



**Planning Committee**

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

**Tuesday, October 22, 2013  
4:00 p.m.**

Pg. #      ITEM

**MINUTES**

**PLN-7**      *Motion to adopt the minutes of the meeting of the Planning Committee held on Tuesday, October 8, 2013.*



**NEXT COMMITTEE MEETING DATE**

Tuesday, November 5, 2013, (tentative date) at 4:00 p.m. in the Anderson Room

**PLANNING & DEVELOPMENT DEPARTMENT**

1. **BRIDGEPORT AREA PLAN AMENDMENT BYLAW 9024 - MCKESSOCK NEIGHBOURHOOD**  
(File Ref. No. 12-8060-20-9024; 08-4045-20-12) (REDMS No. 3819194)

**PLN-25**

See Page **PLN-25** for full report

*Designated Speaker: Wayne Craig*

STAFF RECOMMENDATION

- (1) *That Richmond Official Community Plan (OCP) Bylaw 7100, Amendment Bylaw 9024, to amend the Bridgeport Area Plan (Schedule 2.12) with respect to the land use designations in the McKessock Neighbourhood, be introduced and given first reading;*
- (2) *That Bylaw 9024, having been considered in conjunction with:*
  - (a) *The City's Financial Plan and Capital Program; and*
  - (b) *The Metro Vancouver Regional District Solid Waste and Liquid Waste Management Plans;*

*is hereby deemed to be consistent with said program and plans, in accordance with Section 882 (3) (a) of the Local Government Act;*
- (3) *That Bylaw 9024, having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043, be referred to the:*
  - (a) *Vancouver International Airport Authority for formal comment; and*
  - (b) *Board of Education School District No. 38 (Richmond) for information*

*on or before the Public Hearing on November 18, 2013; and*
- (4) *That the Public Hearing notification area be extended to that area shown on the first page of Attachment 2.*



2. **APPLICATION BY RAV BAINS FOR REZONING AT 6580 FRANCIS ROAD FROM SINGLE DETACHED (RS1/E) TO SINGLE DETACHED (RS2/C)**

(File Ref. No. 12-8060-20-9061; RZ 13-639817) (REDMS No. 3995085)

PLN-53

See Page PLN-53 for full report

*Designated Speaker: Wayne Craig*

STAFF RECOMMENDATION

*That Richmond Zoning Bylaw 8500, Amendment Bylaw 9061, for the rezoning of 6580 Francis Road from “Single Detached (RS1/E)” to “Single Detached (RS2/C)”, be introduced and given first reading.*



3.    **APPLICATION BY KASIAN ARCHITECTURE INTERIOR DESIGN AND PLANNING FOR REZONING AT 5580 AND 5600 PARKWOOD WAY FROM "INDUSTRIAL BUSINESS PARK (IB1)" TO "VEHICLE SALES (CV)"**

(File Ref. No. 12-8060-20-9052/9053/9054; RZ 12-626430) (REDMS No. 3896084)

PLN-68

See Page PLN-68 for full report

*Designated Speaker: Wayne Craig*

STAFF RECOMMENDATION

- (1)    *That Richmond Official Community Plan Bylaw 9000, Amendment Bylaw 9052, to amend the City of Richmond 2041 Land Use Map (Schedule 1) to redesignate 5580 and 5600 Parkwood Way from "Mixed Employment" to "Commercial", be introduced and given first reading;*
- (2)    *That Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 9053, to amend Schedule 2.11B – the East Cambie Area Plan to redesignate 5580 and 5600 Parkwood Way from "Industrial" to "Commercial" in the Land Use Map, be introduced and given first reading;*
- (3)    *That Bylaws 9052 and 9053, having been considered in conjunction with:*
  - (a)    *the City's Financial Plan and Capital Program;*
  - (b)    *the Greater Vancouver Regional District Solid Waste and Liquid Waste Management Plans;**are hereby deemed to be consistent with said program and plans, in accordance with Section 882(3)(a) of the Local Government Act;*
- (4)    *That Bylaws 9052 and 9053, having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043, are hereby deemed not to require further consultation; and*
- (5)    *That Richmond Zoning Bylaw 8500, Amendment Bylaw 9054, for the rezoning of 5580 and 5600 Parkwood Way from "Industrial Business Park (IB1)" to "Vehicle Sales (CV)", be introduced and given first reading.*



4. **APPLICATION BY THE CITY OF RICHMOND FOR A HERITAGE ALTERATION PERMIT AT 3811 MONCTON STREET**

(File Ref. No. 12-8060-20-5560; HA 13-636133) (REDMS No. 3890929)

PLN-92

See Page PLN-92 for full report

*Designated Speaker: Wayne Craig*

**STAFF RECOMMENDATION**

*That a Heritage Alteration Permit be issued which would:*

- (1) *Permit the installation of two (2) fascia signs on the Steveston Museum at 3811 Moncton Street in Steveston; and*
- (2) *Vary the provisions of Richmond Sign Regulation Bylaw 5560 to:*
  - (a) *allow a fascia sign to extend above the top of the wall to which it is affixed; and*
  - (b) *reduce the minimum clearance between the underside of a hanging sign and the ground from 2.4 m to 2.19 m.*



5. **APPLICATION BY INTERFACE ARCHITECTURE INC. FOR REZONING AT 4991 NO. 5 ROAD FROM SCHOOL & INSTITUTIONAL USE (SI) TO MEDIUM DENSITY TOWNHOUSES (RTM2)**

(File Ref. No. 12-8060-20-8947/8948/8986; RZ 11-593406) (REDMS No. 3980319 v.2)

PLN-116

See Page PLN-116 for full report

*Designated Speaker: Wayne Craig*

**STAFF RECOMMENDATION**

- (1) *That Official Community Plan Amendment Bylaw 8947, to redesignate 4991 No. 5 Road from "Commercial" to "Neighbourhood Residential" in Attachment 1 to Schedule 1 of Official Community Plan Bylaw 9000 (City of Richmond 2041 OCP Land Use Map), be introduced and given first reading;*
- (2) *That Official Community Plan Amendment Bylaw 8948, to redesignate 4991 No. 5 Road from "School/Park Institutional" to "Residential" in Schedule 2.11B of Official Community Plan Bylaw 7100 (East Cambie Area Plan Land Use Map), be introduced and given first reading;*
- (3) *That Bylaws 8947 and 8948, having been considered in conjunction with:*



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

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

- (4) *That Bylaws 8947 and 8948, having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043, is hereby deemed not to require further consultation; and*
- (5) *That Richmond Zoning Bylaw 8500, Amendment Bylaw 8986, for the rezoning of 4991 No. 5 Road from "School & Institutional Use (SI)" to "Medium Density Townhouses (RTM2)", be introduced and given first reading.*



6. **APPLICATION BY JORDAN KUTEV ARCHITECTS INC. FOR REZONING AT 22691 AND 22711 WESTMINSTER HIGHWAY FROM SINGLE DETACHED (RS1/F) TO TOWN HOUSING - HAMILTON (ZT11)**

(File Ref. No. 12-8060-20-9064; RZ 11-590130) (REDMS No. 3998291)

**PLN-192**

See Page **PLN-192** for full report

*Designated Speaker: Wayne Craig*

**STAFF RECOMMENDATION**

*That Richmond Zoning Bylaw 8500, Amendment Bylaw 9064, for the rezoning of 22691 and 22711 Westminster Highway from "Single Detached (RS1/F)" to "Town Housing - Hamilton (ZT11)", be introduced and given first reading.*



7. **MANAGER'S REPORT**

**ADJOURNMENT**







## Planning Committee

Date: Tuesday, October 8, 2013

Place: Anderson Room  
Richmond City Hall

Present: Councillor Bill McNulty, Chair  
Councillor Evelina Halsey-Brandt  
Councillor Chak Au  
Councillor Linda Barnes  
Councillor Harold Steves  
Mayor Malcolm Brodie

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 17, 2013, be adopted as circulated.*

**CARRIED**

## NEXT COMMITTEE MEETING DATE

Tuesday, October 22, 2013, (tentative date) at 4:00 p.m. in the Anderson Room

## COMMUNITY SERVICES DEPARTMENT

1. **HOUSING AGREEMENT BYLAW NO. 8862 TO PERMIT THE CITY OF RICHMOND TO SECURE AFFORDABLE HOUSING UNITS LOCATED AT 9500 CAMBIE ROAD (0890784 BC LTD.)**  
(File Ref. No. 12-8060-20-8862) (REDMS No. 3967284)

1.

It was moved and seconded

*That Housing Agreement (9500 Cambie Road) Bylaw No. 8862 be introduced and given first, second, and third readings to permit the City, once Bylaw No. 8862 has been adopted, to enter into a Housing Agreement substantially in the form attached hereto, in accordance with the requirements of s. 905 of the Local Government Act, to secure the Affordable Housing Units required as a condition of Rezoning Application No. 10-557519.*

CARRIED

## PLANNING & DEVELOPMENT DEPARTMENT

2. APPLICATION BY FIRST RICHMOND NORTH SHOPPING CENTRES LTD. FOR REZONING AT 4660, 4680, 4700, 4720, 4740 GARDEN CITY ROAD AND 9040, 9060, 9080, 9180, 9200, 9260, 9280, 9320, 9340, 9360, 9400, 9420, 9440, 9480, 9500 ALEXANDRA ROAD FROM "SINGLE DETACHED ((RS1/F))" TO "NEIGHBOURHOOD COMMERCIAL (ZC32) - WEST CAMBIE AREA" AND "SCHOOL & INSTITUTIONAL (SI)"

(File Ref. No. 12-8060-20-8864/8865/8973, RZ 10-528877) (REDMS No. 3979427 v.6)

Wayne Craig, Director, Development, advised that in response to the September 17, 2013 referral, staff have met with the applicant to discuss revisions to the site plan to address concerns raised by Committee; this information has been communicated to Council in the form of several memorandums. Mr. Craig stated that revisions to the site plan include (i) slightly shifting the proposed May Drive alignment to the west to increase the size of the City's future park area; and (ii) revision of the landscape plan to increase the amount of planting of native tree and shrub species on the subject site. He further mentioned that the developer will also make cash contributions to the City for ecological enhancements within the West Cambie Area Plan.

Victor Wei, Director, Transportation, highlighted the following information regarding traffic projections:

- approximately 300 two-way vehicular trips are projected to be entering and exiting the proposed development during the morning peak hour, 1,300 for the afternoon peak hour, and 1,800 for the Saturday afternoon peak hour; and
- in terms of projected distribution of traffic travelling to the subject site, 17.5 % would be coming from the north, 20% from the west, 50% from the south and 12.5% from the east.

Mr. Wei further advised that a number of proposed intersection improvements at Garden City Road and Alderbridge Way, which include provisions for double left turn lanes and an exclusive right turn lane, would sufficiently accommodate the projected increase in traffic volume for approximately ten years; therefore, the construction of the Alexandra Connector Road is not needed in the immediate future.

In closing, Mr. Wei stated that in compliance with the September 17, 2013 referral, a summary of the key findings of the Traffic Impact Assessment Study has been provided to Committee.

In response to queries from Committee, Mr. Wei advised that (i) the proposed intersection improvements would have to be completed prior to the opening of the proposed Walmart store, and (ii) should the rezoning application be approved, staff would proceed to acquire the lands required for the construction of the Alexandra Connector Road.

Discussion ensued and it was noted that two pages from the Environment Sensitive Area (ESA) report from Stantec Consulting Ltd. were not included as part of staff's memorandums. As per Committee's direction, a complete copy of the ESA report was distributed on the table to Committee (attached to and forming part of these Minutes as **Schedule 1**).

In response to a query from Committee, Joe Erceg, General Manager, Planning and Development, advised that staff could ensure that appropriate native tree species would be planted in the proposed development as part of the development permit process.

In response to a query, Terry Crowe, Manager, Policy and Planning, stated that an Agricultural Land Reserve (ALR) buffer is required to minimize complaints against farm operations, which would likely come from residential rather than commercial land uses.

In response to a query from Committee, Mr. Craig advised that the City's nursery has the capacity to stockpile and locate native tree species for planting.

Jim Wright, 8300 Osgoode Drive, read from his submission (attached to and forming part of these Minutes as **Schedule 2**).

Lorraine Bell, 10431 Mortfield Road, expressed concern regarding the neglect and possible loss of the green space along Alderbridge Way from Garden City Road to No. 4 Road. She spoke of the destruction of green space thus far on the subject site, noting that the proposed rezoning application has not yet been approved. Also, Ms. Bell was of the opinion that a Walmart store is not needed in the area as there are numerous existing shopping centres within cycling and walking distance.

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Michael Wolfe, 9371 Odlin Road, commented on the need for the City to formulate rules and regulations regarding preloading in order to safeguard green space. He spoke in opposition to cash contributions in lieu of on-site natural and ecological features in the West Cambie Area. Mr. Wolfe spoke of the concept of ecological succession, and emphasized that it is important not only to look above ground but also below ground to appreciate the ecological benefits provided by mature trees. He concluded his remark by suggesting that the developer sell the subject properties to other establishments more acceptable to the community.

Colin Dring, 7397 Moffatt Road, read from his submission (attached to and forming part of these Minutes as **Schedule 3**).

In response to a query from Committee, Mr. Dring stated that the City's Advisory Committee on Environment (ACE) is a valuable resource available to Council in providing technical advice regarding environmental matters; however, ACE was not consulted regarding the impact of the proposed development on the environment.

Shelley Dubbert, 4420 Garden City Road, read from her submission (attached to and forming part of these Minutes as **Schedule 4**).

In response to a query from Committee, Ms. Dubbert stated that the North Shore Mountains are visible above the existing trees on the subject site from Garden City Road.

Carol Day, Richmond resident, read from her submission (attached to and forming part of these Minutes as **Schedule 5**). Ms. Day was of the opinion that (i) good planning is needed in developing the City's downtown core to ensure that all areas are well developed, and (ii) small businesses cannot compete with a retail giant like Walmart, which would negatively impact the City's tax revenues.

De Whalen, 13631 Blundell Road, spoke about the proposed Walmart store's siting, noting that other cities' with big box retailers locate these stores far from the city centre. Ms. Whalen queried whether the applicant had conducted environmental and economic impact assessment studies and was of the opinion that the proposed development should not go forward.

In response to a query from Committee, Ms. Whalen stated that an environmental impact assessment study should include how the proposed development would potentially affect the Garden City Lands.

Jerome Dickey, 9280 Glenallan Drive, expressed his appreciation on the work done by the City in promoting a sustainable community. Mr. Dickey requested that the Official Community Plan (OCP) be respected and that ESAs be protected.

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John ter Borg, 5860 Sandpiper Court, stated that innovations are needed in order for the developer to accommodate and respect the land use designations of natural lands within and adjacent to the proposed development. Mr. ter Borg was of the opinion that these innovations are lacking; however he was hopeful that the development proposal would still be refined.

Shawn Sangha, 10540 Southridge Road, expressed concern regarding property negotiations his family has had with the developer. Also, Mr. Sangha commented on the traffic study, noting that a high volume of traffic is anticipated to be coming from south of the subject site, however, he was of the opinion that a higher percentage would be coming from the west due to the location of other retail stores in that direction. Mr. Sangha concluded his remarks by stating that the Alexandra Connector Road should be constructed now as traffic in the area is likely to worsen should the development proposal go forward.

In relation to the concern expressed by Mr. Sangha regarding his family's property negotiations with the developer, it was suggested that he consult with staff regarding the process and general land sale aspects.

In response to a query from Committee, Mike Redpath, Senior Manager, Parks stated that compensation values for ESA lands have been determined in order to ensure that there would be no net loss of such lands.

In response to queries from Committee, Mr. Craig provided the following information:

- the compensation value of \$46 per square metre is based on recent costs of ecological work done in the West Cambie Area;
- there have been past developments where an applicant has made cash contributions for offsite ecological enhancements to compensate for ESA reductions within the subject development;
- compensation values are determined on individual basis and depend on factors such as the time period and location of a proposed development;
- the ACE is consulted by staff on larger environmental matters such as OCP amendments and environmental strategies;
- at Council's direction, staff can work with the ACE on environmental and ecological aspects of the proposed development;
- Council may amend the terms of the proposed rezoning application up to the third reading of the proposed bylaws; and
- staff is of the opinion that the proposed development is pedestrian-oriented.

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In response to a further query from Committee, Mr. Craig reviewed how ESA matters, such as the determination of compensation values, are managed.

It was moved and seconded

(1) *That Official Community Plan Bylaw 7100, Amendment Bylaw 8865, to amend the Alexandra Neighbourhood Land Use Map in Schedule 2.11.A of West Cambie Area Plan (WCAP) as shown on the proposed amendment plan to:*

- (a) reduce the minimum density permitted from 1.25 to 0.60 FAR in Mixed Use Area A;*
- (b) adjust the proposed alignment of May Drive within the development lands; and*
- (c) reduce the "Park" designation over portions of 9440, 9480 and 9500 Alexandra Road;*

*be introduced and given first reading;*

(2) *That Official Community Plan Bylaw 9000, Amendment Bylaw 8973, to amend Attachment 2 to Schedule 1 of the Official Community Plan "2041 OCP ESA Map" to eliminate the Environmentally Sensitive Area (ESA) designation for 9440, 9480 and 9500 Alexandra Road, be introduced and given first reading;*

(3) *That Official Community Plan Bylaw 7100 Amendment Bylaw 8865 and Official Community Plan Bylaw 9000 Amendment Bylaw 8973, 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 deemed to be consistent with said program and plans, in accordance with Section 882(3)(a) of the Local Government Act;*

(4) *That Official Community Plan Bylaw 7100 Amendment Bylaw 8865 and OCP Bylaw 9000 Amendment Bylaw 8973 having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043, are hereby deemed not to require further consultation; and*



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- (5) *That Richmond Zoning Bylaw 8500, Amendment Bylaw 8864 to create the "Neighbourhood Commercial (ZC32) – West Cambie Area" zone and rezone 4660, 4680, 4700, 4720, 4740 Garden City Road and 9040, 9060, 9080, 9180, 9200, 9260, 9280, 9320, 9340, 9360, 9400, 9420, 9440, 9480 and 9500 Alexandra Road from "Single Detached (RS1/F)" to "Neighbourhood Commercial (ZC32) – West Cambie Area" and "School & Institutional (SI)", be introduced and given first reading.*

The question on the motion was not called as Committee raised concern with regard to (i) the unsuitability of locating a big box retailer outside the city centre where there is no public transit, (ii) the increased traffic that would be generated surrounding the proposed development, (iii) the landscaped deck as an inadequate compensation for reduction in ESA, (iv) the lack of protection of the Garden City Lands from the proposed development due to the absence of a buffer, and (v) the loss of a significant portion of natural land within the subject site.

Further discussion ensued and comments were made in favour of the proposed application going before Council and it was noted that (i) the proposed applications has been with Committee for some time, (ii) the proposed development's land use plan conforms with the West Cambie Area Plan, (iii) an extensive public consultation process was carried out as part of the conception of the West Cambie Area Plan, (iv) there would be opportunity for the community to express its views regarding the proposed development's land use plan at a Public Hearing, (v) the proposed application has been improved in order to address concerns previously raised by Committee, and (vi) information provided by staff regarding the Traffic Impact Assessment Study, intersection improvements, additional compensation for the reduction in ESA, and proposals for the acquisition of properties required for construction of the Alexandra Connector Road would protect the City's taxpayers.

In response to a remark regarding seeking comments from the ACE's in relation to the proposed development's land use plan, it was suggested that such direction be given to staff's in the form of a Council resolution.

The Chair clarified that should Committee vote favourably on the proposed application, the proposed application would merely move forward for Council's consideration. He further noted that should the proposed application be given first reading at the Council meeting, it would proceed to a Public Hearing on Monday, November 18, 2013.

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

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**ADJOURNMENT**

It was moved and seconded

*That the meeting adjourn (5:30 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 8, 2013.

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Councillor Bill McNulty  
Chair

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Rustico Agawin  
Auxiliary Committee Clerk



**Stantec**

Stantec Consulting Ltd.  
4370 Dominion Street, 5<sup>th</sup> Floor  
Burnaby, BC V5G 4L7  
Tel: (604) 436-3014  
Fax: (604) 436-3752

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VIA EMAIL

March 4, 2013

Project No: 1231-10550

First Richmond North Shopping Centres Limited  
#201 – 11120 Horseshoe Way  
Richmond, BC V7A 5H7

Attention: Alan Lee

Dear Alan:

Reference: ESA Update for Rezoning Application at 9440, 9480, and 9500 Alexandra Road,  
Richmond, BC

## 1 INTRODUCTION

First Richmond North Shopping Centres Limited is submitting a rezoning application to develop a portion of the quarter section 34-5-6 adjacent to Alderbridge Way and Garden City Road in Richmond, British Columbia. A portion of this site is designated as an Environmentally Sensitive Area (ESA) by the City of Richmond (the City).

Stantec Consulting Ltd (operating as Jacques Whitford) conducted a preliminary habitat assessment in 2002 and a desktop review update in 2005 to evaluate the ecological function of the ESA within the proposed development area. As part of the City's requirements for the rezoning application, an additional report was prepared by Stantec in 2010 which summarized the existing habitat and highlighted any changes that had occurred since the previous assessment. The 2010 report also provided an assessment of the existing and potential ecological services provided by the ESA, the implications of removal or relocation of a portion of it, and recommendations for compensation and/or mitigation.

In November 2012, the City adopted their new 2041 Official Community Plan (OCP) Bylaw 9000. A draft technical report included with the 2041 OCP was the 2012 Environmentally Sensitive Area Management Strategy. This strategy expanded the existing ESA outlined in the City's previous OCP to encompass more than half of 9440 Alexandra Road and all of 9480 and 9500 Alexandra Road and was based on 1:4,000 high level orthophoto interpretation. Appendix C and Part 4 of the 2012 Environmentally Sensitive Area Management Strategy suggests that all applicants for development permits involving ESAs should conduct a vegetation survey of the sites to confirm the appropriate ESA boundary.

Reference: ESA Update for Rezoning Application at 9440, 9480, and 9500 Alexandra Road, Richmond, BC

This report provides a detailed survey of the vegetation types on the site and makes recommendations for areas that should be included in the ESA.

## 2 METHODS

Preliminary vegetation polygons were created from orthophoto interpretation and were then ground truthed during the site visit. The three properties were surveyed on January 29, 2013 by two Stantec biologists to determine what the vegetation types were on the site. Dominant understory species within each polygon were recorded and photographs were taken at various locations on the site. Cover was estimated for the dominant species observed. Tree species were recorded during an existing tree assessment (MJM Consulting 2012). There were four different vegetation polygons identified on the site (Figure 1, Appendix A) and descriptions of these are provided below. None of the ecological communities observed on the site are considered at-risk within the province.

## 3 RESULTS

### 3.1 Polygon 1—Birch Forest

The southern half of the properties consists of an approximately 1.6 acre upland forest dominated by paper birch (*Betula papyrifera*) with an open understory of grasses and rushes (Photo 1, Appendix A). There are minor amounts of invasive Himalayan blackberry (*Rubus armeniacus*). Table 1 below provides a list of the dominant species within this polygon.

Table 1: Dominant Understory Species within Polygon 1

Common Name	Scientific Name	% Cover
reed canarygrass	<i>Phalaris arundinacea</i>	15
hardhack	<i>Spiraea douglasii</i>	15
common rush	<i>Juncus effusus</i>	15
Himalayan blackberry*	<i>Rubus armeniacus</i>	10
bentgrass	<i>Agrostis sp.</i>	5
bracken fern	<i>Pteridium aquilinum</i>	2

NOTE:

\* Invasive species

Reference: ESA Update for Rezoning Application at 9440, 9480, and 9500 Alexandra Road, Richmond, BC

### 3.2 Polygon 2—Japanese Knotweed

Polygon 2 is approximately 0.1 acres and is located on the east boundary of 9500 Alexandra Road. It is entirely composed of Japanese knotweed (*Polygonum cuspidatum*) (Photo 2, Appendix A). Japanese knotweed is a perennial shrub from Asia that is highly invasive because of its rapid growth and reproductive capabilities. Once established it displaces nearly all other vegetation (BC Ministry of Agriculture 2011).

### 3.3 Polygons 3 and 4—Anthropogenic Disturbance

The remainder 1.4 acres of the site have been disturbed by the current and previous residential developments that occurred on site. Vegetation in this polygon is composed of cultivated lawn and invasive species with few mature trees interspersed throughout (Photos 3 – 7, Appendix A). Table 2 below lists the dominant species in this polygon.

Table 2: Dominant Understory Species within Polygon 3

Common Name	Scientific Name	% Cover
Himalayan blackberry*	<i>Rubus armeniacus</i>	15
creeping buttercup	<i>Ranunculus repens</i>	10
evergreen blackberry*	<i>Rubus laciniatus</i>	5
hardhack	<i>Spiraea douglasii</i>	5
reed canarygrass	<i>Phalaris arundinacea</i>	5

**NOTE:**

\* Invasive species

## 4 RECOMMENDATIONS

It is Stantec's recommendation that only Polygon 1 be considered for ESA designation among the subject parcels. This polygon contains the least amount of disturbance within the proposed development area and has the highest abundance of native vegetation compared to the other polygons. However, the actual ecological services provided by Polygon 1 are relatively low as a result of surrounding disturbances (roads and existing development), limited connectivity to additional habitat, small polygon patch size, and presence of invasive weeds in the understory. If left unchecked, the highly invasive Himalayan blackberry and the Japanese knotweed on the site will continue to spread and may eventually become dominant within the ESA, choking out native species. The remainder of the site is developed and/or highly disturbed and contains early seral stage vegetation and invasive species. These attributes are not consistent with an ESA designation.

## Stantec

First Richmond North Shopping Centres Limited  
Attention: Alan Lee  
Project No: 1231-10550

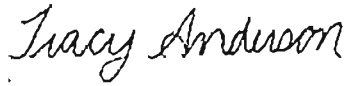
March 4, 2013  
Page 4 of 5

Reference: ESA Update for Rezoning Application at 9440, 9480, and 9500 Alexandra Road, Richmond, BC

### 5 CLOSURE

This ESA update has been prepared for the sole benefit of First Richmond North Shopping Centres Limited. If you have any questions or would like clarification of the results, please do not hesitate to contact the undersigned at (604) 436-3014.

Respectfully submitted,  
Stantec Consulting Ltd.



Tracy Anderson, B.Sc., R.P.Bio.  
Project Biologist

Reviewed by:



Matthew Ramsay, M.Sc., A.Ag.  
Senior Vegetation Ecologist

TA/MR/pf

Path and File Name: [r:\1231\active\am\123110550\report\pt\_esa\_update\_20130304\_fnl.docx]

## Stantec

First Richmond North Shopping Centres Limited  
Attention: Alan Lee  
Project No. 1231-10550

March 4, 2013  
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Reference: ESA Update for Rezoning Application at 9440, 9480, and 9500 Alexandra Road, Richmond, BC

## 6 REFERENCES

BC Ministry of Agriculture. 2011. Field Guide to Noxious and Other Selected Weeds of British Columbia. Accessed (February 2013): <http://www.agf.gov.bc.ca/cropprot/iknotweed.htm>  
Michael J. Mills Consulting 2012 Existing Tree Assessment Summary Plan MJM File #923  
February 16, 2012

*One Team. Infinite Solutions*

Councillor McNulty and committee,

Schedule 2 to the Minutes of the  
Planning Committee Meeting of  
Tuesday, October 8, 2013.

This Walmart mall will be one of the worst-ever affronts to our community unless the plan is fixed or terminated.

Before it goes further, please require the developers to fix the flaws that you and the public have revealed. It's neither fair nor practical for the public to have to deal with it all in a public hearing.

A citizen named Rick Xavier revealed one basic flaw. He wrote to you, and a planner named Brian replied that "The Alexandra Neighbourhood Land Use Plan establishes the vision of a complete and *balanced* community." In turn, Rick explained how the application "certainly does *not* meet the standard of contributing to a complete and *balanced* community." Rick also explained in the *Richmond Review*.

I went to the Alexandra plan too. The maximum size for Alexandra retail is *100,000* square feet. The proposed Walmart is *more than 60%* larger. That typifies how the *mall* plan feels free to ignore the OCP.

I must add that Alexandra retail *can* be larger for one stated reason: to achieve "high quality urban form." However, the vastly oversized Walmart building would achieve *terrible* urban form. It would deface our priceless legacy of world-class viewsapes. It would achieve immense harm to quality of life in the Garden City Lands area forever.

The developer has *already* harmed the once-thriving ecosystem of the Alderbridge wildlife corridor. And that includes ESA along Alderbridge that applied at the time and *supposedly* still applies. Perversely, the applicant now implies that it's fine to wipe out every vestige of the ecosystem *because* the applicant has already compromised it.



As a citizen, I think the applicant should be held responsible for restoration, *not* rewarded for harming nature.

Richmond's Alexandra plan says that "significant effort should be made to incorporate mature vegetation elements." That applies to the mixed urban forest in the marred ESA of the remnant ribbon of Alderbridge wildlife corridor the citizens want to keep. It's roughly at street level, and the developer could still raise the surface behind it for the mall.

Even if they allow 20 more metres for woods than the tiny 3 metres being proposed, they'll have lots of space available after right-sizing the mall. My main concern is that it be done in a highly results-oriented way.

By the way, the developers could do it at a level of excellence with transformative results for them and us, but that's another topic.

I *will* briefly mention the economic loss the proposal would cause. If the legacies of the Garden City Lands are *saved*, our central park will retain immense potential to make Richmond a tourist destination. However, currently the Walmart mall will destroy the natural viewscales, and the optical illusion that the mall is *on* the lands makes that even worse. The only tourism value of the *Walmart* City Lands would be for ridicule.

But the social, physical and spiritual wellness of our own citizens is *most* important, and for time reasons I'll bet you read my Digging Deep column about it last Friday. Even if the problems would only halve the wellness values of the park, that's like sucking out half of the \$59 million purchase price *and* half of the annual \$1.6 million opportunity cost. Again, though, while that economic effect is large, the loss to nature and community wellness matters far more.

Dear City of Richmond Planning Committee,

Being born and raised in Richmond I have seen the city undergo a wealth of transformations, some for the good, some for the detriment of our community. This proposed Smartcentre falls under the category of detriment. As someone who has worked in environmental and sustainability planning and holds a Master's degree in Planning and Development I can assure you that the impacts of this proposed development are not mitigated in the least by the concessions offered (e.g. native plantings, bicycle facilities, charging stations).

The loss of an acre of ESA, particularly one that is within the urban boundary will change the nature of Richmond's character. In addition, it is well documented that all plant and animal habitats, hydrological flows and ecological processes are drastically altered. These kinds of development also induce other commercial green-field development in the area (Curran 2002). That is, one superstore can result in dozens of hectares of paved landscape. It is already the case that green space within City centre is diminishing and the way in which we make decisions around this ESA will create a precedent for future ESA decisions. Compensation in the form of utility and sustainability initiatives is not equivalent to mitigation of an ESA.

From a socio-economic perspective, knowing that we have approximately 25% of our population as low-income, working poor, a Walmart location flies in the face of everything that is known about social impact. The presence of these shopping centres *perpetuates* low wages, access to unhealthy and unsustainable foods, while significantly impacting the local economy. Employees within these developments are typically not unionized, and have little protection outside of existing regulations.

In addition, increased traffic and congestion will lead to greater air pollution and promotes an anti-community feeling (people are less likely to interact with others in a big-box setting than on a pedestrian oriented environment). Finally, there are many case studies that demonstrate that the presence of Walmarts and other large shopping centres impacts small, local businesses and fails to invest in the local economy by capturing a large percentage of regional markets at the expense of smaller, local businesses in the downtown core. The result is an increase in retail vacancies in a declining commercial core and fewer living wage jobs. These stores do not create new markets; they simply reallocate existing retail consumption from local businesses to national chains (Curran 2002).

I urge you to consider: (1) stricter guidelines when considering development proposals of this type, (2) to utilize your existing advisory committees to provide public opinion and technical support, and (3) to develop clear processes by which development proposals will follow which take into account social and environmental impacts.

Kind regards,

Colin Dring  
236-7397 Moffat Rd,  
Richmond, BC

**Schedule 4 to the Minutes of the  
Planning Committee Meeting of  
Tuesday, October 8, 2013.**

Hello, my name is Shelley Dubbert and I reside at 4420 Garden City Road. I have been a resident and home owner in the Alexandra area for over 27 years.

I have seen many changes in the area, and a whole lot of deterioration while we sit and wait for a decision to be made as to whether or not city council will finally allow Smart Centres to build a mall.

If it wasn't for Smart Centres showing interest in the Alexandra area, we would have been the lost and forgotten area still without anything resembling a sidewalk and only ditches as we've had for many years until recent development. The remaining homes are still on septic and the infrastructure with the remaining homes in the neighbourhood is so old and business such as Shaw & Telus will not upgrade or replace until there is new development.

I welcome the development and multifamily residences. It is providing the area with a well needed facelift. The original vision of the Alexandra area was that of a Live, Work & Play neighbourhood. Well, since the 2006 OCP, all we're seeing is the 'Live' portion and even that's a very slow process.

The East side of Richmond lacks shopping. We no longer have decent grocery stores since IGA at Cambie & #5 Road turned into a Shoppers Drug Mart. Safeway has been gone from Lansdowne for many years and it sure would be nice to walk from our home to a neighbourhood mall. This is the vision of many municipalities. We have Terra Nova and Ironwood to serve their neighborhoods. Yes, the mall will also bring visitors from Ladner, South Vancouver and whoever decides to visit Richmond. The location makes sense with access close to bridges & the East West Connector. You won't have traffic grid lock like there often is on #3 Road.

While not everyone is a Walmart shopper, there are many who are. Just like those who are not Yaohan mall shoppers, but there are others who shop there regularly. This is a diverse community and people need choices. The city will benefit from the business tax base as well.

For all the people who would like to keep the Urban Forest so to speak. Richmond Nature Park is only steps away.

While the vision of the Urban Forest along Alderbridge may look lush and green as you drive by, I invite you to come into the area itself and take a walk along Alexandra Road and see it from my and other resident's perspective. There are people camping out in the bushes. There are abandoned homes that are boarded up, Richmonders who dump their junk dumped onto vacant properties and some of the remaining homes are occupied with people of questionable character and activity. There have been several house fires and I have serious concerns about safety in the area.

Not to mention, all this property is actually residential. The trees people see along Alderbridge Way were part of residential properties. If the city was to purchase this land to create a park and keep the trees, the cost would be astronomical and guess who would be paying for that in the end?? The taxpayer.

How many more hoops does Smart Centres have to jump through in order to build a mall? I don't recall any other potential development going through this. It appears Smart Centres has met the city requirements and from the online virtual tour I've seen, it looks well planned, far better than the numerous malls and other shopping areas in Richmond so it's time to get this going after all these years and make the Alexandra area an actual neighbourhood and well planned community.

Thank you.

Walmart the High cost of Low Price

Oct 8th, 2013

The United Food and Commercial Workers Union of Canada reported that after Walmart workers in Jonquiere Quebec unionized within a couple months, <sup>the store was closed</sup> resulting in 200 people losing their jobs. In a Polara poll 80 % of people dismissed the claim that the store was losing money and believe the store was closed to frighten other walmart employees from unionizing.

Walmart is bigger than Home depot, Kroger, Target, Sears , Costco and Kmart combined. Walmart averages a profit of 36 billion per year. It does not help the local economy when 92 % of what Walmart sells is made in China. Walmart employs 1.6 million people and only 1.2 % make a living above the poverty line.

Walmart has lawsuits pending against it in 38 states in USA over allegations of cheating employees out of overtime pay.

It is no secret whenever Walmart appears, independent businesses mysteriously start to dry up. Walmart undercuts everybody else on every single consumer item they can.

Smart Centers bought Capilano mall in Edmonton, Alberta and they walled off the entrance to the rest of the mall and established stores recalled an almost instant loss of business. Walmart is not a good neighbour , not a good boss and not a good landlord.

The City of Richmond should require Walmart to pay for an impact study taking a hard look at all the ways Walmart would affect the neighbourhood, including:

- \*The impact of workers of low wages and benefits
- \* Whether they would drive wages at competing retail stores to the bottom
- \*How many local stores would be driven out of business
- \* The cost to the province and city of providing public benefits to walmart employees

Los Angeles has made such a study a requirement of big box store application.

Richmond City Council needs to protect our established businesses from annihilation , protect our residents from poor working conditions and protect the land from un reversible environmental destruction.

Please say no the Walmart application until the concerns of the people of Richmond can be addressed.

Carol Day            50 year resident of the Island City by Nature




# City of Richmond

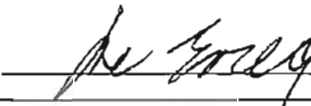

## Report to Committee

**To:** Planning Committee  
**From:** Wayne Craig  
Director of Development  
**Date:** October 15, 2013  
**File:** 08-4045-20-12/2013  
-Vol 01  
**Re:** Bridgeport Area Plan Amendment Bylaw 9024 - McKessock Neighbourhood

### Staff Recommendation

- 1) That Richmond Official Community Plan (OCP) Bylaw 7100, Amendment Bylaw 9024, to amend the Bridgeport Area Plan (Schedule 2.12) with respect to the land use designations in the McKessock Neighbourhood, be introduced and given first reading.
- 2) That Bylaw 9024, having been considered in conjunction with:
  - a) The City's Financial Plan and Capital Program; and
  - b) The Metro Vancouver Regional District Solid Waste and Liquid Waste Management Plans; is hereby deemed to be consistent with said program and plans, in accordance with Section 882 (3) (a) of the Local Government Act.
- 3) That Bylaw 9024, having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043, be referred to the:
  - a) Vancouver International Airport Authority for formal comment; and
  - b) Board of Education School District No. 38 (Richmond) for information on or before the Public Hearing on November 18, 2013.
- 4) That the Public Hearing notification area be extended to that area shown on the first page of Attachment 2.

  
Wayne Craig  
Director of Development  
CL:blg

REPORT CONCURRENCE		
<b>ROUTED TO:</b> Policy Planning Transportation	<b>CONCURRENCE</b> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	<b>CONCURRENCE OF GENERAL MANAGER</b> 
<b>REVIEWED BY DIRECTORS</b>	<b>INITIALS:</b> DW	<b>APPROVED BY CAO</b> 

## Staff Report

### Origin

On November 13, 2012 Council passed the following referral motion:

*"That staff be directed to conduct public consultation beginning in January 2013 with the owners and residents of properties identified in a specified notification area within the Bridgeport planning area (as shown on Attachment 6 to the staff report dated October 9, 2012, from the Director of Development), for the purpose of exploring:*

- a) land use options for future redevelopment of those properties shown hatched on Attachment 6; and*
- b) road alignment options for the extension of McKessock Place."*

The purpose of this report is to:

- 1) Summarize the results of the public consultation process.
- 2) Recommend a land use and road alignment option for the Study Area.

For the purpose of this report, the Study Area will be referred to as the McKessock Neighbourhood, which is that area generally between Bridgeport Road, McKessock Avenue and Shell Road (**Attachment 1**).

### Findings of Fact

A Public Open House was held at Tait Elementary School on January 24, 2013 from 7:00 pm to 9:00 pm, to consult with residents of the McKessock Neighbourhood, as directed by Council. Prior to the Open House, notification letters were sent to all of the property owners and residents in the McKessock Neighbourhood, and a notice regarding the Open House was also published in the local newspaper on January 23, 2013.

Staff from the Development Applications, Transportation and Engineering Planning departments were in attendance at the Open House to answer questions. **Attachment 2** is a copy of the presentation boards that were available at the Open House, and which were also available on the City's web site. Interested members of the public were asked to complete a Comment Sheet indicating their preference for one of the concepts presented or to propose other options.

The McKessock Neighbourhood currently consists of 11 properties designated in the Area Plan and zoned for single-family dwellings, and which are included in Lot Size Policy 5448. The Lot Size Policy allows for:

- Lots on McKessock Avenue and a future extension to McKessock Place to rezone and subdivide to "Single Detached (RS2/B)" (i.e., 12 m wide lots).
- Lots on Bridgeport Road and Shell Road to rezone and subdivide to "Single Detached (RS2/D)" (i.e., 15 m wide lots), unless there is a lane or internal road access, in which case "Single Detached (RS2/B)" is allowed.

The three concepts presented at the Open House and on the City's website regarding future land use and road alignment options for the McKessock Neighbourhood, were:

- Concept 1: *Single-family development under the existing Single-Family Lot Size Policy i.e., RS2/B zoning and subdivision (12 m wide lots and 360 m<sup>2</sup> area), and with a rear lane for those lots fronting Bridgeport Road.*
- Concept 2: *Single-family development under an amended Single-Family Lot Size Policy i.e., RS2/B zoning and subdivision for interior lots (12 m wide lots and 360 m<sup>2</sup> area), and RC2 zoning and subdivision with a rear lane for those lots fronting Bridgeport Road (9 m wide lots and 270 m<sup>2</sup> area).*
- Concept 3: *Townhouses and single-family development under the existing Single-Family Lot Size Policy i.e., townhouses along Bridgeport Road and RS2/B zoning and subdivision with a cul-de-sac on McKessock Place.*

**Attachment 3** is a summary of the comments received from the public, and includes:

- 11 responses in total; seven (7) respondents from within the McKessock Neighbourhood.
- Some respondents indicated more than one (1) preference.
- One (1) preference for Concept 1 (RS2/B under existing Lot Size Policy).
- Two (2) preferences for Concept 2 (RS2/B and RC2 under an amended Lot Size Policy).
- Seven (7) preferences for Concept 3 (Townhouses and RS2/B under existing Lot Size Policy).
- One (1) preference for an alternative concept that does not comply with City regulations or the Land Title Act.
- Three (3) identified an alternative preference for commercial uses (i.e., convenience shopping, bank, restaurant, office, etc.) for the entire south portion of the Study Area.

### Analysis

The single-family lots fronting McKessock Place were created in 1994. Since that time, the intent has been that McKessock Place would be extended to the south and end in a cul-de-sac to access future single-family lots, with a secondary emergency access out to either McKessock Avenue or Shell Road. The existing Single-Family Lot Size Policy, which was originally adopted by Council in 1991, allows lots within the McKessock Neighbourhood to be subdivided into smaller lots of 12 m wide lots and 360 m<sup>2</sup> in area, provided that properties fronting Bridgeport Road and Shell Road have access to a rear lane or internal road. Since 1994, only three (3) sites in the immediate area have been able to rezone and subdivide, creating seven (7) new lots; with all of them being on the west side of McKessock Avenue. Specifically:

- 2351, 2355 and 2371 McKessock Avenue were created in 1994.
- 2477 and 2491 McKessock Avenue, as well as 10631 and 10633 Bridgeport Road were created in 2002 with a rear lane parallel to Bridgeport Road.
- 2431, 2433 and 2439 McKessock Avenue were created in 2009.

As McKessock Place has not been extended to the south, several property owners have decided to build new single-family houses on their lots instead of waiting to redevelop their properties. New houses have recently been built at:

- 2851 Shell Road in 2006.
- 2831 Shell Road in 2011.
- 2731 Shell Road in 2012.
- 10811 Bridgeport Road in 2012, which makes the dedication of a rear lane parallel to Shell Road very difficult to achieve.

A rezoning and subdivision application was submitted for 2420 and 2400 McKessock Avenue in 2012 to enable the creation of two (2) RS2/B lots fronting McKessock Avenue, consistent with the Lot Size Policy (RZ 12- 610919). The rezoning bylaw associated with this application was given third reading at the Public Hearing held on December 17, 2012. The agent representing the proposal intends to proceed with the rezoning and subdivision applications.

**Attachment 4** provides a visual picture of the history of rezoning, subdivision and building permit applications in the neighbourhood. One of the key sentiments that staff have heard from the property owners and residents in this neighbourhood is that they do not want their development potential being held up any longer or limited by the proposed extension of McKessock Place.

Staff is proposing a modified version of Concept 3 from the Open House, as another option in this area. This option is described in further detail in the next section and in the proposed policy amendments to the Bridgeport Area Plan, and is shown in **Attachment 5**. This option encourages the north portion of the McKessock Neighbourhood to develop for single-family lots in accordance with the existing Lot Size Policy, but also provides the flexibility to consider the “backlands” of lots fronting McKessock Avenue and Shell Road to be assembled in whole or in part with a proposal for townhouses fronting Bridgeport Road, subject to specific development requirements. This option is proposed for the following reasons:

- The lots fronting Bridgeport Road (three [3] of which are approximately 60 m or 195 ft. deep) could be redeveloped with a common driveway access (not a lane) off McKessock Avenue or Shell Road.
- Some property owners and attendees at the Open House expressed support for the backlands of the lots fronting McKessock Avenue and Shell Road to be considered for future development to townhouses in addition to those fronting Bridgeport Road.
- A secondary emergency access from McKessock Place could be provided through such townhouse development.
- The townhouse designation would allow rezoning and development to proceed in the neighbourhood without the extension of McKessock Place.



