 9751 Steveston Highway and 10831 Southridge Road

File No.: RZ 14-669571

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9187, the developer is required to complete the following:

1. Six (6) m wide rear lane dedication along the entire north property line of the development properties to match the existing lane to the west.
2. 4 m x 4 m corner cut dedication at the northwest corner of the intersection between Steveston Highway and Southridge Road.
3. Submission of a Landscape Plan, prepared by a Registered Landscape Architect, to the satisfaction of the Director of Development, and deposit of a Landscaping Security based on 100% of the cost estimate provided by the Landscape Architect, including installation costs. The Landscape Plan should:
 - comply with the guidelines of the OCP's Arterial Road Policy 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 as illustrated on the Tree Retention Plan attached to this report; and
 - address the corner lot interface
 - comply with the OCP's guidelines for providing an Agricultural Land Reserve (ALR) landscaped buffer along the south property line of the subdivided lots
 - include the fifteen (15) required replacement trees with the following minimum sizes:

No. of Replacement Trees	Minimum Caliper of Deciduous Tree	or	Minimum Height of Coniferous Tree
10	6 - 11 cm		3.5 - 6 m
4	8 - 11 cm		4 - 6 m
1	11 cm		6 m

If required replacement trees cannot be accommodated on-site, a cash-in-lieu contribution in the amount of \$500/tree to the City's Tree Compensation Fund for off-site planting is required.

4. City acceptance of the developer's offer to voluntarily contribute \$3,500 (\$500/tree) to the City's Tree Compensation Fund for the planting of replacement trees within the City.
5. Registration of a flood indemnity covenant on title.
6. Registration of a legal agreement on title ensuring that the only means of vehicle access to the proposed corner lot is from the proposed rear lane.
7. Registration of a legal agreement on title to ensure that the Agricultural Land Reserve (ALR) landscaped buffer planted along the Steveston Highway (south) frontage on all five (5) proposed lots is maintained and will not be abandoned or removed. The legal agreement would also indicate that the property is located adjacent to active agricultural operations and may be subject to potential agricultural impacts including noise, dust and odour.
8. Registration of a legal agreement on Title to ensure that the final building design on the proposed corner lot is generally consistent with the submitted preliminary architectural plans.
9. Registration of a legal agreement on Title to ensure that no final Building Permit inspection is granted until a secondary suite is constructed on three (3) of the five (5) future lots, to the satisfaction of the City in accordance with the BC Building Code and the City's Zoning Bylaw.

Note: Should the applicant change their mind about the Affordable Housing option selected prior to final adoption of the Rezoning Bylaw, the City will accept a voluntary contribution of \$1.00 per buildable square foot of the single-family developments (i.e. \$9,632) to the City's Affordable Housing Reserve Fund in-lieu of registering the legal agreement on Title to secure a secondary suite.

10. Discharge of Covenant Registration No. BE36861 from title of the property at 10831 Southridge Road.
11. Discharge of Covenant Registration No. BM130344 from title of the property at 10831 Southridge Road.

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

1. Installation of appropriate tree protection fencing around all trees to be retained as part of the development prior to any construction activities, including building demolition, occurring on-site.

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

1. Enter into a Servicing Agreement* for the design and construction of engineering infrastructure improvements. Works include, but may not be limited to the following: .

Water Works:

- Using the OCP Model, there is 777 L/s of water available at a 20 psi residual at the Steveston Highway frontage, and 393 L/s of water available at a 20 psi residual at the Southridge Road frontage. Based on the proposed development, the site requires a minimum fire flow of 95 L/s. Once the applicant has confirmed the building design at the Building Permit stage, the applicant must submit fire flow calculations signed and sealed by a professional engineer based on the Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) to confirm that there is adequate available flow.
- Reuse the existing 25 mm diameter water connection from Southridge Road for servicing the eastern-most lot after the subdivide, and install four new 25 mm diameter connections complete with meter boxes at the new property lines from Steveston Highway.

