



**Planning Committee  
Electronic Meeting**

**Anderson Room, City Hall  
6911 No. 3 Road**

**Wednesday, October 16, 2024  
4:00 p.m.**

Pg. #      ITEM

**MINUTES**

**PLN-4**      *Motion to adopt the **minutes** of the meeting of the Planning Committee held on September 11, 2024.*



**NEXT COMMITTEE MEETING DATE**

November 5, 2024, (tentative date) at 4:00 p.m. in the Anderson Room.

**PLANNING AND DEVELOPMENT DIVISION**

**1.    RECOMMENDED    LONG-TERM    STEVESTON    STREETSCAPE  
VISION 2024**

(File Ref. No. 08-4000-01) (REDMS No. 7746668)

**PLN-9**

**See Page PLN-9 for full report**

*Designated Speaker: Beata Ng*

**STAFF RECOMMENDATION**

**(1)**    *That Option 2 as outlined in the report titled “Recommended Long-term Steveston Streetscape Vision 2024”, dated September 17, 2024, from the Director, Transportation, be endorsed for further investigation; and*

- (2) *That the development of the Recommended Long-term Steveston Streetscape Vision 2024, including Transportation Planning, Functional and Preliminary Design, be submitted for Council's consideration in the 2025 budget process.*



2. **APPLICATION BY L-SQUARED DESIGN LTD. FOR REZONING AT 8080, 8100, 8120, 8140, 8160, 8180 AND 8200 NO. 3 ROAD FROM THE "SMALL-SCALE MULTI-UNIT HOUSING (RSM/L)" ZONE TO THE "TOWN HOUSING (ZT106) – NO. 3 ROAD (BROADMOOR)" ZONE**  
(File Ref. No. RZ 22-021743) (REDMS No. 7797408, 7801029)

PLN-29

See Page PLN-29 for full report

*Designated Speakers: Tolu Alabi & Joshua Reis*

STAFF RECOMMENDATION

*That Richmond Zoning Bylaw 8500, Amendment Bylaw 10613 to create the "Town Housing (ZT106) – No. 3 Road (Broadmoor)" zone, and to rezone 8080, 8100, 8120, 8140, 8160, 8180 and 8200 No. 3 Road from the "Small-Scale Multi-Unit Housing (RSM/L)" zone to the "Town Housing (ZT106) – No. 3 Road (Broadmoor)" zone, be introduced and given first, second and third readings.*



3. **APPLICATION BY POONI GROUP INC. FOR AN AGRICULTURAL LAND RESERVE NON-FARM USE AT 4880 NO. 6 ROAD**  
at 4880 No. 6 Road (File Ref. No. AG 23-017928) (REDMS No. 7688104)

PLN-70

See Page PLN-70 for full report

*Designated Speaker: James Hnatowich & Joshua Reis*

STAFF RECOMMENDATION

*That the application by Pooni Group Inc. for an Agricultural Land Reserve Non-Farm Use to permit an extension of the lease of an approximate 6.8 ha (16.8 acre) portion of 4880 No. 6 Road for up to 25 years, and to permit construction of a new 1,664 m<sup>2</sup> clubhouse and driving range structure on the leased portion of the site at 4880 No. 6 Road, be endorsed and forwarded to the Agricultural Land Commission.*



## Planning Committee Agenda – Wednesday, October 16, 2024

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ITEM

### 4. MANAGER'S REPORT

ADJOURNMENT





## Planning Committee

Date: Wednesday, September 11, 2024

Place: Anderson Room  
Richmond City Hall

Present: Councillor Bill McNulty, Chair  
Councillor Alexa Loo  
Councillor Chak Au  
Councillor Carol Day  
Councillor Andy Hobbs

Also Present: Mayor Malcolm D. Brodie (entered the meeting at 4:09 p.m.)  
Councillor Kash Heed  
Councillor Michael Wolfe

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 September 4, 2024, be adopted as circulated.*

**CARRIED**

The Chair noted that the next Planning Committee meeting will be held on October 16, 2024.

### PLANNING AND DEVELOPMENT DIVISION

1. **REFERRAL RESPONSE – HERITAGE ALTERATION PERMIT FOR 12111 3RD AVENUE (STEVESTON HOTEL)**  
(File Ref. No. HA 23-035279) (REDMS No. 7760433)

Staff provided an overview of the application.



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In response to queries from Committee, staff advised that (i) discussions have taken place with Heritage and Cultural services staff regarding the potential of commemorating the site by capturing and recording the history of the pub, (ii) currently the café is established as a food primary establishment and the owner is considering extending the café hours, (iii) the proposed application is to make exterior alterations to the heritage building, and (iv) each of the 17 heritage protected buildings in Steveston have a statement of significance which identify the resource's heritage elements.

*Mayor Malcolm Brodie entered the meeting (4:09 p.m.)*

Linda Barnes and Jacqueline Newton, Board of Directors of Steveston Historical Society, spoke about the heritage significance of the existing pub being that of a gathering place for Steveston. They advised that the Historical Society has unanimously voted not to support the proposed Heritage application, noting that as a Society they are prepared to work with the City to help gather stories to capture the long standing history of the pub.

Sadru Ramji, owner of 12111 3<sup>rd</sup> Avenue (Steveston Hotel), spoke to his concerns regarding the economic viability and low occupancy of the pub, and shared his thoughts about consumer preferences and trends favoring food service.

In response to queries from Committee, the owner advised that (i) he will continue to work with community and stakeholders to capture the history and preserve the historic photographs of the building, and (ii) he intends to open the cafe for longer hours to provide hospitality and a continued gathering place within the historic building.

In response to further queries from Committee, staff advised that (i) the building is one of the 17 protected heritage properties within the Steveston Village Heritage Conservation Area, (ii) the applicant is proposing five suites on the ground floor of the building, and (iii) the applicant has provided a written email and verbal confirmation that he will work with the City to preserve any items to commemorate the long history of the pub in the community.

It was moved and seconded

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*That a Heritage Alteration Permit which would permit exterior alterations on the identified heritage building, and associated landscaping, at 12111 3rd Avenue be issued.*

The question on the motion was not called as discussion ensued with respect to (i) the pub being a historical gathering place and landmark, (ii) the historical value of the building itself, (iii) a large pub space already existing in Steveston, (iv) the café still being a gathering place and (v) the importance of gathering the stories and history from the people that frequented the pub.

The question on the motion was then called and **CARRIED** with Cllr. McNulty opposed.

**2. EARLY REVIEW OF REZONING APPLICATIONS INVOLVING A MAJOR OCP AMENDMENT**

(File Ref. No. 08-4105-00) (REDMS No. 7695134)

Staff provided a brief overview of the report.

In response to queries from Committee, staff advised that (i) the early review of new rezoning applications will pertain only to rezonings involving major amendments to the Official Community Plan (OCP), and (ii) this review process is not a vetting of inquiries, this is an early review of legitimate applications intended to be forwarded to Council for consideration.

It was moved and seconded

*That staff bring forward all new rezoning applications involving a major amendment to the City's Official Community Plan for early review by Planning Committee and Council, as described in the report titled "Early Review of Rezoning Applications Involving a Major OCP Amendment", dated August 22, 2024 from the Director, Development.*

**CARRIED**

**3. PROPOSED AMENDMENTS TO THE RICHMOND SENIORS ADVISORY COMMITTEE MEMBERSHIP COMPOSITION**

(File Ref. No. 08-4055-01) (REDMS No. 7744309)

It was moved and seconded

*That the Richmond Seniors Advisory Committee Terms of Reference be updated as described in the report titled "Proposed Amendments to the Richmond Seniors Advisory Committee Membership Composition", dated August 22, 2024, from the Director, Community Social Development.*

**CARRIED**

Discussion ensued with respect to concerns from the Richmond Seniors Advisory Committee regarding membership composition and number of citizen appointees.

3.

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

It was moved and seconded

- (1) *That the Richmond Seniors Advisory Committee membership composition be amended from 15 to 16 voting members; and*
- (2) *That the 11 citizen appointees on the Richmond Seniors Advisory Committee be maintained.*

**CARRIED**

**4. MANAGER'S REPORT**

**(i) 11771 Fentiman Plan (Former Lyons Manor Site)**

Staff advised Committee of their meeting with Vancouver Coastal Health regarding a proposal at 11771 Fentiman Plan for an eight-storey care facility. Prior to making an application to the City, the applicant has advised that they will be sending out a letter to area residents to seek input on the project.

**(ii) Official Community Plan (OCP) Engagement Strategy.**

Staff noted that the OCP Phase 1 Engagement Strategy press release and Let's Talk Richmond notification was sent out on September 9, advising residents that the City is updating the OCP and indicating a number of engagement strategies. Staff advised that there will be pop up booths occurring throughout the city over the next couple of weeks to bring awareness of the OCP review. Staff will also be meeting with Advisory Committees, organized neighborhood associations and other stakeholders to raise awareness of the OCP update. Public Open Houses at various locations will be held in November requesting public input on high level goals and objectives. Staff will distribute a memorandum to Council once all the dates have been finalized for the pop ups and open houses.

**ADJOURNMENT**

It was moved and seconded

*That the meeting adjourn (4:57 p.m.).*

**CARRIED**

**Planning Committee**  
**Wednesday, September 11, 2024**

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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 Wednesday, September 11, 2024.

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Councillor Bill McNulty  
Chair

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Raman Grewal  
Legislative Services Associate



# City of Richmond

## Report to Committee

**To:** Planning Committee **Date:** September 17, 2024  
**From:** Lloyd Bie, P.Eng.  
Director, Transportation **File:** 08-4000-01/2024-Vol  
01  
**Re:** **Recommended Long-term Steveston Streetscape Vision 2024**

### Staff Recommendations

1. That Option 2 as outlined in the report titled "Recommended Long-term Steveston Streetscape Vision 2024" dated September 17, 2024 from the Director, Transportation be endorsed for further investigation; and
2. That the development of the Recommended Long-term Steveston Streetscape Vision 2024, including Transportation Planning, Functional and Preliminary Design, be submitted for Council's consideration in the 2025 budget process.

Lloyd Bie, P.Eng.  
Director, Transportation  
(604-276-4131)

Att. 3

REPORT CONCURRENCE		
<b>ROUTED TO:</b>	<b>CONCURRENCE</b>	<b>CONCURRENCE OF GENERAL MANAGER</b>
Engineering	<input checked="" type="checkbox"/>	
Public Works	<input checked="" type="checkbox"/>	
Parks Services	<input checked="" type="checkbox"/>	
Policy Planning	<input checked="" type="checkbox"/>	
Development Applications	<input checked="" type="checkbox"/>	
Finance	<input checked="" type="checkbox"/>	
<b>SENIOR STAFF REPORT REVIEW</b>	<b>INITIALS:</b> 	<b>APPROVED BY CAO</b> 

## Staff Report

### Origin

At the June 14, 2021 Regular Council Meeting, the following referral motion was endorsed:

*That the staff report titled “Recommended Long-Term Streetscape Visions for Bayview, Chatham, and Moncton Streets” be referred back to the Planning Committee for additional discussion.*

In particular, staff were directed to investigate the potential for angled parking and to conduct additional public engagement. This report responds to this referral.

This report supports Council’s Strategic Plan 2022-2026 Focus Area #1 Proactive in Stakeholder and Civic Engagement:

*Proactive stakeholder and civic engagement to foster understanding and involvement and advance Richmond’s interests.*

*1.3 Increase the reach of communication and engagement efforts to connect with Richmond’s diverse community.*

*1.4 Leverage a variety of approaches to make civic engagement and participation easy and accessible.*

This report supports Council’s Strategic Plan 2022-2026 Focus Area #2 Strategic and Sustainable Community Growth:

*Strategic and sustainable growth that supports long-term community needs and a well-planned and prosperous city.*

*2.4 Enhance Richmond’s robust transportation network by balancing commercial, public, private and active transportation needs.*

### Background

Streetscape encompasses all elements that work together to define the character, functionality and configuration of a street. Elements of the streetscape include travel lanes, parking, sidewalk, cycling infrastructure, open spaces, street finishing and street furniture.

In 2021, recommendations were presented for roadway geometry enhancements and street finishing and furnishing options based on public feedback. Council indicated support for the proposed surface treatments and elements, which include:

- Chatham Street: Simple concrete surface and an understated street furniture design similar to what has been implemented at the former Rod’s Lumber site, which acts as a backdrop to showcase heritage structures and features (Figure 1).

- Moncton Street: Simplified streetscape elements including concrete sidewalk and unit pavers in the boulevard (Figure 2), which align with the Steveston Village Conservation Strategy and give prominence to heritage resources.
- Bayview Street: Concrete sidewalks and boulevard similar to that of Chatham Street.



Figure 1: Recommended Surface Treatment -  
Chatham Street



Figure 2: Recommended Surface Treatment -  
Moncton Street

Concerns were raised regarding recommendations for roadway geometry enhancements, which included the removal of parking for improvements to the pedestrian realm and the introduction of cycling infrastructure on Chatham Street and Bayview Street. Staff were directed to further investigate options to increase or maintain parking through angled parking arrangements. Staff were also directed to conduct further public engagement regarding any proposed changes.

## Analysis

### Project Overview

Steveston Village is a unique area located in Richmond's waterfront that is designated as a Heritage Conservation Area. It is home to a number of historic sites, serves as an active small-craft commercial fishing port, houses a number of restaurants and businesses and is a key tourist attraction within Richmond. Due to the village's unique nature, there are also diverse user groups that visit Steveston, each with unique needs for the area's streetscape.

The Recommended Long-term Steveston Streetscape Vision 2024 project aims to define streetscape geometry options that respect and support Steveston Village's valuable heritage and balance the needs of various user groups in the area. Concepts developed through the project support existing policies, such as the Steveston Heritage Conservation Strategy and the Official Community Plan.

Through the 2021 "Recommended Long-Term Streetscape Visions for Bayview, Chatham and Moncton Street" report, there was support for the recommended surface treatments and elements. As such, the Recommended Long-term Steveston Streetscape Vision 2024 focuses on the outstanding elements of the referral, which includes the overall street geometry, particularly around parking and use of road space.

The project collected feedback through two phases of public engagement. The first phase focused on expanding staff's understanding of the demographics of interested stakeholders, transportation needs and habits of users, feedback on the existing streetscape within Steveston and priorities for improvements. Responses received during the first phase of public engagement were used to develop four streetscape concept options for further public and stakeholder consultation.

The second phase gathered feedback on the four concept options developed in phase 1. The public and stakeholders were asked to rank each option and provide feedback on the features presented. Results from the two phases of engagement are summarized in Attachment 1 and further discussed below.

#### Public and Stakeholder Engagement – Process Overview and Phase 1 Engagement Feedback

Public engagement was advertised through social media, Richmond News, community bulletin, LetsTalkRichmond.ca email blasts, posters and digital transit advertisements. A localized mail out sent 210 letters to businesses in the village and properties along Chatham Street. 3700 visitors were informed through the LetsTalkRichmond.ca campaign and over 300 people attended six open house sessions. A total of 944 survey responses were received by City staff, through the two phases of consultation.

As part of both Phase 1 and Phase 2, key stakeholders were directly engaged by email and phone calls for feedback. All key stakeholders who responded were supportive of the project and provided input on priority areas for improvement and their preferred options. Key stakeholders identified and engaged included:

- |                                                    |                                                   |
|----------------------------------------------------|---------------------------------------------------|
| • Steveston Merchants Association                  | • Steveston Harbour Authority                     |
| • Tourism Richmond                                 | • Richmond Chamber of Commerce                    |
| • TransLink                                        | • Richmond Parking Advisory Committee             |
| • Richmond Heritage Commission                     | • Steveston 20/20                                 |
| • London Heritage Farm Society                     | • Steveston Community Association                 |
| • Britannia Heritage Shipyard Society              | • Steveston Historical Society                    |
| • Richmond Accessibility Advisory Committee (RAAC) | • Richmond Active Transportation Committee (RATC) |
| • Golf of Georgia Cannery Society                  |                                                   |

While the engagement was advertised to the entire City, the majority of respondents who provided feedback are residents of the Steveston neighbourhood.

During Phase 1, respondents ranked improvements to the following as their top priorities:

1. Pedestrian space
2. Active transportation
3. Green space



Many residents of the neighbourhood indicated that they walk to the village and rated safe, comfortable pedestrian facilities as more important than parking. Parking was identified as more important by businesses, tourists and visitors that visited Steveston less frequently. Amongst the identified priorities, parking ranked fifth in importance to respondents. While 29% of respondents indicated they often had difficulty finding parking in Steveston, the majority indicated the existing parking supply was sufficient, and 57% did not support increasing parking supply through angled parking options.

These engagement results were consistent with findings of the 2013 and 2017 engagements, which also identified improvements to the pedestrian realm and for active transportation were the highest priority for users.

#### Long-Term Steveston Streetscape Concept Options

Concept options were developed with consideration to the 2021 Council referral, the unique function and character of each street, existing Council-approved strategies and policies and results of the first phase of engagement.

A total of four concept options were presented for public and stakeholder feedback. Each option included all of Chatham, Moncton and Bayview Streets, ensuring that the design option for all streets are compatible and will function cohesively to service the village. The concept options are intended to gather higher level input, and it is acknowledged that each option encompasses a variety of features and a number of variations are possible.

While public and stakeholder feedback did not indicate a priority for increasing parking supply, the origin of the study intended on identifying potential for increasing on-street parking supply, and the 2021 referral directed staff to investigate options for angled parking. As such, all options (with the exception of Option 1 – Status Quo) increases the net on-street parking supply within the Village area through the use of angled parking.

Concept options are graphically presented in Attachment 2 and are described below.

#### *Option 1 – Status Quo*

This option involves maintaining the status quo and making few changes to the existing streetscape along Chatham, Moncton and Bayview Streets.

<b>Chatham</b>	<ul style="list-style-type: none"> <li>- Travel lanes, transit facilities and parallel parking are maintained.</li> <li>- Approximately 88 on-street parking stalls available.</li> </ul>
<b>Moncton</b>	<ul style="list-style-type: none"> <li>- All travel lanes, parallel parking and loading zones are maintained.</li> <li>- Approximately 45 on-street parking stalls available.</li> </ul>
<b>Bayview</b>	<ul style="list-style-type: none"> <li>- Parking is available sporadically along the street.</li> <li>- Approximately 22 on-street parking stalls available.</li> <li>- Cyclists share the road with vehicles.</li> </ul>

There are no capital construction costs associated beyond maintenance of existing infrastructure and minor upgrades that may be secured through re-development.

*Option 2 – Concentrate Parking on Chatham Street and Improve Pedestrian Infrastructure on Moncton and Bayview Street (Shared Street on Bayview)*

This option focuses on more on-street parking on Chatham Street, directing vehicular traffic to Chatham Street and making Moncton Street and Bayview Street more oriented towards pedestrians and cyclists.

<b>Chatham</b>	<ul style="list-style-type: none"> <li>- Travel lane widths are reduced.</li> <li>- Angled parking introduced on the south side of the street; parallel parking is maintained on the north side. This results in a net increase in 40 on-street parking stalls.</li> </ul>
<b>Moncton</b>	<ul style="list-style-type: none"> <li>- Reduced travel lane widths.</li> <li>- Expanded sidewalk on the north side of the street.</li> <li>- All parking stalls and loading bays are maintained.</li> </ul>
<b>Bayview</b>	<ul style="list-style-type: none"> <li>- Converted into a shared street where pedestrians, cyclists and vehicles have equal priority for shared use of the road space.</li> <li>- Opportunities exist to maintain some parking, primarily accessible parking and loading spaces.</li> <li>- Opportunities for patios subject to separate City approvals, additional street furniture and other features for street activation.</li> </ul>

Shared streets are a roadway design concept which re-prioritizes road space from vehicles to provide more room for pedestrians and alternate modes of transportation. Traditional barrier curbs are removed and the travel surface is maintained at the same elevation across the full road.

Research has shown that shared streets can safely encourage alternate forms of travel and offer communities more engaging public spaces. Features such as parking, planters, furniture and patios are placed strategically within the street to reduce vehicle speeds. A fully protected zone for vulnerable and accessible users can be incorporated into the design to ensure that the shared street services all users. Examples of shared streets in Halifax are included in Attachment 3 for reference.

*Option 3 – Improve Cycling Connectivity on Chatham and Maintaining Balanced Parking within the Village*

Option 3 enhances Chatham Street as a cycling thoroughfare by introducing a new protected bi-direction cycling facility on the street to provide east-west connectivity to the Village and Garry Point Park. Parking is maintained on each of Chatham, Moncton and Bayview Streets to provide a balanced supply throughout the Village core.

<b>Chatham</b>	<ul style="list-style-type: none"> <li>- New protected cycling facility on the south side of Chatham Street.</li> <li>- Angled parking on one side of the street to limit impacts to on-street parking. Net loss of 9 on-street parking stalls.</li> </ul>
<b>Moncton</b>	<ul style="list-style-type: none"> <li>- Reduced travel lane widths.</li> <li>- Expanded sidewalk on the north side of the street.</li> <li>- All parking stalls and loading bays are maintained.</li> </ul>
<b>Bayview</b>	<ul style="list-style-type: none"> <li>- Parallel parking along the south side is removed, and angled parking is introduced on the north side. Increase in 15 on-street parking stalls.</li> </ul>

*Option 4 – Concentrate Parking on Chatham and Improve Pedestrian and Cycling Experience on Moncton and Bayview (One-Way Street on Moncton)*

Similar to Option 2, this option concentrates parking and vehicular use on Chatham Street and prioritizes pedestrian and cyclist infrastructure on Moncton Street and Bayview Street. This option differs in that it converts Moncton Street to a one-way street.

<b>Chatham</b>	<ul style="list-style-type: none"> <li>- Travel lane widths are reduced.</li> <li>- Angled parking introduced on the south side of the street; parallel parking is maintained on the north side. This results in a net increase in 40 on-street parking stalls.</li> </ul>
<b>Moncton</b>	<ul style="list-style-type: none"> <li>- Converted to a one-way westbound street.</li> <li>- Angled parking along the north side of the street, with a loss of 9 parking stalls.</li> <li>- Sidewalks on both sides of the street are widened.</li> </ul>
<b>Bayview</b>	<ul style="list-style-type: none"> <li>- New protected cycling facility introduced on the south side of the street.</li> <li>- Parallel parking maintained on the north side, with a loss of 4 on-street parking stalls.</li> <li>- Pedestrian realm remains generally unchanged.</li> </ul>

A potential variant to this option is converting both Moncton Street and Bayview Street to a one-way loop. This would provide additional space to increase parking and improve the pedestrian realm on Bayview Street but would increase vehicular circulation throughout the village and reduces levels of service for vehicles.

Public and Stakeholder Feedback on Concept Options

Respondents were asked to rank the options from most desirable (#1) to least desirable (#4) and to provide written feedback on elements that they liked and disliked about each option. Figure 3 shows the number of respondents that ranked each option as most or least desirable.

