City of Richmond

Agenda

Planning Committee

Anderson Room, City Hall
6911 No. 3 Road

Tuesday, October 21, 2014
4:00 p.m.

Pg. #	ITEM

MINUTES

PLN-4 ***Motion to adopt the minutes of the meeting of the Planning Committee held on Tuesday, October 7, 2014.***

NEXT COMMITTEE MEETING DATE

Tuesday, November 4, 2014, (tentative date) at 4:00 p.m. in the Anderson Room

PLANNING & DEVELOPMENT DEPARTMENT

1. **APPLICATION BY POLYGON DEVELOPMENT 273 LTD. FOR REZONING ON A PORTION OF 10440 AND 10460 NO. 2 ROAD FROM SCHOOL & INSTITUTIONAL USE (SI) TO TOWN HOUSING (ZT72) – LONDON / STEVESTON (NO. 2 ROAD)**
(File Ref. No. 12-8060-20-009155/009156; RZ 13-649524) (REDMS No. 4277881 v.6)

PLN-10 See Page **PLN-10** for full report

Designated Speaker: Wayne Craig

STAFF RECOMMENDATION

(1) That Official Community Plan Bylaw 9000, Amendment Bylaw 9156, to redesignate 10440 and 10460 No. 2 Road from "School" to "Neighbourhood Residential" and "Park" in the 2041 Land Use Map be introduced and given first reading;

(2) That Bylaw 9156, having been considered in conjunction with:

(a) The City's Financial Plan and Capital Program; and

(b) The Greater Vancouver Regional District Solid Waste and Liquid Waste Management Plans;

is hereby found to be consistent with said program and plans, in accordance with Section 882(3)(a) of the Local Government Act;

(3) That Bylaw 9156, having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043, is hereby found not to require further consultation in accordance with Section 879(2)(b) of the Local Government Act; and

(4) That Richmond Zoning Bylaw 8500, Amendment Bylaw 9155, to create the "Town Housing (ZT72) – London / Steveston (No. 2 Road)" zone, and to rezone a portion of 10440 and 10460 No. 2 Road from "School & Institutional Use (SI)" to "Town Housing (ZT72) – London / Steveston (No. 2 Road)" be introduced and given first reading.

2. **APPLICATION BY 0868256 BC LTD. FOR REZONING AT 10211 NO. 5 ROAD FROM SINGLE DETACHED (RS1/E) TO COMPACT SINGLE DETACHED (RC2)**
(File Ref. No. 12-8060-20-0009178; RZ 14-658540) (REDMS No. 4377554)

PLN-89

See Page **PLN-89** for full report

Designated Speaker: Wayne Craig

STAFF RECOMMENDATION

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9178, for the rezoning of 10211 No. 5 Road from "Single Detached (RS1/E)" to "Compact Single Detached (RC2)", be introduced and given first reading.

3. **MANAGER'S REPORT**

Pg. # ITEM

ADJOURNMENT

Planning Committee

Date:	Tuesday, October 7, 2014
Place:	Anderson Room Richmond City Hall
Present:	Councillor Bill McNulty, Chair Councillor Evelina Halsey-Brandt Councillor Linda Barnes Councillor Harold Steves
Absent:	Councillor Chak Au
Also Present:	Councillor Linda McPhail
Call to Order:	The Chair called the meeting to order at 4:00 p.m.

MINUTES

It was moved and seconded
That the minutes of the meeting of the Planning Committee held on Tuesday, September 16, 2014, be adopted as circulated.

CARRIED

NEXT COMMITTEE MEETING DATE

Tuesday, October 21, 2014, (tentative date) at 4:00 p.m. in the Anderson Room

COMMUNITY SERVICES DEPARTMENT

1. **IMPLEMENTATION OF RICHMOND SOCIAL DEVELOPMENT STRATEGY**
(File Ref. No. 08-4055-20) (REDMS No. 4345217)

John Foster, Manager, Community Social Development, provided Committee with background information on the implementation of the Richmond Social Development Strategy and the priorities related to the Strategy Work Program in the next three years.

In reply to queries from Committee, Mr. Foster noted that the Social Development Strategy document indicated that two positions would be required for the implementation of the Social Development Strategy: an Affordable Housing Analyst and a Social Development Coordinator. The Affordable Housing position was filled earlier this year and the Social Development Coordinator position has yet to be advanced.

The Chair spoke of the budgeting process for the Social Development Strategy and the possible requirements for additional funding. Staff were directed to notify Council of any budget readjustments related to the Social Development Strategy.

Mr. Foster commented on the process to identify and prioritize actions under the Social Development Strategy.

In reply to queries from Committee, Mr. Foster advised that after the previous municipal election new Councillors were briefed on the Social Development Strategy and other key City strategies. He added that staff will follow the same process in briefing new Councillors after the upcoming municipal election, and will continue to update Council on further developments regarding the Social Development Strategy.

Mr. Foster commented on the extensive consultation process used in preparing the Social Development Strategy and noted that a variety of community partners, including Richmond School District No. 38, Vancouver Coastal Health, and the Richmond Community Services Advisory Committee will be updated on any further developments.

Discussion ensued with regard to the staffing requirements and the budget process for the Social Development Strategy. Cathryn Volkering Carlile, General Manager, Community Services advised that an Additional Level request has been prepared to support staffing needs for the Social Development Strategy. She indicated that a complete list of Additional Level requests, including those being recommended for support and those not being recommended, will be presented to Council for review.

Mr. Foster spoke of the response from community partners with respect to the Social Development Strategy, noting that the Social Development Strategy is a living document which has been widely recognized by the City's community partners.

Discussion ensued regarding the amount of affordable housing and the cost of homeownership in the city. Joe Erceg, General Manager, Planning and Development, advised that information was provided to Council regarding the state of existing affordable housing in the city. He added that staff are researching possible strategies that the City can adopt to help lower barriers to homeownership.

Discussion then ensued with regard to absentee homeowners in the city and the effects of vacant homes on the real estate market. It was suggested that a tax be levied on absentee homeowners and the revenue received be put towards affordable housing developments in the city.

Staff were then directed to include an analysis of the effects absentee homeowners have on the affordability of housing in future reports regarding affordable housing in the city.

In reply to queries from Committee, Mr. Erceg advised that staff will review the options available to the City to address the issue of absentee homeowners. Also, Mr. Erceg spoke of discussions with developers to reduce the costs of bringing housing units to market as well as coordinating with other levels of government to address the issue of absentee homeowners.

Councillor McPhail left the meeting (4:18 p.m.) and returned (4:21 p.m.).

In reply to queries from Committee, Mr. Foster noted that Community Services staff consulted with other City departments in a collaborative effort to implement the Social Development Strategy.

It was moved and seconded
That the staff report titled Implementation of the Richmond Social Development Strategy from the General Manager, Community Services, dated September 16, 2014, be received for information and circulated for information to the Richmond School District No. 38 and Vancouver Coastal Health – Richmond.

CARRIED

2. **CANADA HEALTH ACCORD**
(File Ref. No. 07-3400-01) (REDMS No. 4353019)

Discussion ensued with respect to the Canada Health Accord and sending copies of the endorsed resolution to the Leader of the Opposition, the Deputy Leader Health, the Richmond Members of Parliament (MPs) and those in adjacent municipalities, Richmond Members of the Legislative Assembly (MLAs) and those in adjacent municipalities, Vancouver Coastal Health, Richmond Community Services Advisory Committee, and Richmond School District No. 38.

It was moved and seconded

(1) That the Richmond Seniors Advisory Committee's proposed resolution regarding the termination of the Canada Health Accord, presented in Attachment 1 of the staff report titled Canada Health Accord, dated September 18, 2014, from the General Manager, Community Services, be endorsed; and

(2) That a letter conveying the endorsed resolution be sent to the Prime Minister, with copies to the appropriate Ministers, the Leader of the Opposition, Deputy Leader Health, Richmond Members of Parliament (MPs) and those in adjacent municipalities, Richmond Members of the Legislative Assembly (MLAs) and those in adjacent municipalities, Vancouver Coastal Health, Richmond Community Services Advisory Committee, and the Richmond School District No. 38.

CARRIED

3. **APPLICATION BY AMAR BHULLAR FOR REZONING AT 10231 NO. 5 ROAD FROM SINGLE DETACHED (RS1/E) TO COMPACT SINGLE DETACHED (RC2)**

(File Ref. No. 12-8060-20-009177; RZ 14-656004) (REDMS No. 4357858)

Wayne Craig, Director, Development, briefed the Committee on the proposed application, noting that the proposed application is consistent with the lot size policy in the area and a servicing agreement will be required for frontage improvements along No. 5 Road and for the rear lane.

In reply to queries from Committee, Mr. Craig advised that no correspondence has been received regarding the proposed rezoning and an adjacent development proposal.

In reply to queries from Committee, Cynthia Lussier, Planning Technician-Design, commented on the proposed amendments to the Coach House (RCH) zone presented for Council's consideration last year. Concerns were raised with regard to the designs of the coach houses so the RCH zone is still pending under further review.

Mr. Craig noted that most developers have opted for a legal secondary suite instead of a coach house. He added that staff are working on refining the amendments to the RCH zone.

In reply to queries from Committee, Mr. Craig advised that coach house proposals will be received by the City; however applicants will be required to provide a design elevation as part of the rezoning submission.

It was moved and seconded
That Richmond Zoning Bylaw 8500, Amendment Bylaw 9177, for the rezoning of 10231 No. 5 Road from "Single Detached (RS1/E)" to "Compact Single Detached (RC2)", be introduced and given first reading.

CARRIED

4. **APPLICATION BY RAV BAINS FOR REZONING AT 7440 WILLIAMS ROAD FROM SINGLE DETACHED (RS1/E) TO COACH HOUSE (ZS12) – BROADMOOR**
(File Ref. No. 12-8060-20-009175; RZ 13-648179) (REDMS No. 4335973)

Mr. Craig briefed Committee on the proposed application, noting that the proposed development is under a specific Coach House zoning.

In reply to queries from Committee, Mr. Craig spoke of the design of the coach home, noting that the structure is not detached from the main building.

It was moved and seconded
That Richmond Zoning Bylaw 8500, Amendment Bylaw 9175, for the rezoning of 7440 Williams Road from "Single Detached (RS1/E)" to "Coach House (ZS12) - Broadmoor", be introduced and given first reading.

CARRIED

5. **MANAGER'S REPORT**

(i) Minoru Chapel Maintenance

Mr. Craig advised that the Minoru Chapel maintenance and roof replacement will begin in November 2014 and a Heritage Alteration Permit will be required for the renovations.

Discussion ensued regarding public notification of the upcoming Minoru Chapel maintenance. Staff were then directed to provide signage on-site that would notify the public of the planned Minoru Chapel maintenance.

(ii) Habitat For Humanity Open House

Mr. Craig briefed Committee on the Open House held by Habitat for Humanity on October 1, 2014 for a proposed affordable housing project along Ash Street. He advised that concerns were raised with regard to traffic access and the building's design. A formal report from the developer is still pending and all information will be included in the report to the Development Permit Panel.

(iii) Provincial Guidelines for Marihuana facilities in the Agricultural Land Reserve

Terry Crowe, Manager, Policy Planning, spoke of the province's consultation for the management of commercial marihuana facilities in the Agricultural Land Reserve (ALR). Mr. Crowe advised that the City's participation in the consultation is not required, as the City can provide input through Metro Vancouver.

(iv) Award from NAIOP, Commercial Real Estate Development Association

Mr. Erceg advised that the City has received an award for being a business friendly city from NAIOP, Commercial Real Estate Development Association.

Discussion ensued with regard to open public access to Wi-Fi in City Hall. Mr. Crowe advised that requests for Wi-Fi access will be forwarded to the City's Information Technology department.

ADJOURNMENT

It was moved and seconded
That the meeting adjourn (4:37 p.m.).

CARRIED

Certified a true and correct copy of the Minutes of the meeting of the Planning Committee of the Council of the City of Richmond held on Tuesday, October 7, 2014.

Councillor Bill McNulty
Chair

Evangel Biason
Auxiliary Committee Clerk

City of Richmond

Report to Committee

Planning and Development Department

To:	Planning Committee	**Date:**	October 15, 2014
From:	Wayne Craig Director of Development	**File:**	RZ 13-649524
Re:	**Application by Polygon Development 273 Ltd. for Rezoning on a portion of 10440 and 10460 No. 2 Road from School & Institutional Use (SI) to Town Housing (ZT72) – London / Steveston (No. 2 Road)**		

Staff Recommendation

1. That Official Community Plan Bylaw 9000, Amendment Bylaw 9156, to redesignate 10440 and 10460 No. 2 Road from "School" to " Neighbourhood Residential" and "Park" in the 2041 Land Use Map be introduced and given first reading.

2. That Bylaw 9156, having been considered in conjunction with:

   - The City's Financial Plan and Capital Program; and
   - The Greater Vancouver Regional District Solid Waste and Liquid Waste Management Plans;

   is hereby found to be consistent with said program and plans, in accordance with Section 882(3)(a) of the Local Government Act.

3. That Bylaw 9156, having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043, is hereby found not to require further consultation in accordance with Section 879(2)(b) of the Local Government Act.

4. That Richmond Zoning Bylaw 8500, Amendment Bylaw 9155, to create the "Town Housing (ZT72) – London / Steveston (No. 2 Road)" zone, and to rezone a portion of 10440 and 10460 No. 2 Road from "School & Institutional Use (SI)" to "Town Housing (ZT72) – London / Steveston (No. 2 Road)" be introduced and given first reading.

Wayne Craig
Director of Development

MM:blg
Att.

REPORT CONCURRENCE		
ROUTED TO:	**CONCURRENCE**	**CONCURRENCE OF GENERAL MANAGER**
Real Estate Services	☑	
Affordable Housing	☐	
Community Social Development	☐	
Parks Services	☐	
Engineering	☐	
Policy Planning	☐	
Transportation	☐	
Law	☐	

Staff Report

Origin

Polygon 273 Development Ltd. has applied to rezone a 3.17 ha. (7.83 acre) portion of a 5.26 ha. (13.0 acre) site at 10440 and 10460 No. 2 Road as shown on Attachments 1 and 4 from "School & Institutional Use (SI)" to a new "Town Housing (ZT72) – London / Steveston (No. 2 Road)" site-specific zone to permit a 133-unit townhouse development on a proposed Parcel 1 (Attachment 6). The applicant's preliminary site plan for the townhouse development provides for a density of 0.72 FAR or 22,993 m^2 (247,496 ft^2). The density may be increased to the maximum density of 0.75 FAR permitted under the proposed zone as more detailed plans are prepared for the Development Permit should the proposed rezoning proceed.

The remaining 2.02 ha. (5.0 acres) of the site will maintain the current "School & Institutional Use (SI)" zoning and be transferred to the City as follows:

- Proposed Parcel 2, with an area of 0.26 ha. (0.65 acres), on which a community child care facility and entry plaza will be constructed adjacent to No. 2 Road.
- Proposed Parcel 3, with an area of 1.76 ha. (4.35 acres), to be added to the existing London/Steveston Park.

An amendment to the Land Use Map in Attachment 1of the Official Community Plan (OCP) is also required.

Findings of Fact

A Development Application Data Sheet providing details about the development proposal is included in Attachment 2.

Surrounding Development

- To the North: Single-family dwellings fronting onto Goldsmith Drive, regulated by Land Use Contract 011.

- To the East: Steveston / London Park zoned "School & Institutional Use (SI)".

- To the South: Single-family dwellings fronting onto Spender Drive and Dylan Place zoned "Single Detached (RS1/E)".

- To the West: Single-family dwellings fronting onto No. 2 Road zoned "Single Detached (RS1/B)" and "Single Detached (RS1/E)".

Related Policies & Studies

Richmond Official Community Plan (OCP) – Schedule 1

The Richmond Official Community Plan (OCP), Land Use Map, Attachment 1 to Bylaw 9000 designates this subject site as "School". This land use designation permits a range of educational

facilities from elementary schools to college to accommodate the former Steveston Secondary School. The amendments to the OCP Land Use Map include:

- *Redesignation from "School" to "Neighbourhood Residential":* This proposed redesignation will allow the rezoning to the "Town Housing (ZT72) – London / Steveston (No. 2 Road)" zone to accommodate the proposed townhouse development on Parcel 1.
- *Redesignation from "School" to "Park":* This proposed change is to recognize the proposed community child care facility and entry plaza on the proposed Parcel 2 adjacent to No. 2 Road and the proposed park on Parcel 3 that is to be added to London/Steveston Park. No rezoning of Parcels 2 and 3 is required as the current "School & Institutional Use (SI)" allows the proposed park and child care uses.

Floodplain Management Implementation Strategy

In accordance with the City's Flood Management Strategy, the minimum allowable elevation for habitable space is 2.9 m GSC or 0.3 m. above the highest crown of the adjacent road. A Flood Indemnity Covenant is to be registered on Title of the development site prior to final adoption of the rezoning bylaw.

Affordable Housing Strategy

The applicant will be building 12 affordable housing units with a total floor area of at least 1,451m^2 (15,620 ft^2) as a voluntary community amenity contribution in lieu of the standard 2.00/ft^2 affordable housing contribution that applies to townhouse developments. Details on the proposed affordable housing are provided later in this report.

Consultation

OCP Amendment Bylaw Preparation

General: Staff have reviewed the proposed OCP amendment bylaw with respect to the Province's Local Government Act and City's OCP Bylaw Preparation Consultation Policy No. 5043 and advise that the City is not obligated to refer the proposed OCP amendment bylaw.

School District: According to Consultation Policy No. 5043 which was adopted by Council and agreed to by the School District, residential developments which generate less than 50 school-aged children do not need to be referred to the School District (e.g., typically around 295 multiple-family housing units). As this application only involves 133 multiple-family housing units, no referral is required. However, as the School Board owns the site, a copy of this report will be sent to School District staff for their information, after such time that Council gives first reading of the proposed bylaws.

General Public Consultation:

The applicant held two (2) Public Information Meetings on February 23, 2014 and April 2, 2014 at the adjacent Steveston London Secondary School which City staff attended. At the first meeting, the applicant presented a conceptual development layout and at the second meeting, a more detailed concept was presented that responded to previous public and City staff comments.

For each meeting, the proponent placed advertisements in two (2) consecutive editions of the Richmond Review prior to each meeting, and conducted a large Canada Post mail drop to 2,292 homes approximately to within 300 m of the site to Lassam Road in the west, 300 m to

Williams Road to the north and 300 m to Steveston Highway to the south and within 500 m to Gilbert Road to the east. The applicant has provided summaries of the Public Information Meetings.

February 23, 2014 Meeting: According to the applicant's consultation summary report, approximately 155 people attended the meeting; with 70 people submitting comments cards with responses as follows: 25 positive, 33 neutral and 12 negative responses. Comments from those in attendance were largely related to:

- Positive comments on the proposed 2.02 ha. (5.0 acres) of proposed public park and indoor amenity space, with some residents wanting to ensure useable park space is provided.
- Positive comments on creating a pedestrian/cycling Greenway through the centre of the development.
- Concern about traffic generated by the development's driveway aligned with the No. 2 Road and Wallace Road intersection.
- Positive comments on fewer, but larger townhouses being proposed.
- Concern over the impact of three (3) storey height of the townhouses and development drainage on the residences to the north and south of the site.
- Concern over rodents on the existing school site spreading to adjacent properties, particularly after demolition of the school.

April 2, 2014 Meeting: According to the applicant's consultation summary report, approximately 109 people attended the meeting; with 25 people submitting comments cards with responses as follows: 15 positive, 7 neutral and 3 negatives responses. Comments from those in attendance were largely related to:

- Support for a community amenity facility of some type on No. 2 Road, but with questions about what use the City wished to see for the space.
- Positive comments on the height of the townhouses being reduced to one (1) and two (2) storeys adjacent to the residences to the north and south of the site.
- Further concern about traffic generated by the development from the driveway aligned with the No. 2 Road and Wallace Road intersection.
- Further concerns over rodents on the existing school site.

Staff are of the opinion that the changes to the proposed site design and transportation elements address the public comments received at the information meetings. The specific changes to the proposal are discussed below.

Public Input and Applicant Response

A notice board has been posted on the subject property to notify the public of the proposed development. In addition to the comments provided at the open house, staff have received a number of responses from the public in relation to this application. Some property owners have raised concerns regarding the land use change from secondary school to townhouse use.
In particular, staff has received written correspondence from seven (7) nearby residents on a number of occasions (Attachment 8). The main concerns of the residents generally match those

concerns expressed at the two (2) Public Information Meetings arranged by the applicant. The applicant has been made aware of these concerns and addressed these concerns as follows:

- *Concern*: Possible shadowing of the proposed townhouse units onto existing single-family homes.
  Response: The applicant has stepped each end townhouse unit down; with a portion of each unit being one (1) storey and the remainder of the unit being two (2) storeys. The proposed minimum setback is 6.0 m (20 ft.) from the adjacent north and south property lines with a portion of the second floor setback 11.3 m (37 ft.) (Attachment 6). This 6.0 m (20 ft.) setback is similar to the setback required in most single family zones and is greater than the 3.0 m (9.8 ft.) to 4.5 m (14.8 ft.) setback required in other new townhouse developments.

  Also, the applicant has re-oriented the development to ensure that there is more open space adjacent to the neighbouring properties. This approach provides for a more open interface between the development and adjacent residences, and will block less sunlight as shown on the shadow diagram in Attachment 6.

- *Concern:* The amount of additional traffic generated by the proposed 133 townhouse units in comparison to the former secondary school use.
  Response: The applicant's traffic consultant has prepared a comprehensive Traffic Impact Study that has been reviewed and accepted by City Transportation staff. Resulting from this review, the applicant has agreed to construct a full function traffic signal at the current intersection of No. 2 Road with the development's driveway and Wallace Road.

- *Concern:* Ensure that the current school playing field to the east of the school is maintained as open park space.
  Response: The proposed development includes 2.02 ha. (5.0 acres) of land to be transferred to the City with the existing school playing field to preserved as a contiguous 1.75 ha. (4.32 acre) park space. A further public park planning process will be undertaken by the City before adoption of the rezoning is considered.

- *Concern:* There are existing rodent populations spreading throughout the neighbourhood when the school is demolished.
  Response: The applicant has undertaken a pest control program well in advance of demolition of the school and will be undertaking further pest control measures in advance of and during the demolition of the school.

In summary, the applicant has undertaken a number of measures to address the above concerns. Staff are of the opinion that the development has adequately addressed these concerns and comments. Should this application receive first reading, a Public Hearing will be scheduled.

Staff Comments

Transportation and Site Access

The proposed development site, including the proposed townhouse component and child care facility, will have one (1) vehicle driveway entering No. 2 Road located at approximately the same location as the current driveway to the school. Opposite this driveway is Wallace Road (across No. 2 Road) to the west. The OCP indicates that a "Pedestrian Link" should be established from this intersection to the proposed London/Steveston Park addition on the proposed Parcel 2.

The applicant will complete the following upgrades to No. 2 Road:

- Install a full traffic signal in place of the current pedestrian-only signal.
- Provide improved crosswalks with special markings for bicycles travelling from Wallace Road to the proposed greenway through the development site to London/Steveston Park.
- Construct a 2.0 m wide sidewalk separated from No. 2 Road with a minimum 1.5 m boulevard with grass and street trees.
- Construct a lay by off No. 2 Road in front of the proposed community child care facility to allow for large commercial and moving trucks to park to serve the townhouse development and commercial loading for the proposed community child care facility.
- Provide a 3.3 m dedication across the entire No.2 Road frontage with minimum 0.65 m SRW for future left turn lanes and around the loading bay on No. 2 Road.

The applicant will also provide a 3.3 m wide road dedication along most of the west property line to allow for future widening of No. 2 Road to accommodate future left turn lanes for traffic heading from No. 2 Road into the development and onto Wallace Road. It should be noted that no Road Works DCC credits available for any of the works or road dedication.

Lastly, the applicant will be providing a contribution of $60,000 for the City's construction of two (2) bus shelters.

Engineering

The City's Engineering Department has determined the scope of upgrades to existing services and the extent of new services that are required to service the proposed development to be undertaken by the applicant, as listed below. Further details will be specified at the Servicing Agreement stage. A general description of the required works includes:

Storm

- Reinstate any existing drainage connection within the portion of the development that is to be transferred to the City as park.

Sanitary

- Upgrade the existing Oeser sanitary pump station to current standards and install a new underground BC Hydro three (3) phase power line to the pump station to be coordinated with BC Hydro to determine the route for this upgrade which may pass through statutory right-of-ways (SRWs) on the development site or be via the existing roadway network.

- Provide a 4.5 m (15 ft.) wide utility SRW along the entire length of the north and south property lines of the site.

Water

- Replace portions of the existing 200 mm diameter asbestos-cement watermain on No. 2 Road based on the review of the proposed No. 2 Road transportation and private utility works.
- Install an additional hydrant on the No. 2 Road frontage to meet the City's standard spacing.
- Remove the existing water lead and hydrant that are located near the north property line of the site.

General Servicing Elements

- Removal of an existing BC Hydro end pole with its overhead primary lines which will require undergrounding to accommodate the proposed driveway/entrance on No. 2 Road.
- Underground the existing private utility poles, lines and/or the installation of pre-ducting for private utilities which may include rights-of-ways on the development site to minimize impact on public space.
- Install street lighting required for all interim and permanent road and sidewalk works; the extent of which is to be assessed by the developer's consultants during the Servicing Agreement process.

Also, as the developer will be constructing the child care facility on Parcel 2, the developer will also be responsible for any child care facility site servicing requirements under a Servicing Agreement.

Tree Retention

The applicant has provided an Arborist Report for the existing trees on the site which has been reviewed by the City's Tree Preservation Coordinator.

Of note, the applicant's Tree Preservation Plan is included in Attachment 5 which identifies a total of six (6) trees that can be retained through the proposed Development Permit process with and the remaining 15 trees with a diameter over 20 cm (8 in.) to be removed. There is one (1) tree adjacent to No. 2 Road on Parcel 2 that is identified on the City's Significant Tree Inventory and is to be retained. Also, special design considerations have been taken in creating a very large 9.0 m (30 ft.) wide landscaped median within the development's proposed driveway entrance at No. 2 Road to protect and retain a large double-trunked Deodar Cedar.

The landscape plan will be further refined through the required Development Permit application for the proposed townhouse development on Parcel 1 and the Building Permit for the proposed child care facility on Parcel 2. The final design for the proposed townhouse development and child care facility are required to accommodate the tree protection.

The applicant will submit a tree survival security to the City in the amount of $5,000 for 2:1 replacement of the five (5) on-site trees to be to be retained and $20,000 for a specimen quality large tree to replace the large tree within the driveway median at No. 2 Road should these trees

not be able to be retained through the Development Permit, Servicing Agreement and Building Permit processes.

None of the proposed trees to be retained are located with the current No. 2 Road allowance.

Analysis

Proposed OCP Amendment and Rezoning

As discussed above, the subject 5.26 ha. (13.0 acre) site is currently designated as "School" under the OCP and zoned "School & Institutional Use (SI)". Section 3.5.5 of the OCP recognizes that there will be a possible change of use for the former Steveston Secondary School site and includes the following statement in this regard:

> "The future use of the former Steveston Secondary School—TBD with School Board, City and Community discussion."

Given this, School District No. 38 and City staff have been in consultation on the sale of the school site and in providing the City's expectations for provision of a minimum of 2.02 ha. (5.0 acres) of public park land.

As noted above, this proposed park land is composed of two (2) portions: the 0.264 ha. (0.65 acres) Parcel 1 for the proposed child care facility/entry plaza and the proposed 1.76 ha. (4.35 acres) Parcel 3 for the addition to London/Steveston Park.

The proposed OCP land use designation change and zoning amendment reflect these planning expectations and are summarized as follows:

- Townhouse Development on Parcel 1: This parcel is proposed to be redesignated to "Neighbourhood Residential" under the OCP to allow rezoning to a new site-specific "Town Housing (ZT72) – London / Steveston (No. 2 Road)" zone to permit the subject 133-unit townhouse project.

- Child Care Facility/Entry Plaza on Parcel 2 and Park on Parcel 3: These parcels are proposed to be re-designated to "Park" under the OCP with the current "School & Institutional Use (SI)" being maintained. Both parcels will be transferred to the City as rezoning considerations.

Community Amenity Contribution

The applicant wishes to rezone a portion of the subject site to permit townhouses with a base density of 0.55 FAR with the provision of a 0.20 FAR density bonus in exchange for specific community amenities. In seeking this 0.20 FAR density bonus, the applicant has agreed to a community amenity contribution package that includes construction of a community child care facility and provision of on-site affordable housing units. The total value of the community amenity contribution package is estimated to be approximately $7.0 million as discussed below.

Community Child Care Facility: The proposed child care facility on Parcel 2 will be secured, designed and constructed by Polygon following a restrictive covenant to be registered on the Title of Parcel 1 (the applicant's development parcel). Legal terms will include:

- Submission of a security for the child care facility in the amount of $3,300,000 (the City's estimated cost of the child care facility) prior to final adoption of the zoning amendment bylaw.
- Contribution of $100,000 to the City prior to adoption of the zoning amendment bylaw for the City's design review and project management costs during the approval and construction stages of the child care facility.
- Completion of the child care facility to the City's satisfaction prior to issuance of a permit granting occupancy for any of the final 40 dwelling units or registration of the final phase within a Phased Strata Plan for the development on Parcel 1, whichever comes earlier.
- Construction to occur under a Building Permit with City staff approval of the design and construction details in accordance with the City's Child Terms of Reference included in the Rezoning Considerations (Attachment 7).

The child care facility will:

- Accommodate a minimum of 37 children of various ages (e.g., infant to school age).
- Be designed to be Net Zero (with no net energy use) or be LEED Silver equivalent, the approach to be confirmed through the design process.
- Include indoor activity space with a floor area of at least 511 m^2 (5,500 ft^2).
- Include outdoor activity space with a minimum area of 464.5 m^2 (5,000 ft^2).
- Include parking meeting the City's requirements and all other site landscaping.
- Provide access through the development's main driveway to No 2. Road and a loading bay off of No. 2 Road, both secured for public and City access through separate SRWs.