Staff has reviewed the option of commercial uses in the area, as suggested by three (3) respondents, and do not support this land use for the following reasons:

- North Richmond has sufficient land designated for commercial purposes in the 2041 OCP to meet the projected demand to the year 2041.
- There is already sufficient commercial land in this neighbourhood to serve the Tait residential community and Bridgeport area.
- New direct access off Bridgeport Road, likely desired by commercial development, is not supported by staff because Bridgeport Road is a major arterial roadway with relatively high traffic volumes, and therefore new access should be discouraged.

Similarly, staff does not support the one other alternative concept proposed by the owner of 2380 McKessock Avenue (shown on the third page of **Attachment 3**), because:

- It proposes that all of the development be serviced with lanes, which does not comply with City regulations or the Land Title Act (e.g., the lane would not be wide enough for all of the City services; emergency vehicles would not be able to access the various lots; no sidewalks or pedestrian access would be provided to the homes).
- This alternative creates a substantial amount of asphalt surface that the City would have to maintain because the lanes would be under municipal jurisdiction.
- This proposal does not enable the extension of McKessock Place or a turnaround for vehicles (which has always been envisioned for this street with any redevelopment proposal).

On the basis of the feedback received from the McKessock Neighbourhood public consultation process, and an analysis of the results and development history of the neighbourhood, staff recommends that:

1. The Bridgeport Area Plan be amended to change the land use designation of the area south of McKessock Place between Bridgeport Road, McKessock Avenue and Shell Road (as shown in **Attachment 5**), from “Residential (Single-Family)” to two new designations entitled:
  - a. “Residential Area 1”; and
  - b. “Residential Area 2”;

subject to the new policies described in sections below.

2. New policies be included in the Neighbourhoods & Housing section of the Bridgeport Area Plan to permit the land in “Residential Area 1” to be developed primarily for Single-Family lots (as per Lot Size Policy 5448).

Low density townhouses in “Residential Area 1” may be considered, subject to the following development requirements:

**a. Permitted Density**

- i. The maximum floor area ratio (FAR) is 0.40. This may be increased to a higher density of 0.60 subject to compliance with the City's Affordable Housing Strategy.

**b. Land Assembly/Adjoining Area**

- i. Involve a minimum land assembly of 3,000 m<sup>2</sup>.
- ii. Involve a land assembly with at least 50 m frontage on Bridgeport Road.
- iii. Involve a land assembly with at least 40 m frontage on Shell Road.

**c. Residual Sites**

- i. Residual sites should be avoided.
- ii. Where a residual site is permitted, the residual site must enable viable future townhouse development with frontage to Shell Road, as demonstrated through a preliminary plan presented with the prior rezoning.

**d. Access**

- i. Vehicle access may be preferably off McKessock Avenue or secondly, off Shell Road (with no primary access permitted off McKessock Place).
- ii. Vehicle access off Bridgeport Road is discouraged.
- iii. Pedestrian connectivity is to be coordinated between development sites by means of a statutory right-of-way or other suitable arrangement acceptable to the City, to provide a linkage between McKessock Place and Bridgeport Road.

- 3. New policies be included in the Neighbourhood & Housing section of the Bridgeport Area Plan to permit the land in "Residential Area 2" to be developed for low density townhouses, subject to the following development requirements:

**a. Permitted Density**

- i. The maximum floor area ratio (FAR) is 0.40. This may be increased to a higher density of 0.60 subject to compliance with the City's Affordable Housing Strategy.

**b. Land Assembly**

- i. Involve a minimum land assembly of 2,500 m<sup>2</sup>.
- ii. Involve a land assembly with at least 50 m frontage on Bridgeport Road.

**c. Residual Sites**

- i. Residual sites should be avoided.
- ii. Where a residual site is permitted, the residual site must enable viable future townhouse development with frontage on McKessock Avenue or Shell Road, as demonstrated through a preliminary plan presented with the prior rezoning.

**d. Access**

- i. Vehicle access may be preferably off McKessock Avenue or secondly, off Shell Road (with no primary access permitted off McKessock Place).
  - ii. Vehicle access off Bridgeport Road is discouraged.
  - iii. Pedestrian connectivity is to be coordinated between development sites by means of a statutory right-of-way or other suitable arrangement acceptable to the City, to provide a linkage between McKessock Place and Bridgeport Road.
4. New policies be included in the Transportation section of the Bridgeport Area Plan that:
- a. If the land adjacent to McKessock Place is developed for Single-Family lots (as per the Lot Size Policy), McKessock Place is to end in a cul-de-sac, with a secondary emergency access to Shell Road.
  - b. If the land adjacent to McKessock Place is developed for Low Density Townhouses, McKessock Place is to have an adequate turnaround for vehicles and a secondary emergency access, as approved by the Director of Transportation.

**Consultation with Vancouver International Airport Authority & Board of Education School District No. 38**

The proposed amendment to the Bridgeport Area Plan was referred to the Vancouver International Airport Authority (YVR) as a courtesy. On May 15, 2013, YVR provided comments on the proposed amendment (**Attachment 6**). Their response stated that, as the McKessock Neighbourhood area is located just outside the Noise Exposure Forecast 30 Contour and is exposed to aircraft noise and low level aircraft over-flights, they are supportive of the City's standard requirements for registration of aircraft noise sensitive use covenants on title and noise attenuation in dwelling units under the City's Aircraft Noise Sensitive Development Policy.

The proposed amendment to the Bridgeport Area Plan to include townhouse development in the McKessock Neighbourhood will allow for greater aircraft noise mitigation through the Development Permit application process.

If given first reading by Council, staff recommends that the proposed amendment again be referred to YVR for comment prior to the Public Hearing.

Prior to the Public Hearing, it is also recommended that the bylaw be referred to the Board of Education School District No. 38 (Richmond) for information, as the proposed Area Plan amendment involves only a few residential lots, which are well below the requirement of 295 new dwelling units for a formal referral.

**Financial Impact**

None.

**Conclusion**

Council directed staff to conduct public consultation regarding land use and road alignment options for the McKessock Neighbourhood. The majority of the respondents from the neighbourhood who participated in the Open House held January 24, 2013, support single-family and townhouse development. It is proposed that the Bridgeport Area Plan be amended to allow this greater flexibility in the McKessock Neighbourhood.

Staff recommends that Bylaw 9024, to amend The Bridgeport Area Plan Schedule 2.12 of Richmond Official Community Plan Bylaw 7100 be introduced and given first reading, and that the Public Hearing notification area be extended to that area shown on the first page of **Attachment 2**.

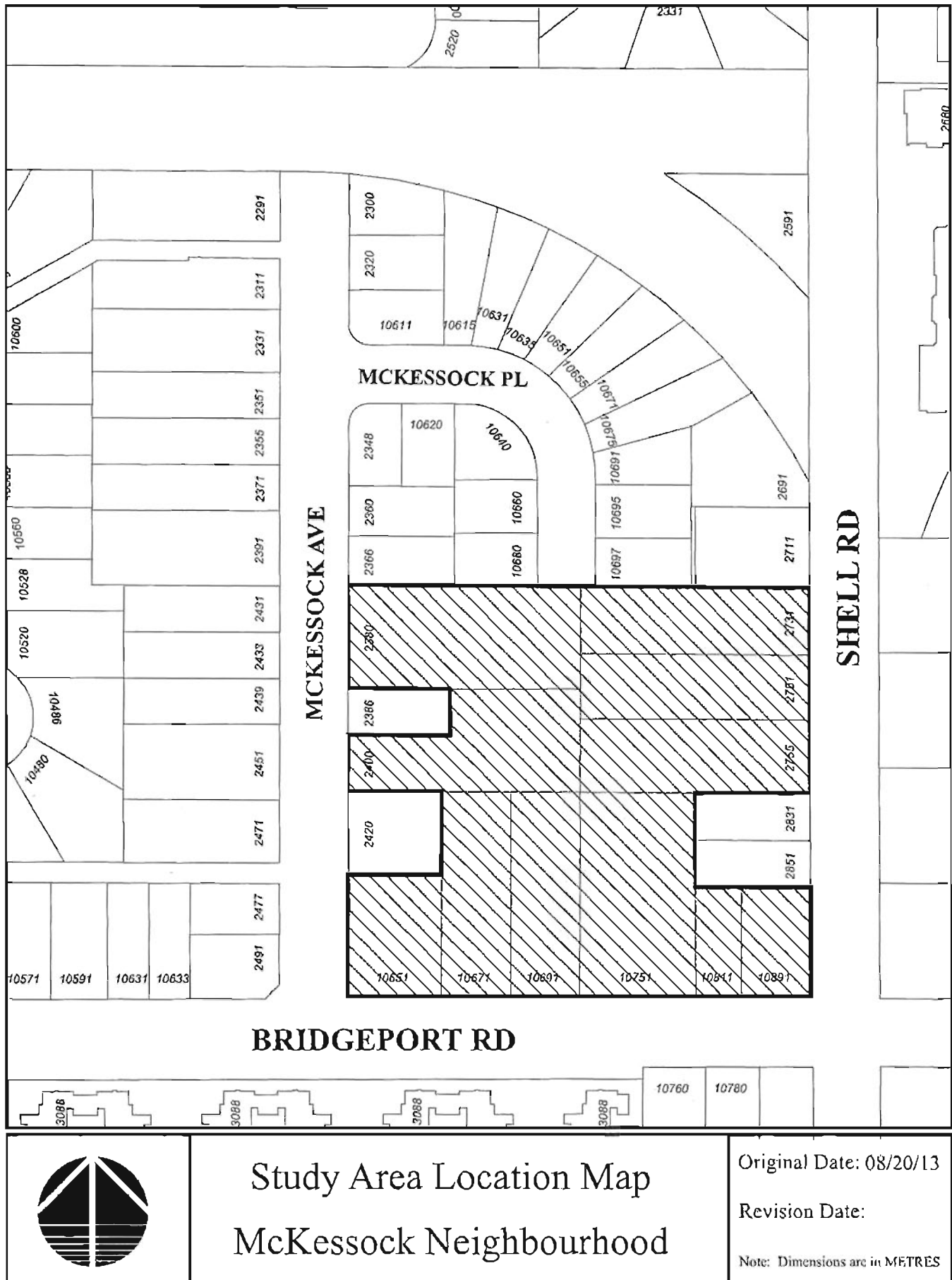


Cynthia Lussier  
Planning Technician  
(604-276-4108)

CL:blg

**Attachments:**

- Attachment 1: Location Map – the McKessock Neighbourhood
- Attachment 2: Open House Presentation Boards
- Attachment 3: Summary of feedback received at Open House and a concept submitted by one respondent
- Attachment 4: Conceptual map showing the history of rezoning, subdivision and Building Permit applications in the neighbourhood
- Attachment 5: Map showing proposed amendment to Bridgeport Area Plan
- Attachment 6: Response from Vancouver International Airport Authority



# Study Area Location Map McKessock Neighbourhood

Original Date: 08/20/13

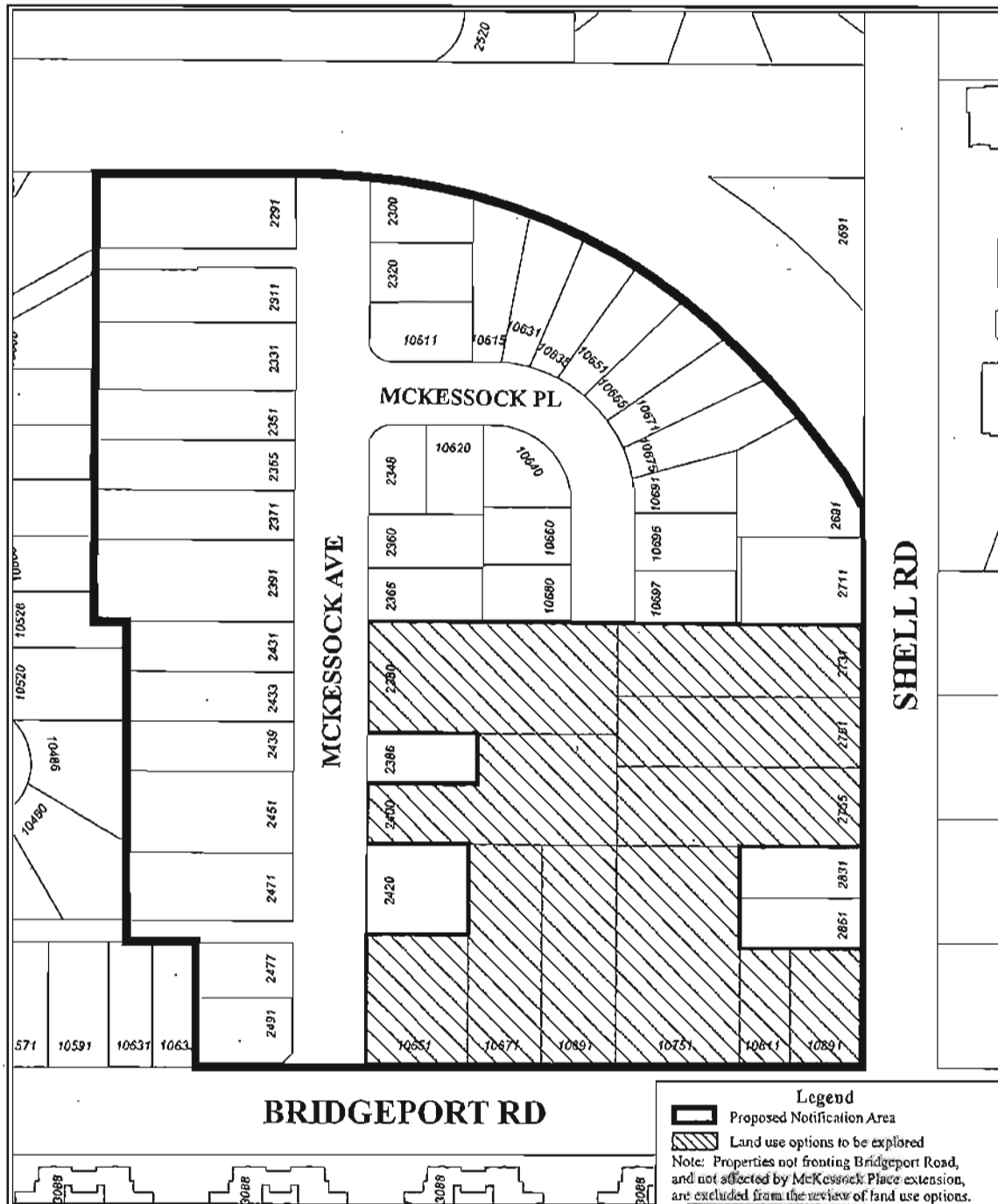
Revision Date:

Note: Dimensions are in METRES

# Neighbourhood Open House

## McKessock/Bridgeport/Shell

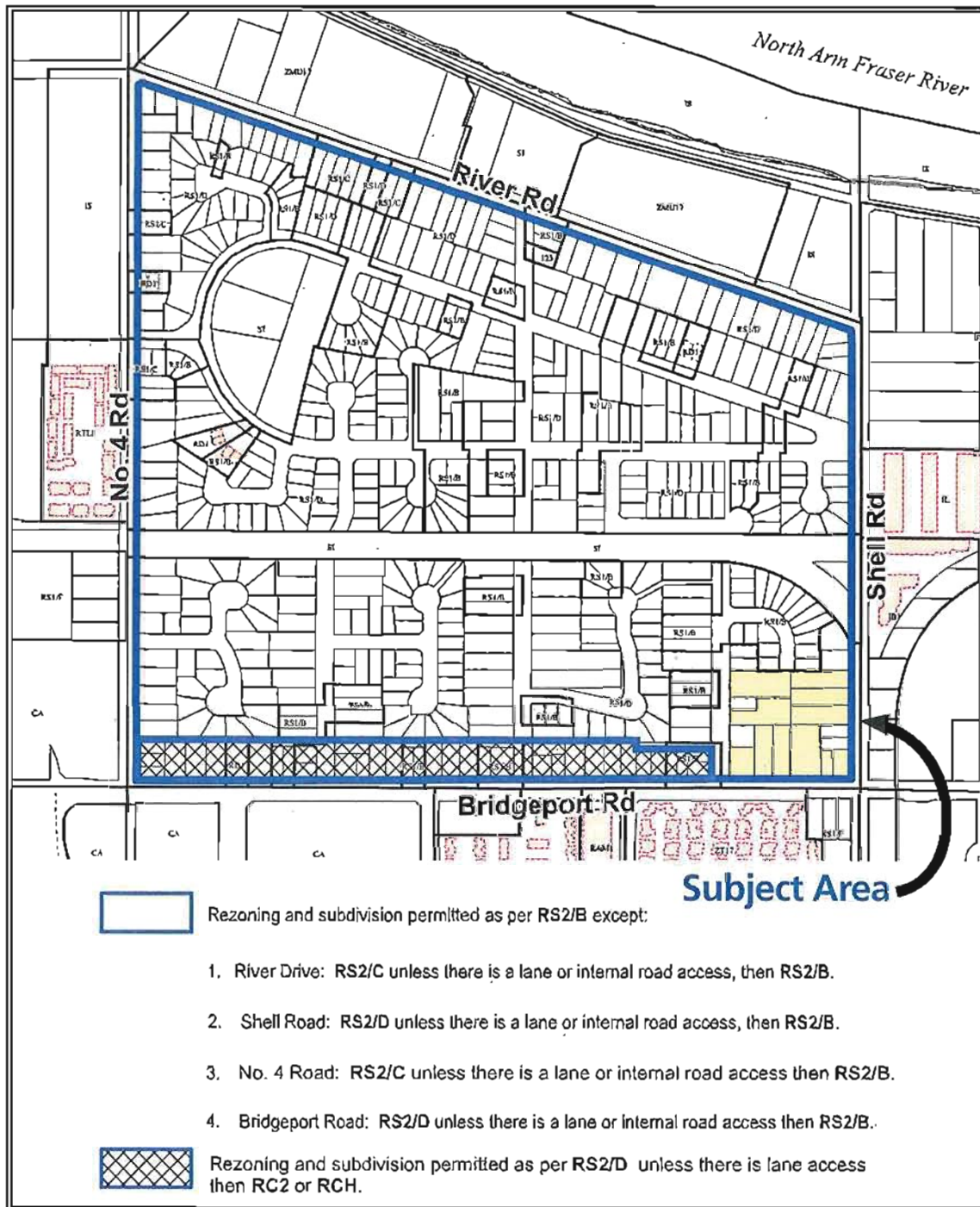
### Notification Area and Subject Area



# Neighbourhood Open House

## McKessock/Bridgeport/Shell

### Single Family Lot Size Policy





# Neighbourhood Open House McKessock/Bridgeport/Shell

## Water Service Lines





# Neighbourhood Open House

## McKessock/Bridgeport/Shell

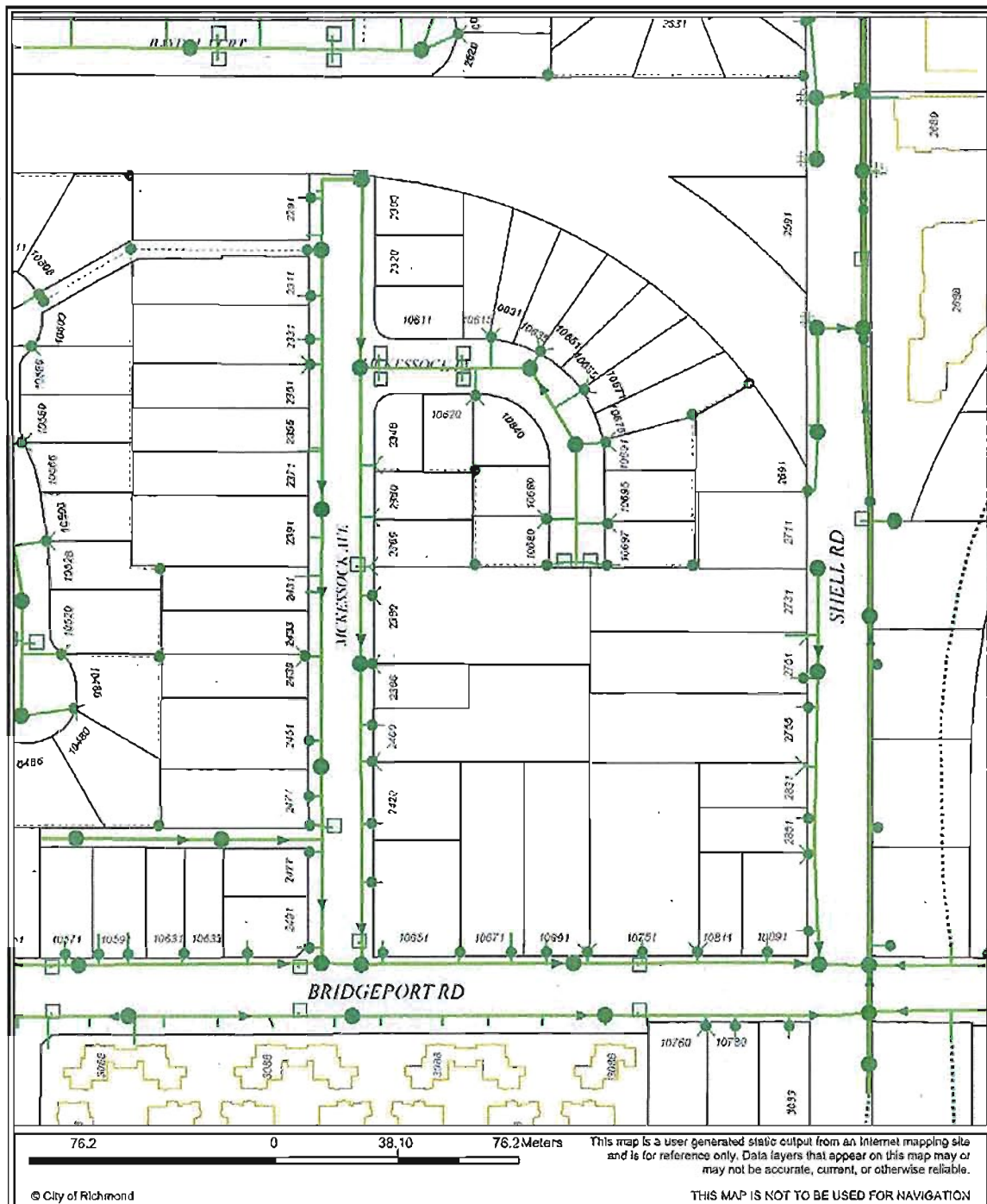
### Right-of-Ways and Sanitary Sewer Service Lines



# Neighbourhood Open House

## McKessock/Bridgeport/Shell

### Drainage Service Lines



**Concept 1** — Single Detached Redevelopment on medium-sized lots\* (minimum 360 m<sup>2</sup>)





# Neighbourhood Open House

## McKessock/Bridgeport/Shell

**Concept 2** — Single Detached Redevelopment with compact lots on Bridgeport Road\* (minimum 270 m<sup>2</sup>)

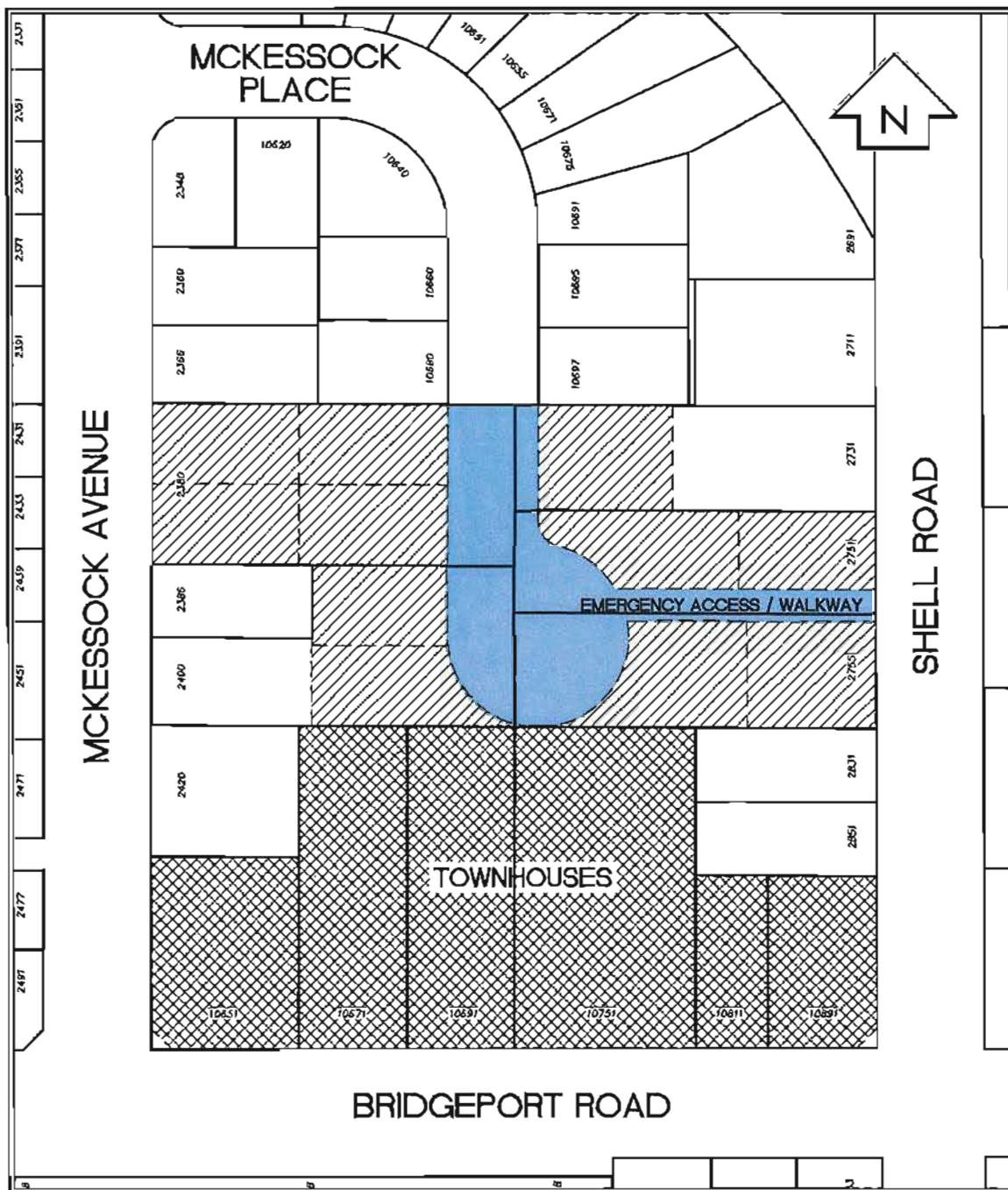


\* Requires Lot Size Policy amendment

# Neighbourhood Open House

## McKessock/Bridgeport/Shell

**Concept 3** — Townhouse and Single Detached  
Redevelopment on medium-sized lots (minimum 360 m<sup>2</sup>)



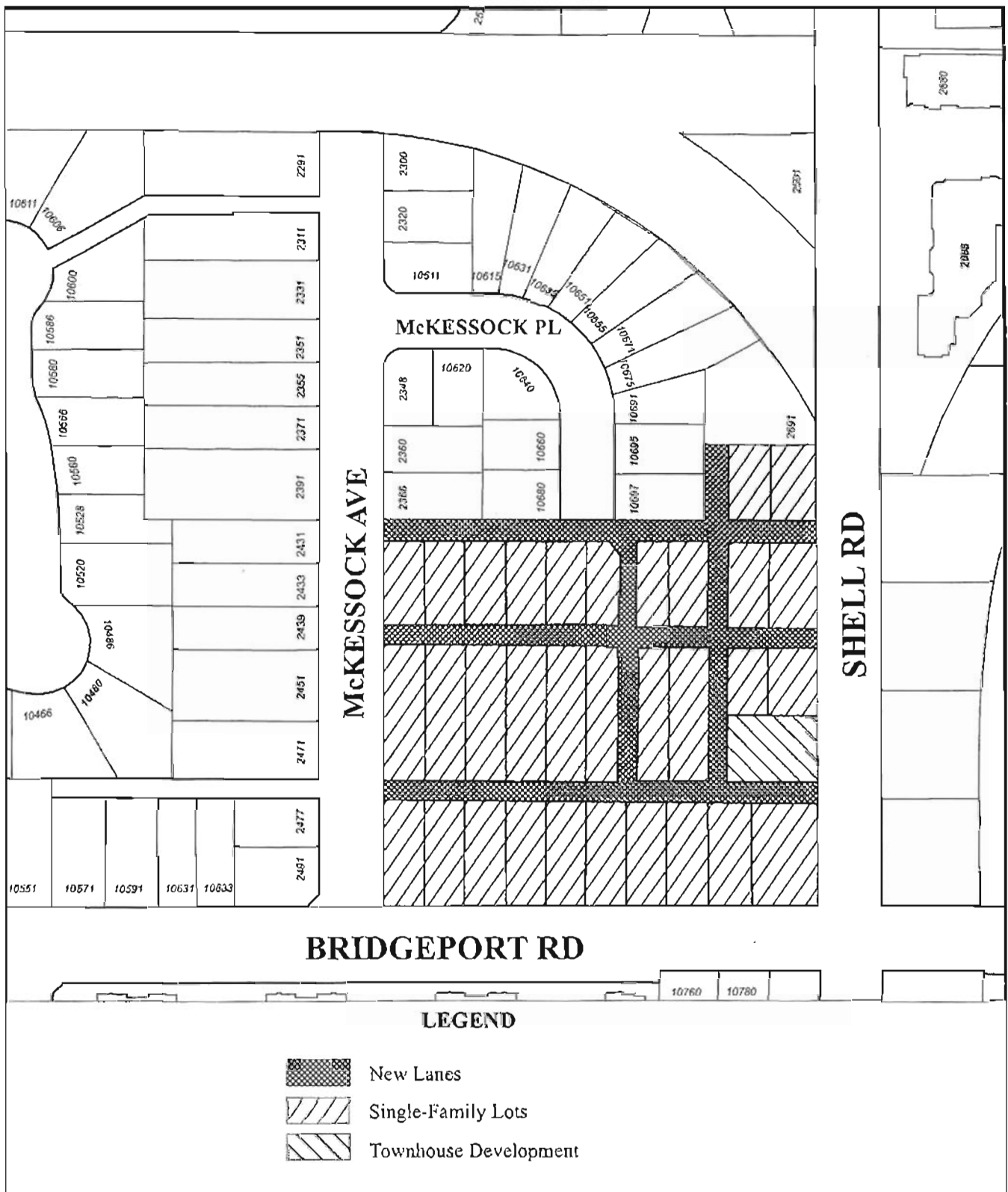
★ Requires Official Community Plan amendment

Summary of feedback received at the Public Open House – January 24, 2013<sup>\*</sup>

1. In guiding future redevelopment of the properties shown hatched (on the display boards):		
• I prefer Concept # 1	# Responses 1	Notes: • Response: "Either '1' or '2', not '3'- townhouses. (It) would change area, plus pressure on school and traffic on Shell and Bridgeport".
• I prefer Concept # 2	2	Notes: N/A
• I prefer Concept # 3	7	Notes: • Response: "Concept # 3...is acceptable...it might be possible to add the middle area of the back(lands) to the townhouse area." • Response: "It would utilize the full amount of property with less land waste. It also keeps continuity with what is already in place across on (the) south side of Bridgeport (Road). The back half would allow single dwellings without creating more traffic exiting onto Bridgeport Road." • Response: "There should be a walkway along the west side of Shell Road between River Drive and Bridgeport Road. Even if said walkway was blacktop."
2. I propose the following alternative concept to guide future redevelopment of the subject properties:		
• "(along Bridgeport Road north) to 2380 McKessock Avenue and 2731 Shell Road try commercial".		
• "We'd like to propose that Bridgeport Road is a busy location. It's good for commercial".		
• "I prefer the property to be use for commercial use".		
• "I would like to sell approximately half my property on the back side facing the extension of McKessock Place. I don't care how the developer cuts up the (lot)...".		
• There was a proposal for an alternative concept that does not comply with City regulations or the Land Title Act. This proposal is summarized here: <ul style="list-style-type: none"> <li>- The subject area should redevelop based on the following concepts, which make the best available use of the land, namely:             <ul style="list-style-type: none"> <li>▪ 12 m x 24 m lots (similar to RS2/B) or Coach House lots backing or fronting onto 6 m-wide lanes (5 m road surface). This would be a system of blocks and lanes, which do not intersect with main roads (block A, B, C, D, E, F, G, H etc.). The proposal is equated with a concept of blocks similar to the Cook Road area of Richmond. The proposal calls for an east-west rear lane running parallel with Bridgeport Road from the east side of McKessock Avenue to Shell Road, which aligns with the rear lane that ends on the west side of McKessock Avenue (e.g. the north side of the proposed new rear lane in this block should align with the north property line of 10811 Bridgeport Road). The proposal asserts that lanes will address safety and servicing for lots on Bridgeport Road. The proposal identifies that new lanes in the subject area should follow existing sanitary sewer right-of-ways. The proposal calls for lanes that run in a north-south direction, as well as an east-west direction within the subject area.</li> <li>▪ Townhouses north of the north-west corner of Bridgeport Road and Shell Road.</li> <li>▪ Four-storey apartment buildings with 50+ units, with access to lanes.</li> </ul> </li> </ul> <p>Note: Staff has included the attached map to try to indicate this respondent's two (2) options combined.</p>		

<sup>\*</sup> Parentheses indicate the transcriber's words, added for comprehension

- Additional feedback from this respondent not-related to the proposed land use exercise in the subject area, included:
  - When will road improvements on the west and east sides of McKessock Avenue, and on the west side of Shell Road (north of Bridgeport Road) be completed (e.g. curbs, gutters, boulevards, pavement, trees, lights)? The respondent asserts that the City has collected funds for these purposes and that the City should be completing these works. The respondent wonders why this has not been completed since 1983.
  - The respondent has concerns about delayed traffic flow out of the neighbourhood onto Bridgeport Road due to the narrowing of the road width at Bridgeport Road and McKessock Avenue. The writer feels that the road width should be restored to 11 m. The writer identifies preferred lane widths and road widths.
  - The respondent asserts that the City's maps and regulations are incorrect and should be changed.
  - The respondent asserts that the City's regulations do not follow federal regulations and insurance laws of Canada.
  - The respondent identifies that there are fence heights in the neighbourhood that do not comply with City regulations.
  - The respondent asserts that the house height at 2731 Shell Road does not comply with City regulations, and that this is evidenced through comparisons with buildings heights on adjacent lots and with the heights of hydro and telephone poles along Shell Road.
  - The respondent asserts that mechanical equipment, chimneys, and radio antennae on rooftops of commercial buildings east of Shell Road do not comply with City regulations.



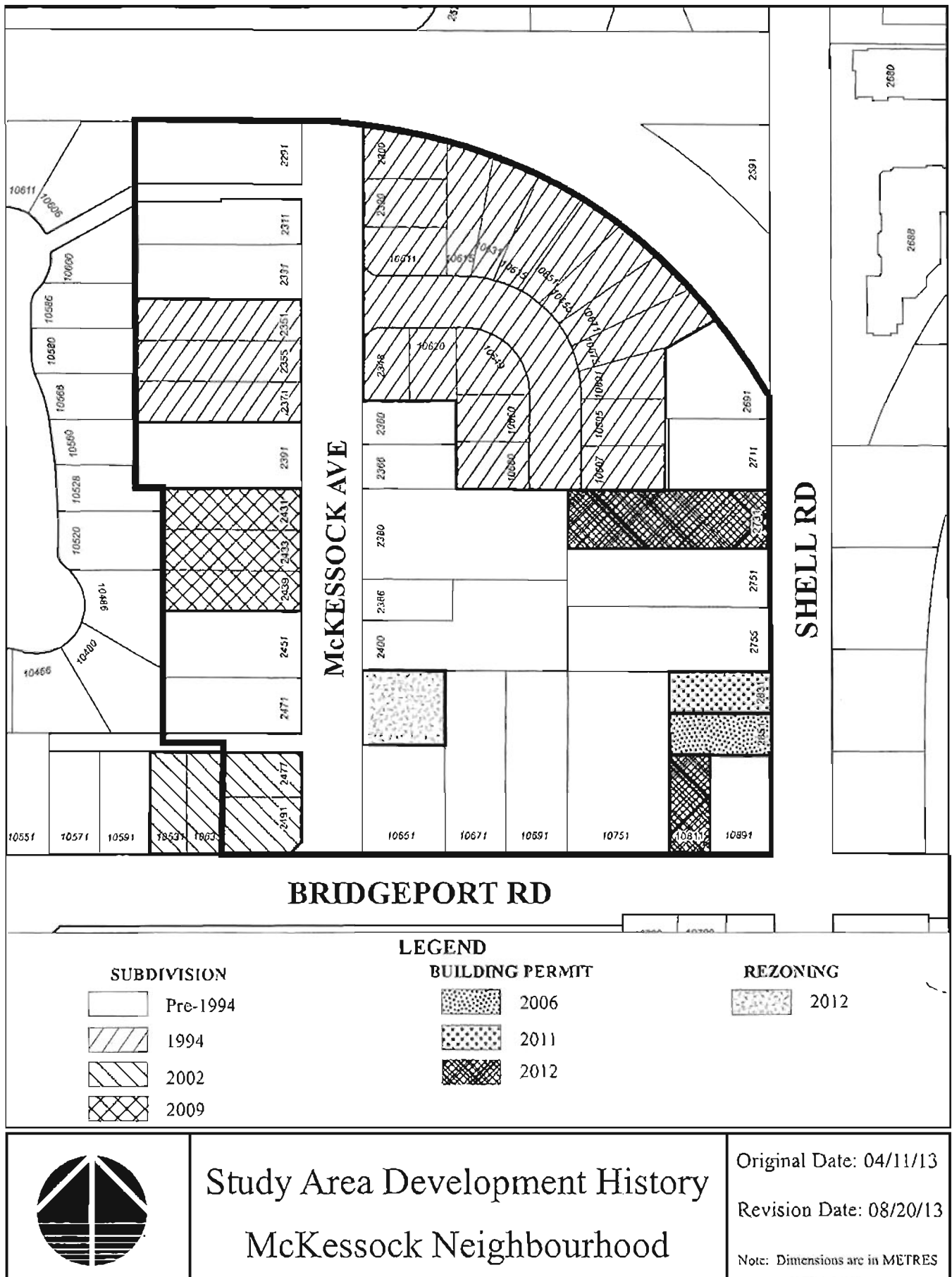
Summary of one respondent's  
proposed alternative concept  
McKessock Neighbourhood

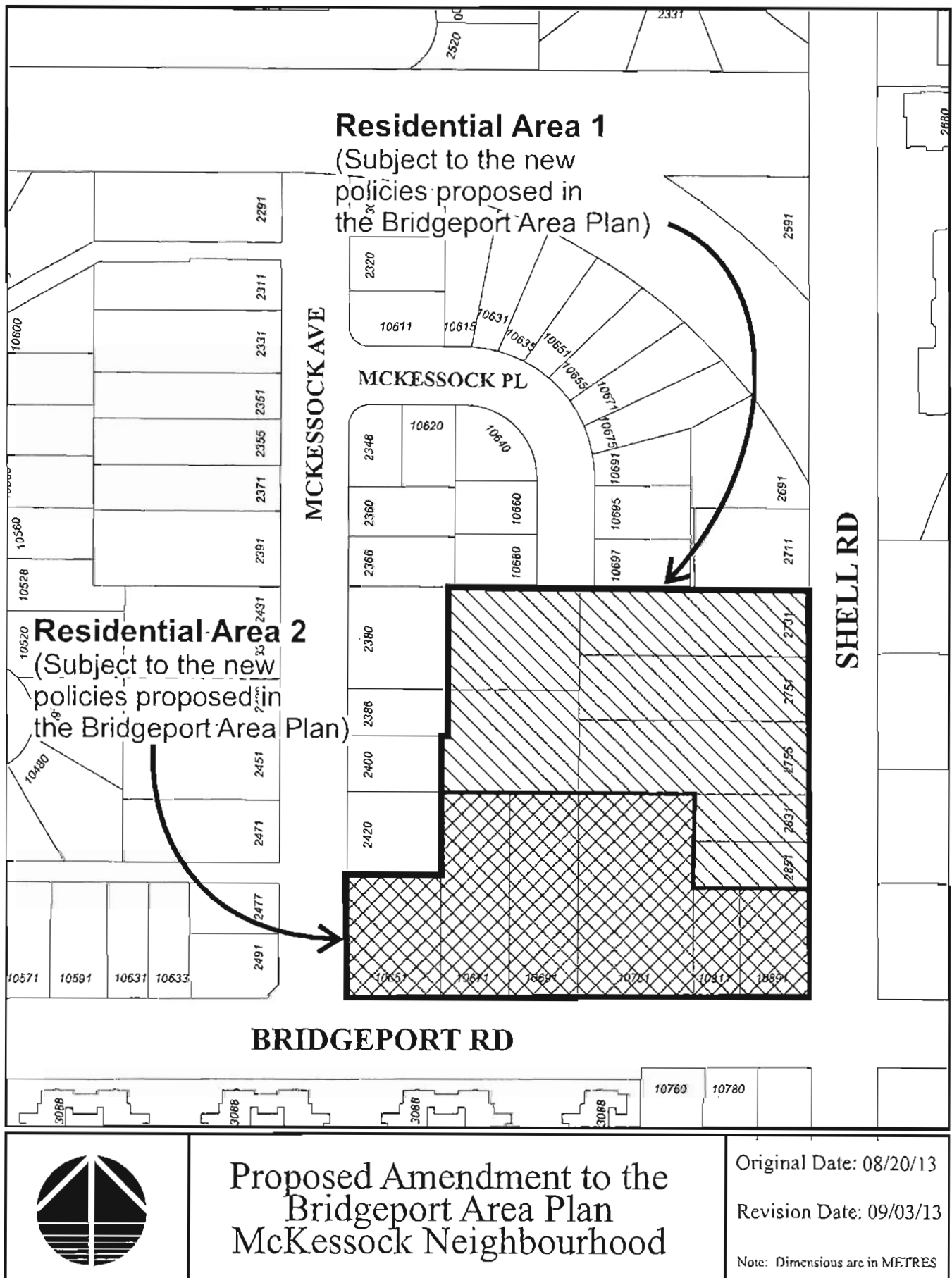
Original Date: 04/11/13

Revision Date: 08/20/13

Note: Dimensions are in METRES









15 May 2013

Mr. Holger Burke  
Development Coordinator  
CITY OF RICHMOND  
6911 No. 3 Road  
Richmond, BC V6Y 2C1

*Via Fax: (604) 276-4052*

Dear Mr. Burke:

**RE: Proposed Amendment to the Bridgeport Area Plan (McKessock Neighbourhood)**

Thank you for the opportunity to comment on the proposed amendment to the Bridgeport Area Plan for the McKessock Neighbourhood. This proposal was outlined in your letter to Anne Murray, Vice President Community & Environment Affairs – Airport Authority, dated 9 April 2013, and we understand the proposal will change existing land use from residential (single-family) to residential (single family and/or townhouse).

While the McKessock Neighbourhood area is located just outside the Noise Exposure Forecast 30 contour, it is under the extended centerline of the north runway (08L/26R) and is exposed to noise and low level (less than 1,000 feet) aircraft over-flights.

If the City does proceed with this proposal, we support the requirements for covenants, sound insulation, etc. under the City's Aircraft Noise Sensitive Development Policy.

Sincerely yours,

A handwritten signature in black ink that reads 'Mark C. Cheng'. The signature is written in a cursive, flowing style.

Mark Christopher Cheng, M.Eng. (mech)  
Supervisor – Noise Abatement & Air Quality  
Vancouver Airport Authority



---

**Richmond Official Community Plan (OCP) Bylaw 7100,  
Amendment Bylaw 9024  
McKessock Neighbourhood - Bridgeport Area Plan**

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

1. Richmond Official Community Plan (OCP) Bylaw 7100, Schedule 2.12 Bridgeport Area Plan, is amended by:
  - a. Repealing the existing land use designation of the area shown in “Schedule A” attached to and forming part of Bylaw 9024, on the Land Use Map in the Bridgeport Area Plan, and designating it:
    - i. “Residential Area 1 (subject to the policies described in Sections 3.1 and 4.0)”; and
    - ii. “Residential Area 2 (subject to the policies described in Sections 3.1 and 4.0)”.
  - b. Replacing the existing Land Use Map in the Bridgeport Area Plan with “Schedule B” attached to and forming part of Bylaw 9024.
  - c. Inserting the following policies under Objective 1 in Section 3.1 and re-lettering the subsequent policies accordingly:
    - “c) Permit the land in “Residential Area 1” to be developed primarily for single-family lots (as per the Lot Size Policy).  
  
Low density townhouses may be considered in “Residential Area 1”, subject to the following development requirements:
      - i. **Permitted Density**
        - The maximum floor area ratio (FAR) is 0.40. This may be increased to a higher density of 0.60 subject to compliance with the City’s Affordable Housing Strategy.
      - ii. **Land Assembly/Adjoining Area**
        - Involve a minimum land assembly of 3,000 m<sup>2</sup>.
        - Involve a land assembly with at least 50 m frontage on Bridgeport Road.
        - Involve a land assembly with at least 40 m frontage on Shell Road.
      - iii. **Residual Sites**
        - Residual sites should be avoided.
        - Where a residual site is permitted, the residual site must enable viable future townhouse development with frontage to Shell Road, as demonstrated through a preliminary plan presented with the prior rezoning.