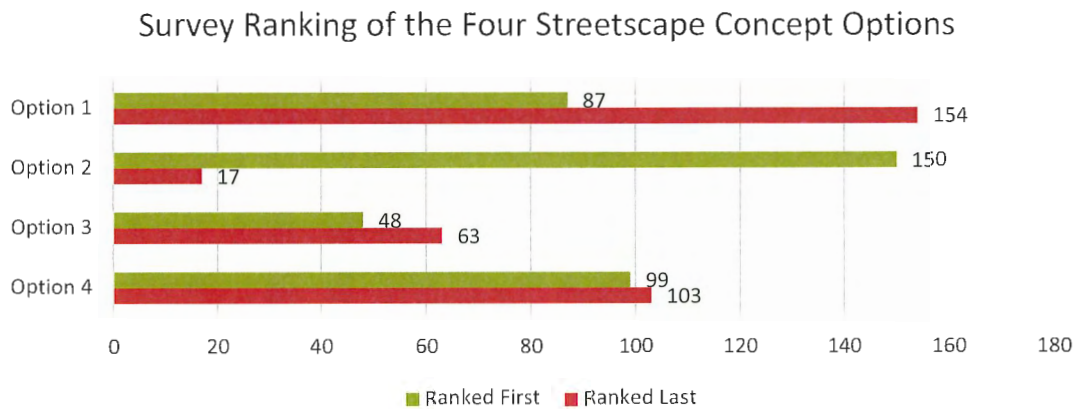


Figure 3: Survey Ranking of Concept Options

Public feedback identified Option 2 as the preferred option. The highest number of respondents ranked Option 2 as the preferred option and the least number of respondents ranked Option 2 as the least desirable option. Feedback on the shared street concept was positive, with only two respondents indicating dislike for a shared street.

A number of respondents expressed a desire to further expand the option to convert Bayview Street to a car-free zone. However, with existing lot access and the need for loading and parking, car access must be maintained.

The second highest number of respondents ranked Option 4 as the preferred option; however, a significant number are strongly opposed to a one-way street option and ranked this option as least desirable. Some concerns received through written feedback as well as discussions during open houses included:

- That it would be confusing to motorists;
- It would be similar to what was piloted during the pandemic which was not well received; and
- That it would change the look and feel of the streets too significantly.

A number of respondents preferred Option 1 (Status Quo), indicating a strong preference to minimize changes to Steveston and that changes to Steveston is not a good use of City funding. However, a majority of respondents wished to see improvements and ranked Option 1 as the least desirable.

Public feedback on specific streetscape features, including the need for bike lanes, the appropriate street to introduce cycling infrastructure, demand for more or less parking, angled parking and one-way streets is generally divided.

#### Recommendations and Next Steps

Public feedback indicated the greatest support for Option 2.

The option includes a number of key features, including angled parking on Chatham Street, a widened sidewalk on one side on Moncton Street and a shared street on Bayview Street. Based on the public feedback received, staff recommend that further investigation be completed to develop this preferred concept. This includes advancing concept design options for Bayview Street as a shared street, undertaking a pilot study to assess implementation of angled parking on Chatham Street and development of an implementation strategy with associated construction cost estimates. These are further discussed below. Staff anticipates that this investigation, as outlined below, can be completed at a cost of \$200,000.

#### *Bayview Street Shared Street Design*

The design of Bayview Street as a shared street will have significant impact on the look and feel of the street. Some design considerations are described below:

- **Parking:** Some respondents who were opposed to this option were concerned about the loss of parking on Bayview Street. While the current design shows no parking, with the intent of reducing vehicular traffic on Bayview Street through, there is opportunity through design to incorporate some parking. This can potentially be limited to accessible parking and loading for local businesses but can be further refined through a concept design process.
- **Street Finishing:** Shared streets are typically designed with finishing that reflects a plaza area and is welcoming to pedestrians rather than standard pavement as per a traditional roadway design. Options for various street finishing to reflect the historical character of Steveston will be assessed.
- **Place Making, Green Space and Street Furniture:** These elements can be placed throughout a shared street to help identify the street as a low-speed corridor for vehicles, and create a welcoming experience for those who walk and linger. Options can be developed for features that will be included.
- **Design Elevation:** As part of the City's dike master plan, the existing dike alignment along Bayview Street would be raised in the future to function as a secondary dike behind the Steveston Island Dike. The design of Bayview Street will consider the potential for road raising to improve flood protection while maintaining a strong interface and access to local businesses.

Staff recommend that design concepts be developed with consideration of the above and that further public consultation, including with the Richmond Heritage Commission, be conducted.

#### *Angled Parking*

While the combined concept for Option 2 is supported by the public and a number of respondents indicated support for increased parking, mixed feedback was received related to angled parking. Primary concerns included visibility and safety, cyclist safety, impacts to transit services and general impact to traffic flow.

Staff recommend that a pilot implementation of angled parking be undertaken on Chatham Street between Fourth Avenue and Sixth Avenue for a one year duration. The proposed arrangement is shown in Figure 4. Two parallel parking stalls will be removed along the north side of Chatham



Street and travel lanes will be shifted north. This would result in a net gain in parking of approximately 17 stalls.

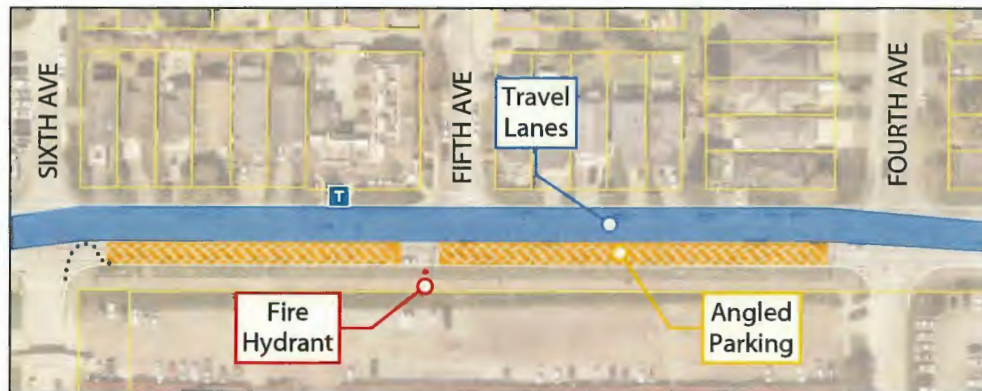


Figure 4: Angled Parking on Chatham Street between Fourth Avenue and Sixth Avenue

The proposed pilot will allow staff to monitor and address any operational impacts and gather public feedback through a trial implementation.

### Financial Impact

The estimated cost for further investigation of Option 2 as the long-term streetscape vision for Chatham, Moncton and Bayview Streets is approximately \$200,000. This functional design project would explore increasing infrastructure capacity to address growth-related demands in Steveston and is eligible for Roads Development Cost Charges (DCC) program funding. Should Council endorse staff's recommendation to further investigate Option 2, it will be included as part of a capital submission, Transportation Planning, Functional and Preliminary Design, funded by the Roads DCC and Capital Reserve (Revolving Fund), for Council's consideration in the 2025 budget process.

### Conclusion

Staff received direction from Council to review the long-term streetscape vision for Chatham, Moncton and Bayview Streets in Steveston, and in particular, review opportunities for angled parking and complete further public consultation on the project.

An extensive public and stakeholder consultation process was conducted through two phases to gather public and stakeholder feedback on potential changes to Chatham, Moncton and Bayview Streets. Feedback received indicated:

- Support for prioritizing pedestrian and active transportation improvements;
- Majority support for Concept Option 2, which includes angled parking on Chatham Street, narrowed travel lanes and an improved sidewalk on Moncton Street, and a shared street on Bayview Street; and
- Mixed feedback on angled parking within Steveston.

Based on feedback received, staff recommend that Option 2 be endorsed for further investigation.

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This work will include development of conceptual design options for a shared street on Bayview Street, a pilot implementation of angled parking on Chatham Street, additional public consultation, development of cost estimates and an implementation strategy for the construction of Option 2 should it be endorsed as the Recommended Long-term Steveston Streetscape Vision. Should Council endorse staff's recommendation to further investigate Option 2, it will be brought forward for Council's consideration as part of the 2025 budget process.



Beata Ng, P.Eng.  
Manager, Transportation Development and Design  
(604-247-4627)

BN:cc

- Att. 1: Public and Stakeholder Engagement Summary  
2: Steveston Streetscape Concept Options  
3: Shared Street Samples

# Steveston Streetscape Vision 2023/2024

## Engagement Summary

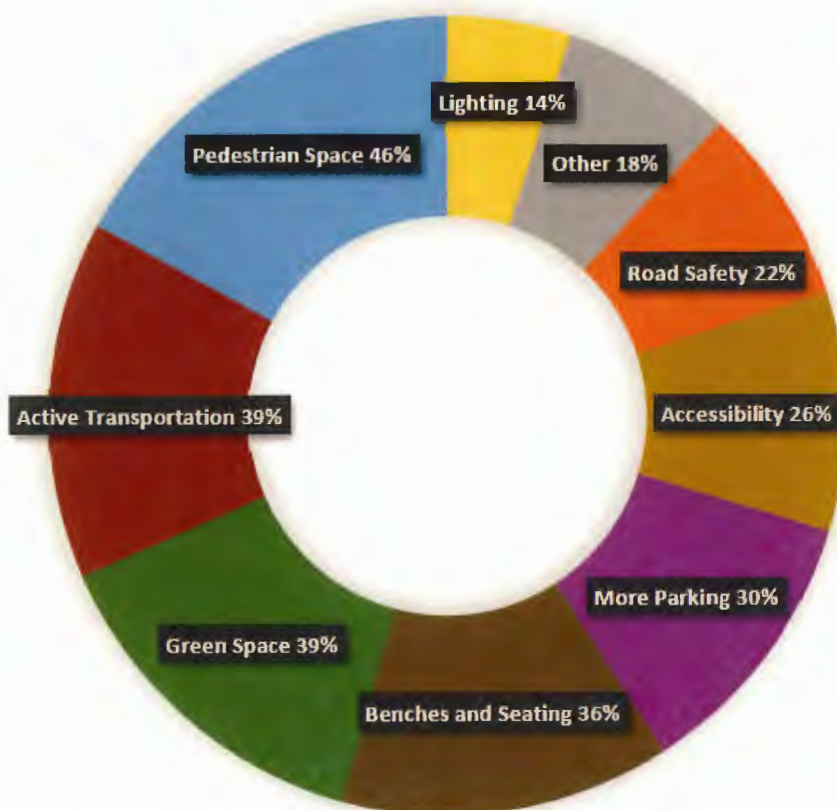
### PUBLIC ENGAGEMENT STATISTICS

- 4000 Visitors
- 97% Richmond Residents
- 944 Total Surveys
- 6 Open Houses
- 81 Days on LetsTalkRichmond.ca

### List of Key Stakeholders

- Steveston Merchants Association
- Tourism Richmond
- TransLink
- Richmond Heritage Commission
- Richmond Accessibility Advisory Committee (RAAC)
- Britannia Heritage Shipyard Society
- Gulf of Georgia Cannery Society
- London Heritage Farm Society
- Richmond Active Transportation Committee (RATC)
- Richmond Chamber of Commerce
- Richmond Parking Advisory Committee
- Steveston 20/20
- Steveston Community Association
- Steveston Historical Society
- Steveston Harbour Authority

### Percentage of People Selecting Each Element as Priority for Improvement



### Top 3 Areas for Improvement:

- 1 Pedestrian Space
- 2 Active Transportation
- 3 Green Space



# Steveston Streetscape Vision 2023/2024 Engagement Summary

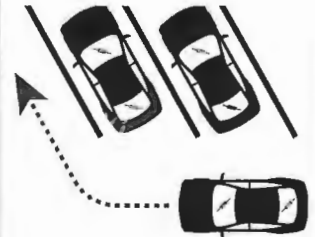
## Phase 1 Responses



**29%**  
of visitors “often  
have difficulty  
locating parking”

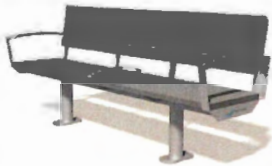


**76%**  
do not support more paid  
parking in Steveston as a  
method to increase  
parking availability



**57%**  
do not support  
angled parking on  
Chatham Street

Public feedback includes: change paid lots to  
free parking, add more on-street parking, more  
bylaw enforcement, make the village car-free  
and improve transit operations



**16%** want to further investigate  
street furniture design

Typical comments include:

- Consider heritage and historical treatments
- Add more benches and bike racks
- Remove hostile architecture (e.g. split benches)
- More garbage receptacles
- Place furniture in areas to keep clear pathways

## Phase 2 Responses

Written comments include:

- A mixture of comments for (13) and against (20) one-way streets
- More comments for (14) shared streets rather than opposed (2)
- A mixture of comments for (15) and against (11) angled parking
- More comments supporting more free parking (12) rather than against (1) free parking
- A mixture of comments for (13) and against (12) bike lanes
- A number of comments supporting (10) car-free days or areas in Steveston
- A number of comments supporting minimal changes (15) to Steveston



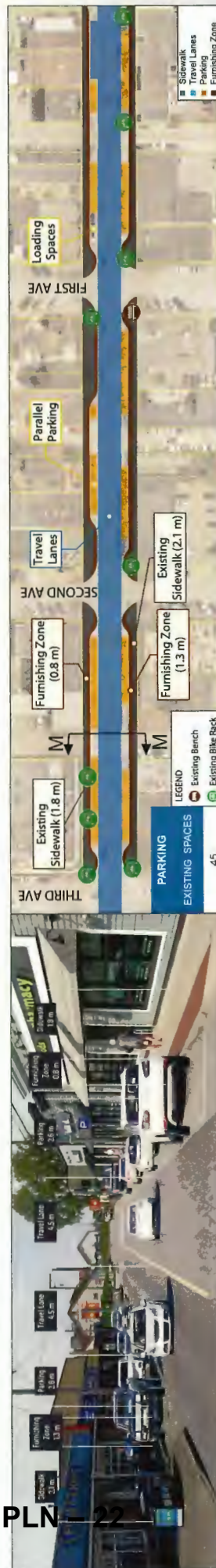
# Option 1 (Status Quo)

## Existing Conditions

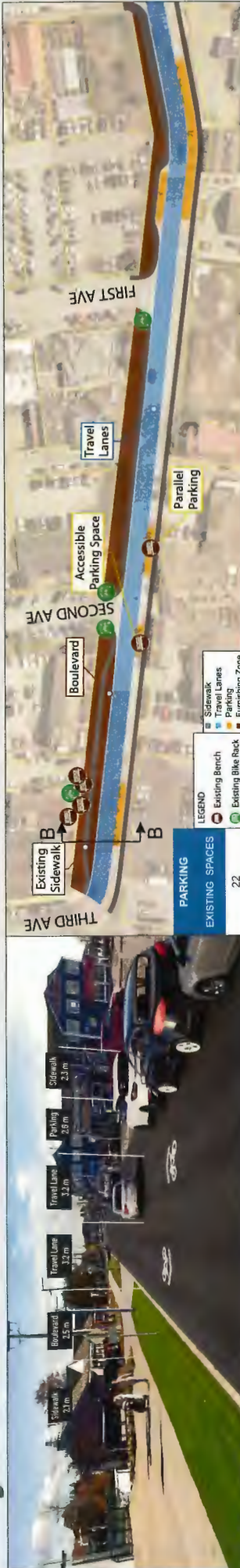
### Chatham Street



### Moncton Street



### Bayview Street





# Option 2

Concentrate Parking on Chatham and Improve Pedestrian Experience on Moncton and Bayview (Shared Street on Bayview)

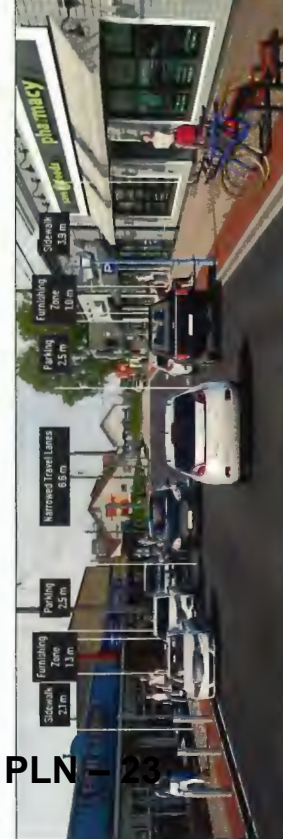
## Chatham Street



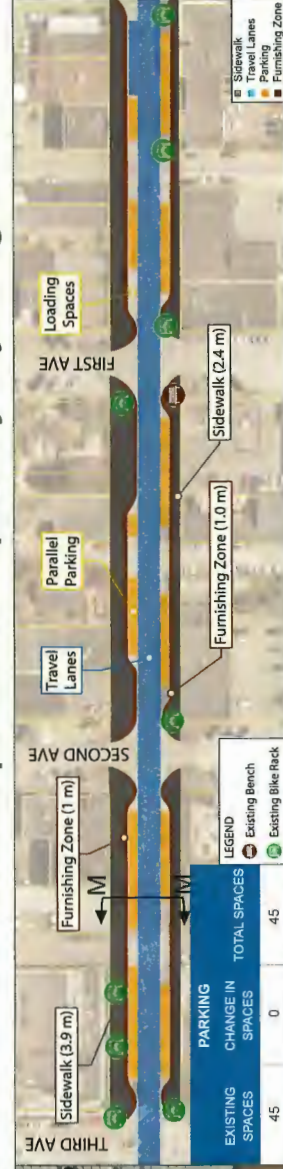
Added angled parking



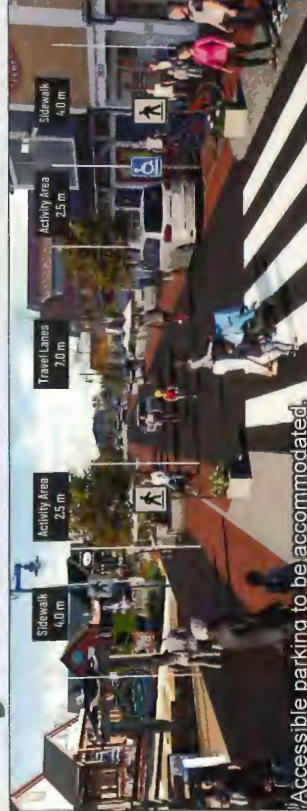
## Moncton Street



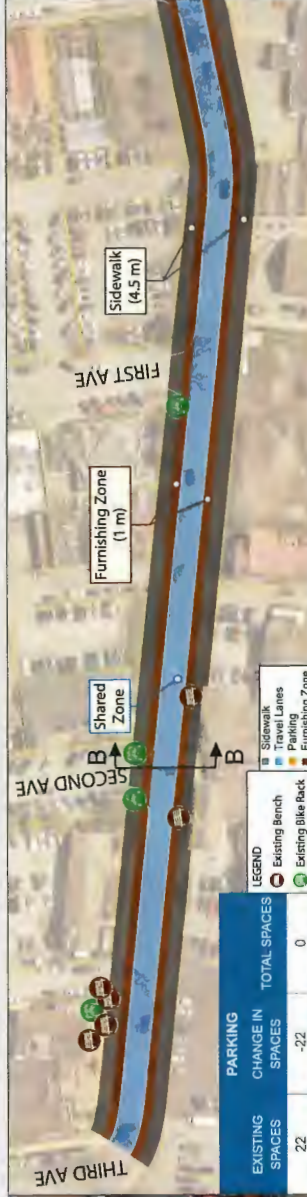
Increase pedestrian space by adjusting lane widths



## Bayview Street



Shared street



Accessible parking to be accommodated.

Note that these images and cross-sections are conceptual and not intended for construction. Renderings are presented to facilitate discussion regarding the proposed road geometry. Street furniture and surface treatment shown is for discussion purposes only.



# Option 3

## Improve Cycling Connectivity on Chatham and Maintaining Balanced Parking within the Village

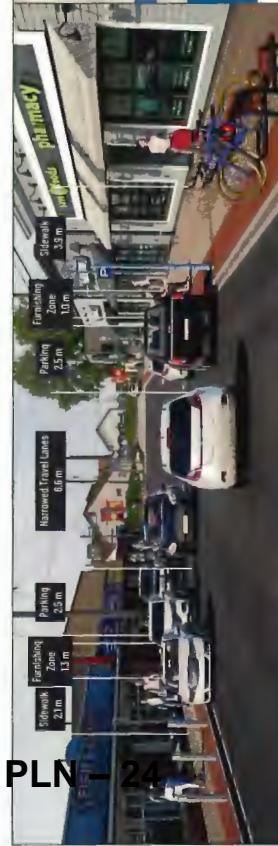
### Chatham Street



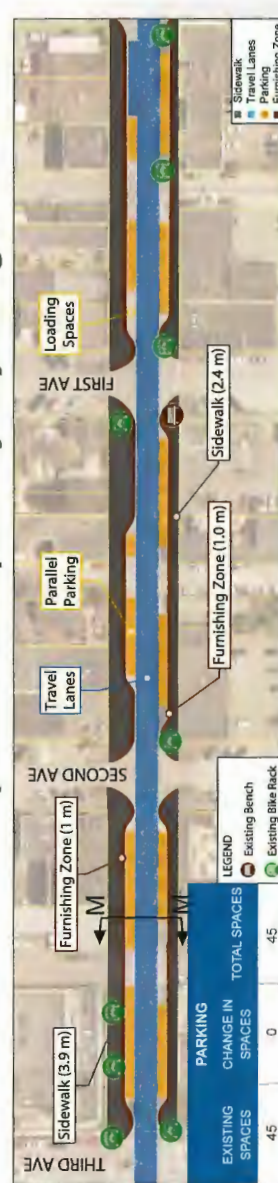
### New bike lane with angled parking



### Moncton Street



### Increase pedestrian space by adjusting lane widths



### Bayview Street



### Added angled parking and improved pedestrian space



Note that these images and cross-sections are conceptual and not intended for construction. Renderings are presented to facilitate discussion regarding the proposed road geometry. Street furniture and surface treatment shown is for discussion purposes only.