Affordable Housing: The applicant will construct 12 affordable rental townhouse units with a total floor area of at least 1,451 m^2 (15,620 ft^2). The affordable housing units will comprise a minimum of 6% of the total residential floor area of the 133-unit townhouse development on Parcel 1. The units will be accommodated in two (2) buildings labelled TH-1and TH-28 on the site plan in Attachment 6. As agreed with Community Services staff, the building locations disperse the 12 units within the development into two (2) buildings with six (6) units each building. Of note, the TH-1building is located near the south property line adjacent to the community child care facility and the TH-28 building is located at the north-west corner of the site.

These affordable units will be secured under the City's standard Housing Agreement and restrictive covenant. The developer, future owners and occupants of the affordable housing units are subject to the Housing Agreement and restrictive covenant with the owners enjoying full and unlimited access to and use of all on-site indoor and outdoor amenity spaces. The terms of the Housing Agreement and covenant apply in perpetuity and provide for three (3) bedroom, three (3) storey affordable housing units with double tandem garages as outlined in the following table. The agreement and covenant require that the first six (6) affordable housing units must be

completed prior to occupancy of any unit within the townhouse development and that last six (6) affordable housing units be completed prior to occupancy of any of the last 40 units in the development.

Unit Type	Number of Units	Minimum Unit Area	Maximum Monthly Unit Rent**	Total Maximum Household Income
Three-Bedroom Townhouse with Enclosed Double Garages (floor area not included)	12	117.5m^2 (1,265 ft^2)	$1,437	$57,500 or less

It should be noted that the minimum units sizes are larger than the 91m^2 (980 ft^2) specified for three (3) bedroom units in the City's Affordable Housing Strategy, but will maintain the same maximum resident household incomes and rents for such units as set out in the Strategy.

Benefit to the Broader Community: The proposed community amenity package provides a good opportunity to meet identified community needs by locating affordable housing and a child care facility in a single townhouse development site in a complementary manner.

Specifically, Community Services staff have identified the following factors that support the proposed child care:

- The 2009-2016 Richmond Child Care Needs Assessment and Strategy identified infant and toddler care spaces as the highest priority need for Richmond.
- According to the 2011 Canada Census, Steveston has 3,505 children 0 – 12 years old and Blundell has 2,040 children. The child population for Steveston is the second highest in Richmond and Blundell is the fourth highest.
- Steveston has 730 children under two years old, with 32 licensed spaces of infant/ toddler licensed group care spaces. Blundell has 370 children under two years old, with 28 infant/ toddler licensed group care spaces.
- Child care was identified as the preferred community amenity at the Open House for the proposed townhouse development, hosted by Polygon on February 19, 2014.

The proposed 12 affordable townhouse units fulfill a need for affordable housing by:

- Exceeding the City's current Affordable Housing Strategy (AHS) requirements, while also supporting key objectives of the Social Development Strategy, addressing the needs for a range of age groups in a single development.
- Providing larger affordable units that are suitable for multi-generational families with children and older parents.
- Providing the opportunity for the City to secure large three (3) bedroom affordable townhouse units with a minimum size of 117.5m^2 (1,265 ft^2), well exceeding the minimum three (3) bedroom unit size of 91m^2 (980 ft^2) provided in the AHS.

The proposed amenity package has a total value of approximately $7.0 million based on a costing review of the affordable housing component by the City's economic consultants and an

assessment of the child care facility by the City's Project Development and Community Services staff. Although the applicant's preliminary development plan includes a density of 0.72 FAR, the City's valuation of the required community amenity contribution is based on the maximum density of 0.75 FAR. In summary, the proposed development of 133 townhouse units is providing much needed community social amenities which will enhance Richmond's social fabric, and substantially exceed the amenity contributions of similar development in Richmond.

Parks and Public Realm

The proposed development provides for a varied public realm comprised of three (3) distinct components as outlined below.

Greenway and Entry Plaza: The City has required that a 12.0 m (40 ft.) wide Greenway be constructed through the townhouse development on Parcel 1. The Greenway will provide a linkage from No. 2 Road to the proposed addition to the London/Steveston Park. This Greenway follows the future "Pedestrian Link" shown in the OCP.

A public Entry Plaza will be located adjacent to No. 2 Road on Parcel 2 adjacent to this Greenway and the development's driveway. The Entry Plaza will open up and clearly invite the public onto the Greenway and the adjacent child care facility.

As a condition of issuance of the Development Permit for the applicant's townhouse development and Greenway within Parcel 1 and Entry Plaza on Parcel 2, the developer will be required to prepare a landscape plan that includes the following:

- A 4.0 m (12.0 ft.) wide universally accessible paved pathway within the Greenway for public access 24 hours-a-day to accommodate pedestrians, bicycles and City maintenance vehicles.
- High quality site furnishings, way-finding signage, pedestrian lighting, decorative paving, trees and plant material, and storm water management measures.
- Public Art elements that reflect the school history of the site along the Greenway and Entry Plaza as determined by a Public Art Plan.
- Creative multi-functional site furnishings and signage.

A statutory right-of-way (SRW) is being registered over the 12.0 m (40 ft.) wide Greenway and development's driveway entrance at No. 2 Road to secure public pedestrian and bicycle access as well as City access for maintenance of the proposed pathway surface and public art installations.

Park Addition: The City's Parks Department will engage consultants to develop a comprehensive Park Plan for the 1.76 ha. (4.35 acre) addition to the London / Park Steveston Park. This Park Plan will be brought forward to Council for review and consideration of endorsement prior to adoption of the rezoning. The applicant will be providing up to $30,000 for the City's consultant fees required to complete the Park Plan for which the applicable will be eligible for Park Development DCC credits to this amount.

The Rezoning Considerations provide for two (2) options of either the applicant constructing the park under a Servicing Agreement based on the above-noted Park Plan or the City electing to do this work. If the applicant constructs the park, it will be eligible for Park Development DCCs to a maximum payable by the development. The City will contribute to the any direct park construction costs that are beyond the Park Development DCCs payable by the development.

Other Pathway Connections:

In addition to the proposed east-west Greenway connecting No. 2 Road to the park , the development will provide public pedestrian and bicycle access to the current pathways leading into the site as shown on Attachment 6 as follows:

- South Walkway Connection: There will be a new pathway connecting the current pathway from Dylan Place to the proposed childcare on Parcel 2 and the Greenway. Public access will be secured through a 3.0 m (9.8 ft.) wide SRW on the development site.
- North Walkway Connection: There will be a new pathway connecting the current pathway from Goldsmith Drive directly to the proposed Park addition on Parcel 3.

Public Art

In response to the City's commitment to the provision of Public Art, the applicant will be undertaking a Public Art Plan to provide Public Art elements, reflecting the history of the site, on the Greenway on Parcel 1 and the Entry Plaza on Parcel 2. The Public Art will have a value of based $0.77/ft² at the maximum 0.75 FAR (estimated at $197,188). Provision of Public Art will be coordinated between the developer and the City's Public Art Coordinator, and secured prior to adoption of the rezoning.

Private Amenity Space

The applicant is proposing 434 m^2 (4,675 ft^2) of outdoor amenity space with a portion adjacent to No. 2 Road and a portion adjacent to the development's 185 m^2 (2,000 ft^2) amenity building next to the 12.0 m (40.0 ft.) wide on-site public Greenway. While the Greenway is public, it augments this common outdoor amenity space. Together, these amenity areas function as central gathering spaces for the townhouse complex and will be reviewed further during the Development Permit process.

Energy Efficient Development

There will be a covenant registered on Title the requires that the proposed development is designed and constructed to meet or exceed Ener-guide 82 criteria for energy efficiency and that the dwellings are pre-ducted for solar hot water heating. The covenant also requires that a report by a Certified Energy Advisor be prepared, certifying that the design of all of the units will meet the Ener-guide 82 criteria, to be submitted with the Development Permit prior to it being forwarded to Development Permit Panel for consideration.

Universal Access

To assist in ensuring accessibility is an option for residents, the applicant will be required to include the following accessibility measures:

- Provide 12 "Convertible Units" (being the split level end units adjacent to the north and south property lines)which include the following features:
    - Wider doors to facilitate wheelchair movement through the unit.
    - Set heights for accessible electrical outlets.
    - Greater clearances for easier access to items such as bathroom fixtures.

- Ensure that the 12 affordable housing units are "Barrier Free Units" including features such as wheel-in shower stall in one bathroom, grab bars in washrooms, lower countertops, kitchen work surfaces with knee space below, accessible appliances and cupboards, and wider circulation areas.
- Ensure that all townhouse units are to provide "aging in place" features such as additional blocking in bathroom walls for the future installation of grab bars, lever door handles, and wide door openings to facilitate access for walkers and wheelchairs.

The above-noted specifications and units will be identified and reviewed during the Development Permit and Building Permit stages.

Form and Character of the Development

The developer proposes to construct a total of 133 townhouse units (including one (1) caretaker suite) within 29 buildings on Parcel 1. Development Permit approval to the satisfaction of the Director of Development for the proposal is required prior to rezoning adoption. The proposed development includes the following elements including:

- A range of six (6) different neo-traditional buildings designs are provided to avoid repetition of buildings forms.
- The 120 market units will have average floor areas of approximately of 186 m^2 (2,000 ft^2).
- Typical building heights of three (3) storeys with lower (2) storey units adjacent to the north and south property lines.
- The buildings adjacent to the single-family homes to the north and south include two (2) storey units with parts of each unit dropping to one (1) storey. These buildings have also been oriented so that not more than 26% of the north property line and 19% of the south property line is faced by townhouses.
- 6.0 m (20 ft.) side yard setbacks to the adjacent single-family residential areas as compared to the 3.0 m (10 ft.) setbacks typically provided in many other townhouse developments with similar densities. The 6.0 m (20 ft.) setback is consistent with the City's single-family zones' rear yard setback requirements.
- 4.5 m (15 ft.) setbacks to the No. 2 Road allowance, the proposed park on Parcel 3 and to the Greenway SRW.
- There will be wide garden mews of a least 11 m (38.5 ft.) separating the townhouse buildings with front yards and entry doors leading to common pathways located at the centre of each mew.
- Most buildings will have internal setbacks of 5.0 m (16 ft.) to the development's common drive aisles. In many cases, this will allow for additional outside car parking on the unit driveways and larger landscaped islands between the driveways.
- The 120 market units will include side-by-side double garages, the 12 affordable housing units will have tandem double garages and the one (1) caretaker suite will have two (2) outside spaces.

- The total of 293 parking spaces for the townhouse development exceeds the zoning bylaw requirements.

At Development Permit stage, elements to be addressed include:

- The smaller-scale articulation and architectural detailing of the townhouse buildings, particularly those facing onto the public realm.
- The landscape and grading interface of the townhouse development with the adjacent residential areas to the north and south, No. 2 Road and the proposed park to the east. Overall form and character of the common indoor amenity building.
- The design of the common outdoor amenity space, including children's play areas. Detailed design of on-site roads to accommodate moving, recycling and fire trucks.
- Decorative paving treatments and alignment of sidewalks, curbs, and boulevards.
- Visitor parking location to ensure safe vehicle and pedestrian movement.
- Inclusion of a fire truck lane located over the proposed north-south pathway connecting the two (2) main driveways.

Financial Implications

The Engineering Department confirms that the Operational Budget Impact (OBI) is negligible for this project. The Community Services Department estimates the City' share of the OBI for major elements of the child care facility will be approximately $30,000 to $35,000 per year under a lease to a non-profit child care operator. It should also noted that the applicant will be eligible for Park Acquisition and Park Development DCC credits at the time of building permit issuance.

Conclusion

The proposed development project includes 133 units that are designed to be Energuide 82 energy efficient and solar hot water ready in a variety of building forms that respond to the neighbourhood context.

The development will secure the transfer of 2.02 ha. (5.0 acres) land to the City for the London/Steveston Park addition, a public entry plaza and child care facility on No. 2 Road. The applicant will also construct a publicly accessible Greenway lying at the centre of the development in addition to London/Steveston Park. A Public Art Program, with elements reflecting historic school use of the site, will help to tie the entry plaza, greenway and park together.

The applicant's community amenity contribution consists of a 511 m^2 (5,500 ft^2) community child care facility and 12 affordable townhouse units within the development.
Lastly, the proposed development provides for the full traffic signalization of the current No. 2 Road intersection the project's driveway and the existing Wallace Road to the west to allow for safer vehicle circulation.

In summary, the proposed development provides for approximately 40 percent of the site as park and publicly accessible open space, includes building forms that respond to the adjacent neighbourhood and provides for significant community amenities.

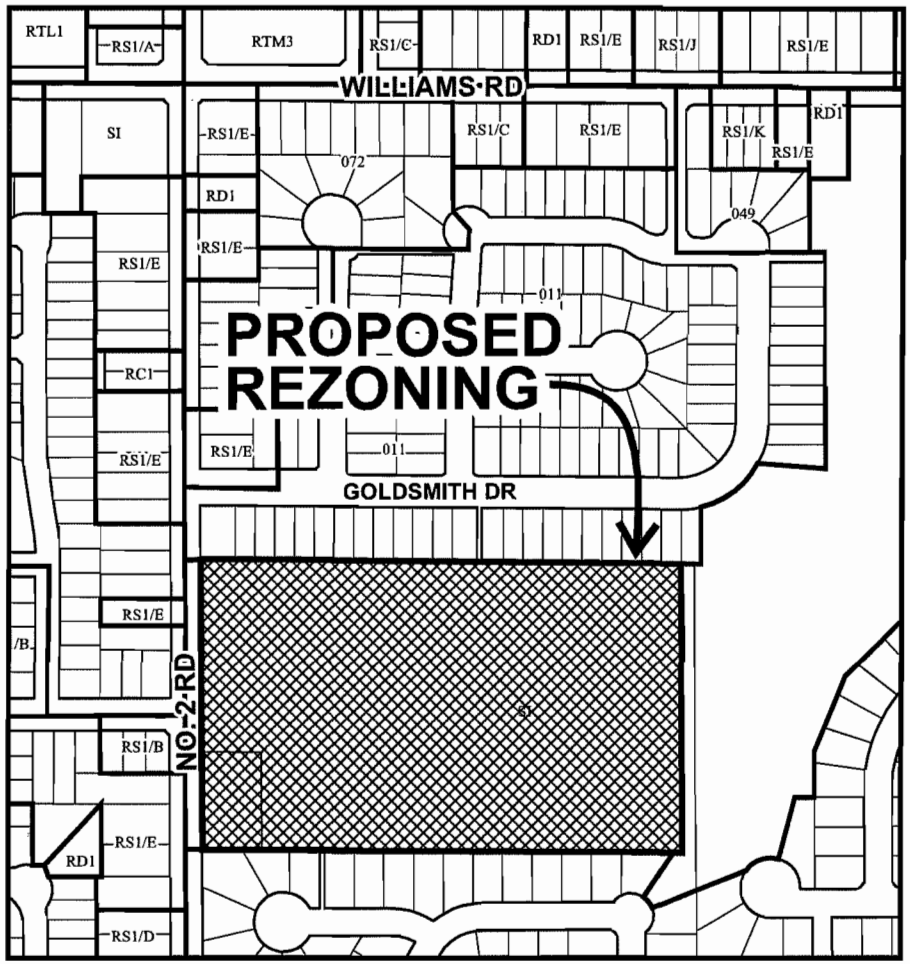
On this basis, it is recommended that Official Community Plan Bylaw 9000, Amendment Bylaw 9155 and Zoning Bylaw 8500, Amendment Bylaw 9156 be introduced and given first reading.

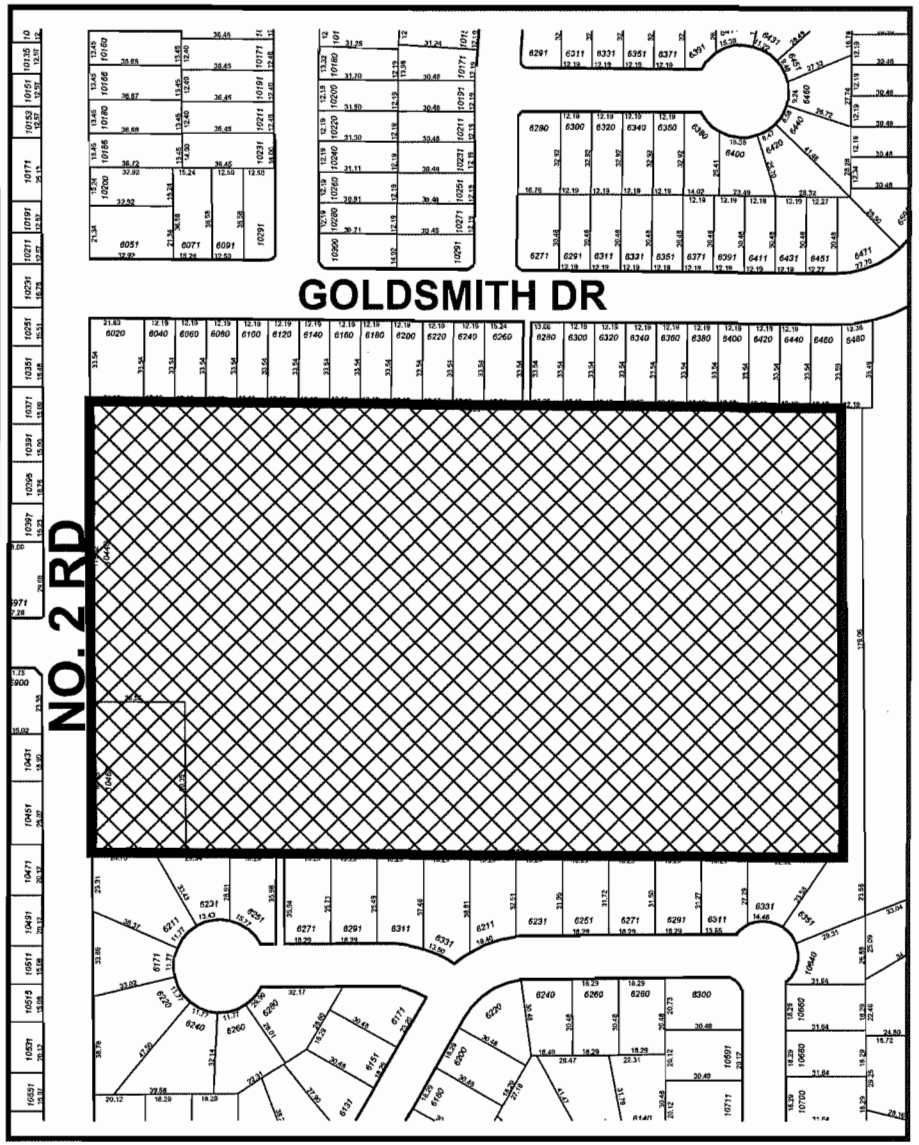
Mark McMullen
Senior Coordinator-Major Projects
(604-276-4173)

MM:blg

Attachment 1: Location Map
Attachment 2: Development Application Data Sheet
Attachment 3: Summary of February 23 & April 2, 2014 Public Information Meetings
Attachment 4 Draft Subdivision Plan
Attachment 5: Tree Retention Plan
Attachment 6: Conceptual Development Plans
Attachment 7: Rezoning Considerations
Attachment 8: Correspondence Received from the Public

City of Richmond





RZ 13-649524

Original Date: 11/12/13

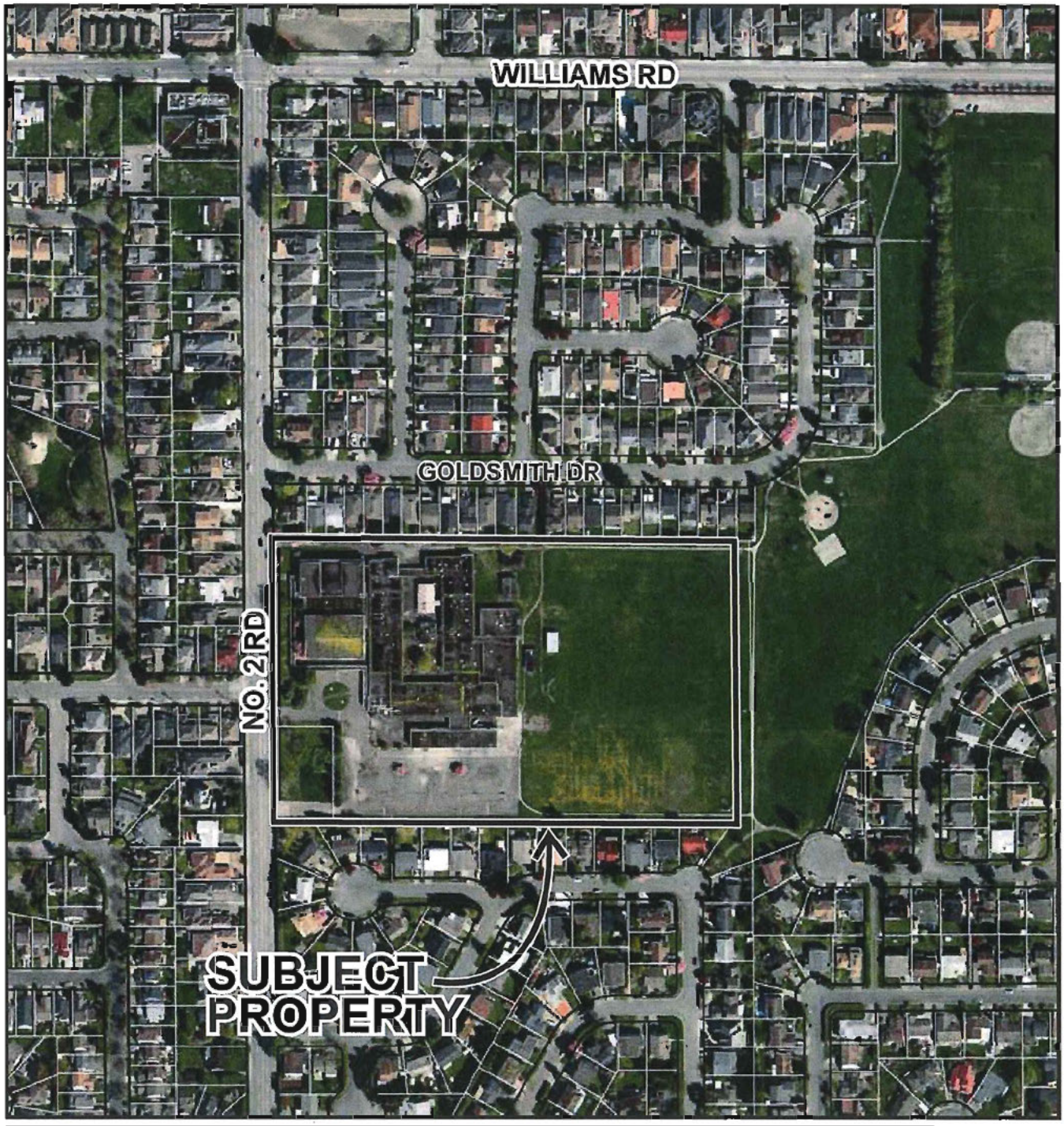
Revision Date:

Note: Dimensions are in METRES

PLN - 26

ATTACHMENT 1

City of
Richmond



	RZ 13-649524	Original Date: 11/12/13 Revision Date: Note: Dimensions are in METRES

City of Richmond

Development Application Data Sheet

Development Applications Division

RZ 13-649524 **Attachment 2**

Address: 10440 and 10460 No. 2 Road

Applicant: Polygon Development 273 Ltd.

Planning Area(s): No. 2 Road

	Existing	Proposed
Owner:	School District No. 38	Polygon 273 Development Ltd.
Site Size (m^2):	Entire 52,468 m^2	Parcel 1 (Dev. Lot) - 31,172 m^2 Parcel 2 (Childcare)- 2,643 m^2 Parcel 3 (Main Park) – 17,591 m^2 Road Dedication - 512 m^2
Land Uses:	Secondary School	Townhouses, Park, Childcare
OCP Designation:	"School"	Neighbourhood Residential", "Park"
Zoning:	"School & Institutional Use (SI)"	Parcel rezoned to "Town Housing (ZT72) – London / Steveston (No. 2 Road)"; Parcels 2 & 3 remain "School & Institutional Use (SI)"
Number of Units:	none	133
Other Designations:	N/A	N/A

On Future Subdivided Parcel 1	Bylaw Requirement	Proposed	Variance
Density (units/ha.):	N/A	41.9 units/ha.	none permitted
Floor Area Ratio:	Max. 0.75 FAR	0.72 FAR	none permitted
Lot Coverage – Building:	Max. 40 %	36%	none
Lot Size (min. dimensions):	31,000 m^2	31,721 m^2	none
Setback – Front Yard (No.2) (m):	Min. 4.5 m	Min. 4.5 m	none
Setback – Side Yards (N/S) (m):	Min. 6.0 m	Min. 6.1 m	none
Setback – Rear Yard (East) (m):	Min. 4.5 m	Min. 4.5 m	none
Height (m):	11.0 m	10.41 m	none
Off-street Parking Spaces – Regular (R) / Visitor (V):	2.0 (R) and 0.2 (V) per unit	2.0 (R) and 0.20 (V) per unit	none
Off-street Parking Spaces – Total:	292	293	none

On Future Subdivided Parcel 1	Bylaw Requirement	Proposed	Variance
Tandem Parking Spaces:	Permitted	none	none
Amenity Space – Indoor:	100 m^2	185 m^2	none
Amenity Space – Outdoor:	6.0 m^2 per unit (min.)	3.26 m^2 per unit	none
Other:	$25,000 for replacement tree security.		

POLYGON

Polygon Development 273 Ltd.

Memorandum

To:	CITY OF RICHMOND PLANNING DEPARTMENT	**Copies:**	Neil Chrystal Scott Baldwin Clive Mason
From:	CHRIS HO POLYGON DEVELOPMENT 273 LTD.		
Subject:	**STEVESTON – RICHMOND SCHOOL BOARD SITE**		
File Ref.:		**Date:**	Feb. 23, 2014

Summary - Public Information Meeting 1 – Steveston London Secondary School
February 19th, 2014 (6:00pm – 8:00pm)





Attendees : 155 (see attached sign in sheets)
Number of Households invited: 2,200

Written comments received :

25 Positive
33 Neutral
12 Negative
70 Total

Themes/Issues (as derived from written and verbal interaction):

1. **Park**
   - Positive response on confirmation that Park/Community Facility totaling 5 acres will be dedicated to the City as public amenities
   - Positive response on location of the park on east side of site adjacent to existing open area
   - Passive programming of park confirmed vs. active sports field programming
   - Infrastructure suggested for the passive park include:
     - Children's play area
     - Walking trails
     - Landscaped pathways with seating

- Exercise stations on pathways
- Passive water feature (ponds etc.)

2. **Community Amenity Building**
   - Facilities desired in order of preference
     - Daycare
     - Community Centre with Fitness/Sports Facilities
     - Library

3. **Central Pedestrian Greenway/Access to site/Traffic**
   - General preference for pedestrian access only to park vs. vehicular access
   - Immediate neighbours reactions mixed – slight majority preferred central greenway which would control pedestrian traffic away from their rear yards while others preferred pathways on edges to create greater buffer to their homes
   - Neighbors to the west expressed concerns with existing condition of vehicular access to No. 2 Road – would prefer some type of signalization at new intersection
   - Concern raised with increase in traffic created from new townhome project – however there was an understanding/acknowledgement that the new project traffic would be less than what the school had previously generated

4. **Existing School Structure**
   - Demolish existing structure as soon as possible – rodents/pest are a current problem
   - Need to control rodents/pest when demolition occurs

5. **Townhomes**
   - Architectural character/detail studies well received
   - Preference from immediate neighbours for lower structures adjacent to their homes
   - Larger sizing of townhomes (approximately 2,000sf proposed) was well received
   - Master on the main floor desired by interested purchasers
   - Some concern with 3 storey height due to shadowing/privacy concerns
   - Ensure new development has enough parking for both residents and visitors
   - Some concern with potential flooding if site is filled – need for storm water management
   - ensure that sanitary sewers are adequate acknowledgement however that old school requirements were greater than new project
   - many enquiries about future pricing – there were several interested potential purchasers attending
   - private clubhouse (gatehouse style) well received – preference for caretaker suite confirmed

Conclusion

The meeting was well attended and the general consensus and atmosphere of the information presented was positive. There was strong positive response about the form of development being townhomes. The only concern with the townhome form from the immediate neighbours was in regards to height and the possibility of the loss of their view, loss of privacy and increase in shadowing.

As with most new developments there were concerns raised about traffic, but this was addressed by comparing it to the previous traffic generated from the school. The greater concern with traffic was more focused on having sufficient parking for the new townhome project residents and their visitors. There was debate amongst the immediate neighbours regarding the preference of having the central pedestrian greenway which takes pedestrian traffic away from their private rear yard or if the greenways should be adjacent to their rear yards thereby creating a greater buffer to the proposed new townhomes.

The public park and its proposed location was very well received and there was almost universal confirmation for it to be a 'passive' park. The community facility was also well received, although the interest in it was not as great as the park.

With the general positive nature of this meeting, we feel we can proceed to developing the project in greater detail to present again to the public. Indications are that if we do not 'stray' from the conceptual plans presented, the proposed project should continue to receive general support from the neighbourhood.

Thanks

Chris Ho
Polygon Development 273 Ltd.

POLYGON

Polygon Development 273 Ltd.

Memorandum

To:	CITY OF RICHMOND PLANNING DEPARTMENT	**Copies:**	Neil Chrystal Scott Baldwin Clive Mason
From:	CHRIS HO POLYGON DEVELOPMENT 273 LTD.		
Subject:	**STEVESTON – RICHMOND SCHOOL BOARD SITE**		
File Ref.:		**Date:**	April 7th, 2014

Summary - Public Information Meeting 2 – Steveston London Secondary School
April 3rd, 2014 (6:00pm – 8:00pm)

Attendees : 109 (see attached sign in sheets)
Number of Households invited: 2,200

Written comments received : 15 Positive
7 Neutral
3 Negative
25 Total

Themes/Issues (as derived from written and verbal interaction):

1. **Park**
   - Minimal enquiries at this PIM regarding the park
   - Just one comment only that there is a shortage of sports fields

2. **Community Facility Building**
   - It was confirmed that the City of Richmond still had to confirm the actual function and use
   - Preference by neighbours that access to the community facility should accessed of No. 2 road instead of through Wallace project entrance to both take away traffic from that entry point and to reduce traffic that would separate the pedestrian greenway from No. 2 Road.