**iv. Access**

- Vehicle access may be preferably off McKessock Avenue or secondly, off Shell Road (with no primary access permitted off McKessock Place).
- Vehicle access off Bridgeport Road is discouraged.
- Pedestrian connectivity is to be coordinated between development sites by means of a statutory right-of-way or other suitable arrangement acceptable to the City, to provide a linkage between McKessock Place and Bridgeport Road.

- d) Permit the land in “Residential Area 2” to be developed for low density townhouses, subject to the following development requirements:

**i. Permitted Density**

- The maximum floor area ratio (FAR) is 0.40. This may be increased to a higher density of 0.60 subject to compliance with the City’s Affordable Housing Strategy.

**ii. Land Assembly**

- Involve a minimum land assembly of 2,500 m<sup>2</sup>.
- Involve a land assembly with at least 50 m frontage on Bridgeport Road.

**iii. Residual Sites**

- Residual sites should be avoided.
- Where a residual site is permitted, the residual site must enable viable future townhouse development with frontage on McKessock Avenue or Shell Road, as demonstrated through a preliminary plan presented with the prior rezoning.

**iv. Access**

- Vehicle access may be preferably off McKessock Avenue or secondly, off Shell Road (with no primary access permitted off McKessock Place).
- Vehicle access off Bridgeport Road is discouraged.
- Pedestrian connectivity is to be coordinated between development sites by means of a statutory right-of-way or other suitable arrangement acceptable to the City, to provide a linkage between McKessock Place and Bridgeport Road.”

- d. Inserting the following policies under Objective 1 in Section 4.0:

- “m) If the land adjacent to McKessock Place is developed for single-family lots (as per the Lot Size Policy), McKessock Place is to end in a cul-de-sac, with a secondary emergency access.
- n) If the land adjacent to McKessock Place is developed for low density townhouses, McKessock Place is to have an adequate turnaround for vehicles and a secondary emergency access, as approved by the Director of Transportation.”

2. This Bylaw may be cited as “**Richmond Official Community Plan (OCP) Bylaw 7100, Amendment Bylaw 9024**”.

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

ADOPTED

_____
_____
_____
_____
_____

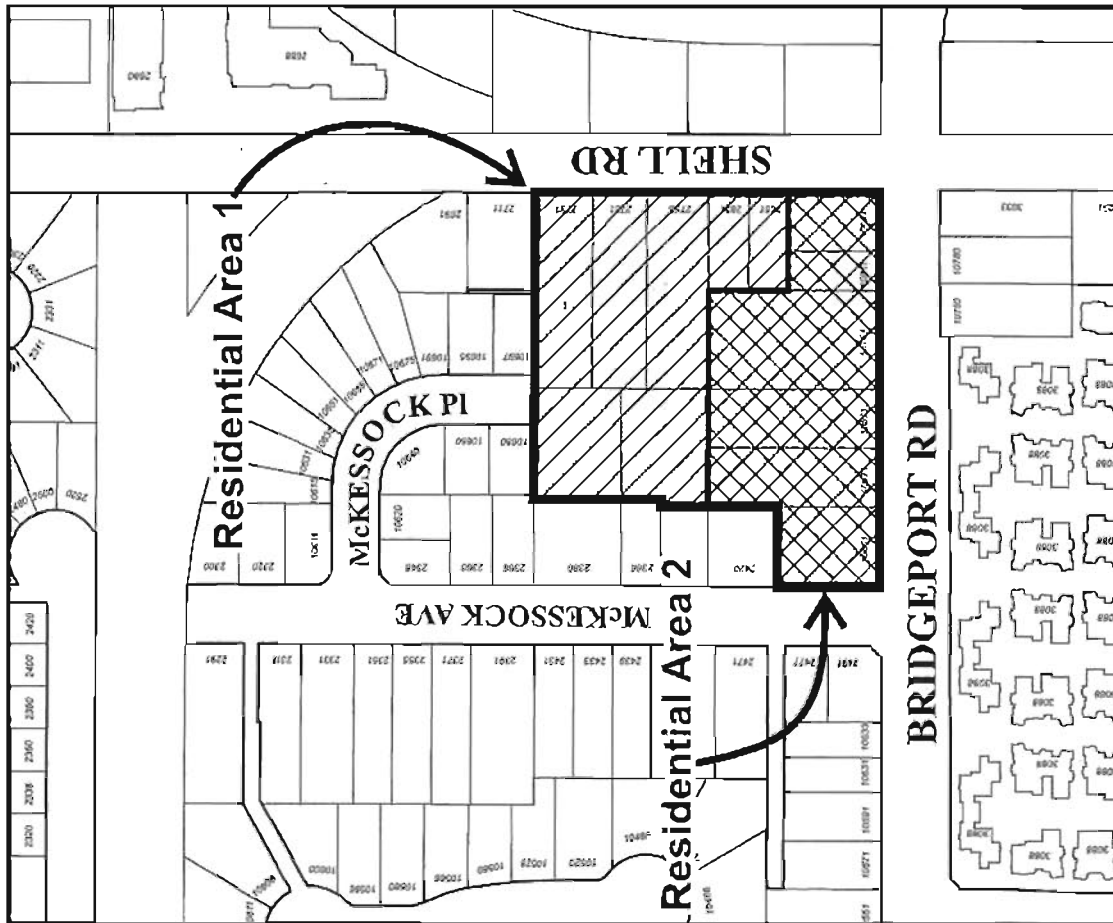
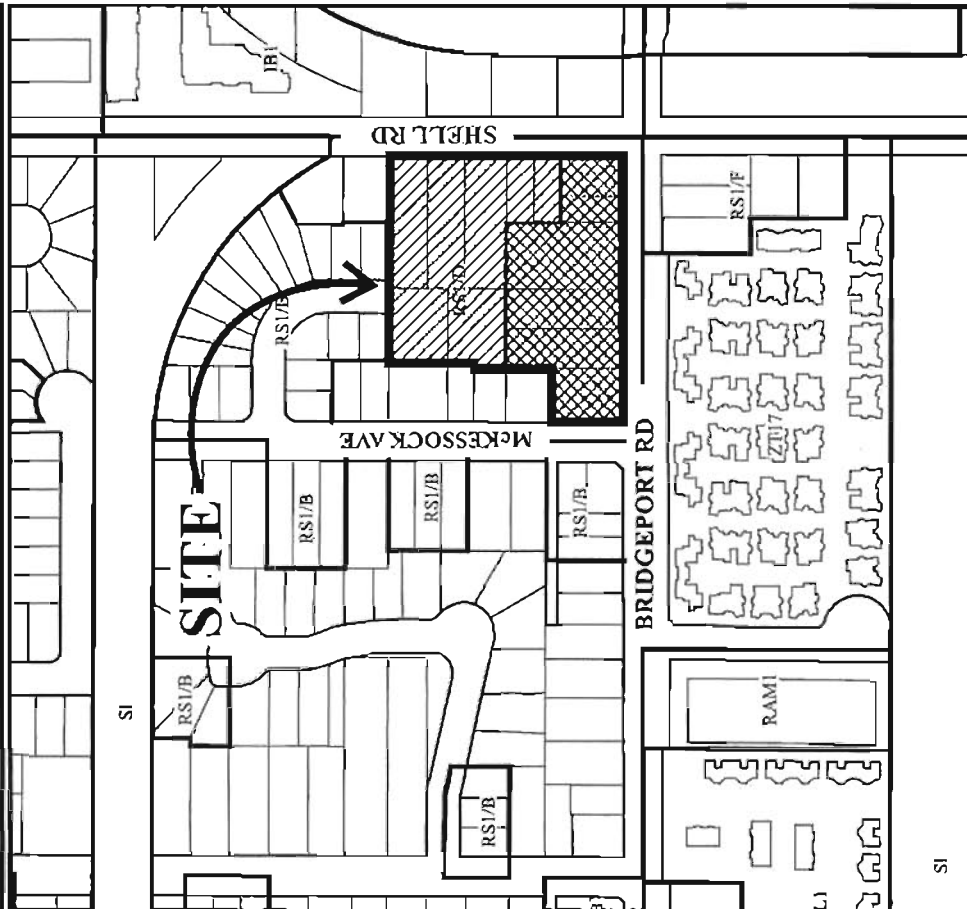


\_\_\_\_\_  
MAYOR

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



# City of Richmond

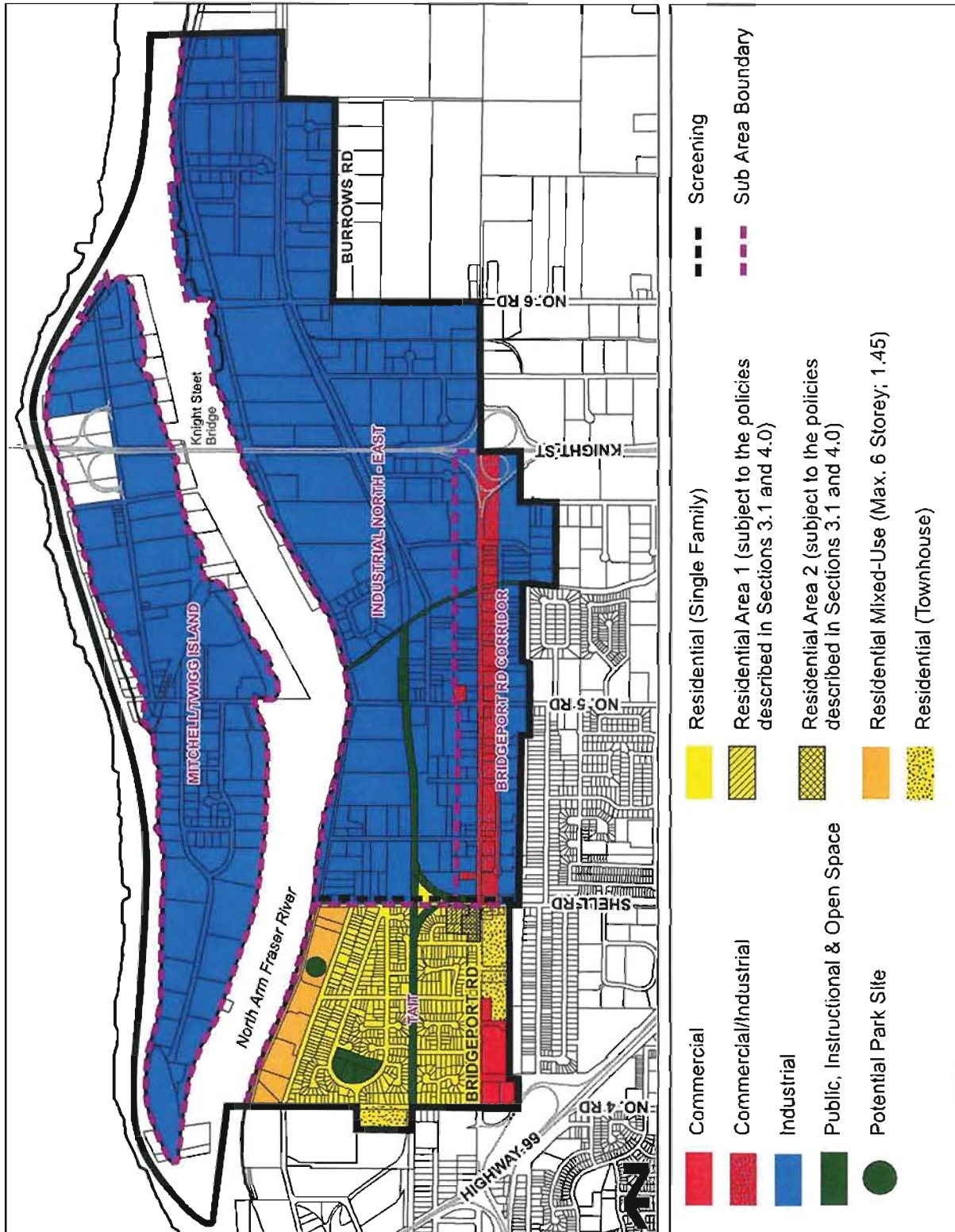


## Schedule A attached to and forming part of Bylaw 9024

Original Date: 03/14/13  
Revision Date: 09/03/13  
Note: Dimensions are in METRES

# Land Use Map - Bridgeport

Schedule B







# City of Richmond

## Report to Committee Fast Track Application Planning and Development Department

To: Planning Committee  
From: Wayne Craig  
Director of Development

Date: September 30, 2013  
File: RZ 13-639817

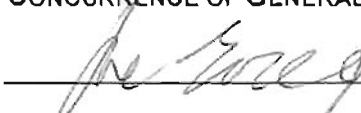
Re: Application by Rav Bains for Rezoning at 6580 Francis Road from Single Detached (RS1/E) to Single Detached (RS2/C)

### Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9061, for the rezoning of 6580 Francis Road from "Single Detached (RS1/E)" to "Single Detached (RS2/C)", be introduced and given first reading.

  
Wayne Craig  
Director of Development

CL:blg  
Att.

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

**Staff Report**

Item	Details	
Applicant	Rav Bains	
Location	6580 Francis Road ( <b>Attachment 1</b> )	
Development Application Data Sheet	See <b>Attachment 2</b> .	
Zoning	Existing: Single Detached (RS1/E) Proposed: Single Detached (RS2/C)	
OCP Designation	Neighbourhood Residential	Complies <input checked="" type="checkbox"/> Y <input type="checkbox"/> N
Lot Size Policy	Lot Size Policy 5428 (adopted by Council in 1989; amended in 2008), permits rezoning and subdivision of properties fronting Francis Road within the subject area in accordance with the "Single Detached (RS2/C)" zone ( <b>Attachment 3</b> ).	Complies <input checked="" type="checkbox"/> Y <input type="checkbox"/> N
Affordable Housing Strategy Response	Consistent with the Affordable Housing Strategy for single-family rezoning applications, the applicant proposes a legal secondary suite within the principal dwelling on one (1) of the two (2) proposed lots.	Complies <input checked="" type="checkbox"/> Y <input type="checkbox"/> N
Flood Management	Registration of a flood indemnity covenant on title is required prior to final adoption of the rezoning bylaw.	
Surrounding Development	North: Directly across Francis Road, are older homes on lots zoned "Single Detached (RS1/E)".	
	South: Facing Magnolia Drive, are newer homes on lots zoned "Single Detached (RS1/D)".	
	East: An older home on a lot zoned "Single Detached (RS1/E)".	
	West: A newer home on a lot zoned "Single Detached (RS1/E)".	
Rezoning Considerations	See <b>Attachment 5</b>	

**Staff Comments**Background

This proposal is to enable the creation of two (2) smaller lots from an existing large lot on the south side of Francis Road, between No. 2 Road and Gilbert Road. Each new lot proposed would be approximately 13.6 m wide and 568 m<sup>2</sup> in area. The south side of this block of Francis Road has seen some redevelopment through rezoning and subdivision in recent years, consistent with Lot Size Policy 5428. The subject application is consistent with the Lot Size Policy and with the pattern of redevelopment already begun on the block. Potential exists for other lots on the south side of this block of Francis Road to redevelop in the same manner.

Trees & Landscaping

A Tree Survey and a Certified Arborist's Report were submitted by the applicant, which identify and provide recommendations for the 11 bylaw-sized trees on-site, four (4) bylaw-sized trees on adjacent properties, and three (3) undersized trees within the concrete boulevard on City-owned property. A list of tree species assessed as part of the Arborist's Report is included on the Tree Retention Plan (**Attachment 4**).

The City's Tree Preservation Official has reviewed the Arborist's Report, conducted a Visual Tree Assessment, and concurs with the recommendations to:

- Retain and protect Trees # 155 and 156 located in the rear yard of the subject site, which are in good condition.
- Retain and protect Tree # 04 located on the adjacent property to the south (6611 Magnolia Drive).
- Remove a total of eight (8) trees from the subject site for the following reasons:
  - Trees # 147 and # 154 are in poor condition due to previous topping and major decay in the trunk.
  - Trees # 148-#150 are in fair to poor condition, two (2 ) of which are declining due to foliage removal or the top of the tree dying, and all of which are located in conflict with the building envelopes of the proposed dwellings.
  - Trees # 151, 152, and # 157 are in good condition, but are located within the building envelope on the proposed east lot and are not recommended for retention.
  - Tree # 153 is in good condition, but is in conflict with future construction within the building envelope on the proposed the east lot. The amount of excavation required would encroach into the critical root zone and canopy area, compromising the survival of the tree. Consideration was given to relocating the tree or modifying the building envelope, however, this is not recommended for this species of tree.

The City's Tree Preservation Official also recommends removal of Trees # 01, 02, 03 on the adjacent property to the east (6600 Francis Road), which are in fair condition with poor structures due to some topping. Written authorization has been obtained from the adjacent property owner(s) for removal and replacement on their site (on file). Application for and issuance of a Tree Removal Permit for these trees is required at development stage. The applicant is required to submit a landscaping security in the amount of \$1,500 prior to final adoption of the rezoning bylaw to ensure that the replacement trees are planted on the neighbouring site (reflects the 1:1 replacement ratio in the amount of \$500/tree consistent with the tree removal permit process).

The City's Parks department Arborist also reviewed the report, conducted a Visual Tree Assessment, and concurs with the recommendations to retain and protect undersized Trees # 05 and # 07 located within the concrete boulevard on City-owned property along Francis Road. However, it was noted that undersized Tree # 06 within the concrete boulevard must be removed to accommodate the proposed shared driveway centered on the common property line of the proposed lots. Relocation of the tree within the boulevard was considered as an alternative to

tree removal, however, it was not recommended due to the presence of existing utilities and the lack of space available within the boulevard to relocate the tree. The applicant has agreed to provide a voluntary contribution to the City's Tree Compensation Fund in the amount of \$1,300 for the planting of replacement trees on City-owned property elsewhere in the city. The applicant must contact the Parks department four (4) business days prior to tree removal to enable proper signage to be posted.

The Tree Retention Plan is provided in **Attachment 4**.

To ensure protection and survival of retained trees, the following is required prior to rezoning:

- Submission of a Contract entered into between the applicant and a Certified Arborist for supervision of any works conducted within Tree Protection Zones.
- Submission of a Security in the amount of \$4,000 (\$500/tree).

Tree protection fencing must be installed to City standard around all trees to be retained. Tree protection fencing must be installed prior to demolition of the existing dwelling and must remain in place until construction and landscaping on the proposed lots is completed.

Based on the 2:1 tree replacement ratio required in the Official Community Plan (OCP), a total of 18 replacement trees are required for the nine (9) trees proposed to be removed from the site (see Rezoning Considerations in **Attachment 5** for minimum replacement tree sizes). The applicant proposes to plant four (4) replacement trees on the future lots and to provide a voluntary contribution in the amount of \$7,000 (\$500/tree) to the City's Tree Compensation Fund prior to rezoning, in-lieu of planting the balance of replacement trees on-site.

To ensure that the replacement trees are planted, and that the front yards of the proposed lots are enhanced, the applicant must submit a Landscape Plan, prepared by a Registered Landscape Architect, along with a Landscaping Security (based on 100% of the cost estimate provided by the Landscape Architect, including fencing, surface materials, and installation costs). The Landscape Plan must be submitted prior to final adoption of the rezoning bylaw.

#### Site Servicing & Vehicle Access

There are no servicing concerns with rezoning.

Prior to rezoning, the applicant is required to register a restrictive covenant on Title to ensure that, upon subdivision of the property:

- Vehicle access to the site is via a single shared driveway crossing (6 m wide at the back of the sidewalk and 9 m wide at the curb) centered on the proposed shared property line.
- The buildings and driveway on the proposed lots be designed to accommodate on-site vehicle turn-around capability to prevent vehicles from reversing onto Francis Road.

Subdivision

At future Subdivision stage, the developer will be required to:

- Pay Development Cost Charges (City and GVS&DD), School Site Acquisition Charge, Address Assignment Fee, and Servicing Costs.  
(Note: the required service connections for the proposed two (2) lots must be located and designed to ensure protection of Trees # 155, 156, 04, 05, and 07 on-site and off-site).
- Register a cross-access easement over the shared driveway (6 m wide at the front lot line and 9 m long, centered on the proposed shared property line).

**Conclusion**

This rezoning application to permit subdivision of an existing large lot into two (2) smaller lots complies with applicable policies and land use designations contained within the OCP, and is consistent with Lot Size Policy 5428, which allows rezoning and subdivision of properties on this block of Francis Road in accordance with the "Single Detached (RS2/C)" zone.

The list of rezoning considerations is included in **Attachment 5**, which has been agreed to by the applicant (signed concurrence on file).

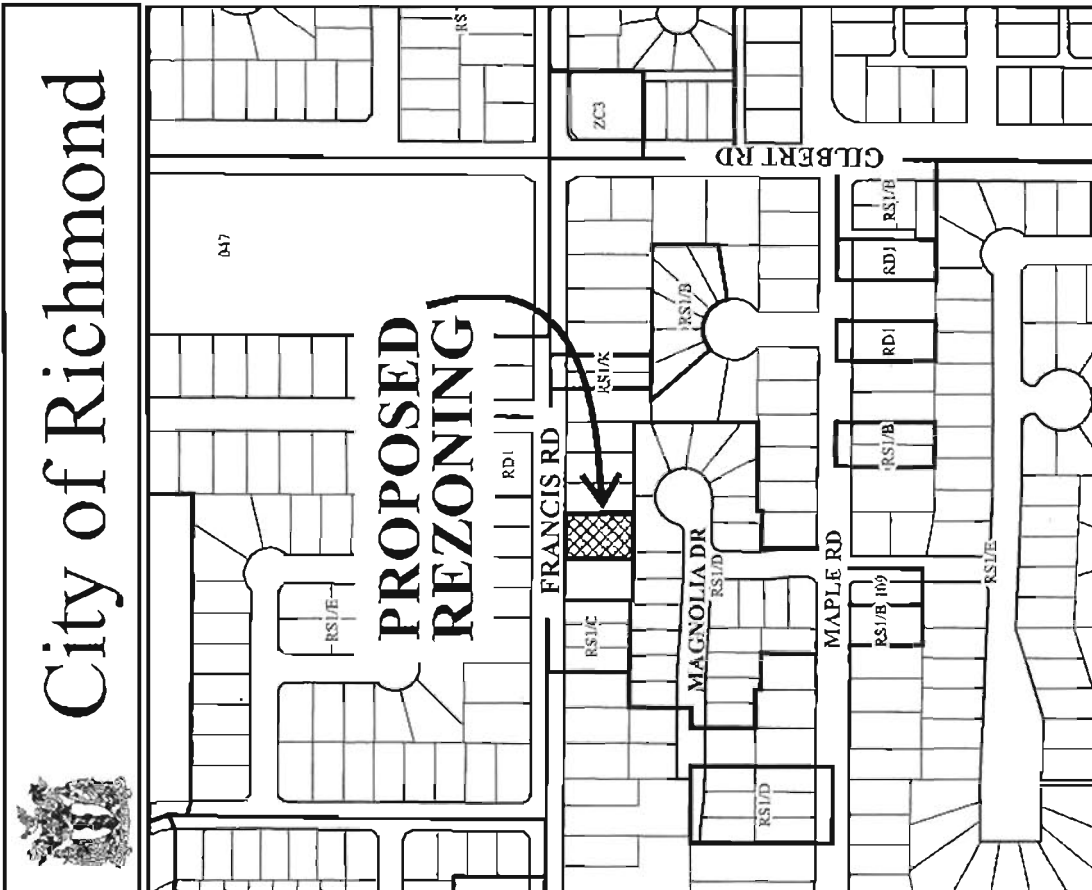
On this basis, staff recommends support for the application. It is recommended that Richmond Zoning Bylaw 8500, Amendment Bylaw 9061 be introduced and given first reading.



Cynthia Lussier  
Planning Technician  
(604-276-4108)

CL:blg

Attachment 1: Location Map  
Attachment 2: Development Application Data Sheet  
Attachment 3: Lot Size Policy 5428  
Attachment 4: Tree Retention Plan  
Attachment 5: Rezoning Considerations



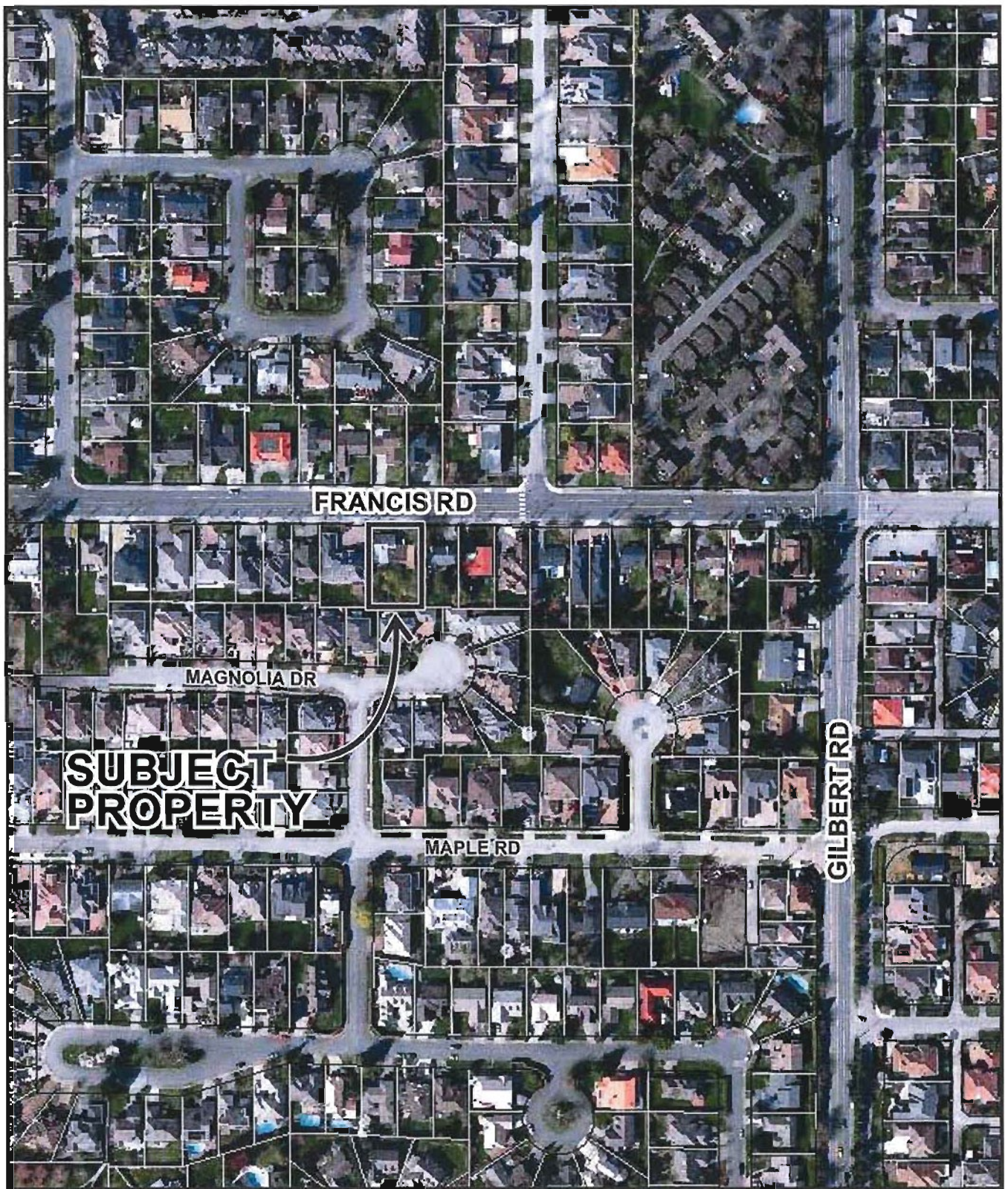
RZ 13-639817

Original Date: 07/02/13

Revision Date:

Note: Dimensions are in METRES





RZ 13-639817

Original Date: 07/02/13

Amended Date:

Note: Dimensions are in METRES



**RZ 13-639817**

**Attachment 2**

Address: 6580 Francis Road

Applicant: Rav Bains

Planning Area(s): Blundell

Date Received: June 26, 2013 Fast Track Compliance: August 23, 2013

	Existing	Proposed
Owner	Gurchetan S. Aujla Iqbal K. Aujla	To be determined
Site Size (m <sup>2</sup> )	1,136 m <sup>2</sup> (12,228 ft <sup>2</sup> )	Two (2) lots – each approximately 568 m <sup>2</sup> (6,114 ft <sup>2</sup> )
Land Uses	One (1) single detached dwelling	Two (2) single detached lots
Zoning	Single Detached (RS1/E)	Single Detached (RS2/C)

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio	Max. 0.55	Max. 0.55	none permitted
Lot Coverage – Buildings	Max. 45%	Max. 45%	none
Lot Coverage – Buildings, structures, and non-porous surfaces	Max. 70%	Max. 70%	none
Lot Coverage - Landscaping	Min. 25%	Min. 25%	none
Setback – Front Yard (m)	Min. 9 m	Min. 9 m	none
Setback – Rear Yard (m)	Min. 6 m	Min. 6 m	none
Setback – Side Yard (m)	Min. 1.2 m	Min. 1.2 m	none
Height (m)	2.5 storeys	2.5 storeys	none
Minimum Lot Size	360 m <sup>2</sup>	568 m <sup>2</sup>	none
Minimum Lot Width	13.5	13.6	none

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





# City of Richmond

# Policy Manual

Page 1 of 2

Adopted by Council: December 18, 1989  
 Amended by Council: December 15, 2008

**POLICY 5428**

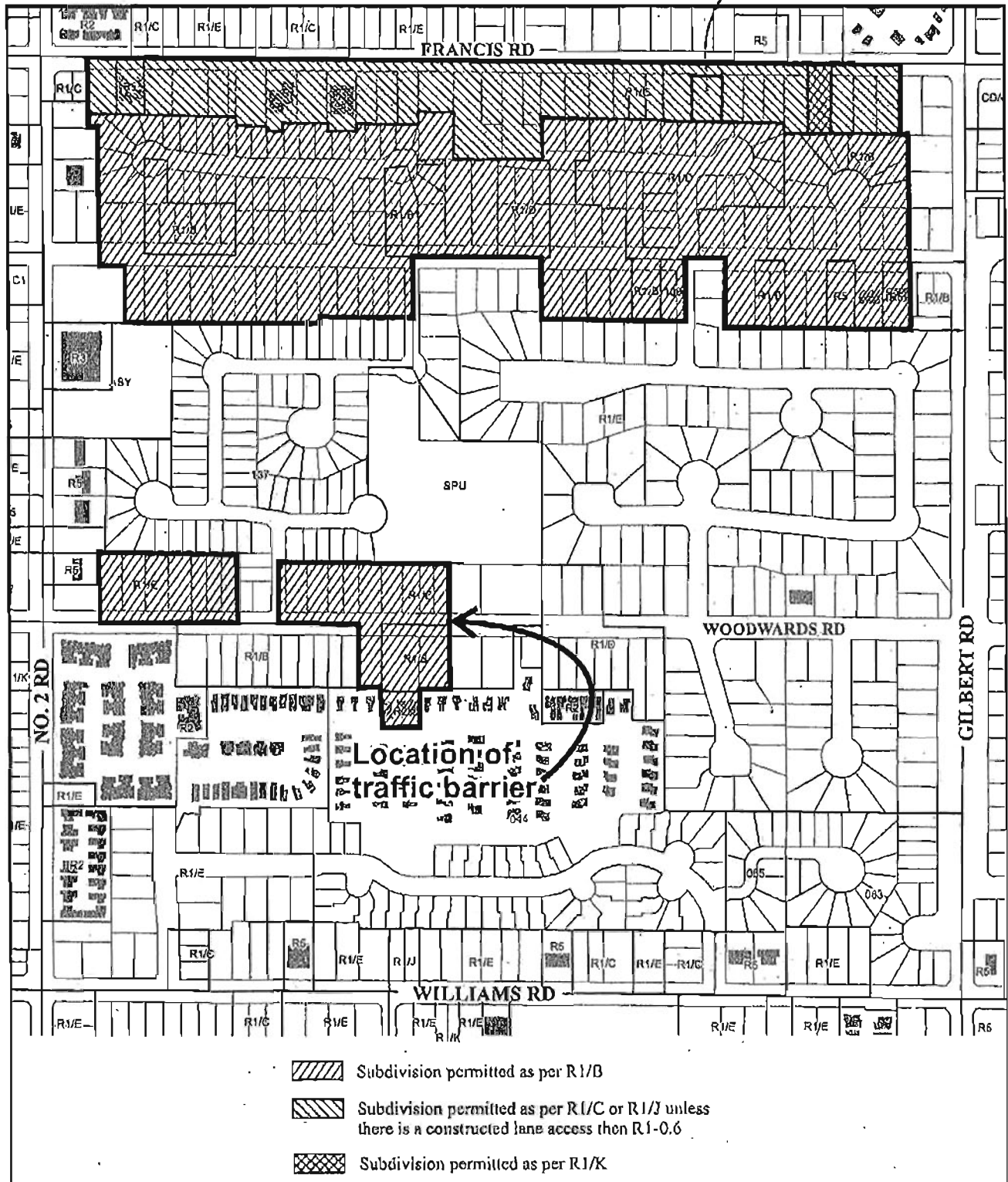
File Ref: 4430-00

**SINGLE-FAMILY LOT SIZE POLICY IN QUARTER SECTION 30-4-6****POLICY 5428:**

The following policy establishes lot sizes for properties in Section 30-4-6 as shown on the attached map:

1. Subdivisions in the Quarter Section's interior areas as designated on the map may be permitted to subdivide in accordance with the provisions of Single-Family Housing District (R1/B) in Zoning and Development Bylaw 5300;
2. Subdivisions along Francis Road as shown on the map will be restricted to Single-Family Housing District R1/C or Single-Family Housing District R1/J unless there is a constructed lane access, then subdivisions may be permitted to Single-Family Housing District R1-0.6, except that 6680 Francis Road may be permitted to subdivide to Single-Family Housing District R1-K without the requirement for a lane access; and
3. This policy 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



## Policy 5428 Section 30-4-6

Adopted Date: 12/18/89

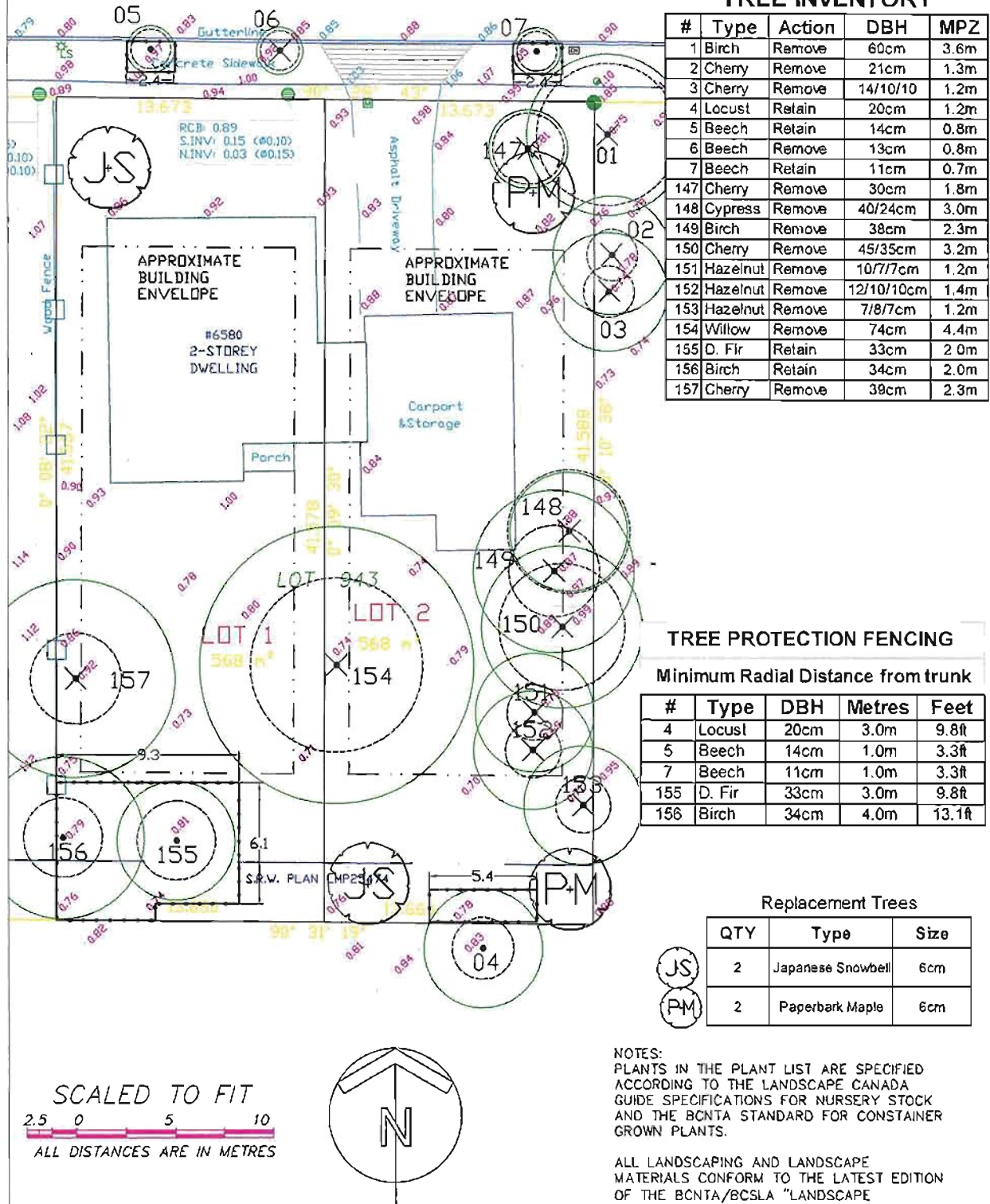
Amended Date: 12/15/08

Note: Dimensions are in METRES

## APPENDIX 3

### TREE PROTECTION PLAN

## TREE INVENTORY



TREE PROPOSED  
FOR RETENTION

### LEGEND

TREE PROPOSED  
 FOR REMOVAL

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

3. ALL MEASUREMENTS ARE METRIC

Frogers Creek  
Tree Consultants Ltd

7763 McDougall Avenue Burnaby BC V5J 4H4  
Telephone: 604-771-6002 Fax 604-437-0970

6380 FRANKS ROAD, RICHMOND

**TREE PROTECTION DRAWING**  
THE DRAWING PLOTS ALL TREES PROPOSED FOR  
RETENTION, REMOVAL, THEIR CANOPIES,  
PROTECTION ZONES AND PROTECTION FENCING  
IN RELATION TO THE APPROXIMATE BUILDING  
ENVELOPES. October 8, 2013



**City of  
Richmond**

## **Rezoning Considerations**

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

**Address:** 6580 Francis Road

**File No.:** RZ 13-639817

**Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9061, the following is required to be completed:**

1. 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 should:
  - comply with the development requirements of the Arterial Road Policy in the 2041 OCP;
  - include the dimensions of required tree protection fencing;
  - include a variety of suitable native and non-native replacement trees, ensuring a rich urban environment and diverse habitat for urban wildlife; and
  - include the four (4) replacement trees with the following minimum sizes:

No. of Replacement Trees	Minimum Caliper of Deciduous Tree	or	Minimum Height of Coniferous Tree
2	11 cm		6 m
2	9 cm		5 m

2. The City's acceptance of the developer's voluntary contribution in the amount of \$7,000 to the City's Tree Compensation Fund for the planting of replacement trees within the City, in-lieu of planting the balance of required replacement trees on-site.
3. The City's acceptance of the developer's voluntary contribution in the amount of \$1,300 to the City's Tree Compensation Fund for removal of Tree # 06 from the boulevard in front of the subject site, for the planting of replacement trees on City-owned property elsewhere in the city.
4. Submission of a Contract entered into between the applicant and a Certified Arborist for supervision of any on-site works conducted within the tree protection zone of the trees to be retained (Trees # 155, 156, 04, 05, 07). The Contract should include the scope of work to be undertaken, including: the proposed number of site monitoring inspections (at specified stages of construction), and a provision for the Arborist to submit a post-construction assessment report to the City for review.
5. Submission of a Tree Survival Security to the City in the amount of \$4,000 for the four (4) trees to be retained on the subject site and on City-owned property. The City will release 90% of the security after construction and landscaping on the proposed lots is completed, inspections are approved, and an acceptable post-construction impact assessment report is received. The remaining 10% of the security would be released one (1) year later, subject to inspection.
6. Submission of a Landscaping Security in the amount of \$1,500 to ensure replacement trees are planted on the adjacent property to the east at 6600 Francis Road, to compensate for the removal of Trees # 01, 02, 03 with the required tree removal permit at development stage

7. Registration of a legal agreement on Title to ensure that no final Building Permit inspection is granted until a secondary suite is constructed in the principal dwelling on one (1) of the two (2) future lots, to the satisfaction of the City in accordance with the BC Building Code and the City's Zoning Bylaw.  
**Note:** Should the applicant change their mind about the Affordable Housing option selected prior to final adoption of the Rezoning Bylaw, the City will accept a voluntary contribution of \$1.00 per buildable square foot of the single-family developments (i.e. \$6,168) to the City's Affordable Housing Reserve Fund in-lieu of registering the legal agreement on Title to secure a secondary suite.
8. Registration of a flood indemnity covenant on Title.
9. Registration of a restrictive covenant on title to ensure that:
  - a) Vehicle access to the site is via a single shared driveway crossing (6 m wide at the back of the sidewalk and 9 m wide at the curb) centered on the proposed shared property line.
  - b) The buildings and driveway on the proposed lots be designed to accommodate on-site vehicle turn-around capability to prevent vehicles from reversing onto Francis Road.

**Prior to removal of Trees # 01, 02, 03 from the neighbouring property at 6600 Francis Road:**

- The applicant must apply for and be issued the required tree removal permit\*.

**Prior to removal of Tree # 06 from the boulevard on City-owned property in front of the subject site:**

- The applicant must contact the Parks department (604-244-1208 x 1342) four (4) business days prior to tree removal to enable proper signage to be posted.

**At Demolition\* stage, the following is required to be completed:**

- Installation of tree protection fencing around Trees # 155, 156, 04, 05, 07 on-site and off-site. Tree protection fencing must be installed to City standard prior to demolition of the existing dwelling and must remain in place until construction and landscaping on the proposed lots is completed.

**At Subdivision\* stage, the following is required to be completed:**

- Payment of Development Cost Charges (City and GVS&DD), School Site Acquisition Charge, Address Assignment Fee, and Servicing Costs.  
(Note: the required service connections for the proposed two (2) lots must be located and designed to ensure protection of Trees # 155, 156, 04, 05, and 07 on-site and off-site).
- Registration of a cross-access easement over the shared driveway (6 m wide at the front lot line and 9 m long, centered on the proposed shared property line).

**At Building Permit\* stage, the following is required to be completed:**

- 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.

- Obtain a Building Permit (BP) for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Division at 604-276-4285.

**Note:**

\* This requires a separate application.

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

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

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

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

[Signed original on file]

Signed \_\_\_\_\_

Date \_\_\_\_\_



**Richmond Zoning Bylaw 8500  
Amendment Bylaw 9061 (RZ 13-639817)  
6580 Francis Road**

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

1. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following area and by designating it **"SINGLE DETACHED (RS2/C)"**.

P.I.D. 002-682-711

Lot 943 Section 30 Block 4 North Range 6 West

New Westminster District Plan 61043

2. This Bylaw may be cited as **"Richmond Zoning Bylaw 8500, Amendment Bylaw 9061"**.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED

_____	CITY OF RICHMOND
_____	
_____	APPROVED by <i>BK</i>
_____	APPROVED by Director or Solicitor <i>il</i>
_____	
_____	

\_\_\_\_\_  
MAYOR

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



# City of Richmond

## Report to Committee Planning and Development Department

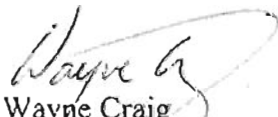
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**To:** Planning Committee **Date:** October 7, 2013  
**From:** Wayne Craig **File:** RZ 12-626430  
Director of Development  
**Re:** Application by Kasian Architecture Interior Design and Planning for Rezoning at  
5580 and 5600 Parkwood Way from "Industrial Business Park (IB1)" to "Vehicle  
Sales (CV)"

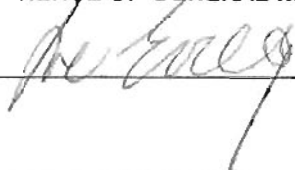
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### Staff Recommendations:

1. That Richmond Official Community Plan Bylaw 9000, Amendment Bylaw 9052, to amend the City of Richmond 2041 Land Use Map (Schedule 1) to redesignate 5580 and 5600 Parkwood Way from "Mixed Employment" to "Commercial", be introduced and given first reading.
2. That Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 9053, to amend Schedule 2.11B – the East Cambie Area Plan to redesignate 5580 and 5600 Parkwood Way from "Industrial" to "Commercial" in the Land Use Map, be introduced and given first reading.
3. That Bylaws 9052 and 9053, having been considered in conjunction with:
  - the City's Financial Plan and Capital Program;
  - the Greater Vancouver Regional District Solid Waste and Liquid Waste Management Plans;are hereby deemed to be consistent with said program and plans, in accordance with Section 882(3)(a) of the Local Government Act.
4. That Bylaws 9052 and 9053, having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043, are hereby deemed not to require further consultation.
5. That Richmond Zoning Bylaw 8500, Amendment Bylaw 9054, for the rezoning of 5580 and 5600 Parkwood Way from "Industrial Business Park (IB1)" to "Vehicle Sales (CV)", be introduced and given first reading.