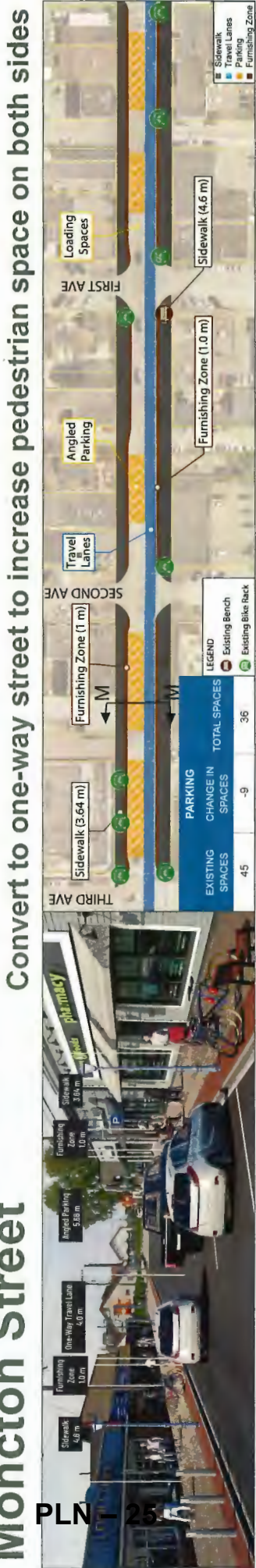
# Option 4

## Concentrate Parking on Chatham and Improve Pedestrian and Cycling Experience on Moncton and Bayview (One-Way Street on Moncton)

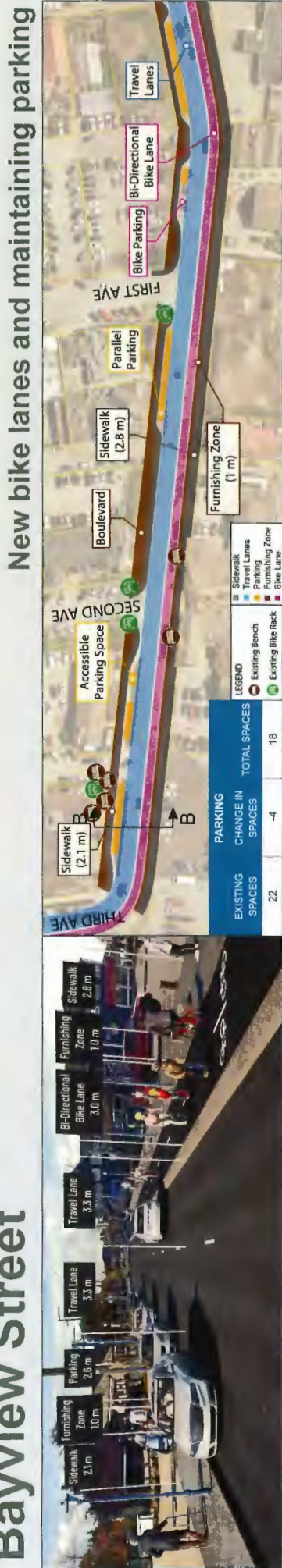
### Chatham Street



### Moncton Street



### Bayview Street





# Parking Impacts

**Option 2:** Concentrate Parking on Chatham and Improve Pedestrian Experience on Moncton and Bayview (Shared Street on Bayview)

PROJECT CORRIDOR	EXISTING SPACES	CHANGE IN SPACES	TOTAL SPACES
Chatham Street	88	+40	128
Moncton Street	45	0	45
Bayview Street	22	-22	0
<b>TOTAL</b>	<b>155</b>	<b>+18</b>	<b>173</b>

**Option 3:** Improve Cycling Connectivity on Chatham and Maintaining Balanced Parking within the Village

PROJECT CORRIDOR	EXISTING SPACES	CHANGE IN SPACES	TOTAL SPACES
Chatham Street	88	-9	79
Moncton Street	45	0	45
Bayview Street	22	+15	37
<b>TOTAL</b>	<b>155</b>	<b>+6</b>	<b>161</b>

**Option 4:** Concentrate Parking on Chatham and Improve Pedestrian and Cycling Experience on Moncton and Bayview (One-Way Street on Moncton)

PROJECT CORRIDOR	EXISTING SPACES	CHANGE IN SPACES	TOTAL SPACES
Chatham Street	88	+40	128
Moncton Street	45	-9	36
Bayview Street	22	-4	18
<b>TOTAL</b>	<b>155</b>	<b>+27</b>	<b>182</b>





# Bayview Shared Street Concept



## Indicative Approach

- Simple, cohesive materiality appropriate for a shared street environment
- Build upon the cohesive, but eclectic composition of Bayview Street
- Increased accessibility and freedom of pedestrian movement
- Pedestrians, cars and cyclists become equal users of the street
- Use of unit pavers, or other identifiable paving type as a continuous level surface treatment.
- Simple, complimentary street furniture selection to include typical benches, bike racks, waste and recycling bins, bollards as necessary, and street lighting.

## Relevant Precedent Examples



Indicative Approach – Pedestrian first shared street with continuous cohesive materiality. Accessible, continuous (raised) grade building to building supports organic pedestrian movement.



Pike Street, Seattle



Bear Street, Banff



### Attachment 3

#### Argyle Street in Halifax, Nova Scotia

Vehicles, bicycles, and pedestrians slow down to share the road



Tactile surfaces indicate transitions and pedestrian-only areas



Shared streets encourage walking and alternate forms of transportation



PLN-28

Street furniture is used to control and direct traffic



The pedestrian realm includes the full road width with more room for gathering spaces



Used with permission from the City of Halifax





**To:** Planning Committee  
**From:** Joshua Reis  
Director, Development

**Date:** October 3, 2024  
**File:** RZ 22-021743

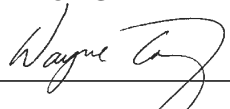
**Re:** **Application by L-Squared Design Ltd. for Rezoning at 8080, 8100, 8120, 8140, 8160, 8180 and 8200 No. 3 Road from the “Small-Scale Multi-Unit Housing (RSM/L)” Zone to the “Town Housing (ZT106) – No. 3 Road (Broadmoor)” Zone**

**Staff Recommendation**

That Richmond Zoning Bylaw 8500, Amendment Bylaw 10613 to create the “Town Housing (ZT106) – No. 3 Road (Broadmoor)” zone, and to rezone 8080, 8100, 8120, 8140, 8160, 8180 and 8200 No. 3 Road from the “Small-Scale Multi-Unit Housing (RSM/L)” zone to the “Town Housing (ZT106) – No. 3 Road (Broadmoor)” zone, be introduced and given first, second and third readings.

Joshua Reis, RPP, MCIP, ACIP  
Director, Development  
(604-247-4625)

JR:ta  
Att. 6

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

## Staff Report

### Origin

L-Squared Design Ltd. has applied on behalf of the owner, 1306125 B.C. LTD. (Director: Jacke K. Li), to the City of Richmond to rezone seven properties from the residential “Small-Scale Multi-Unit Housing (RSM/L)” zone to a new site-specific zone, “Town Housing (ZT106) – No. 3 Road (Broadmoor)”, to facilitate the development of a mixed-tenure development comprising of 40 townhouse units with vehicle access from No. 3 Road. The project consists of 30 strata townhouse units and ten stacked townhouse market rental units. A location map and aerial photograph are provided in Attachment 1.

A Development Permit application is required to further address the form and character of the proposed townhouse development. Conceptual development plans are provided for reference in Attachment 2.

A Servicing Agreement will be required for this development prior to rezoning bylaw adoption for frontage improvements along the site’s frontage and new service connections to the site.

### Findings of Fact

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

#### Subject Site Existing Housing Profile

The subject site consists of seven lots each containing single-family dwellings. All dwellings are currently tenanted. The applicant has indicated that there are two units at 8080 No. 3 Road which are both tenanted. The applicant is committed to providing notice in keeping with the Residential Tenancy Act. All existing dwellings are proposed to be demolished.

### Surrounding Development

Development immediately surrounding the site is as follows:

To the North: An Apartment building on a property zoned “Medium Density Low Rise Apartments (RAM1)” with access from Blundell Road.

To the South: A single-family dwelling on a property zoned “Small-Scale Multi-Unit Housing (RSM/L)” with access from No. 3 Road.

To the East: Single-family dwellings on properties zoned “Small-Scale Multi-Unit Housing (RSM/L)” with access from Luton Road.

To the West: Across No. 3 Road and a lane, several single-family dwellings on properties zoned “Small-Scale Multi-Unit Housing (RSM/L)” and “Small-Scale Multi-Unit Housing (RSM/S)” with access via a rear lane.

## **Related Policies & Studies**

### Official Community Plan and Broadmoor Planning Area

The Official Community Plan (OCP) identifies that the subject site is located in the Broadmoor planning area and that the land use designation for the site is “Neighbourhood Residential” (Attachment 4). The “Neighbourhood Residential” designation accommodates single-family, two-unit and multiple-family housing (specifically townhouses). Additionally, the Broadmoor planning area envisions new townhouse development along No. 3 Road. The proposed redevelopment proposal is consistent with this designation and area plan.

### Arterial Road Land Use Policy

#### *Land Use Designation*

The Arterial Road Land Use Policy designation for the subject property is “Arterial Road Townhouse”. This proposal to develop 40 townhouse units is consistent with this designation.

#### *Lot Width and Residual Lots*

The development criteria for townhouses in the Arterial Road Land Use Policy call for land assembly with a minimum 50.0 m lot frontage on a major arterial road, avoiding the creation of residual sites that have less than a 50.0 m lot frontage. The proposed development has a 146.0 m frontage along No. 3 Road, which exceeds the 50.0 m minimum development site frontage on major arterial roads, however, the proposal leaves a residual site at 8220 No. 3 Road with lot frontage less than 50.0 m on No. 3 Road (i.e., approximately 20.0 m frontage).

In certain circumstances, the Arterial Road Land Use Policy provides flexibility in the minimum frontage of the residual lot if it can be demonstrated that the guiding principles of the Arterial Road Policy could be achieved. Although the frontage of the residual site (8220 No. 3 Road) will be less than 50.0 m on No. 3 Road, Staff are supportive of the application for the following reasons:

- The applicant has submitted documentation (a copy of which is on file) indicating that efforts have been made to acquire the property at 8220 No. 3 Road and include it as part of the land assembly for the proposed development, however, the owner is not interested in redeveloping their property at this time.
- The applicant has submitted a preliminary concept plan (on file) to show how 8220 No. 3 Road could be redeveloped in the future with shared vehicle access through the subject site (Attachment 2).
- Prior to the final adoption of the rezoning bylaw, registration of a cross-access easement Statutory Right-of-Way (SRW) will be secured over the internal drive-aisle of the development in favour of 8220 No. 3 Road to provide access to this site should it redevelop in the future.

### Floodplain Management Implementation Strategy

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

### **Public Consultation**

A rezoning sign has been installed on the subject property. In response to the placement of the rezoning sign on the subject property, staff have received a phone call from a member of the public about the application. The enquirer identified themselves to be the owner of a property fronting Luton Road, adjacent to one of the subject properties. The enquirer declined to provide formal input but requested information on a number of topics which are summarized below along with the information provided by staff.

- Traffic and increased pedestrian activity:  
*Transportation staff have reviewed and support the Traffic Impact Assessment (TIA) provided by a registered Professional Transportation Engineer that demonstrates the proposed volumes, access, parking and operations are acceptable and in compliance with the City's standards and bylaw requirements.*
- Status of a large tree on 8140 No. 3 Road that was “dried up” and cut off:  
*The applicant was requested to attend one of the lots on the subject site and provide images of the tree in question. The City's Tree Protection staff have also attended the site and confirmed that there does not appear to be any tree that has been cut.*
- Opportunities for input:  
*The enquirer was informed that members of the public can provide comments regarding development applications if they choose to do so. No written submission has been received regarding this application.*
- Privacy issues:  
*Design guidelines require the stepping-down of three-storey townhouses to two-storey developments that interface with adjacent single-family dwellings to minimize overlook. The units proposed at the rear of the subject site adjacent to the single-family dwellings fronting Luton Road are proposed to be two storeys. Likewise, the units proposed at the south of the subject site adjacent to the single-family dwellings fronting No. 3 Road are proposed to be two storeys. The form of the development will be further reviewed at the Development Permit stage.*

The Province granted Royal Assent to Bill 44, Housing Statutes (Residential Development) Amendment Act, 2023, which came into force on December 7, 2023. Bill 44 prohibits a Local Government from holding a Public Hearing on a residential rezoning bylaw that is consistent with the OCP. The proposed rezoning meets the conditions established in Bill 44 and is consistent with the OCP. Accordingly, Council may not hold a Public Hearing on the proposed rezoning.

## Analysis

This application is to allow for the development of a mixed-tenure, 40-unit townhouse development with access from No. 3 Road. The project contains a mix of 30 market strata units and 10 market rental units. The applicant proposes to consolidate the seven existing properties into one development parcel with a total net site area of 6,087.0 m<sup>2</sup> after the required 0.89 m wide road dedication along No. 3 Road.

### Built Form and Architectural Character

The proposed townhouse units are distributed in twelve buildings arranged in two, three, five and six-unit clusters along a central north-south drive aisle with driveway access from No. 3 Road on the west. The townhouse units fronting No. 3 Road are proposed to be three storeys in height, while the townhouse units proposed adjacent to the single-family dwelling to the south at 8220 No. 3 Road and in the rear portion of the site adjacent to the single-family dwelling lots fronting Luton Road, are proposed to be two storeys in height.

Buildings A to B and D to M will contain 30 strata-titled townhouse units in the traditional townhouse format. Building C is designed as a stacked townhouse containing ten market rental units.

Main pedestrian entries to Buildings A to D front onto No. 3 Road, while the pedestrian entries for Buildings E to M are from the north-south internal drive aisle.

Private outdoor spaces for units are proposed at grade in either the yards fronting No. 3 Road or the rear yards, and small secondary outdoor spaces are also proposed as balconies on the second levels overlooking either No. 3 Road and the drive-aisle. Further review of the balconies and private outdoor spaces will be reviewed at the Development Permit stage. Some of the units fronting No. 3 Road also have additional secondary outdoor spaces that are stepped back and located on the third level.

The common outdoor amenity space is provided in two separate areas across the site and specifically organized in a manner to facilitate the retention of existing trees. The provision of the outdoor amenity spaces in these two areas both supports the retention of trees on the site and provides better distribution of amenity space in the development. Both amenity spaces will be available for use by all residents in the development. A more detailed review will be conducted at the Development Permit stage.

### Proposed Site-Specific Zone

The proposed site-specific zone is drafted based on the existing standard Medium Density Townhouse zones. To accommodate the site-specific conditions, the proposed “Town Housing (ZT106) – No. 3 Road (Broadmoor)” zone includes:

- Maximum density: 0.80 Floor Area Ratio (FAR), of which a 0.10 floor area ratio must be used exclusively for market rental units and 0.10 FAR density used exclusively for common indoor amenity space.

The proposal is to construct 0.70 FAR of residential uses on-site with 0.10 FAR available only if the applicant wishes to provide indoor amenity space on site. This would be reviewed at the Development Permit stage.

- Provision that a minimum of 10 units shall be used only for residential rental tenure.
- Maximum lot coverage and minimum setbacks which are generally consistent with other standard townhouse zones.
- Specific parking provisions based on the Traffic Impact Assessment accepted by the Transportation Department.

Staff support the proposed use, density, building height and setbacks of this new zone based on the following:

- The proposed density is in keeping with the policies of the OCP and Arterial Road Guidelines.
- A 0.89 m wide road dedication along No. 3 Road will be provided prior to rezoning adoption to facilitate frontage improvements to be secured through a Servicing Agreement.
- The SRW to secure access to 8220 No. 3 Road facilitates the future development of this remnant property.

#### Existing Legal Encumbrances

There is an existing City utilities SRW H127464 [Plan 42921] along both the north and the east property lines. Discharge of the existing city utilities SRW agreement is required and registration of a new city utilities SRW on Title for the sanitary sewer works will be required prior rezoning bylaw adoption.

#### Housing Type and Tenure

This proposal is for a mixed-tenure 40-unit townhouse development, of which 30 townhouse units are intended to be strata-titled and 10 townhouse units are to be market rental units.

For the 10 market rental townhouse units the applicant is required to enter into a Housing Agreement with the City and registration of a Restrictive Covenant on Title is required to secure the 10 market rental units, the combined habitable floor area which shall comprise of at least 10 per cent of the subject development's total residential building area. This includes ensuring the occupants of these units have unlimited access to any indoor and all proposed outdoor amenity spaces. Prior to rezoning bylaw adoption, the applicant shall enter into an agreement registered on Title prohibiting the stratification of individual market rental housing units.

Consistent with OCP policy respecting townhouse development projects, and in order to maximize potential rental and housing opportunities throughout the City, the applicant has agreed to register a Restrictive Covenant on Title prior to rezoning bylaw adoption, prohibiting (a) the imposition of any strata bylaw that would prohibit any residential dwelling unit from being rented; and (b) the imposition of any strata bylaw that would place age-based restrictions on occupants of any residential dwelling unit.

### Amenity Space

The applicant proposes a voluntary contribution to the City's Recreation Facilities Reserve Fund in the amount of for a total contribution of \$128,090.0 in-lieu-of providing common indoor amenity space on-site.

If the contribution is not received within one year of the rezoning bylaw receiving third reading, the contribution shall be recalculated based on the rate in effect at the time of payment, as updated periodically.

A common outdoor amenity space is required on-site. Based on the preliminary design, the proposed common outdoor amenity space of 294.0 m<sup>2</sup> exceeds the minimum requirement (6.0 m<sup>2</sup> of outdoor space per unit for a total of 240.0 m<sup>2</sup>) of the OCP and is purposely structured to support the retention of trees on site. Staff will work with the applicant at the Development Permit stage to ensure the configurations and the design of the common outdoor amenity space meet the Development Permit Guidelines in the OCP.

### Transportation and Site Access

A minimum 0.89 m wide road dedication for frontage improvement will be required along the entire No. 3 Road frontage. Frontage improvements will be provided through the Servicing Agreement for the project. The road functional plan will be further reviewed through the Service Agreement.

Access to the site will be from No. 3 Road. By providing one access point, this application complies with the Arterial Road Land Use Policy which encourages densification along major arterial roads that minimizes traffic disruption by eliminating driveways along arterial roads. The conceptual plans (Attachment 2) provide for 76 parking spaces (with six vehicle parking spaces reserved for visitors).

The applicant submitted a comprehensive Traffic Impact Assessment for the development prepared by a registered Professional Transportation Engineer which has been reviewed and supported by City Transportation staff.

Prior to rezoning bylaw adoption, registration of a legal agreement on Title will be required to secure the applicant's offer to voluntarily contribute towards various transportation related improvements and to secure parking for various uses in compliance with the zoning bylaw requirements and transportation demand management (TDM) parking reductions. Key transportation improvements to be provided by the applicant include:

- Transit Pass Program: Provision of monthly, two-zone transit passes (currently \$143.50 per month) for the five studio-sized market rental townhouse units for a period of two years. The availability of the transit pass program will be clearly identified in the tenancy agreement and any rental materials.
- Enhanced bicycle facilities: Provision of a bicycle maintenance station for resident use to include a bicycle repair stand (with repair tools) and a bicycle washing area.

- Additional Class 1 Bike Parking: 13 additional Class 1 bicycle parking spaces are to be provided onsite. They are to be located near the site entrance by the shared outdoor amenity area and adjacent to the second outdoor amenity area in the south portion of the site.
- Prior to rezoning bylaw adoption, a Letter of Credit (\$17,220.00) is to be provided to the City to secure 100 per cent of the transit pass program value for the 10 market rental townhouse units.

### Tree Retention and Replacement

The applicant has submitted a Certified Arborist's Report; which identifies on-site and off-site tree species, assesses tree structure and condition, and provides recommendations on tree retention and removal relative to the proposed development. The Report assesses 36 bylaw-sized trees on the subject property, one tree (tag# 231) located on a neighbouring property to the north and two hedges located off-site. The City shares ownership of one tree (tag#198) that is also located on the subject site.

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

- Two trees, specifically tag# 206 (Western red cedar - 71 cm DBH) and # 221(Cypress - 65 cm DBH) located on site adjacent to the west property line are proposed to be retained, and protected. Significant efforts were made by staff and the applicant early in the design development process to identify these assets and organize the site plan in a manner that incorporated the retained trees into the location and design of the on-site common outdoor amenity space. A Tree Survival Security of \$20,480.00 (\$10,240 for each tree) will be required for the retention and protection of the two on-site trees (tag# 206 and # 221). Tree protection is to be provided as per the City of Richmond Tree Protection Information Bulletin Tree-03.
- One tree, specifically tag# 231 (Mountain Ash - 35 cm DBH) located on 8040 Blundell Road, in fair condition is to be retained and protected.
- One shared ownership tree, specifically tag# 198 (Cypress - 78 cm DBH) located along the No. 3 Road frontage of the site is in good condition but cannot be retained due to frontage improvement requirements. The compensation amount for the removal of the City tree is \$1,536.00.
- Two trees, specifically tag# 202 (Cherry - 35 cm DBH) and # 227 (English oak - 60 cm DBH) located on site are in good condition but cannot be retained due to conflicts with the required frontage improvement requirements.
- One tree, specifically tag# 211 (Maple - 27 cm DBH) is in good condition but is located in the middle of the development site such that it cannot be retained.
- Six trees, located on site, specifically tag# 192 (Cherry – 50 cm DBH), # 193 (Pear – 23 cm DBH), #194 (Plum – 30 cm DBH), # 195 (Fig – 45 cm DBH), # 204 (Laurel – 47 cm DBH) and # 214 (Birch – 22 cm DBH) are of low value and not recommended for retention.
- 23 trees (tag# 196, 197, 199, 200, 201, 203, 207, 208, 209, 210, 212, 213, 215, 216, 217, 218, 219, 220, 222, 223, 224, 225 and 226) located on the development site are all in poor condition - either dying (sparse canopy foliage), have been historically topped and as a result



exhibit significant structural defects such as previous stem failure, narrow and weak secondary stem unions at the main branch union (below previous topping cuts) and co-dominant stems with inclusions. As a result, these trees are not good candidates for retention and should be replaced.

- 2 hedges (no tag) located off-site adjacent to the north and east property lines are to be removed as per Arborist report recommendation.
- Replacement trees should be specified at 2:1 ratio as per the OCP.

### *Tree Replacement*

The applicant wishes to remove 33 on-site trees (tag # 192, 193, 194, 195, 196, 197, 199, 200, 201, 202, 203, 204, 205, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 222, 223, 224, 225, 226 and 227). The 2:1 replacement ratio would require a total of 66 replacement trees. The applicant has agreed to plant 38 trees on the proposed site. The required replacement trees are to be of the following minimum sizes, based on the size of the trees being removed as per Tree Protection Bylaw No. 8057.

No. of Replacement Trees	Minimum Caliper of Deciduous Replacement Tree	or	Minimum Height of Coniferous Replacement Tree
38	8.0 cm		4.0 m

To satisfy the 2:1 replacement ratio established in the OCP, the applicant will contribute \$21,504.00 (\$768/tree) to the City's Tree Compensation Fund in lieu of the remaining 28 trees that cannot be accommodated on the subject property after redevelopment. Tree planting will be further reviewed at the DP stage to seek additional opportunities to plant replacement trees on-site.

Prior to DP issuance, to ensure that the replacement trees are planted and the landscape plan is adhered to, the applicant is required to submit a Landscaping Security in the amount of 100 per cent of a cost estimate prepared by the Registered Landscape Architect (including installation and a 10 per cent contingency). A legal agreement is to accompany the Security, which is to set the terms for its use and release.