3. **Central Pedestrian Greenway/Access to site/Traffic/Public Art**
   - Neighbours pleased that pedestrian greenway was public in perpetuity
   - After further thought neighbours pleased that pedestrian traffic will be focused through the centre of the site vs. traffic against their rear yards
   - ~~Neighbors to the west again expressed concerns with existing condition of vehicular access to~~ No. 2 Road – would prefer full signalization at new intersection – main concern was in the morning in combination with drop offs at the Elementary School west of No. 2 Road.
   - Concern eased with increase in traffic created from new townhome project due to presentation of facts from Bunt Engineering – strong recognition and understanding that the new project traffic would be less than what the school had previously generated
   - Positive responses to Public Art idea which is to address the legacy of Steveston High School
   - Steveston High School Alumni attended and offered ideas around the public art piece

4. **Existing School Structure**
   - Repeated concerns regarding rodents at vacant school
5. **Townhomes**
   - Very positive responses to the perimeter units introduced as two story townhomes
   - Shadow studies showed minimal effect of shadowing on neighbours from two story townhomes
   - Neighbors were pleased with updated townhome orientation (side) to maximize privacy on neighboring lands
   - Two car garages in typical unit plans and meeting visitor parking requirements addressed the majority of any overflow parking concerns
   - potential flooding of neighbouring sites addressed with the section details provided showing how fill would transition to neighbours and the confirmation of new perimeter storm drainage
   - required access for the City of Richmond was pointed out on the side yards to service the existing storm drainage on the neighbours properties on City ROW's.
   - future pricing range provided as $400 to $450psf which did not come as a surprise to attendees
   - private clubhouse (gatehouse style) again well received – strong preference again for caretaker suite confirmed

Conclusion

The meeting was again well attended although less than the first public information meeting. The general consensus and atmosphere was markedly even more positive than the first meeting. Neighbours adjacent to the development site were pleased with the perimeter homes being introduced as two storey townhomes with a side orientation. This addressed the previous shadow and privacy issues raised. Many concerned neighbours became potential purchasers.

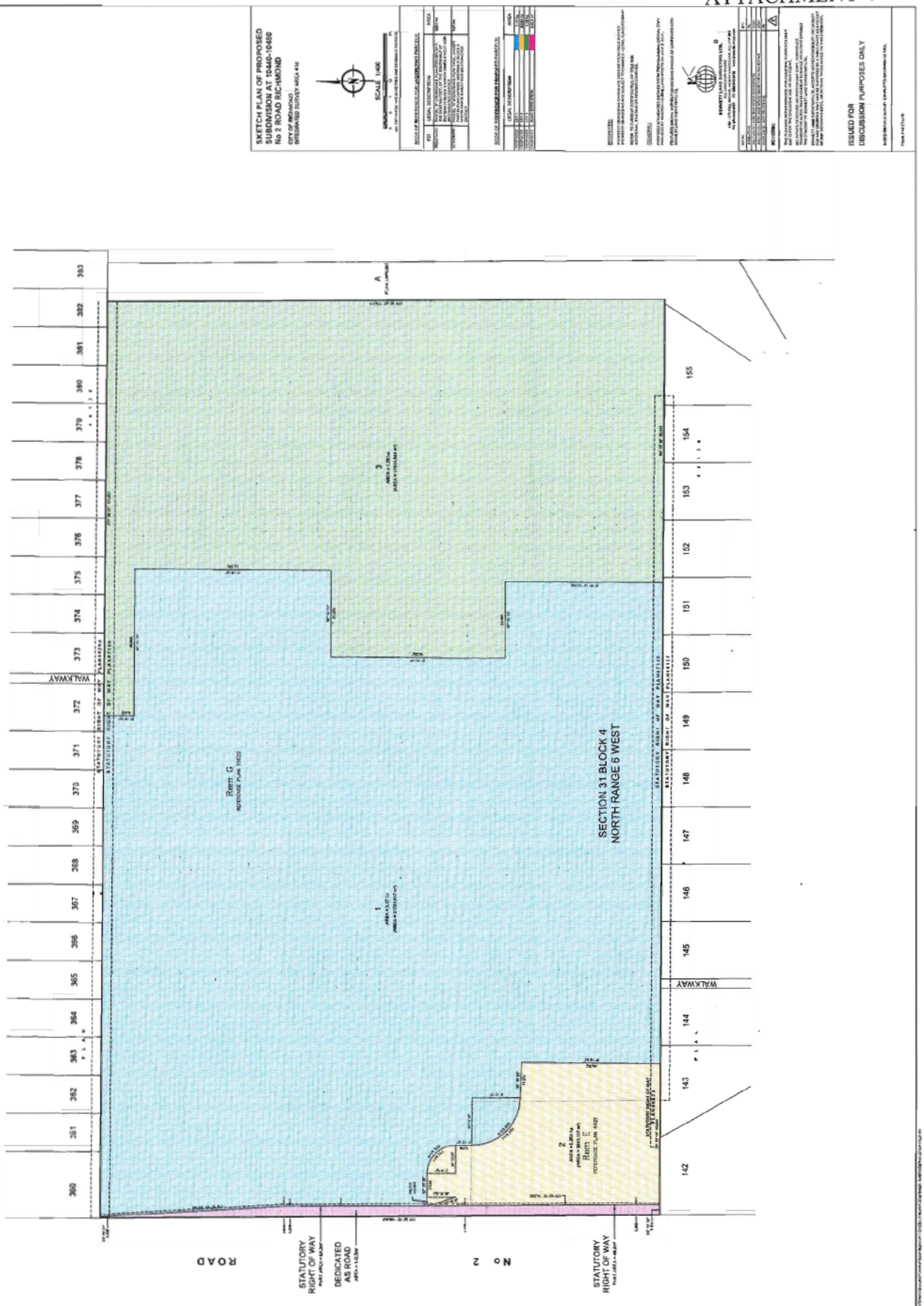
Traffic was addressed and confirmed through our Traffic Engineers presentation which showed how the new development would generate much less traffic than Steveston High School did. There were still concerns from surrounding neighbours that a full signal should be installed for Wallace and No. 2 Road. Immediate neighbours expressed a desire for the community facility building to be accessed directly off No. 2 road.

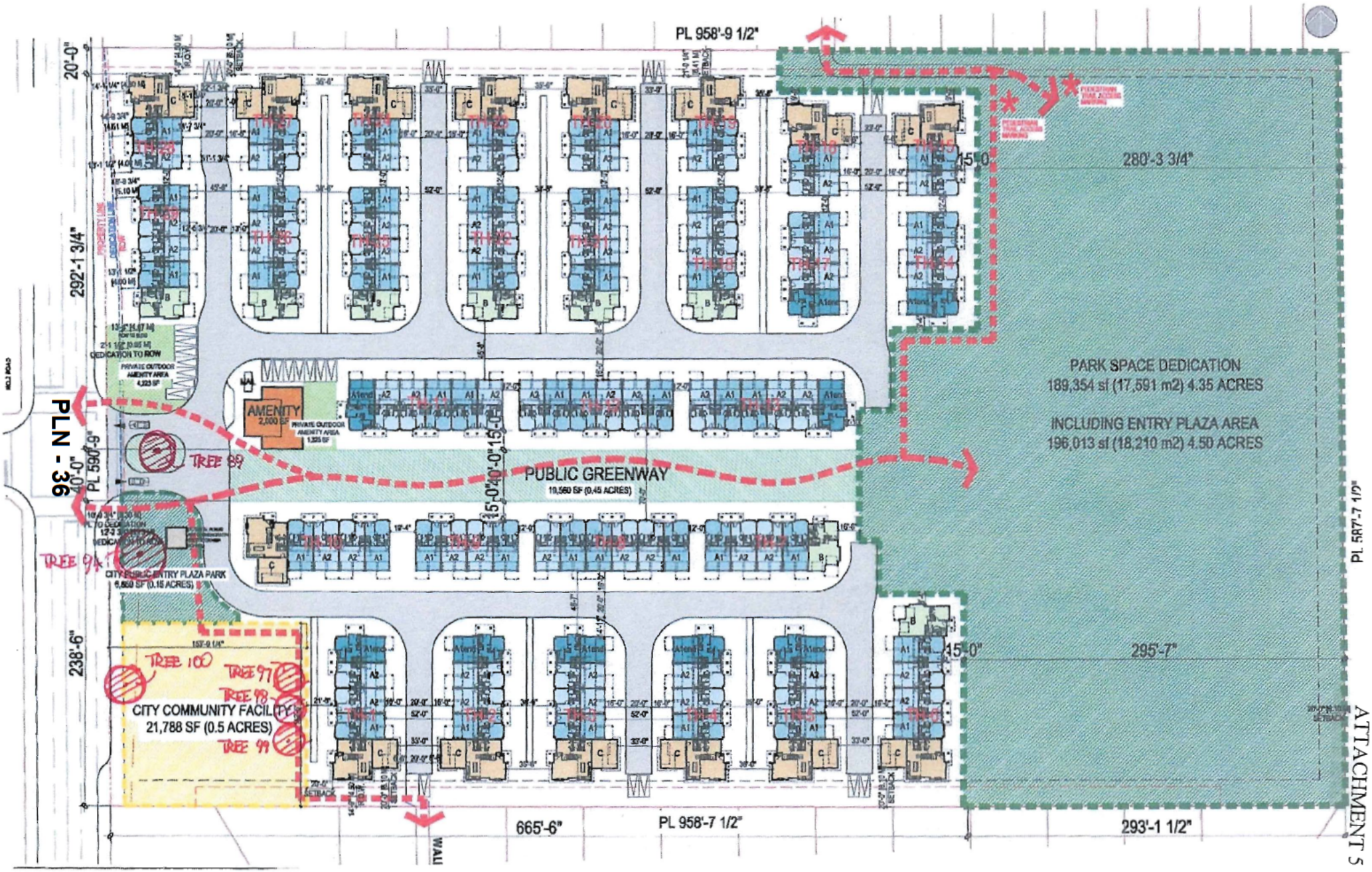
Parking concerns were addressed when it was confirmed that all townhomes would provide a two car garage and that all require visitor parking would be provided. The typical unit plans were well received and there was an acknowledgment that the average size of the townhomes (2,000sf) was appropriate and that the price range quoted ($400 to $450psf) was not unexpected.

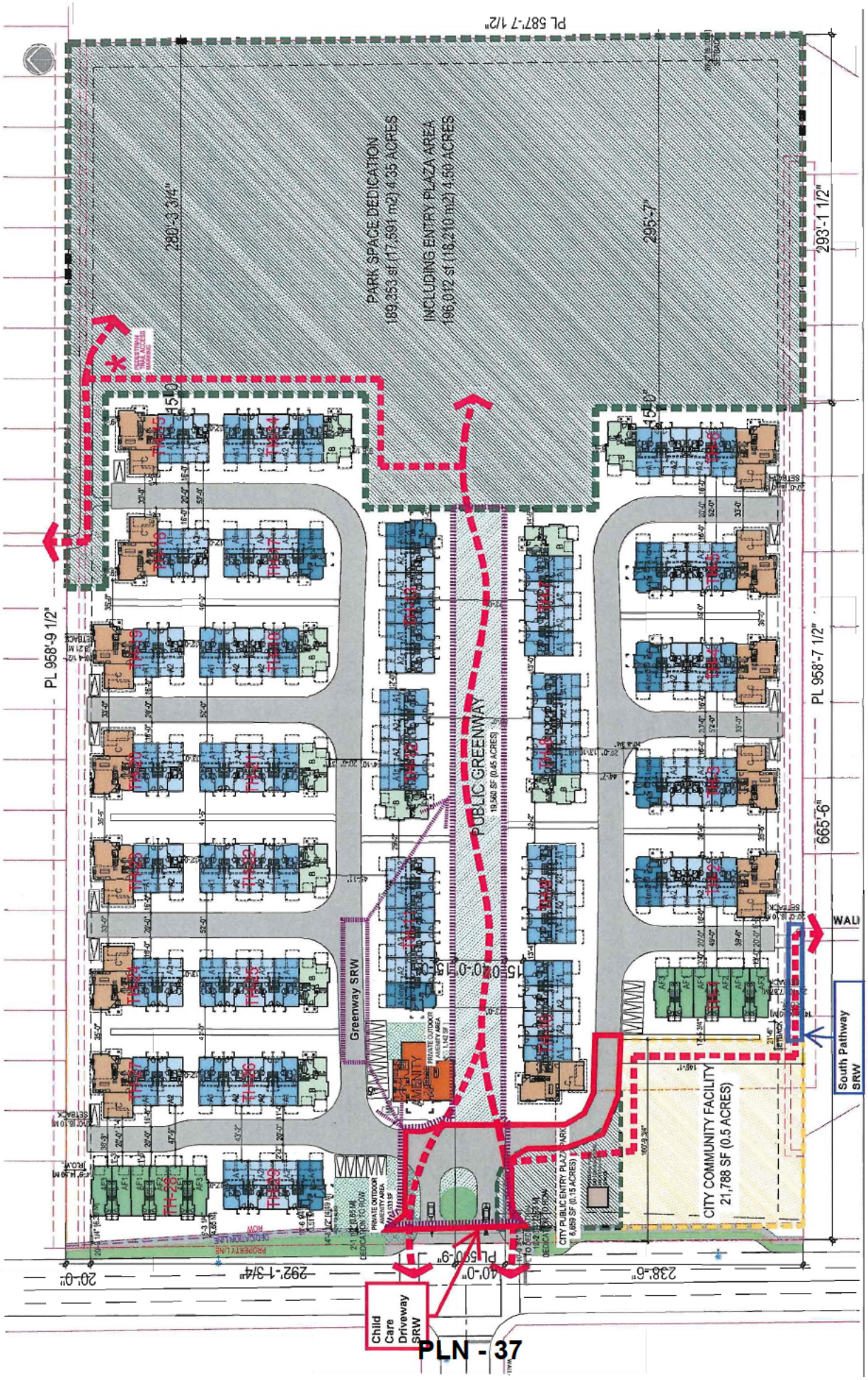
The Public Art concept which is to celebrate the legacy of Steveston High School and its students was very well received. Steveston High School Alumni were invited and attended. The Alumni were pleased with the concept and some offered to participate in the Public Art process.

I believe that the second Public Information meeting was very successful. The atmosphere and environment was more positive than the first meeting. The attendees appreciated the introduction of details which addressed previous concerns raised at the first meeting. I believe the process has worked well and that we can now move to the formal City approval process with confidence in the concepts we have proposed.

Thanks,
Chris Ho
Polygon Development 273 Ltd.


SKETCH PLAN OF PROPOSED
SUBDIVISION AT 10446-10480
No 2 ROAD RICHMOND
SCALE 1:400
ISSUED FOR
DISCUSSION PURPOSES ONLY
SECTION 31 BLOCK 4
NORTH RANGE 6 WEST
Rem C
WALKWAY
STATUTORY RIGHT OF WAY
ROAD
No 2
STATUTORY
RIGHT OF WAY
DEDICATED
AS ROAD
STATUTORY
RIGHT OF WAY


PL 958'-9 1/2"
20'-0"
292'-1 3/4"
280'-3 3/4"
15'-0"
PARK SPACE DEDICATION
189,354 sf (17,591 m2) 4.35 ACRES
INCLUDING ENTRY PLAZA AREA
196,013 sf (18,210 m2) 4.50 ACRES
AMENITY
2,000 SF
PRIVATE OUTDOOR AMENITY AREA
1,325 SF
PUBLIC GREENWAY
19,560 SF (0.45 ACRES)
15'-0"
40'-0"
PL 590'-9"
TREE 89
TREE 94
CITY PUBLIC ENTRY PLAZA PARK
6,850 SF (0.15 ACRES)
238'-6"
TREE 100
TREE 97
TREE 98
TREE 99
CITY COMMUNITY FACILITY
21,788 SF (0.5 ACRES)
15'-0"
295'-7"
665'-6"
PL 958'-7 1/2"
293'-1 1/2"
PL 587'-7 1/2"
PLN - 36
ATTACHMENT 5



PROJECT:
Kingsley Estates
10440/60 No. 2 Rd., Richmond, BC

DRAWING TITLE:
SITE PLAN 133 units

DATABASE: 1321-siteplan
PROJECT NO: 1321
DATE: 23 SEPT 2014
SCALE: 1/32" = 1'-0"

POLYGON

RHA
Rositch Hemphill Architects
120 Powell Street, Unit 10 Vancouver, BC Canada V6A 1G1
t 604.669.6002 f 604.669.1091 www.rharchitects.ca

SUMMER SOLTICE - JUNE 21

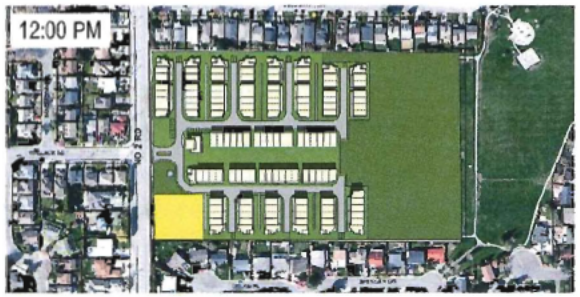






SPRING / FALL EQUINOX - MARCH / SEPTEMBER 21







WINTER SOLTICE - DECEMBER 21





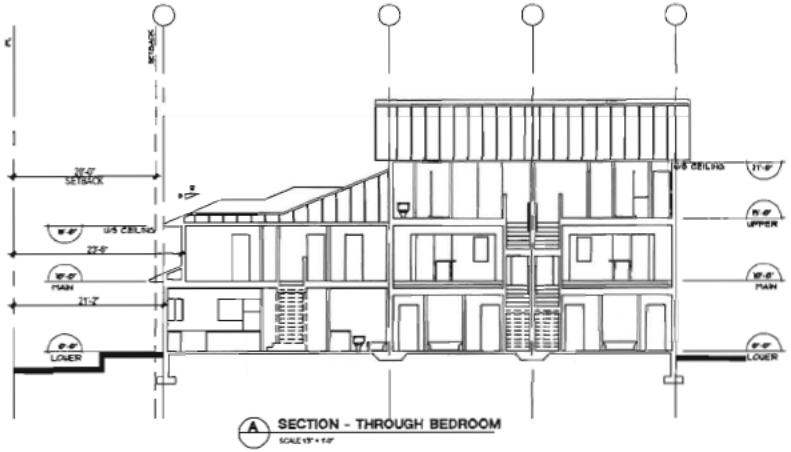


POLYGON

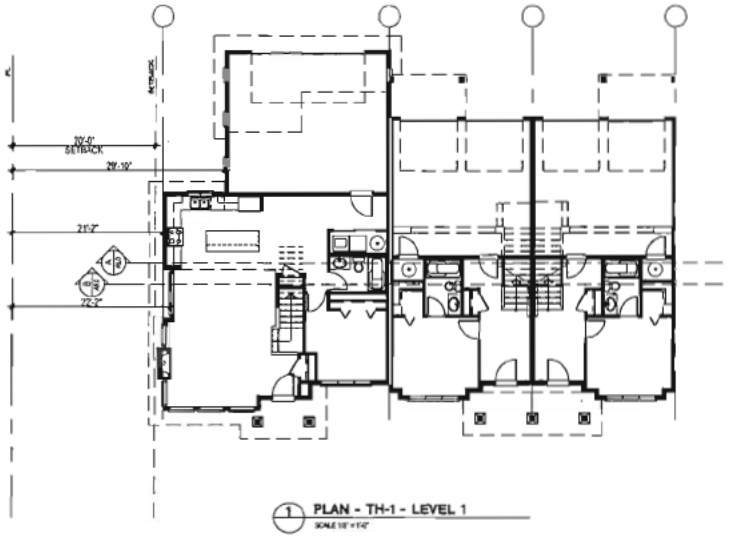
PROJECT:
Steveston Site
10440/60 No. 2 Rd., Richmond, BC

SHADOW STUDIES
30 MAY 2014

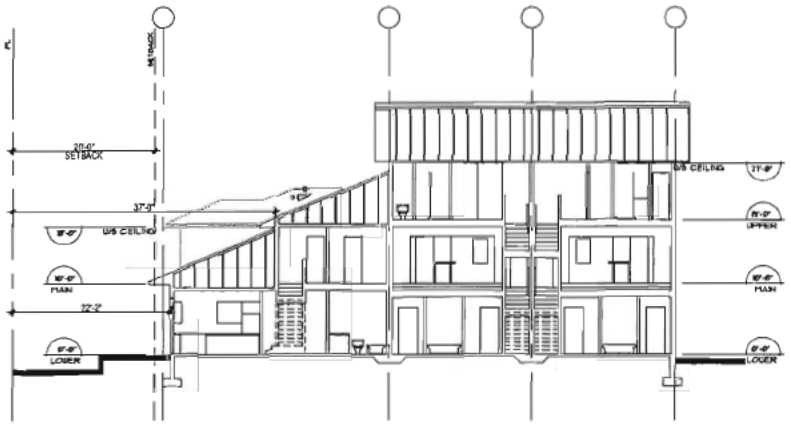
RHA
Rositch Hemphill Architects
120 Powell Street, Unit 10 Vancouver, BC Canada V6A 1G1
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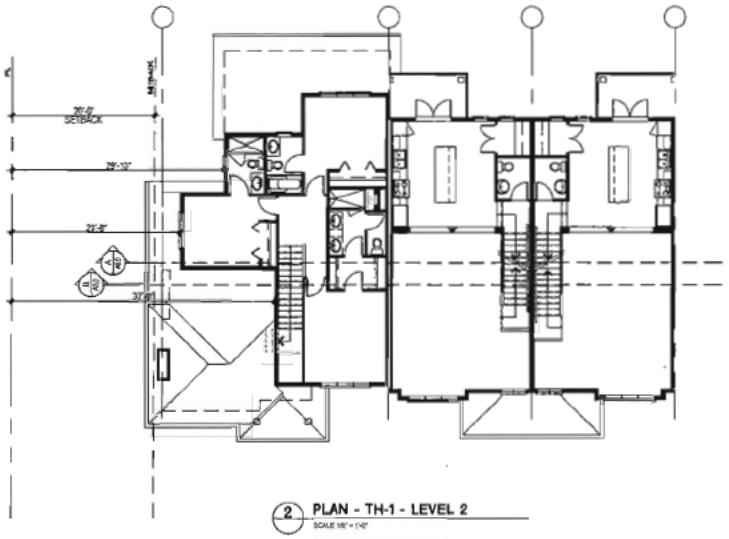
A SECTION - THROUGH BEDROOM
SCALE 1/8" = 1'-0"



1 PLAN - TH-1 - LEVEL 1
SCALE 1/8" = 1'-0"



B SECTION - THROUGH DINING ROOM
SCALE 1/8" = 1'-0"



2 PLAN - TH-1 - LEVEL 2
SCALE 1/8" = 1'-0"

PLN - 39

Rositch Hemphill Architects
120 Powell Street, Unit 10 Vancouver, BC Canada V6A 1G1
t 604.669.6002 f 604.669.1091 www.rharchitects.ca

PROJECT:
Kingsley Estates
10440/60 No. 2 Rd., Richmond, BC

DRAWING TITLE :
SECTIONS AT 2 STOREY BLDG

POLYGON
Suite 900 - 1200 West Broadway, Vancouver, BC, Canada V6H4C2 T:(604)877-1131 F:(604)871-4120

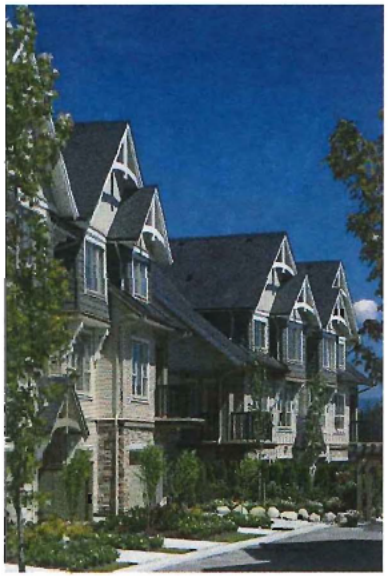
DATABASE:	1321-ELEVS
PROJECT NO:	1321
DATE:	07 JULY 2014
SCALE:	1/8" = 1'-0"

A5.0









PLN - 41

POLYGON
Suite 900 - 1333 West Broadway, Vancouver, BC,
Canada V6H4C2 T:(604)877-1131 F:(604)871-4120

PROJECT:
Steveston Site
10440/60 No. 2 Rd., Richmond, BC

ARCHITECTURAL CHARACTER

Rositch Hemphill Architects
120 Powell Street, Unit 10 Vancouver, BC Canada V6A 1G1
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City of Richmond

Rezoning Considerations

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

Address: 10440/10460 No. 2 Road **File No. RZ 13-649524**

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9155, the developer is required to complete the following:

1. Final Adoption of OCP Amendment Bylaw 9156.
2. Road dedication is required along the entire No. 2 Road frontage with an area of 512.5m^2 and a depth of 3.3m tapering towards the current property line at the north end of the site as shown on the Draft Interim and Ultimate Road Functional Plans within Attachment 1. Further to the Draft Plans in Attachment 1, detailed Final Interim and Ultimate Road Functional Plans are required to be prepared by the developer to the satisfaction of the Director of Transportation to confirm that adequate road dedication is included in the final subdivision plan and the final statutory rights-of-way plans (under condition nos. 10 and 11).
3. Preparation and registration of a subdivision plan that consolidates the current lots, dedicates road as provided in section 2 above, and subdivides the consolidated lot into three (3) parcels comprising the **"Lands"** (which will require the demolition of any part of the existing school buildings crossing new proposed parcel lines) as shown on Attachment 2 and as follows:
   a) Parcel 1- 3.17 ha. for the townhouse development;
   b) Parcel 2 – 0.264 ha. for a child care/entry plaza; and
   c) Parcel 3- 1.76 ha. for park.
4. Transfer Parcel 2 (child care / entry plaza) to the City for $10.00, free and clear of all charges and encumbrances except for the charges registered as requirements of this rezoning. The City and the Developer will enter into a Purchase and Sale Agreement for the transfer of fee simple title to Parcel 2 (child care / entry plaza) to the City.
5. Transfer Parcel 3 (park) to the City for $10.00, free and clear of all charges and encumbrances except for the charges registered as requirements of this rezoning. The City and the Developer will enter into a Purchase and Sale Agreement for the transfer of fee simple title to Parcel 3 (park) to the City. (Note: Regarding the 2.02 ha. of park land contained within Parcels 2 and 3 under conditions nos. 4 and 5, the Developer will be eligible for a Park Acquisition DCC credit not exceeding the Park Acquisition DCCs payable for the townhouse development within Parcel 1.)
6. The developer will register a covenant on the title of Parcel 1 (development parcel) that prohibits the issuance of any building permit granting occupancy until the developer:
   a) Undertakes any remediation of any identified contaminants on the proposed Parcels 1, 2 and 3 in accordance with applicable Provincial legislation, including any requirements from the Director of Waste Management;
   b) Provides receipt of written confirmation from the Province that any requirements, as applicable, under Provincial legislation are satisfied regarding occupancy of the development and the proposed uses of Parcels 1,2 and 3; and
   c) Submits a report prepared by a professional qualified in contaminated site remediation that confirms that any identified contamination of Parcels 2 and 3 has been remediated to the City's satisfaction.

   This convent will indemnify the City from liability related to any contamination on Parcels 1, 2 and 3.
7. 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.
8. Submission of a Tree Survival Security to the City in the amount of $25,000 as follows: $5,000 for 2:1 replacement of five (5) on-site trees to be to be retained (tree nos. 94, 97 to 100) and $20,000 for a specimen quality large tree to replace the large tree (tree no. 89) within the driveway median at No. 2 Road should these trees not be able to be

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retained through the Building Permit for the child care on Parcel 2, the servicing agreement or the construction process.

9. Registration of the City's standard flood covenant on the title of Parcel 1 ensuring that there is no construction of habitable area below the Flood Construction Level of 2.9 m (Area A).

10. No 2. Road Sidewalk: Registration of a 0.65 m wide statutory right-of-way on Parcels 2 and 3 and adjacent to the proposed No. 2 Road dedication that allows for public road, sidewalk, utilities and public right of passage with developer construction of the works and City maintenance of these works.

11. Child Care Driveway Access: Registration of a cross-access easement or statutory right-of-way and/or other legal agreements in favour of the City on the titles of Parcels 1 and 2 that provides public access between No. 2 Road and the Parcel 2 (child care) that physically includes:

    a) The development's sole entrance driveway on Parcel 1 as generally shown on Attachment 3;
    b) Two (2) 4.0 m corner cuts taken from the back of the No. 2 Road sidewalk SRW (under condition no. 10);
    c) Any other geometric changes required in the Final Interim and Ultimate Functional Road Plans and to the satisfaction of the Director of Transportation and Director of Development.

    The cross-access easement and statutory right-of-way and/or other legal agreements will provide for:

    a) Developer construction of all works;
    b) Parcel 1 owner/strata maintenance of the driveway;
    c) Public motor vehicle, pedestrian and bicycle access at all times;
    d) City access and maintenance of any traffic signalization and wiring and any utilities serving the child care on Parcel 2;
    e) Indemnification of the City of all liability.

12. East-West Greenway: Registration of a statutory right-of-way in favour of the City on the title of Parcel 1 that provides public access between No. 2 Road and Parcel 2 (Park) as generally shown on Attachment 3 that physically includes:

    a) The 12.0 m wide east-west greenway;
    b) A portion of the townhouse development's entrance driveway and adjacent north sidewalk leading to the greenway;
    c) Any other geometric changes as required and to the satisfaction of the Senior Manager, Parks and the Director of Development.

    The statutory right-of-way will provide for:

    a) Developer construction of all works;
    b) Parcel 1 owner/strata maintenance of all landscaping;
    c) Public pedestrian and bicycle access at all times;
    d) City access and maintenance of the pathway, sidewalks and public art installations;
    e) Indemnification of the City of all liability except for that related to the maintenance of the pathway, sidewalks and public art installations.

13. South Pathway: The granting of a 3.0 m wide statutory right-of-way on the title of Parcel 1 (townhouse development) connects Parcel 2 (child care) to the existing off-site walkway south of Parcel 1 with the final plan to the satisfaction of the Director of Transportation and Senior Manager, Parks, that provides for:

    a) Public pedestrian and bicycle access at all times;
    b) Developer construction of the pathway;
    c) City access and maintenance of the pathway;
    d) Indemnification of the City of all liability except for that related to the maintenance of the pathway.