  
Wayne Craig  
Director of Development  
WC:dj  
Att: 6



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

## Staff Report

### Origin

Kasian Architecture Interior Design and Planning has applied to the City of Richmond for permission to rezone 5580 and 5600 Parkwood Way (**Attachment 1**) from “Industrial Business Park (IB1)” to “Vehicle Sales (CV)” for the purpose of consolidating these lots with 5660 and 5680 Parkwood Way and then subdividing them into five (5) lots to create three (3) new car dealerships and modify the properties of two (2) existing dealerships. (**Attachment 2**). The proposed rezoning will require an amendment to the OCP and the East Cambie Area Plan.

### Findings of Fact

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

### Surrounding Development

To the North: Two storey office buildings at 5500 Parkwood Way and 5388 Parkwood Place, zoned “Industrial Business Park (IB1)”.

To the East: Across Knight Street, two storey office buildings at 13511 and 13571 Commerce Parkway, zoned “Industrial Business Park (IB1)”.

To the South: Vehicle sales and service dealerships as part of the Richmond Auto Mall at 13580 and 13600 Smallwood Place, zoned “Vehicle Sales (CV)”.

To the West: Vehicle sales and service dealerships as part of the Richmond Auto Mall at 5491, 5571, 5660 and 5680 Parkwood Way, zoned “Vehicle Sales (CV)”.

### Related Policies & Studies

#### Richmond 2041 Official Community Plan (OCP) – Schedule 1

The Richmond 2041 Official Community Plan (OCP) designates the subject properties as “Mixed Employment” in the 2041 OCP Land Use Map. The “Mixed Employment” use permits an array of industrial and stand-alone office and institutional uses. A limited range of commercial uses are permitted in certain areas to enable the retail sale of building and garden supplies, household furnishings, and similar warehouse goods.

The current OCP land use designation of the existing Richmond Auto Mall is “Commercial”, where the intent is to enable a range of uses for retail, restaurant, office, business, personal service, arts, culture, recreational, entertainment, institutional, hospitality and hotel accommodation.

#### East Cambie Area Plan – Schedule 2.11B

The East Cambie Area Plan Land Use Map designates the subject properties as “Industrial”, to accommodate the production, manufacturing, storing, transporting, distributing, testing, cleaning,

servicing or repair of goods, materials or things. Ancillary offices are only permitted to administer the industrial uses.

#### Floodplain Management Implementation Strategy

In accordance with the City's Flood Protection Bylaw 8204, the minimum allowable elevation for habitable space is 2.9 m GSC. A Flood Plain Covenant is to be registered on title prior to final adoption of the OCP and rezoning Bylaws.

#### 2041 OCP Aircraft Noise Sensitive Development (ANSD) Policy

The subject properties are within the Aircraft Noise Sensitive Development Area 2, which permits non-noise sensitive uses such as an auto dealership to operate. An aircraft noise indemnity covenant for non-sensitive use is required to be registered on the property prior to the adoption of the OCP amendment and rezoning Bylaws.

#### Metro Vancouver 2040 Regional Growth Strategy

The Metro Vancouver 2040 Regional Growth Strategy (RGS) provides land use policies to guide future development in the region. It identifies the subject properties as "Mixed Employment", which is intended for industrial, commercial and other employment-related uses to help meet the needs of the regional economy, which are not typically located in urban or neighbourhood centres. The proposed OCP amendment, rezoning and subdivision do not require a RGS amendment as the "Mixed Employment" designation accommodates the proposed commercial auto mall use.

The remainder of the Richmond Auto Mall is currently designated in the RGS as "General Urban" and is intended for areas within residential neighbourhoods and centres to include uses to support shopping services, institutions, recreational facilities and parks, including the auto mall.

### **Background**

A previous rezoning application for 5580 Parkwood Way (RZ 97-116387) to rezone to a Car Dealership and Office space was denied by Council on November 24, 1997, due to concerns from the Richmond Auto Mall that the proposal would create an unfair advantage to the applicant as they would be able to lease out office space in their proposal. The existing "Vehicle Sales (CV)" zoning within the Auto Mall prohibits office use with the exception of ancillary uses to the auto dealership.

Another rezoning application was brought forward in 2004 (RZ 04-270729) to rezone a portion of the strata at 5600 Parkwood Way from "Industrial Business Park (IB1)" to "Vehicle Sales (CV)" as a means to include the parcel as part of the Auto Mall. The Auto Mall supported the application as the zoning would be consistent with other lots within the Auto Mall. Council approved this application on September 27, 2004; the property was subdivided and is now known as 5660 Parkwood Way.

The current rezoning application (RZ 12-626430) has the support of the Richmond Auto Mall Association (**Attachment 4**).

**Consultation**

The proposed OCP amendments and proposed rezoning to “Vehicle Sales (CV)” are consistent with City policies regarding consultation with the Richmond School District No. 38 and Vancouver International Airport. No consultation with these agencies is necessary as this application does not propose any residential units.

The site falls within the purview of the Provincial Transportation Act where all proposals requiring rezoning amendment Bylaws, and subdivisions are required to be referred to the application to the Ministry for comment, when they are within 800 metres of a Provincial Highway intersection. The application was referred to the Provincial Ministry of Transportation and Infrastructure and the Ministry sent a preliminary approval on September 17, 2013 (**Attachment 5**) based on the following:

1. As these properties abut Highway 99 (controlled access highway), approval for the proposed subdivision will require Ministry approval pursuant to Sec. 80 of the Land Title Act;
2. There will be no direct access to Highway 99; and
3. All storm water shall be directed to a municipally maintained storm drainage system.

**Public Input**

Signage is posted on-site to notify the public of the subject application. At the time of writing this report, staff have received phone calls from some auto dealerships wanting to follow the progress of this rezoning application, but they did not provide any comment. Should this application receive first reading, a public hearing will be scheduled.

**Staff Comments**

Based on staff’s review of the subject application, staff are supportive of the development proposal, provided that the developer meets all considerations of the rezoning conditions (**Attachment 6**).

**Analysis**

The analysis is set out in two parts in order to clarify the proposed OCP and Rezoning Bylaws.

**Part 1 – 2041 Official Community Plan (OCP) and East Cambie Area Plan Amendments**

The proposal to rezone the subject properties from “Industrial Business Park (IB1)” to “Vehicle Sales (CV)” to support auto dealerships will require an amendment to both the Land Use Maps of the 2041 OCP (Schedule 1) (Bylaw 9052) and the East Cambie Area Plan (Schedule 2.11B) (Bylaw 9053). The proposed amendments are to change the current land use designations of:

- The 2041 OCP from “Mixed Employment” to “Commercial”; and
- The East Cambie Area Plan from “Industrial” to “Commercial”.

The OCP and Area Plan re-designations are supported as commercial uses are permitted in the City’s Mixed Employment designation and Richmond’s Employment Lands Strategy supports flexibility in land use designations. As the intent of this application is to expand the Richmond

Auto Mall, the proposed “Commercial” designation best reflects the use of the site and ensures consistency with the other auto dealership properties within the Auto Mall.

The benefits of the proposal are that it: enables more opportunities for auto dealerships to co-locate within the same area; improves comparative vehicle shopping for customers; removes the pressure on existing and displaced dealerships within the City Centre to relocate to other areas within the City; and improves stable employment opportunities in a concentrated area outside of the City Centre.

#### Part 2 – Rezoning Amendment from “Industrial Business Park (IB1)” to “Vehicle Sales (CV)”

This application proposes to rezone 5580 and 5600 Parkwood Way from “Industrial Business Park (IB1)” to “Vehicle Sales (CV)” to allow the consolidation and subsequent re-subdivision with 5660, 5680 Parkwood Way to create a total of five (5) lots and a new access road (**Attachment 2**).

The proposed access road is intended to provide two-way access to all the proposed lots and is accessed from Parkwood Way by a proposed roundabout at the north end, and a T-intersection at the south. The road requires a 20 metre land dedication and is to include street parking, a 1.5 metre wide sidewalk, and a grassed and treed boulevard. The road and frontage works are subject to a separate servicing agreement.

The proposed subdivision would meet the permitted use provisions and lot size requirements of the “Vehicle Sales (CV)” zone.

The properties at 5660 and 5680 Parkwood Way are currently zoned “Vehicle Sales (CV)” and do not require rezoning.

#### Engineering

Engineering has reviewed the proposal and indicates that: there are no required upgrades to existing services, but that the developer is responsible for the installation of new water, sanitary and storm lines within the proposed road dedication to the proposed lots, and to connect these new services to existing service lines.

All existing site connections servicing the existing lots are to be removed and new site connections to service the proposed new lots will be required.

The developer is also responsible for the underground installation of private utilities (hydro, telephone). The applicant is to include information regarding the installation of these utilities along with water, sanitary and storm connections with the forthcoming servicing agreement.

#### Transportation and Site Access

The Transportation Division has reviewed the Traffic Impact Study submitted with the proposal and provides the following considerations to be acceptable to the Director of Transportation:

- Access to each of the proposed lots is facilitated by a 20 metre dedication for road from the consolidated lots which include the subject properties, as well as 5660 and 5680 Parkwood Way for the purpose of the proposed road development. A larger dedication at the north intersection is for the roundabout.

- The road improvements required are a 12 metre wide paved road, a curb and gutter, 1.5 metre sidewalks, grassed and treed boulevard on both sides of the road.
- A new traffic signal at the intersection of Jacombs Road and Smallwood Place at the south entrance of the Auto Mall site is required.

#### Development Permit

No building plans have been submitted with this rezoning application, but all sites are subject to a Development Permit for any future buildings on the proposed lots.

The operators of the Richmond Auto Mall have notified staff that they have been in discussions with potential dealerships to occupy the new sites, and City staff have received phone calls from auto dealerships who are interested in the progress of this rezoning application.

#### Trees

There are a number of trees within the subject properties, primarily along the perimeter of the existing property line, including those backing onto Knight Street, as well as within those landscaped islands in the existing parking lots. As there were no building drawings for the new sites, it is difficult to determine which trees would require removal or be available for retention. An Arborist report will be required as part of a Development Permit application submitted for any of the proposed lots.

#### Discharge of Covenants

The following chart outlines the current covenants that are currently registered on the land title record for 5600 Parkwood Way. The registered covenants are equivalency agreements that were required for the construction of the existing buildings that are to be removed prior to consolidation and subdivision. These documents will be made redundant with the demolition of the existing buildings and should be discharged from the Land Title records.

5600 Parkwood Way	
Document Registration	Description
BP278368	Equivalency agreement for a water sprinkler system to protect the openings within 3 metres of an exit.
BA110541	Equivalency agreement for fire protection.
BB548802	Equivalency agreement for fire protection.

#### Cancellation of Strata Plan

The property at 5600 Parkwood Way is a strata lot consisting of three (3) different strata titles, but all three (3) are listed as the same owner. The owner is required to cancel the strata plan in accordance with Part 16 of the British Columbia "Strata Property Act" prior to the adoption of rezoning.

#### Servicing Agreement

The applicant is to enter into a separate servicing agreement prior to adoption of rezoning.

The developer is responsible for the works including but not limited to the following:

- Water Service: the installation of a 200mm diameter watermain loop within the proposed road dedication, in addition to the installation of fire hydrants which are to be installed 75 metres apart minimum, and connect it to the existing system on Parkwood Way. The existing site connections are to be removed and new site connections are required. Fire flow calculations are required prior to the issuance of the Building Permit and are to be signed and sealed by a professional engineer to confirm adequate available flow;
- Sanitary Service: the installation of a 200mm diameter sanitary sewer line within the proposed dedication as required to service the development sites and connect to the existing system on Parkwood Way;
- Storm Drainage: the installation of a 600mm diameter storm sewer within the proposed road dedication, and connecting it to the existing system on Parkwood Way;
- Other Services: All existing site connections are to be removed and new site connections to service the proposed new lots are required. The developer is also responsible for the underground installation of private utilities (hydro, telephone). The applicant is to include information regarding the installation of these utilities along with water, sanitary and storm connections with the forthcoming servicing agreement.
- Transportation:
  - The proposed new road to allow vehicle access to the new lots including frontage works on both sides of the road consisting of curb and gutter, 1.5 metre sidewalk and grassed and treed boulevard;
  - The proposed new roundabout at the north end connecting with Parkwood Way and a T-intersection at the south end; and
  - Installation of a new traffic signal to City standard at the time of installation, including but not limited to the following: signal pole, controller, base, hardware, pole base, detection (in ground loops and video), conduits (electrical and communications), signal indications, communications cable, electrical wiring and service conductors, APS (Accessible Pedestrian Signals) and illuminated street name sign(s);

#### Subdivision

It is anticipated that the City will receive an application for subdivision upon receipt of third reading. Consolidation is a condition of final approval of the rezoning and OCP Bylaws.

#### **Financial Impact**

None.



**Conclusion**

Kasian Architecture has applied to rezone 5580 and 5600 Parkwood Way from "Industrial Business Park (IB1)" to "Vehicle Sales (CV)", and consolidate with 5660 and 5680 Parkwood Way for the purpose of expanding the Richmond Auto Mall. The proposal requires amendments to the OCP 2041 Land Use Map as well as the East Cambie Area Plan Land use map. The submitted information supports the criteria set out in the "Vehicle Sales (CV)" zone. As staff consider that the proposal will benefit the community and are confident that the outstanding conditions related to servicing and accessing the site will be addressed and, therefore, recommends that Bylaws 9052, 9053 and 9054 be introduced and given first reading.



David Johnson  
Planner 2  
(604-276-4193)

DJ:cas

Attachment 1: Location Map

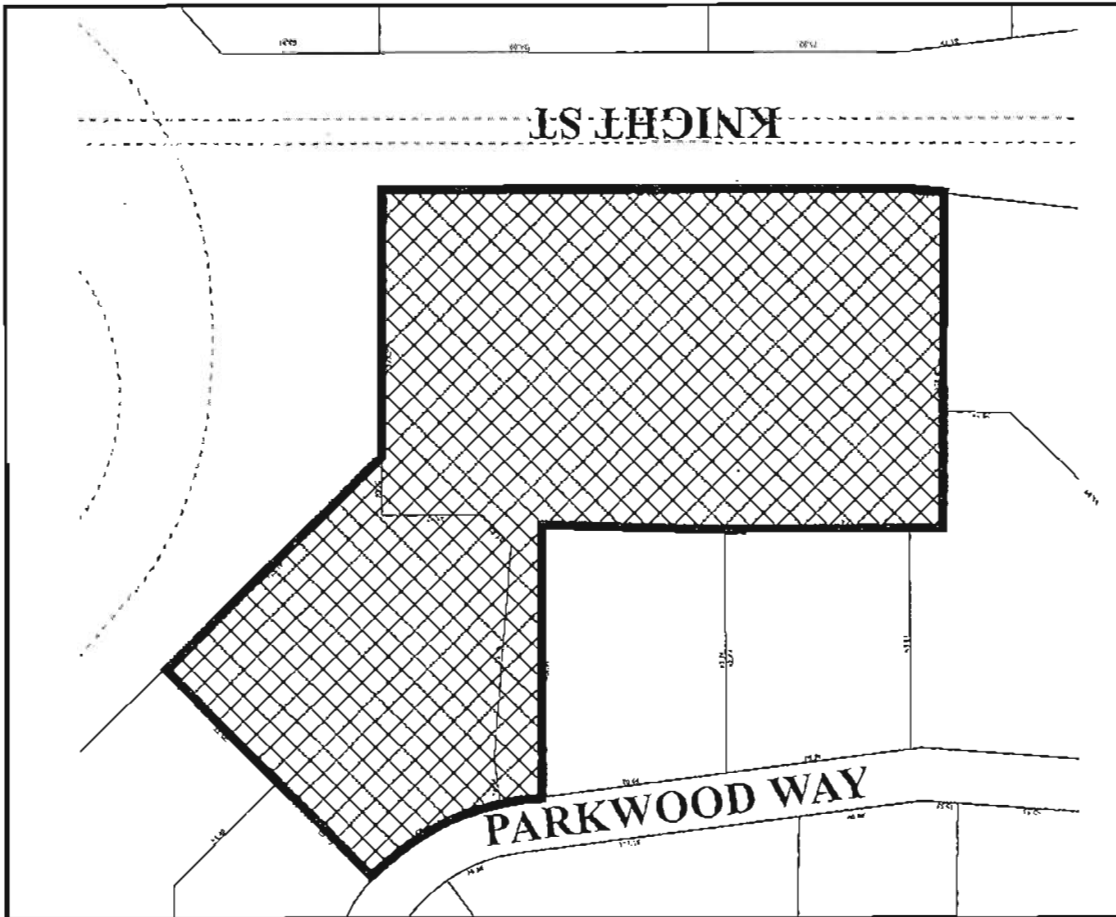
Attachment 2: Conceptual Development Plans

Attachment 3: Development Application Data Sheet

Attachment 4: Letter from Richmond Auto Mall Association

Attachment 5: September 17, 2013 letter from Ministry of Transportation and Infrastructure

Attachment 6: Rezoning Considerations

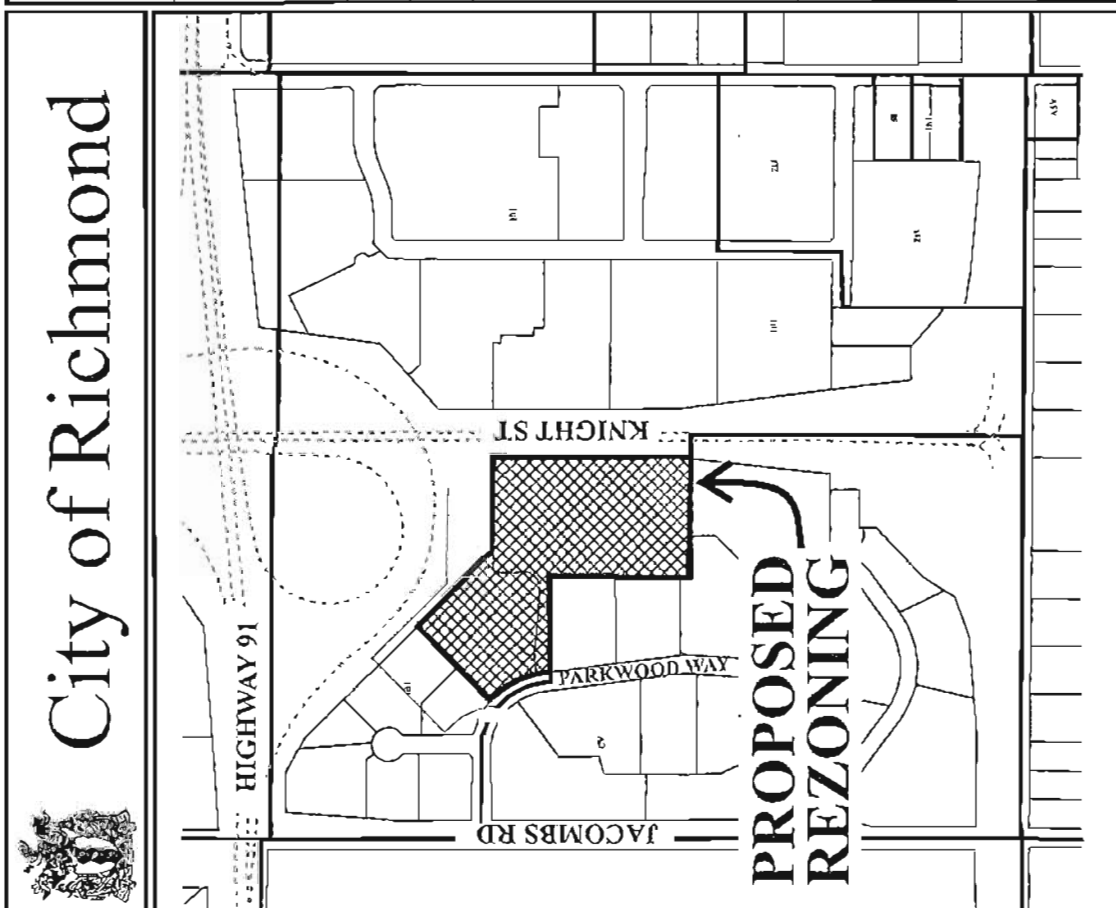


Original Date: 12/10/12

Revision Date:

Note: Dimensions are in METRES

RZ 12-626430



City of Richmond





RZ 12-626430

Original Date: 09/04/13

Amended Date:

Note: Dimensions are in METRES







**RZ 12-626430**

**Attachment 3**

Address: 5580 and 5600 Parkwood Way

Applicant: Kasian Architecture Interior Design and Planning

Planning Area(s): East Cambie Area Plan (OCP Schedule 2.11B)

	Existing	Proposed
Owner:	0737974 BC Ltd.	0737974 BC Ltd.
Site Size:	40,509.0 m <sup>2</sup>	35,338.0 m <sup>2</sup> (after road dedication)
Metro Vancouver Regional Growth Strategy Designation	Mixed Employment	Mixed Employment
OCP Designation:	Mixed Employment	Commercial
Area Plan Designation:	Industrial	Commercial
Zoning:	Industrial Business Park (IB1)	Vehicle Sales (CV)

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Lot Size (min. dimensions):	none	9,330 m <sup>2</sup> (Lot 1) 13,030 m <sup>2</sup> (Lot 2) 14,120 m <sup>2</sup> (Lot 3) 11,050 m <sup>2</sup> (Lot 4) 9,410 m <sup>2</sup> (Lot 5)	none

RICHMOND

**auto mall**

June 27, 2012

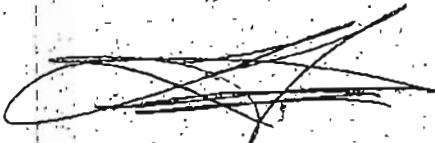
0737974 BC Ltd.  
c/o Larry Gwozd  
Alexander Holburn Beadn + Lang LLP  
2700 - 700 West Georgia Street  
Vancouver, BC  
V7Y 1B8

**Attention Gary Cowell**

Dear Gary:

This letter is confirmation that the Richmond Auto Mall Association and Richmond Auto Mall Holdings Ltd. consent to the properties to be acquired by 0737974 BC Ltd. becoming part of the Richmond Auto Mall upon completion of re-zoning and re-development to serviced auto dealership lots.

Yours truly,



Leonard Fong  
President  
Richmond Auto Mall Association  
Richmond Auto Mall Holdings Ltd.

CC: Board of Directors, Richmond Auto Mall Association &amp; Richmond Auto Mall Holdings Ltd.

RICHMOND AUTO MALL ASSOCIATION

250 - 13460 Smellwood Place, Richmond, B.C. V6V 1W8  
Phone: (604) 273-3243 Fax: (604) 273-2044

DEVELOPMENT APPROVALS  
PRELIMINARY BYLAW  
COMMUNICATION

Your File #: RZ-12-626430  
eDAS File #: 2013-04275  
Date: Sep/17/2013

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

Attention: David Johnson, Planner 2

**Re: Proposed Rezoning for:**

Lot 25, Section 5, Block 4 North, Range 5 West, New Westminster District Plan  
86865

Common Property Strata Lot NWS3337

Previously, preliminary approval had been provided on January 8, 2013 (eDAS File # 2013-0087). However, as further information was recently submitted, this file has been closed and superceded by eDAS File # 2013-04275.

Preliminary Approval is granted for the rezoning for one year pursuant to section 52(3)(a) of the *Transportation Act*, subject to the following conditions:

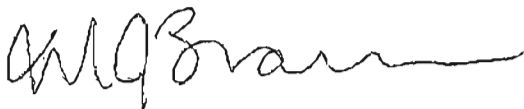
- Pursuant to Section 80 of the *Land Title Act*, the proposed subdivision will require Ministry of Transportation and Infrastructure approval.
- No direct access will be permitted to Highway 91.
- No storm drainage shall be directed into Ministry of Transportation and Infrastructure systems. This would include collection/run off of the internal roads systems. All storm water is to be directed to a municipally maintained storm system.

Local District Address
Lower Mainland District 310-1500 Woolridge Street Coquitlam, BC V3K 0B8 Canada Phone: (604) 527-2221 Fax: (604) 527-2222



- Regarding any future buildings/structures:
  - All structures are to be located at least 4.5 metres back from the highway right-of-way, or 3 metres where the structure has access from another street.
  - No future commercial or industrial building shall exceed 4,500 square metres without prior approval from the Ministry of Transportation and Infrastructure pursuant to Section 924 of the *Local Government Act*.

If you have any questions please feel free to call Michael Braun at (604) 527-2244.  
Yours truly,

A handwritten signature in black ink, appearing to read 'Michael Braun', with a long horizontal flourish extending to the right.

Michael Braun  
Area Development & Operations Technician



## Rezoning Considerations

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

**Address:** 5580 and 5600 Parkwood Way

**File No.:** RZ 12-626430

**Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9054, the developer is required to complete the following:**

1. Final Adoption of OCP Amendment Bylaws 9052 and 9053.
2. Approval of Richmond Zoning Bylaw 8500, Amendment Bylaw 9054 by the Ministry of Transportation and Infrastructure.
3. 20.0 metre road dedication within the subject site, including 5660 and 5680 Parkwood Way. Additional road dedications at the intersections of Parkwood Way as per the proposed Subdivision plan. Final road dedication requirements to be determined by the Director of Transportation, subject to an approved functional design for the new roads.
4. Consolidation of all the lots into one development parcel (which will require the demolition of the existing buildings).
5. Registration of an aircraft noise indemnity covenant on title.
6. Registration of a flood plain covenant on title identifying a minimum habitable elevation of 2.90 m GSC.
7. Discharge of restrictive covenants BP278368, BA110541 and BB548802 from the Land Title records.
8. Confirmation of the cancellation of Strata Plan NW3337.
9. Enter into a Servicing Agreement\* for the design and construction of the proposed road, utilities and frontage improvements. Works include, but may not be limited to,
  - Installation of a 200mm diameter watermain loop within the proposed road dedication as required servicing the development sites, in addition to fire hydrants being installed 75 metres apart minimum, and connecting it to the existing system on Parkwood Way;
  - Installation of a 200mm diameter sanitary sewer line within the proposed dedication as required servicing the development sites and connecting it to the existing system on Parkwood Way;
  - Installation of a 600mm diameter storm sewer within the proposed road dedication, and connect it to the existing system on Parkwood Way;
  - Information on the removal of all existing site connections and the installation for the underground private utilities;
  - The proposed new road to allow vehicle access to the new lots including frontage works on both sides of the road consisting of curb and gutter, 1.5 metre sidewalk and grassed and treed boulevard;
  - The proposed new roundabout at the north end connecting with Parkwood Way and a T-intersection at the south end; and
  - Installation of a new traffic signal to City standard at the time of installation, including but not limited to the following: signal pole, controller, base, hardware, pole base, detection (in ground loops and video), conduits (electrical and communications), signal indications, communications cable, electrical wiring and service conductors, APS (Accessible Pedestrian Signals) and illuminated street name sign(s).

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

1. Submit an Arborist Report, identifying the location and condition of all on-site trees, and to determine the possible retention or removal of these trees.

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

1. Submission of a Construction Parking and Traffic Management Plan to the Transportation Division. Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.
2. Incorporation of accessibility measures in Building Permit (BP) plans as determined via the Development Permit processes.
3. 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.

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- \* This requires a separate application.
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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.

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Signed

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Date



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**Richmond Official Community Plan Bylaw 9000  
Amendment Bylaw 9052  
(RZ 12-626430)  
5580 and 5600 Parkwood Way**

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

1. Richmond Official Community Plan Bylaw 9000 (Schedule 1) 2041 Land Use Map is amended to redesignate 5580 and 5600 Parkwood Way from "Mixed Employment" to "Commercial", specifically;

P.I.D. 016-510-135

Lot 25 Section 5 Block 4 North Range 5 West New Westminster District Plan 86865

P.I.D. 016-649-427

Strata Lot 1 Section 5 Block 4 North Range 5 West New Westminster District Strata Plan NW3337 Together With An Interest In The Common Property In Proportion To The Unit Entitlement Of The Strata Lot As Shown On Form 1

P.I.D. 016-649-435

Strata Lot 2 Section 5 Block 4 North Range 5 West New Westminster District Strata Plan NW3337 Together With An Interest In The Common Property In Proportion To The Unit Entitlement Of The Strata Lot As Shown On Form 1

P.I.D. 026-020-564

Strata Lot 3 Section 5 Block 4 North Range 5 West New Westminster District Strata Plan NW3337

Together With An Interest In The Common Property In Proportion To The Unit Entitlement Of The Strata Lot As Shown On Form 1

2. This Bylaw may be cited as "**Richmond Official Community Plan Bylaw 9000, Amendment Bylaw 9052**".

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

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CITY OF RICHMOND
APPROVED by 
APPROVED by Manager or Solicitor 

---

MAYOR

---

CORPORATE OFFICER



---

**Richmond Official Community Plan Bylaw 7100  
Amendment Bylaw 9053 (RZ 12-626430)  
5580 and 5600 Parkwood Way**

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

1. Richmond Official Community Plan Bylaw 7100 (Schedule 2.11B) East Cambie Neighbourhood Plan Land Use Map is amended to redesignate 5580 and 5600 Parkwood Way from “Industrial” to “Commercial”, specifically;

P.I.D. 016-510-135

Lot 25 Section 5 Block 4 North Range 5 West New Westminster District Plan 86865

P.I.D. 016-649-427

Strata Lot 1 Section 5 Block 4 North Range 5 West New Westminster District Strata Plan NW3337 Together With An Interest In The Common Property In Proportion To The Unit Entitlement Of The Strata Lot As Shown On Form 1

P.I.D. 016-649-435

Strata Lot 2 Section 5 Block 4 North Range 5 West New Westminster District Strata Plan NW3337 Together With An Interest In The Common Property In Proportion To The Unit Entitlement Of The Strata Lot As Shown On Form 1

P.I.D. 026-020-564

Strata Lot 3 Section 5 Block 4 North Range 5 West New Westminster District Strata Plan NW3337

Together With An Interest In The Common Property In Proportion To The Unit Entitlement Of The Strata Lot As Shown On Form 1

2. This Bylaw may be cited as “**Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 9053**”.

FIRST READING



PUBLIC HEARING

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

_____	CITY OF RICHMOND APPROVED by 
_____	
_____	APPROVED by Manager or Solicitor 
_____	
_____	
_____	

\_\_\_\_\_  
MAYOR

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





**Richmond Zoning Bylaw 8500  
Amendment Bylaw 9054 (RZ 12-626430)  
5580 and 5600 Parkwood Way**

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 **“VEHICLE SALES (CV)”**:

P.I.D. 016-510-135

Lot 25 Section 5 Block 4 North Range 5 West New Westminster District Plan 86865

P.I.D. 016-649-427

Strata Lot 1 Section 5 Block 4 North Range 5 West New Westminster District Strata Plan NW3337 Together With An Interest In The Common Property In Proportion To The Unit Entitlement Of The Strata Lot As Shown On Form 1

P.I.D. 016-649-435

Strata Lot 2 Section 5 Block 4 North Range 5 West New Westminster District Strata Plan NW3337 Together With An Interest In The Common Property In Proportion To The Unit Entitlement Of The Strata Lot As Shown On Form 1

P.I.D. 026-020-564

Strata Lot 3 Section 5 Block 4 North Range 5 West New Westminster District Strata Plan NW3337

Together With An Interest In The Common Property In Proportion To The Unit Entitlement Of The Strata Lot As Shown On Form 1

2. This Bylaw may be cited as **“Richmond Zoning Bylaw 8500, Amendment Bylaw 9054”**.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

MINISTRY OF TRANSPORTATION AND  
INFRASTRUCTURE APPROVAL

OTHER CONDITIONS SATISFIED

ADOPTED

\_\_\_\_\_  
MAYOR

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

CITY OF RICHMOND
APPROVED by <i>BK</i>
APPROVED by Director or Solicitor <i>ul</i>



# City of Richmond

## Report to Committee Planning and Development Department

To: Planning Committee  
From: Wayne Craig  
Director of Development

Date: September 24, 2013

File: HA 13-636133

Re: Application by The City of Richmond for a Heritage Alteration Permit at  
3811 Moncton Street

### Staff Recommendation

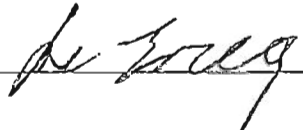
That a Heritage Alteration Permit be issued which would:

1. Permit the installation of two (2) fascia signs on the Steveston Museum at 3811 Moncton Street in Steveston; and
2. Vary the provisions of Richmond Sign Regulation Bylaw 5560 to:
  - a) Allow a fascia sign to extend above the top of the wall to which it is affixed; and
  - b) Reduce the minimum clearance between the underside of a hanging sign and the ground from 2.4 m to 2.19 m.

  
Wayne Craig  
Director of Development

BK:kt

Attach:

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Arts, Culture & Heritage Customer Service	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	

## **Staff Report**

### **Origin**

The City of Richmond has applied for permission to install two (2) fascia signs and one (1) hanging sign on a designated heritage building located on a site zoned “Steveston Commercial (CS2)” at 3811 Moncton Street. The three signs are part of the re-location of the Japanese Fisherman’s Benevolent Society Building to the site, and renovations / restoration of the building, and updating the existing signage on Steveston Museum and Post Office.

### **Background**

The subject property is located in the Steveston Village, within the Heritage Conservation Area declared by Council in June 2009. The site is occupied by two (2) buildings:

- The Steveston Museum and Post Office – also known as the Northern Bank Building.
- The relocated Japanese Fisherman’s Benevolent Society Building (the “Japanese Building”).

The Steveston Museum building is a designated heritage resource – protected under Bylaw No. 3956, adopted June 8, 1981. While the Japanese Building is on the same property, the building has not been designated as a heritage resource.

Development surrounding the subject site is as follows:

To the North: Two-storey mixed use Commercial / residential above, zoned “Steveston Commercial (CS3)”.

To the South: One-storey commercial building under Land Use Contract 122, across Moncton Street.

To the East: One-storey commercial building on the Richmond Heritage Inventory zoned “Steveston Commercial (CS2)” (the Ray’s Dry Goods building).

To the West: City-owned green space zoned “Steveston Commercial (CS2)”.

### **Staff Comments**

#### ***Sign Proposal***

The exterior renovations for the Japanese Building are largely complete, and programming for the building and associated interior renovations is under way. As part of the completion of the exterior works, a Heritage Alteration Permit (HAP) has been submitted by the Arts, Culture and Heritage Services Section of The City of Richmond, to allow the installation of two (2) new fascia signs and one (1) hanging sign on the Steveston Museum building.

#### ***Heritage Procedures***

Richmond Heritage Procedures Bylaw No. 8400 delegates the review and issuance of a Heritage Alteration Permit for signs to the Director of Development, unless the subject property is a protected heritage property, as follows:

*5.1.5 issuance of a Heritage Alteration Permit in respect of an application to alter, remove or replace a sign, only if the sign and building are not protected heritage property;*

### ***Sign Proposal***

There are three (3) signs proposed for the Museum Building which require a Heritage Alteration Permit (HAP) to be issued by Council, prior to staff issuing a sign permit. One proposed sign would be located above the main entrance on Moncton Street, a second sign would be located on the east side of the building, facing 3<sup>rd</sup> Avenue, and the third sign would be a hanging sign over the front door to the museum/post office. The two (2) wall-mounted signs will be installed immediately above the fascia board. All three (3) proposed signs will be wood, painted black and will have white copy. The design and location of the proposed signs is shown in **Attachment 1**.

The proposed sign design is reminiscent of historical signs which were used on the building when it was the Northern Bank and later the Royal Bank of Canada. The proposal is consistent with the Steveston Village Conservation Strategy, and the Development Permit Guidelines for signage. The sign proposal was reviewed and endorsed by the Steveston Museum Site Building Committee at their June 6, 2013 meeting (**Attachment 2**).

### ***Heritage Commission Review***

The sign proposal was reviewed at the September 18, 2013 meeting of the Richmond Heritage Commission. The Commission supported the proposed signs. An excerpt of the minutes of the Commission meeting is provided in **Attachment 3**.

### ***Window Signs***

As shown in the drawings attached to the Heritage Alteration Permit, seven (7) other signs are proposed. These signs are labelled as Signs B through H and are proposed to be interior window signs. As these signs are located inside the interior of the space, the HAP is not required for their installation.

### **Bylaw Compliance/VariANCES (staff comments in bold)**

Under the provisions of the *BC Local Government Act*, a Heritage Alteration Permit (HAP) may be used to vary municipal regulations for signs. It is therefore possible to use the HAP to vary the maximum height limit for a fascia sign, and allow the two (2) fascia signs as proposed, with the sign on the east side of the building extending above the fascia.

The two (2) proposed fascia signs would comply with the Richmond Sign Regulation Bylaw No. 5560. The Steveston Area Plan further limits the size of a fascia sign to 0.14 m<sup>2</sup> per linear metre of building frontage. The signs would be located on the south wall of the building which has 6.5 m of frontage, and the east wall of the building which has 18.5 m of frontage. This permits a sign area of 0.9 m<sup>2</sup> on the south wall and 2.6 m<sup>2</sup> on the east wall. All three (3) of the proposed signs conform to the regulations for sign area outlined in the Area Plan and the Richmond Sign Regulation Bylaw.

Two (2) variances are requested to allow the proposed signs.

### **Height of Facia Sign**

The sign proposed to be installed on the east side of the building would not comply with the Bylaw regulations for facia signs as follows:

## **PART II: CANOPY SIGNS & FACIA SIGNS**

### **4. MAXIMUM HEIGHT:**

(a) No part of a Canopy Sign or a Facia Sign shall be higher than the top of the wall to which it is affixed.

The sign on the east of the building would be mounted to bracket attached to the facia board, but would then extend above the facia board, and would be higher than the wall it is attached to. The applicant has requested a variance to:

- Allow a facia sign to extend above the top of the wall to which it is affixed.

*(The proposed signage is a historically accurate re-creation of the sign found on the building in the past. The sign concept is consistent with the signage guidelines for the Heritage Conservation Area contained in the Steveston Area Plan). Staff have no objections to the requested variance).*

The following historical photographs of the Museum building illustrate the character of the signage that was installed on the building in the past.





The second photo above dates from the early 1920's and shows that at that period of time, one (1) fascia sign above the front door to bank (then the Royal Bank of Canada), and one (1) sign on the roof / fascia sign on the east of the building was present. This configuration is the basis for the signage requested under Heritage Alteration Permit HA 13-636133.

### **Minimum Clearance for a Hanging Sign**

The applicant has requested a second variance for the hanging sign over the south entry to the Museum. This would vary the provisions of Richmond Sign Regulation Bylaw 5560 to:

- Reduce the minimum clearance between the underside of a hanging sign and the ground from 2.4 m to 2.19 m, for the proposed hanging sign over the front door of the museum/post office (**Attachment 1**).

*(The proposed hanging sign is historically accurate for the time period of the construction of the building, and a number of other buildings in Steveston feature hanging signs. If the variance is supported by Council, the proposed clearance of 2.19 m (7 ft 2 inches) will provide adequate head clearance for all but the rare person over 7 feet tall. The sign concept is consistent with the signage guidelines for the Heritage Conservation Area contained in the Steveston Area Plan. Staff have no objections to the requested variance).*

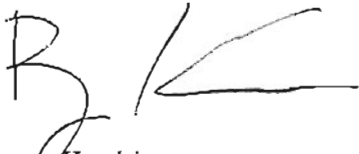
### **Conclusion**

The proposed fascia signs are consistent with the Steveston Village Conservation Strategy and the Development Permit Guidelines for signs in the Steveston Area Plan. The proposed fascia signs



are a historically accurate re-creation of signs which were installed on the building in the past, and are suitable in scale and design for the building.

Staff recommend that the Heritage Alteration Permit to allow the installation of the two (2) fascia signs and the one (1) hanging sign, and to vary the regulations of The "Richmond Sign Regulation Bylaw 5560" proposed signage be approved.

A handwritten signature in black ink, appearing to read 'BK', with a stylized flourish extending from the 'K'.

Barry Konkin  
Program Coordinator, Development

BK:kt

Attachment 1: Proposed Signs

Attachment 2: Excerpt of Minutes of the June 6, 2013 Meeting of the Steveston Museum Site  
Building Committee

Attachment 3: Excerpt of Minutes of the June 19, 2013 Meeting of the Richmond Heritage  
Commission

STEVESTON MUSEUM SIGNAGE



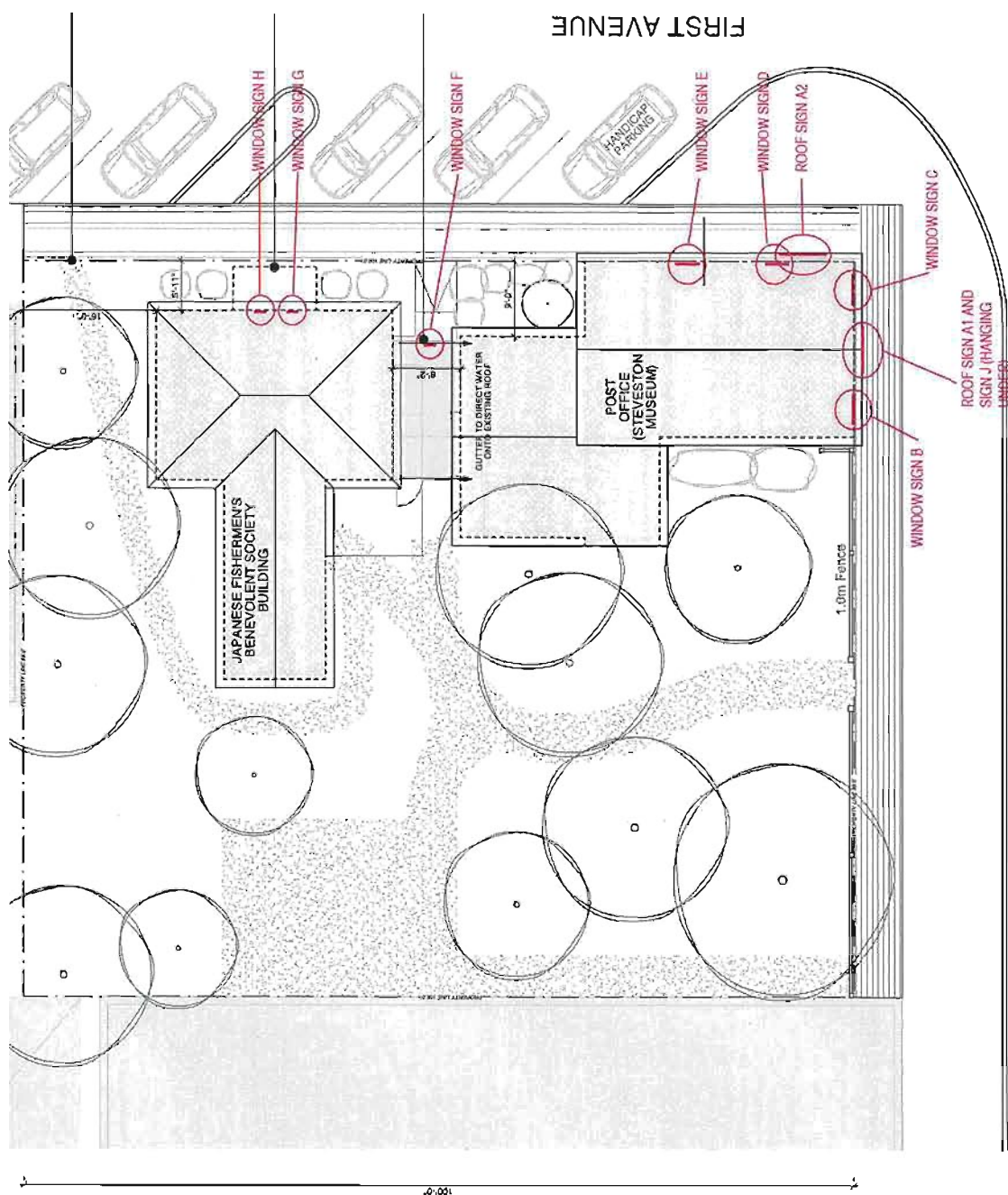
View of Steveston Museum Building from Intersection of Moncton Street and 1st Avenue



PLN - 99

STEVESTON MUSEUM SIGNAGE





**Steveston Museum Site Building Committee Meeting Minutes  
June 6, 2013 - 4:00 pm  
Steveston Museum Meeting Room**

**In attendance:**

**Committee:** Linda Barnes, Loren Slye, Bruce, Livingston, Harold Steves,

**Staff:** Connie Baxter, Michael Chan, Jim Young, John Irving, Jamie Esko, Gabrielle Sharp (scribe)

**Heritage Consultant:** James Burton, Birmingham & Wood

**Action Items and Resolutions Summary:**

- James will consult City Signs Department to ensure they can fabricate the exterior signs in wood
- Michael will:
  - Compile summary of consultant fees to date and email them to Connie for distribution.
  - Get cost to paint building trim only.
  - Get break down of cost of paint.
- Connie will set a date for the meeting with the exhibit development group and meet with Harold and Loren to consider exhibit budget.
- Linda and Harold will bring the sale of the road ends budget back to the Committee.
- City staff and James will review the scope of work for the interior and report back to the Committee with options for June 20, 2013 meeting.
- Jamie will (for July meeting):
  - Create a bubble diagram highlighting different potential uses of the parts of the park
  - Include introduction of water, evening lighting
  - Start to calculate budget impact

**Resolution passed:**

That the external building signage and interior window signage be adopted as per drawings by Birmingham & Wood based on the 1914 Northern Crown Bank archival image (City of Richmond Archives 2006 39 12). External building signage, A and A(2), to be fabricated in wood and equal in size.