### *Tree Protection*

Early design development was undertaken to ensure the retention of two on-site trees (tag# 206 and # 221) which have been incorporated into the proposed on-site common outdoor amenity spaces. These two on-site trees and one tree (tag #231) on a neighbouring property (8040 Blundell Road) are to be retained and protected. The applicant has submitted a tree protection plan showing the trees to be retained and the measures taken to protect them during development stage (Attachment 5). To ensure that the trees identified for retention are protected at development stage, the applicant is required to complete the following items:

- Prior to final adoption of the rezoning bylaw, submission of a Tree Survival Security of \$20,480.00 for the retention and protection of the two on-site trees (tag# 206 and # 221).

- Prior to final adoption of the rezoning bylaw, submission to the City of a contract with a Certified Arborist for the supervision of all works conducted within or in close proximity to tree protection zones. The contract must include the scope of work required, the number of proposed monitoring inspections at specified stages of construction, any special measures required to ensure tree protection, and a provision for the arborist to submit a post-construction impact assessment to the City for review.
- Prior to demolition of the existing dwelling on the subject site, installation of tree protection fencing around all trees to be retained.
- Tree protection fencing must be installed to City standard in accordance with the City's Tree Protection Information Bulletin Tree-03 prior to any works being conducted on-site and remain in place until construction and landscaping on-site are completed.

### Public Art

Based on a maximum buildable floor area of approximately 3,652.20 m<sup>2</sup> (39,311.95 ft<sup>2</sup>) residential floor area for the strata-titled townhouse units, the recommended voluntary public art contribution based on Administrative Guidelines of \$1.02/ft<sup>2</sup> (2024 rate) is approximately \$40,098.19. As this project will generate a recommended public art contribution of less than or close to \$40,000.00 and there are limited opportunities for locating public art on the site, as per Policy it is recommended that the public art contribution be directed to the Public Art Reserve for City-wide projects on City lands.

### Affordable Housing Strategy

The City's Affordable Housing Strategy seeks a voluntary Cash-In-Lieu (CIL) contributions to the City's Affordable Housing Reserve Fund when considering rezoning applications with 60 or fewer dwelling units; the contributions are sought in lieu of built low-end-of-market housing units. In this case, the rezoning application proposes a 40-unit townhouse development.

The applicant has agreed to voluntarily provide a CIL contribution to the Affordable Housing Reserve Fund in the amount of \$12.00 per buildable square foot consistent with the Affordable Housing Strategy and Section 5.15 of Richmond Zoning Bylaw 8500 for rezoning applications that propose the "Town Housing (ZT106) – No. 3 Road (Broadmoor)" zone outside the City Centre.

The lands subject to this application are 65,519.92 ft<sup>2</sup> in area. The site-specific (ZT106) zone establishes a floor area ratio of 0.60 for market ownership units, therefore the maximum floor area available to the property, if the rezoning is approved, is 39,311.95 ft<sup>2</sup>. The affordable housing CIL requirement applicable to this application is \$471,743.42 and the applicant must provide this to the City prior to final adoption of the rezoning bylaw.

### Market Rental Housing Policy

The City of Richmond's OCP establishes a policy framework for the acquisition of market rental housing. Smaller-scaled projects including townhome proposals with more than five units may provide purpose-built market rental or provide a CIL contribution which is deposited into the

City's Affordable Housing Reserve Fund. This project proposes ten market rental townhouse units.

In keeping with Section 3.3 (Diverse Range of Housing Types, Tenures and Affordability) of the OCP which encourages the development of new purpose-built market rental housing units, the application includes the following:

- On the proposed site, 0.10 FAR is to be exclusively used for market rental housing.
- 50 per cent (five townhouse units) of the market rental housing units in the development include units with two or more bedrooms that are suitable for families with children.
- 50 per cent (five townhouse units) of the market rental housing units are proposed to incorporate basic universal housing features.
- A covenant will be registered on Title prohibiting the stratification of individual market rental housing units.
- Parking rate reductions for the market rental housing units and exemptions from public art, community planning and affordable housing contributions.

The proposed site-specific "Town Housing (ZT106) – No. 3 Road (Broadmoor)" zone permits residential uses and provides a restriction requiring that market rental tenure be provided in ten units on the site as agreed to by the applicant. Prior to zoning bylaw adoption, a Housing Agreement will be registered on Title to secure the market rental units proposed on the lot in perpetuity.

#### Accessibility

Consistent with the OCP guidelines regarding accessible housing, the applicant proposes to provide aging-in-place features in all the units (e.g., stairwell handrails, lever-type handles for plumbing fixtures and door handles and solid blocking in washroom walls for future grab bar installation beside toilet, bathtub and shower). In addition, the applicant proposes two Convertible Units in Building D located in the southwest portion of the site. Further review of the Convertible Unit design will be undertaken as part of the Development Permit (DP) application review process.

#### Energy Efficiency

Consistent with the City's Energy Step Code requirements, the applicant has confirmed that the applicable Energy Step Code performance target has been considered in the proposed design. The proposal is anticipated to achieve Step 3 of the Energy Step Code with maximum Emission Level 4 which is in line with current requirements.

Further details on how the proposal will meet this commitment will be reviewed as part of the DP and Building Permit application review processes.

#### Development Permit Application

Submission and processing of a DP application, to a level deemed acceptable by the Director, Development, is required prior to final adoption of the rezoning bylaw.

At DP stage, additional design development will be reviewed with respect to the following items:

- Site plan: Refinement of the site plan to finalize the drive-aisle design, on-site parking (vehicle and bicycle) and pedestrian circulation.
- Landscape plan: Enhancement of the tree and plant schedule in the landscape plan to provide for a mix of deciduous and coniferous trees, as well as examination of additional planting opportunities to provide for visual interest and screening at key areas.
- Residential Interface: Refinement of the DP drawings to provide for appropriate edge conditions with the adjacent north apartment building and the single-family dwellings east and south of the subject site.
- Building Material: Reviewing and finalizing the proposed exterior building material and colour palette.
- Accessibility: Confirming that all aging-in-place, basic universal housing and convertible unit features have been incorporated into dwelling unit designs.
- Crime Prevention Through Environmental Design (CPTED): Reviewing the applicant's response to the principles of CPTED.
- Sustainability: Further review of the environmental sustainability features to be incorporated into the project and confirmation of compliance with the applicable Energy Step Code.

Additional items may be identified as part of the DP application review process.

#### Site Servicing and Frontage Improvements

Prior to Rezoning Bylaw adoption, the applicant is required to enter into a Servicing Agreement, secured with a Letter of Credit, for the design and construction of the following, including (but not limited to):

- Frontage improvement work on the site's No. 3 Road frontage, including a new sidewalk to be connected directly to the existing sidewalks to the north and south of the subject site.
- Relocation, modification, upgrade or installation of City-owned and third-party assets along the western frontage of the development site, including but not limited to bus stops, utility and light poles, pre-ducting, fire hydrants, railings and signage,
- A new water service connection off the existing watermain at No. 3 Road frontage, complete with meter and meter chamber,
- Storm service connections at the same alignment as the existing service connections,
- Upgrades to the existing sanitary line along the north property line and the east property line of the proposed site to 200 mm diameter as per the City's Engineering specifications
- Provide other public and private utility improvements as specified.

Detailed site servicing and frontage improvement requirements are identified in Attachment 6.

**Financial Impact or Economic Impact**

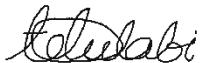
The rezoning application results in an insignificant Operational Budget Impact for off-site City infrastructure (such as roadworks, waterworks, storm sewers, sanitary sewers, streetlights, street trees and traffic signals).

**Conclusion**

L-Squared Design Ltd. has applied to the City of Richmond for permission to rezone seven properties at 8080, 8100, 8120, 8140, 8160, 8180 and 8200 No. 3 Road from the residential “Small-Scale Multi-Unit Housing (RSM/L)” zone to a new site-specific zone, “Town Housing (ZT106) – No. 3 Road (Broadmoor)”. This application is to facilitate the development of 40 townhouse units with vehicle access from No. 3 Road.

Frontage and engineering improvement works required with respect to the subject development will be secured through the City’s standard Servicing Agreement. The list of rezoning considerations is included in Attachment 6, which has been agreed to by the applicant (signed concurrence on file).

It is recommended that Richmond Zoning Bylaw 8500, Amendment Bylaw 10613 be introduced and given first reading, second and third reading



Tolu Alabi  
Planner 2  
(604-276-4092)

TA:js

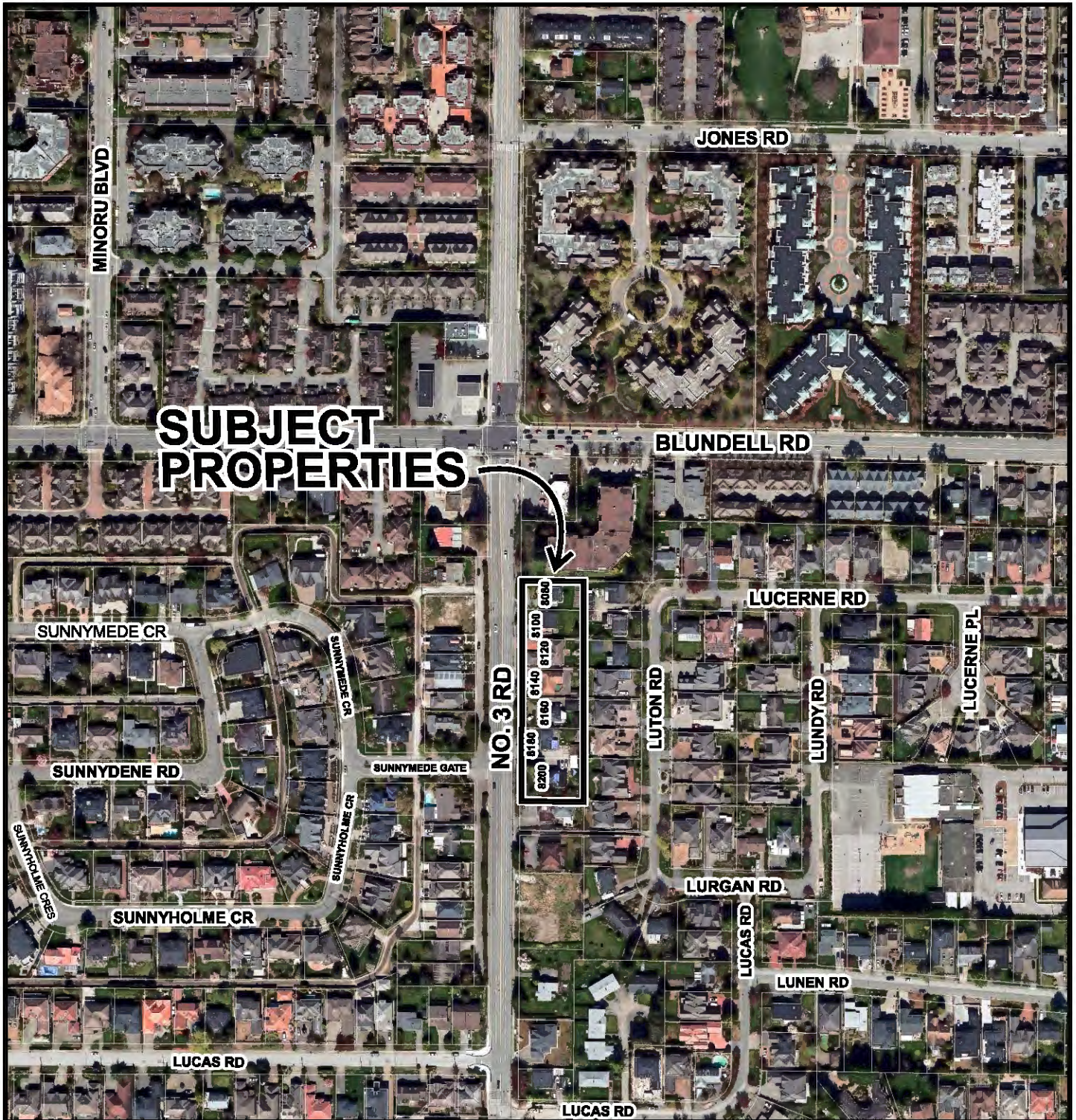
- Att.    1: Location Map  
         2: Conceptual Development Plans  
         3: Development Application Data Sheet  
         4: Broadmoor Area Plan  
         5: Tree Management Plan  
         6: Rezoning Considerations







City of  
Richmond



RZ 22-021743

PLN - 43

Original Date:10/25/22

Revision Date:

Note: Dimensions are in METRES



CONTRACTOR SHALL CHECK ALL DIMENSIONS ON THE WORK AND REPORT ANY DISCREPANCY TO THE CONSULTANT FOR CONSTRUCTION DATE. AUTHORIZED IN WRITING BY CONSULTANT.

# NO. 3 ROAD TOWNHOUSES

8000 - 8200 NO. 3 ROAD, RICHMOND, B.C.  
LOT A SECTION 21 BLOCK 4 NORTH RANGE 6 WEST NEW WESTMINSTER DISTRICT



PLN - 44

ISSUED FOR REZONING R3  
JULY 25, 2024

ARCHITECTURAL DRAWING SHEET LIST	
SHEET NUMBER	SHEET NAME
A00-00	COVER SHEET
A00-01	SITE STATISTICS
A00-02	SURVEY PLAN
A00-03	RENDERINGS
A00-04	RENDERINGS
A00-05	SITE PLAN
A00-06	LEVEL 1
A00-07	LEVEL 2 AND LEVEL 3
A00-08	GROUND FLOOR AREA
A00-09	GROUND FLOOR AREA
A00-10	GROUND FLOOR AREA
A00-11	GROUND FLOOR AREA
A00-12	GROUND FLOOR AREA
A00-13	GROUND FLOOR AREA
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A00-97	GROUND FLOOR AREA
A00-98	GROUND FLOOR AREA
A00-99	GROUND FLOOR AREA
A00-100	GROUND FLOOR AREA

KEY PLAN	
NO.	REVISION
1	ISSUED FOR REZONING R3
2	ISSUED FOR REZONING R3
3	ISSUED FOR REZONING R3
4	ISSUED FOR REZONING R3
5	ISSUED FOR REZONING R3
6	ISSUED FOR REZONING R3
7	ISSUED FOR REZONING R3

**B+H**  
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OWNER:

1306125 BC Ltd.

1306125 BC Ltd.

NO. 3 ROAD TOWNHOUSES

8000 - 8200 NO. 3 ROAD,  
RICHMOND, B.C.

SHEET CONTENTS

PROJECT NUMBER

2214042

DATE

25.09.2024

Y.M.

W.S.

7

A00-00





CONTRACTOR SHALL CHECK ALL DIMENSIONS ON THE WORK AND REPORT ANY DISCREPANCIES TO THE CONSULTANT FOR CONSTRUCTION UNITS AUTHORIZED IN WRITING BY CONSULTANT.



KEY PLAN	
NO.	REVISION
1	2024.08.13 ISSUED FOR REZONING
2	2024.08.08 IN PROGRESS
3	2024.11.22 IN PROGRESS
4	2024.07.25 ISSUED FOR REZONING R2
5	2024.07.25 ISSUED FOR REZONING R2
6	2024.07.25 ISSUED FOR REZONING R2
7	2024.10.01 ISSUED FOR REZONING R4

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Fax: 604.681.1112

**CSB Environmental**  
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Fax: 604.681.1112

OWNER:

1306125 BC Ltd.

PROJECT:

NO. 3 ROAD TOWNHOUSES

5000 - 5300 NO. 3 ROAD,  
RICHMOND, B.C.

SURVEY PLAN

PROJECT NUMBER:  
2214042

NOT TO SCALE

DATE:  
25.09.2024

Y.M.  
W.S.

A00-02

# TOPOGRAPHIC SITE PLAN OVER LOT A SECTION 21 BLOCK 4 NORTH RANGE 6 WEST NEW WESTMINSTER DISTRICT

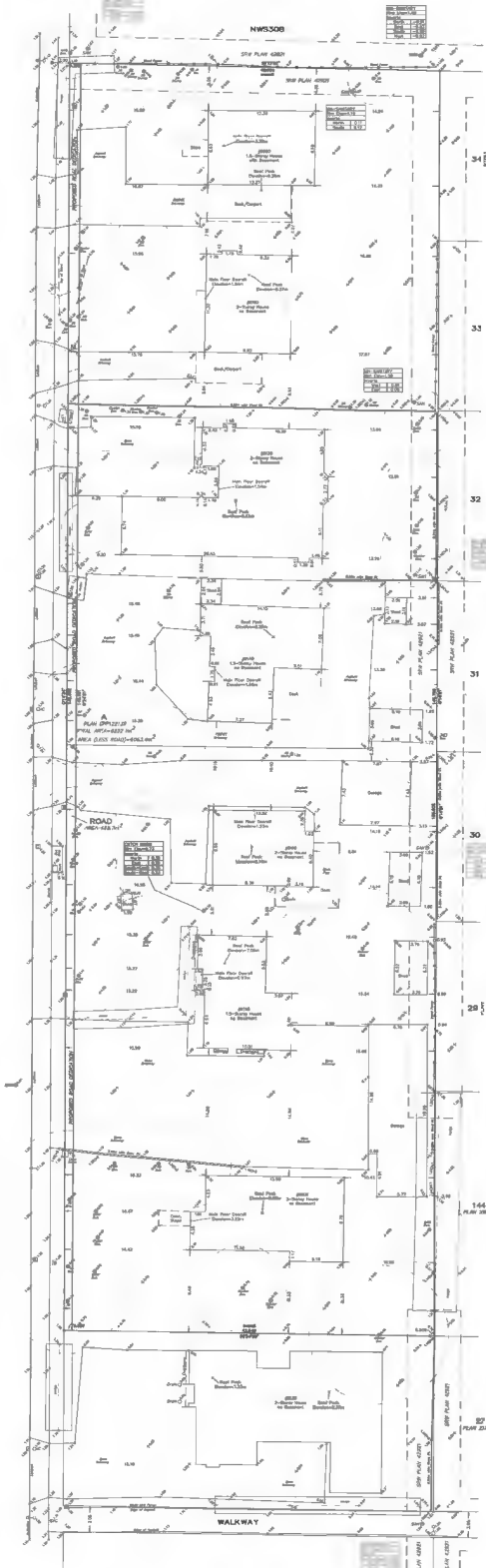
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1. 2024.08.13 ISSUED FOR REZONING  
2. 2024.08.08 IN PROGRESS  
3. 2024.11.22 IN PROGRESS  
4. 2024.07.25 ISSUED FOR REZONING R2  
5. 2024.07.25 ISSUED FOR REZONING R2  
6. 2024.07.25 ISSUED FOR REZONING R2  
7. 2024.10.01 ISSUED FOR REZONING R4

SCALE: 1 : 150

NO. 3 ROAD

WALKWAY

PLN - 46



PLN - 46

10/27/2024 12:38:12 PM

CONTRACTOR SHALL CHECK ALL DIMENSIONS ON THE WORK AND REPORT ANY DISCREPANCY TO THE CONSULTANT FOR CONSTRUCTION UNIT AUTHORIZED IN WRITING BY CONSULTANT.

KEY PLAN

NO.	DATE	REVISION
1	2023.05.12	ISSUED FOR REZONING
2	2023.08.06	IN PROGRESS
3	2024.07.26	ISSUED FOR REZONING R3
4	2024.10.01	ISSUED FOR REZONING R4

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OWNER:

1306125 BC Ltd.

Client Address

NO. 3 ROAD TOWNHOUSES

8000 - 8200 NO. 3 ROAD,  
RICHMOND, B.C.

PROJECT CONTENTS

RENDERINGS

PROJECT NUMBER:  
2214042

DATE:  
25.09.2024

PROJECT NAME:  
A00-03

4



2/ VIEW FROM NO.3 ROAD LOOKING AT AMENITY SPACE AND VEHICULAR DRIVEWAY TO SITE



4/ VIEW FROM NO.3 ROAD LOOKING NORTH



1/ VIEW FROM NO.3 ROAD LOOKING SOUTH



3/ VIEW FROM DRIVEWAY ENTRANCE LOOKING SOUTH



CONTRACTOR SHALL CHECK ALL DIMENSIONS ON THE WORK AND REPORT ANY DISCREPANCY TO THE CONSULTANT IMMEDIATELY. THE CONSULTANT SHALL BE RESPONSIBLE FOR CONSTRUCTION UNIT AUTHORIZED IN WRITING BY CONSULTANT.

KEY PLAN

REVISION	
NO.	DATE
1	2023.05.12
2	2023.06.06
3	2024.07.26
4	2024.10.01

DESCRIPTION
ISSUED FOR REVISION 1
IN PROGRESS
ISSUED FOR REVISION 3
ISSUED FOR REVISION 4

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SCALE:

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OWNER:

1306125 BC Ltd.

PROJECT:

NO. 3 ROAD TOWNHOUSES

8000 - 5200 NO. 3 ROAD,  
RICHMOND, B.C.

RENDERINGS

PROJECT NUMBER:

2214042

DRAWING SCALE:

CHECKED BY  
Y.M.

DATE  
25.09.2024

PROJECT NO.

NO. 3 ROAD TOWNHOUSES

4



5/ VIEW FROM DRIVEWAY ENTRANCE LOOKING AT AMENITY SPACE AND INTERNAL ROAD

PLAN - 48



6/ VIEW FROM INTERNAL ROAD LOOKING NORTH

CONTRACTOR SHALL OBTAIN ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL AND PROVINCIAL AUTHORITIES PRIOR TO THE COMMENCEMENT OF CONSTRUCTION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS.