14. Discharge of the following two (2) City of Richmond 1.5 m wide statutory-rights-of-way (LTO nos. BF375536 and BF359159) that are located along the full lengths of the north and south boundaries of the Lands (to be replaced concurrently with a new 4.5 m wide utility statutory-rights-of-way described in condition no. 15 below).

15. The granting of two (2) 4.5 m wide statutory rights-of-way (SRWs) along the full lengths of the north and south boundaries of the Lands for City construction, maintenance and repair of the existing and future City sanitary lines and other future City utilities as required (this replaces the current 1.5 m SRWs described in condition no. 14 above).
16. Voluntary contribution of $60,000 (Acct. #2350-10-23860-000) to the City for the construction of two (2) public transit shelters.
17. City acceptance of the developer's offer to voluntarily contribute $0.77 per buildable square foot to the City's public art fund (Acct. #7750-80-00000-000) (e.g. $197,188 to be confirmed based on the final DP Plans).
18. Registration of a legal agreement on the title of Parcel 1 (development parcel) that requires construction of a child care facility on Parcel 2 that provides for:
    a) At the developer's sole cost, construction of the child care facility (building and all site development) in accordance with the Terms of Reference in Attachment 5;
    b) Submission of a security for construction of the child care facility in the amount of $3,300,000 in cash or a letter of credit in a form satisfactory to the City prior adoption of the zoning amendment bylaw;
    c) Contribution of $100,000 (Acct. #1315-40-000-00000-0000) to the City prior to adoption of the zoning amendment bylaw for the City's design review and project management costs during the approval and construction stages of the child care;
    d) Completion of the child care facility on Parcel 2 to the City's satisfaction prior to issuance of a permit granting occupancy for any of the final 40 dwelling units of the proposed total 133 units on Parcel 1 or registration of the final phase within a Phased Strata Plan for the development on Parcel1 or June 30, 2017, whichever comes earlier; and
    e) The release of the security, or portion then unused, when the child care facility is completed to the satisfaction of the City.
19. Registration of the City's standard Housing Agreement and housing covenant to secure 12 affordable town housing units, the combined habitable floor area of which shall comprise at least 1,451 m^2 (15,620 ft^2) or 6.0% of the subject development's total residential building area on Parcel 1, whichever is greater. Occupants of the affordable housing units are subject to the Housing Agreement and housing covenant and shall enjoy full and unlimited access to and use of all on-site indoor and outdoor amenity spaces. The terms of the Housing Agreement and covenant shall indicate that they apply in perpetuity and provide for the following Affordable Housing units to be constructed as follows:

Unit Type	Number of Units	Minimum Unit Area	Maximum Monthly Unit Rent**	Total Maximum Household Income**
3-Bedroom Townhouse with Enclosed Double Garages (floor area not included)	12	117.5m^2 (1,265 ft^2)	$1,437	$57,500 or less

** May be adjusted periodically as provided for under adopted City policy for the Affordable Housing Strategy.

The Housing Agreement and housing covenant will provide that:

(a) The first six (6) affordable housing units are to be constructed within the first phase of any Phased Strata with no building permit being issued for any unit in the first phase unless the building permit includes the affordable housing units;

(b) No building permitting granting occupancy for any unit in the first phase may be issued unless a building permit granting occupancy has be issued for first six (6) affordable housing units;

(c) The last six (6) affordable housing units are to be constructed no later than the last phase of any Phased Strata with no building permit being issued for the last 40 units in the last phase unless the building permit includes the affordable housing units;

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(d) No building permitting granting occupancy for any unit in the last phase or last 40 units, whichever comes earlier, may be issued unless a building permit granting occupancy has be issued for last six (6) affordable housing units;

(e) In addition to the no-occupancy requirement in (d) above, the Developer submit a security for construction of the last six (6) affordable housing units in the amount of $1,783,000 to be received in cash or a letter of credit in a form satisfactory to the City prior adoption of the zoning amendment bylaw;

(f) The City may draw upon the $1,783,000 security (the City's valuation of the cost of one-half of the affordable housing units at $228.29/sf) to be deposited into the City's Affordable Housing Reserve Fund to construct the said last six (6) affordable housing units at another site if the Developer does not construct and obtain a building permit granting occupancy for the last six (6) affordable housing units prior to June 30, 2018;

(g) There will be release of the security, or portion then unused, when the said last (6) affordable housing units are completed to the satisfaction of the City.

20. Registration of a legal agreement on title identifying that the proposed development must be designed and constructed to meet or exceed Ener-guide 82 criteria for energy efficiency, and that the dwellings are pre-ducted for solar hot water heating. The legal agreement provides for an Evaluation Report by a Certified Energy Advisor prepared to the satisfaction of the Director of Development is to be submitted prior to Development permit issuance certifying that the all units, including confirming that the most marginal (e.g. greatest heat loss units), meet or exceed the Ener-guide 82 criteria, and that the solar water heating pre-ducting is included within the detailed design at the Building Permit stage.
21. The submission and processing of a Development Permit* for the townhouse development on Parcel 1 and the Entry Plaza on Parcel 2 completed to a level deemed acceptable by the Director of Development.
22. For the park on Parcel 2, the Developer will fund consultants to be selected and managed by the Senior Manager, Parks for the development of a comprehensive Park Concept Plan to be presented to City Council for endorsement prior to adoption of the zoning amendment bylaw. (Note: The developer will be eligible for Park Development DCC credits for up to $30,000 for the City's consultant fees required to complete the Park Plan. Any costs over the $30,000 will not quality for a DCC credit in respect of the development.)
23. Enter into a Servicing Agreement to be registered on title and submit security for the estimated value of the works to the satisfaction of the City for the design and construction of the engineering, transportation and parks works described in Attachment 4. This agreement will provide that the Developer will be required to coordinate with BC Hydro to determine the route for the power upgrade for the Oeser sanitary pump station which may include, but not limited to access via SRWs running through the Lands, or via the existing roadway network.

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

1. Submit a landscaping security Letter-of-Credit in an amount based on a sealed estimate from the project registered Landscape Architect for the townhouse development, entry plaza, greenway works on Parcels 1 and 2 (including materials, labour & 10% contingency).
2. Regarding the Greenway statutory right of way on Parcel 1 and the Entry Plaza on Parcel 2, the Developer will be required to prepare a landscape plan and any associated on-site servicing plans, as may be needed, that include but are not limited to the following being designed, secured and constructed to the satisfaction of the Senior Manager, Parks and the Director of Development:

a) A four (4.0) m wide publicly and universally accessible 24 hours-a-day, pedestrian, bicycle, and maintenance vehicle paved pathway;
b) High quality site furnishings, way-finding signage, creative interpretation of historic school use, pedestrian lighting, decorative paving, trees and plant material, and storm water management measures;
c) Clear sight lines through to Steveston Park and use of other methods (e.g. landmark features) to ensure public safety and to promote Steveston Park as a destination;
d) Clear distinction between public and private spaces along the Greenway with no overhang encroachments from adjacent buildings or auxiliary uses;

e) Seamless integration of the Greenway landscape features with the future City owned Park (Parcel 3) to the east;
f) Public art elements that reflect the school history of the site that may be within the Greenway coordinated with public art within the Entry Plaza as determined under a Public Art Plan approved by the City.
g) A high quality public Entry Plaza adjacent to the main access driveway off of No. 2 Road that "opens up" and clearly invites the public into the site and visually and functionally connects to the pedestrian/bike Greenway SRW through a coordinated language of site furnishings and other Greenway features;
h) Well- delineated pedestrian/cycling cross-walk to safely connect the Plaza and the Greenway;
i) Location within the Entry Plaza of a public art 'piece' or series of public art elements as well as creative multi-functional site furnishings. These works are to be coordinated and undertaken in conjunction with the Public Art Plan prepared to the satisfaction of the Director, Arts, Culture and Heritage Services and Senior Manager, Parks. The value of public art will be at least equal to the amount provided under the City's Public Art Policy.
j) A high quality streetscape that is designed and coordinated with the Entry Plaza to the satisfaction of Director of Transportation and Senior Manager, Parks.
k) Delineated pedestrian pathway connections for the north-south secondary trails connecting to the existing neighborhood walkways.

3. That notations be included on the Development Permit Plans that state the following accessibility measures be included: 12 "Convertible Units" and that all 12 affordable housing units include "Barrier Free Unit" features applicable townhouses. All other units are to include "Aging in Place" elements as specified in the City's Official Community Plan.

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

1. Submission of a Construction Parking and Traffic Management Plan to the Transportation Division. Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.

   Incorporation of the accessibility measures in Building Permit (BP) plans as determined via the Rezoning and Development Permit processes. This includes submission of a Letter of Assurance from the Architect of Record and that the building permit plans include that the following accessibility measures: 12 "Convertible Units" and that all 12 affordable housing units include the "Barrier Free Unit" elements applicable to townhouses. All other units are to include "Aging in Place" elements as specified in the City's Official Community Plan.
2. Submission of an Evaluation Report by a Certified Energy Advisor prepared to the satisfaction of the Director of Development certifying that the all units, including confirming that the most marginal (e.g. greatest heat loss units), meet or exceed the Ener-guide 82 criteria, and that solar water heating pre-ducting is to be installed.
3. If applicable, payment of latecomer agreement charges associated with eligible latecomer works.
4. Obtain a Building Permit (BP) for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Division at 604-276-4285.

Note:

* This requires a separate application.

- Where the Director of Development deems appropriate, the preceding agreements are to be drawn not only as personal covenants of the property developer 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.

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

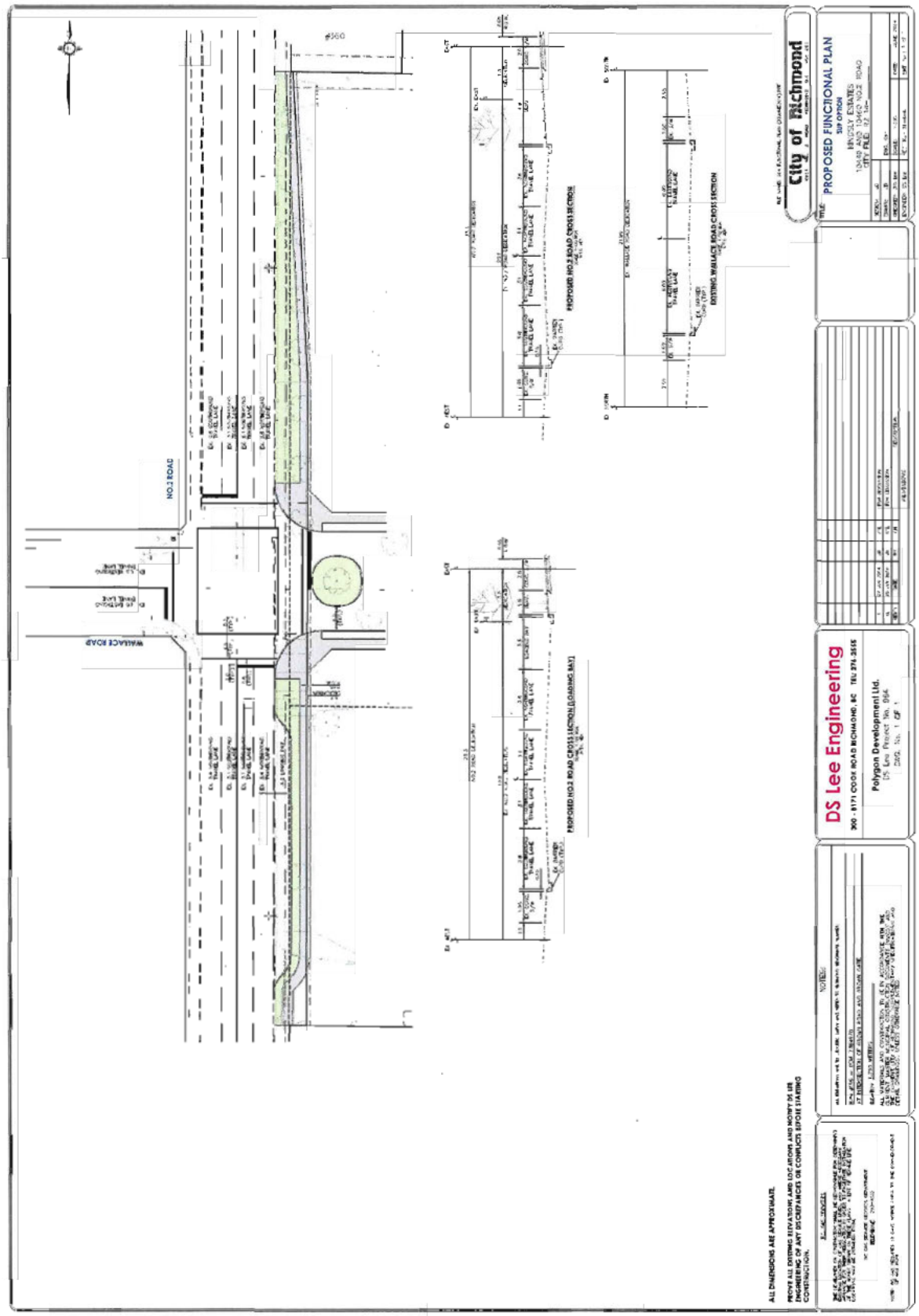
- Additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering may be required including, but not limited to, site investigation, testing, monitoring, site preparation,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

Signed copy on file
Signed

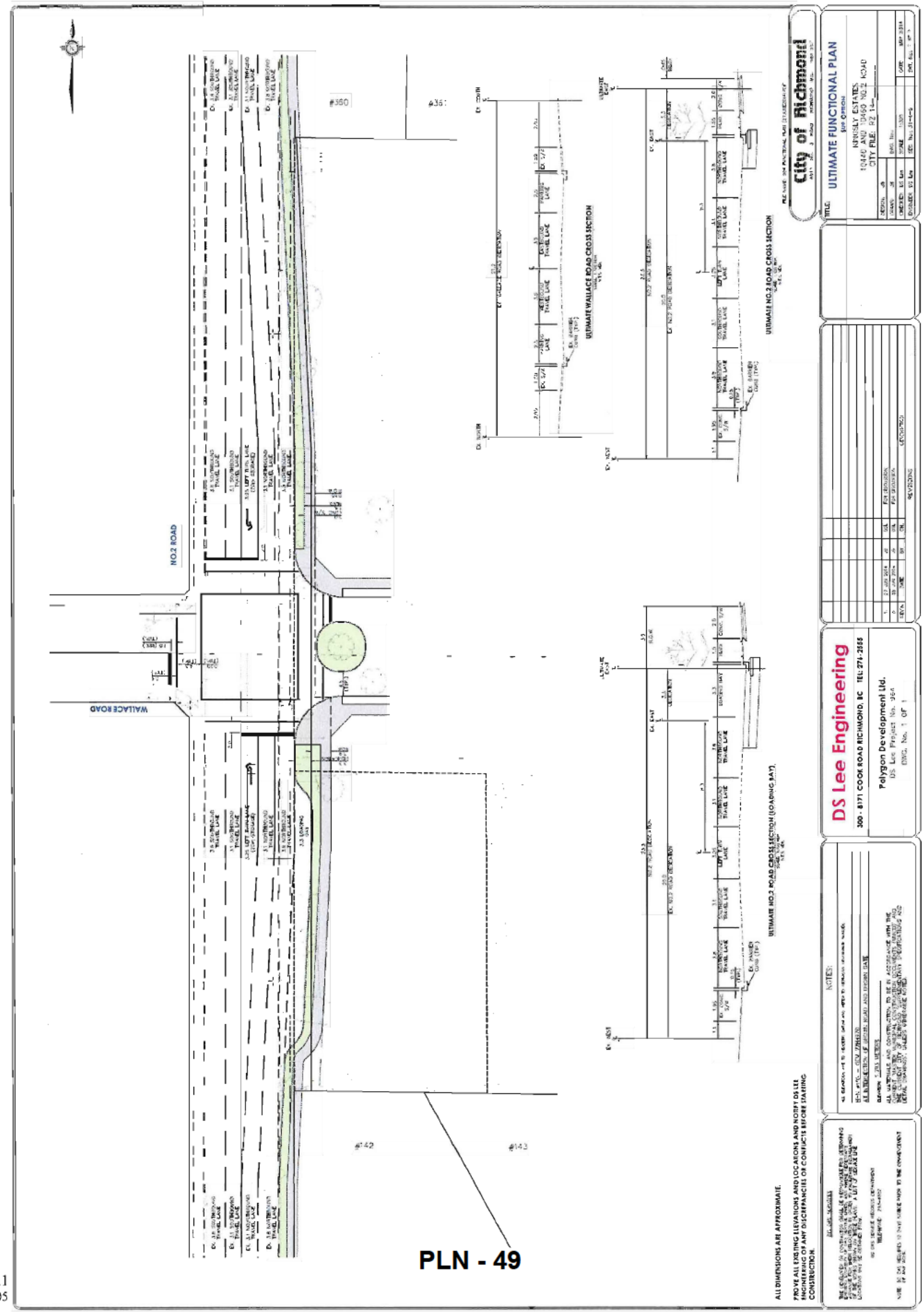
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ATTACHMENT 1
DRAFT INTERIM & FUNCTIONAL ROAD PLANS



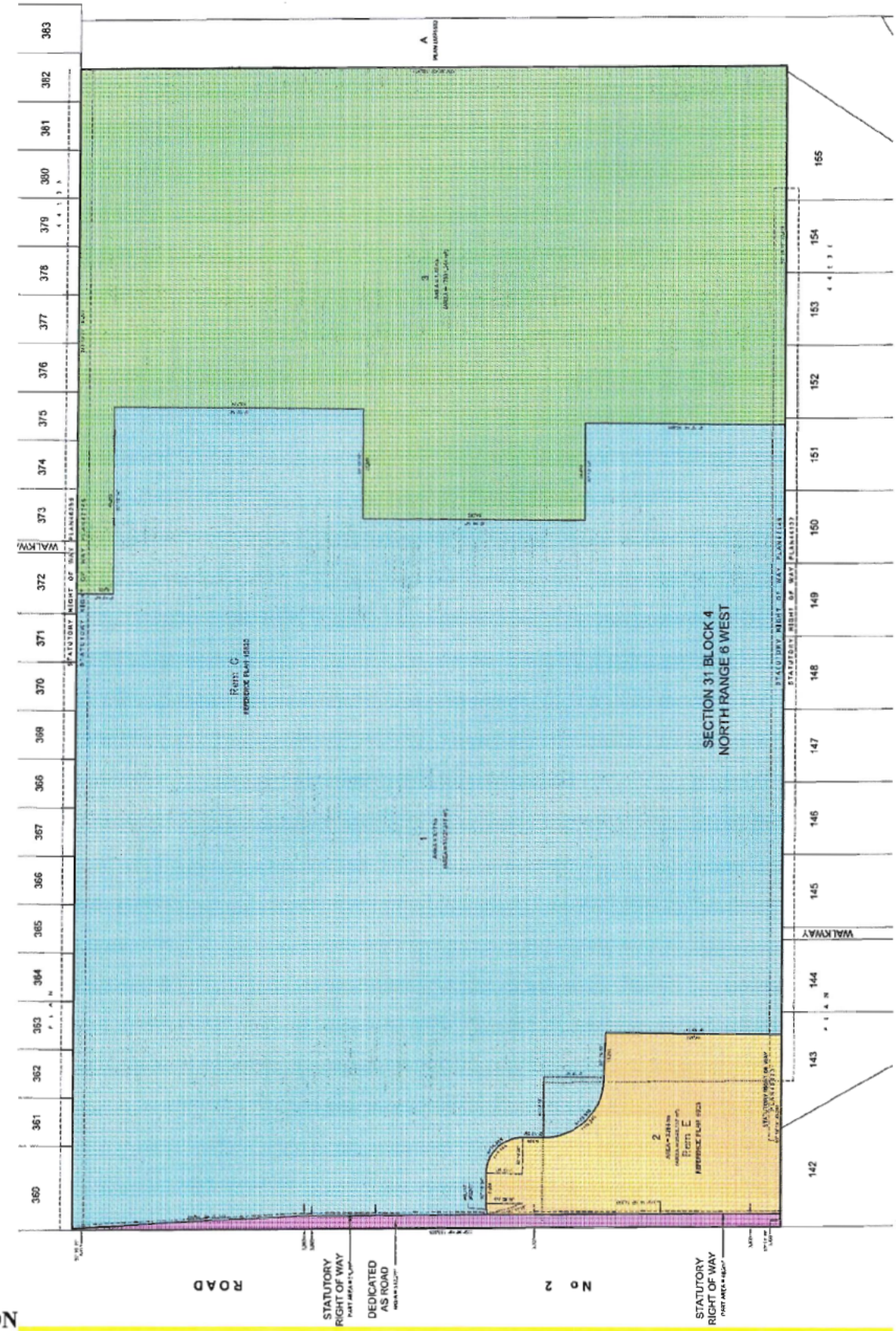
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ATTACHMENT 2 - DRAFT SUBDIVISION PLAN

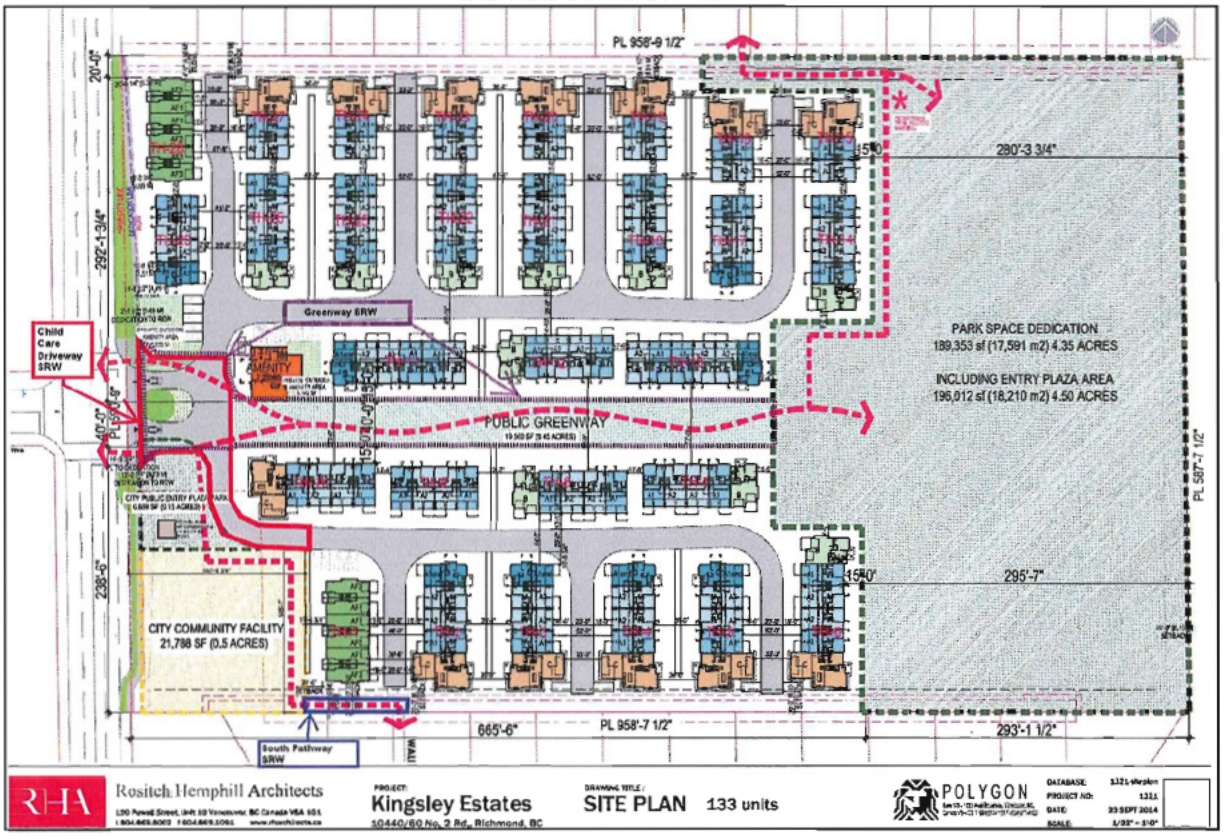


SUBDIVISION

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ATTACHMENT 3

DEVELOPMENT SITE



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ATTACHMENT 4
ENGINEERING REQUIREMENTS

Enter into a Servicing Agreement for the design and construction of works that include, but may not be limited to the following:

1.0 Engineering Servicing Requirements:

1. Storm Sewer works:

a. Reinstate any existing drainage connection within the portion of the development that is to be dedicated as Park land.

2. Sanitary sewer works:

a. Developer to upgrade the existing Oeser sanitary pump station including but not limited to the following:
   i. Provide new BC Hydro 100A, 600V, 3 phase power to the pump station complete with the related BC Hydro civil works (i.e., underground ducts, junction box, transformer pad, etc.). The developer will be required to coordinate with BC Hydro to determine the route for this power upgrade which may include, but not limited to access via SRW's through the development site, or via the existing roadway network. DCC credits will apply to hydro upgrades related to the sanitary pump station, as applicable.
   ii. Upgrade the pump station to current standards (pumps, pump station electronics, kiosk, new generator set, etc.). DCC credits will apply if applicable.
   iii. Existing wet well to remain.
b. Using the City's OCP sanitary hydraulic model there is adequate capacity within the existing gravity sewer from the proposed site to the Oeser pump station. The City will prescribe the size of any upgrades or new sanitary mains through the servicing agreement if required, to accommodate the development servicing (i.e., design changes or daycare servicing).
c. Provide a 4.5m wide Utility Right of Way at the entire north and south property lines of the proposed site. A gate access via No. 2 Road to the utility right of way along the north property line is required.

3. Water works:

a. Using the OCP Model, there is 440 L/s available at 20 psi residual at the hydrant located at No 2 Road frontage. Based on your proposed rezoning, your site requires a minimum fire flow of 220 L/s. Once you have confirmed your building design at the Building Permit stage, you must submit fire flow calculations signed and sealed by a professional engineer based on the Fire Underwriter Survey or ISO to confirm that there is adequate available flow.
b. Via the Servicing Agreement the City will review the impact of the proposed works (i.e., frontage improvements, road widening, private utility works such as hydro, telecom and gas, etc.) on the existing 200mm diameter asbestos-cement (AC) watermain on No 2 Road Road. Replacement/relocation of portions of the AC watermain will be required.
c. An additional hydrant is required at No. 2 Road frontage to meet the City's standard spacing.
d. Remove existing lead and hydrant that are located on the north property line of the proposed site. Cap the lead at the main in No. 2 Road.

4. General Items:

a. Developer to provide Private utility companies rights-of-ways to accommodate their above ground equipment (i.e., above ground private utility transformers, kiosks, etc. shall be designed to minimize the impact on public

open space). It is recommended that the developer contact the private utility companies to learn of their requirements.

b. An existing BC Hydro end pole will require removal and its overhead primary lines will require undergrounding to accommodate the proposed driveway/entrance on No. 2 Road frontage.
c. 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.
d. The developer will be responsible for any child care site servicing requirements under a Servicing Agreement.
e. The developer is responsible for the under-grounding of the existing private utility pole line and/or the installation of pre-ducting for private utilities, subject to concurrence from the Private Utility Companies. Through the Servicing Agreement and detail design, Private Utility Companies may require additional space for their infrastructure (kiosks, vista, transformers, LPTs. PMTs); this may include rights-of-ways on the development site to minimize impact on public space.
f. Proposed City infrastructure (road, curb & gutter, boulevard, sidewalk, street lighting and utilities) to be located within road dedications with the exception of not more than 0.65m of sidewalk within a SRW parallel to the dedication.
g. Street lighting is required for all interim and permanent road and sidewalk works, the extent of which is to be assessed by the developer's consultants during the service agreement process.

2.0 Transportation Requirements:

1. Keeping the existing curb on No. 2 Road while constructing a 2.0m concrete sidewalk (adjacent to the new property line extending into the sidewalk/layby SRW as specified above) with the remaining frontage to be constructed as a layby designed to accommodate the parking of a WB17 loading truck, landscaped and treed boulevard (with decorative hardscaping material near the layby) as conceptually shown on **Attachment 1.**
2. Installation of a new traffic signal at No.2 Rd./Wallace Street and the development access driveway. Existing pedestrian signal to be upgraded to a full traffic signal. The work shall include but not limited to:
    a. type "P" controller cabinet.
    b. UPS (Uninterrupted Power Supply)
    c. video detection
    d. illuminated street name signs
    e. service base
    f. type "S" and/or type "L" poles/bases to suit site conditions
    g. APS (Accessible Pedestrian Signals)
    h. fibre optic communications cable and associated equipment
    i. in-ground vehicle detection
    j. removal of existing signal poles, bases, etc to be returned to City Works Yard
    k. special decorative treatment to highlight the greenway crosswalks on No. 2 Road
    l. all associated costs to upgrade this system to be borne by the Developer.

3. Any traffic signal modifications required due to this Development are the sole responsibility of the Developer including but not limited to:

    a. Traffic pole/base relocations along the frontage of the development
    b. junction box/conduit relocations
    c. associated traffic signal cables/conductors and vehicle detector loops.
    d. traffic signal modification design drawings. (if required, to be identified during the SA process.)The design of the intersection is to be to TAC standard for intersection design, including barrier curbs at the corners. As well, signage and pavement markings, including green coloured crosswalks with

dashed lines on the north and south crosswalks are required as part of the Greenway connection through the intersection.

4. The City will permit the only access to the townhouse site, park and child care facility to be from the driveway aligned with the Wallace Rd. intersection. No additional access to No. 2 Rd. is supported through the Servicing Agreement process.
5. It should be noted that no Road Works DCC credits available for any of the works, SRW or road dedication.

3.0 Parks Requirements

1. If the City agrees to have the Developer complete development of the Park on Parcel 3 under a separate Servicing Agreement, the Developer will be required to fund consultants selected and managed by the Senior Manager, Parks to complete detailed park construction plans and oversee the construction. Before June 30, 2015, the City has the opportunity to exercise its option to complete construction of the park in the future provided it gives the developer three (3) months notice of such intent. The developer will be eligible for Park Development DCC credits for up to $25,000 for the City's consultant fees required to complete the park construction plans if the developer constructs the park improvements under such Servicing Agreement (this credit is in addition to the $30,000 credit for preparation of the Park Plan under the Rezoning Considerations).
2. If the Developer constructs the park works, the Developer will not be obligated to construct those park works that may be greater than the Park Development DCCs applicable to the development. The Developer will be eligible for a Parks Development DCC credit up to the lesser of: the amount in the DCC program, the DCCs payable or the actual costs of the construction of the park works (including the above-noted City consultant costs for the Park Plan and construction plans). The City will contribute to any direct park construction cost (that is not associated with the actual development or greenway on Parcel 1) that is beyond the total development's Parks Development DCCs payable. The Developer will provide a security under the Servicing Agreement for the value of the park construction works up to the Parks Development DCCs payable.