**1. Call to order - 4:03pm**

**2. Approval of the agenda - approved**

**3. Review and approval of April 25, 2013 minutes - approved**

**4. Business arising from minutes**

**a. Exterior Signage - cost of wood vs. aluminum - James**

- James understood the Committee would like to review its earlier decision on exterior signage.
- Asked Committee to refer to the image on page 4 of drawings submitted to City
- The process to get Council approval was put on hold in order to obtain final approval from the Building Committee
  
- Linda: there seems to be a misunderstanding regarding the materials (wood versus aluminum). Additional issues to consider include: cost, longevity, being able to take down sign easily for filming
  
- Connie: Policy Planning is waiting for approval as per April 25 motion for aluminum or needs a new motion for wood from today's meeting
  
- James: chose aluminum based on the recommendation from the City Sign Shop for longevity and especially to be demountable for filming purposes
- Like street signs but thicker at edges with thicker frame around it; not flimsy
- Cost for aluminum: \$48/sign. Cost for wood: similar - won't be noticeably more.
- Including frame, looking at around \$200/sign for either wood or aluminum
- Longevity: wood will last but perhaps not as long as aluminum
  
- Linda: could City sign shop do wood? James: Probably. Will check.
  
- Linda polled the Committee members:
- Loren: prefer wood; will withstand weather; matches heritage building
- Harold: prefer wood - good wood will last; may have to be repainted every 10 years
- Bruce: wood
  
- Linda: From a staff perspective of taking sign up and down - anything to know?
- James: will need a metal bracket behind it with the wood bolted on it - can be done.
  
- Linda clarified that the Committee was unanimous that they wanted a completely wooden sign without aluminum frame.

**Resolution:** That the external building signage and interior window signage be adopted as per drawings by Birmingham & Wood based on the 1914 Northern Crown Bank archival image (City of Richmond Archives 2006 39 12). External building signage, A and A(2), to be fabricated in wood and equal in size.

**Resolution passed.**

Note – The City of Richmond Sign Shop is preferred for fabrication.

**b. Other?**

- Connie said there is a Planning Meeting scheduled for July 3 where the report about the signs will go forward if anyone wants to attend.

**5. Interior Rehabilitation**

**a. Budget - Michael/Connie/All**

- Michael: Have expended \$359,000 on the project to date with \$310,000 remaining for interior restoration and exhibit development.
- John: Have hired a cost estimator who estimated the budget for interior restoration would be around \$400,000. This would include wiring, conduit and Unistrut.
- Exhibit development is around an additional \$175,000.
- In total approximately \$600,000 range
- There are things that could be economize on but cuts here and there won't be sufficient to reduce costs to the range required.
- Propose that they bring what can be done with the current budget back to the Committee. Start from the very baseline with budget that we have and build from there with additions.
- One possibility: significant savings of 10-15% may be achieved by detailed planning ahead and putting out to tender with very specific guidelines including colour chips, trim details, etc. Need to define that level of detail in the specifications and get a better price from contractor.
- John emphasized that this would require a lot more work initially to get in place, including decisions made by the Committee.
- In process of doing the required analysis for such an approach.
- Linda asked if doable by next meeting in early July?
- John said it would take extra time upfront to produce cost savings and will push timeline back.
- He also said there will be additional costs initially in term of redesign and will analyze cost benefits of such an approach.

**RICHMOND HERITAGE COMMISSION**  
**Wednesday, September 18, 2013**

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**2. UPDATES**

***Newsletter***

Mr. Konkin has circulated notice of the upcoming deadline for the newsletter and discussion ensued on potential themes for articles in this or the next edition of the newsletter. It was noted that the kiosk would be a worthy topic once the project has progressed a bit further. Mr. Evans also discussed writing about his experiences with costumed first-person narration. Staff encouraged Mr. Evans to approach Peter Harris about the renovation of the net loft to see if that is being reported on. Commission members were encouraged to send any suggestions for articles to Ms. Beaumont or Mr. Evans.

**3. BUSINESS ARISING**

**a. *Kiosk Project***

Committee members provided an update on their experience touring Steveston and creating a focussed inventory of utility kiosks within the core of the Steveston Village. It was noted that 9 kiosks were identified and a detailed and comprehensive report has been created and distributed to Commission members electronically. Currently, the report has been sent to Public Art staff and is awaiting feedback from both staff and the Public Art Advisory Committee. Councillor Dang recommended enlisting Tourism Richmond for involvement in this project as well as any other interested Steveston Heritage groups. Commission members noted their hope that Public Art Funds can be utilized for this potential pilot project.

**b. *Development Application Review***

Staff provided an update on an amended version of proposed signage for the Steveston Museum, originally presented in June. Differences with respect to signage height variance were noted.

It was moved and seconded

*That the Richmond Heritage Commission support the third Post Office sign for the Steveston Museum, as presented on September 18, 2013.*

**CARRIED**





# City of Richmond

## Heritage Alteration Permit

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

File No.: HA 13 - 636133

To the Holder: City of Richmond  
Property Address: 3811 Moncton Street  
Legal Description: Parcel Identifier: 028-088-514  
Lot A Section 10 Block 3 North Range 7 West New Westminster District  
Plan BCP42935

(s.972, *Local Government Act*)

1. (Reason for Permit)
  - ☒ Designated Heritage Property (s.967)
  - ☐ Property Subject to Temporary Protection (s.965)
  - ☐ Property Subject to Heritage Revitalization Agreement (s.972)
  - ☒ Property in Heritage Conservation Area (s.971)
  - ☐ Property Subject to s.219 Heritage Covenant
2. This Heritage Alteration Permit is issued to authorize the installation of signs for the buildings at 3811 Moncton Street (**Schedule "A"**).
3. This Heritage Alteration Permit is issued subject to compliance with all of the Bylaws of the City applicable thereto, except as specifically varied or supplemented by this Permit.
4. The "Richmond Sign Regulation Bylaw 5560" is hereby varied to:
  - a) Waive the regulation that No part of a Canopy Sign or a Facia Sign shall be higher than the top of the wall to which it is affixed.
5. If the alterations authorized by this Heritage Alteration Permit are not completed within 24 months of the date of this Permit, this Permit lapses.

AUTHORIZING RESOLUTION NO. <Resolution No.> ISSUED BY THE COUNCIL THE DAY OF  
xxx, 2013

DELIVERED THIS <Day> DAY OF <Month>, 2013

\_\_\_\_\_  
MAYOR

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

IT IS AN OFFENCE UNDER THE *LOCAL GOVERNMENT ACT*, PUNISHABLE BY A FINE OF UP TO \$50,000 IN THE CASE OF AN INDIVIDUAL AND \$1,000,000 IN THE CASE OF A CORPORATION, FOR THE HOLDER OF THIS PERMIT TO FAIL TO COMPLY WITH THE REQUIREMENTS AND CONDITIONS OF THE PERMIT.

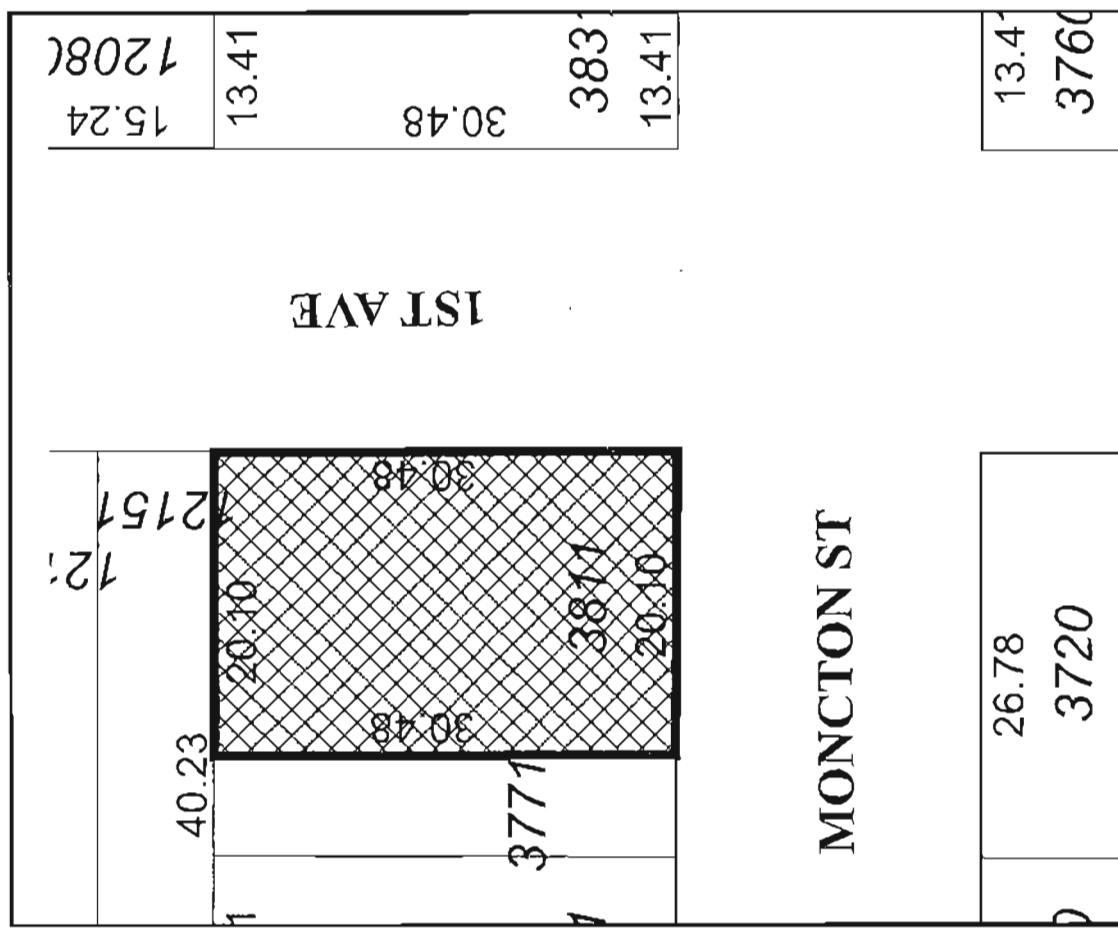


HA 13-636133

Original Date: 05/07/13

Revision Date:

**Note: Dimensions are in METRES**

**PLN - 106**

STEVESTON MUSEUM SIGNAGE



View of Steveston Museum Building from Intersection of Moncton Street and 1st Avenue

PLN - 107



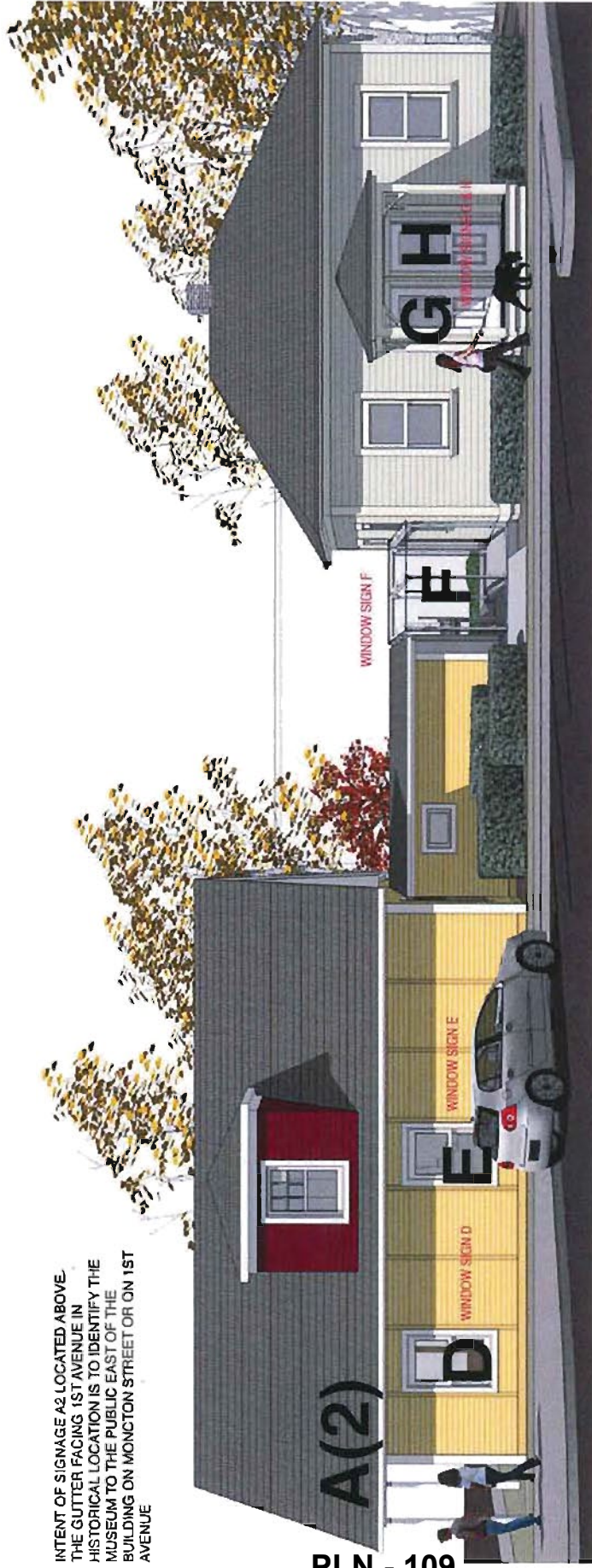
PLN - 108

View of Steveston Museum Building from Intersection of Moncton Street and 1st Avenue

## SIGNAGE LOCATIONS STEVESTON MUSEUM SIGNAGE



INTENT OF SIGNAGE A2 LOCATED ABOVE THE GUTTER FACING 1ST AVENUE IN HISTORICAL LOCATION IS TO IDENTIFY THE MUSEUM TO THE PUBLIC EAST OF THE BUILDING ON MONCTON STREET OR ON 1ST AVENUE



PLN - 109

View of Steveston Museum Building from 1st Avenue

INTENT OF SIGNAGE D AND E LOCATED ON THE WINDOWS OF THE POST OFFICE BUILDING:

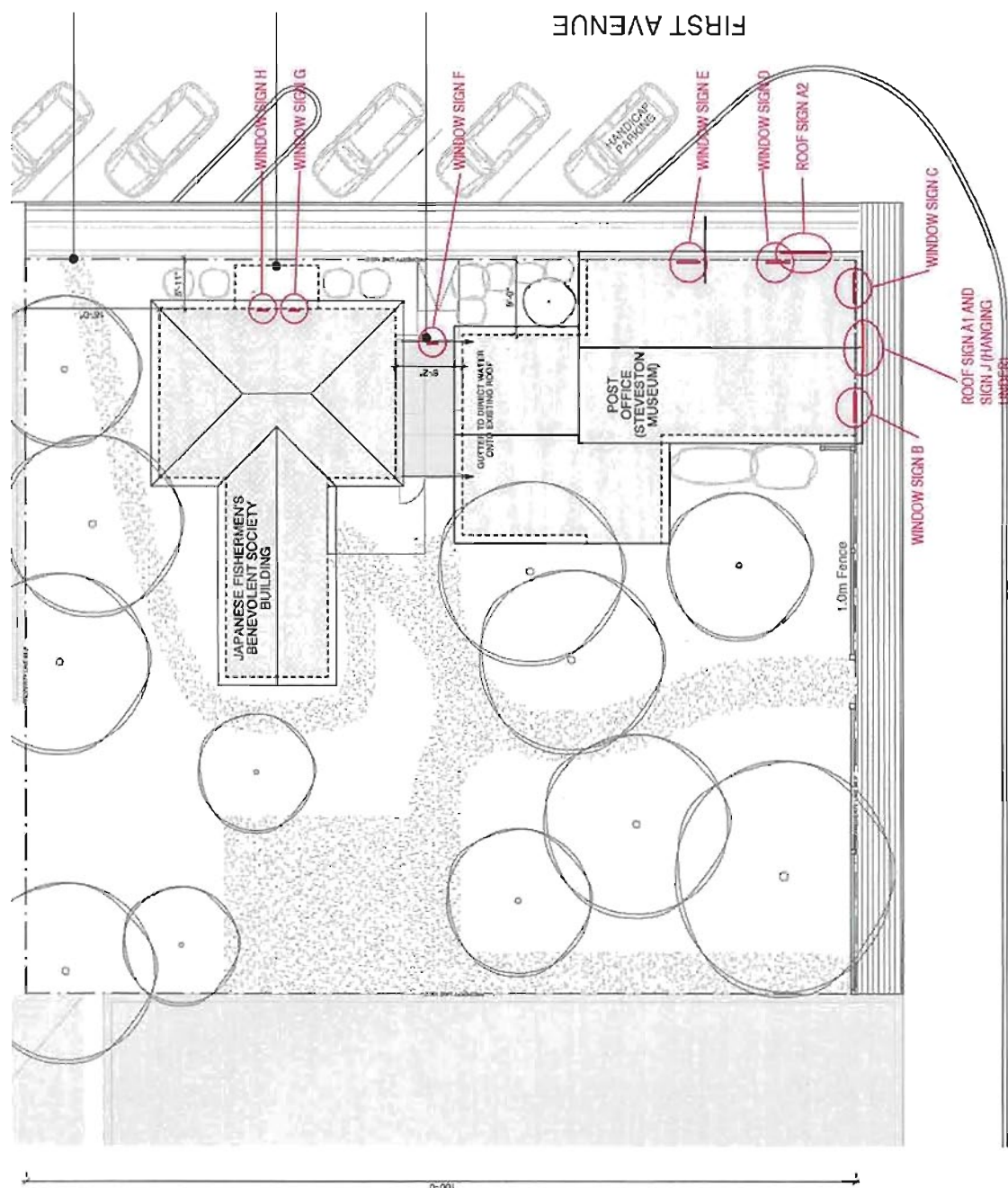
- ADVERTISE CURRENT COMMERCIAL USES IN THE BUILDING, AND
- IDENTIFY THAT THE CURRENT USES ARE IN A MUSEUM BUILDING

INTENT OF SIGNAGE F, G, AND H THAT ARE LOCATED ON THE JAPANESE FISHERMEN'S BENEVOLENT SOCIETY BUILDING IS TO DIRECT THE PUBLIC TO

- IDENTIFY THE BUILDING AS PART OF THE STEVESTON MUSEUM, AND
- DIRECT THE PUBLIC TO THE MUSEUM ENTRANCE ON MONCTON STREET

## SIGNAGE LOCATIONS ALONG 1ST AVENUE

### STEEVESTON MUSEUM SIGNAGE







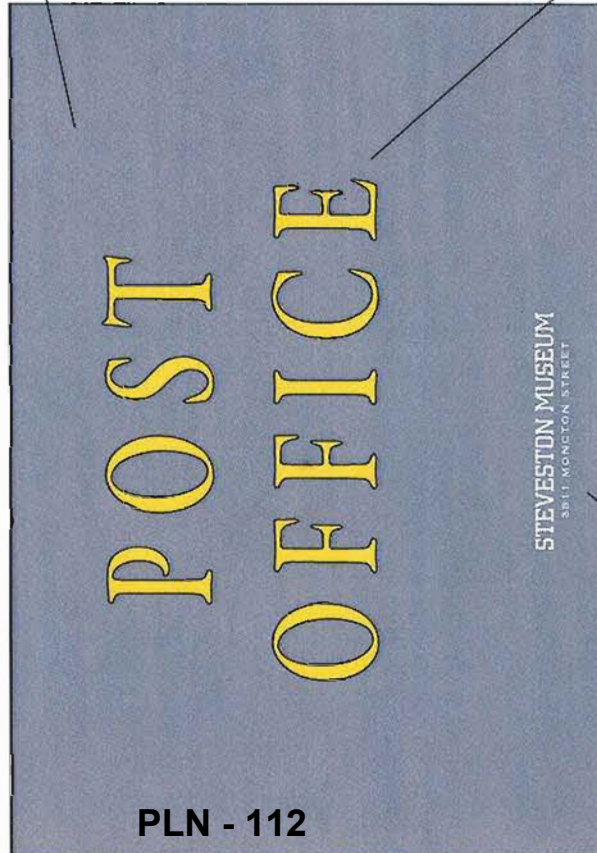
**A** PLAQUE SIGN MOUNTED ABOVE GUTTER ON MONCTON FACADE AND SOUTH END OF 1ST AVENUE FACADE



BLACK-PAINTED 3/4" THICK CLEAR CEDAR OR CLEAR DOUGLAS FIR PLANK 7.5" HIGH X 70.5" LONG. FRAME OUTER DIMENSIONS: 10" HIGH X 72" LONG. 6" HIGH WHITE LETTERING

ALL CAPS LETTERING WHITE ON BLACK-PAINTED 3/4" WOOD (CLEAR CEDAR OR DOUGLAS FIR WITH 1 1/2" RAISED WHITE BORDER FORMED BY PAINTED WOOD FRAME. FONT: SQUARE SLAB LT BT MEDIUM

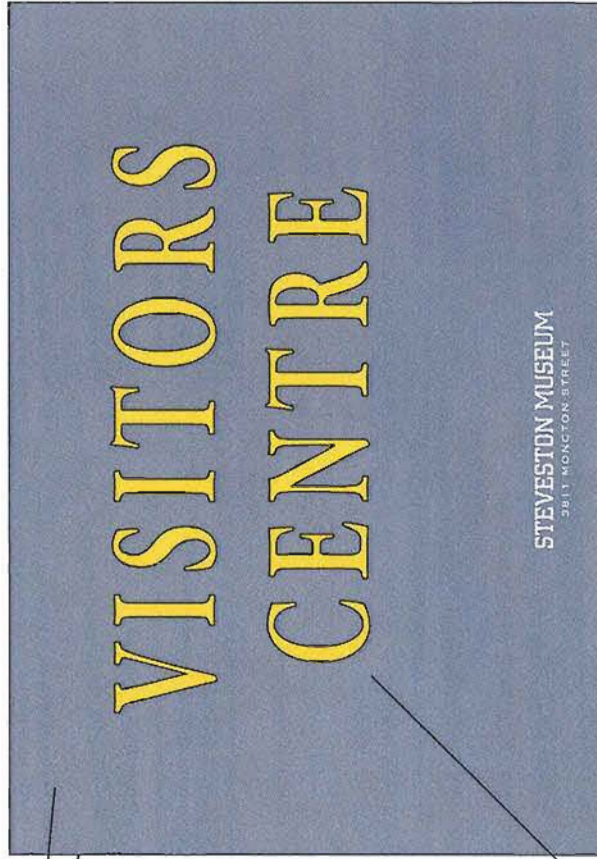
**B** WINDOW LETTERING (ON PLEXIGLASS SHEET INSIDE WINDOW PANE)



PLN - 112

3/16" THICK BY 44" WIDE BY 28" HIGH PLEXIGLASS SHEET HUNG FROM 2 HOOKS ON LOWER LITE SASH ON INSIDE FACE OF EXISTING GLAZING

**C** WINDOW LETTERING (ON PLEXIGLASS SHEET INSIDE WINDOW PANE)



TYPICAL FOR SMALL LETTERING AT BOTTOM OF WINDOWS B AND C

- ALL CAPS LETTERING IN WHITE
- FONT: FRANKGOTHCOND

STEVESTON MUSEUM IN 1.25" HIGH LETTERS MONCTON STREET ADDRESS UNDER STEVESTON MUSEUM IN 3/8" HIGH CHARACTERS

TYPICAL FOR LARGE LETTERING AT THE TOP OF THE WINDOWS

- 5" HIGH CHARACTERS
- ALL CAPS LETTERING IN VINYL FAUX GILT LETTERS WITH BLACK BORDER
- FONT: ROMAN CONDENSED

**SIGNAGE DETAILS 1**  
STEVESTON MUSEUM SIGNAGE



**J** PLAQUE SIGN MOUNTED FROM EYE-HOOKS BETWEEN CENTRAL COLUMNS ON MONCTON FACADE AND SOUTH END OF 1ST AVENUE FACADE



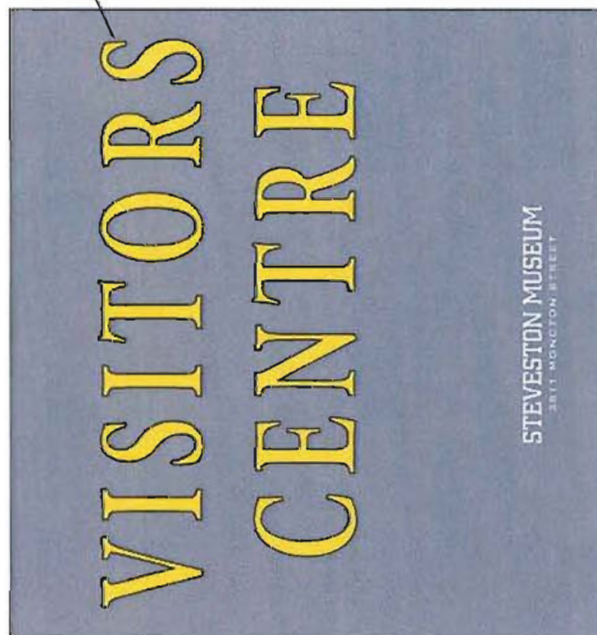
BLACK-PAINTED 3/4" THICK CLEAR  
CEDAR OR CLEAR DOUGLAS FIR  
PLANK 7.5" HIGH X 70.5" LONG;  
FRAME OUTER DIMENSIONS: 10" HIGH  
X 75" LONG (LEAVING AT LEAST 2" GAP  
BETWEEN SIGN AND FLANKING COLUMN  
6" HIGH WHITE LETTERING IN SAME  
FONT AS STEVESTON MUSEUM SIGN

SIGN SUSPENDED ON CHAINS FROM  
EXISTING EYE-HOOKS ON BUILDING

**PLN - 113**

**STEVESTON MUSEUM SIGNAGE**

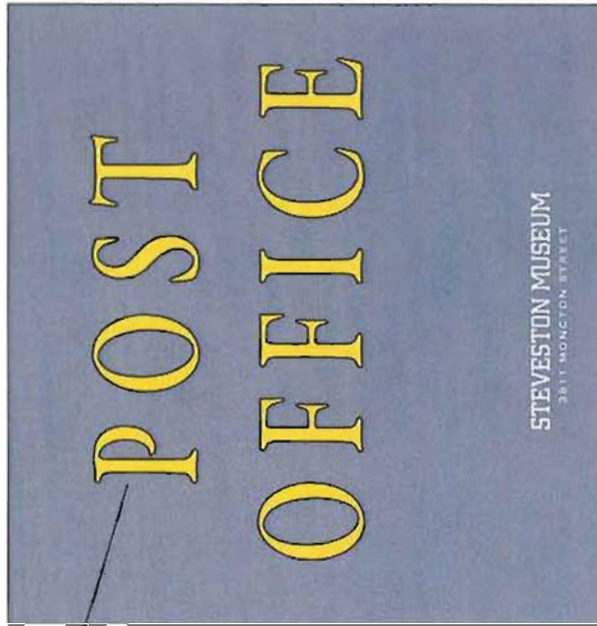
**D** Window stencilled lettering (both options)



TYPICAL FOR LARGE LETTERING AT THE TOP OF THE WINDOWS

- 5" HIGH CHARACTERS
- ALL CAPS LETTERING IN VINYL FAUX GILT LETTERS WITH BLACK BORDER
- FONT: ROMAN CONDENSED

**E** Window stencilled lettering (both options)



3/16" THICK BY 30.5" WIDE BY 29.5" HIGH  
PLEXIGLASS SHEET HUNG FROM  
2 HOOKS ON LOWER LITE SASH ON INSIDE  
FACE OF EXISTING GLAZING

**F, G, H** WINDOW LETTERING



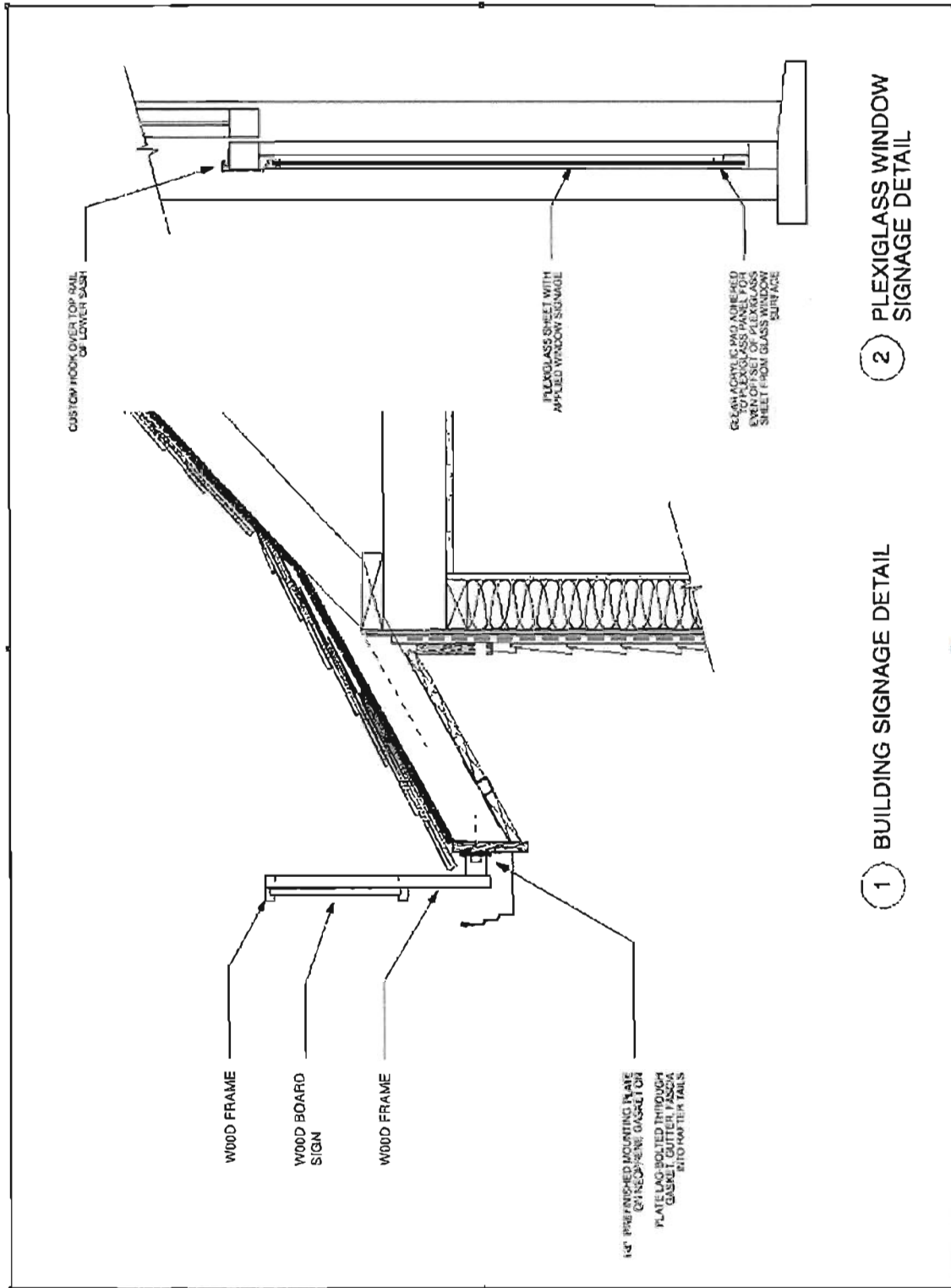
ALL CAPS STENCILED WHITE LETTERING  
FONT: FRANKGOTHCOND

"STEVESTON MUSEUM" IN 1.25" HIGH CHARACTERS

(WORDING UNDER "STEVESTON MUSEUM"  
DIRECTS VISITORS TO FRONT ENTRANCE OF MUSEUM  
ON MONCTON STREET IN 3/8" HIGH CHARACTERS)

## SIGNAGE DETAILS 2

### STEVESTON MUSEUM SIGNAGE



# STEVESTON MUSEUM SIGNAGE



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

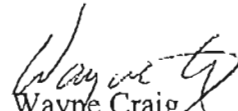
**Date:** October 15, 2013  
**File:** RZ 11-593406

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

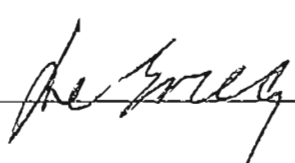
**Staff Recommendation**

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

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

  
Wayne Craig  
Director of Development

SB:blg  
Att.

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

## Staff Report

### Origin

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

### Background

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

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

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

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

### Findings of Fact

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

## **Analysis**

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

### Development Options

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

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

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

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

### History of Recreational Uses on the Site

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

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

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

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

#### Implications of Sports Facility Loss

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

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

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

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



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

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

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

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

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

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

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

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

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

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

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

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

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

**Financial Impact or Economic Impact**

None.

**Conclusion**

In response to Planning Committee's referral:

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

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

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

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

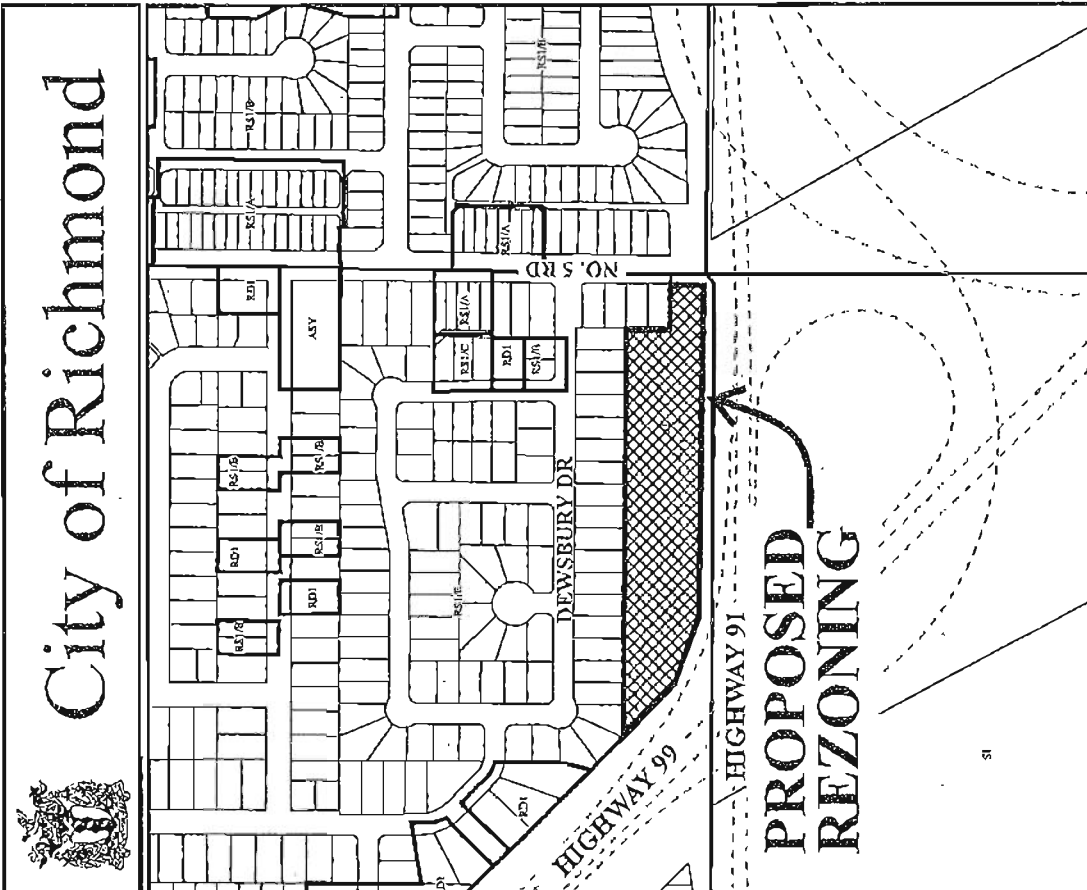


Sara Badyal, M. Arch, MCIP, RPP  
Planner 2  
(604-276-4282)

SB:blg

**Attachments:**

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

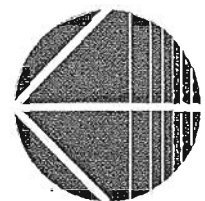


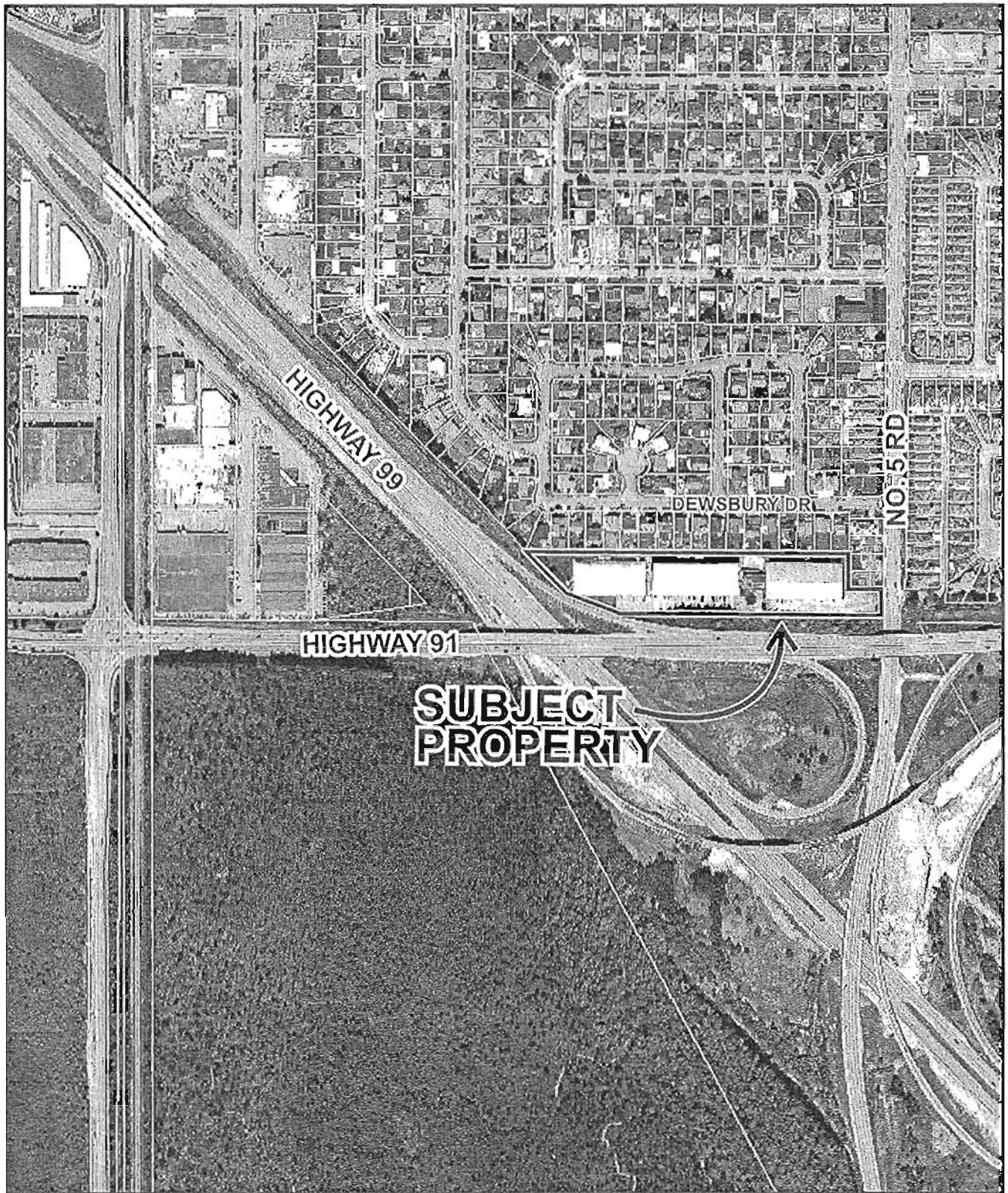
RZ 11-593406

Original Date: 11/14/11

Revision Date: 11/15/11

Note: Dimensions are in METRES





RZ 11-593406

Original Date: 11/14/11

Amended Date:

Note: Dimensions are in METRES



## City of Richmond

### Report to Committee Planning and Development Department

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

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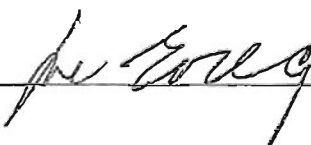
#### Staff Recommendation

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

## 4. That Zoning Amendment Bylaw 8986:

- To rezone 4991 No. 5 Road from "School & Institutional Use (SI)" to "Low Density Townhouses (RTL4)"
- be introduced and given first reading.

  
Wayne Craig  
Director of Development  
WC:kt  
Att.

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

## Staff Report

### Origin

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

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

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

### Findings of Fact

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

### Surrounding Development

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

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

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

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

### Related Policies & Studies

#### Official Community Plan (OCP)

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



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

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

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

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

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

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

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

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

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

### Floodplain Management Implementation Strategy

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

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

### Affordable Housing Strategy

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

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

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

### Public Art Policy

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

### City Lease

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

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

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

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

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

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

### **Consultation**

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

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

#### Vancouver International Airport (YVR)

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

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

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

## Public Input

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

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

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

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

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

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

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

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

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

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

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

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

## Staff Comments

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

### Tree Retention and Replacement

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

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

Note: four (4) trees in this grouping are on the development site and two (2) are on the Highway Right-of Way (ROW).

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

### Site Servicing

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

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



At future Building Permit stage, the developer is required to submit fire flow calculations signed and sealed by a professional engineer based on the Fire Underwriter Survey to confirm that there is adequate available water flow. Due to the depth of the lot and single driveway, water flow will be required to service on-site private hydrants and sprinklers.

### Transportation

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

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

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

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

### Indoor Amenity Space

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

### Outdoor Amenity Space

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

## Analysis

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

## Requested Variances

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

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

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

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

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

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

## Design Review and Future Development Permit Considerations

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

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

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

#### Financial Impact or Economic Impact

None.