REV.	DATE	REVISION
1	2023.05.15	ISSUED FOR PERMITTING
2	2023.05.15	ISSUED FOR PERMITTING
3	2023.05.15	ISSUED FOR PERMITTING
4	2023.05.15	ISSUED FOR PERMITTING
5	2023.05.15	ISSUED FOR PERMITTING
6	2023.05.15	ISSUED FOR PERMITTING
7	2023.05.15	ISSUED FOR PERMITTING
8	2023.05.15	ISSUED FOR PERMITTING

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TEL: 604.681.1111  
WWW.VECTORENG.COM

**Bent & Associates Engineering Ltd.**  
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WWW.BENTANDASSOCIATES.COM

**Proton Engineering Ltd.**  
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WWW.PROTONENGINEERING.COM

**Proton Engineering Ltd.**  
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TEL: 604.681.1111  
WWW.PROTONENGINEERING.COM

**Proton Engineering Ltd.**  
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TEL: 604.681.1111  
WWW.PROTONENGINEERING.COM

1306125 BC Ltd.

1306125 BC Ltd.

1306125 BC Ltd.

1306125 BC Ltd.

1306125 BC Ltd.

1306125 BC Ltd.

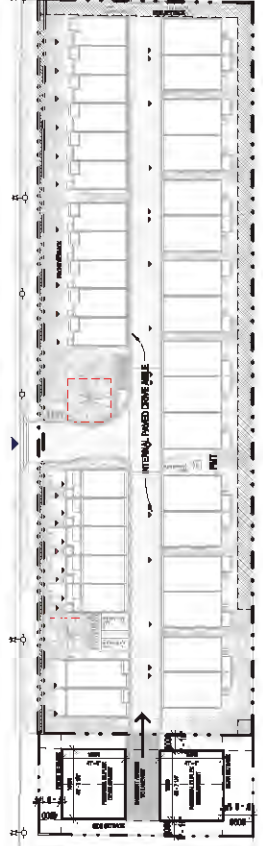
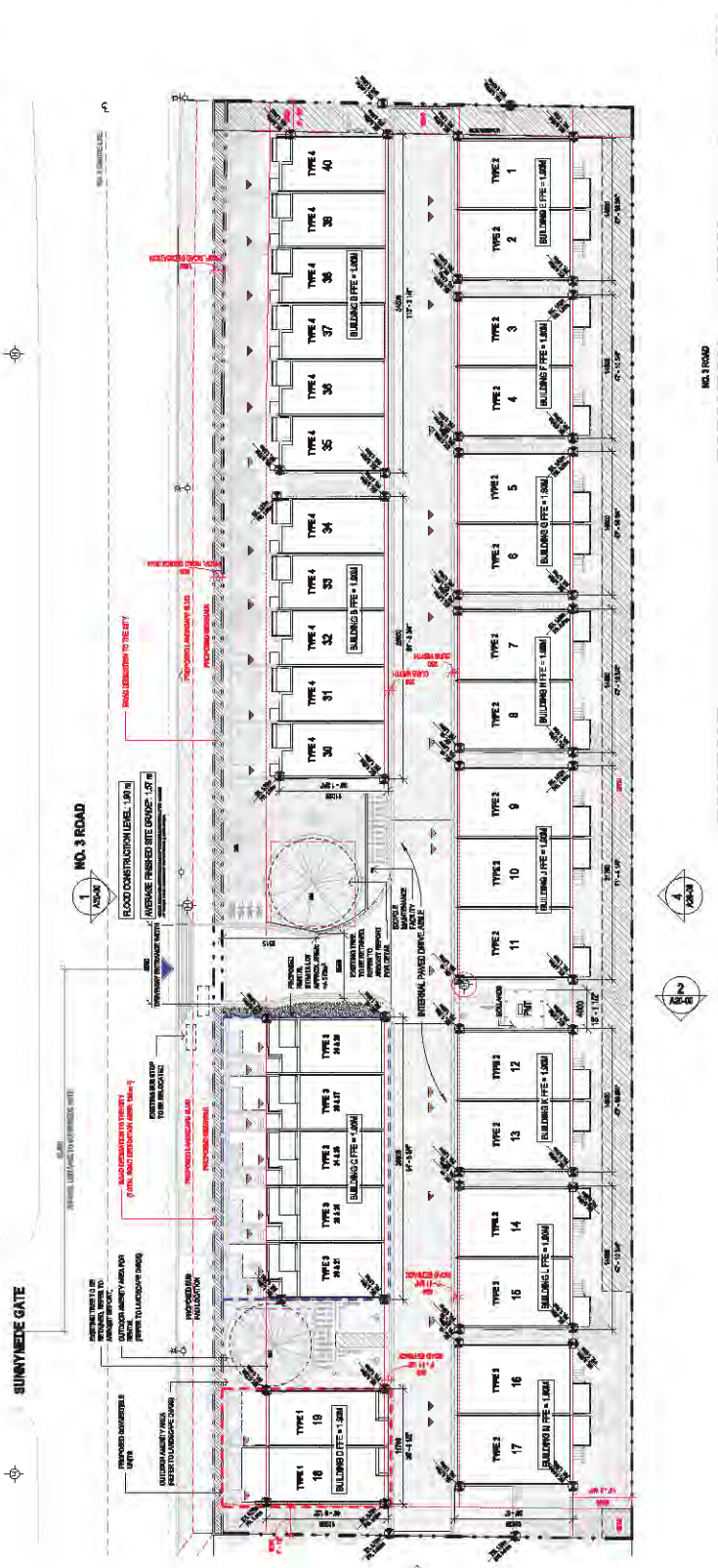
1306125 BC Ltd.

1306125 BC Ltd.

1306125 BC Ltd.

1306125 BC Ltd.

- LEGEND**
- THICK CHAMPY (REFER TO ARCHITECT REPORT)
  - PROTECTION FENCE
  - VEHICULAR ENTRANCE
  - RESIDENTIAL ENTRANCE
  - LANDSCAPE AREA
  - PRIVATE YARD AREA
  - AMBIENT AREA
  - EXISTING LIGHT AND POWER POLE
  - EXISTING POWER POLE
  - MAIN CATCH BASIN
  - EXISTING FIRE HYDRANT



2 PRELIMINARY CONCEPT DESIGN FOR 8220 NO. 3 RD

PAVING TYPE	QUANTITY
ASPHALT	1
CONCRETE	1
TOTAL	2

PAVING TYPE	QUANTITY
ASPHALT	1
CONCRETE	1
TOTAL	2

PAVING TYPE	QUANTITY
ASPHALT	1
CONCRETE	1
TOTAL	2

PAVING TYPE	QUANTITY
ASPHALT	1
CONCRETE	1
TOTAL	2









CONTRACTOR SHALL CHECK ALL DIMENSIONS OF THE WORK, AND REPORT ANY DISCREPANCIES TO THE CONSULTANT IMMEDIATELY. THE CONSULTANT SHALL BE RESPONSIBLE FOR THE ACCURACY OF THE DIMENSIONS SHOWN ON THIS SET OF DRAWINGS.



REVISION	
NO.	DATE
1	2024/04/24
2	2024/04/24

**B+H** Architects  
2000-2000 NO. 3 ROAD,  
RICHMOND, B.C. V6X 3A9  
TEL: 604.273.1111

**Client:** Vector Engineering Services Ltd.  
**Project:** Vector Engineering Services Ltd.  
**Location:** 2000-2000 NO. 3 ROAD, RICHMOND, B.C.  
**Architect:** B+H Architects  
**Engineer:** B+H Architects  
**Structural Engineer:** B+H Architects  
**MEP Engineer:** B+H Architects  
**Interior Designer:** B+H Architects  
**Landscaping:** B+H Architects  
**Construction Manager:** B+H Architects  
**General Contractor:** B+H Architects  
**Construction Date:** 2024/04/24 - 2024/04/24

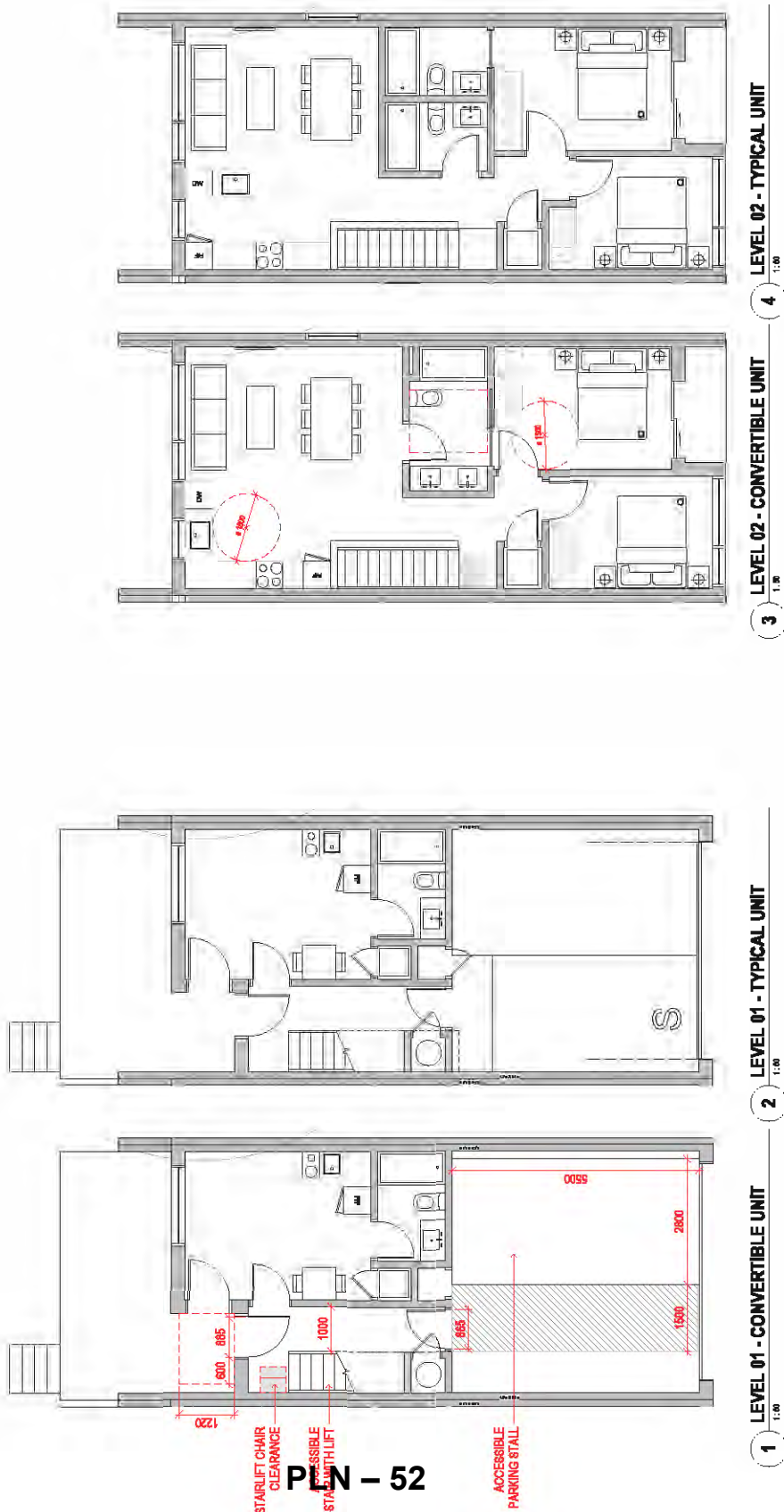
**Project Name:** 1006125 BC Ltd.  
**Project Number:** NO. 3 ROAD TOWNHOUSES

2000-2000 NO. 3 ROAD,  
RICHMOND, B.C.

CONVERTIBLE UNIT PLAN

**Project Number:** 2214042  
**Scale:** 1:50  
**Drawn by:** W.S.  
**Checked by:** W.S.  
**Date:** 25.09.2024

**Sheet No.:** A10-07  
**Page:** 2



PLAN - 52



CONTRACTOR SHALL CHECK ALL DIMENSIONS ON THE WORK AND REPORT ANY DISCREPANCY TO THE CONSULTANT FOR CONSTRUCTION UNIT. AUTHORIZED IN WRITING BY CONSULTANT.

KEY PLAN

NO.	DATE	REVISION
1	2024.08.12	ISSUED FOR PERMITTING
2	2024.08.06	IN PROGRESS
3	2024.02.07	ISSUED FOR PERMITTING R2
4	2024.02.07	ISSUED FOR PERMITTING R3
5	2024.02.07	ISSUED FOR PERMITTING R4

B+H

B+H Architects  
3000 West 4th Avenue  
Vancouver, BC V6L 2K6  
Tel: 604.681.1111

Architect

Vector Engineering Services Ltd.  
1000 West 4th Avenue  
Vancouver, BC V6L 2K6  
Tel: 604.681.1111

Engineer

Burnt & Associates Engineering Ltd.  
3000 West 4th Avenue  
Vancouver, BC V6L 2K6  
Tel: 604.681.1111

Engineer

Protonic Creek Tree Consultants Ltd.  
7700 Keele Street  
Vancouver, BC V6L 2K6  
Tel: 604.681.1111

Engineer

Target Land Surveying (NW) Ltd.  
1000 West 4th Avenue  
Vancouver, BC V6L 2K6  
Tel: 604.681.1111

Engineer

CSRE Environmental  
3000 West 4th Avenue  
Vancouver, BC V6L 2K6  
Tel: 604.681.1111

Engineer

OWNER:

1306125 BC Ltd.

NO. 3 ROAD TOWNHOUSES

8000 - 8000 NO. 3 ROAD,  
RICHMOND, B.C.

WEST ELEVATION

PROJECT NUMBER:  
2214042

ISSUED FOR PERMITTING

DATE:  
25.09.2024

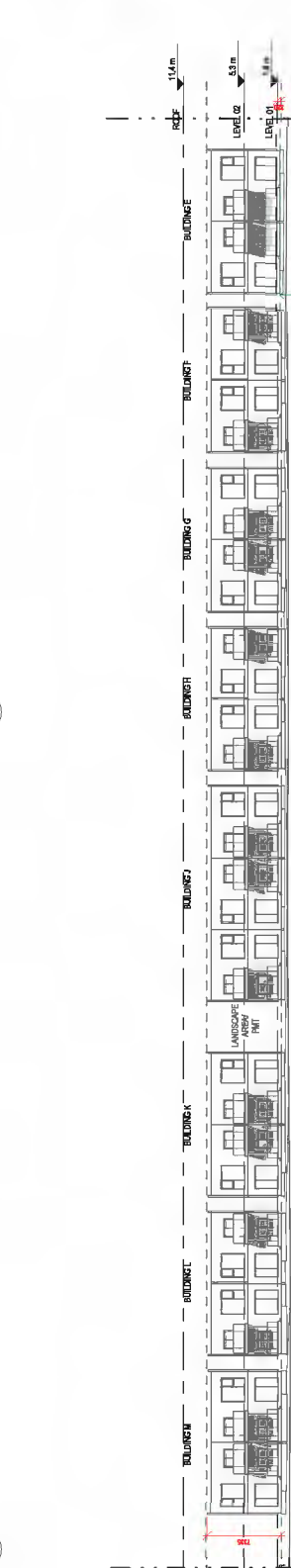
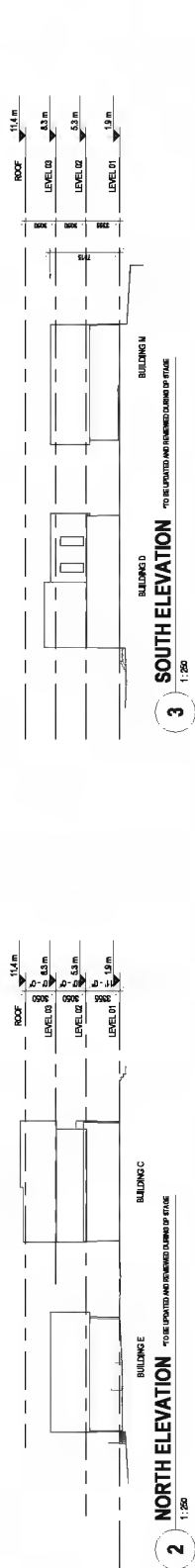
SCALE:  
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DATE:  
25.09.2024

A20-00 5



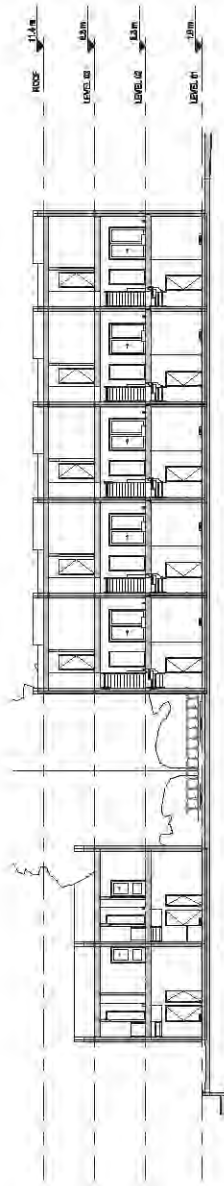
PLN - 53



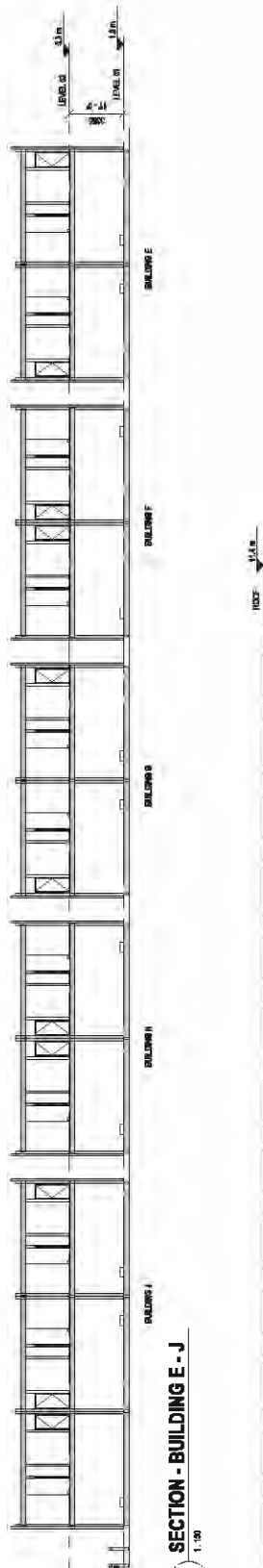
CONTRACTOR SHALL VERIFY ALL DIMENSIONS OF THE WORK, AND REPORT ANY DISCREPANCIES TO THE CONSULTANT IMMEDIATELY. THE CONSULTANT SHALL NOT BE RESPONSIBLE FOR ANY DISCREPANCIES THAT MAY BE IDENTIFIED AFTER THE WORK HAS BEEN COMPLETED.



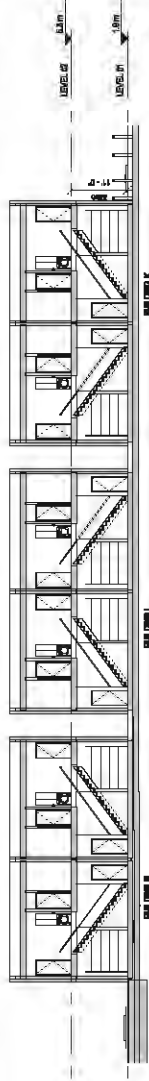
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1:100



3 SECTION - BUILDING C - D  
1:100



2 SECTION - BUILDING E - J  
1:100



1 SECTION - BUILDING K - M  
1:100

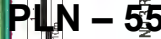
REVISION	
NO.	DATE
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2	2023.03.19
3	2023.03.19
4	2023.03.19
5	2023.03.19











**B+H**  
B+H Architects  
2000-1000 NO. 3 ROAD  
RICHMOND, B.C. V6X 3E8  
TEL: 604.273.1111

**Client:** 1306125 BC Ltd.  
**Project:** NO. 3 ROAD TOWNHOUSES  
**Architect:** B+H Architects  
**Engineer:** Vector Engineering Services Ltd.  
**Structural Engineer:** Vector Engineering Services Ltd.  
**MEP Engineer:** Vector Engineering Services Ltd.  
**Interior Designer:** Vector Engineering Services Ltd.  
**Landscaping Designer:** Vector Engineering Services Ltd.  
**Surveyor:** Vector Engineering Services Ltd.  
**Cost Estimator:** Vector Engineering Services Ltd.  
**Construction Manager:** Vector Engineering Services Ltd.  
**General Contractor:** Vector Engineering Services Ltd.

**Project Name:** 1306125 BC Ltd.  
**Project Number:** NO. 3 ROAD TOWNHOUSES  
**Project Location:** 2000-1000 NO. 3 ROAD, RICHMOND, B.C.  
**Project Status:** 2214042  
**Project Date:** 25.09.2024  
**Project Scale:** 1:150  
**Project Sheet:** A30-00  
**Project Total:** 5





FINISHING LEGEND		DETAIL KEY
KEY	DESCRIPTION	
	BENCH	
	COPY COME	
	SALVAGED CEDAR LOG	
	UPRIGHT SALVAGED CEDAR LOGS	
	BRICK RACK (SLIP-ON MOUNTED) MODEL TWO BEERS	

**RPL**  
PROJECTS  
www.rplprojects.com  
lu@rplprojects.com 604-338-5035



**RZ 22-021743**

**Attachment 3**

Address: 8080, 8100, 8120, 8140, 8160, 8180 and 8200 No. 3 Road

Applicant: David Lin

Planning Area(s): Broadmoor Area Plan

	Existing	Proposed
Owner	1306125 BC Ltd	No change
Site Size	6,222.1 m <sup>2</sup>	6,087.0 m <sup>2</sup>
Land Uses	Single Family Residential	Multiple-family residential
OCP Designation	Neighbourhood Residential	No change
Zoning	Small-Scale Multi-Unit Housing (RSM/L)	Town Housing (ZT106) – No. 3 Road (Broadmoor)
Number of Units	7	30 Market Units + 10 Rental Units

	OCP Requirement	Proposed
Indoor Amenity Space	Min. 70.0 m <sup>2</sup> / Cash-in-lieu	Cash-in-lieu
Outdoor Amenity Space	Min. 6.0 m <sup>2</sup> /unit Total: 240.0 m <sup>2</sup>	294.0 m <sup>2</sup>

On Future Lot		Bylaw Requirement	Proposed	Variance
Floor Area Ratio	Town Housing Units	Max. 0.60	0.60	None permitted
	Market Rental Units	Max. 0.10	0.10	
	Amenity Space*	Max. 0.10	0.00	
Buildable Floor Area**		Max. 4,260.9 m <sup>2</sup>	4,260.0 m <sup>2</sup>	None permitted
Lot Coverage – Building		Max. 40.0 %	40 %	None
Lot Coverage – Buildings, Structures and Non-porous Surfaces		Max. 65.0 %	65 %	None
Lot Coverage – Live Landscaping		Max. 20.0 %	24.65 %	None
Setback – Front Yard (No. 3 Road)		Min. 4.5 m	4.5 m	None
Setback – North Side Yard		Min. 3.0 m	3.0 m	None
Setback – South Side Yard		Min. 3.0 m	3.0 m	None

On Future Lot	Bylaw Requirement		Proposed		Variance
Setback – Rear Yard	Min. 3.0 m		6.0 m		None
Building Height	3 storeys at Max. 12.0 m		Street-fronting (A - C): 10.5 m Rear (E - H, J-M) & D: 7.4 m		None
Parking	With TDMs		With TDMs		None
	Resident	Min. 70	Resident	70	
	Visitor	Min. 6	Visitor	6	
Parking Spaces - Total	Min. 76		76		None
Parking Spaces – Accessible	Min. 2.0 % (2 spaces)		2		None
Small Car Parking Spaces	Max. of 50% (38 spaces)		37		None
Bicycle Parking	With TDMs		With TDMs		None
	Class 1	Min. 63	Class 1	Min. 63	
	Class 2	Min. 8	Class 2	Min. 8	

\* To be reviewed further at the Development Permit stage.