3. The Developer will also be eligible for a Parks Acquisition DCC credit up to the lesser of: the land value in the DCC program, the DCCs payable or the actual cost of the land.

Initial: _____

ATTACHMENT 5

Child Care Facility Design-Build –Terms of Reference

FOR 10440/60 No. 2 Road – Polygon - Prepared by City of Richmond, September 25, 2014

1. Intent

The child care facility must:

a) Have a total indoor floor area of 5,500 sq. ft., and a 5000 sq. ft. outdoor area, to the satisfaction of the General Managers of Community Services and Engineering and Public Works;

b) Provide a program for children between the ages of birth and 6 years (Note that the age range may be adjusted as determined through consultation with the City and operator);

c) Satisfy the Vancouver Coastal Health Office, *Design Resource for Child Care Facilities* and any applicable City policy, child care design guidelines or technical specifications in effect at the time the facility is to be constructed;

d) Be capable of being licensed by Community Care Facilities and/or other relevant licensing policies and/or bodies at the time of the facility's construction and in accordance with applicable Provincial *Child Care Regulations*; and

e) Be designed, developed and operated within the City's Child Care Development Policy #4017 which states that:
   - The City of Richmond acknowledges that quality and affordable child care is an essential service in the community for residents, employers, and employees.
   - To address child care needs, the City will plan, partner and, as resources and budgets become available, support a range of quality, affordable child care facilities, spaces, programming, equipment, and support resources.
   - To develop City child care policies and guidelines, and use Council's powers and negotiations in the development approval process, to achieve child care targets and objectives.

2. Development Processes/Considerations

a) Operator involvement:
   - The indoor floor plan and the landscape plan for the outdoor play area would benefit from the involvement of the Council selected child care operator or its representative.
   - To ensure the facility is satisfactory for child care programming and related purposes and will be a viable operation, the operator should have input into:
     - Space needs and design;
     - Operation and functioning of the facility;
     - Maintenance;
     - Fittings and finishes;
     - Equipment;
     - Lighting; and
     - Related considerations.
   - If Council has not selected an operator prior to building permit application then City staff will provide this guidance.

b) Child Care Licensing Officers Involvement – The application of the *Provincial Child Care Regulations* can vary based on the local Child Care Licensing Officer's interpretation of programs needs; it is therefore essential that the Licensing Officer be involved with the design and development of the facility from the outset.

c) Performance –To ensure the facility will, on an ongoing basis, be both functioning and operational to the satisfaction of the City, the developer will be required, in consultation with the City, operator, and other affected parties, to define a standard of performance and the measures necessary to safeguard that those standards will be achievable (e.g., responsibility for maintenance). This assurance will be provided at each design stage, including rezoning, building permit issuance, contractor construction plan and specifications preparation, and occupancy by the written confirmation of the City's Development Applications Division, Capital Buildings and Project Management Division and Community Services Department. This assurance will be provided in part, by the City's engagement of independent professionals and quantity surveyors. The cost of these services will be paid from the Child Care Reserve Fund project budget for this Facility, consisting of contributions from developers of this and other projects.

3. Facility Description

a) General Considerations - As noted above (see Intent), the facility must satisfy all City of Richmond, licensing, and other applicable policies, guidelines, and bylaws as they apply at the time of construction.

For reference purposes - *The minimum space required for a child care facility allowing for a minimum of 37 children of various ages (e.g., infant to school age), exclusive of space peripheral to the primary function of the facility, such as parking, elevators and stairs, etc.:*

- *Indoor activity space – 511m2 (5,500 ft^2)*
- *Outdoor activity space - 464.5 m^2 (5,000 ft^2)*

It is important to note that the above sizes are subject to change based on a number of factors, including policy developments, changes in licensing requirements or the design guidelines, community needs, advice of the child care operator, and/or other considerations.

b) Access - Safe, secure, and convenient access for children, staff, and parents is key to the viability of a child care facility. As the facility is contemplated to be a stand-alone structure and its design could result in either a one or two-storey building, the City may require that the facility to be equipped with but not limited to:
   - An over-sized elevator and other handicapped access (e.g., ramps) capable of accommodating 3-child strollers and large groups of people;
   - Designated drop-off/pick-up parking spaces situated adjacent to the child care entrance; and
   - Secured entry from the parking area or fronting public street.

c) Indoor Space – The indoor space will:
   - Be accessible to persons with disabilities;
   - Include activity areas for each program with a table area for eating and art activities, art sink area, and a quiet area or separate quiet room;
   - Include two kitchens, with one being adjacent to the activity area for the for the infant/ toddler group and one being adjacent to the activity area for the 3 – 5 year group;
   - Provide rooms for sleeping with enclosed storage areas for mats or cots and linen (1 for nap room for infants, 1 nap room for toddlers, & 1 nap/gross motor room for 30 months to school age children);
   - Have support areas as follows: access controlled entry area with stroller and car seat storage, cubby areas for children's coats, kitchens, children's washrooms, staff washroom, a handicap accessible washroom with a shower, an administration office, staff room, laundry room, janitor room, service rooms for electrical and mechanical equipment, and storage areas for program strollers and seasonal supplies.

d) Outdoor Space - The outdoor play space must be:
   - Fully equipped with play structures and other apparatus that meet the requirements of Licensing authorities and are to the satisfaction of the operator and City of Richmond;
   - Landscaped with a combination of hard and soft play surfaces, together with appropriate fencing and access (taking into account the challenges of locating a facility on a rooftop) to provide for a wide variety of activities including, but not limited to, the use of wheeled toys, ball play, and gardening;
   - Located where it is protected from noise pollution (e.g., from traffic, transit, construction) and ensures good air quality (e.g., protect from vehicle exhaust, restaurant and other ventilation exhausts, noxious fumes);
   - Situated to permit sun access for at least 3 hours a day in all seasons;
   - Situated where it is immediately adjacent to and directly accessible (visually and physically) to the indoor child care space;
   - Safe and secure from interference by strangers and others;
   - Situated to avoid conflict with nearby uses (e.g., residential);
   - If multiple age groups of children are to be accommodated within the space, demised with fencing and tailored to meet the various developmental needs of the ages of children being served.

e) Noise Mitigation – Special measures should be incorporated to minimize ambient noise levels both indoors and outdoors (e.g., incorporating a roof over part of the outdoor play space to help create an area of reduced aircraft noise, etc.).

f) Parking (including bicycles) and loading - As per applicable zoning and related bylaws, unless determined otherwise by the City

g) Natural light & ventilation – The facility's indoor spaces (with the exception of washrooms, storage, and service areas) must have operable, exterior windows offering attractive views (near or far) and reasonable privacy/overlook, as determined through Richmond's standard development review process. Shadow diagrams for the equinox and solstices must be provided for review.

h) Mechanical and ventilation equipment to be approved by the City of Richmond.

i) Environmental and Energy Efficiency - The space must be constructed to meet Net Zero, or LEED Silver equivalent if Net Zero is not feasible within the project budget, and the City's High Performance Building Policy existing at the time of construction.

4. Level of Finish

a) The child care must be turnkey and ready for immediate occupancy upon completion (with the exception of loose furnishings and related items). This includes, but is not limited to, the following requirements:
- Finished floors installed (vinyl and/or carpet);
- Walls and ceiling painted;
- Window coverings installed (curtains or blinds);
- Two kitchens fully fitted out, including major appliances (e.g., stove/oven, refrigerator, microwave) and cabinets;
- Washrooms fully fitted out, including sink, toilet, cabinets, and floor drains;
- Wired for cablevision, internet, phone, and security;
- Equipped with access control and fire monitoring systems;
- Light fixtures installed;
- A fully operating HVAC System with separate DDC Controls;
- Non-movable indoor cabinets, including cubbies;
- All outdoor landscaping, including all permanently mounted play equipment and furnishings;
- Operable, exterior windows; and
- Noise attenuation to the satisfaction of the City.

b) The operator will provide all loose equipment and furnishings necessary to operate the facility (e.g., toys, kitchen wares)

c) Outdoor play areas must be finished to permit the potential future installation of additional equipment and furnishings by the operator (i.e. in addition to that provided by the developer).

5. Guarantees & Warranties

Industry standard guarantees and warranty provisions will be required for all building systems including and not limited to the following requirements:

- construction - 1 year
- building envelope - 10 years
- roof - minimum 5 years
- mechanical - 2 years for HVAC, 20 years for boilers/heat exchangers
- landscape - 1 year
- fire system - 1 year
- windows - 5 years
- doors & hardware - 5 years
- millwork – 2 years
- flooring - 1 year
- paint - 2 years
- insulation – 1 year
- washroom accessories – 3 years
- appliances – 1 year
- elevator (if required) – 5 years major components, lifetime structural components

This is not a full list of all items that will require warranties and guarantees. All materials, mechanical/ventilation equipment and building systems will need to be approved by the City.

February 24, 2014

MR. MARK MCMULLEN
SENIOR COORDINATOR, MAJOR PROJECTS
CITY OF RICHMOND
PLANNING AND DEVELOPMENT DEPT
6911 NO. 3 ROAD
RICHMOND BC V6Y 2C1

Dear Mr. McMullen,

Re: Development of former Steveston School site
RZ 13-649524

A group of neighbours from our subdivision, to the north of the development site, attended an open house hosted by Polygon on the evening of Feb. 19th at Steveston-London Secondary School.

A copy of the proposed development's layout is attached.

We are writing to voice our shared, grave concerns regarding certain attributes of the current design. Of paramount concern is the proposed proximity of building structures to the property line.

We were advised that the development would build to 20ft of the Goldsmith Dr. property line; if accounting for eaves, to 16ft of the property line. Considering the houses on Goldsmith Dr. already have short rear recesses, and given their small size, half being single levelled, the new townhouses, mostly three stories high, will be towering shadows and observatories. There would be no privacy for either party. In the winter time, we would be entirely shadowed. Home life deprived of sunlight can be particularly challenging to mental health, especially for our seniors who are more home bound. We hope for your support to ensure a design that provides for a healthy environment.

We envisage a green belt with pathway between the development and the existing neighbourhood. Not only can this green way provide for emergency/fire services and perimeter escapement, it will continue to provide unhindered essential access to servicing Goldsmith Drive's southern sewer line. The green islets would "horse-shoe" the development, providing continuity to the park from No. 2 Road without bisecting and intruding into the townhouse complex, making it more desirable to its residents. This more attractive feature will enhance the surroundings and will benefit both the development's marketing and the existing neighbourhoods' environment. Please see enclosed illustration.

Furthermore, channelling pedestrian traffic to the north and south of the development is preferable to the unsafe convergence of vehicle and pedestrian traffic at the proposed Wallace entrance to a central public walkway, which also serves as the vehicle entrance and exit to the development. The periods, when students, going to/returning from school, or park-goers, attending mass events, coincide with residents leaving for/returning from work, would be particularly troublesome at the

currently designed location. Whereas current design limits entrance and exit to a single route, having a pathway to the north and to the south ensures that evacuation from the park or the townhouse complex is possible should one pathway be blocked during an emergency, especially on occasion of a mass social event.

Another important concern of ours is that the site, as advised by Polygon, may be somewhat elevated. The current elevation of the site is already higher than neighbourhood to the North. We already experience water saturation at the rear during wet seasons. We are very worried of increased run-off into the neighbourhood. The above-mentioned green way would absorb and alleviate current and, later, increased run-off from the dense development.

We have come together to discuss the design options that would be least disruptive to the existing northern and southern neighbourhoods; provide a verdant, attractive environment for our new neighbours; and pathways and access for the public, emergency and maintenances services. We believe such a design is more respectful and popular, and will ensure neighbourhood harmony.

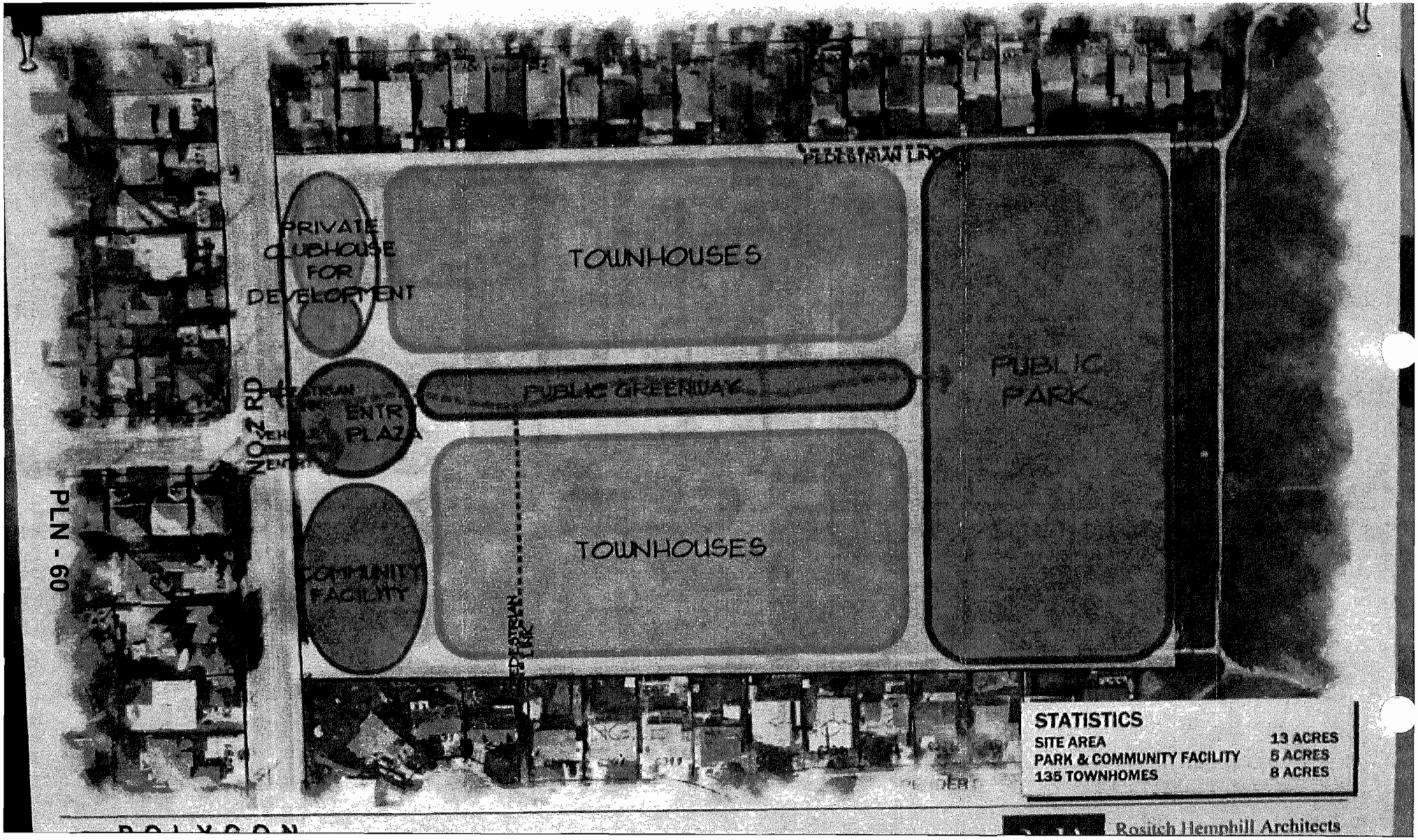
Mr. McMullen, we sincerely hope that you and the staff at City Hall will be our compassionate advocates, for we fear a change to the environment that would darken our families' home lives.

Yours most respectfully,

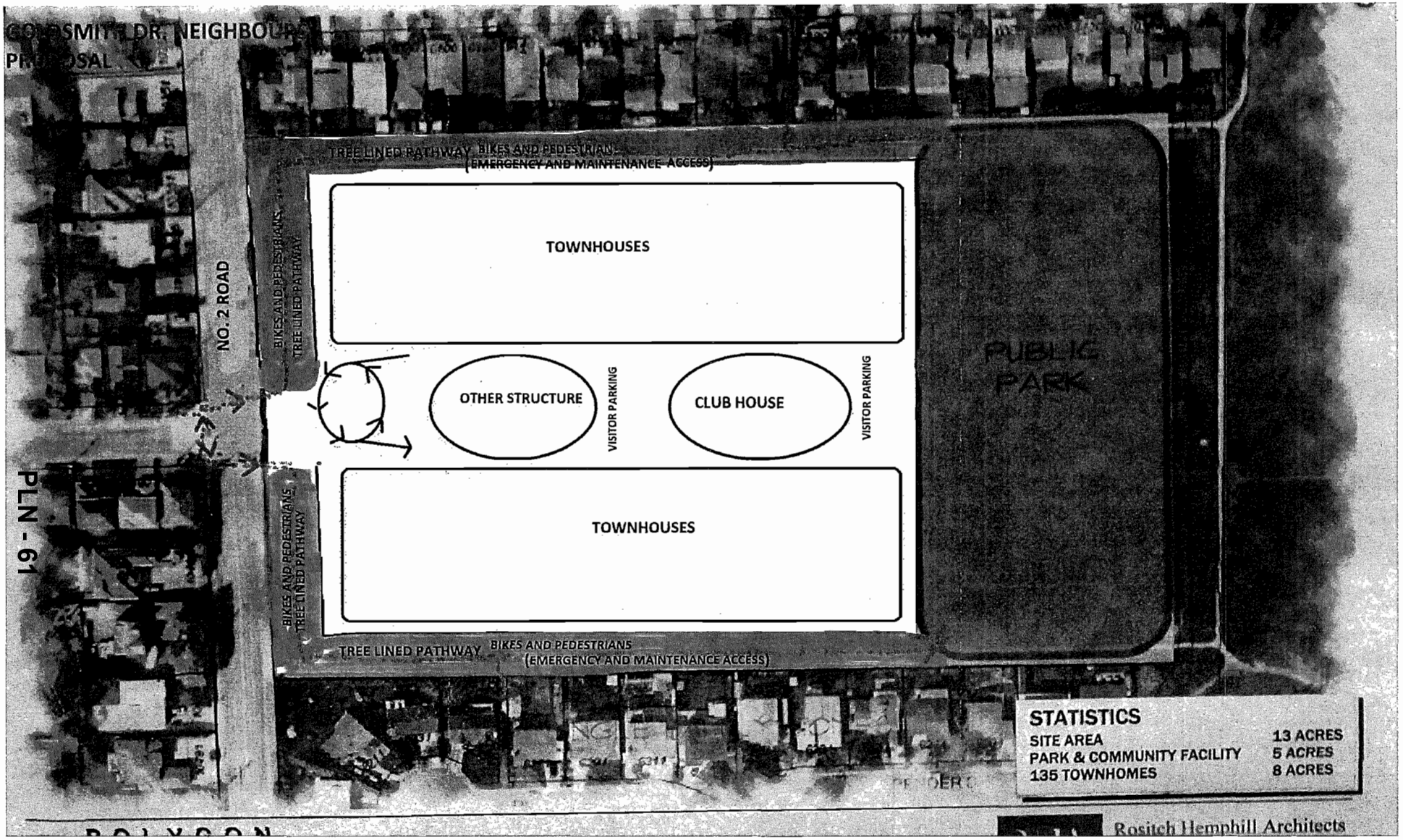
[redacted]

[redacted] & Neighbours

CC: Polygon Homes Ltd.
Rositch Hemphill Architects


PRIVATE CLUBHOUSE FOR DEVELOPMENT
TOWNHOUSES
PUBLIC GREENWAY
PUBLIC PARK
ENTR PLAZA
TOWNHOUSES
COMMUNITY FACILITY
PEDESTRIAN LINK
STATISTICS
SITE AREA 13 ACRES
PARK & COMMUNITY FACILITY 5 ACRES
135 TOWNHOMES 8 ACRES
Rositch Hemphill Architects

PLN - 60


TREE LINED PATHWAY
BIKES AND PEDESTRIAN
(EMERGENCY AND MAINTENANCE ACCESS)
BIKES AND PEDESTRIANS
TREE LINED PATHWAY
NO. 2 ROAD
TOWNHOUSES
OTHER STRUCTURE
VISITOR PARKING
CLUB HOUSE
VISITOR PARKING
PUBLIC PARK
TOWNHOUSES
BIKES AND PEDESTRIANS
TREE LINED PATHWAY
TREE LINED PATHWAY
BIKES AND PEDESTRIANS
(EMERGENCY AND MAINTENANCE ACCESS)
STATISTICS
SITE AREA 13 ACRES
PARK & COMMUNITY FACILITY 5 ACRES
135 TOWNHOMES 8 ACRES
Rositch Hemphill Architects

PLN - 61

McMullen, Mark

From: [redacted]
Sent: Thursday, 19 June 2014 13:01
To: McMullen, Mark
Cc: Steve May; Dody Sison; Michael Louvet; NORMAN TANG; Ronen Zilberman; [redacted]
Subject: RE: Steveston Site Redevelopment - Shadow Study

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Mark,

Thank you for your email of May 29th. Sorry, exhaustion from dealing with many problems have prevented my replying sooner.

I would like to provide additional information. Here is the National Research Council Canada resource from which shadow length factors were retrieved:
http://www.nrc-cnrc.gc.ca/eng/services/sunrise/advanced.html

Upon chatting with my neighbour, Steven May, he indicated you had apprised him that the distance from the property line, at which the structures will be erected, is unlike to change. He relays that the City may not be requesting a set-back greater 20ft.

We would like to write to seek further review and consideration:

Setting the 20ft mark on the ground, on the other side of the fence, we had an opportunity to get a feel of the proximity and imagined presence of this huge development on a raised foundation. Upon speaking to neighbours on Goldsmith Dr., particularly troubled and unhappy are the residents of single storey homes. Why, for such a huge development, a set-back of *at least* another 10 feet is not possible? Even single detached houses, despite their smaller size, are being built with a greater distance to the property line.

Given the size of this development, a set-back of 30ft or more on the north side is not unreasonable. One only has to stand that distance from such a structure to realize its enormous impact.

Against the apparent interested momentum of this development, we feel our voices are unable to adequately and effectively broadcast our concerns. We sincerely hope you and your office will be our sensitive representatives, to the spirit of representing citizens before building interests. We hope you would be able to mark approximately 6-7 paces on a floor and at that mark imagine how such a colossal presence would affect your daily home life or retired life in a little bungalow.

Thank your very much for your continued attention to this matter!

[redacted]

From: MMcMullen@richmond.ca
To: [redacted]
CC: smay6@telus.net
Subject: RE: Steveston Site Redevelopment - Shadow Study
Date: Thu, 29 May 2014 16:20:16 +0000

Dear [redacted]

Thank you for your email with your in-depth research.

I can understand your concern about shadowing on the homes on Goldsmith Drive.

A few things to note:

- The proposed units drop down 1 storey at the 20 ft setback line so that 2 and 3 storey sections rise up further back from the 20 ft. setback
- The City will be increasing the current 5 ft SRW within the building setback to the north and south boundaries of the school site to allow for continued City service truck access.

I am taking the specific information from your shadow tables within your email and asking Polygon's architect to respond.

Please email or call me if you should have any further questions.

Thank you,

Mark McMullen| Senior Coordinator - Major Projects | Planning & Development
City of Richmond | 6911 No. 3 Road, Richmond, BC, V6Y 2C1 | www.richmond.ca
604-276-4173 mmcmullen@richmond.ca

From: [redacted]
Sent: Monday, 26 May 2014 22:41
To: McMullen, Mark
Cc: Steve May; [redacted]
Subject: Steveston Site Redevelopment - Shadow Study
Importance: High

Dear Mr. McMullen;

Upon my return from out-of-town, in many discussions with neighbours to review the Polygon presentation, residents on Goldsmith Drive firmly believe a set-back of greater than 20 ft is necessary for the new structures.

Polygon's shadow study pictures do not fully illustrate the effects as presented by actual numbers.

Please see table below:

2 Level TH - assume 34ft high at peak (4ft raise + 10/floor + plus sloped roof); peak at 30ft from property line
*Shadow length (ft)

	Jan 21	Feb 21	Mar 21	Apr 21	May 21	Jun 21	Jul 21	Aug 21	Sep 21	Oct 21	Nov 21
10:00 AM	139	85	54	36	28	26	28	36	49	73	118
12:00 PM	91	60	40	26	19	17	19	26	38	58	89

2:00 PM	108	68	46	33	25	22	24	31	47	75	120
4:00 PM	335	138	84	59	47	42	44	56	90	190	731

** Based on Shadow Length Factor values for Vancouver from National Research Council Canada*

Clearly from these numbers, a 20ft setback is not sufficient.

As early as 2PM beginning later September, a shadow greater than 50ft would block sunlight to the ground level or one storey home. By mid October, except for glimpses of light afforded by the gaps between TH blocks, there would be all day shadowing, as there would be no time the shadow is less than 50ft long. A person inside a 1 storey home would be much deprived, while a gardener would suffer even more.

Additional data:

3 Level TH - assume 44 ft high at peak (4ft raise + 10/floor + plus sloped roof); peak at 50ft from property line
Shadow length (ft)

	Jan 21	Feb 21	Mar 21	Apr 21	May 21	Jun 21	Jul 21	Aug 21	Sep 21	Oct 21	Nov 21
10:00 AM	180	110	70	46	36	33	37	46	64	95	152
12:00 PM	117	77	51	34	25	22	24	33	49	75	115
2:00 PM	139	88	60	42	33	29	31	40	61	97	155
4:00 PM	433	178	109	77	61	54	56	73	117	246	946

With a 20ft setback, these numbers are not more encouraging.

Because of the monolithic size of the new structures and their shadows, a set-back of 40ft is appropriate on the north side of the development. An equivalent set-back for the south side is not necessary because houses are not shadowed by the development.

Furthermore, a wider set-back to the north of the development is necessary to allow continued servicing by City vehicles to the existing sewer line.

The layout allows options of rearrangement/development, particularly to the eastern middle region, to account for any loss due to a 40ft set-back. Alternatively, the "community facility" can be reallocated for a block of 5 units and green space along 2 Rd, contiguous with the foot paths, which would be much more encouraging and welcoming to the community's park utilization. As it stands, the community facility is weakly positioned, as a satellite space with limited perimeter access/escapement and parking, with low prospects of optimal use. If the City is intent on providing additional community facility space, it should consider, in lieu, adding to the London-Steveston School site, in similar fashion as Hugh Boyd forms a school-community centre.

While I am writing to seek your support for a wider set-back between us and the new development, I must credit all my neighbours, some decades long residents, for their insightful contribution to our discussions.
Some of whom are:

6020	Goldsmith Drive	Tanya Bonkowski	604 277 2103
6040	Goldsmith Drive	Sada Reddy	604 821 0444
6060	Goldsmith Drive	Sara Doucet	604 785 4125
6080	Goldsmith Drive	Soe Min	604 241 8070
6100	Goldsmith Drive	Kathleen Chang	604 274 8802

6120	Goldsmith Drive	Tuzar Irani	604 218 9911
6140	Goldsmith Drive	Michael Louvet	604 241 1553
6160	Goldsmith Drive	Rick & Rosita Villareal	604 271 9752
6180	Goldsmith Drive	Patrick Gu	604 928 6166
6200	Goldsmith Drive	Dody Sison	604 275 3039
6240	Goldsmith Drive	Steve May	604 272 5060
6260	Goldsmith Drive	Paul Chen	604 889 8329
6280	Goldsmith Drive	Xian Hui	xianhuichn@yahoo.ca
6300	Goldsmith Drive	--Forgot name--	
6320	Goldsmith Drive	Sheila Chan	604 275 5768
6091	Goldsmith Drive	Ronan Zilberman	604 277 9096
6271	Goldsmith Drive	Paul Ip	604 270 1028

Thank you for your continued efforts to help us through this change, one we remain strongly opposed, as it would greatly impact our quality of life.

Yours Sincerely,

MICHAEL LOUVET, P. Eng.

6140 Goldsmith drive
Richmond, BC, V7E 4G5

Phone: 604-241-1553
Email: louvetm@shaw.ca

RECEIVED
MAR 7 2014

Monday, March-03-2014

City of Richmond
Policy Panning Department
6911 No 3 Road
Richmond, BC, V6Y 2C1
CommunityPlanning@richmond.ca
Phone: 604-276-4279

Object: Planning and zoning of the former Steveston School and dependencies

Reference: 10440 & 10460 No 2 Rd

Dear Sir/Madam

The Richmond "planning policies must meet the needs of the community, while respecting the local environment. The work involves delivering urban design, community plans and policies, and programs for neighbourhoods. Consulting the community is an important part of the process".

The London/Steveston Neighbourhood Park is 42.375 acres sports oriented park in West Richmond. Switching the Steveston School location from 10440 & 104460 No 2 road to 10331 Gilbert Rd has implied to switch back the zoning from 10331 Gilbert Rd to 10440 & 104460 No 2 road.

But no zoning modification was required since obviously both former and next schools were already under School & Institutional Use.

Only the Official Community Plan (OCP) land use should have been exchanged, but it occurs that the OCP Land Use of 10440 & 104460 No 2 road is still "School" instead to be "Park". Although it includes almost 6 acres of park and sport facilities (used by many geese as a resting area for their migration period), the former school buildings and parking lots, public greenways with plenty of mature trees, and pedestrian and emergency vehicles accesses from No 2 road.

Please, would you precise me the vision and policies the OCP is intending to; and eventually if the former Steveston school land uses may change or remain the same, how the OCP shall deliver the appropriated urban design the community needs, while respecting the local environment.

Best regards,

Michael Louvet, P.Eng

PS: As a matter of facts, the Fraser Delta is underlain by deep soils deposits that during a severe earthquake could amplify the motion, and cause liquefaction; and there are concerns that buildings in the Fraser Delta may not perform as predicted during a major earthquake. In other words, a lot of older buildings can collapse, and areas like the former Steveston School, as any park nearby an emergency response road, shall be of public safety interest for emergency first responders to regroup, and then rescue teams to locally organise and dispatch.