#### Conclusion

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

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

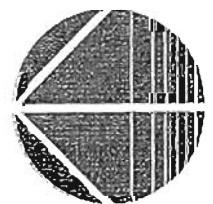
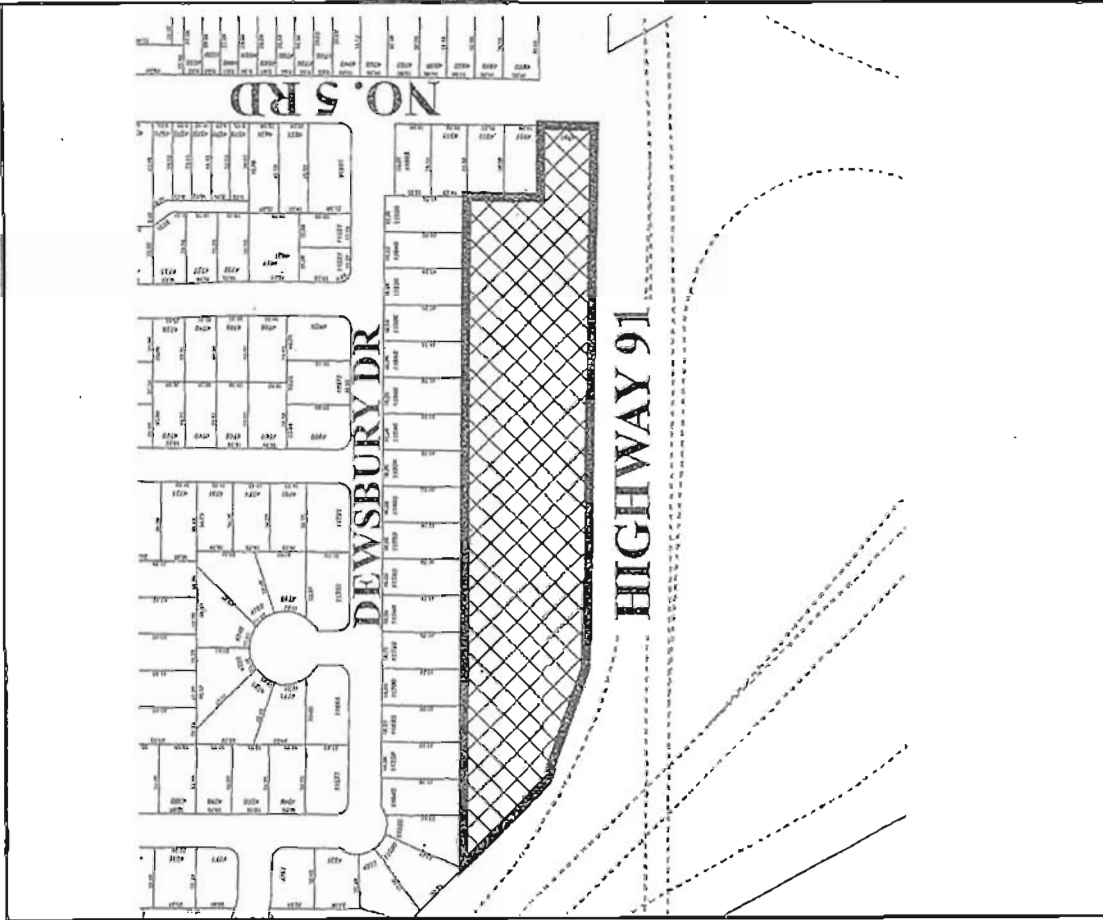
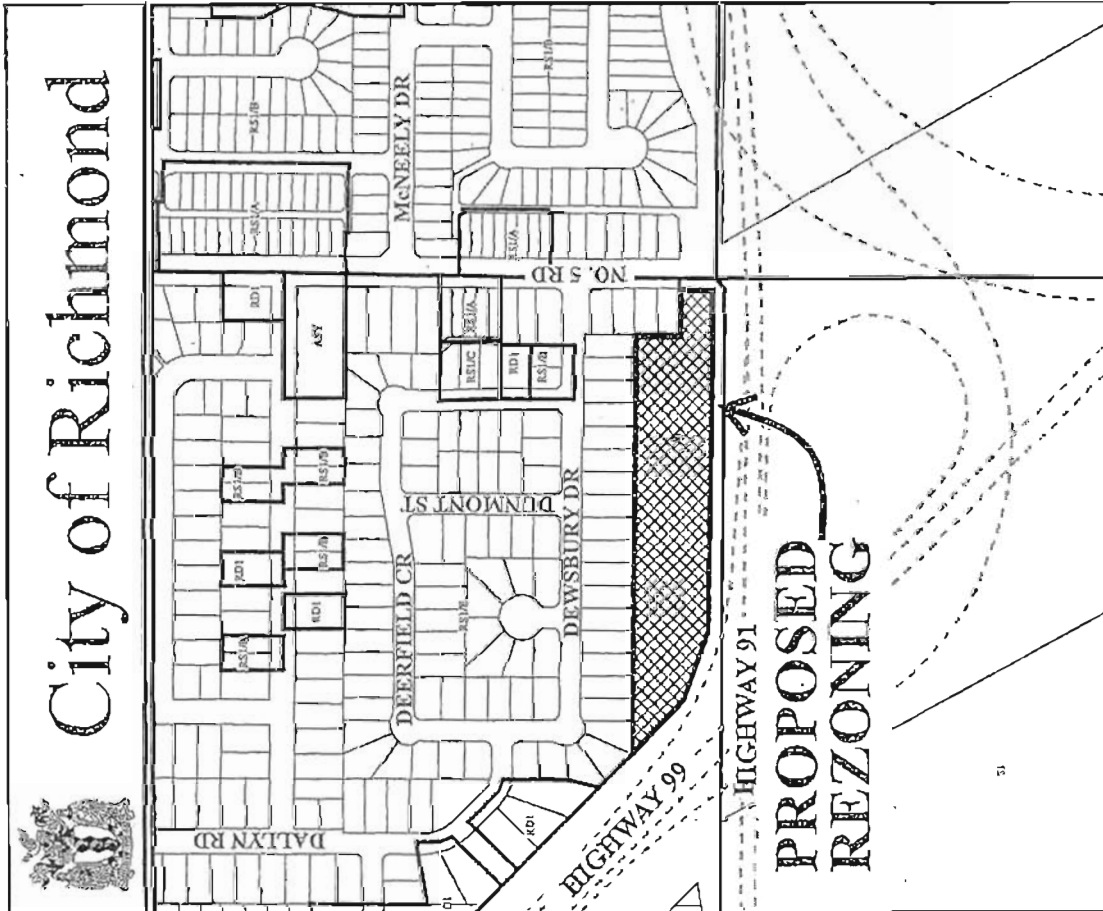
On this basis, staff recommends support for the rezoning application.



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

SB:kt

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



RZ 11-593406

Original Date: 11/14/11

Revision Date: 12/19/12

Note: Dimensions are in METRES



RZ 11-593406

PLN - 141

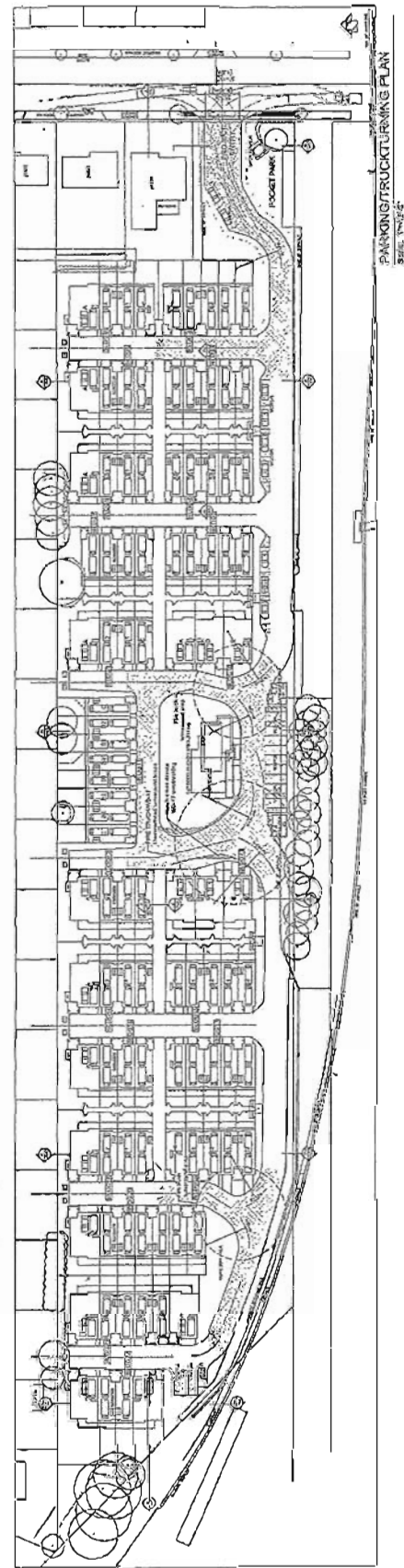
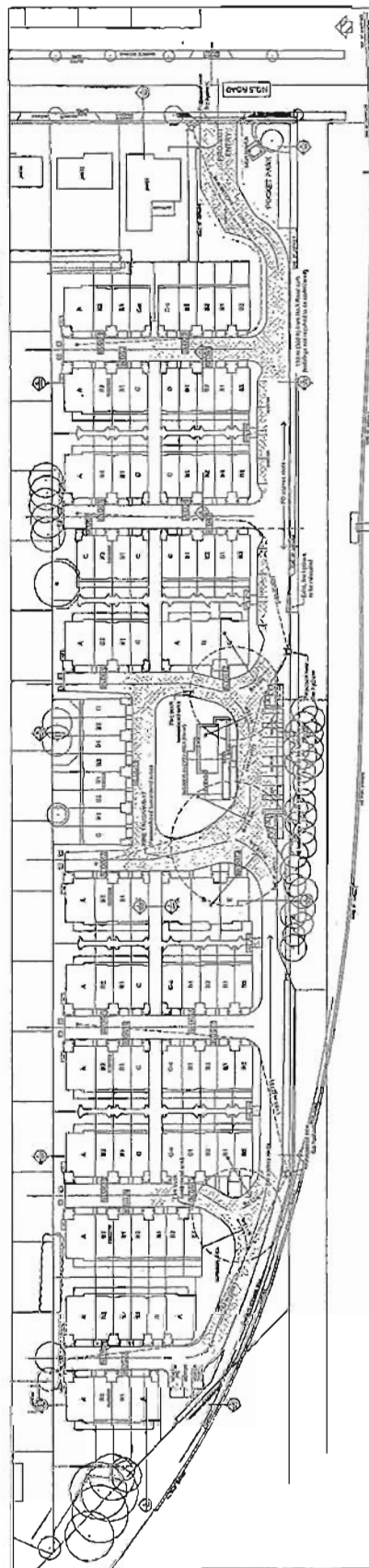
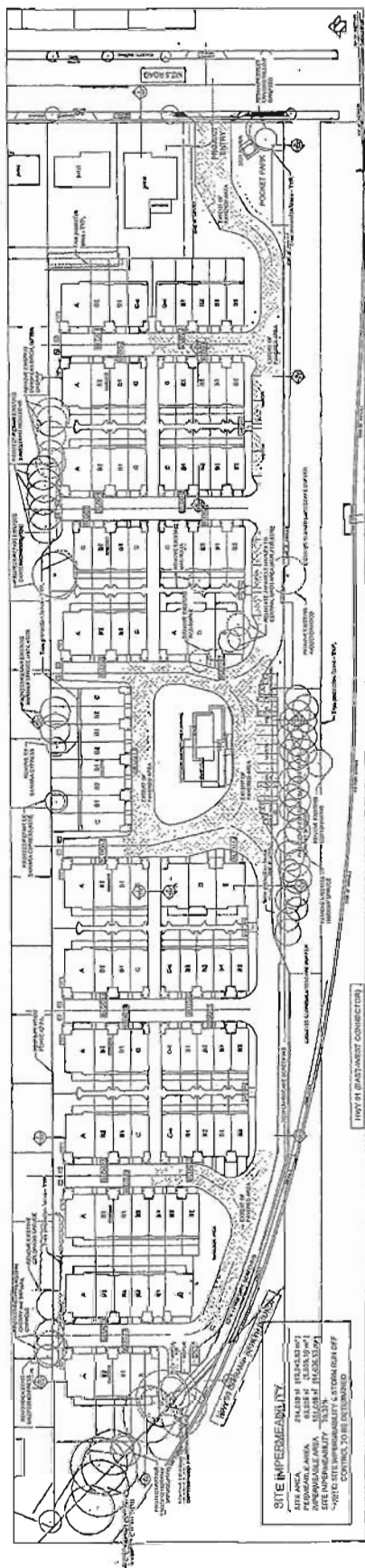
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Amended Date:

Note: Dimensions are in METRES



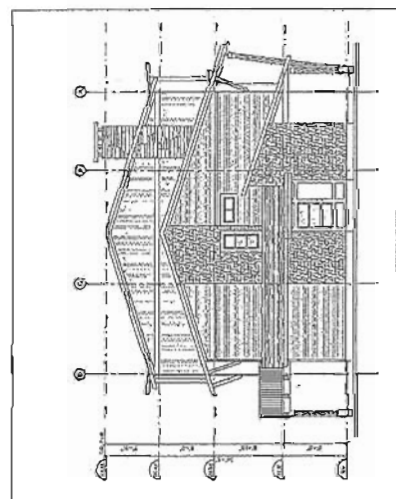
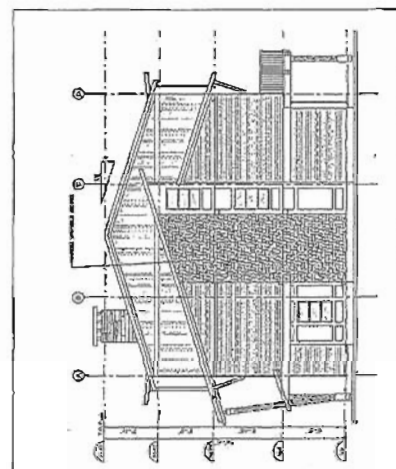
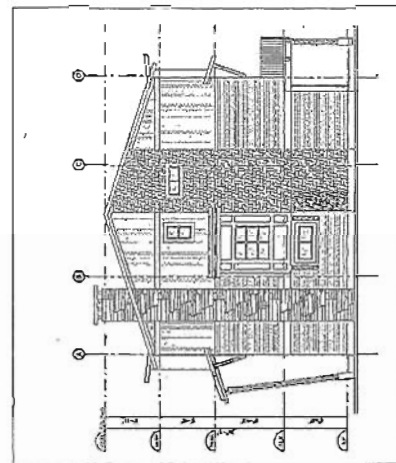
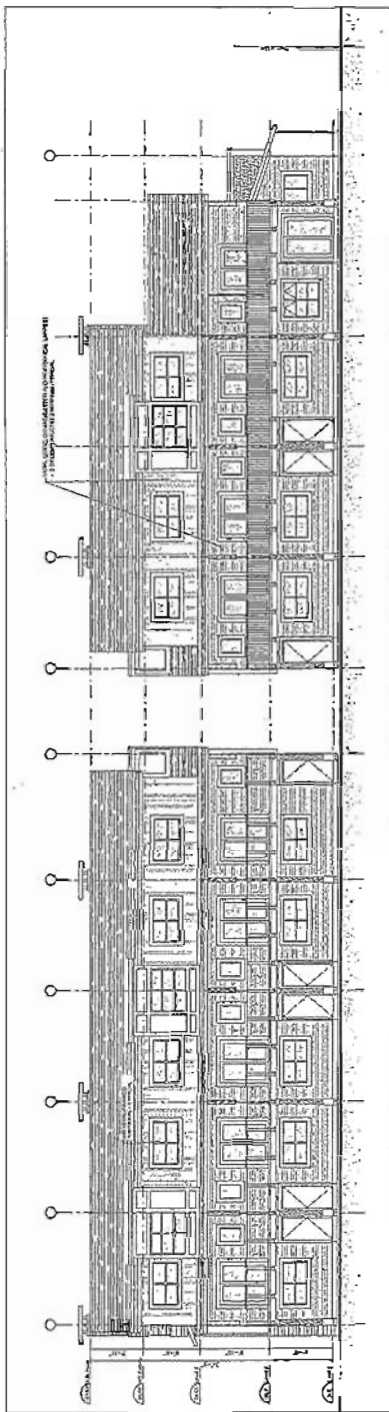
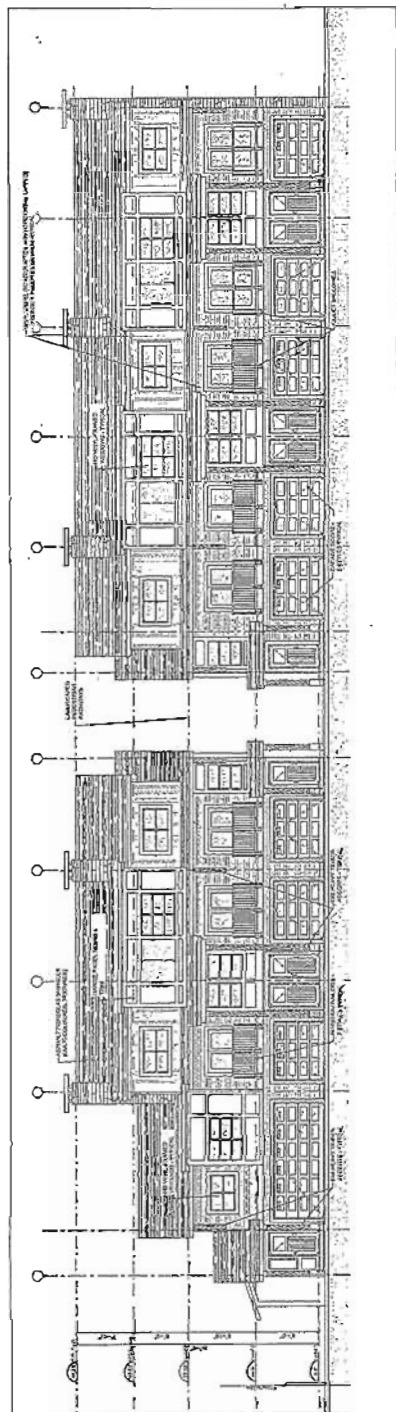








<p><b>INTERPAGE:</b></p> <p>800.333.3330          10000 Highway 10 West          Richmond, BC          Canada V6V 1Z9          Tel: 604.271.1144          Fax: 604.271.1145  <a href="http://www.interpage.ca">www.interpage.ca</a>  <a href="mailto:info@interpage.ca">info@interpage.ca</a></p>	<p><b>PROJECT</b></p> <p><b>PROPOSED 103 UNIT          Townhouse Development</b></p> <p>4391 N.W. 42nd,          Imperial, B.C.</p> <p><b>PREPARED BY:</b>          INTERPAGE          1885          42nd Ave.          N.W.</p> <p><b>DATE:</b>          August 18, 2011</p> <p><b>PROJECT #:</b>          1016-270</p> <p><b>CHUCKED BY:</b>          KYLE WYSE          42nd Ave.          N.W.</p> <p><b>DATE:</b>          8/18/2011</p> <p><b>7799040 BUILDING          ELEVATIONS</b></p>	<p><b>ISSUED</b></p> <p><b>A2.1</b></p>
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PROJECT	Proposed 103-Land Commercial Development at 103-Land, Inc., Ridgely, MD.
PROJECT NO.	103-L
STATUS	As Planned
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OWNER	103-Land, Inc.
DESIGNED BY	NYC, INC.
SHEET TITLE	
DATE	SECTION 2-2
DRAWING	

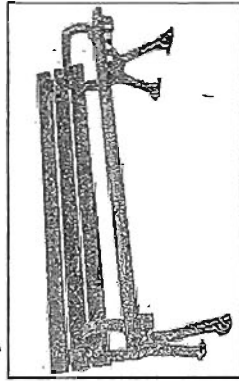
A3.1



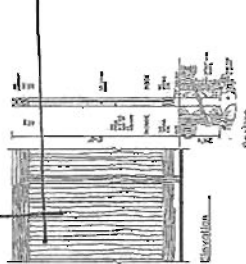




PRELIMINARY  
LANDSCAPING  
DESIGN  
CONCEPT  
ONLY

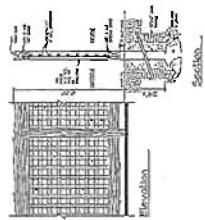


BENCH DETAIL  
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MODEL: Cast-Series 10, C10-BA  
LENGTH: 10'

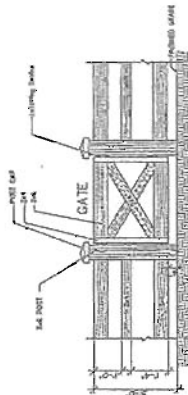


Perimeter Solid Wood Fence (Back Yard)  
scale: 1/2"=1'-0"

NOTES:  
1. All fence and gate to be constructed of 2x4 pressure treated lumber.  
2. All fence and gate to be constructed of 2x4 pressure treated lumber.  
3. All fence and gate to be constructed of 2x4 pressure treated lumber.  
4. All fence and gate to be constructed of 2x4 pressure treated lumber.

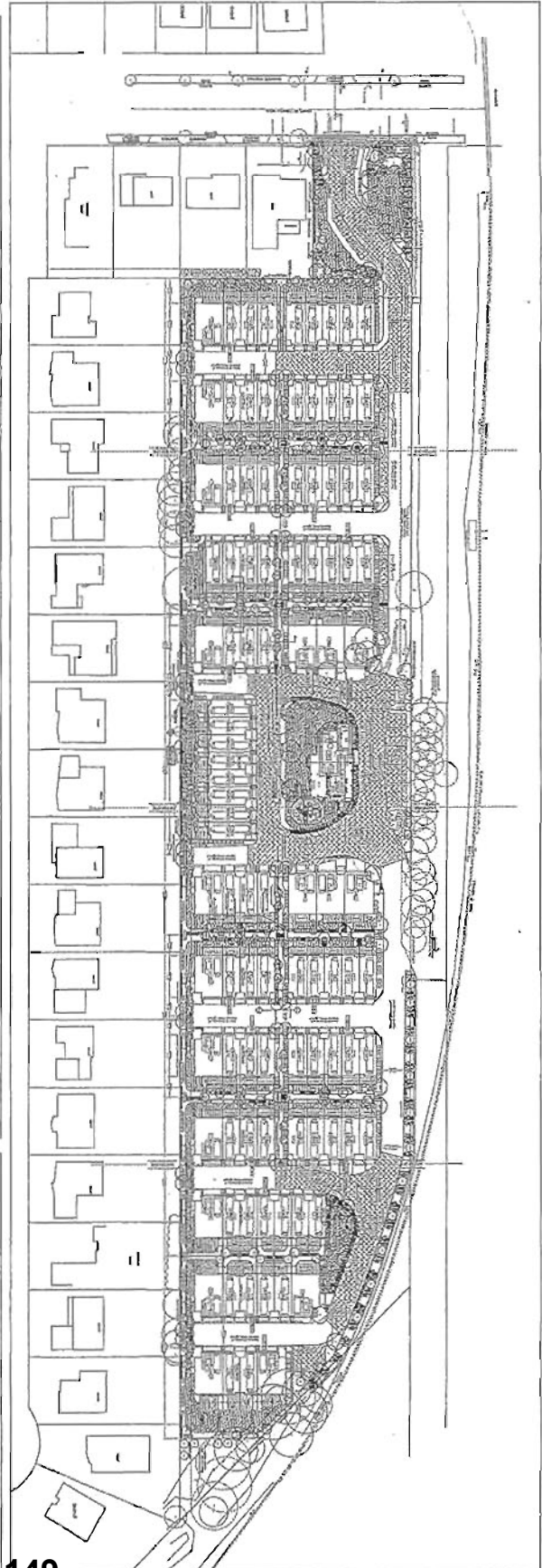


Lattice Screen Fence (Front Yard)  
scale: 1/2"=1'-0"



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

NOTES:  
1. All fence and gate to be constructed of 2x4 pressure treated lumber.  
2. All fence and gate to be constructed of 2x4 pressure treated lumber.  
3. All fence and gate to be constructed of 2x4 pressure treated lumber.  
4. All fence and gate to be constructed of 2x4 pressure treated lumber.



PROJECT NO. 10012345 SCALE 1/8"=1'-0" DATE September 2012 DRAWN BY J.A. CHECKED BY P.A. SHEET TITLE LANDSCAPING SITE PLAN Overall Site Plan		INTERFAC: 1000 S. 10th St. Phoenix, AZ 85001 480.555.1234 P. 480.555.1234 www.interfac.com		PREPARED BY 10012345 1000 S. 10th St. Phoenix, AZ 85001 480.555.1234 P. 480.555.1234 www.interfac.com	
PROJECT NO. 10012345 SCALE 1/8"=1'-0" DATE September 2012 DRAWN BY J.A. CHECKED BY P.A. SHEET TITLE LANDSCAPING SITE PLAN Overall Site Plan		INTERFAC: 1000 S. 10th St. Phoenix, AZ 85001 480.555.1234 P. 480.555.1234 www.interfac.com		PREPARED BY 10012345 1000 S. 10th St. Phoenix, AZ 85001 480.555.1234 P. 480.555.1234 www.interfac.com	

**INTERFACE:**  
 2007 Eastern Avenue, Suite 200, Silver Spring, MD 20910  
 301.583.1111  
 www.interfaceinc.com

**PROJECT:**  
 Proposed 100,000 sq. ft. Townhouse Development  
 4000 No. 1st St., Silver Spring, MD 20910

**DATE:** 10/1/10  
**SCALE:** 1/8" = 1'-0"  
**PROJECT NO.:** 1000000000  
**DATE:** 10/1/10  
**PROJECT NO.:** 1000000000

**PROJECT:**  
 Proposed 100,000 sq. ft. Townhouse Development  
 4000 No. 1st St., Silver Spring, MD 20910

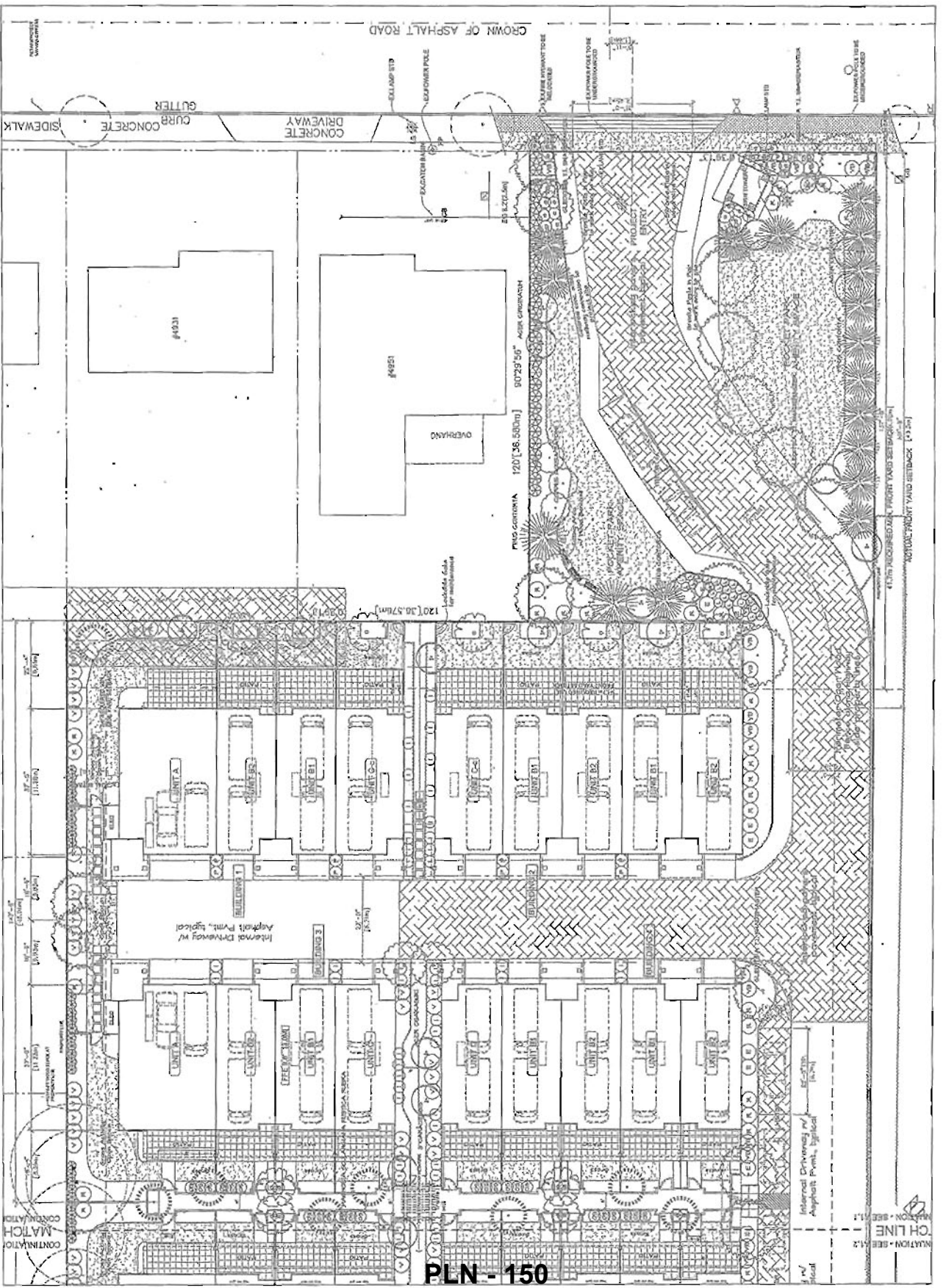
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 4000 No. 1st St., Silver Spring, MD 20910

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 Proposed 100,000 sq. ft. Townhouse Development  
 4000 No. 1st St., Silver Spring, MD 20910

**DATE:** 10/1/10  
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**PROJECT NO.:** 1000000000  
**DATE:** 10/1/10  
**PROJECT NO.:** 1000000000









**INTERFAC:**  
 11000 Canada Road  
 Suite 200  
 Columbia, MD 21046  
 Tel: 410-271-1182  
 Fax: 410-271-1186  
 Email: info@interface.com

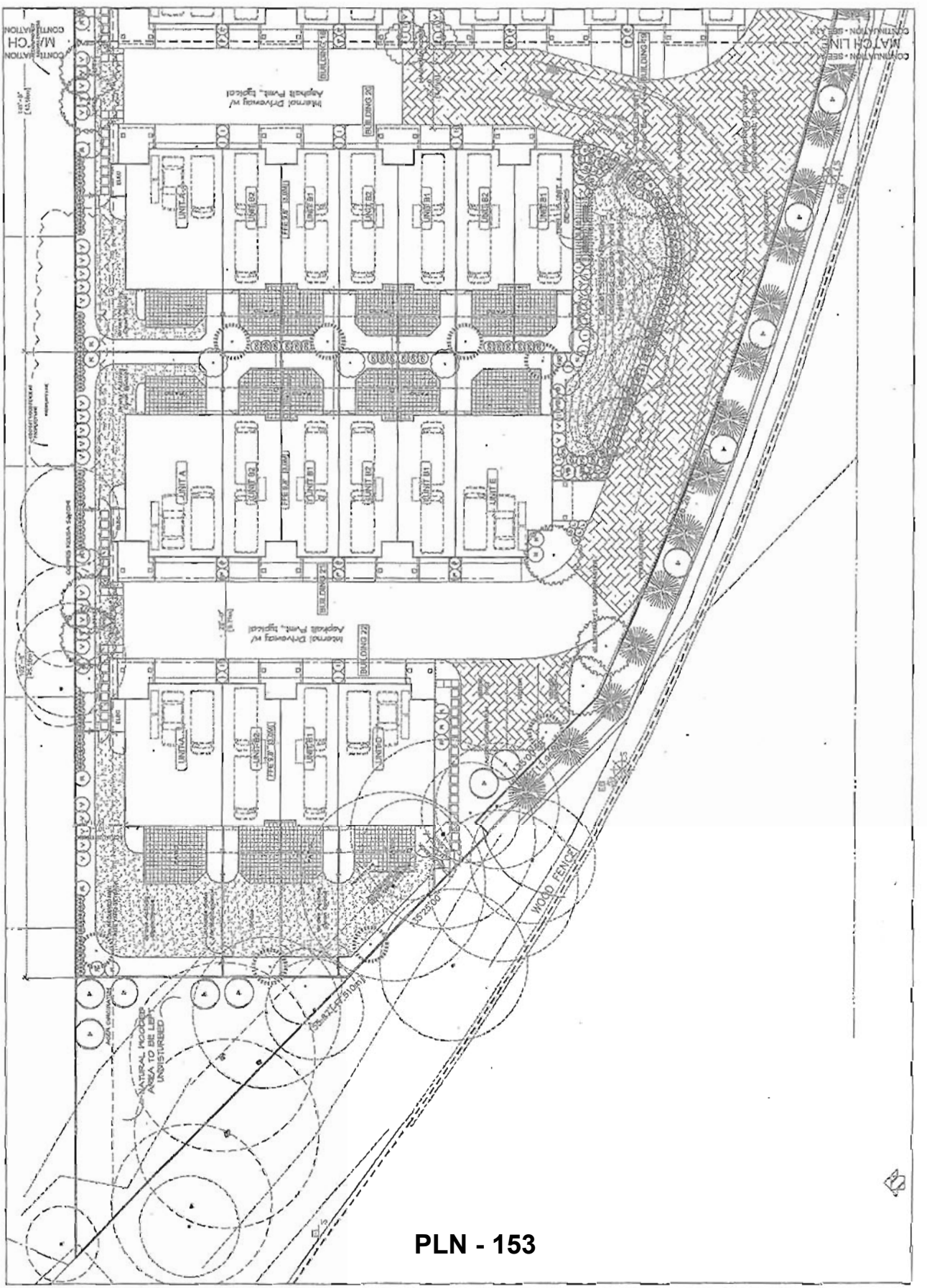
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 Proposed 153 Unit  
 Residential Development  
 11000 Canada Road  
 Columbia, MD

**DESIGNER:**  
 FRED L. & ASSOCIATES, INC.  
 2000 Ketter Avenue  
 Columbia, MD 21046  
 Tel: 410-271-1182  
 Fax: 410-271-1186  
 Email: info@fredl.com

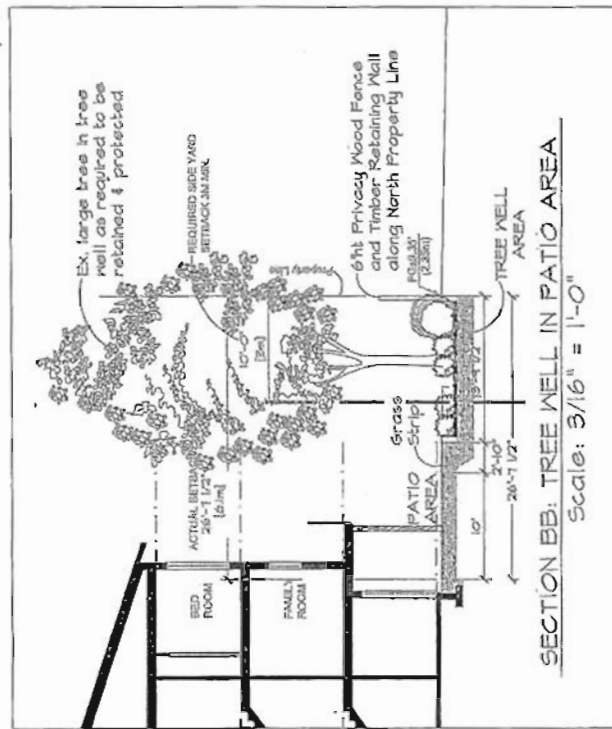
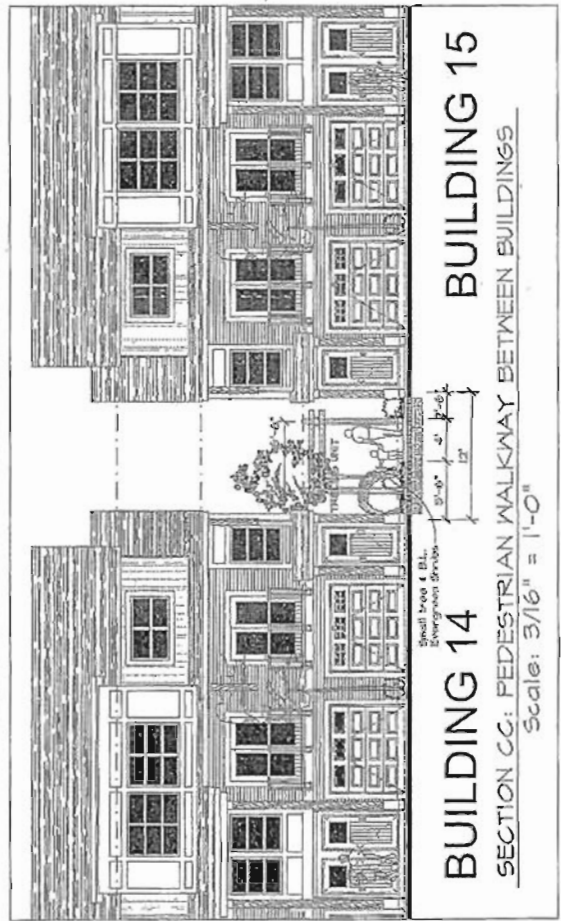
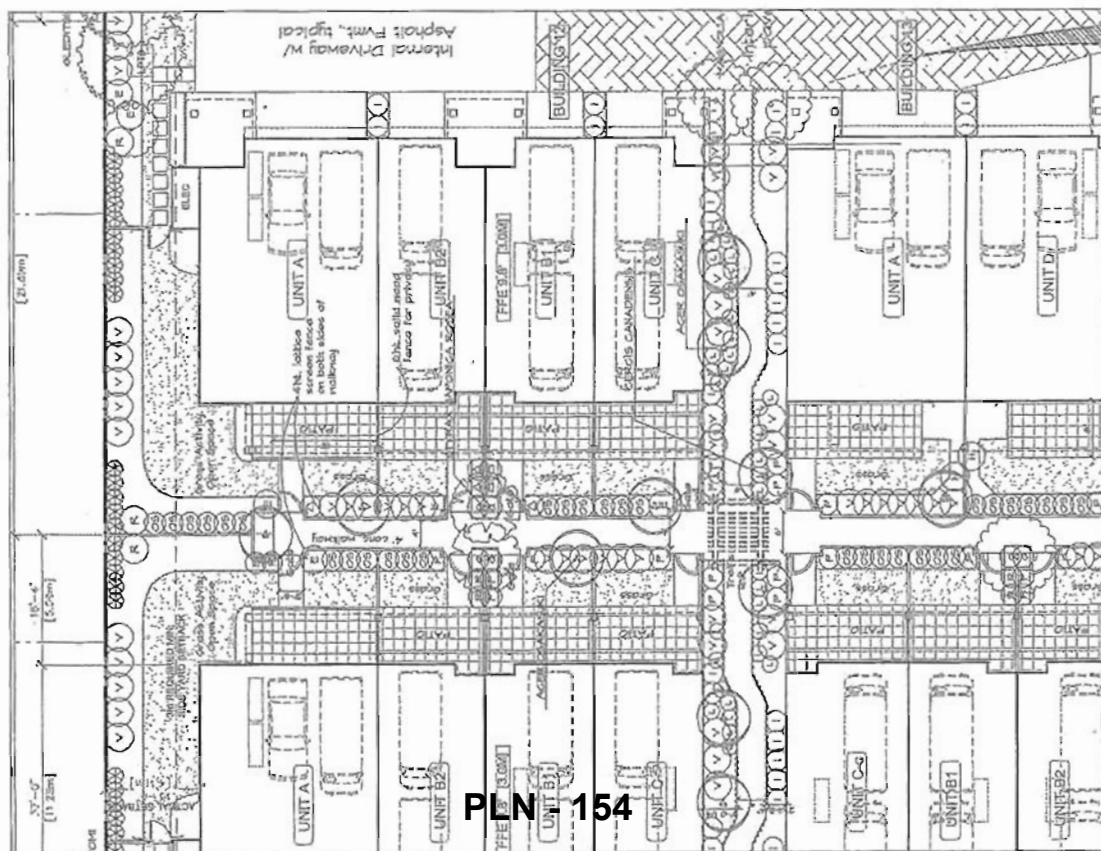
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**SCALE:** 1/8" = 1'-0"

**PROJECT NO.:** 153-01  
**DATE:** 10/15/2013  
**DESIGNER:** F.L. & ASSOCIATES, INC.  
**PROJECT NO.:** 153-01  
**DATE:** 10/15/2013  
**DESIGNER:** F.L. & ASSOCIATES, INC.

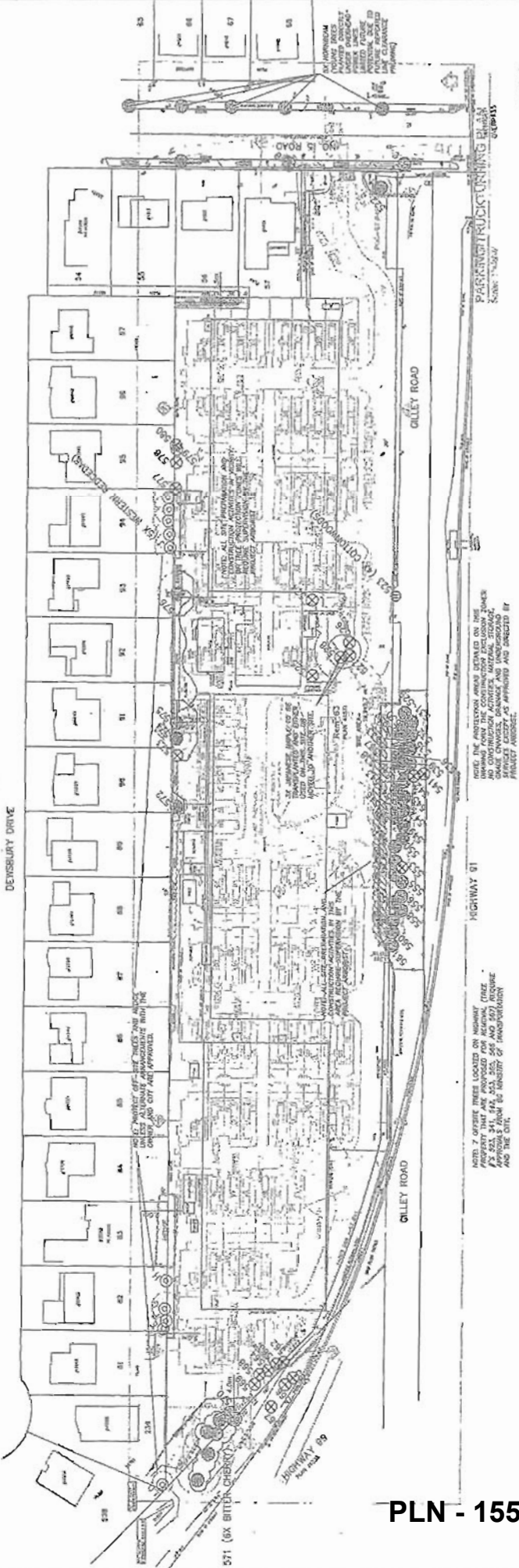
**LANDSCAPE PLANTING PLAN**  
 - WEST END -  
 SHEET 153A  
 PL  
 15 of 16





[illegible]

DEVISBURY DRIVE



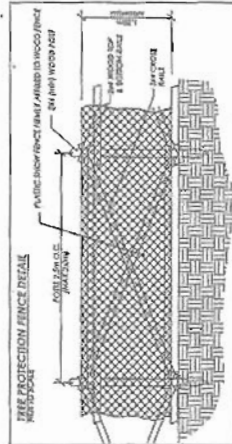
NOTE: 7 OFFICE TREES LOCATED ON HIGHWAY 91 PROPERTY THAT ARE PROPOSED FOR REMOVAL. THESE TREES ARE LOCATED WITHIN THE PROPOSED CONSTRUCTION ZONE AND ARE NOT TO BE REMOVED. APPROVALS FROM THE MINISTRY OF TRANSPORTATION AND THE CITY.

NOTE: THE PROTECTION AREAS DETAIL ON THIS DRAWING FROM THE CONSTRUCTION ZONE. THESE ARE NOT TO BE REMOVED. APPROVALS FROM THE MINISTRY OF TRANSPORTATION AND THE CITY.

NOT TO SCALE

SCALE: 1"=50'

# TREE PRESERVATION PLAN

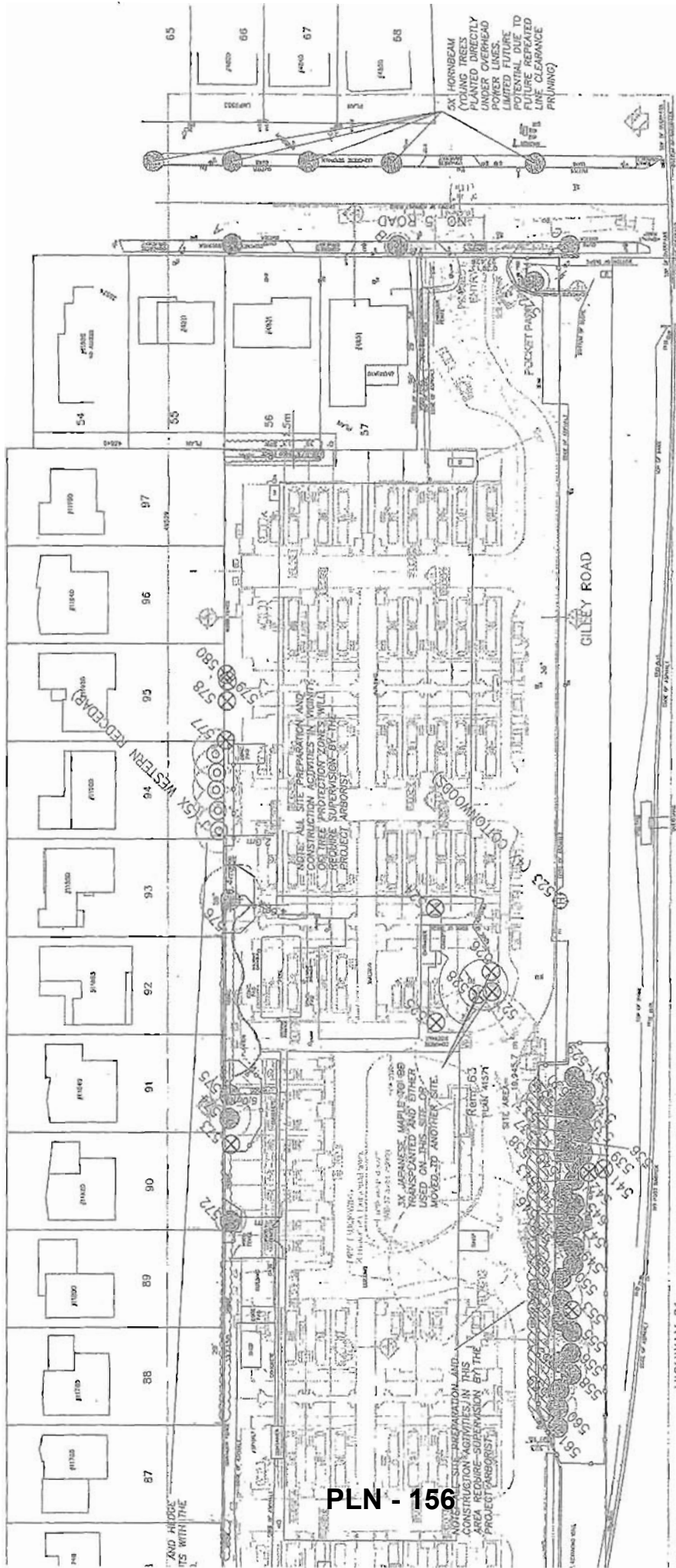


REMOVAL OF TREES LOCATED WITHIN THE PROPOSED CONSTRUCTION ZONE. THESE TREES ARE LOCATED WITHIN THE PROPOSED CONSTRUCTION ZONE AND ARE NOT TO BE REMOVED. APPROVALS FROM THE MINISTRY OF TRANSPORTATION AND THE CITY.