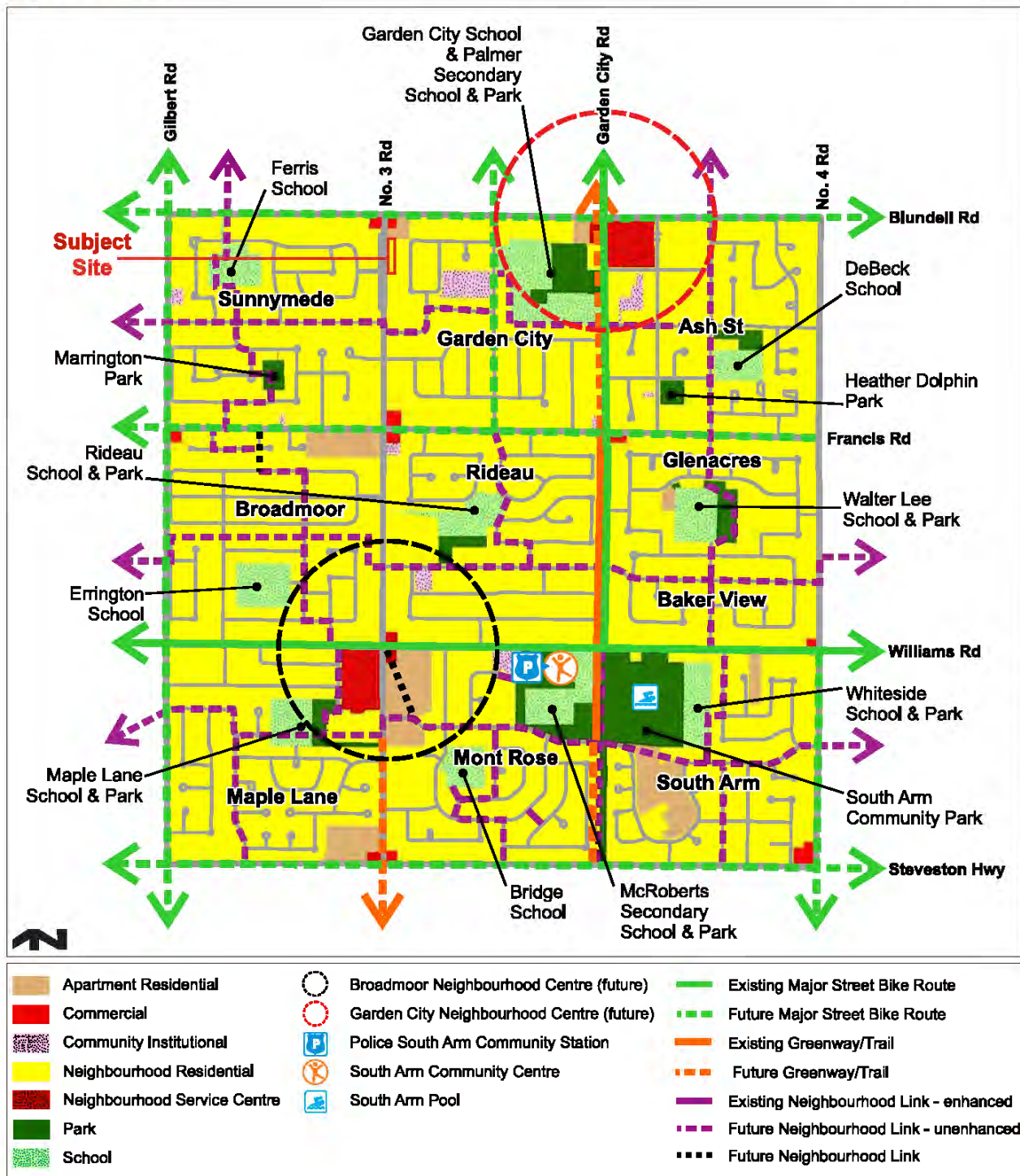
\*\* Preliminary estimate; not inclusive of garage; exact building size to be determined through zoning bylaw compliance review at Building Permit stage.





## 6. Broadmoor

## Attachment 4





SCALED TO FIT  
2.5 0 5 10  
ALL DISTANCES ARE IN METRES

### TREE INVENTORY

#	Type	Action	DBH	MPZ
192	Cherry	Remove	25/25cm	2.0m
193	Pear	Remove	23cm	1.4m
194	Plum	Remove	18/12cm	1.8m
195	Fig	Remove	15/15/15cm	2.0m
196	Plum	Remove	21cm	1.3m
197	Mountain ash	Remove	15/15/15cm	2.0m
198	Cypress	Remove	28/25/25cm	3.0m
199	Weeping birch	Remove	25cm	1.5m
200	Fig	Remove	30cm	1.8m
201	Fig	Remove	30cm	1.8m
202	Cherry	Remove	35cm	2.1m
203	Plum	Remove	10/9/8cm	1.6m
204	European Laurel	Remove	29/18cm	2.4m
205	Western Redcedar	Remove	87cm	5.2m
206	Western Redcedar	Retain	71cm	4.3m
207	Western Redcedar	Remove	25/25/25cm	3.7m
208	Western Redcedar	Remove	27/25/25cm	3.7m
209	Western Redcedar	Remove	27/25/25cm	3.7m
210	Hawthorn	Remove	35/33cm	3.2m
211	Norway maple	Remove	27cm	1.6m
212	Holly	Remove	20cm	1.2m
213	Plum	Remove	20/18/10cm	2.0m
214	Birch	Remove	12/10cm	1.3m
215	Plum	Remove	25/20/20cm	2.2m
216	Plum	Remove	25cm	1.5m
217	Bay laurel	Remove	8/7/5cm	1.2m
218	Plum	Remove	20/20/15cm	2.0m
219	Cypress	Remove	53cm	3.2m
220	Cypress	Remove	49cm	2.9m
221	Cypress	Retain	65cm	3.9m
222	English Oak	Remove	65cm	3.9m
223	Holly	Remove	18/16cm	2.0m
224	Plum	Remove	20/18/18cm	2.4m
225	Holly	Remove	16/16/8cm	2.0m
226	English Oak	Remove	45cm	2.7m
227	English Oak	Remove	60cm	3.6m
	East Cedar hedge	Remove	20-30cm	1.8m
	North Cedar hedge	Remove	20-25cm	1.2m
231	Mountain ash	Retain	14/13/8cm	1.6m

DBH-diameter, MPZ- protection zone

### TREE PROTECTION FENCING

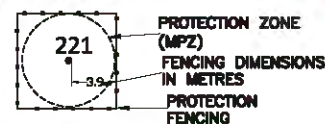
Minimum Radial Distance from trunk

#	Type	DBH	Metres	Feet
206	Western Redcedar	71cm	4.3m	14.0ft
221	Cypress	65cm	3.9m	12.8ft
231	Mountain ash	14/13/8cm	1.6m	5.2ft

### LEGEND

TREE PROPOSED FOR RETENTION

TREE PROPOSED FOR REMOVAL



NOTES:  
1. SITE LAYOUT INFORMATION AND TREE SURVEY DATA PER SUPPLIED DRAWING

2. REFER TO ATTACHED TREE PROTECTION REPORT FOR INFORMATION CONCERNING TREE SPECIES, STEM DIAMETER, HEIGHT, CANOPY SPREAD AND CONDITION.

3. ALL MEASUREMENTS ARE METRIC

Froggers Creek  
Tree Consultants Ltd

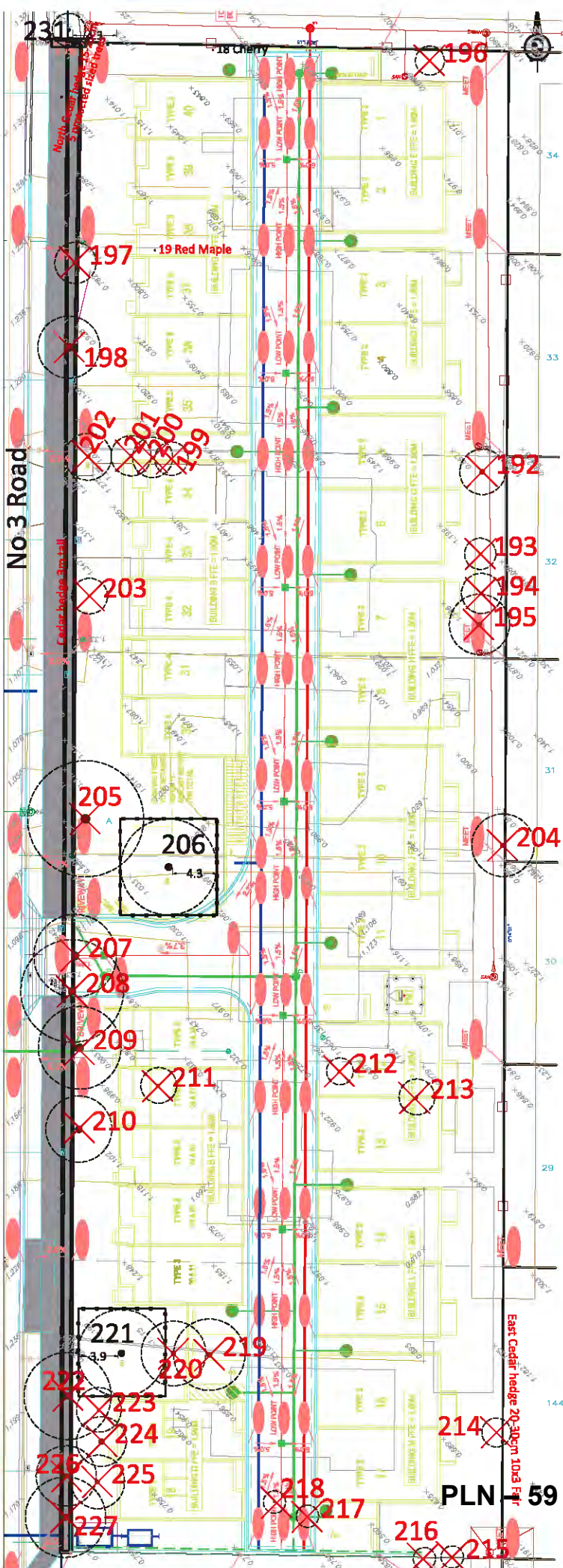
7763 McGregor Avenue Burnaby BC V5J 4H4  
Telephone: 604-721-5002 Fax: 604-437-0970

8080-5200 No. 3 Rd, Richmond BC

TREE PROTECTION DRAWING

THE DRAWING PLOTS ALL TREES, PROPOSED FOR RETENTION, REMOVAL, THEIR CANOPIES, PROTECTION ZONES AND PROTECTION FENCING IN RELATION TO PROPOSED LAYOUT

October 2, 2024





**Address:** 8080, 8100, 8120, 8140, 8160, 8180 and 8200 No. 3 Road

**File No.:** RZ 22-021743

**Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 10613, the developer is required to complete the following:**

1. **(Lot Consolidation)** Consolidation of all the lots into one development parcel (which will require the demolition of the existing dwellings).
2. **(Road Dedication)** A minimum 0.89 m wide road dedication along the entire No. 3 Road frontage. Note: this may require an overlay of the proposed functional plan with the dedication plan to confirm that the required improvements can be accommodated within the dedication area. Additional road may be required as a statutory right-of way (SRW) based on finalization of the design at the Servicing Agreement (SA) stage.
3. **(Arborists Contract)** Submission of a Contract entered into between the Developer 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. **(Tree Survival Security - Onsite)** Submission of a Tree Survival Security to the City in the amount of \$20,480.0 for the two trees (tag# 206 and 221) to be retained.
5. **(Voluntary Tree Contribution - Onsite)** City acceptance of the developer's offer to voluntarily contribute \$21,504.0 (\$768/tree) to the City's Tree Compensation Fund for the planting of replacement trees within the City in lieu of planting the balance (28 trees) of required replacement trees on-site.
6. **(Voluntary Tree Contribution - City)** City acceptance of the developer's offer to voluntarily contribute \$1,536.0 to the City's Tree Compensation Fund for the planting of replacement trees within the City in lieu of replacing a city-owned tree (tag# 198) removed by the developer from the existing or proposed dedicated road.
7. **(Tree Protection Fencing)** Installation of appropriate tree protection fencing around all three trees [two on-site trees (tag# 206 and 221) and one tree (tag#231) located on a neighbouring property] to be retained as part of the development prior to any construction activities, including building demolition, occurring on-site.
8. **(Flood Indemnity Covenant)** Registration of a flood indemnity covenant on title (2.9 m GSC - Area A).
9. **(Housing Tenure and Age Restrictions)** Registration of a restrictive covenant prohibiting (a) the imposition of any strata bylaw that would prohibit any residential dwelling unit from being rented; and (b) the imposition of any strata bylaw that would place age-based restrictions on occupants of any residential dwelling unit.
10. **(Housing Agreement)** Enter into a Housing Agreement with the City and registration of a restrictive covenant to secure the 10 market rental units, the combined habitable floor area of which shall comprise at least 10% of the subject development's total residential building area. To the satisfaction of the City, the terms shall indicate that they apply in perpetuity and provide for, but will not be limited to, the following requirements:
  - (a) Occupants of the market rental housing units subject to the Housing Agreement shall enjoy full and unlimited access to and use of all on-site indoor and outdoor amenity spaces provided on the lot as per OCP and Development Permit\* requirements, at no additional charge (i.e. no monthly rents or other fees shall apply for the casual, shared, or exclusive use of any amenities).
  - (b) The terms of the housing agreement shall indicate that it applies in perpetuity and provides for the following Unit Types and Basic Universal Housing (BUH) standard compliance or as otherwise determined to the satisfaction of the Director of Development through an approved Development Permit\*.

Unit Type	Market Rental (number of units) <sup>(1)</sup>
Studio	5 (50 %)
2-Bedroom +	5 (50 %)
<b>Total</b>	<b>10</b>

<sup>(1)</sup> Min. 50% of market rental units shall meet City of Richmond Basic Universal Housing (BUH) standards outlined in the zoning bylaw.

Initial: \_\_\_\_\_



11. **(Market Rental Units)** Registration on title of a restrictive covenant and/or alternative legal agreement prohibiting the subdivision of individual market rental units by way of stratification or air space parcel.
12. **(Parking Reduction Strategy)** Registration of a legal agreement on title securing the applicant's offer to voluntarily contribute towards various transportation related improvements and secure parking for various uses in compliance with the zoning bylaw requirements and transportation demand management (TDM) parking reductions, to the satisfaction of the Director of Transportation, including, but not limited to, the following:
  - a) Providing 76 vehicle parking spaces (with six vehicle parking spaces reserved for visitors).
  - b) Provide 63 Class-1 bicycle parking spaces and 8 Class-2 bicycle parking spaces.
  - c) Transit Pass Program: Execution and completion of a transit pass program, including the following method of administration and terms:
    - (i) Provide 120 two-zone monthly transit passes (equivalent to one year supply of two-zone monthly transit passes for the five studio-sized market rental townhouse units at a rate of \$143.50 per pass) for the residents of the five studio-sized market rental townhouse units for a period of two-years until the passes are exhausted. The approximate value is \$17,220.0.
    - (ii) Letter of Credit (\$17,220.0) provided to the City for 100% of the transit pass program value.
    - (iii) Provide a Letter of Commitment from the Owner/Property Manager committing to provide 120 two-zone monthly passes (equivalent to a two-year supply of the two-zone monthly transit passes for the five studio-sized market rental townhouse units) to the residents until the passes are exhausted.
    - (iv) The Owner/Property Manager is to advise the City when all the passes are exhausted and provide documentation on unit types provided with passes.
    - (v) If the transit pass program is not fully subscribed within one years, the program is to be extended until the equivalence of the cost of the full one-year transit pass program has been exhausted. Should not all transit passes be utilized by the end of the second year, the remaining funds equivalent to the value of the unsubscribed transit passes are to be transferred to the City of Richmond for alternate transportation initiatives at the City's discretion.
    - (vi) The availability and method of accessing the two-zone transit passes are to be clearly explained in the tenancy agreements and any rental materials.
  - d) Enhanced Bicycle Facilities: The applicant shall, at its sole cost, design, install, and maintain on the lot, to the satisfaction of the City as determined via the Development Permit\*:
    - (i) Bicycle maintenance and repair station: one station for the shared use of all the residents, including bicycle repair stand (with repair tools); bicycle pump, wrenches/spoke wrenches, a chain tool, lubricants, tire levers, hex keys/allen wrenches, torx keys, and screwdrivers and drain for bicycle washing. A note is required on the Development Permit\* and Building Permit\*. Appropriate signage is required.
    - (ii) "No development" shall be permitted, restricting Development Permit\* issuance for any building on the lot, until the applicant provides for the required enhanced bicycle facilities.
    - (iii) No Building Permit\* shall be issued for a building on the lot, in whole or in part, until the applicant provides for the required enhanced bicycle facilities and a letter of confirmation is submitted by the architect assuring that the facilities satisfy all applicable City's requirements.
    - (iv) "No occupancy" shall be permitted, restricting final Building Permit inspection granting occupancy for any building on the lot, in whole or in part, until the required enhanced bicycle facilities are completed and have received final Building Permit inspection granting occupancy.
13. **(Contribution – Affordable Housing)** City acceptance of the developer's offer to voluntarily contribute \$12.00 per buildable square foot (e.g. \$471,743.42) to the City's affordable housing fund.
14. **(Contribution – Indoor Amenity Space)** Contribution of \$128,090.00 in-lieu of on-site indoor amenity space.
15. **(Public Art – Cash Contribution)** City acceptance of the developer's offer to make a voluntary cash contribution towards the City's Public Art Fund, the terms of which shall include the following:
  - a) The value of the developer's voluntary public art contribution shall be based on the Council-approved rates for residential and non-residential uses and the maximum buildable floor area permitted under the subject site's proposed zoning, excluding floor area associated with affordable housing and market rental, as indicated in the table below.

Building Type	Rate/ft <sup>2</sup>	Maximum Permitted Floor Area (after exemptions)	Minimum Voluntary Cash Contribution
Residential	\$1.02	39,311.95 ft <sup>2</sup>	\$40,098.19

- b) In the event that the contribution is not provided within one year of the application receiving third reading of Council (i.e. Public Hearing), the contribution rate (as indicated in the table in item a) above) shall be increased annually thereafter based on the Statistics Canada Consumer Price Index (All Items) – Vancouver yearly quarter-to-quarter change, where the change is positive.

16. **(Access to Future Development Site)** Registration of a cross-access easement, statutory right-of-way, and/or other legal agreements or measures, as determined to the satisfaction of the Director of Development, over the internal drive-aisle in favour of 8220 No. 3 Road including the installation of way-finding and other appropriate signage on the subject property, and requiring a covenant that the owner provide written notification of this through the disclosure statement to all initial purchasers, provide an acknowledgement of the same in all purchase and sale agreements, and erect signage in the initial sales centre advising purchasers of the potential for these impacts.
17. **(SRW – City Utilities)** Discharge of the existing city utilities statutory right-of-way agreement [H127464 - Plan 42921] from Title and the registration of a new statutory right-of-way agreement on Title for city utilities.
18. **(Development Permit)** The submission and processing of a Development Permit\* completed to a level deemed acceptable by the Director of Development.
19. **(Fees - Notices)** Payment of all fees in full for the cost associated with the Public Hearing Notices, consistent with the City's Consolidated Fees Bylaw No 8636, as amended.
20. **(Servicing Agreement)** Enter into a Servicing Agreement\* for the design and construction of engineering infrastructure improvements. A Letter of Credit or cash security for the value of the Service Agreement works, as determined by the City, will be required as part of entering into the Servicing Agreement. Works include, but may not be limited to,

#### I. Water Works

- (a) Using the OCP Model, there is 993 L/s of water available at a 20 psi residual at the No. 3 Road frontage. Based on your proposed development, your site requires a minimum fire flow of 220 L/s.
- (b) At Developer's costs, the Developer is required to:
- Submit Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) fire flow calculations to confirm development has adequate fire flow for onsite fire protection. Calculations must be signed and sealed by a Professional Engineer and be based on Building Permit Stage building designs.
  - Provide a fire hydrant at the frontage at the east side of No. 3 Road to meet the City's hydrant spacing requirements for multi-family land use. Consultation with the City's Fire department is required to confirm location/positioning of required fire hydrant.
  - Provide a right-of-way for the water meter. Minimum right-of-way dimensions to be the size of the meter box (from the City of Richmond supplementary specifications) + any appurtenances (for example, the bypass on W2o-SD) + 0.5 m on all sides. Exact right-of-way dimensions to be finalized via the Servicing Agreement process.
- (c) At Developer's cost, the City is to:
- Cut, cap at main and remove the existing water service meters and connections to the development site.
  - Install a new water service connection off the existing watermain at No. 3 Road frontage, complete with meter and meter chamber. Meter to be located onsite in a right of way. The details of the water service connection shall be finalized via the Servicing Agreement review.

#### II. Storm Sewer Works

- (a) At the Developer's costs, the Developer is required to:
- Provide an erosion and sediment control plan for all on-site and off-site works, to be reviewed as part of the Servicing Agreement design.
  - Minimize impact of the required gravity storm service connection to the existing 400 mm diameter AC watermain that conflicts with the required storm connection to service the proposed site. To minimize the impact, the City requires the Developer to install the required storm service connections at the same alignment as the existing service connections via trenchless methods. The City will allow two drainage

service connections for this project to avoid undermining the existing 400 mm diameter AC watermain and also to avoid new holes to the existing box culvert. The Developer is required to video inspect the existing connections and confirm its diameter and inverts for their civil consultant's use in designing the onsite drainage system and the offsite drainage connections. The Developer's consultant shall investigate and propose the appropriate trenchless method and provide details via the Servicing Agreement review.

- (iii) Provide a right-of-way for the proposed inspection chamber. Exact right of way dimensions to be finalized in the Servicing Agreement review process.
- (b) At Developer's cost, the City is to:
  - (i) Cut, cap, and remove the existing storm service connections that are not going to be re-used.