Frank & Valerie Melder
6320 Goldsmith Drive
Richmond, BC V7E 4G5
PH: 604-274-3824

March 5, 2014

Mr. Mark McMullen
Senior Coordinator, Major Projects
City of Richmond
Planning and Development Department
6911 No. 3 Road
Richmond, BC V6Y 2C1

Re: Development of former Steveston School site
RZ 13-649524

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We were advised that the development would build to 20ft of the Goldsmith Drive property line; if accounting for eaves, to 16ft of the property line. Considering the houses on Goldsmith Drive already have short rear recesses, and given their small size, half being single levelled, the new townhouses, mostly three stories high, will be towering shadows and observatories. There would be no privacy for either party. In the winter time, we would be entirely shadowed. Home life deprived of sunlight can be particularly challenging to mental health, especially for our seniors who are more home bound. We hope for your support to ensure a design that provides for a healthy environment.

We envisage a green belt with pathway between the development and the existing neighbourhood. Not only can this green way provide for emergency/fire services and perimeter escapement, it will continue to provide unhindered essential access to servicing Goldsmith Drive's southern sewer line. The green islets would "horse-shoe" the development, providing continuity to the park from No. 2 Road without bisecting and intruding into the townhouse complex, making it more desirable to its residents. This more attractive feature will enhance the surroundings and will benefit both the development's marketing and the existing neighbourhoods' environment. Please see enclosed illustration.

Furthermore, channelling pedestrian traffic to the north and south of the development is preferable to the unsafe convergence of vehicle and pedestrian traffic at the proposed Wallace entrance to a central public walkway, which also serves as the vehicle entrance and exit to the development. The periods, when students, going to/return from school, or park-goers, attending mass events, coincide with residents leaving for/returning from work, would be particularly troublesome at the currently designed location. Whereas current design limits entrance and exit to a single route, having a pathway to the north and to the south ensures that evacuation from the park or the townhouse complex is possible should one pathway be blocked during an emergency, especially on occasion of a mass social event.

Another important concern of ours is that the site, as advised by Polygon, may be somewhat elevated. The current elevation of the site is already higher than the neighbourhood to the North. We already experience water saturation at the rear during wet seasons. We are very worried of increased run-off into the neighbourhood. The above-mentioned green way would absorb and alleviate current and, later, increased run-off from the dense development.

We have come together to discuss the design options that would be least disruptive to the existing northern and southern neighbourhoods; provide a verdant, attractive environment for our new neighbours; and pathways and access for the public, emergency and maintenance services. We believe such a design is more respectful and popular, and will ensure neighbourhood harmony.

Mr. McMullen, we sincerely hope that you and the staff at City Hall will be our compassionate advocates, for we fear a change to the environment that would darken our families' home lives.

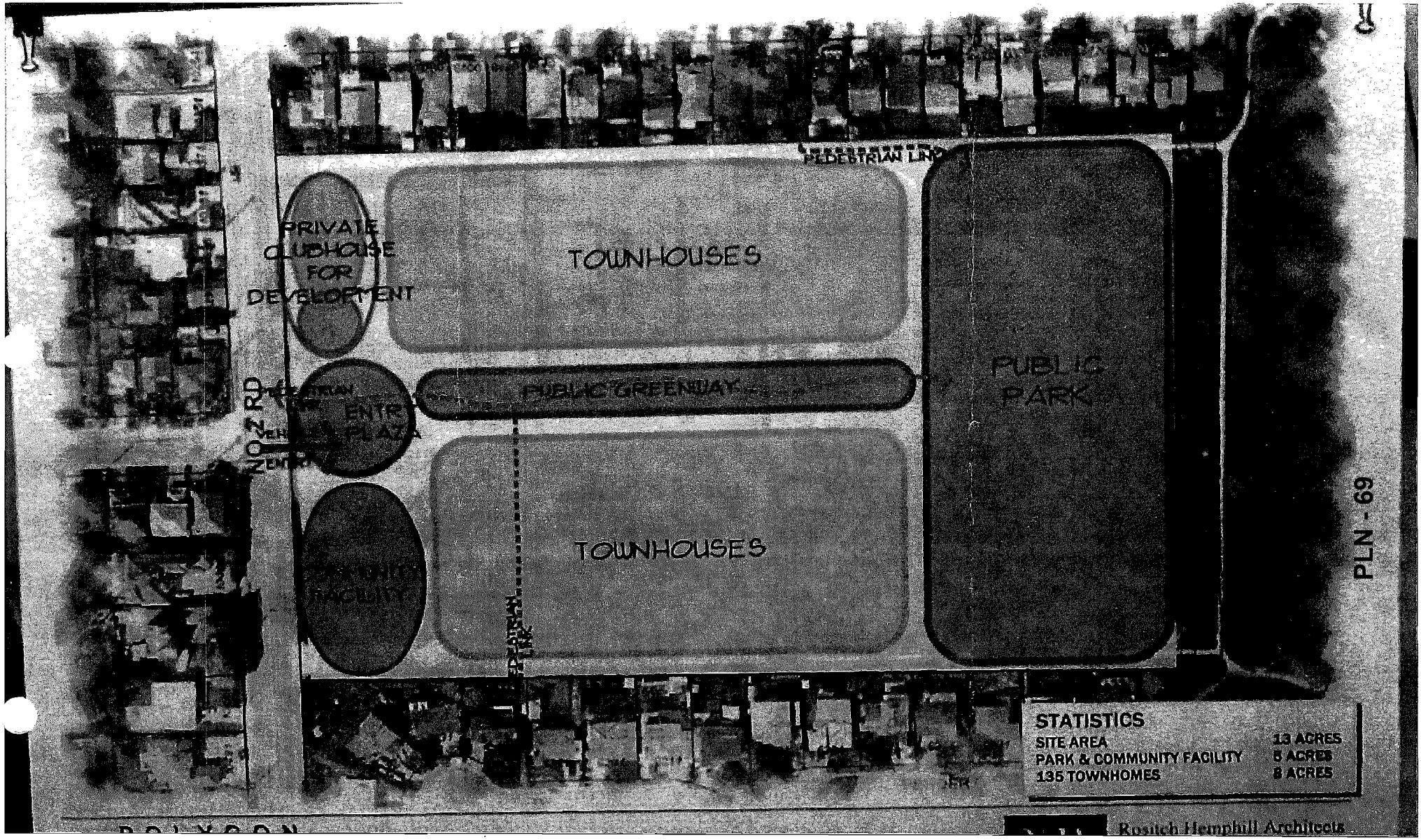
Yours truly,

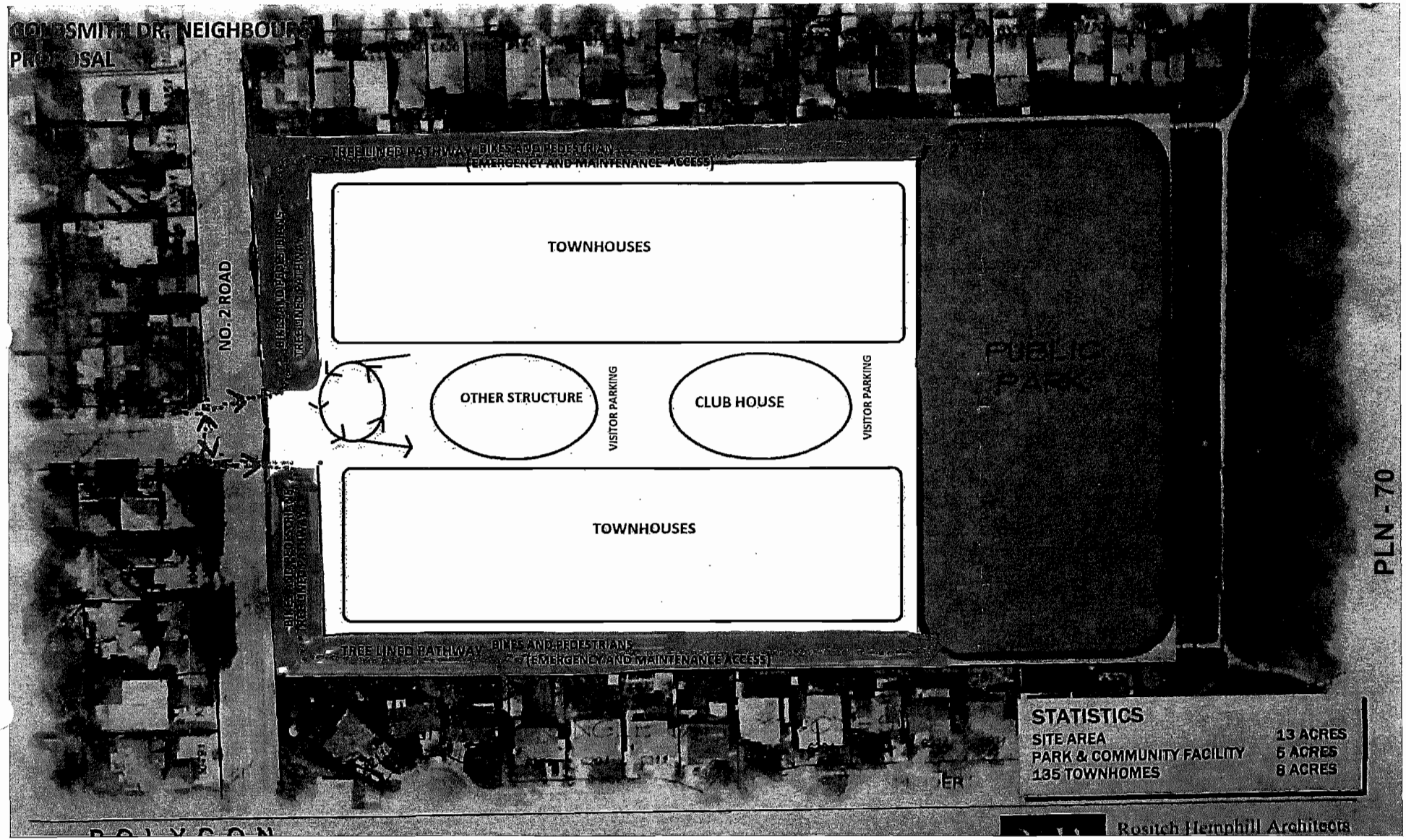
Frank Melder

Valerie Melder

cc: Polygon Homes Ltd.
Attn: Mr. Neil Chrystal

Rositch Hemphill Architects


PEDESTRIAN LINK
PRIVATE CLUBHOUSE FOR DEVELOPMENT
TOWNHOUSES
PUBLIC GREENWAY
PUBLIC PARK
ENTR PLAZA
TOWNHOUSES
PEDESTRIAN LINK
STATISTICS
SITE AREA 13 ACRES
PARK & COMMUNITY FACILITY 5 ACRES
135 TOWNHOMES 8 ACRES
Rositch Hemphill Architects
PLN - 69


SMITH DR. NEIGHBOUR
PROPOSAL
TREE LINED PATHWAY BIKES AND PEDESTRIAN
(EMERGENCY AND MAINTENANCE ACCESS)
TOWNHOUSES
NO. 2 ROAD
BIKES AND PEDESTRIANS
TREE LINED PATHWAY
OTHER STRUCTURE
VISITOR PARKING
CLUB HOUSE
VISITOR PARKING
PUBLIC PARK
TOWNHOUSES
TREE LINED PATHWAY BIKES AND PEDESTRIANS
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135 TOWNHOMES 8 ACRES
Rositch Hemphill Architects

Tamara Melder
6320 Goldsmith Drive
Richmond, BC V7E 4G5
PH: 604-274-3824

March 5, 2014

Mr. Mark McMullen
Senior Coordinator, Major Projects
City of Richmond
Planning and Development Department
6911 No. 3 Road
Richmond, BC V6Y 2C1

Re: Development of former Steveston School site
RZ 13-649524

A group of neighbours from our subdivision, to the north of the development site, attended an open house hosted by Polygon on the evening of February 19, 2014 at Steveston-London Secondary School.

A copy of the proposed development's layout is attached.

We are writing to voice our shared, grave concerns regarding certain attributes of the current design. Of paramount concern is the proposed proximity of building structures to the property line.

We were advised that the development would build to 20ft of the Goldsmith Drive property line; if accounting for eaves, to 16ft of the property line. Considering the houses on Goldsmith Drive already have short rear recesses, and given their small size, half being single levelled, the new townhouses, mostly three stories high, will be towering shadows and observatories. There would be no privacy for either party. In the winter time, we would be entirely shadowed. Home life deprived of sunlight can be particularly challenging to mental health, especially for our seniors who are more home bound. We hope for your support to ensure a design that provides for a healthy environment.

We envisage a green belt with pathway between the development and the existing neighbourhood. Not only can this green way provide for emergency/fire services and perimeter escapement, it will continue to provide unhindered essential access to servicing Goldsmith Drive's southern sewer line. The green islets would "horse-shoe" the development, providing continuity to the park from No. 2 Road without bisecting and intruding into the townhouse complex, making it more desirable to its residents. This more attractive feature will enhance the surroundings and will benefit both the development's marketing and the existing neighbourhoods' environment. Please see enclosed illustration.

Furthermore, channelling pedestrian traffic to the north and south of the development is preferable to the unsafe convergence of vehicle and pedestrian traffic at the proposed Wallace entrance to a central public walkway, which also serves as the vehicle entrance and exit to the development. The periods, when students, going to/return from school, or park-goers, attending mass events, coincide with residents leaving for/returning from work, would be particularly troublesome at the currently designed location. Whereas current design limits entrance and exit to a single route, having a pathway to the north and to the south ensures that evacuation from the park or the townhouse complex is possible should one pathway be blocked during an emergency, especially on occasion of a mass social event.

Another important concern of ours is that the site, as advised by Polygon, may be somewhat elevated. The current elevation of the site is already higher than the neighbourhood to the North. We already experience water saturation at the rear during wet seasons. We are very worried of increased run-off into the neighbourhood. The above-mentioned green way would absorb and alleviate current and, later, increased run-off from the dense development.

We have come together to discuss the design options that would be least disruptive to the existing northern and southern neighbourhoods; provide a verdant, attractive environment for our new neighbours; and pathways and access for the public, emergency and maintenance services. We believe such a design is more respectful and popular, and will ensure neighbourhood harmony.

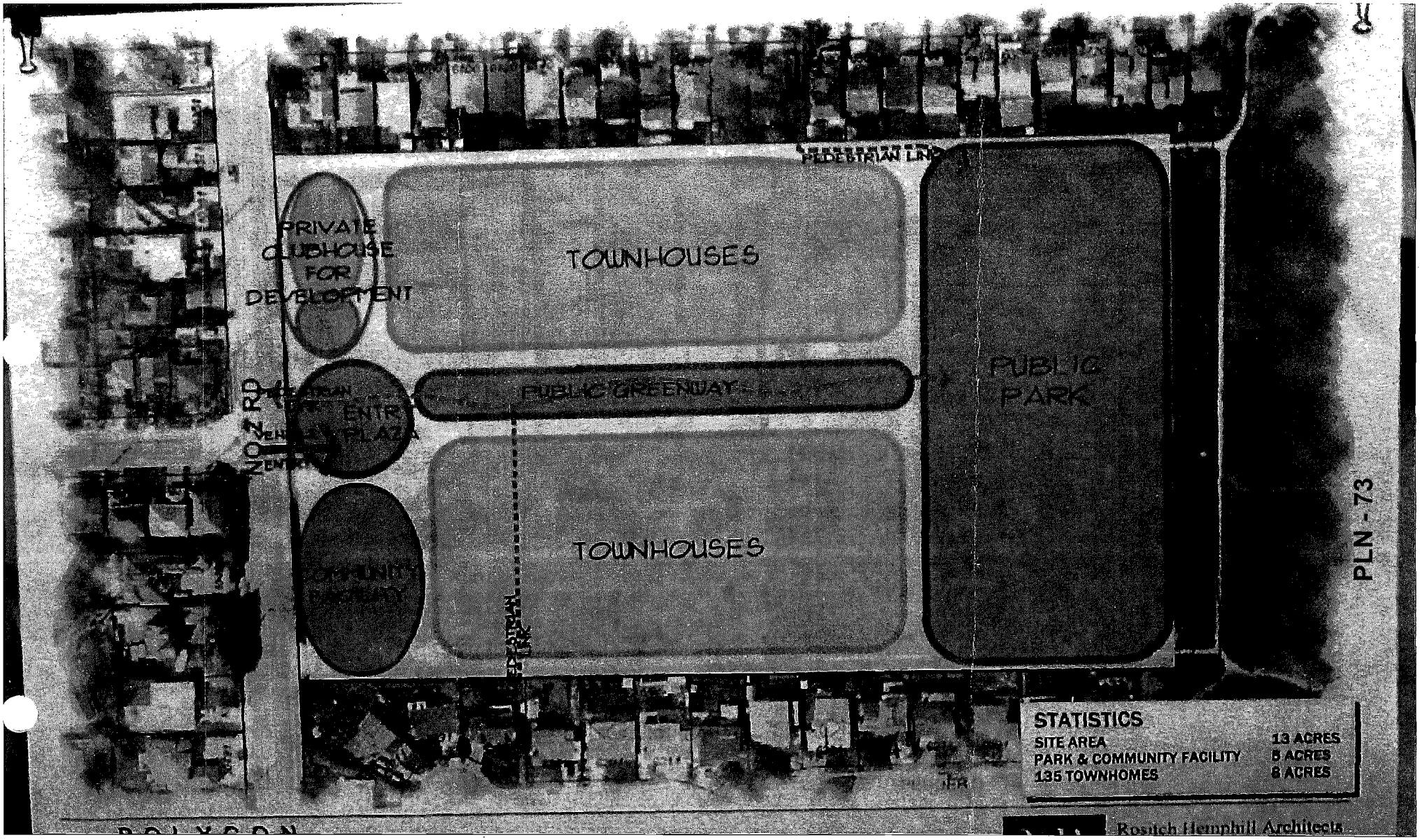
Mr. McMullen, we sincerely hope that you and the staff at City Hall will be our compassionate advocates, for we fear a change to the environment that would darken our families' home lives.

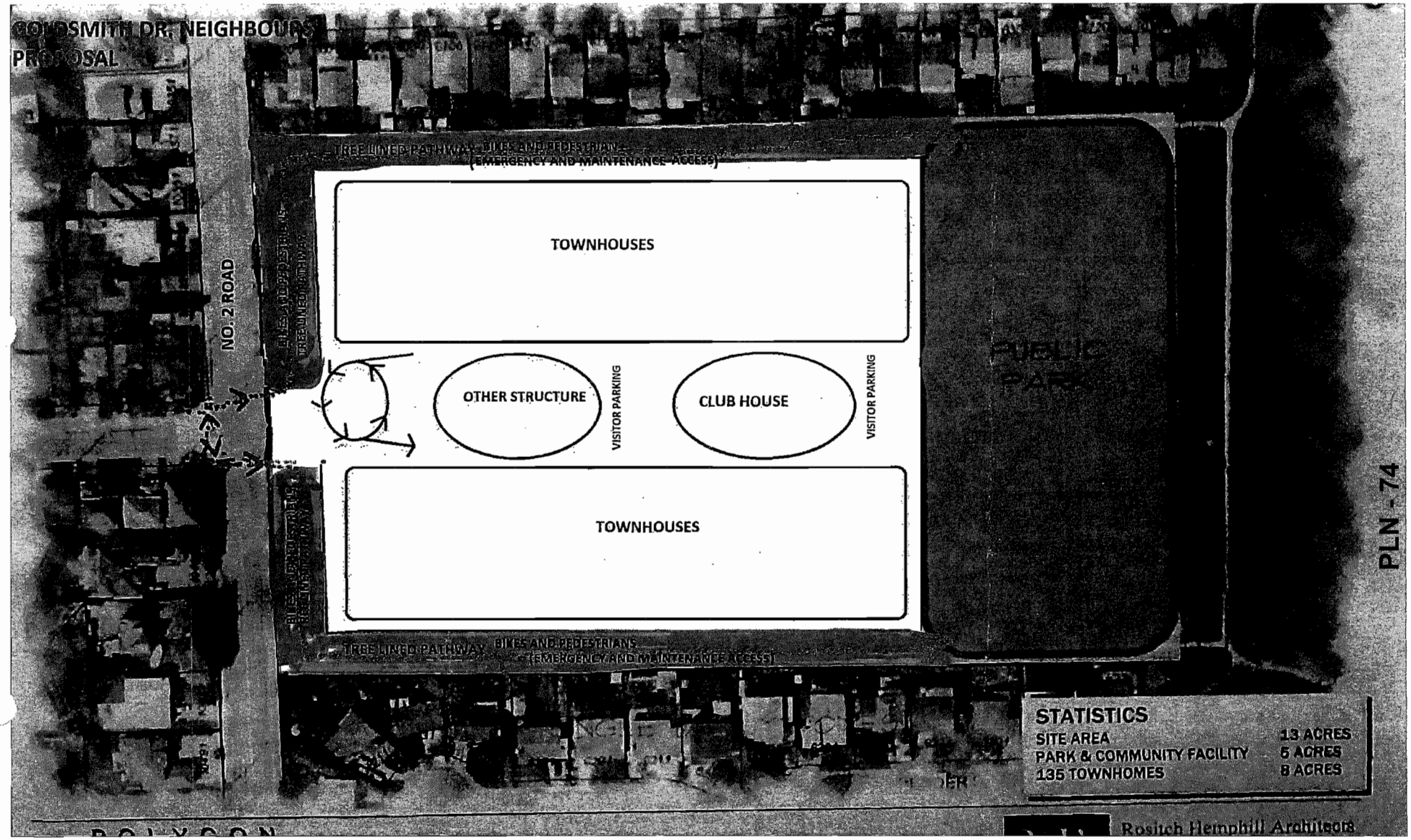
Yours truly,

Tamara Melder

cc: Polygon Homes Ltd.
Attn: Mr. Neil Chrystal

Rositch Hemphill Architects


PRIVATE CLUBHOUSE FOR DEVELOPMENT
TOWNHOUSES
PUBLIC GREENWAY
PUBLIC PARK
TOWNHOUSES
STATISTICS
SITE AREA 13 ACRES
PARK & COMMUNITY FACILITY 5 ACRES
135 TOWNHOMES 8 ACRES
PLN - 73
Rositch Hemphill Architects


GOLDSMITH DR. NEIGHBOURS
PROPOSAL
TREE LINED PATHWAY, BIKES AND PEDESTRIAN
(EMERGENCY AND MAINTENANCE ACCESS)
TOWNHOUSES
NO. 2 ROAD
BIKES AND PEDESTRIANS
TREE LINED PATHWAY
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TOWNHOUSES
TREE LINED PATHWAY, BIKES AND PEDESTRIANS
(EMERGENCY AND MAINTENANCE ACCESS)
STATISTICS
SITE AREA 13 ACRES
PARK & COMMUNITY FACILITY 5 ACRES
135 TOWNHOMES 8 ACRES
Rositch Hemphill Architects

TO: MAYOR & EACH COUNCILLOR
FROM: CITY CLERK'S OFFICE

MayorandCouncillors

PC: Wayne Craig
Joe Erceg

From: MayorandCouncillors
Sent: Monday, 07 April 2014 4:19 PM
To: 'Melodypan212@gmail.com'
Subject: RE: Old steveston high school site 5 acre green land

This is to acknowledge and thank you for your email of April 5, 2014 to the Mayor and Councillors, in connection with the above matter, a copy of which has been forwarded to the Mayor and each Councillor for their information.

In addition, your email has been referred to Wayne Craig, Director of Development. If you have any questions or further concerns at this time, please call Mr. Craig at 604.276.4000.

Thank you again for taking the time to make your views known.

Michelle Jansson
Acting Director, City Clerk's Office
City of Richmond, 6911 No. 3 Road, Richmond, BC V6Y 2C1
Phone: 604-276-4006 | Email: mjansson@richmond.ca

-----Original Message-----
From: Melodypan212@gmail.com [mailto:melodypan212@gmail.com]
Sent: Saturday, 05 April 2014 2:25 PM
To: MayorandCouncillors
Subject: Old steveston high school site 5 acre green land

Dear mayor and councillors,
we would like to express our strong oppinion that we should keep the existing 5 acre space as its open space in one piece NOT cutting it into trails as shown in polygon 2nd open house landscape design. We were told by the polygon landscape designer to express our oppinion to the city.

The rationales that we should keep the 4 acre green space as it is are in the summer, people use it for softball every wed and friday, people use it for remote control plane , people use it to let the dog run free. In the fall and spring, our precious and beutiful friends snow geese have a space to rest and get ready for their next journey.
Also, our new coming neighbours in polygon town home and their friends /pets will also join us to use the green space. Due to the population increases suddenly, we definitely need to keep an open green space for the increased population,whereas the trails designed by polygon will compromise the full function of the green land Once we cut the green space into small piece, all of the above activities will be gone forever.

Please help us to preserve the land and keep its full function Steele CRT residents Sent from my iPad

PHOTOCOPIED

APR 9 2014

& DISTRIBUTED AW

CITY OF RICHMOND DATE APR 9 2014 RECEIVED CITY CLERK'S OFFICE

McMullen, Mark

From: McMullen, Mark
Sent: Friday, 11 April 2014 17:07
To: 'Pan, Melody'
Cc: Stich, Yvonne
Subject: RE: polygon rezoning File#RZ13-649524

Hello Melody:

Thank you for your email regarding the Polygon rezoning application.

I am writing to provide more information on the proposed parks and public open space components included within their development proposal.

Polygon's revised development plan taken to the recent April 2 Open House includes the follows:

-a 4.5 acre park located on the eastern part of the site to be transferred to the City.

-a 0.5 acre community facility site located on No. 2 Road to be transferred to the City.

-a public greenway/pathway connecting No. 2 Road to the above-noted 4.5 acres park over a right-of-way that provides public use.

As the City also wishes to achieve sufficient park land and open space that is beneficial to the community, Polygon has made improvements to their proposal to those elements as discussed above. City Parks and Planning will discuss your concern about the proposed pathways and programming of the proposed 4.5 acre park as the plan is further developed.

Please email or call me if you should have any further questions.

Thank you,

Mark McMullen
Senior Coordinator - Major Projects
City of Richmond
phone: 604-276-4173 / fax: 604-276-4052
mmcmullen@richmond.ca
www.richmond.ca

-----Original Message-----
From: Pan, Melody [mailto:Melody.Pan@fraserhealth.ca]
Sent: Saturday, 05 April 2014 13:16
To: McMullen, Mark
Subject: RE: polygon rezoning File#RZ13-649524

hi mark,

We are a group of steele crt residents.we would like to express our strong oppinion that we should keep the existing 4 acre space as open space in one piece NOT cutting it into

trails as shown in polygon 2nd open house landscape design. We were told by the polygon landscape designer to express our oppinion to the city.

The rationales that we should keep the 4 acre green space as it is are in the summer, people use it for softball every wed and friday, people use it for remote control plane , people use it to let the dog run free. In the fall and spring, our precious and beutiful friends snow geese have a space to rest and get ready for their next journey.

Once we cut the green space into small piece, all of the above activities will be gone forever.

Please help us to reserve the land and keep its full function do you when the public hearing will happen?

thank you very much
Steele crt residents

From: McMullen, Mark [MMcMullen@richmond.ca]
Sent: February 21, 2014 5:56 PM
To: Pan, Melody
Subject: RE: polygon rezoning File#RZ13-649524

Hello Melody:

The developer has to provide at least 5 acres of park and we will be receiving more detailed plans reflecting the "Bubble" diagram shown at the open house.

Of the 5 acres most will be located on the east side of the site, but there may be about some small amount of park located on No. 2 Road for the proposed community amenity.

The developer will be required to hold a second open house with the more detailed plans that the City has reviewed as noted above.

When the City is satisfied with the revised, detailed Polygon proposal, it will take it to the City's public Planning Committee meeting, and the to an advertised Public Hearing some time in the future. This will likely be in the spring.

I am afraid that I can't guarantee to email you given the number of people interested in different projects.

You can email/call me every so often for an update.

Regards,

Mark McMullen
Senior Coordinator - Major Projects
City of Richmond
phone: 604-276-4173 / fax: 604-276-4052
mmcmullen@richmond.ca
www.richmond.ca

From: Pan, Melody [mailto:Melody.Pan@fraserhealth.ca]
Sent: Friday, 21 February 2014 09:24
To: McMullen, Mark
Subject: RE: polygon rezoning File#RZ13-649524

Hi Mark,
Thank you very much for the info. We attended the public open house on Wed Feb 19 and saw the concept diagram showing the townhouse and "5 acre part land" on the east side of the site.

However, The "5 acre part land" in the polygon diagram looks like only 3acre to us because the rest of 2 acre park land has covered by the townhouse.

How can we as a community group to ensure the 5 acre park land is true 5 acre? Do the city do any measurement to ensure the green space does not get lost?

Does the city will have a public hearing session as well or only the 2nd polygon public hearing to obtain public feedback?

During the public open house, we had some discussion with at least 5 of residents from other neighbourhoods, we are all agree to keep the 5 acre park land in one piece as it is and open to the public to use. Please help the community to keep the precious 5 acre park land in once piece .

Again, Thank you very much for the info. Looking forward to hearing back from you.

Melody
Coordinator for save steveston park action team steele crt

From: McMullen, Mark [mailto:MMcMullen@richmond.ca]
Sent: February 20, 2014 3:00 PM
To: Pan, Melody
Subject: RE: polygon rezoning File#RZ13-649524

Hello Pam:

I am sorry I did not get to your email yesterday.

The information presented by Polygon Homes included preliminary concept bubble diagrams showing the townhouse areas (approximately 135 units), 5 acres of park land on the east side of the site, a greenway connection to No. 2 Road to the park, and a public community amenity space on No. 2 Road. There also may be intersection improvements at No. 2 Road and Wallace Road as determined by a traffic study and the City Transportation Dept.

At this time, you could also contact Polygon Home's Development Manager, Chris Ho, at (604) 871-4181.

Also, please feel free to contact me at any time.

Regards,

Mark

Mark McMullen
Senior Coordinator - Major Projects
City of Richmond
phone: 604-276-4173 / fax: 604-276-4052
mmcmullen@richmond.ca
www.richmond.ca

From: Pan, Melody [mailto:Melody.Pan@fraserhealth.ca]
Sent: Wednesday, 19 February 2014 10:49
To: McMullen, Mark
Subject: FW: polygon rezoning File#RZ13-649524

Hi City Hall Staff,

We are a group of residences living at the Steele crt. We recently received a public open house letter from Polygon regarding their rezone application #RZ139-649524.