REMOVAL OF TREES LOCATED WITHIN THE PROPOSED CONSTRUCTION ZONE. THESE TREES ARE LOCATED WITHIN THE PROPOSED CONSTRUCTION ZONE AND ARE NOT TO BE REMOVED. APPROVALS FROM THE MINISTRY OF TRANSPORTATION AND THE CITY.

LEGEND  
 1. DOUBLE LINE WITH DASHES - EXISTING ROAD RIGHT OF WAY  
 2. SINGLE LINE WITH DASHES - EXISTING ROAD RIGHT OF WAY  
 3. DOTTED LINE - EXISTING ROAD RIGHT OF WAY  
 4. SOLID LINE - EXISTING ROAD RIGHT OF WAY  
 5. DOTTED LINE WITH CIRCLES - EXISTING ROAD RIGHT OF WAY  
 6. SOLID LINE WITH CIRCLES - EXISTING ROAD RIGHT OF WAY  
 7. DOTTED LINE WITH CIRCLES - EXISTING ROAD RIGHT OF WAY  
 8. SOLID LINE WITH CIRCLES - EXISTING ROAD RIGHT OF WAY  
 9. DOTTED LINE WITH CIRCLES - EXISTING ROAD RIGHT OF WAY  
 10. SOLID LINE WITH CIRCLES - EXISTING ROAD RIGHT OF WAY

SANJICO			
4971 N.E. ROAD, RICHMOND	DATE	REVISED	INVS SHEET
11/24	27 AUG 13	11/24	1 OF 1
AFBORTTECH CONSULTING			



PLN - 156

# LEGEND

- NOTES SITE LIMITS
- DENOTES TREE NUMBER, REFER TO TREE INVENTORY FOR TYPE, SIZE AND CONDITION DATA
- DENOTES TREE TO BE RETAINED
- DENOTES TREE TO BE REMOVED
- DENOTES TREE TO BE REMOVED FOR MITIGATION OF HIGH RISK (CIRA)
- DENOTES OFFSITE TREE LOCATED ON ADJACENT PRIVATE PROPERTY. REFER TO REPORT FOR RECOMMENDED TREATMENT. OWNER APPROVAL FOR ANY PROPOSED ACTION/TREATMENT TO OFFSITE TREES WOULD BE REQUIRED.
- DENOTES TREE PROTECTION ZONE (TPZ) ALIGNMENT. FENCE TO BE INSTALLED TO MEET APPLICABLE MUNICIPAL STANDARDS. SEE TREE PROTECTION NOTES FOR RESTRICTIONS ON ACTIVITIES WITHIN OR IN CLOSE PROXIMITY OF TPZ.

NOT TO SCALE







**RZ 11-593406**

**Attachment 3**

Address: 4991 No. 5 Road

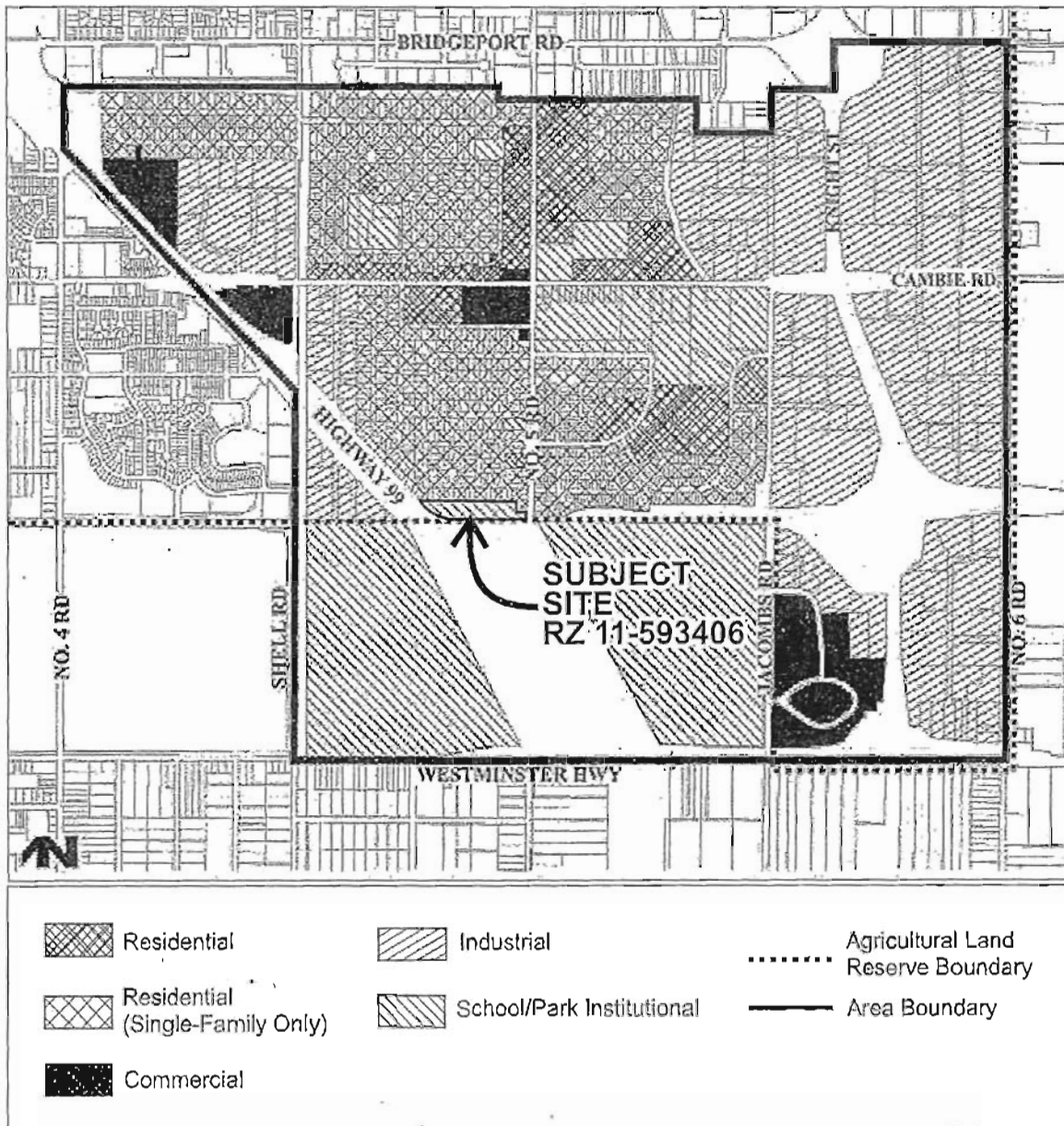
Applicant: Interface Architecture Inc.

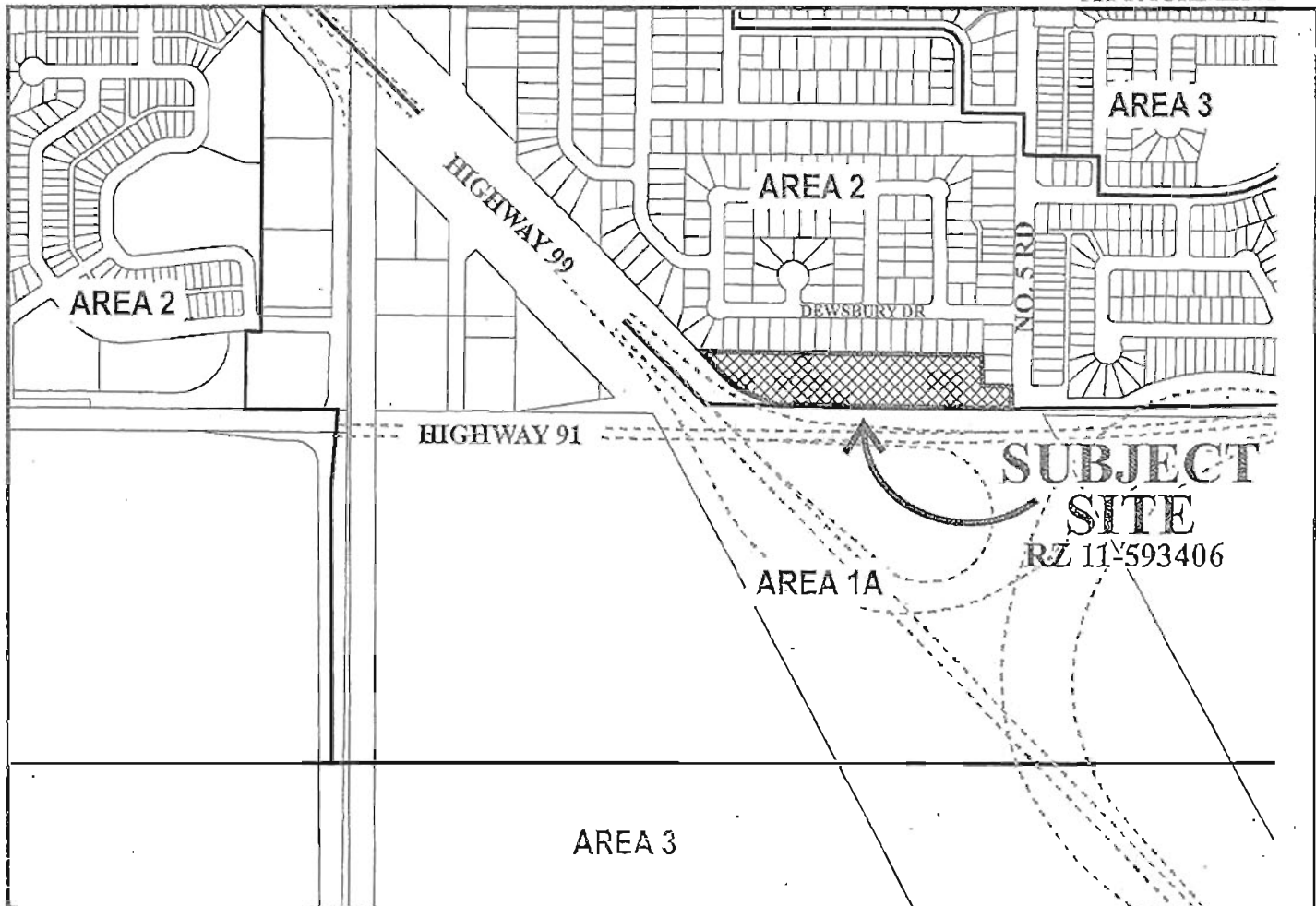
Planning Area(s): East Cambie

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

# Land Use Map

East Cambie Planning Area  
Site Context Map





### LEGEND

Aircraft Noise Sensitive Development Policy (ANSND) Areas  
(see Aircraft Noise Sensitive Development Policy Table)

No New Aircraft Noise  
Sensitive Land Uses:

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

AREA 1B - New Residential  
Land Uses Prohibited.

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

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

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

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

No Aircraft Noise  
Mitigation Requirements:

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

Objective: To support  
the 2010 Olympic Speed Skating  
Oval

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



## Aircraft Noise Sensitive Development Location Map

PLN - 160

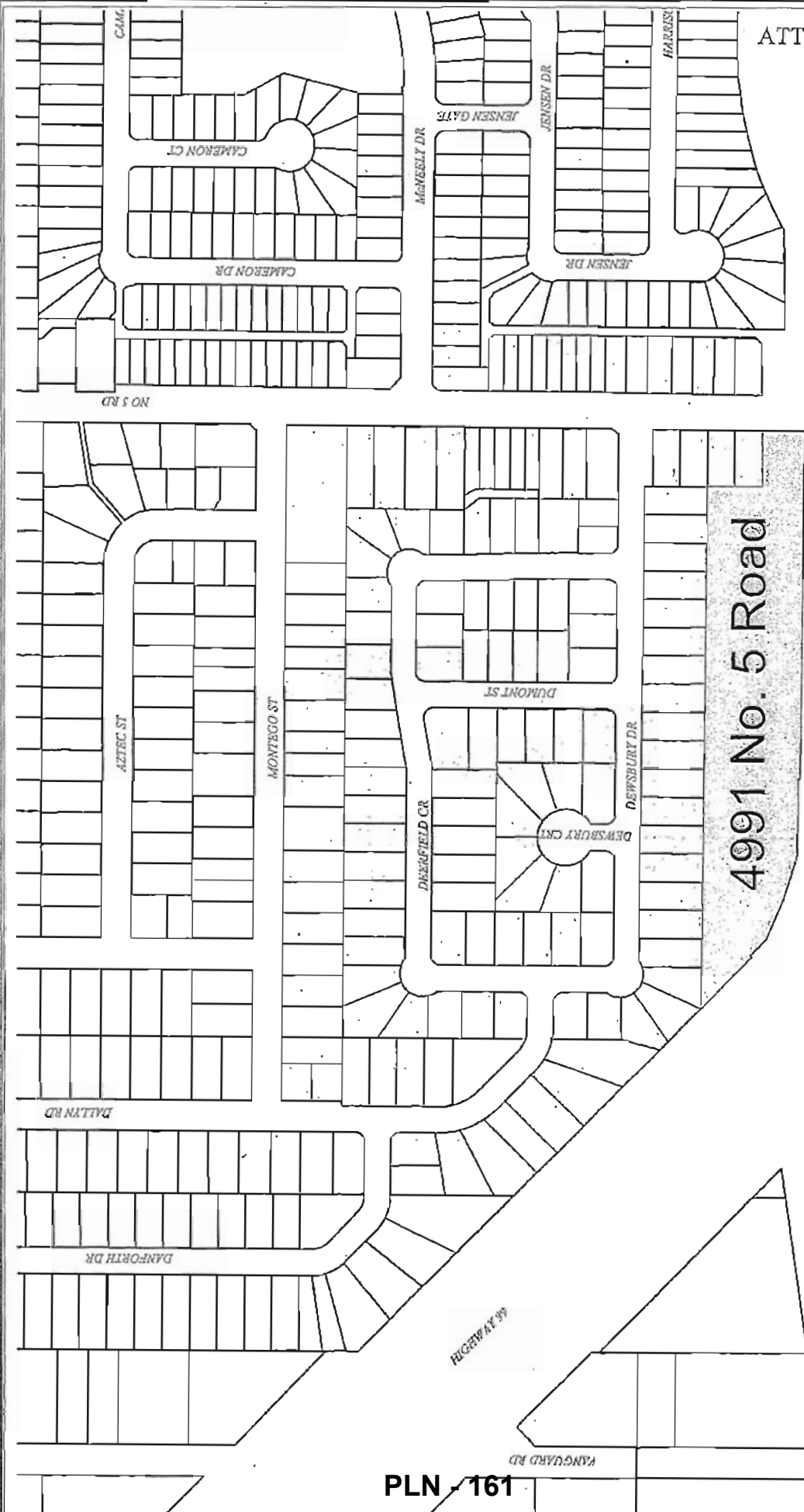
Original Date: 11/14/11

Amended Date: 12/19/12

Note: Dimensions are in METRES



# Open House Notification Area



ATTACHMENT 6

PLN 161

## Public Correspondence

Received

### Correspondence Received Regarding Public Information Meeting

Marie Murtagh June 27, 2011

Ben Gnyp June 27, 2011

### Correspondence Received Regarding Rezoning Application

Marie Murtagh February 25, 2012

Kim and Rose Mah May 31, 2012

Samuel and Noreen Roud June 4, 2012

Tom N. Uyeyama June 7, 2012

Suresh and Tripta Kurl June 15, 2012

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

Goodmorning

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

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

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

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

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

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

Sincerely  
Marie Murtagh



---

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

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

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

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

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

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

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

I look forward to your response.

Ben Gnyp  
4771 Dumont Street  
Richmond, BC

**Badyal, Sara**

---

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

February 18, 2012

Dear Sara,

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Thank you

Sincerely

Marie Murtagh  
4771 Dumont Street  
Richmond BC  
V6X 2Z4

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

Received May 31, 2012

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

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

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

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

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

Sincerely,

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

May 15, 2012

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

Received June 4, 2012

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

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

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

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

Sincerely,



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

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



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

Received June 7, 2012

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

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

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

Sincerely, *M. Badyal*

4291 DEERFIELD CRES.

May 15, 2012

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

Received June 15, 2012

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

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Sincerely,

Suresh Kuri & Tripta Kuri  
4671 Deerfield Cr. RMD V6X 2Y4

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



**Address:** 4991 No. 5 Road

**File:** RZ 11-593406

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

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

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

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

- b) The ASHRAE 55-2004 "Thermal Environmental Conditions for Human Occupancy" standard for interior living spaces.
10. Participation in the City's Public Art program with on-site installation, or City acceptance of the developer's offer to voluntarily contribute \$0.75 per buildable square foot (e.g. \$96,770) towards the City's Public Art program.
11. City acceptance of the developer's offer to voluntarily contribute \$2.00 per buildable square foot (e.g. \$258,050) towards the City's affordable housing strategy.
12. City acceptance of the developer's offer to voluntarily contribute \$700,000.00 towards the City's Leisure Facilities Reserve Fund (Account 7721-80-000-00000-0000).
13. City acceptance of the developer's offer to voluntarily contribute \$10,000 towards a speed-reader board to be located on No. 5 Road.
14. The submission and processing of a Development Permit\* completed to a level deemed acceptable by the Director of Development.
15. Enter into a Servicing Agreement\* for the design and construction of frontage improvements and upgrades to sanitary and storm sewer systems. Works include, but may not be limited to:
  - a) No. 5 Road frontage improvements – removing the existing sidewalk and pouring a new 1.5 m concrete sidewalk at the property line, creating a grass boulevard (1.4 m +/-) between the new sidewalk and the existing curb & gutter. The new sidewalk location conflicts with an existing fire hydrant & two existing poles. The fire hydrant is to be relocated to the new grass boulevard. The **PLN 172** poles are to be undergrounded. **SHOULD** the utility

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

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

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2. Submission of proof of a contract entered into between the applicant and a Certified Arborist for supervision of any on-site works conducted within the tree protection zone of the 10 on-site trees to be retained, three (3) on-site trees to be relocated onsite, 39 trees in the MOTI ROW to be protected, and two (2) hedges and five (5) trees on neighbouring residential properties to be protected. The Contract should include the scope of work to be undertaken, including: the proposed number of site monitoring inspections (no less than four (4)), and a provision for the Arborist to submit a post-construction assessment report to the City for review. Tree protection fencing is to be installed on-site prior to any demolition or construction activities occurring on-site. The project Arborist has recommended removal of some trees from neighbouring residential and MOTI property due to poor condition. A tree removal permit application may be submitted to the City for consideration with written authorization from the owner of the property where the tree is located.
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**Prior to Building Permit\* Issuance, the developer must complete the following requirements:**

1. Incorporation of features in Building Permit (BP) plans as determined via the Rezoning and/or Development Permit processes regarding: tree protection, convertible units, aging in place, sustainability, fire suppression sprinkler systems, private on-site hydrants, and opportunities for fire trucks to turn around onsite.
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- Additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering may be required including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.

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Signed

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Date









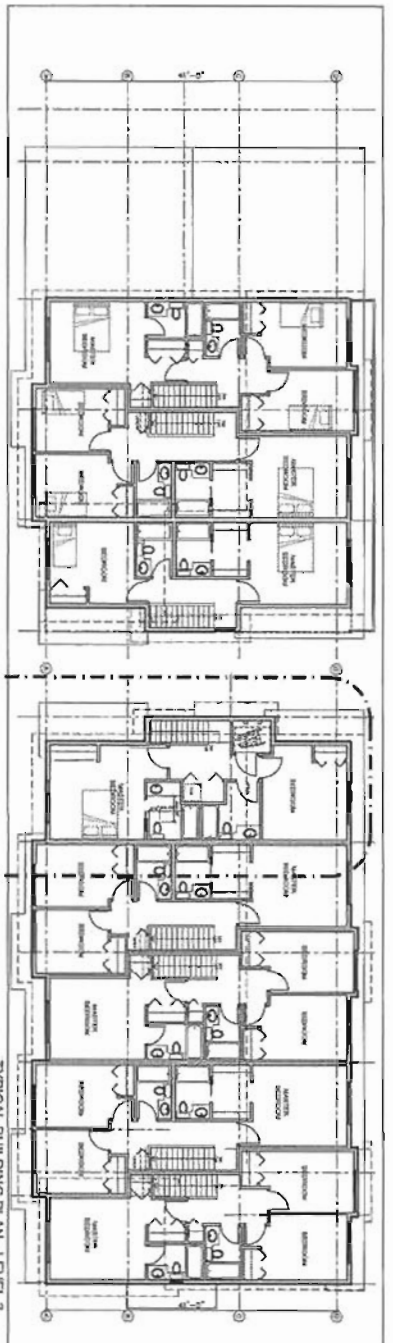
[illegible]

### UNIT FEATURES

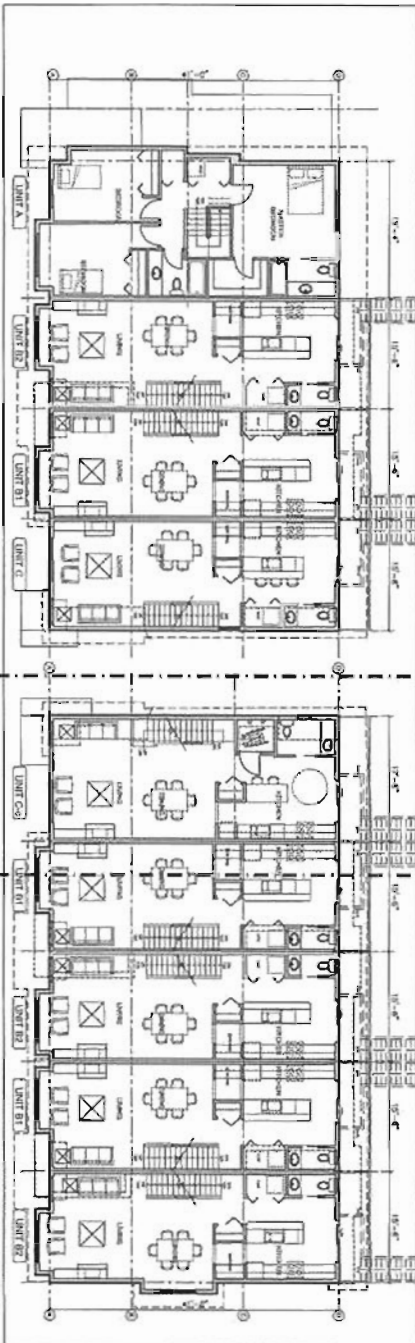
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### ACCESSIBLE FEATURES

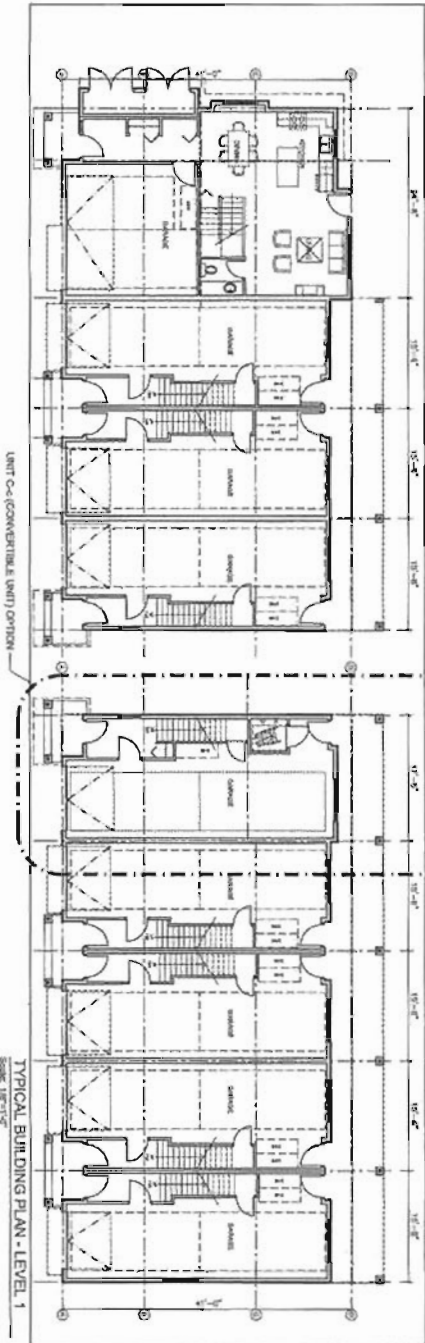
## CONVERTIBLE HOUSING STANDARDS



**TYPICAL BUILDING PLAN - LEVEL 3**



**TYPICAL BUILDING PLAN - LEVEL 2**



UNIT C (CONVERTIBLE UNIT) OPTION

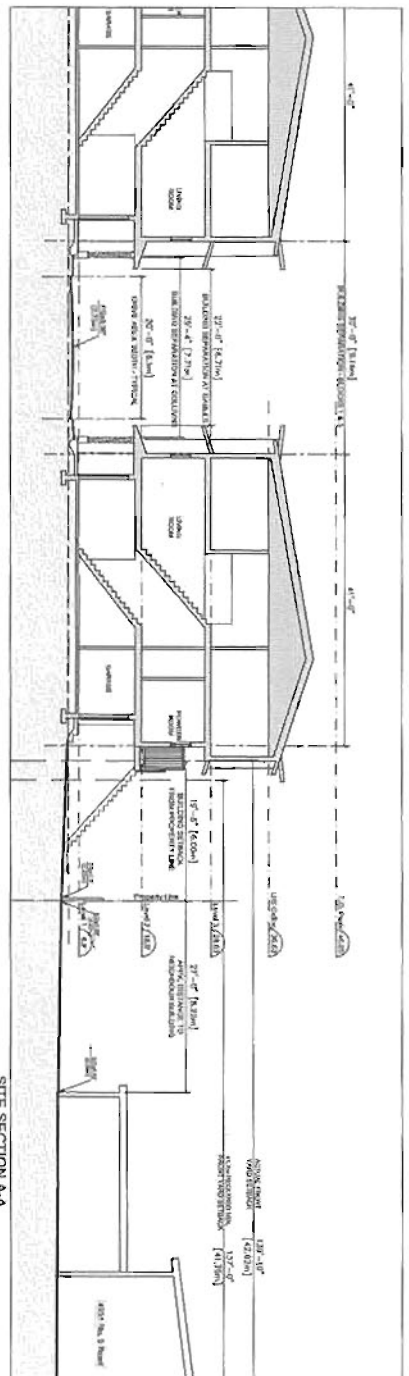
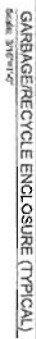
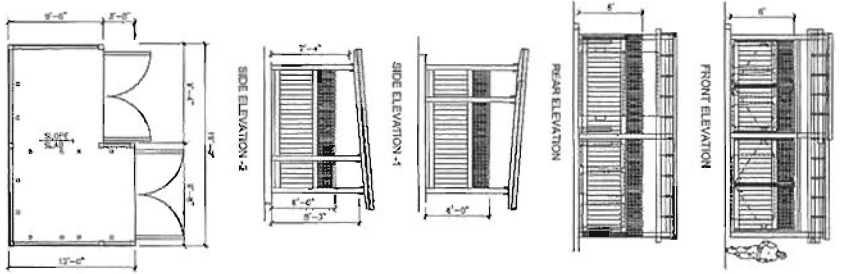
TYPICAL BUILDING PLAN - LEVEL 1

[illegible]**PLN - 177**

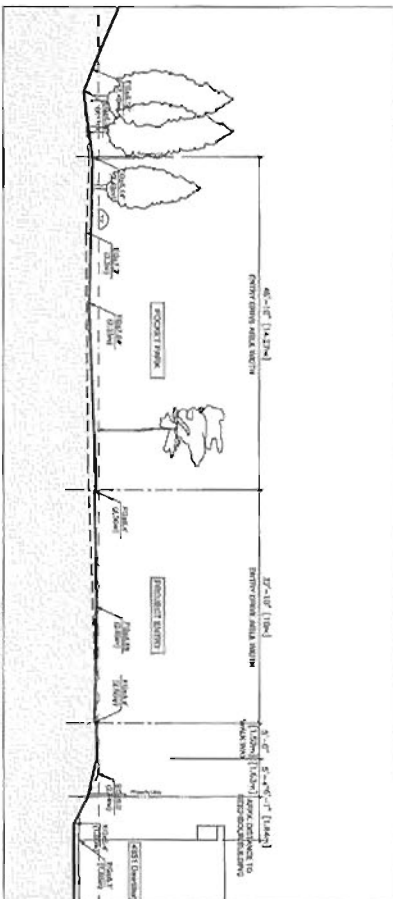
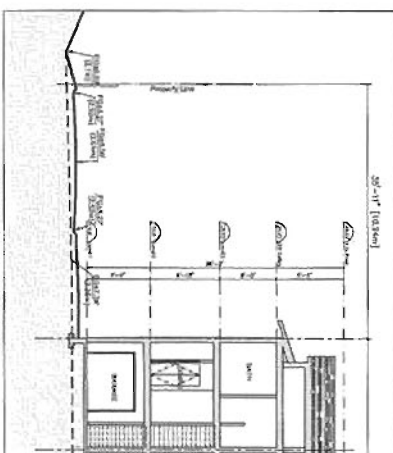
A2.0

PROJECT	Proposed 118.0-ft Tennessee Development aprx 10.0 ft final Revised, etc.
PROJECT NO.	118.0
SCALE	1"=100'
DATE	August 13, 2004
DESIGNED BY	WCL, GML
CHECKED BY	WCL
IN CHARGE	
TYPICAL BUILDING PLANS	
DATE	

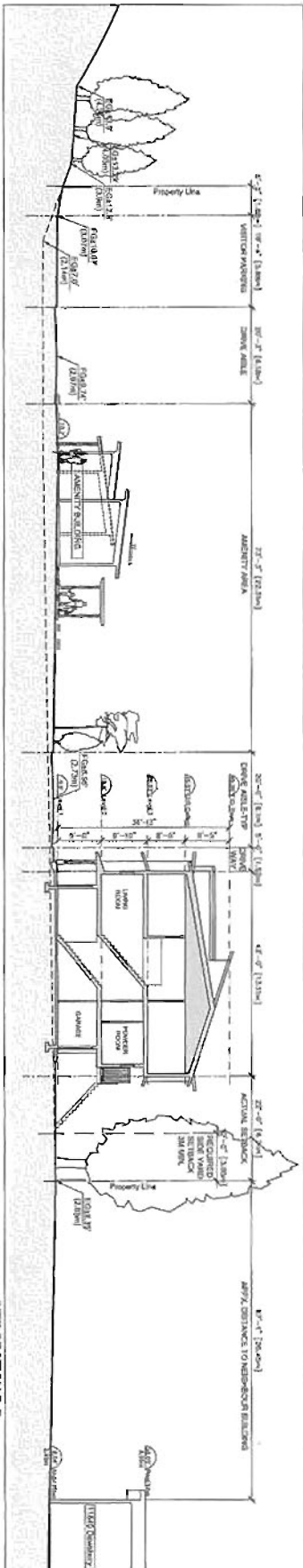




# SITE SECTION A-A

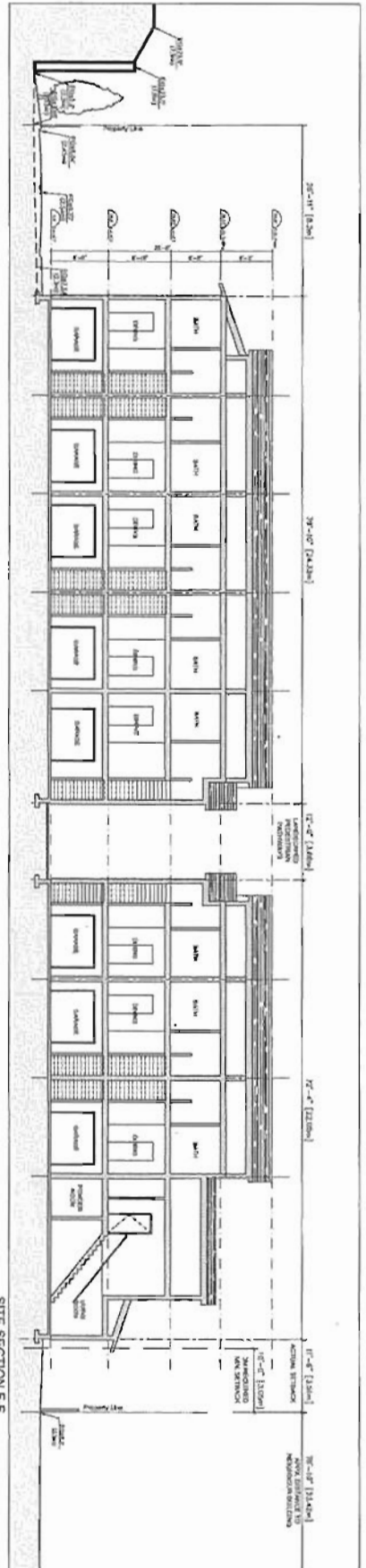
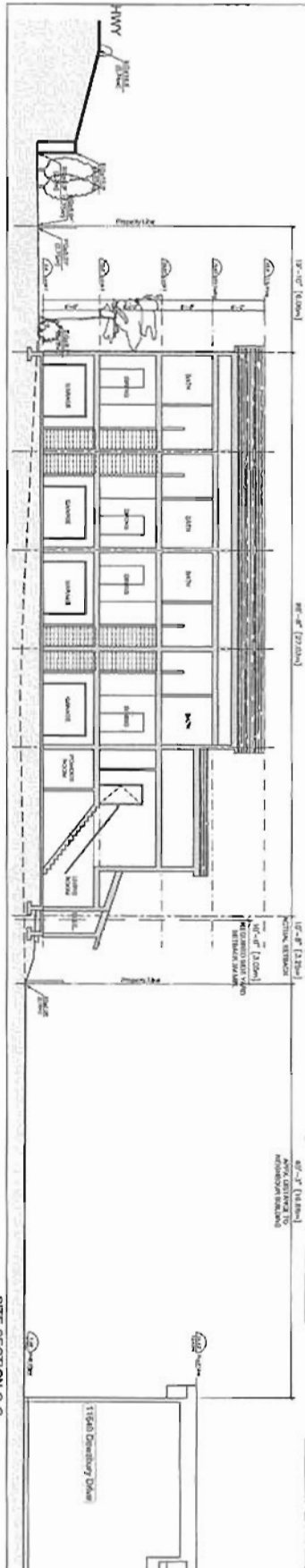
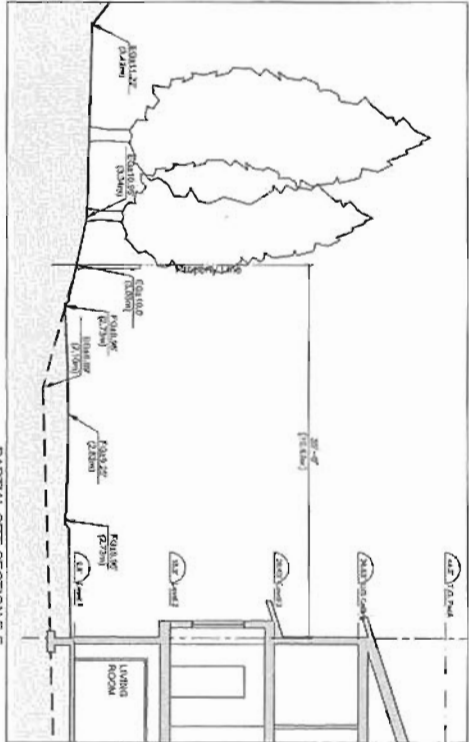
SITE SECTION B-B  
Elevation: 1105'-1'-0"

**PARTIAL SITE SECTION C-C**  
Scale: 1/8" = 1'-0"

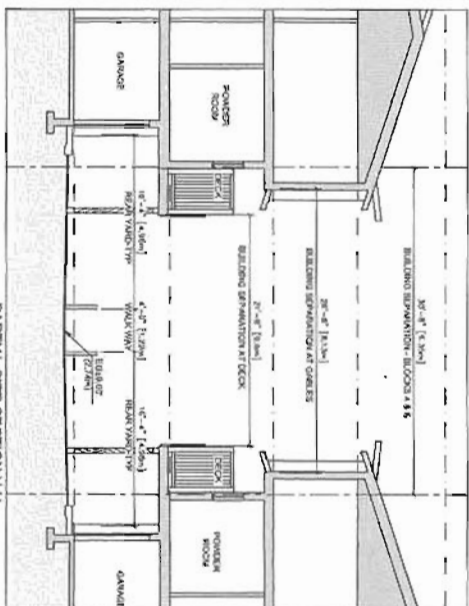


SITE SECTION D-D

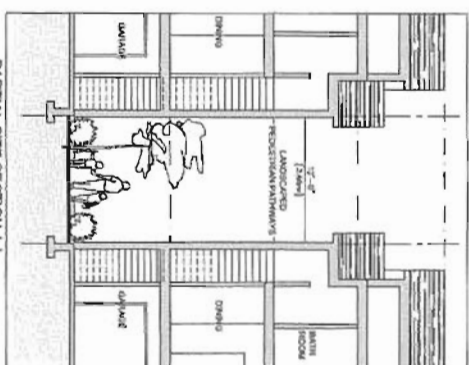
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SITE SECTION F-F  
Scale: 1/8"=1'-0"SITE SECTION G-G  
Scale: 1/8"=1'-0"

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



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

PARTIAL SITE SECTION J-J  
Scale: 3/16" = 1'-0"[illegible]**PLN - 180**

### A3.1







**RZ 11-593406**

**Attachment D**

Address: 4991 No. 5 Road

Applicant: Interface Architecture Inc.

Planning Area(s): East Cambie

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



City of  
Richmond

**Memorandum**  
Community Services Department  
Recreation Services

**To:** Planning Committee  
**From:** Gregg Wheeler  
Manager, Sports and Community Events  
Dave Semple  
General Manager, Community Services  
**Date:** October 15, 2013  
**File:** 08-4430-01/2013-Vol 01  
**Re:** Planning Committee Referral: Impact on Closure of Sportstown Re Loss of Private Recreational Facilities in Richmond

**Background**

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

**Existing Use of the Facility**

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

**Tennis Facility**

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

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



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

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

#### **Indoor Soccer Facility**

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

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

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

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

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

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

#### **Richmond Gymnastics Association**

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

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

#### Conclusion

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

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



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



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

pc: SMT  
Wayne Craig, Director of Development



## Rezoning Considerations

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

**Address:** 4991 No. 5 Road

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

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

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- Applicants for all City Permits are required to comply at all times with the conditions of the Provincial *Wildlife Act* and Federal *Migratory Birds Convention Act*, which contain prohibitions on the removal or disturbance of both birds and their nests. Issuance of Municipal permits does not give an individual authority to contravene these legislations. The City of Richmond recommends that where significant trees or vegetation exists on site, the services of a Qualified Environmental Professional (QEP) be secured to perform a survey and ensure that development activities are in compliance with all relevant legislation.

Signed \_\_\_\_\_

Date \_\_\_\_\_



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

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

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

P.I.D. 006-160-859

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

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

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED

\_\_\_\_\_  
MAYOR

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

CITY OF RICHMOND
APPROVED 
APPROVED by Manager or Solicitor 



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

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

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

P.I.D. 006-160-859

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

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

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED

_____	CITY OF RICHMOND
_____	
_____	APPROVED By _____
_____	APPROVED by Manager or Solicitor _____
_____	
_____	

\_\_\_\_\_  
MAYOR

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





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

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

1. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following area and by designating it "**MEDIUM DENSITY TOWNHOUSES (RTM2)**".

P.I.D. 006-160-859

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

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

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

MINISTRY OF TRANSPORTATION AND  
INFRASTRUCTURE APPROVAL

ADOPTED

CITY OF RICHMOND
APPROVED by <i>B/L</i>
APPROVED by Director or Solicitor <i>ul</i>

\_\_\_\_\_  
MAYOR

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



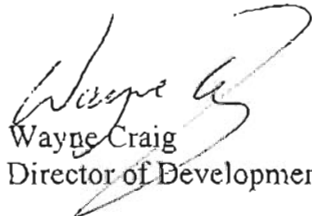
# City of Richmond

## Report to Committee Planning and Development Department

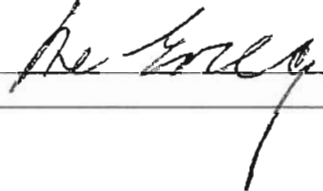
To: Planning Committee  
From: Wayne Craig  
Director of Development  
Date: October 7, 2013  
File: RZ 11-590130  
Re: Application by Jordan Kutev Architects Inc. for Rezoning at 22691 and 22711  
Westminster Highway from Single Detached (RS1/F) to Town Housing - Hamilton  
(ZT11)

### Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9064, for the rezoning of 22691 and 22711 Westminster Highway from "Single Detached (RS1/F)" to "Town Housing - Hamilton (ZT11)", be introduced and given first reading.

  
Wayne Craig  
Director of Development

WC:  
Att.

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

## Staff Report

### Origin

Jordan Kutev Architects Inc. has applied to the City of Richmond for permission to rezone 22691 and 22711 Westminster Highway from “Single Detached (RS1/F)” zone to “Town Housing – Hamilton (ZT11)” zone in order to permit the development of 11 townhouse units on the consolidated development site with vehicle access proposed from Westminster Highway. A location map is provided in **Attachment 1**.

### Findings of Fact

A preliminary site plan, landscape plan and building elevations are provided in **Attachment 2**. A Development Application Data Sheet is provided in **Attachment 3**.

### Surrounding Development

To the North: An existing townhouse development zoned “Town Housing – Hamilton (ZT3)”.

To the East: Across Westminster Highway are vacant “Single-Detached (RS1/F)” zoned lots and a townhouse development zoned “Town Housing – Hamilton (ZT11)”.

To the South: Existing houses zoned “Single-Detached (RS1/B)”.

To the West: Existing houses zoned “Single-Detached (RS1/B)”.

### Related Policies & Studies

#### 2041 Official Community Plan Land Use Designation

The subject site is designated for Neighbourhood Residential (NRES) in the 2041 Official Community Plan (OCP) land use map. The NRES designation permits single-family, two-family and townhouse residential uses. The proposed rezoning complies with the existing land use designation.

#### Hamilton Area Plan – Lower Westminster Sub Area Plan

The subject site is located within the Hamilton Area Plan – Lower Westminster Sub Area, which designates the subject site for:

*“Small and Large Lot Single Family Residential; Two Family Residential; Townhouse Residential; & Institutional”*

The Lower Westminster Sub Area permits a range of permitted densities from 11 to 25 units per acre to a maximum of 700 dwelling units total for this area (refer to **Attachment 4** for a copy of the Lower Westminster Sub Area Plan). The proposed 11 unit townhouse development complies with the existing land use designations and the range of densities permitted in the Hamilton Area Plan – Lower Westminster Sub Area. City staff have also confirmed that the current number of total dwelling units in the Lower Westminster Sub Area is well below the 700 dwelling unit maximum identified in the plan and can accommodate the proposed 11 units to be added from this development.

Hamilton Area Plan Concept

In January 2012, Council endorsed the planning process to update the Hamilton Area Plan mainly for Areas 2 and 3 of the plan (**Attachment 5**). A series of open houses have been held, and the last (third open house) was held on June 27, 2013, which presented the Hamilton Area Plan concept to the community. The proposed 11 unit townhouse residential development is consistent with the proposed land use designations and densities proposed for Area 1 (Lower Westminster Sub Area Plan) in the Hamilton Area Plan concept presented at the June 27, 2013 open house. The Hamilton Area Plan concept proposes to maintain the current densities in Area 1, with no identified changes or impacts to this site.

Affordable Housing Strategy

In accordance with the City's Affordable Housing Strategy, a cash contribution of \$2.00 per sq. ft. for a total cash contribution of \$23,353 will be made in accordance with the strategy.

Universal Housing Features

Incorporation of convertible housing features and age in place measures in this project will be reviewed through the processing of the Development Permit applications based on applicable 2041 OCP guidelines and City policies.