### III. Sanitary Sewer Works

- (a) At the Developer's costs, the Developer is required to:
  - (i) Not start on-site excavation or building construction prior to completion of rear-yard sanitary works by City crews.
  - (ii) Not encroach into the City's sanitary sewer right-of-way with proposed trees, retaining walls, non-removable fences, or other non-removable structures.
  - (iii) Upgrade the existing 150 mm diameter sanitary line along the north property line of 8080 No. 3 Road to 200 mm diameter as per the City's Engineering specifications.
  - (iv) Upgrade the existing 150 mm diameter sanitary sewer along the east property line of the proposed site to 200 mm diameter as per City Engineering specifications. The following servicing strategies are acceptable to the City.
    - (1) Connect the proposed development to the existing 150 mm diameter sanitary lines along the east property line of the proposed site. The City requires the existing 150 mm sanitary pipes along the east property lines of 8080, 8100, 8120, 8140, 8160 and 8180 No. 3 Road to be upgraded to 200 mm diameter if the proposed site will connect to this system. Additionally, capacity analyses will be required to confirm whether the downstream 150 mm diameter sanitary main along the south property line of 8040 Blundell Road are adequate. Additional downstream upgrades may be required along Luton Rd subject to the capacity analyses results in the servicing agreement. The Developer shall provide written notifications and obtain written consent from the affected downstream owners for the proposed works in private rear yards (if downstream upgrade is required) prior to entering into the preliminary Servicing Agreement.
    - (2) Connect the proposed development to the existing sanitary system located at the southeast corner of 8200 No. 3 Road. This servicing strategy will require replacement of the existing sanitary lateral system along the common property line of 8220 No. 3 Road and 8251 Luton Road to a 200 mm sanitary gravity main and the upgrade of the existing 150 mm diameter sanitary sewer in the walkway along the south property line of 8251 Luton Road to a 200 mm diameter sanitary sewer, approximately 50 m long, from manhole SMH2398 to manhole SMH2396. The Developer shall provide written notifications and obtain written consent from the owners of 8220 No. 3 Road and 8251 Luton Road for the proposed works in private property prior to entering into the preliminary Servicing Agreement.
  - (v) The Developer is required to confirm the sanitary servicing strategy they prefer and obtain written consent from the adjacent property owners for any required sanitary works that may impact access to their site, landscaping features, fences and other private improvements. Each property must be sent a letter via registered mail that includes the scope of work, the potentially effected items (i.e. landscaping, driveways, fences, private trees, etc.), and the proposed impact mitigation strategy. Prior to sending the letters to the property owners, each letter must be submitted to the City for review and approval. Once the letters are received by the property owners and they have been given sufficient time for review (at least one week), the Developer is required to obtain signed consent from each property owner and submit to the City prior to entering into a preliminary servicing agreement with the City. Confirmation of the preferred strategy is required early in the process because the sanitary servicing works need to be included in the SA security bond.
  - (vi) Retaining walls and tie backs to facilitate site raising at the existing rights of ways that contains the existing sanitary lines in the rear yards are not permitted because these will obstruct maintenance access to the sanitary lines. An encroachment agreement may be required to facilitate removal of any obstruction

to City's access to the rear yard sanitary system (at the developer's or future Strata's cost) if the development chooses to connect to the City's rear yard sanitary.

- (vii) Discharge the existing right of way at the southeast corner of 8200 No. 3 Road, if required via the servicing agreement design review process.
- (b) At Developer's cost, the City is to:
  - (i) Cut and cap all existing service connections to the development site and remove inspection chambers.
  - (ii) Complete all tie-ins for the proposed works to existing City infrastructure including re-connections of existing services to the new mains.

#### **IV. Frontage Improvements (General)**

- (a) The Developer is required to:
  - (i) Coordinate with BC Hydro, Telus and other private communication service providers:
    - (1) Before relocating/modifying any of the existing power poles and/or guy wires within the property frontages.
    - (2) To underground overhead service lines.
    - (3) To locate/relocate all above ground utility cabinets and kiosks required to service the proposed development, and all above ground utility cabinets and kiosks located along the development's frontages, within the developments site (see list below for examples). A functional plan showing conceptual locations for such infrastructure shall be included in the development design review process. Please coordinate with the respective private utility companies and the project's lighting and traffic signal consultants to confirm the requirements (e.g., statutory right-of-way dimensions) and the locations for the aboveground structures. If a private utility company does not require an aboveground structure, that company shall confirm this via a letter to be submitted to the City. The following are examples of statutory rights-of-way that shall be shown on the architectural plans/functional plan, the Servicing Agreement drawings, and registered prior to Servicing Agreement design approval:
      - BC Hydro PMT – 4.0 x 5.0 m
      - BC Hydro LPT – 3.5 x 3.5 m
      - Street light kiosk – 1.5 x 1.5 m
      - Traffic signal kiosk – 2.0 x 1.5 m
      - Traffic signal UPS – 1.0 x 1.0 m
      - Shaw cable kiosk – 1.0 x 1.0 m
      - Telus FDH cabinet – 1.1 x 1.0 m
  - (ii) Review street lighting levels along the No. 3 Road frontage and upgrade as required.

#### **V. Frontage Improvements (No. 3 Road)**

Frontage improvements to be completed to the discretion and satisfaction of the Director of Transportation. No. 3 Road frontage improvements generally to be completed as identified below:

- (a) From east to west, at the western frontage, the Developer will be responsible for:
  - (i) A 3.0 m wide concrete sidewalk along the frontage that ties into the existing sidewalk to the north and south of the proposed development site.
  - (ii) A minimum 1.5 m wide landscaped boulevard with street trees extending to the existing east curb along No. 3 Road.
  - (iii) 0.15 m wide concrete curb and gutter.
  - (iv) Relocation, modification, upgrade, or installation of City-owned and third-party assets along the western frontage of the development site, including but not limited to bus stops, utility and light poles, pre-ducting, fire hydrants, railings and signage, to accommodate the frontage works outlined above.
- (b) The Developer will upgrade the existing 403 bus stop on the western frontage to a universally accessible 3.0 m by 9.0 m bus pad with pre-ducting to allow for future bus shelter construction. The Developer will consult and receive permission from Coast Mountain Bus Company ("CMBC") prior to commencing work.
- (c) Should the development footprint extend to include the south property, currently 8220 No. 3 Road, upgrades to the pedestrian footpath along the south frontage may be required by the Developer.

Note:

- A 0.89 m road dedication along the entire No. 3 frontage is to be provided to support the required frontage improvements. The exact dimensions of the above frontage improvements are to be determined as part of the road functional design process and legal surveys at SA stage.
- Additional road may be required as a statutory right-of way (SRW) based on finalization of the design at the SA stage.

#### VI. General Items

- (a) The Developer is required to:
  - (i) Not encroach into City rights-of-ways with proposed trees, retaining walls, non-removable fences, or other non-removable structures.
  - (ii) Provide, prior to start of site preparation works or within the first servicing agreement submission, whichever comes first, a preload plan and geotechnical assessment of preload, dewatering, and soil preparation impacts on the existing utilities (i.e., sanitary lines in the rear yards) fronting the development site and provide mitigation recommendations.
  - (iii) Provide a video inspection report of the existing sanitary sewer along the east property line prior to start of site preparation works or within the first Servicing Agreement submission, whichever comes first. A follow-up video inspection, complete with a civil engineer's signed and sealed recommendation letter, is required after site preparation works are complete (i.e. pre-load removal, completion of dewatering, etc.) to assess the condition of the existing utilities and provide recommendations to retain, replace, or repair. Any utilities damaged by the pre-load, de-watering, or other ground preparation shall be replaced or repaired at the Developer's cost.
  - (iv) Monitor the settlement at the adjacent utilities and structures during pre-loading, dewatering, and soil preparation works per a geotechnical engineer's recommendations, and report the settlement amounts to the City for approval.
  - (v) Enter into, if required, 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, including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, shoring, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.

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

1. **(Landscape Plan and Security)** 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 and 10% contingency. If the required replacement trees cannot be accommodated on-site, a cash-in-lieu contribution in the amount of \$768/tree to the City's Tree Compensation Fund for off-site planting is required.
2. **(Acoustical and Thermal Report)** Complete an acoustical and thermal a report and recommendations prepared by an appropriate registered professional, which demonstrates that the interior noise levels and noise mitigation standards comply with the City's Official Community Plan and Noise Bylaw requirements. The standard required for air conditioning systems and their alternatives (e.g. ground source heat pumps, heat exchangers and acoustic ducting) is the ASHRAE 55-2004 "Thermal Environmental Conditions for Human Occupancy" standard and subsequent updates as they may occur. Maximum interior noise levels (decibels) within the dwelling units must achieve CMHC standards follows:

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

3. **(Energy Efficiency Report)** Complete a proposed townhouse energy efficiency report and recommendations prepared by a Certified Energy Advisor which demonstrates how the proposed construction will meet or exceed the required BC Energy Step Code and/or Zero Carbon Code, in compliance with the City's Official Community Plan and Building Regulation Bylaw No. 7230.

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

1. **(Construction Parking and Traffic Management Plan)** Submission of a Construction Parking and Traffic Management Plan to the Transportation Department. 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. **(Accessibility Measures)** Incorporation of accessibility measures in Building Permit (BP) plans as determined via the Rezoning and/or Development Permit processes.
3. **(Construction Hoarding)** Obtain a Building Permit (BP) for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Department at 604-276-4285.

**Note:**

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

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

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

- Additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering may be required including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.
- If the development will be constructed in phases and stratified, a [Phased Strata Subdivision Application](#) is required. Each phase of a phased strata plan should be treated as a separate parcel, each phase to comply with the Richmond Zoning Bylaw 8500 in terms of minimum lot area, building setback and parking requirements. Please arrange to have the City's Approving Officer review the proposed phased boundaries in the early DP stages. To allow sufficient time for staff review and preparation of legal agreements, the application should be submitted at least 12 months prior to the expected occupancy of development.
- If the development intends to create one or more air space parcels, an [Air Space Parcel Subdivision Application](#) is required. To allow sufficient time for staff review and preparation of legal agreements, the application should be submitted at least 12 months prior to the expected occupancy of development.
- 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.

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Signed

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Date



**Richmond Zoning Bylaw 8500  
Amendment Bylaw 10613 (RZ 22-021743)  
8080, 8100, 8120, 8140, 8160, 8180 and 8200 No. 3 Road**

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

1. Richmond Zoning Bylaw 8500, as amended, is further amended by inserting into Section 17 Site Specific Residential (Town Housing) Zones in numerical order:

**“17.106 Town Housing (ZT106) – No. 3 Road (Broadmoor)**

**17.106.1 Purpose**

The **zone** provides for **town housing**, along with other compatible **uses**.

**17.106.2 Permitted Uses**

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

**17.106.3 Secondary Uses**

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

**17.106.4 Permitted Density**

1. The maximum **floor area ratio** (FAR) is 0.80, of which:
  - a) 0.10 **floor area ratio** must be used exclusively for **market rental units**; and
  - b) all **floor area ratio** between 0.70 and 0.80 must be used exclusively to accommodate **amenity space**.

**17.106.5 Residential Rental Tenure**

1. A minimum of 10 **dwelling units** shall be used only for **residential rental tenure**.

**17.106.6 Permitted Lot Coverage**

1. The maximum **lot coverage** is 40% for **buildings**.
2. No more than 65% of the **lot** may be occupied by **buildings, structures and non-porous surfaces**.
3. 20% of the **lot area** is restricted to **landscaping** with live plant material.



**17.106.7 Yards & Setbacks**

1. The minimum **setback** from a public **road** is 4.5 m.
2. The minimum **side yard** and **rear yard** is 3.0 m.
3. **Porches, balconies, bay windows**, entry stairs and **cantilevered roofs** forming parts of the **principal building** may project into the any **yard** or **setbacks** for a distance of not more than 1.2 m.

**17.106.8 Permitted Heights**

1. The maximum **height** for **buildings** is 12.0 m but containing no more than 3 **storeys**.
2. The maximum **height** for **accessory buildings** is 5.0 m.
3. The maximum **height** for **accessory structures** is 9.0 m.

**17.106.9 Subdivision Provisions/Minimum Lot Size**

1. There are no minimum **lot width** or **lot depth** requirements.
2. The minimum **lot area** is 6,000 m<sup>2</sup>.

**17.106.10 Landscaping & Screening**

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

**17.106.11 On-Site Parking and Loading**

1. On-site **vehicle** and bicycle parking and loading shall be provided according to the standards set out in Section 7.0, except that subject to the provision of Transportation Demand Management measures to the satisfaction of the Director of Transportation, the minimum requirements are to be as follows:
  - a) Basic requirement of 70 **vehicle parking spaces**;
  - b) Visitor parking requirement of 6 **vehicle parking spaces**; and
  - c) 63 **Class 1** bicycle parking spaces and 8 **Class 2** bicycle parking spaces

**17.106.12 Other Regulations**

1. In addition to the regulations listed above, the General Development Regulations in Section 4.0 and the Specific Use Regulations in Section 5.0 apply.”
2. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following area and by designating it as “**TOWN HOUSING (ZT106) – NO. 3 ROAD (BROADMOOR)**”.

P.I.D. 004-175-930

Lot 83 Section 21 Block 4 North Range 6 West New Westminster District Plan 21078

P.I.D. 010-249-133

Lot 84 Section 21 Block 4 North Range 6 West New Westminster District Plan 21078

P.I.D. 004-694-538

North Half Lot 12 Except: Part Subdivided By Plan 20753; Section 21 Block 4 North Range 6 West New Westminster District Plan 3238

P.I.D. 010-900-578

South Half Lot 12 Except: Part Subdivided By Plan 20753; Section 21 Block 4 North Range 6 West New Westminster District Plan 3238

P.I.D. 003-580-067

North Half Lot 13 Except: Part Subdivided By Plan 20753; Section 21 Block 4 North Range 6 West New Westminster District Plan 3238

P.I.D. 001-959-107

South Half Lot 13 Except: Part Subdivided By Plan 20753; Section 21 Block 4 North Range 6 West New Westminster District Plan 3238

P.I.D. 001-959-093

Lot 143 Section 21 Block 4 North Range 6 West New Westminster District Plan 28603

3. This Bylaw may be cited as “**Richmond Zoning Bylaw 8500, Amendment Bylaw 10613**”.

FIRST, SECOND AND THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
CORPORATE OFFICER





# City of Richmond

## Report to Committee

**To:** Planning Committee  
**From:** Joshua Reis  
Director, Development

**Date:** October 3, 2024  
**File:** AG 23-017928

**Re:** Application by Pooni Group Inc. for an Agricultural Land Reserve Non-Farm Use  
at 4880 No. 6 Road

### Staff Recommendation

That the application by Pooni Group Inc. for an Agricultural Land Reserve Non-Farm Use to permit an extension of the lease of an approximate 6.8 ha (16.8 acre) portion of 4880 No 6 Road for up to 25 years, and to permit construction of a new 1,664 m<sup>2</sup> clubhouse and driving range structure on the leased portion of the site at 4880 No. 6 Road be endorsed and forwarded to the Agricultural Land Commission.

Joshua Reis, RPP, MCIP, AICP  
Director, Development  
(604-247-4625)

JR:jsh  
Att. 7

### REPORT CONCURRENCE

#### CONCURRENCE OF GENERAL MANAGER

## **Staff Report**

### **Origin**

Pooni Group Inc., on behalf of Kepland Homes Ltd., (Director(s) Tai Hong Ong, Kam Imm Ng) has submitted an Agricultural Land Reserve (ALR) Non-Farm Use application to permit an extension of the lease of a 6.8 ha (16.8 acre) portion of 4880 No 6 Road for up to 25 years, and to permit construction of a new 1,664 m<sup>2</sup> clubhouse and driving range structure on the leased portion of the site. Council consideration is required prior to advancing the non-farm use application to the Agricultural Land Commission (ALC). Approval from the Agricultural Land Commission (ALC) is required for a non-farm use in the ALR, as well as for a lease with a term of greater than three years. A location map and aerial photograph are provided in Attachment 1.

### **Background**

The property (4880 No 6 Road) is split-zoned property, with the south western portion of the property zoned “Golf Course (GC)” and the remainder to the north and east being zoned “Agriculture (AG1)”. The proposed non-farm use application pertains to that portion of the site zoned “Golf Course (GC)” the “subject area”. There is no impact to the existing farm operations located on that portion of the property zoned “Agriculture (AG1)”.

The property (4880 No 6 Road) is owned by Keplan Homes which leases the subject area to the current operator of the driving range (Launch Pad Golf Alberta Corp). The agricultural portions on site are leased to Birak Berry Farms Lts, and Garden in Gardens Greenhouse Ltd, with lease terms until August 31, 2026 and December 31, 2026.

The driving range first received Agricultural Land Commission (ALC) approval in 1984, which included a covered tee area and a single-story clubhouse. The most recent approval by the ALC took place in 2000, granting an extension of the lease term for the driving range until 2025. The portion of the site to the east of the subject area was previously unused for agriculture, but was returned to farm use as a requirement to the 2000 ALC decision.

### **Findings of Fact**

A Development Application Data Sheet providing details about the development proposal is attached (Attachment 2).

### **Surrounding Development**

To the North: On the same parcel, a farm operation on a parcel zoned “Agriculture (AG1)” and located in the Agricultural Land Reserve (ALR). Across Cambie Road, a farm operation on a parcel zoned “Agriculture (AG1)” and located in the ALR.

To the South: Across Highway 91, a golf course on a parcel zoned “Golf Course (GC)” and “Agriculture (AG1)” and located in the ALR.

To the East: On the same parcel, a farm operation on a parcel zoned “Agriculture (AG1)” and located in the Agricultural Land Reserve (ALR). On the adjacent parcel, a farm operation on a parcel zoned “Agriculture (AG1)” and located in the ALR.

To the West: Across No. 6 Road, a series of industrial operations on parcels zoned “Industrial Business Park (IB1)”.

## **Related Policies & Studies**

### Official Community Plan

The subject site is designated “Agriculture (AGR)” in the Official Community Plan (OCP), which includes those areas where the principal use is agriculture and food production, but may include other land uses as permitted under the *Agricultural Land Commission Act* (ALCA). The subject area is zoned as “Golf Course (GC)”, which allows the existing and proposed driving range use. The proposed extension of the lease and the proposed new golf club and driving range structure is consistent with the OCP and previous non-farm use approvals for the subject area.

### Food Security & Agricultural Advisory Committee

The proposal was reviewed and generally supported by the Food Security and Agricultural Advisory Committee (FSAAC) at its meeting held on April 25, 2024. FSAAC meeting notes (No Quorum) are provided in Attachment 3.

### Floodplain Management Implementation Strategy

The proposal must meet the requirements of the Richmond Flood Plain Designation and Protection Bylaw 8204. Registration of a flood plain covenant on Title is required prior to Building Permit Issuance.

## **Analysis**

The proposed non-farm use application seeks to permit a 25 year extension of the lease of the 6.8 ha (16.8 acre) “Golf Course (CG)” zoned portion of the property, and to permit replacement of the existing single-storey driving range facility with a new 1,664 m<sup>2</sup> (17,911 ft<sup>2</sup>) clubhouse and two-storey driving range structure and associated parking areas and walking paths (see Attachment 4).

The proposed development is generally in compliance with the “Golf Course (CG)” zone with the exception of the following variances which have been requested by the applicant:

1. to increase the permitted building height from 10.5 m to 11.4 m to facilitate the proposed clubhouse and two-storey driving range structure; and,
2. to increase the permitted height of an accessory structure from 35.0 m to 38.1 m to facilitate the proposed netting height.

Should Council endorse and forward the non-farm use application to the ALC, and should the ALC approve the application, a Development Variance Permit application is required prior to Building Permit issuance for the new structures in order to consider the proposed variances. The applicant has provided a letter acknowledging and confirming their intent to make a DVP application following endorsement by the ALC of the non-farm use application (Attachment 5).

### Lease Extension

The application seeks approval to permit the lease of the subject area beyond 2025 (current approval) to 2049/2050 (specific date to be determined based on the timing of the parties entering into the new lease agreement). The proposed lease extension is between the Owner (Kepland Homes Ltd.) and the Assignee (Launch Pad Golf Alberta Corp.). Any lease for a term greater than 3 years that is for a portion of a parcel of land is considered a subdivision by the ALC and requires approval from the ALC. Any land leased for a term greater than 3 years remains part of the parent parcel and retains all restrictions on use of ALR land.

The applicant has indicated their intention to operate a driving range on-site under a new lease agreement for a 15 year term from the date of commandment, with two options to renew for an additional 5 years each, for a total of 25 years. Upon the lease's expiration, use of the subject area must be conducted in accordance with ALC Regulations and City Zoning.

The subject area is located within the ALR and is currently occupied by an existing driving range operation, which includes a single-storey clubhouse, driving range structure, netting and associated parking. There is no increase in the amount of leased land proposed to be used for the driving range operation, and the ongoing operations, as a driving range facility, do not negatively impact the use and agricultural production of the remainder of the property.

### Proposed Replacement Clubhouse and Driving Range

The existing single-storey clubhouse and driving range structure is proposed be replaced with a new two-storey clubhouse structure consisting of stacked stalls (40 in total, 20 on each level). The overall footprint of the new building is slightly larger (1,664 m<sup>2</sup>) than that of the existing building (1,201 m<sup>2</sup>) an increase of 463m<sup>2</sup>. Effort was made to generally align the proposed new building on the existing building footprint.

The proposed new clubhouse and driving range structure will not add to the land area used for driving range purposes and will not negatively impact the agricultural use of the rest of the property. The applicant's qualified agrologist has identified that neither on-site agriculture on the remaining lands of the parcel, nor the surrounding agriculture will be affected by the proposed changes. The Agrologist Report is found in Attachment 6.

The applicant intends to utilize the existing parking area with some modification to accommodate a new loading space and four accessible parking stalls. These stalls are proposed to be added to the existing 88 parking stalls to enhance accessibility of the subject site.

Opportunities to offset new hard surfaces of the modest increase in clubhouse footprint and parking surface with porous surface or additional landscaping will be addressed through the subsequent Development Variance Permit process.

The applicant confirms that no soil deposit is required to construct the proposed new loading area and 4 new accessible parking stalls in the existing parking area, and that there are no soil based improvements or structures proposed within the landing area of the driving range. The proposed building is slab on base, and preload may be required for stabilization in the construction process to ensure structural integrity.

No permanent structures or equipment are planned for the target area where golf balls would land that could impact the soil. Only temporary, removable targets are proposed.

The applicant is proposing the continued use of two rows of fencing with netting to prevent any golf balls from going offsite. The inner row of netting surrounding the driving range is proposed to be increased to a height of 30.5 m (100 ft). In addition, there is second row of fencing with netting along Highway 91. The netting on this outer row is proposed to be increased to a height of 38.1 m (125 ft) to ensure containment of golf balls on site.

#### Landscaping

The applicant confirms that no tree removal is proposed. There are a few landscape bushes in the footprint of the proposed new building. An existing hedge (three bushes in total) will be removed and relocated for a new walkway located in front of the building. As the application is not removing any bylaw sized trees, an Arborist Report and corresponding Tree Management Plan was not required for submission as part of the application but will be confirmed at the subsequent Development Variance Permit and Building Permit stages. There is some reconfiguration and addition of hardscaping, which will result in an additional approximately 66 m<sup>2</sup> of hardscape. There are no significant changes being proposed to the existing landscaping, and restitution of the landscape surrounding the new building will integrate with the existing landscaping. In total, there is 1,841 m<sup>2</sup> of dedicated landscaped area. Additional landscaping, a landscape plan and Tree Management Plan will be secured through the subsequent Development Variance Permit and Building Applications.

#### Lighting

The plans provided by the applicant shows that the minimum distance from a lighting fixture to No. 6 Road to the West would be 36 m. An existing boulevard of trees approximately 15 meters tall will provide a visual buffer for light spill over to Highway 91 to the south. In addition, the applicant has committed that lighting will be downward facing, Dark Sky compliant, and will follow the American National Standard Institute recommended practices for “Lighting Sports and Recreational Areas”. There is no record of lighting related complaints associated with the existing facility. A detailed lighting plan will be required as part of the Development Variance Permit application to ensure there is no undesirable intensification of lighting.



### Transportation and Parking

The applicant engaged a transportation professional to prepare a Traffic Study to identify traffic generation and impacts from the proposed expansion of the clubhouse, to demonstrate compliance with the City's parking requirements and review site access and circulation. The study identified the site meets zoning requirements for parking and bike spaces, as well as confirmed a functioning site layout. In addition, four accessible parking stalls are proposed to be added to the existing 88 parking stalls to enhance accessibility of the subject site. The Traffic Study was reviewed and approved by the City's Transportation Department.