Some of our residences are not available on Feb 19 to attend the open house day but we want to have a discussion so we can represent our steele crt residence to attend the open house. If possible, Would you please forward some information to us to discuss as a group prior to the open house?

Thank you very much.

Melody Pan
Save our 5 acre parkland group

From: Zoning [mailto:Zoning@richmond.ca]
Sent: February 17, 2014 1:53 PM
To: Pan, Melody
Subject: RE: polygon rezoning File#RZ13-649524

Hi Melody,

In response to your inquiry, I am referring you to the Planner that has been assigned to this rezoning application. Please contact Mark McMullen at 604-276-4173 or mmcmullen@richmond.ca<mailto:mmcmullen@richmond.ca>.

Regards,

Holly Haqq
Customer Service Specialist
City of Richmond
604-276-4017

From: Pan, Melody [mailto:Melody.Pan@fraserhealth.ca]
Sent: February-14-14 11:19
To: Zoning
Subject: polygon rezoning File#RZ13-649524

Hi City Hall Staff,

We are a group of residences living at the Steele crt. We recently received a public open house letter from Polygon regarding their rezone application #RZ139-649524.

Some of our residences are not available on Feb 19 to attend the open house day but we want to have a discussion so we can represent our steele crt residence to attend the open house.

If possible, Would you please forward some information to us to discuss as a group prior to the open house?

Melody Pan
Save our 5 acre parkland group

Wednesday April 14, 2014

Attention: City Clerk

I am very angry about the 150 Townhouses that Polygon is building on the old Steveston High school site. Why would you allow Polygon to Ruin this quiet area? As a resident of this area for Twenty years I know that the Traffic on Number Two Road will be a Nightmare. The only way out of these Townhouses will be Number Two Road. If you allow Polygon to build 150 Townhouses that means approximately Six Hundred Extra cars will be driving on Number Two Road. I think Polygon should only be allowed to build Fifty Townhouses. If they build Fifty Townhouses there will be about Two Hundred extra cars driving on Number Two Road.

Thanks for your attention.

Barbara Parpara

Mrs. B. Parpara,
5631 Floyd Ave.,
Richmond, B.C.,
V7E5L9
604-241-2570



McMullen, Mark

From: Steven May [smay6@telus.net]
Sent: Monday, 26 May 2014 15:26
To: McMullen, Mark
Subject: City Polygon Meetings

Follow Up Flag: Follow up
Flag Status: Flagged

Hello Mark,

Is there any update on the rezonig and dates for meetings?

Also per our discussion about setback and sewer access is there any change to Polygons proposed 20 feet?

I have looked at Polygons plan drawing and see with minor changes a 40 foot setback for the north property's or a 30 foot setback for both north and south property's could easily be achieved.

I'm proposing 40 ft. on the north side to reduce the shadowing of homes during winter months.

I would like to discuss this idea with you if possible.

Regards

Steve May
6240 Goldsmith Dr.
604-272-5060

City of Richmond

Bylaw 9155

Richmond Zoning Bylaw 8500 Amendment Bylaw 9155 (RZ13-649524) 10440 and 10460 No. 2 Road

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

1. Richmond Zoning Bylaw 8500 is amended by inserting Section 17.72 as follows:

"17.72 Town Housing (ZT72) – London/Steveston (No. 2 Road)

17.72.1 Purpose

The **zone** provides for **town housing** with a **density bonus** for the provision of **affordable housing units** and a **child care** facility.

17.72.2 Permitted Uses

- **housing, town**

17.72.3 Secondary Uses

- **boarding and lodging**
- **child care**

17.72.3 Permitted Density

1. The maximum **floor area ratio** (FAR) is 0.55, together with an additional 0.05 **floor area ratio** provided that is entirely used to accommodate **amenity space**.
2. Notwithstanding Section 17.72.3.1, the reference to "0.55" in relation to the maximum **floor area ratio** is increased to a higher **density** of "0.75", provided that:

   a) the **owner** has, on an adjacent **lot**, constructed and transferred to the **City** a **child care** with a **floor area** of at least 511 m^2 and capable of accommodating 37 children; and

   b) prior to occupancy of any **building** on the **lot**, the **owner**:

      i) has constructed on the **lot** and/or provided to the **City** security, in an amount satisfactory to the **City**, for not less than 12 **affordable housing units**, with the combined **habitable space** of the **affordable housing units** comprising at least 1,451m^2 or 6% of the total **floor area** of the **town housing** units constructed on the **lot**, whichever is greater; and

      ii) enters into a **housing agreement** with respect to the **affordable housing units** and registers the **housing agreement** against the title to the **lot**, and files a notice in the Land Title Office.

17.72.4 Permitted Lot Coverage

1. The maximum **lot coverage** is 40% for **buildings**.

17.72.5 Yards & Setbacks

1. The minimum **front yard** is 4.5 m.
2. The minimum **side yard** is 6.0 m.
3. The minimum **rear yard** is 4.5 m.

17.72.6 Permitted Heights

1. The maximum **height** for **buildings** is 11.0 m, but containing no more than 3 **storeys**.
2. The maximum **height** for **accessory buildings** is 6.0 m, except 13.0 m for a **building** accommodating **amenity space**.
3. The maximum **height** for **accessory structures** is 6.0 m, except 9.0 m for public art approved by the City.

17.72.7 Subdivision Provisions/Minimum Lot Size

1. There are no minimum **lot width** or **lot depth** requirements.
2. The minimum **lot area** is 31,000 m^2.

17.72.8 Landscaping & Screening

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

17.72.9 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.

17.72.10 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 designating it **"Town Housing (ZT72) – London/Steveston (No. 2 Road)"**:

That area shown cross-hatched and marked "A" on "Schedule A attached to and forming part of Bylaw No. 9155"

2. This Bylaw may be cited as **"Richmond Zoning Bylaw 8500, Amendment Bylaw 9155".**

FIRST READING	
A PUBLIC HEARING WAS HELD ON	
SECOND READING	
THIRD READING	
OTHER CONDITIONS SATISFIED	
ADOPTED	

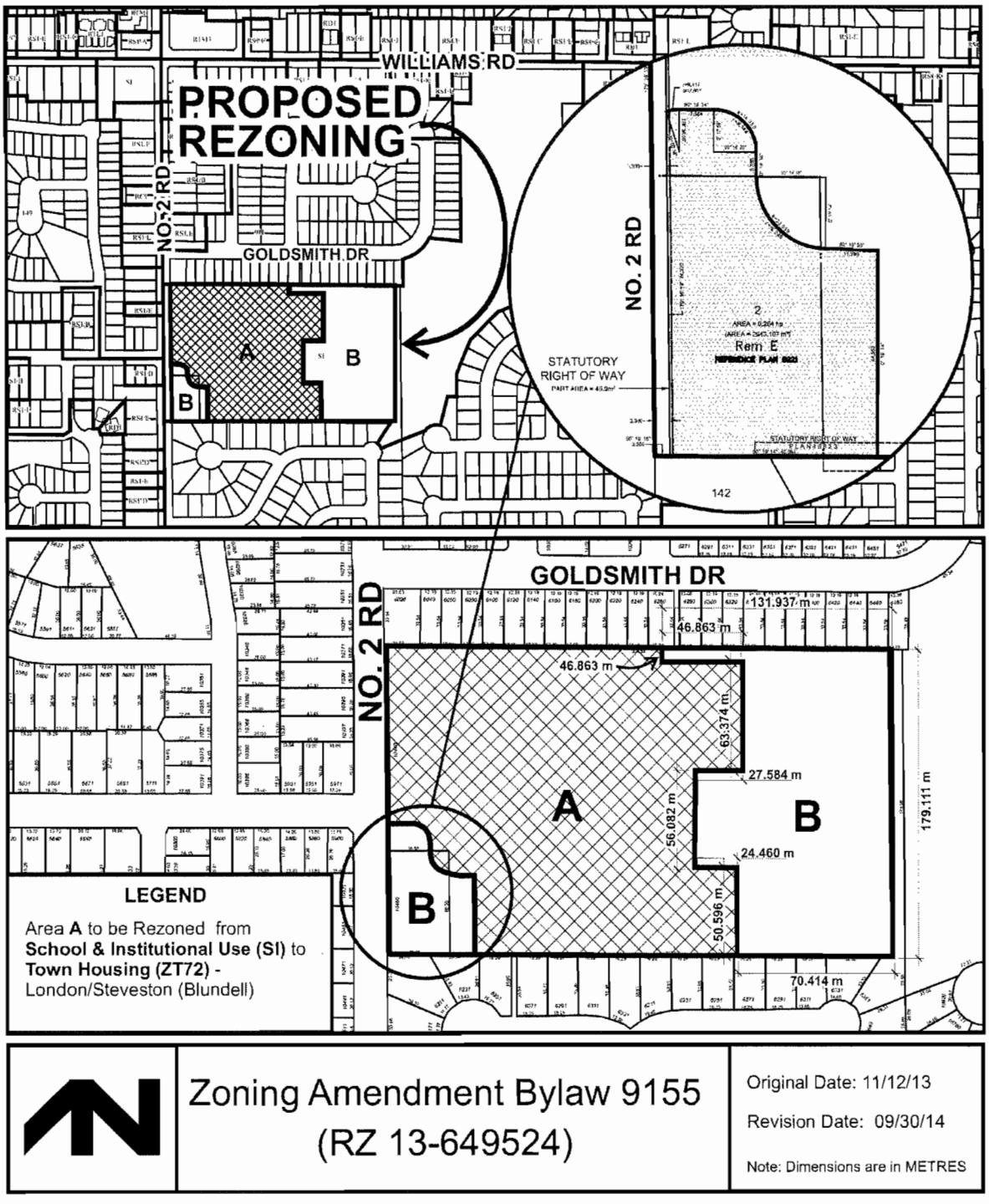
CITY OF RICHMOND
APPROVED by
APPROVED by Director or Solicitor

MAYOR

CORPORATE OFFICER

"Schedule A attached to and forming part of Bylaw No. 9155"

City of Richmond



Zoning Amendment Bylaw 9155
(RZ 13-649524)

Original Date: 11/12/13

Revision Date: 09/30/14

Note: Dimensions are in METRES

City of Richmond

Bylaw 9156

Richmond Official Community Plan Bylaw 9000, Amendment Bylaw 9156 (RZ13-649524) 10440 and 10460 No. 2 Road

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

1. Richmond Official Community Plan Bylaw 9000 is amended at Attachment 1 to Schedule 1, 2041 OCP Land Use Map, for those areas marked "A" and "B" and shown hatched on "Schedule A attached to and forming part of Bylaw 9156", by designating area "A" as "Neighbourhood Residential" and area "B" as "Park".

2. This Bylaw may be cited as **"Richmond Official Community Plan Bylaw 9000, Amendment Bylaw 9156".**

FIRST READING	
PUBLIC HEARING	
SECOND READING	
THIRD READING	
OTHER CONDITIONS SATISFIED	
ADOPTED	

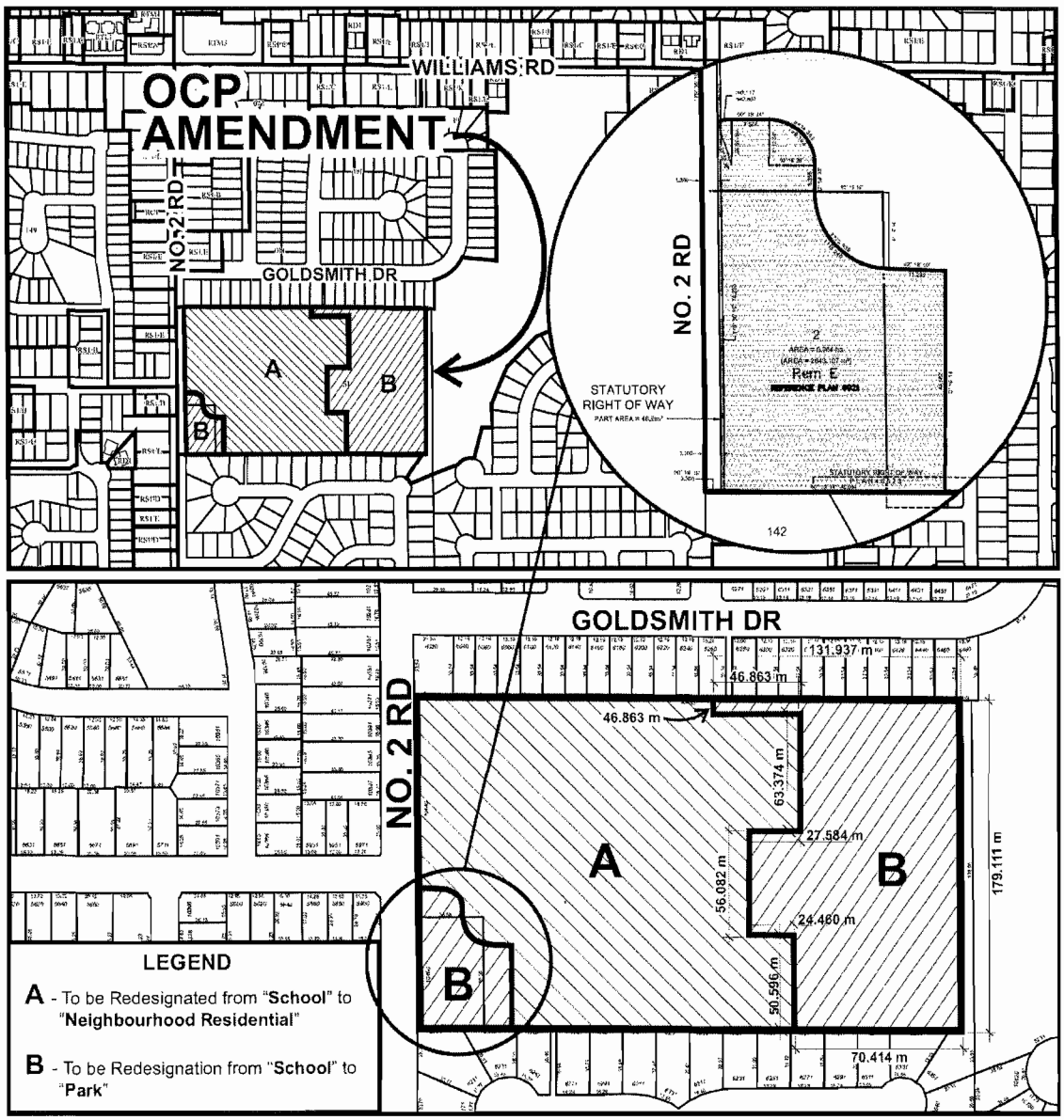
CITY OF RICHMOND
APPROVED
APPROVED by Manager or Solicitor

MAYOR

CORPORATE OFFICER

"Schedule A attached to and forming part of Bylaw 9156"

City of Richmond



	OCP Amendment Bylaw 9156 (RZ 13-649524)	Original Date: 11/12/13 Revision Date: 09/30/14 Note: Dimensions are in METRES

City of Richmond

Report to Committee

Planning and Development Department

To:	Planning Committee	**Date:**	October 6, 2014
From:	Wayne Craig Director of Development	**File:**	RZ 14-658540
Re:	**Application by 0868256 BC Ltd. for Rezoning at 10211 No. 5 Road from Single Detached (RS1/E) to Compact Single Detached (RC2)**		

Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9178, for the rezoning of 10211 No. 5 Road from "Single Detached (RS1/E)" to "Compact Single Detached (RC2)", be introduced and given first reading.

Wayne Craig
Director of Development

CL:blg
Att.

REPORT CONCURRENCE		
ROUTED TO:	**CONCURRENCE**	**CONCURRENCE OF GENERAL MANAGER**
Affordable Housing	☑	

Staff Report

Origin

0868256 BC Ltd. has applied to the City of Richmond for permission to rezone 10211 No. 5 Road from "Single Detached (RS1/E)" to "Compact Single Detached (RC2)", to permit a subdivision to create two (2) lots, with vehicle access to/from the rear lane. There is currently a single detached dwelling on the subject site which will be demolished. A map and aerial photo showing the location of the subject site and surrounding context are included in Attachment 1. A site survey and proposed subdivision plan of the property is included in Attachment 2.

Findings of Fact

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

Surrounding Development

The subject property is located on the west side of No. 5 Road, between Williams Road and Seacliff Road in the Shellmont Planning Area. Existing development immediately surrounding the site is as follows:

- To the north, are existing single detached dwellings on large lots zoned "Single Detached (RS1/E)".
- To the east, directly across No. 5 Road, is:
  - A property that is zoned "Assembly (ASY)", "Agriculture (AG1)", and "Roadside Stand (CR)"; which is within the Agricultural Land Reserve (ALR), and which contains the Lingyen Mountain Temple. This property is subject to a development application to amend the Official Community Plan (OCP) and rezone the lot to accommodate temple expansion (RZ 13-641554).
  - A property that is zoned "Assembly (ASY)"; which is within the ALR, and which contains the Richmond Bethel Church, the Richmond Chinese MB Church, and the Richmond Christian School.
- To the south, at 10231 No. 5 Road, is a single detached dwelling on a large lot zoned "Single Detached (RS1/E)". The property is also the subject of a rezoning application to permit subdivision into two (2) compact lots with vehicle access to/from the rear lane (RZ 14-656004), which was presented to Planning Committee on October 7, 2014.
- To the west, fronting Seabrook Crescent, is a single detached dwelling on a large lot zoned "Single Detached (RS1/E)".

Related Policies & Studies

OCP Designation

There is no Area Plan for this neighbourhood. The OCP's Land Use Map designation for this property is "Neighbourhood Residential". This redevelopment proposal is consistent with this designation.

Arterial Road Policy

The Arterial Road Policy is supportive of compact lot single-family residential developments along arterial roads. The subject site is identified for "Arterial Road Compact Lot Coach House" on the Arterial Road Development Map in the OCP. This redevelopment proposal is consistent with the Arterial Road Policy.

Lot Size Policy 5434

The subject property is located within the area covered by Lot Size Policy 5434 (adopted by Council in 1990; amended in 1991 and 2006). This Policy permits rezoning and subdivision of lots along this section of No. 5 Road in accordance with "Compact Single Detached (RC2)" or "Coach House (RCH)", provided there is access to an operational rear lane (Attachment 4). This redevelopment proposal is consistent with the Lot Size Policy.

Affordable Housing Strategy

For single-family development proposals, Richmond's Affordable Housing Strategy requires a secondary suite within a dwelling on 50% of new lots created through rezoning and subdivision, or a cash-in-lieu contribution of $\$1.00/ft^2$ of total building area toward the City's Affordable Housing Reserve Fund.

The applicant proposes to provide a legal secondary suite on one (1) of the two (2) future lots at the subject site. To ensure that the secondary suite is built to the satisfaction of the City in accordance with the City's Affordable Housing Strategy, the applicant is required to enter into a legal agreement registered on Title, stating that no final Building Permit inspection will be granted until the secondary suite is constructed to the satisfaction of the City in accordance with the BC Building Code and the City's Zoning Bylaw. Registration of this legal agreement is required prior to final adoption of the rezoning bylaw. This agreement will be discharged from Title (at the initiation of the applicant) on the lot where the secondary suite is not required by the Affordable Housing Strategy after the requirements are satisfied.

Should the applicant change their mind prior to rezoning adoption about the affordable housing option selected, a voluntary contribution to the City's Affordable Housing Reserve Fund in-lieu of providing the secondary suite will be accepted. In this case, the voluntary contribution would be required to be submitted prior to final adoption of the rezoning bylaw, and would be based on $\$1.00/ft^2$ of total building area of the single detached dwellings to be constructed (i.e. $5,038).

Public Input

There have been no concerns expressed by the public about the development proposal in response to the placement of the rezoning sign on the property.

Staff Comments

The proposed rezoning would enable the creation of two (2) lots, each approximately 9 m wide and 390 m^2 in area, with vehicle access to/from an existing operational rear lane.

Trees & Landscaping

A Tree Survey and Certified Arborist's Report have been submitted by the applicant. The survey and report identify five (5) bylaw-sized trees on the subject site, and four (4) bylaw-sized trees and a Cedar hedgerow on the adjacent properties to the north and south.

The report identifies tree species, assesses the condition of the trees, and provides recommendations relative to the proposed development. The proposed tree management plan including a list of tree species assessed is shown in Attachment 5.

The City's Tree Preservation Coordinator has reviewed the Arborist's Report, conducted on-site visual tree assessment, and concurs with the Arborist's recommendations to:

- Remove the five (5) trees from the subject site (Trees # 3, 4, 6, 7, and 13) due to poor condition (i.e., they are either dead, dying (sparse canopy foliage), are infected with Fungal Blight or exhibit structural defects such as cavities at the main branch union and co-dominant stems with inclusions).
- Protect the three (3) trees on the adjacent property to the north at 10191 No. 5 Road (Trees # 1, 2, and 5). Tree protection fencing is required to be installed to City standard around the hedge prior to demolition of the existing dwelling on the subject site. Tree protection fencing must remain in place until construction and landscaping on the proposed lots is completed.
- Remove Tree # 8 on the adjacent property to the south at 10231 No. 5 Road due to poor condition (i.e., excessive decay at the base). This is consistent with the information included in the staff report for the rezoning application at 10231 No. 5 Road, which identified the tree for removal.

Consistent with the OCP tree replacement ratio of 2:1, a total of 10 replacement trees are required on the proposed lots. Due to the limited space available in the yards of the proposed lots, the applicant proposes to plant and maintain a total of four (4) replacement trees [two (2) per lot proposed], and to submit a contribution in the amount of $3,000 ($500/tree) to the City's Tree Compensation Fund prior to final adoption of the rezoning bylaw for the balance of required replacement trees not planted on-site.

Similar to other single-family rezoning applications along arterial roads on sites that are across from land that is within the ALR, the applicant is required to register a restrictive covenant on Title of the subject property to:

- Identify a buffer area along the east portion of the property to ensure that landscaping planted within this buffer is maintained and will not be abandoned or removed (4.0 m wide, as measured from the east property line).

- Indicate that the property is located across from active agricultural operations, and is subject to potential impacts of noise, dust, and odour.

To ensure that the landscape buffer work is completed, that the front yards of the proposed lots are enhanced, and that the four (4) replacement trees are planted and maintained, the applicant must submit the following prior to adoption of the rezoning bylaw:

- A Landscape Plan, prepared by a Registered Landscape Architect, which responds to the guidelines of the Arterial Road Policy and includes a variety of live plant material within the on-site portion of the ALR buffer area.

- A Landscaping Security for the proposed works, based on 100% of a cost estimate provided by the Landscape Architect (including replacement trees, fencing, paving, and installation costs).

Flood Management

Prior to final adoption of the rezoning bylaw, the applicant is required to register a flood indemnity covenant on Title. The minimum floor construction level is a minimum of 0.3 m above the highest elevation of the crown of No. 5 Road.

Vehicle Access

In accordance with Residential Lot (Vehicular) Access Regulation – Bylaw 7222, vehicle access to the subject site is not permitted from No. 5 Road. Vehicle access to the site at future development stage is to be from the rear lane.

Servicing and Off-site Improvements

Prior to final adoption of the rezoning bylaw, the applicant is required to enter into a Servicing Agreement for:

- The design and construction of frontage improvements on No. 5 Road, including (but not limited to): a 1.5 m wide treed and grass boulevard behind the existing curb and gutter and a 1.5 m wide concrete sidewalk at the subject property line to current City standard. An approximate 1.5 m wide right-of-way (ROW) for public-right-of-passage (PROP) along No. 5 Road is required to achieve these works. The right-of-way is required to be registered on Title prior to final adoption of the rezoning bylaw.

- The design, construction, and coordination of frontage improvements to the full width of the lane from the north property line at 10211 No. 5 Road to the Seacliff Road intersection. The required lane work is to include, but is not limited to: rollover curb and gutter on both sides of the lane, asphalt pavement, lane lighting, and storm sewer in the centre of the lane complete with tie-in to the existing storm sewer along Seacliff Road.

  Note: Ideally, the applicants at 10211 and 10231 No. 5 Road will coordinate to undertake the design and construction of the lane improvements along their respective frontages simultaneously, with the City providing funding for the remaining works beyond the applicants' frontages to Seacliff Road (approximately 39.7 m). However, in the event that the applicant at 10211 No. 5 Road undertakes the lane works prior to the applicant at 10231 No. 5 Road, the subject applicant is required to fund the portion of the work along its lane frontage (approximately 18.3 m), while the City will provide funding for the remaining works beyond the applicant's frontage to Seacliff Road (approximately 58 m). In such a case, the City will impose a charge to the property at 10231 No. 5 Road as benefitting from the completed lane improvements. The charge would be required to be paid prior to subdivision of 10231 No. 5 Road for repayment to the City for funds already expended on the lane improvements in respect of which the charge was imposed.

- Water service works, including:
  - Disconnecting the existing 20 mm diameter water connection and cap the tie-in at the main.
  - Installing two (2) new 25 mm diameter connections complete with meter boxes placed within a new 1.5 m wide utility right-of-way across the No. 5 Road frontage for servicing the proposed lots.

- Storm service works, including:
  - Cutting and capping the two (2) existing connections to the storm inspection chambers at the northeast corner and the southeast corner of the property along No. 5 Road, and installing a new 450 mm diameter Type II inspection chamber complete with two (2) 100 mm diameter connections for servicing the proposed lots at the common property line within a new 1.5 m wide utility right-of-way across the No. 5 Road frontage. The boulevard must be graded towards the existing or new inspection chambers to prevent storm water from ponding on the boulevard, road and driveways.

- Sanitary service works, including:
  - Cutting and capping the existing service connection at the inspection chamber at the northwest corner of the property and installing a new 450 mm diameter Type II inspection chamber complete with two (2) 100 mm diameter connections for servicing the proposed lots at the common property line.

Details of the above works are to be finalized as part of the Servicing Agreement design review process.

Subdivision Stage

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

Analysis

The redevelopment proposal at the subject site complies with the land use designations in the OCP, as well as with the Arterial Road Policy and Lot Size Policy 5434, which identify the subject site for redevelopment to compacts lots with access to/from a rear lane. The applicant has satisfied all of the applicable requirements identified through the rezoning application review.

Financial Impact

None.

Conclusion

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

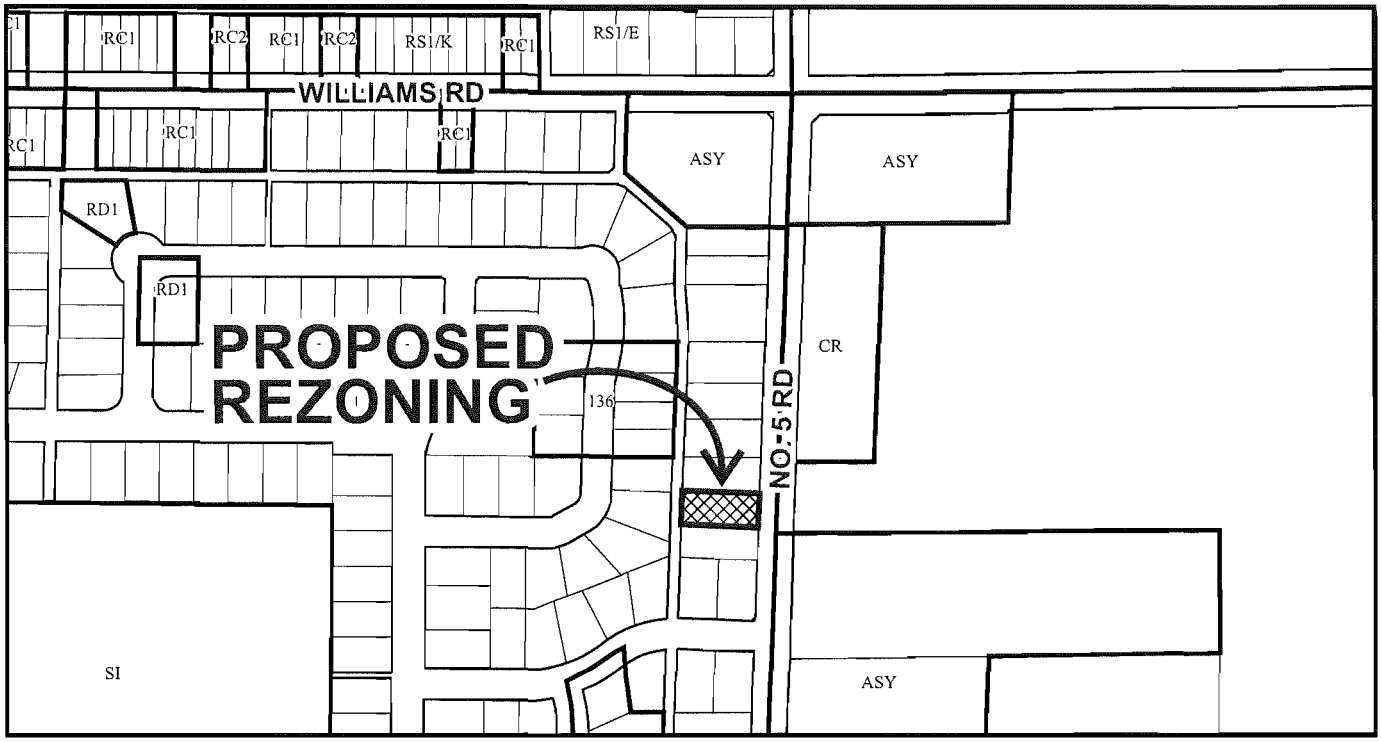
It is recommended that Zoning Bylaw 8500, Amendment Bylaw 9178 be introduced and given first reading.