Flood Plain Designation and Protection Bvlaw (8204)

Registration of a Flood Plain Covenant on title that requires a minimum flood construction level of 3.5 m (geodetic survey datum) is required and will be secured as a rezoning consideration for the development proposal.

Public Art Program

In accordance with the City's Public Art Program, a cash contribution to the public art reserve at a rate of \$0.77 per sq. ft. is being secured as a rezoning consideration for this development for a total cash contribution of \$8,991.

**Consultation**

Rezoning signage has been posted on the property as one of the notification requirements to inform of the submitted rezoning proposal for the townhouse project. To date, no public correspondence has been received on this application. Any correspondence received through the remaining rezoning process will be forwarded to Council.

Ministry of Transportation Referral

This rezoning application was referred to the Ministry of Transportation due to the proximity of the site to the Highway 91 and Westminster Highway Interchange. Preliminary approval has been granted by the Ministry. Final approval from the Ministry of Transportation will be completed as a rezoning consideration for the development.

**Staff Comments**Trees*Assessment of Trees*

A tree survey and arborist report has been submitted in support of the rezoning application. The City's Tree Preservation Coordinator reviewed these materials in conjunction with the rezoning plans and provided the following comments (reference **Attachment 6** for a tree preservation plan):

- 18 trees located on the subject site of which:
  - 3 (Untagged) are dead and should be removed and replaced.
  - A 21 cm calliper Pine (Tag #948) is in visible decline and should be removed and replaced.
  - 13 cottonwood trees (Tag #949) located on the south edge of the site are in poor condition and have been previously topped. Due to the existing poor condition of the trees and required modifications to prepare the site for the proposed development, these trees should be removed and replaced.
  - A 50 cm calliper Norway Spruce tree (Tag #947) is in good condition. However, this tree falls within the proposed building envelope of the development and retention of this tree would involve a loss of 4 units from the proposed 11 unit townhouse project. To compensate for the loss of this healthy tree, the applicant should provide one 5 m tall specimen conifer tree to be integrated into the landscaped street frontage of the development.
  - 2 trees located on the neighbouring properties to the west are in poor/declining conditions based on the assessment from the consulting arborist. The developer is currently in discussions with this neighbouring property owner about removal of these 2 off-site trees based on the recommendation from the consulting arborist. Should the developer and neighbouring property owner come to an agreement over removal of these trees, a permit is required based on the provisions of Tree Protection Bylaw 8057. Until such time, installation and inspection of tree protection measures and fencing to protect the two off-site trees located on the neighbouring property to the west is required as a rezoning consideration of the development.

*Required Tree Compensation*

A preliminary landscape plan has been submitted and confirms that a minimum of 25 trees can be planted on-site as part of the redevelopment. Based on the 18 on-site trees to be removed and a 2:1 tree replacement ratio guideline outlined in the 2041 OCP, the balance of 11 trees not planted on site will be compensated for through a voluntary cash in lieu contribution of \$5,500 to the City's tree compensation fund (based on \$500 per tree). If additional replacement trees can be planted on-site (beyond the 25 identified in the landscape plan) through the processing of the forthcoming Development Permit, the cash in lieu contribution can be reduced at a rate of \$500 per additional replacement tree proposed on-site. City staff will also ensure that a minimum 5 m tall specimen conifer tree is planted along the frontage of the development in accordance with recommendations from the City's Tree Preservation Coordinator.

### Access and Parking Configuration

One vehicle access is proposed at the north edge of the development site to provide for adequate separation distance from the signalized intersection at Westminster Highway and McLean Avenue to the south. Provisions for this development to also provide for access to neighbouring properties to the north or south of the subject site is not necessary as the properties to the south are zoned and designated for single-family development only and already have access to McLean Avenue. The property to the north contains an existing townhouse complex with access provided from Norton Court. The proposed access location and configuration has been reviewed and is supported by Transportation staff.

A pedestrian linkage is proposed at the south edge of the subject site to provide a pathway for the rear townhouse units to gain access Westminster Highway. This pathway is for use only by residents of the townhouse development; therefore, no legal agreements are required to secure access for the general public.

The proposal provides two parking stalls for each townhouse unit (22 spaces total) and 3 visitor parking stalls, which complies with the parking requirements contained in the zoning bylaw. 100% of parking stalls (22 stalls) associated with the townhouse units are proposed to be parked in tandem arrangement, which will require a variance to be reviewed through the Development Permit application. A legal agreement to ensure that tandem parking spaces are not converted to living space is required to be registered on title as a rezoning consideration. The proposed variance to allow the tandem parking arrangement is discussed in further detail in the Analysis section of this report.

### Transportation Infrastructure Upgrades

Transportation related infrastructure upgrades to be completed as part of the subject site's redevelopment include the following:

- For the entire subject site's Westminster Highway frontage south to McLean Avenue, design and construction of a road cross-section to facilitate a 14.1 m pavement width (to accommodate 3 vehicular lanes of travel at 3.5 m width each, 2 bicycle lanes of travel at 1.8 m each), concrete curb and gutter, 1.5 m wide grass and treed boulevard and 1.5 m wide sidewalk along the west side of Westminster Highway.
- North of the consolidated site's Westminster Highway frontage, design and construction of a interim 1.5 m interim asphalt pathway to connect to the existing pathway to the north.
- Upgrades to the existing signalized intersection at Westminster Highway and McLean Avenue to include audible pedestrian signal features.
- The above works are to be undertaken through a City Servicing Agreement application, which is required to be completed as a rezoning consideration (**Attachment 7**) for this development.

### Site Servicing and Utility Requirements

A storm capacity analysis was completed, which did not identify any required upgrades to accommodate this development. No capacity analyses were required to examine the City sanitary sewer or water systems. A 3 m by 3 m statutory right of way is required to be secured on the subject property at the north edge of the site adjacent to Westminster Highway to

accommodate sanitary sewer service infrastructure (including a connection, inspection chamber and manhole). A utility pole located along the subject site's Westminster Highway frontage may need to be relocated as a result of the proposed frontage works, which will be confirmed through the Servicing Agreement.

The Servicing Agreement will include all referenced frontage, road and signalized intersection upgrades, site service connections/tie-ins and potential utility pole relocation.

#### Indoor and Outdoor Amenity Space Requirements

A cash contribution is being provided by the developer in lieu of provisions for an on-site indoor amenity space for this development based on Council Policy, at a rate of \$1,000 per dwelling unit, for a total contribution of \$11,000.

On-site outdoor amenity space is being provided in the townhouse project at the south east corner of the subject site and is sized in accordance with the 2041 OCP guidelines. Design and programming refinement of the outdoor amenity will be completed through the forthcoming Development Permit application.

#### Noise Mitigation

The subject site front's directly onto Westminster Highway, which is a major transportation corridor through the area accommodating vehicle, transit, bicycle and pedestrian traffic. The 2041 OCP Development Permit Guidelines and Hamilton Sub Area Plan Development Permit Guidelines contain policies to provide noise mitigation measures for multi-family developments that may be impacted by adjacent activities related to traffic and transit. As a result, the following is proposed to address noise mitigation measures:

- Registration of a legal agreement on title to ensure noise mitigation is incorporated into the overall design of the project based on criteria contained in the 2041 OCP is a requirement of the rezoning.
- Through the forthcoming Development Permit application, require the submission of an acoustical report from the appropriate professional to demonstrate and confirm that the design of the development will comply with 2041 OCP noise level criteria, which also must take into account thermal requirements.

#### Rezoning Considerations

A copy of the rezoning considerations that are required to be completed as part of this application is contained in **Attachment 7**. The developer is aware of and has agreed to these requirements.

#### **Analysis**

##### Compliance with Hamilton Area Plan

The proposed 11 unit townhouse development complies with existing Hamilton Area Plan – Lower Westminster Sub Area provisions for residential redevelopment and is consistent with other low-density townhouse projects previously approved in this area. This project also complies with the proposed Hamilton Area Plan concept presented at the last open house on June 27, 2013



### Conditions of Adjacency

The townhouse project fronts directly onto Westminster Highway and a 6 m setback is required in the proposed zone to facilitate the development of an appropriate streetscape and landscape treatment. Road and frontage upgrades are also required as part of the servicing for this development, which will integrate with existing frontage improvements in the area.

A suitable rear yard interface for the existing single-family developments to the west and south is required for this development. The proposed site plan would result in a 5 m setback along the south property line (side yard for the development adjacent to the rear yard of single-family). A setback ranging from 3.3 m to 4.5 m along the west property line (rear yard for the development adjacent to rear yard of single-family) is proposed. A 4.7 m setback is proposed along the north property line adjacent to the existing 3-storey neighbouring townhouse development. These setbacks comply with the provisions of the Town Housing – Hamilton (ZT11) zoning proposed for the development and will enable appropriate landscaping treatments to be implemented to integrate with the existing surrounding land uses.

### Requested Variances

A variance request will be included in the Development Permit application to increase the proportion of parking spaced arranged in a tandem configuration from 50% to 100% will be required to allow 22 tandem parking spaces associated with the 11 townhouse units. Staff supports the requested variance as a tandem parking configuration enables for an efficient and compact site plan and also enables the ability for the townhouse development to comply with the minimum Flood Construction Level (FCL) of 3.5 m (geodetic survey datum) applicable to this area. Tandem parking allows for the habitable space to be located on the level above the parking garage and above the minimum FCL. This approach also avoids permanent modifications to the site to raise the overall grade and elevation of the property in order to meet the minimum FCL.

Furthermore, this variance request is supported as the rezoning application and supporting site plan and parking arrangement was submitted on September 20, 2011 prior to amendments to tandem parking regulations in the Zoning bylaw in March 18, 2013 that placed a 50% maximum of parking spaces that could be parked in a tandem arrangement. Prior to the March 18, 2013 amendment, there were no restrictions on the number of parking spaces that could be arranged in tandem configuration for low-density townhouse redevelopments. Transportation has reviewed the tandem parking arrangement and proposed variance and are supportive of the project and parking configuration.

### Development Permit Considerations

A Development Permit application will be required for this project to review overall urban design, form and character and landscaping components. This Development Permit application will be completed to a satisfactory level before the rezoning bylaw can be considered for final adoption by Council. The following is a general list of items to be examined through the processing of the Development Permit:

- Review to ensure compliance with 2041 OCP and Hamilton Sub Area Plan Multi-Family Development Permit Guidelines.

- Review of all requested variances – Based on the submitted site plan, a variance is being requested to allow for 100% off-street parking spaces for the dwelling units (22 parking spaces total) to be parked in tandem arrangement.
- Refinement of the landscape plan to confirm tree replacement provisions as recommended by City's Tree Preservation Coordinator and appropriate planting and open space provisions along the front, side and rear yards of the project to integrate with the neighbouring land uses and on-site outdoor amenity space, walkway and visitor parking features.
- Review overall form, character and architectural features of the development to integrate and provide a cohesive design consistent with the existing surrounding residential land uses.
- Provisions for convertible unit features and other age-in-place design measures to be incorporated into the development.

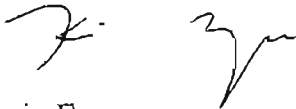
#### **Financial Impact or Economic Impact**

None.

#### **Conclusion**

The proposal for an 11 unit townhouse development complies with the Hamilton Area Plan and is consistent with the zoning applied for other recently approved townhouse developments in this area (Lower Westminster Sub Area). The overall configuration and massing of the townhouse project is sensitive to the existing surrounding residential land uses. Frontage and road upgrades along this portion of Westminster Highway will also be completed and will integrate with existing infrastructure in the area. Further design detailing and refinement will be undertaken through the Development Permit application.

It is recommended that Richmond Zoning Bylaw 8500, amendment Bylaw 9064 be introduced and given first reading.



Kevin Eng  
Planner I

KE:cas

Attachment 1: Location Map

Attachment 2: Conceptual Development Plans

Attachment 3: Development Application Data Sheet

Attachment 4: Hamilton Area Plan – Lower Westminster Sub Area Land Use Map

Attachment 5: Hamilton Area Context Map

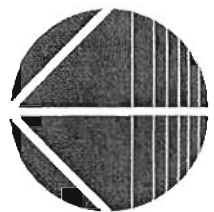
Attachment 6: Tree Preservation Plan

Attachment 7: Rezoning Considerations Concurrence



# PROPOSED REZONING

**PLN-200**



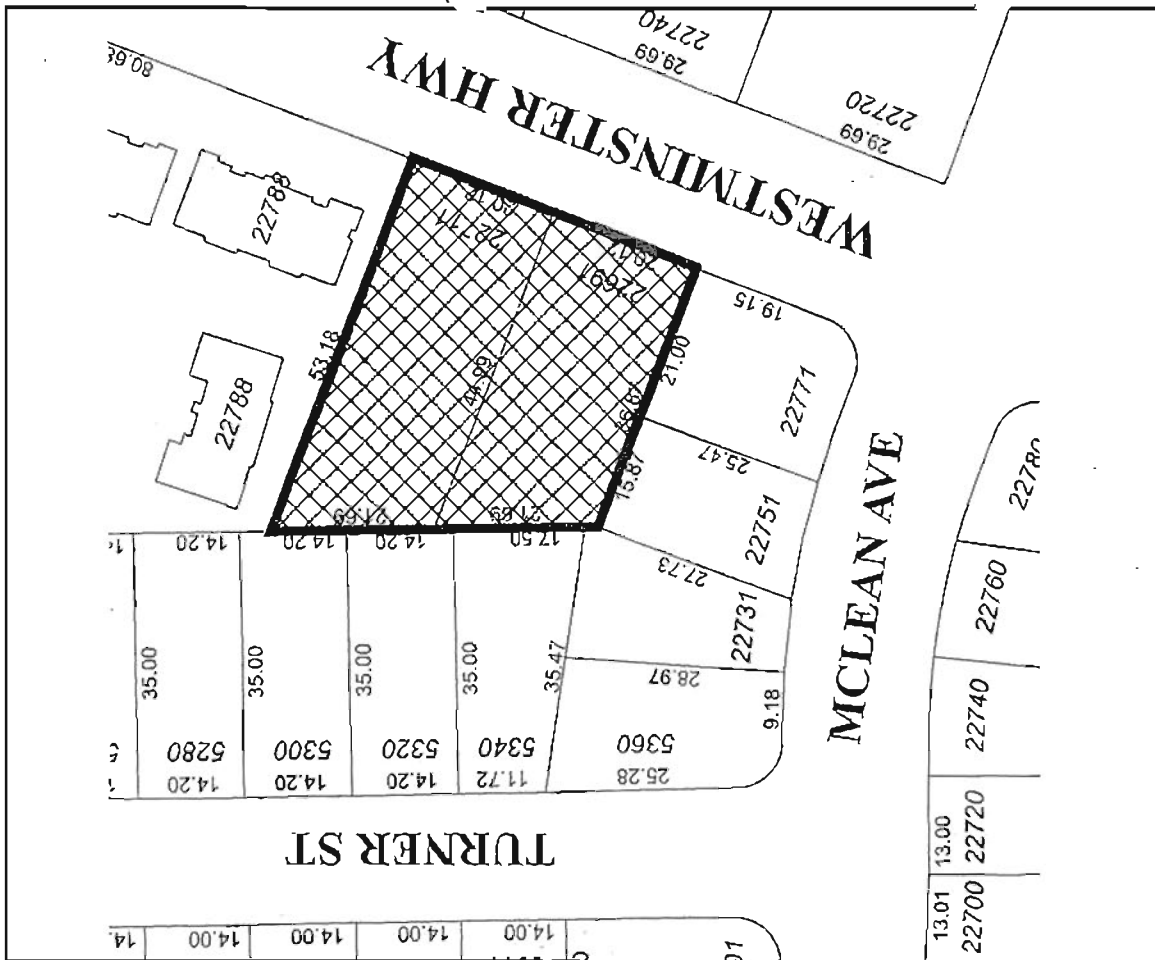
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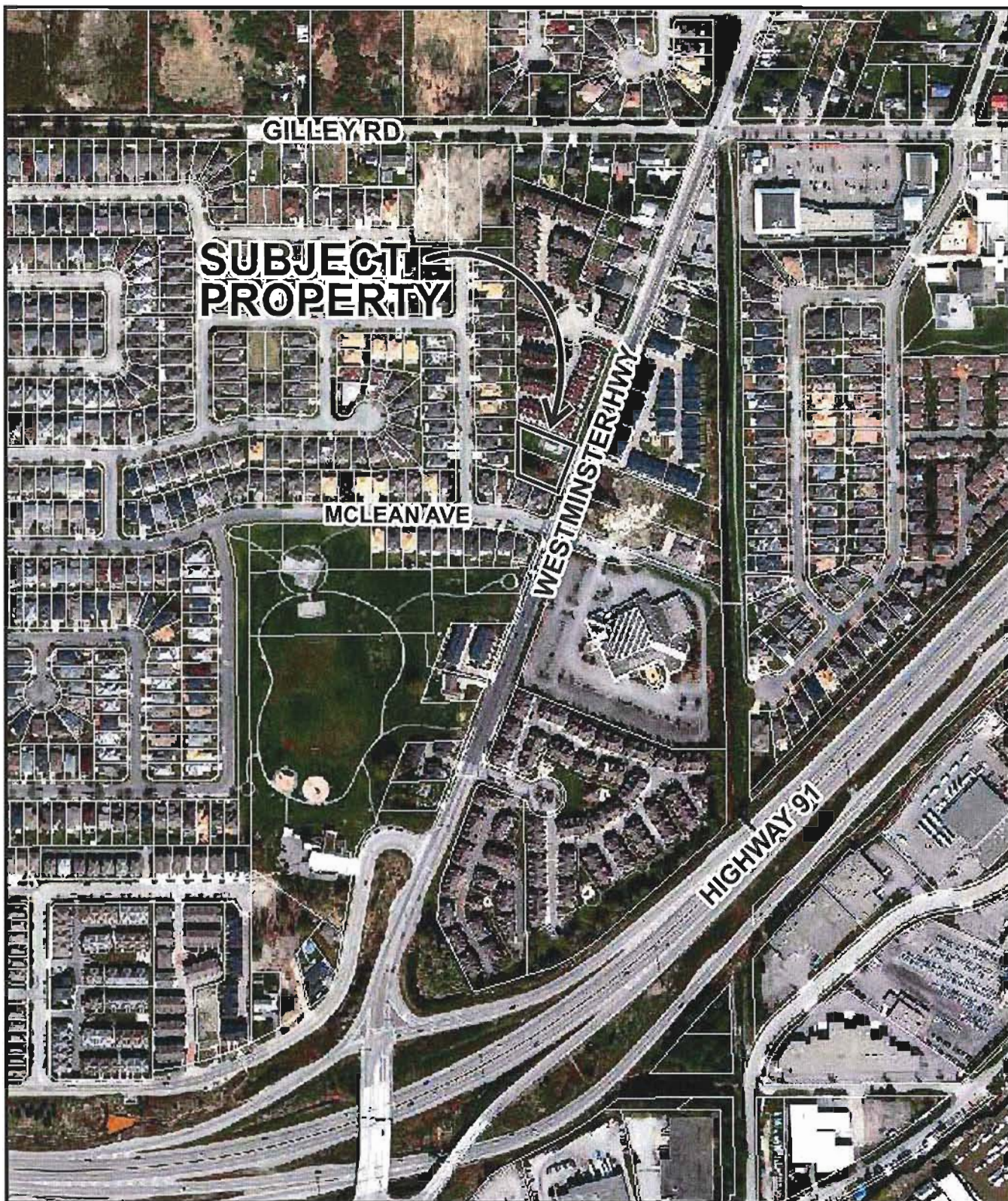
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ATTACHMENT 1







RZ 11-590130

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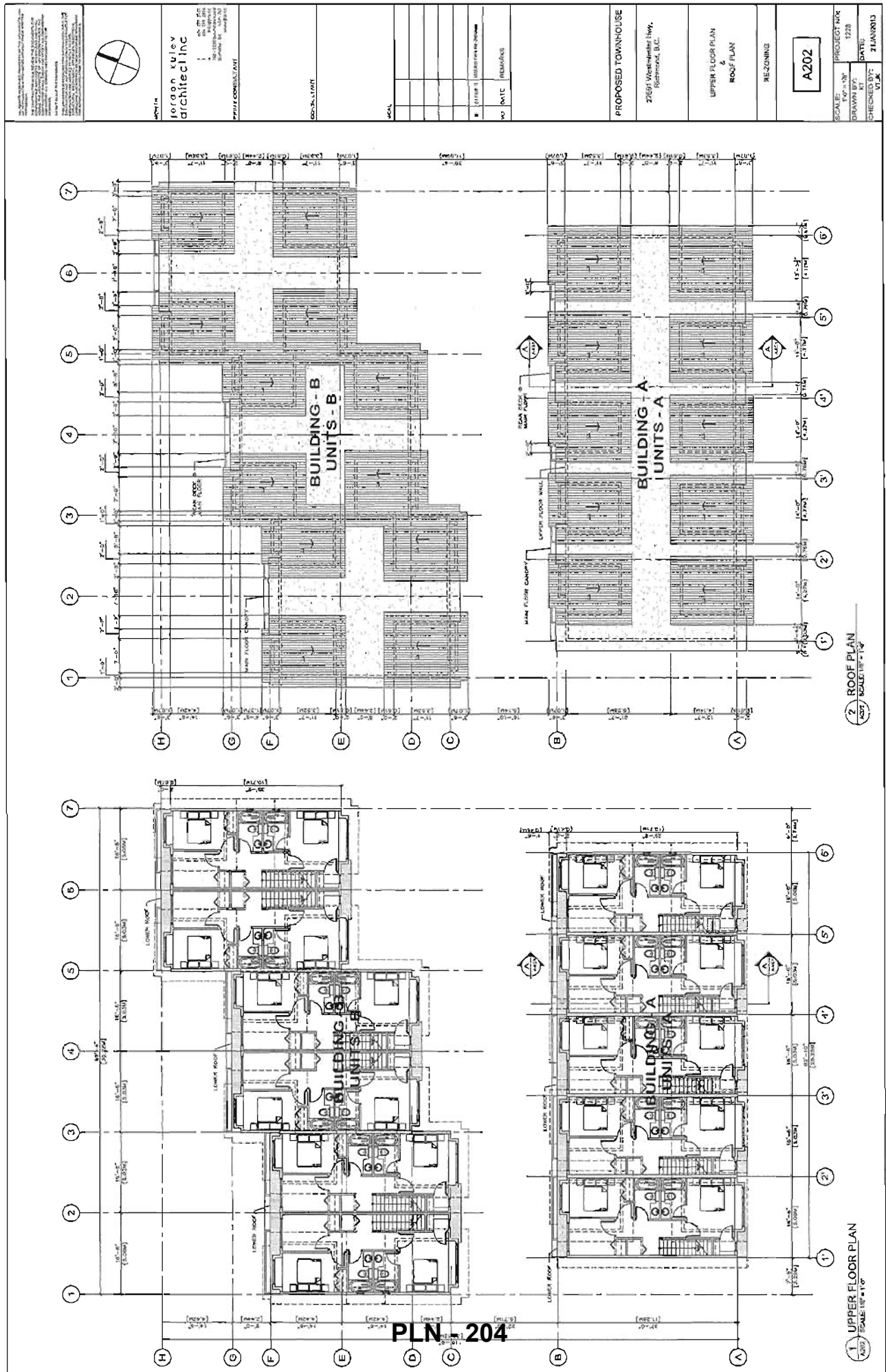
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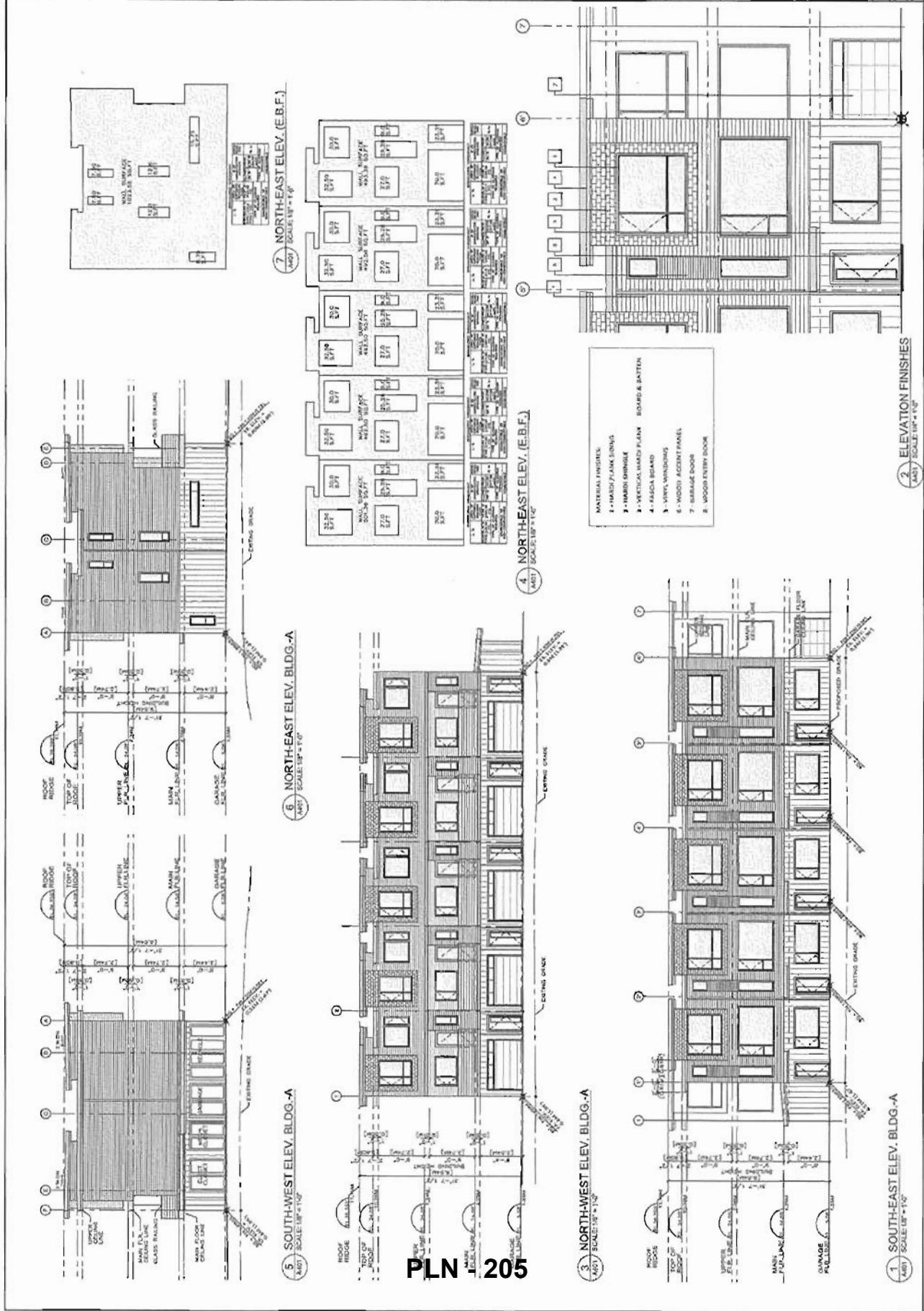


















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**TOWNHOUSE  
DEVELOPMENT**  
22691, 22711 WESTMINSTER HWY  
RICHMOND

LANDSCAPE  
PLAN

Case	Year	Location
1	1998	USA
2	1999	USA
3	2000	USA
4	2001	USA
5	2002	USA
6	2003	USA
7	2004	USA
8	2005	USA
9	2006	USA
10	2007	USA
11	2008	USA
12	2009	USA
13	2010	USA
14	2011	USA
15	2012	USA
16	2013	USA
17	2014	USA
18	2015	USA
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125	2122	USA
126	2123	USA

17

1064 *Reviews*

[illegible]**PLN - 208**



**RZ 11-590130**

**Attachment 3**

Address: 22691 and 22711 Westminster Highway

Applicant: Jordan Kutev Architects Inc.

Planning Area(s): Hamilton Area Plan – Lower Westminster Sub Area

	<b>Existing</b>	<b>Proposed</b>
<b>Owner:</b>	0954462 B.C. Ltd. (Inc. No. BC0954462)	N/A
<b>Site Size (m<sup>2</sup>):</b>	22691 Westminster Hwy – 822 m <sup>2</sup> 22711 Westminster Hwy – 986 m <sup>2</sup>	1808 m <sup>2</sup> (consolidated lot)
<b>Land Uses:</b>	Vacant	Low density town housing
<b>OCP Designation:</b>	Neighbourhood Residential (NRES)	No change - complies
<b>Hamilton Area Plan – Lower Westminster Sub Area Designation:</b>	Small and Large Lot Single Family Residential; Two Family Residential; Townhouse Residential; & Institutional	No change - complies
<b>Zoning:</b>	Single Detached (RS1/F)	Town Housing – Hamilton (ZT11)
<b>Number of Units:</b>	N/A	11 townhouse units

<b>On Future Subdivided Lots</b>	<b>Bylaw Requirement</b>	<b>Proposed</b>	<b>Variance</b>
Floor Area Ratio:	Max. 0.6	0.6	none permitted
Lot Coverage – Building:	Max. 35%	34%	none
Setback – Front Yard (m):	Min. 6 m	6 m	none
Setback – West Rear Yard (m):	None	3.3 m	none
Setback – South Side Yard (m):	None	5.2 m	none
Setback – North Side Yard (m):	None	4.7 m	none
Height (m):	10.6 m	9.7 m	none
Off-street Parking Spaces – Regular (R) / Visitor (V):	2 (R) and 0.2 (V) per unit	2 (R) and 0.2 (V) per unit	none
Off-street Parking Spaces – Total:	22 dwelling unit parking spaces 3 visitor parking spaces	22 dwelling unit parking spaces 3 visitor parking spaces	none
Tandem Parking Spaces (residential units only):	Up to 50% permitted	100% requested	Variance requested
Amenity Space – Outdoor:	6 m <sup>2</sup> per unit	66 m <sup>2</sup>	none

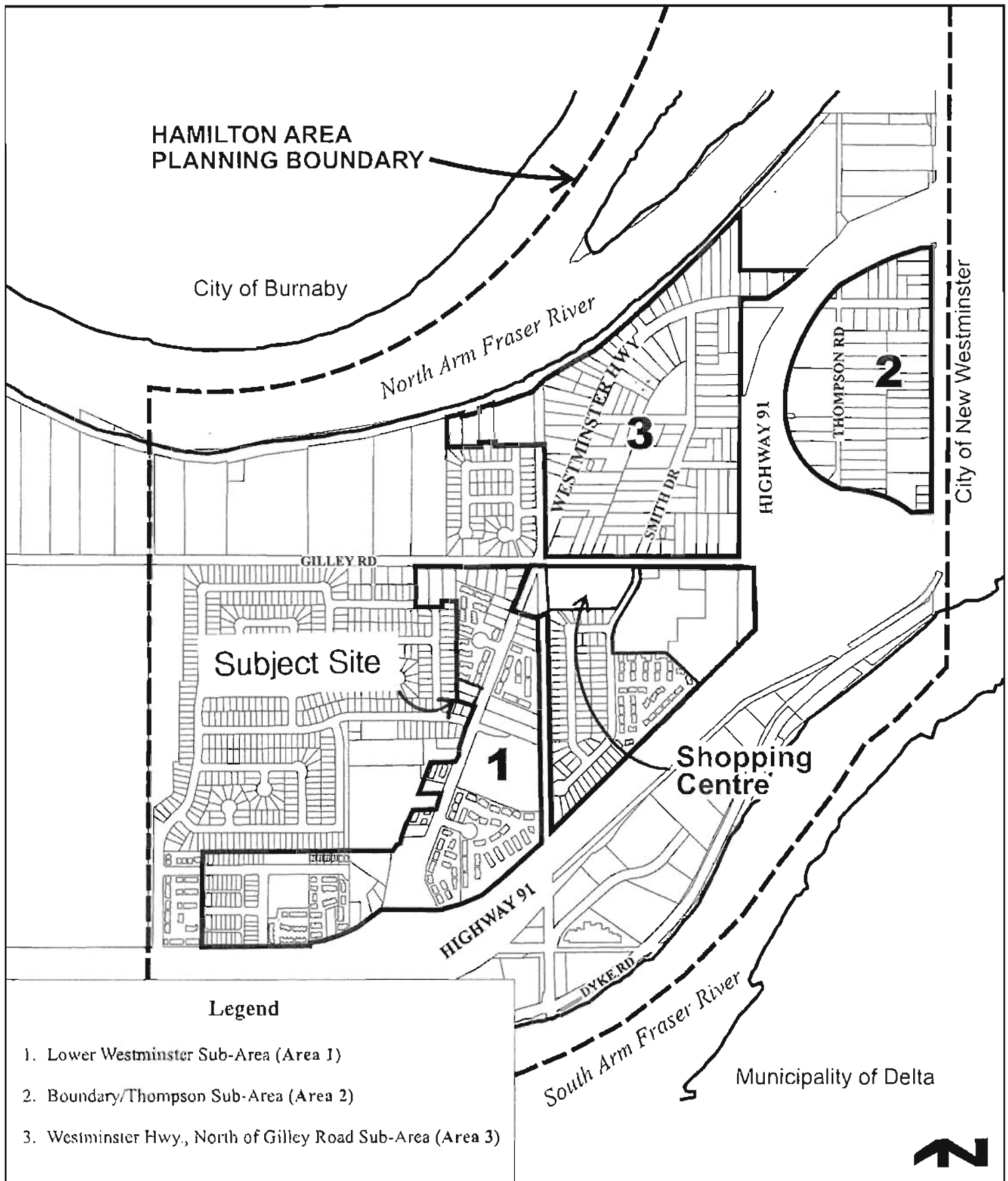


City of Richmond

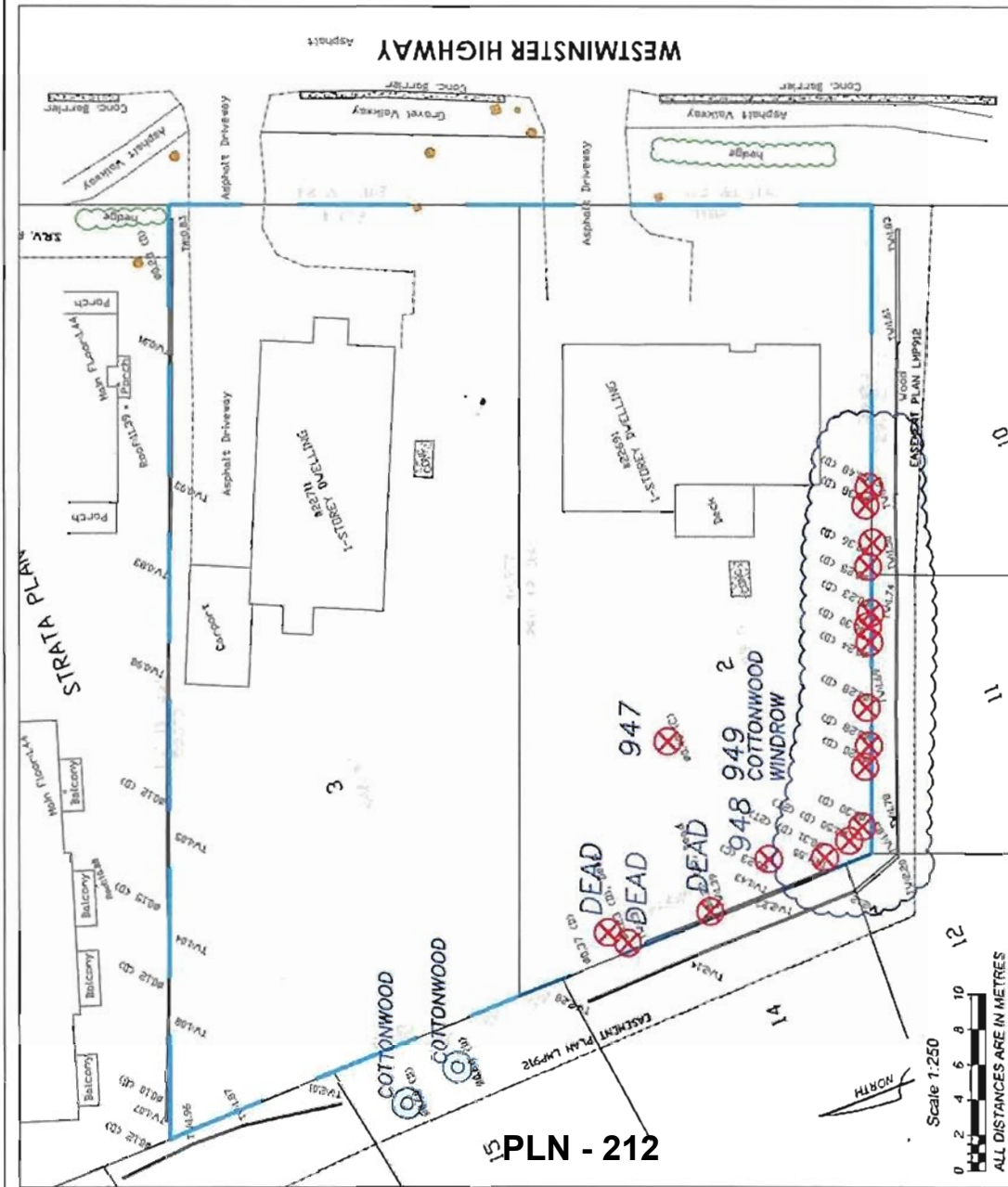
## Lower Westminster Sub-Area Land Use Map

Bylaw 7561  
2007/06/25

# Hamilton Area Plan Update







**LEGEND**

- DENOTES SITE LIMITS
- DENOTES TREE NUMBER, REFER TO TREE INVENTORY FOR TYPE, SIZE AND CONDITION DATA
- DENOTES TREE TO BE RETAINED
- ⊗ DENOTES TREE TO BE REMOVED
- ⊕ DENOTES TREE TO BE REMOVED FOR MITIGATION OF HIGH RISK (CTBA)
- ⊖ DENOTES UNDERSIZE TREE PER MUNICIPAL BYLAW, SPECIES AND SIZE AS NOTED.
- ⊙ DENOTES OFFSITE TREE, REFER TO REPORT FOR RECOMMENDED TREATMENT, OWNER APPROVAL FOR ANY PROPOSED ACTION/TREATMENT TO OFFSITE TREES WOULD BE REQUIRED
- ⊕ DENOTES TREE PROTECTION ZONE (TPZ) ALIGNMENT, FENCE TO BE INSTALLED TO MEET APPLICABLE MUNICIPAL STANDARDS, SEE TREE PROTECTION NOTES FOR RESTRICTIONS ON ACTIVITIES WITHIN OR IN CLOSE PROXIMITY OF TPZ

**TREE MANAGEMENT DRAWING**

**PAWAN BAINS**

ACL FILE	DATE	REV DATE	REV #	SHEET
13108	15 JAN 2013	-	0	1 of 1

acilgroup.ca

**ARBORTECH CONSULTING**

200 - 3740 CHATHAM STREET, RICHMOND, BC CANADA V7E 2E3 P 604 275 3484

**PLAN NOTES:**

- THIS PLAN IS BASED ON A TOPOGRAPHIC AND TREE LOCATION SURVEY PROVIDED BY THE OWNER'S REGISTERED BRITISH COLUMBIA LAND SURVEYOR (RCLS) AND LAYOUT DRAWINGS PROVIDED BY THE OWNER'S ENGINEER (P ENG) AND/OR DESIGN CONSULTANT. THE SURVEY DATA IS NOT CERTIFIED AS TO THE ACCURACY OF THE LOCATION OF FEATURES OR DIMENSIONS THAT ARE SHOWN ON THE PLAN. PLEASE REFER TO THE ORIGINAL PLANS FOR THOSE PURPOSES.

PLN - 212



## Rezoning Considerations

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

Address: 22691 and 22711 Westminster Highway

File No.: RZ 11-590130

Prior to final adoption of Zoning Amendment Bylaw 9064, the developer is required to complete the following:

1. Provincial Ministry of Transportation & Infrastructure Approval of zoning amendment bylaw 9064.
2. Consolidation of all the lots into one development parcel.
3. City acceptance of the developer's offer to voluntarily contribute \$5,500 to the City's Tree Compensation Fund for the planting of replacement trees within the City in lieu of planting them on the subject site. (Calculation based on 18 on-site trees to be removed and replaced at a 2:1 ratio as per OCP. Landscape plan indicates 25 trees can be planted on the subject site. Remaining balance of 11 trees to be compensated for at \$500 per tree). If additional replacement trees (over and beyond the 25 replacement trees proposed at rezoning stage) could be accommodated on-site (as determined at the Development Permit stage), the above cash-in-lieu contribution can be reduced at the rate of \$500 per additional replacement tree to be planted on-site.
4. Installation and inspection of appropriate tree protection fencing deemed necessary by the consulting arborist to protect the 2 off-site trees located on neighboring property to the west. Tree protection fencing can be removed if a tree removal permit is approved for these two off-site trees.
5. The granting of a 3 m by 3 m wide statutory right-of-way at the north east corner of the consolidated site for the purposes of accommodating sanitary sewer service (connection, inspection chamber and manhole).
6. Registration of a legal agreement on title identifying that the proposed development must be designed and constructed in a manner that mitigates potential land use interface noise (traffic and transit) to the proposed dwelling units. Dwelling units must be designed and constructed to achieve:

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

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

- b) The ASHRAE 55-2004 "Thermal Environmental Conditions for Human Occupancy" standard for interior living spaces.
7. Registration of a flood plain covenant on title identifying a minimum habitable elevation of 3.5 m GSC.
8. City acceptance of the developer's offer to voluntarily contribute \$0.77 per buildable square foot (e.g. \$8,991) to the City's public art fund. (Calculation based on the maximum 0.6 F.A.R permitted based on the proposed zoning district)
9. City acceptance of the developer's offer to voluntarily contribute \$1,000 per dwelling unit (e.g. \$11,000) in-lieu of on-site indoor amenity space.
10. City acceptance of the developer's offer to voluntarily contribute \$2.00 per buildable square foot (e.g. \$23,353) to the City's affordable housing fund. (Calculation based on the maximum 0.6 F.A.R permitted based on the proposed zoning district)
11. Registration of a legal agreement on title prohibiting the conversion of the tandem parking area into habitable space.
12. The submission and processing of a Development Permit\* completed to a level deemed acceptable by the Director of Development.
13. Enter into a Servicing Agreement\* for the design and construction of road/frontage improvements, service connections along Westminster Highway and intersection upgrades at McLean Avenue and Westminster Highway. Works include, but may not be limited to:

- a) For the entire consolidated site's development frontage on Westminster Highway south to McLean Avenue, design and construction of the ultimate cross section for Westminster Highway, including 14.1 m wide pavement (3 vehicular lanes at 3.5 m width each, 2 bicycle lanes at 1.8 m width each), concrete curb and gutter along the west side with a 1.5 m grass & treed boulevard and 1.5 m wide sidewalk along the property line.
- b) North of the consolidated site's development frontage, design and construction of an interim 1.5 m asphalt walkway to connect to the existing walkway to the north.
- c) Upgrades to the existing traffic signal at McLean Avenue and Westminster Highway to include Audible Pedestrian Signal features.
- d) Relocation of the existing utility pole along the Westminster Highway frontage of the development site may be required as a result of the required road/frontage improvements, which will be determined through the Servicing Agreement application and design submission process.
- e) Servicing Agreement design is required to include all service tie-ins/connections.
- f) All works to be at the sole cost of the developer.

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

1. Submission of a landscape letter of credit/bond for the purposes of securing implementation of the landscaping for the proposed development.
2. Complete an acoustical and thermal report and recommendations prepared by an appropriate registered professional, which demonstrates that the interior noise levels and noise mitigation standards comply with the City's Official Community Plan and Noise Bylaw requirements. The standard required for air conditioning systems and their alternatives (e.g. ground source heat pumps, heat exchangers and acoustic ducting) is the ASHRAE 55-2004 "Thermal Environmental Conditions for Human Occupancy" standard and subsequent updates as they may occur. Maximum interior noise levels (decibels) within the dwelling units must achieve CMHC standards follows:

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

3. Other items may be identified through the processing of the Development Permit application.

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

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

Note:

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

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

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

- Additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering may be required including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.

- Signed Copy on File -

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Signed

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Date



**Richmond Zoning Bylaw 8500  
Amendment Bylaw 9064 (RZ 11-590130)  
22691 and 22711 Westminster Highway**

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

1. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following area and by designating it **"TOWN HOUSING - HAMILTON (ZT11)"**.

P.I.D. 010-179-500

Lot 2 Section 2 Block 4 North Range 4 West New Westminster District Plan 16060

P.I.D. 000-964-492

Lot 3 Section 2 Block 4 North Range 4 West New Westminster District Plan 16060

2. This Bylaw may be cited as **"Richmond Zoning Bylaw 8500, Amendment Bylaw 9064"**.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

MINISTRY OF TRANSPORTATION AND  
INFRASTRUCTURE APPROVAL

ADOPTED

\_\_\_\_\_  
MAYOR

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

CITY OF RICHMOND
APPROVED by <i>BK</i>
APPROVED by Director or Solicitor <i>al</i>