### Ministry of Transportation and Infrastructure

This proposal was referred to the Ministry of Transportation and Infrastructure (MOTI) due to its adjacency to Highway 91. Confirmation has been received from MOTI indicating no objection to the proposal, provided that the outer netting height bordering Highway 91 be increased as proposed to a height of 38.1 m, and that measures are taken to reduce nuisance lighting to Highway 91. The applicant has agreed to these considerations, which are located in Attachment 7.

### NAV CANADA and Transport Canada

NAV CANADA (Canada's air navigation service provider) evaluated the application to assess if any of the proposed physical structures would have an impact on air navigation and procedures. NAV CANADA indicated no objection to the proposed application. Additionally Transport Canada assessed the building structures to determine if any additional lighting or identifiers would be required to be added to the fence, netting, and other physical structures. It was concluded that no lighting or marking would be required.

### Development Variance Permit

Should Council endorse and forward the non-farm use application to the ALC, and should the ALC approve the application, a Development Variance Permit application is required prior to Building Permit issuance in order to consider the proposed variances to the City's zoning bylaw for building height from 10.5 m to 11.4 m and the increase in accessory structure height from 35.0m to 38.1m to facilitate an increase in the height of the perimeter netting. A full review of the proposal will be conducted at that time and will include, but not be limited to:

- Refinement of on-site landscaping to optimize planting areas and opportunities to improve on-site permeability
- Review and refinement of the proposed lighting plan; and,
- Compliance with the City's Flood Plain Designation and Protection Bylaw 8204.

### **Financial Impact**

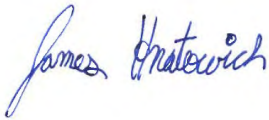
None.

## Conclusion

Pooni Group Inc., on behalf of Kepland Homes Ltd., has submitted an Agricultural Land Reserve (ALR) Non-Farm Use application to permit an extension of the lease of a 6.8 ha (16.8 acre) portion of 4880 No 6 Road from 2025 for up to 25 years, and to permit construction of a new 1,664 m<sup>2</sup> clubhouse and driving range structure on the leased portion of the site.

As the intensification of use is relatively minor, and there is no anticipated impacts to the portions of land being used for agriculture, it is recommended that the proposed non-farm use application be endorsed and forwarded to the Agricultural Land Commission (ALC).

If forwarded to the ALC, the ALC will conduct a review where they may approve the proposal as submitted, approve the proposal with conditions, refuse the proposal, or refuse the proposal but allow an alternative proposal. If approved by the ALC, a subsequent Development Variance Permit from the City would then be required to consider the proposed variances to building height and permitted netting fence height.



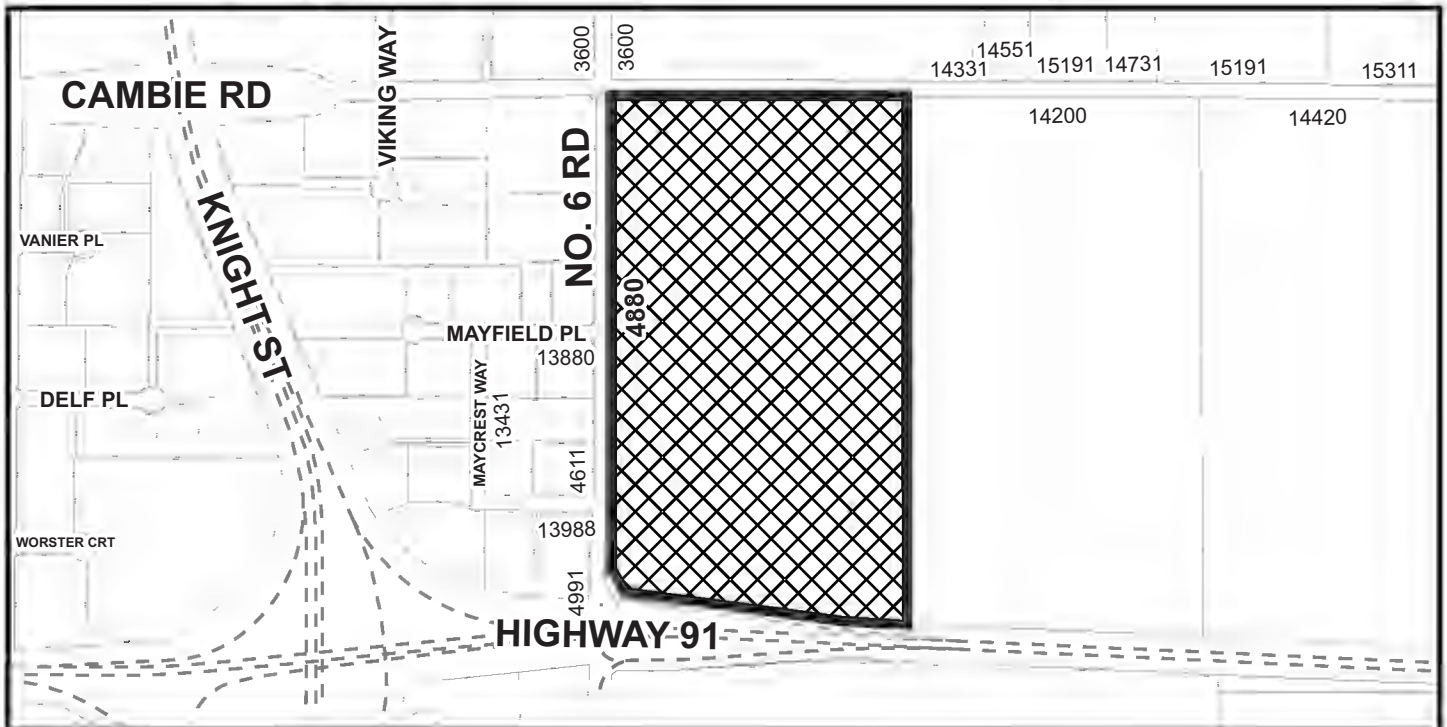
James Hnatowich  
Planner 1

JSH:cas

- Att,     1: Location Map & Aerial Photo  
          2: Development Application Data Sheet  
          3: FSAAC Meeting Notes  
          4: Applicant Drawing Set  
          5: Letter of Commitment  
          6: Agrologist Report  
          7: Considerations



# City of Richmond



## AG 23-017928

PLN - 77

Original Date: 05/09/23

Revision Date:

Note: Dimensions are in METRES





# City of Richmond



AG 23-017928

PLN - 78

Original Date: 05/08/23

Revision Date:

Note: Dimensions are in METRES



**AG23-017928****Attachment 2**

Address: 4880 No. 6 Road, Richmond, BC V6V 1P7

Applicant: Pooni Group

Planning Area(s): East Richmond

	Existing	Proposed
Site Area (m <sup>2</sup> ):	Approximately 68,032 m <sup>2</sup>	Approximately 68,032 m <sup>2</sup>
Land Uses:	Driving Range	Driving Range
OCP Designation:	Agriculture (AGR)	Agriculture (AGR)
Zoning:	Golf Course (GC)	Golf Course (GC)

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	0.6	0.04	none permitted
Lot Coverage (% of lot area):	No Maximum Lot Coverage	2.45%	none
Setbacks (m):	Front: Min. 6.0 m Rear: Min. 4.5 m Side: Min. 4.5 m Exterior Side: Min. 4.5 m	Front: Min. 70.72 m Rear: Min. 208.62 m Side: Min. 71.7 m Exterior Side: Min. 56.73 m	none
Height (m):	10.5 m	11.4 m	Required
Off-street Parking Spaces – Accessible	4 Stalls	4 Stalls	none
Off-street Parking Spaces – Total:	Min 67	92	none
Bicycle Parking Spaces- Class 1:	Min 2	2	none
Bicycle Parking Spaces- Class 2:	Min 3	3	none
Fencing	35 m	38.1 m	Required



**Excerpt from the Meeting Minutes of the  
Food Security and Agricultural Advisory Committee (FSAAC)  
No Quorum**

Held April 25, 2024, (7:00 pm)  
M.2.002  
Richmond City Hall

**1. ALR Non-Farm Use Application at 4880 No. 6 Road**

Steven De Sousa, Planner 3, Policy Planning, introduced the Agricultural Land Reserve (ALR) Non-Farm Use application at 4880 No. 6 Road, including the following comments:

- The site is located in the ALR and includes an existing driving range, which has historical approvals from the ALC;
- The purpose of the application is to alter the existing driving range, including a new clubhouse and driving range stall structure, and extend the lease beyond 2025 to 2049; and
- The site has Golf Course (GC) zoning, which allows the existing and proposed driving range use.

The applicant provided the following additional comments:

- The leased area of the site for the driving range accounts for 24% of the total area of the parent parcel and the remainder is agricultural use (berry production, field crops, pasture, hay production), which will not be impacted by the proposal;
- The proposal includes expanding to a two-storey driving range stall structure, locating the building within the existing impervious building footprint; and
- No soil fill is required to construct the proposed building and parking area, and there are no non-soil based improvements or structures proposed within the landing area of the driving range.

In response to questions from the Committee, the applicant provided the following additional comments:

- Lighting has been reviewed to minimize light spillover on adjacent properties and highways;
- The overall impervious surface area of the subject site will increase by approximately 0.7% and the overall footprint of the new building is slightly larger than that of the existing building; and
- There will be no increase in the number of parking stalls, except to accommodate required accessible parking and loading.

The committee expressed support for the proposal as there is no impact proposed to the existing farmland and farm operation.







1 Landscape Areas - Existing

Landscape Area Schedule - Existing				
Name	Number	Area	Site Coverage	Area Type
Softscape	<varies>	42 819 m²	92.34%	Exterior Area
Hardscape	<varies>	3 944 m²	5.80%	Exterior Area
Building	A-E01	1 201 m²	1.77%	Floor Area
Accessory	A-E02	67 m²		Floor Area
Approximate Site Area:	8	48 032 m²	0.10%	

Property Schedule



## 2 Landscape Areas - Option B

Landscape Areas Schedule - New Construction				
Name	Number	Area	Site Coverage	Area Type
Softscape	<varies>	62 341 m²	91.64%	Exterior Area
Hardscape	2	3 985 m²	5.86%	Exterior Area
Building	4	1 644 m²	2.45%	Gross Building Area
Accessory / Waste	3	41 m²	0.06%	Gross Building Area
Approximate Site Area:		10		

<b>Property Schedule</b>	
Name	Assess
PLYMOUTH COUNTY, MISSOURI OR 032 907	

TOPOGRAPHIC PLAN FOR PART OF WEST HALF SECTION 33 BLOCK 5 NORTH RANGE 5  
WEST NEW WESTMINSTER DISTRICT EXCEPT: FIRSTLY, PART SUBDIVIDED BY PLAN 84726,  
SECONDLY, PART ON STATUTORY RIGHT OF WAY PLAN NWP88278  
FOR PERMIT APPLICATION PURPOSES ONLY

CADD ADDRESS:  
1000 WEST 10TH AVENUE  
NORTH, SUITE 100  
DENVER, CO 80202  
P.O. BOX 631-778  
SCALE: 1 INCH = 40 FEET

PLN - 84



THIS SURVEY IS PROVIDED FOR REFERENCE ONLY. THE SURVEYOR IS RESPONSIBLE FOR ITS CREATION AND ACCURACY OF INFORMATION CONTAINED HEREWITH.

CONFIRMED CORRECT  
DATE: 01/11/2019

THIS DOCUMENT IS NOT A FINAL SURVEY. IT IS A PRELIMINARY SURVEY. IT IS NOT TO BE USED FOR ANY OTHER PURPOSES WITHOUT THE WRITTEN CONSENT OF THE SURVEYOR.

LYON PHILLIPS  
1000 WEST 10TH AVENUE  
NORTH, SUITE 100  
DENVER, CO 80202  
P.O. BOX 631-778  
SCALE: 1 INCH = 40 FEET



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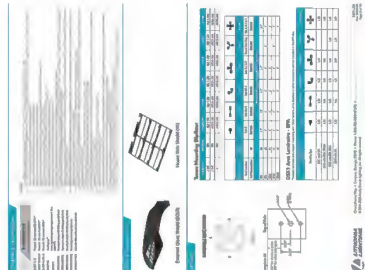
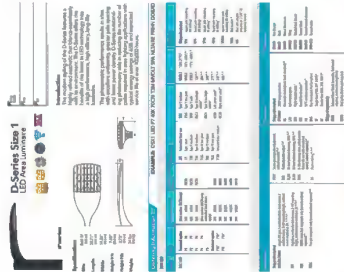
# DAIGNON MARTIN

2023-04

**A005**

**PLN – 85**

## LED Light Standards



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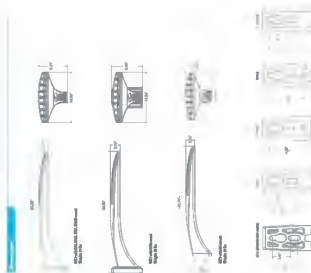
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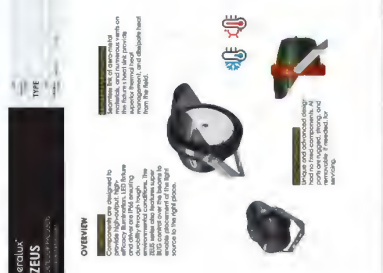
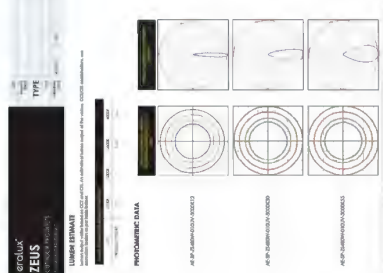
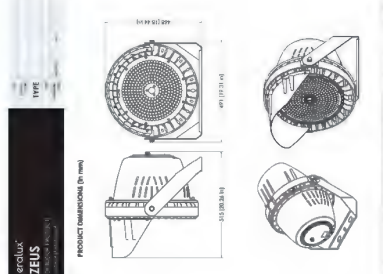
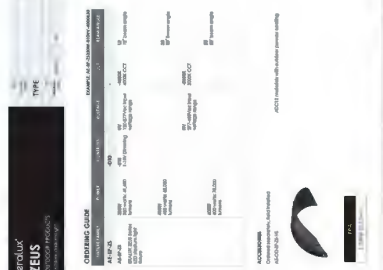
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## LED Driving Range Lighting



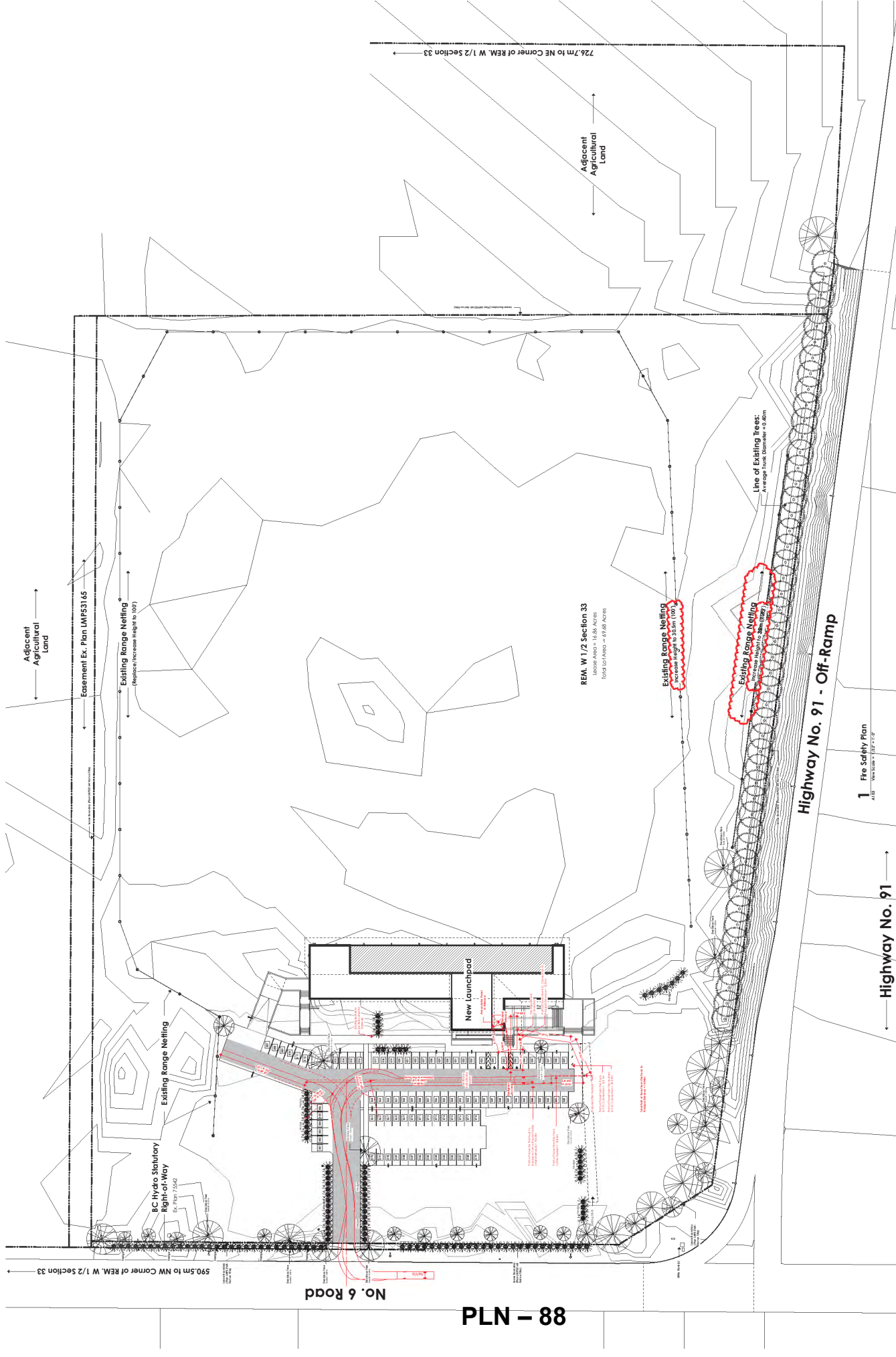
**Notes on Site Lighting**  
All Site Lighting Fixtures are to be Dark Sky Policy Compliant



[illegible]

Figure	Figure description	Comment
91	Blue light LED with 400 nm light at 1000 lux	1.0
92	Blue light LED with 400 nm light at 1000 lux	0
93	Blue light LED with 400 nm light at 1000 lux	1.0





PLN - 88

DAVIGNON  
MARTIN

2023-04

2023-04

1 Fire Safety Plan  
A100 - New Scale = 1" = 100'

2023-04  
Landscape - Richmond  
Building 01  
Fire Safety Plan

24/01/29  
Revised for Final Package  
A103



















Sep 27, 2024

Planning Department  
City of Richmond  
6911 No. 3 Road  
Richmond, BC V6Y 2C1

**To:** James Hnatowich

**From:** Blaire Chisholm, Pooni Group Inc.

**RE:** 4880 No. 6 Road AG Application (AG 23-017928) - Letter of Commitment

---

Dear James,

We are writing to confirm our intention to apply for a Development Variance Permit prior to the Building Permit stage for our project at 4880 No. 6 Road, Richmond, providing the application received approval from the Agricultural Land Commission (ALC). This application will specifically request variances to increase the netting height and building height higher than the current zoning bylaw permits.

We appreciate your guidance and look forward to working with the City of Richmond on this matter.

Thank you for your consideration.

Sincerely,

A handwritten signature in black ink, appearing to read "Blaire Chisholm", written in a cursive style.

Blaire Chisholm



**Re: Review of Non-farm use proposal ALC 67497**

---

McTavish has reviewed the non-farm use application proposal ALC 67497 and related documentation as provided by the land owner Kepland Homes Ltd and the operator of an existing on-site driving range, Windmill Launchpad (Windmill) and their agent Pooni Group. We also reviewed available mapping such as Google Earth and the Richmond Interactive Map. No field visits were conducted for this review.

The proposal includes the upgrade of facilities of the Windmill operated Richmond Driving Range located at 4880 No 6 Road in Richmond BC. This driving range was approved for non-farm use in 1984 and has been operated by Windmill since 2001.

It appears that the proposed upgrade of the driving will not change the non-farm use status of the land on which the driving range has operated since 1984. While the parking hard surface and other hardscape may increase by 41 m<sup>2</sup>, the associated use (storage and workshops) will decrease with 26 m<sup>2</sup> for a net increase which is negligible compared to the total area of the driving range. The renovated clubhouse will have a footprint increase from 1,201 m<sup>2</sup> to 1,664 m<sup>2</sup>, a small increase (0.7%) as related to the total surface area of the driving range of 68,032 m<sup>2</sup>. Ornamental trees and shrubs will not be affected by the proposed work. No changes will be made to fencing or site drainage. Berms will not be installed. Fill is not required.

We found that neither the on-site agriculture on the remaining land of the parcel, nor surrounding agriculture will be affected by the proposed changes to the driving range, and some of the improvements such as better shielded lights may benefit local agriculture by reducing light pollution.

Sincerely,

**McTavish Resource and Management Consultants Ltd.**

Per



Hubert Timmenga, PhD, P.Ag., CMC

Qualified Professional



**City of  
Richmond**

**Non-Farm Use Considerations**  
Development Applications Department  
6911 No. 3 Road, Richmond, BC V6Y 2C1

**Address:** 4880 No. 6 Road

**File No.:** AG23-017928

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

1. Council and Agricultural Land Commission (ALC) approval of the Non-Farm Use Application.
2. The submission and processing of a Development Variance Permit\* as required, such as for netting heights and building heights completed to a level deemed acceptable by the Director of Development and/ or the Ministry of Transportation and Infrastructure (MOTI).
3. Submission of a lighting plan, identifying that lighting fixtures are pointed towards the range with visors attached to fixtures, using lighting products that are Dark Sky compliant or achieves the same objectives, and follows recommendations of RP-6-20 Recommended Practice: Lighting Sports and Recreational Areas. Lighting plan to be deemed acceptable by the Director of Development.

**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.
- If the development intends to create one or more air space parcels, an [Air Space Parcel Subdivision Application](#) is required. To allow sufficient time for staff review and preparation of legal agreements, the application should be submitted at least 12 months prior to the expected occupancy of development.
- Applicants for all City Permits are required to comply at all times with the conditions of the Provincial *Wildlife Act* and Federal *Migratory Birds Convention Act*, which contain prohibitions on the removal or disturbance of both birds and their nests. Issuance of Municipal permits does not give an individual authority to contravene these legislations. The City of Richmond recommends that where significant trees or vegetation exists on site, the services of a Qualified Environmental Professional (QEP) be secured to perform a survey and ensure that development activities are in compliance with all relevant legislation.

Signed \_\_\_\_\_

Date \_\_\_\_\_

(Signed copy on file)