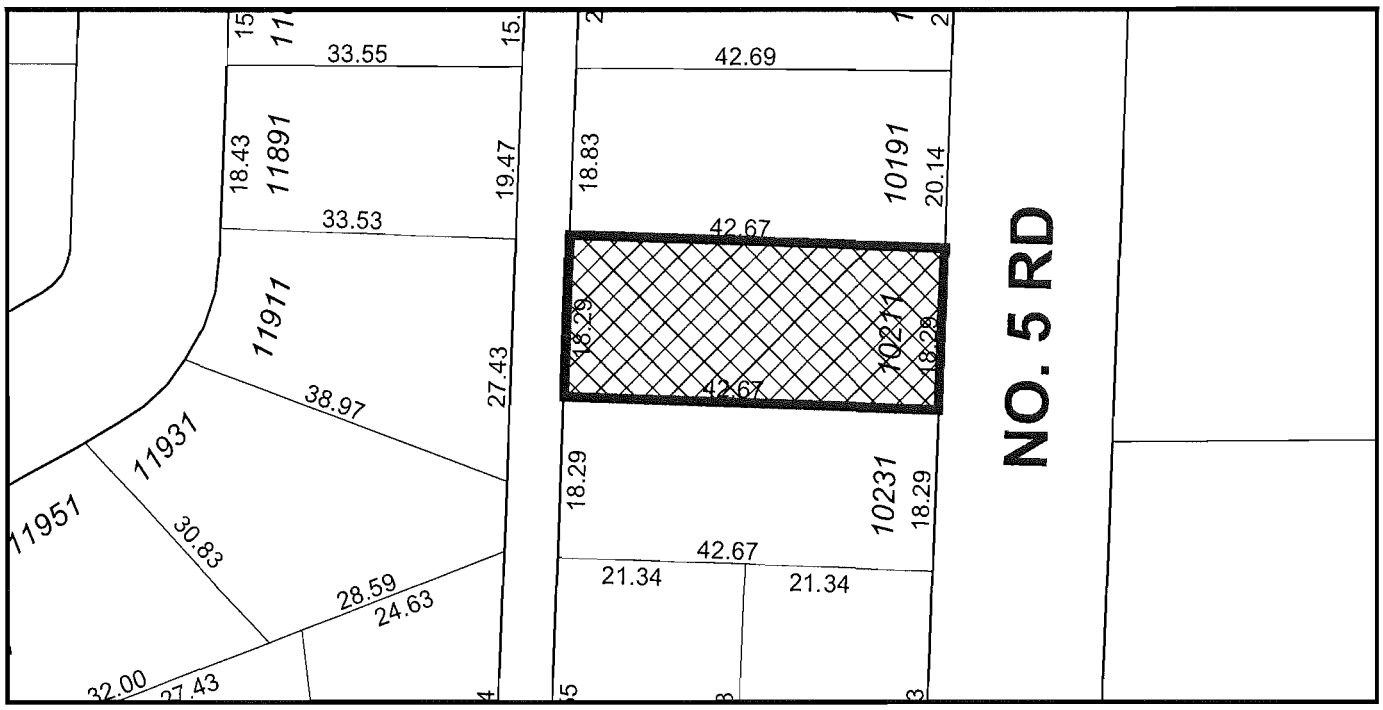
Cynthia Lussier
Planning Technician
(604-276-4108)

CL:blg

Attachments:
Attachment 1: Location Map/Aerial Photo
Attachment 2: Proposed Subdivision Plan
Attachment 3: Development Application Data Sheet
Attachment 4: Lot Size Policy 5434
Attachment 5: Proposed Tree Management Plan
Attachment 6: Rezoning Considerations Concurrence

City of Richmond





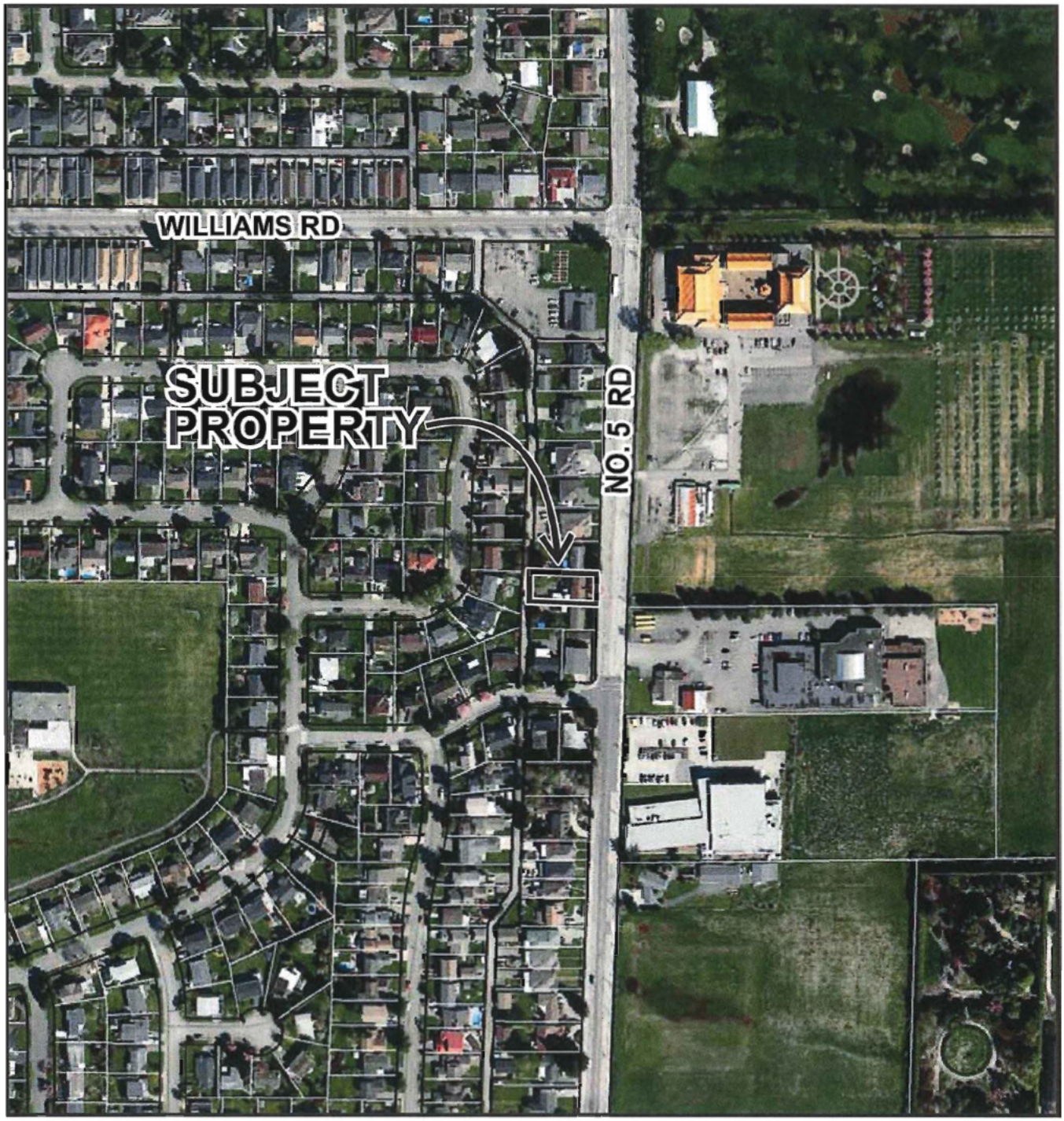
RZ 14-658540

Original Date: 03/21/14

Revision Date:

Note: Dimensions are in METRES

City of
Richmond



RZ 14-658540

Original Date: 03/21/14

Revision Date:

Note: Dimensions are in METRES

N1S

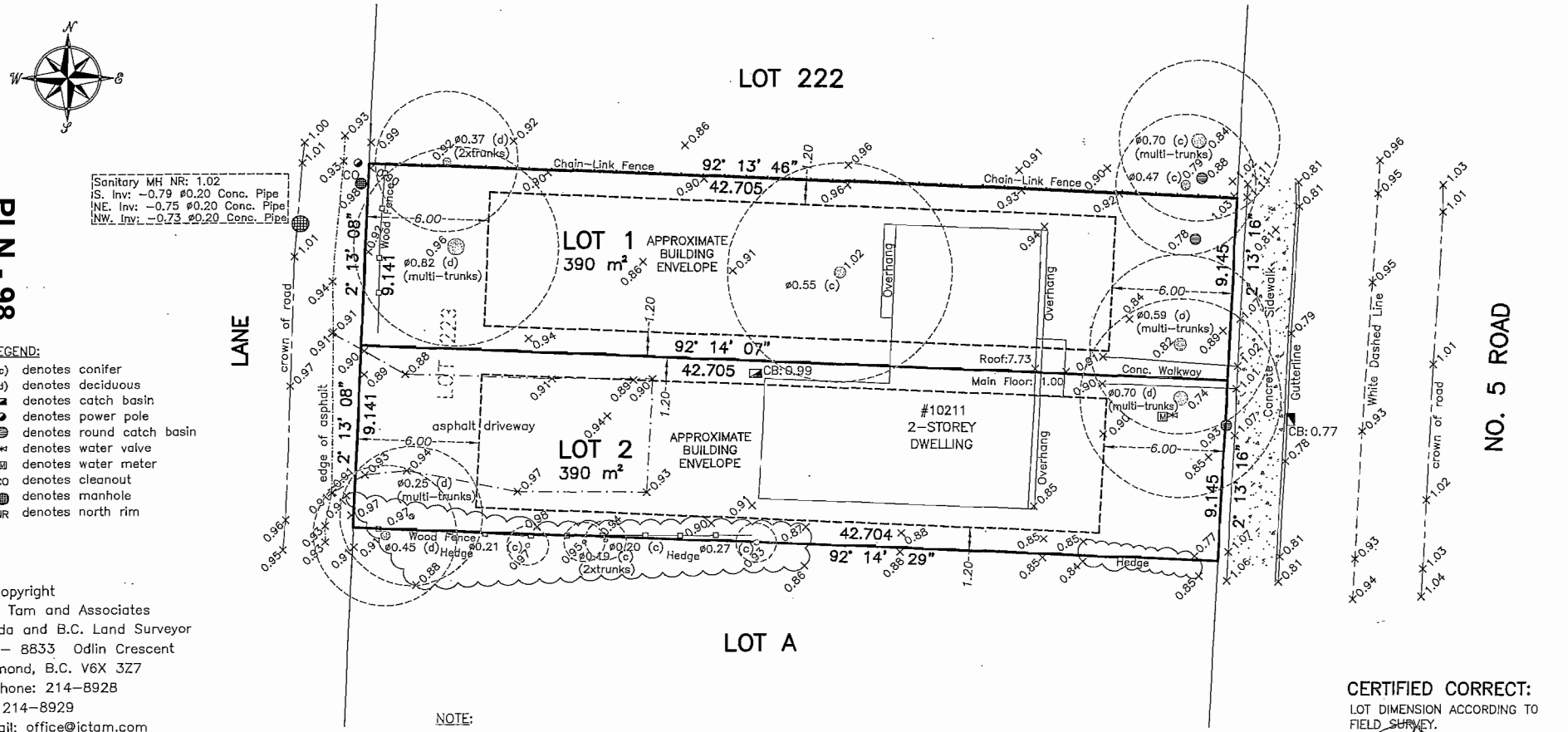
TOPOGRAPHIC SURVEY AND PROPOSED SUBDIVISION OF LOT 223 SECTION 36 BLOCK 4 NORTH RANGE 6 WEST NEW WESTMINSTER DISTRICT PLAN 32915

#10211 NO. 5 ROAD,
RICHMOND, B.C.
P.I.D 006-737-285

SCALE: 1:200

0 5 10 15

ALL DISTANCES ARE IN METRES AND DECIMALS THEREOF UNLESS OTHERWISE INDICATED



LEGEND:

- (c) denotes conifer
- (d) denotes deciduous
- CB denotes catch basin
- denotes power pole
- denotes round catch basin
- denotes water valve
- denotes water meter
- CO denotes cleanout
- MH denotes manhole
- NR denotes north rim

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J. C. Tam and Associates
Canada and B.C. Land Surveyor
115 - 8833 Odlin Crescent
Richmond, B.C. V6X 3Z7
Telephone: 214-8928
Fax: 214-8929
E-mail: office@jctam.com
Website: www.jctam.com
Job No. 5463
FB-232 P65-67
Drown By: MY

DWG No. 5463-TOPO

NOTE:
Elevations shown are bosed on City of Richmond HPN Benchmark network.
Benchmark: HPN #191, Control Monument 02H2453 Located at S edge traffic island @ Riverside Dr & Featherstone Way
Elevation = 1.664 metres

CERTIFIED CORRECT:
LOT DIMENSION ACCORDING TO FIELD SURVEY.

JOHNSON C. TAM, B.C.L.S.
MARCH 5th, 2014.

ATTACHMENT 2

City of Richmond

Development Application Data Sheet

Development Applications Division

RZ 14-658540 **Attachment 3**

Address: 10211 No. 5 Road

Applicant: 0868259 BC Ltd.

Planning Area(s): Shellmont

	Existing	Proposed
Owner:	William Dallyn	To be determined
Site Size (m^2):	780 m²	Two (2) lots, each approximately 390 m²
Land Uses:	One (1) single detached dwelling	Two (2) residential lots, each with a single detached dwelling
OCP Designation:	Neighbourhood Residential	No change
Lot Size Policy Designation:	Lot Size Policy 5434 supports rezoning and subdivision along this portion of No. 5 Road in accordance with "Compact Single Detached (RC2)"	No change
Zoning:	Single Detached (RS1/E)	Compact Single Detached (RC2)
Other Designations:	The Arterial Road Policy supports redevelopment to compact lots along this portion of No. 5 Road.	No change

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.60	Max. 0.60	none permitted
Lot Coverage – Building:	Max. 50%	Max. 50%	none
Lot Coverage – Buildings, structures, and non-porous surfaces	Max. 70%	Max. 70%	none
Lot Coverage – Live plant material	Min. 20%	Min. 20%	none
Lot Size (min. dimensions):	270 m²	390 m²	none
Setback – Front & Rear Yards (m):	Min. 6 m	Min. 6 m	none
Setback – Side Yards (m):	Min. 1.2 m	Min. 1.2 m	none
Height (m):	2 ½ storeys	2 ½ storeys	none

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

City of Richmond Policy Manual

Page 1 of 2	Adopted by Council: February 19, 1990 Amended by Council: November 18, 1991 Amended by Council: October 16, 2006	**POLICY 5434**
File Ref:	SINGLE-FAMILY LOT SIZE POLICY IN QUARTER-SECTION 36-4-6	

POLICY 5434:

The following policy establishes lot sizes in a portion of Section 36-4-6, within the area bounded by **Steveston Highway, Shell Road, No. 5 Road, and Williams Road:**

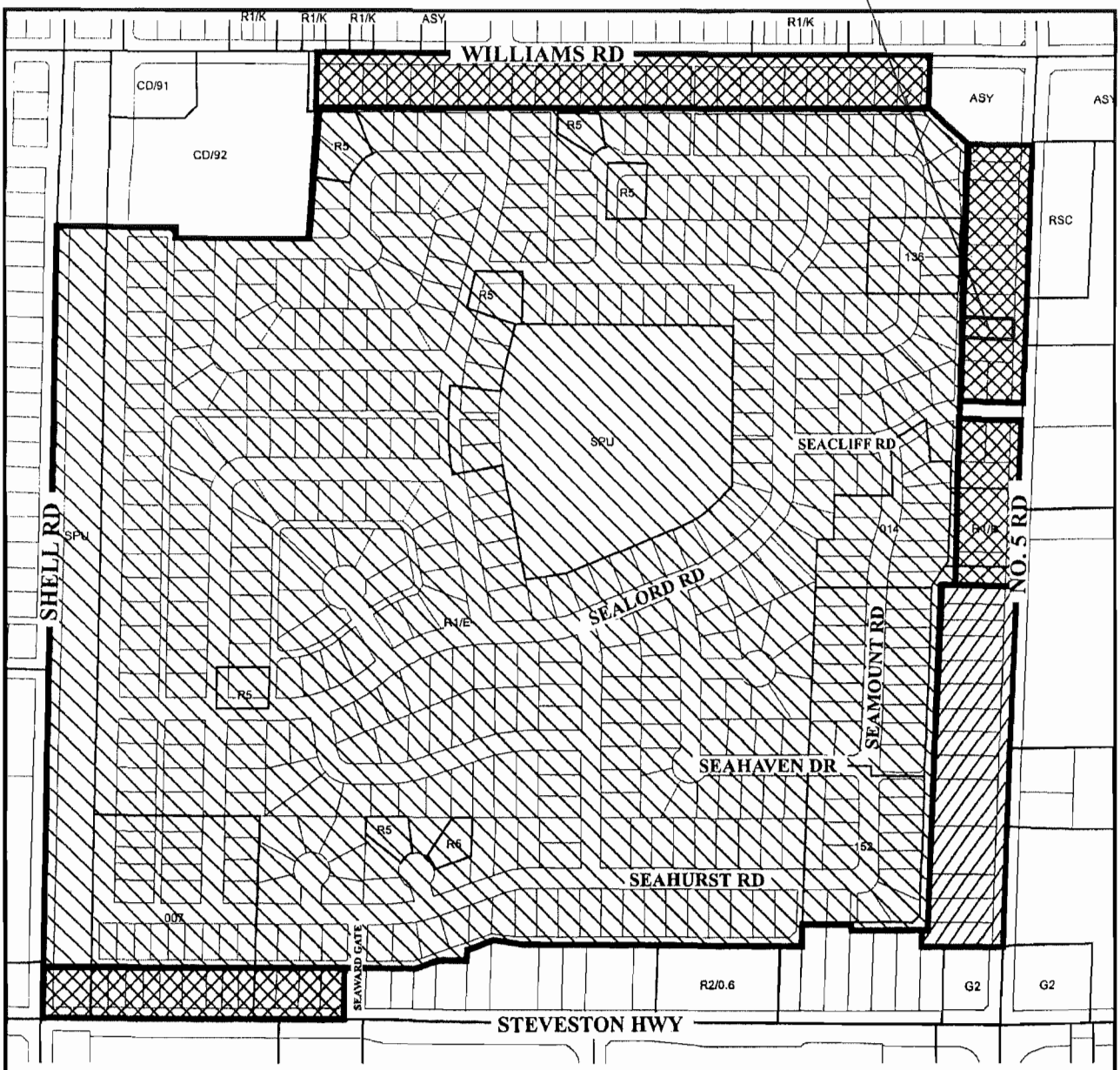
1. That properties within the area bounded by Shell Road, Williams Road, No. 5 Road, and Steveston Highway, in a portion of Section 36-4-6, be permitted to subdivide in accordance with the provisions of Single-Family Housing District (R1/E), with the exception that:

   a) Properties fronting on Williams Road from Shell Road to No. 5 Road, properties fronting on Steveston Highway from Seaward Gate to Shell Road, and properties fronting on No. 5 Road from Williams Road to approximately 135 m south of Seacliff Road to rezone and subdivide in accordance with the provisions of Single-Family Housing District (R1-0.6) or Coach House District (R/9) provided that vehicle accesses are to the existing rear laneway only. Multiple-family residential development shall not be permitted in these areas.

   b) Properties fronting on No. 5 Road from Steveston Highway to approximately 135 m south of Seacliff Road be permitted to subdivide in accordance with the provisions of Single-Family Housing District, Subdivision Area B (R1/B) provided that vehicle accesses are to the existing rear laneway only.

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

SUBJECT SITE



Subdivision permitted as per **R1/E** (18 m wide lots)

Subdivision permitted as per **R1-0.6 or R/9**
(access to lane only) (No Multiple-family residential development is permitted.

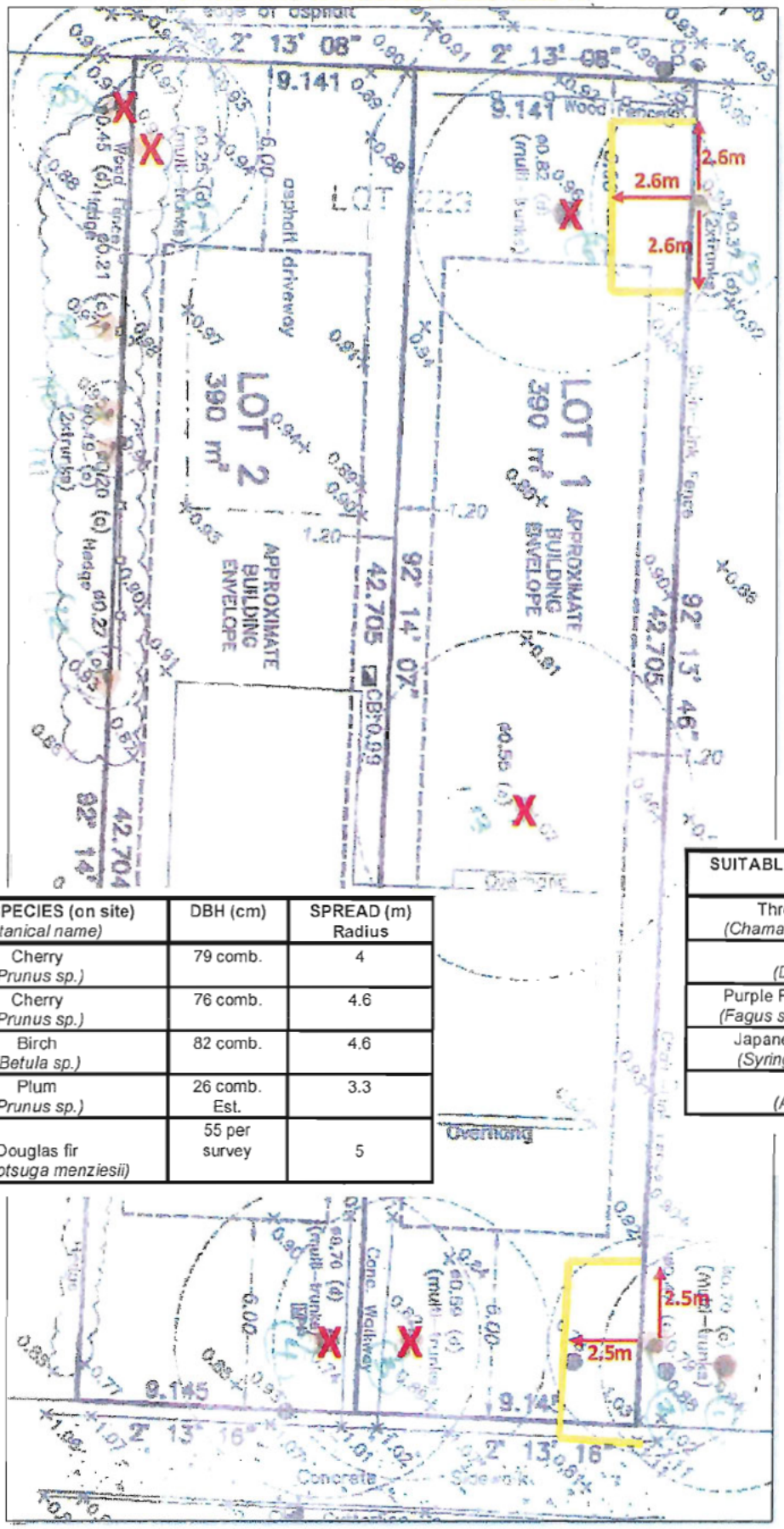
Subdivision permitted as per **R1/B**

Policy 5434
Section 36-4-6

Adopted Date: 02/19/1990

Amended Date: 11/18/1991
10/16/2006

Tree Retention & Removal Plan, Scale 1:



TREE #	TREE SPECIES (on site) (*Botanical name*)	DBH (cm)	SPREAD (m) Radius
3	Cherry *(Prunus sp.)*	79 comb.	4
4	Cherry *(Prunus sp.)*	76 comb.	4.6
6	Birch *(Betula sp.)*	82 comb.	4.6
7	Plum *(Prunus sp.)*	26 comb. Est.	3.3
13	Douglas fir *(Pseudotsuga menziesii)*	55 per survey	5

SUITABLE REPLACEMENT TREES (*Botanical name*)
Threadleaf Falsecypress *(Chamaecyparis pisifera 'Filifera')*
Dove Tree *(Davidia involucrata)*
Purple Fountain European Beech *(Fagus sylvatica 'Purple Fountain')*
Japanese Tree Lilac 'Ivory Silk' *(Syringa reticulata 'Ivory Silk')*
Japanese Maple *(Acer palmatum sp.)*

City of Richmond

Rezoning Considerations

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

Address: 10211 No. 5 Road **File No.:** RZ 14-658540

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9178, the following items must be completed:

1. Provincial Ministry of Transportation & Infrastructure Approval.

2. 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 fencing, paving, and installation costs. The Landscape Plan must:

   - Comply with the guidelines of the OCP's Arterial Road Policy and should not include hedges along the front property line.
   - Include a mix of coniferous and deciduous trees.
   - Include the required ALR buffer area along the east portion of the property (4.0 m wide, as measured from the east property line), consisting of a variety of live plant material.
   - Include the four (4) proposed replacement trees with the following minimum sizes:

# Replacement Trees	Minimum Caliper of Deciduous Tree	or	Minimum Height of Coniferous Tree
4	11 cm		6 m

3. City acceptance of the developer's offer to voluntarily contribute $3,000 to the City's Tree Compensation Fund for the planting of the balance of required replacement trees elsewhere within the City.

4. The granting of an approximate 1.5 m wide statutory right-of-way along the east property line of the subject site for the purpose of utilities and public-right-of-passage (to accommodate the new storm sewer inspection chamber, two (2) water meter boxes, and the 1.5 m wide concrete sidewalk). Note: the works within the right-of-way are to be constructed by the applicant and maintained by the City.

5. Registration of a flood indemnity covenant on Title.

6. Registration of a legal agreement on Title to ensure that landscaping planted within the ALR buffer area along the east portion of the property (4.0 m wide, as measured from the east property line) is maintained and will not be abandoned or removed. Note: the legal agreement is to identify the ALR buffer area and to indicate that the subject property is located across from active agricultural operations, and is subject to impacts of noise, dust, and odour.

7. Registration of a legal agreement on Title to ensure that no final Building Permit inspection is granted until a secondary suite is constructed on one (1) of the two (2) future lots, to the satisfaction of the City in accordance with the BC Building Code and the City's Zoning Bylaw.

   Note: Should the applicant change their mind about the Affordable Housing option selected prior to final adoption of the rezoning bylaw, the City will accept a voluntary contribution of $1.00 per buildable square foot of the single-family developments (i.e. $5,038) to the City's Affordable Housing Reserve Fund in-lieu of registering the legal agreement on Title to secure a secondary suite.

8. Enter into a Servicing Agreement* for:

   a) The design and construction of frontage improvements on No. 5 Road, including (but not limited to): a 1.5 m wide treed and grass boulevard behind the existing curb and gutter and a 1.5 m wide concrete sidewalk at the subject property line to current City standard. An approximate 1.5 m wide right-of-way (ROW) for public-right-of-passage (PROP) along No. 5 Road is required to achieve these works. The right-of-way is required to be registered on Title prior to final adoption of the rezoning bylaw.

   b) The design, construction, and coordination of frontage improvements to the full width of the rear lane from the north property line at 10211 No. 5 Road to the Seacliff Road intersection. The required lane work is to include, but is not limited to: rollover curb and gutter on both sides of the lane, asphalt pavement, lane lighting, and storm sewer in the centre of the lane complete with tie-in to the existing storm sewer along Seacliff Road.

      Note: Ideally, the applicants at 10211 and 10231 No. 5 Road will coordinate to undertake the design and construction of the lane improvements along their respective frontages simultaneously, with the City providing funding for the remaining works beyond the applicants' frontages to Seacliff Road (approximately 39.7 m). However, in the event that the applicant at 10211 No. 5 Road undertakes the lane works prior to the applicant at 10231 No. 5 Road, the subject applicant is required to fund the portion of the work along its lane frontage (approximately 18.3 m), while the City will provide funding for the remaining works beyond the applicant's frontage to Seacliff Road (approximately 58 m). In such a case, the City will impose a charge to the property at 10231 No. 5 Road as benefitting from the completed lane improvements. The charge would be required to be paid prior to subdivision of 10231 No. 5 Road for repayment to the City for funds already expended on the lane improvements in respect of which the charge was imposed.

   c) Water service works, including:
      i) Disconnecting the existing 20 mm diameter water connection and cap the tie-in at the main.
      ii) Installing two (2) new 25 mm diameter connections complete with meter boxes placed within a new 1.5 m wide utility right-of-way across the No. 5 Road frontage for servicing the proposed lots.

   d) Storm service works, including, cutting and capping the two (2) existing connections to the storm inspection chambers at the northeast corner and the southeast corner of the property along No. 5 Road, and installing a new 450 mm diameter Type II inspection chamber complete with two (2) 100 mm diameter connections for servicing the proposed lots at the common property line within a new 1.5 m wide utility right-of-way across the No. 5 Road frontage. The boulevard must be graded towards the existing or new inspection chambers to prevent storm water from ponding on the boulevard, road and driveways.

   e) Sanitary service works, including cutting and capping the existing service connection at the inspection chamber at the northwest corner of the property and installing a new 450 mm diameter Type II inspection chamber complete with two (2) 100 mm diameter connections for servicing the proposed lots at the common property line.

   Details of the above works are to be finalized as part of the Servicing Agreement design review process.

   Note: no permanent structures, such as fences and storage sheds with concrete foundations, are allowed to be built on or across right-of-ways. Proposed driveway crossings from the rear lane must not conflict with existing street lights and/or utility poles. Requests to relocate street lights and/or utility poles will not be considered other than under exceptional circumstances.

At Demolition* stage, the following requirements must be completed:

- Installation of tree protection fencing to City standard around Trees # 1, 2, and 5 located on the adjacent property to the north at 10191 No. 5 Road. Tree protection fencing must remain in place until construction and landscaping on the proposed lots is completed.

At Subdivision* stage, the following requirements must be completed:

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

At Building Permit* stage, the following requirements must be completed:

- Submission of a Construction Parking and Traffic Management Plan to the Transportation Division. The Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.
- Obtain a Building Permit (BP) for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Division at 604-276-4285.

Note:

* This requires a separate application.

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

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

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

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

(signed copy on file)

Signed Date

City of Richmond

Bylaw 9178

Richmond Zoning Bylaw 8500
Amendment Bylaw 9178 (RZ 14-658540)
10211 No. 5 Road

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

1. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following area and by designating it **"COMPACT SINGLE DETACHED (RC2)".**

   P.I.D. 006-737-285
   Lot 223 Section 36 Block 4 North Range 6 West New Westminster District Plan 32915

2. This Bylaw may be cited as **"Richmond Zoning Bylaw 8500, Amendment Bylaw 9178".**

FIRST READING	
A PUBLIC HEARING WAS HELD ON	
SECOND READING	
THIRD READING	
MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE APPROVAL	
OTHER REQUIREMENTS SATISFIED	
ADOPTED	

CITY OF RICHMOND
APPROVED by
APPROVED by Director or Solicitor

MAYOR

CORPORATE OFFICER