Storm Sewer Works:

- Upgrade to the frontage storm system is required to the scope outlined below. Details to be finalized in the Servicing Agreement designs:
 - Upgrade the existing 525 mm diameter storm sewer on Steveston Highway from manhole to manhole to 750 mm diameter, including upsizing the manholes at both ends to 1350 mm diameter.
 - Upgrade the frontage ditch/culvert along Southridge Road to 600 mm diameter storm sewer, including a new manhole at the new lane dedication.
 - Extend the existing centre lane drainage sewer from the west to Southridge Road, and install new ICs/CBs as necessary.
 - Reuse the existing storm connection at the southwest corner to service the western-most lot after the subdivision.
 - Remove all other existing storm connections and ICs fronting Southridge Road and Steveston Highway. Install two new storm ICs and connections at the common property lines between the subdivided lots for service.

Sanitary Sewer Works:

- Upgrade to the rear yard sanitary system is required to the scope outlined below. Details to be finalized in the Servicing Agreement designs:
 - Remove the existing sanitary sewer, manhole, IC and connections in the existing ROW, then discharge the ROW.
 - Relocate SMH2242 south to align with the existing sanitary sewer behind 9733-9735 Steveston Highway, and install new 200 mm sanitary sewer in the new lane dedication complete with a new manhole and two ICs and service connections.

- The westerly lot can be serviced with a new IC and connection tie-in directly to the existing manhole SMH54479 in the lane way behind 9735 Steveston Highway.

Frontage Improvements – Steveston Highway:

- Maintain the existing curb on the north side of Steveston Highway.
- Provide a minimum 1.5 m wide treed boulevard (back of curb).
- Provide a 1.5 m wide sidewalk.
- Construction of a 3 m x 9 m accessible concrete bus pad on Steveston Highway. Location to be determined by CMBC during Servicing Agreement stage. A 0.5 m x 9 m SROW on the Steveston Highway frontage will be required for the future bus shelter concrete pad.

Frontage Improvements – Southridge Road:

- Half Road pavement widening to 5.6 m is required.
- Construct a new curb and gutter.
- Provide a minimum 1.5 m wide treed boulevard.
- Provide a 1.5 m wide sidewalk at the east property line.

Other Frontage/Rear Lane Improvements:

- Dedication of a 6 m wide strip of land is required along the north property line of the subject sites for the new lane, which must match the existing lane to the west and connect through to Southridge Road. The new lane must be built up to current City standard and match the configuration of the existing lane to the west.
- A 4 m x 4 m corner cut is required at the northwest corner of the intersection between Steveston Highway and Southridge Road.

Private Utilities:

- Developer is responsible for under-grounding of the property's Hydro and Telus service along Steveston Highway. The developer shall provide private utility companies with the required rights-of-ways for their equipment (e.g. Vista, PMT, LPT, SAC Pad, kiosks, etc.) and/or to accommodate the future under-grounding of the overhead lines. These equipments must be located on private property and not within the City's ROWs or Public Rights of Passage and not impact public amenities such as sidewalks, boulevards and bike paths. The developer is responsible for coordination with private utility companies.
- Sidewalk restoration may be required due to the undergrounding of electrical and/or telecommunication services.

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

1. Submission of a Construction Parking and Traffic Management Plan to the Transportation 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.
2. 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 copy on file]

Signed

Date



**Richmond Zoning Bylaw 8500
Amendment Bylaw 9187 (RZ 14-669571)
9751 Steveston Highway & 10831 Southridge 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 **“COMPACT SINGLE DETACHED (RC2)”**.

P.I.D. 004-311-515

Lot 36 Section 34 Block 4 North Range 6 West New Westminster District Plan 15745

P.I.D. 004-036-816

Lot 37 Section 34 Block 4 North Range 6 West New Westminster District Plan 15745

2. This Bylaw may be cited as **“Richmond Zoning Bylaw 8500, Amendment Bylaw 9187”**.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

MAYOR

CORPORATE OFFICER

