



Planning Committee

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

**Tuesday, November 20, 2018
4:00 p.m.**

Pg. # ITEM

MINUTES

PLN-4

*Motion to adopt the **minutes** of the meeting of the Planning Committee held on November 7, 2018.*



NEXT COMMITTEE MEETING DATE

December 4, 2018, (tentative date) at 4:00 p.m. in the Anderson Room

PLANNING AND DEVELOPMENT DIVISION

1. **APPLICATION BY INTERFACE ARCHITECTURE INC. FOR REZONING AT 10671, 10691, AND 10751 BRIDGEPORT ROAD FROM THE “SINGLE DETACHED (RS1/D)” ZONE TO THE “LOW DENSITY TOWNHOUSES (RTL4)” ZONE**

(File Ref. No. 12-8060-20-009935; RZ 17-771592) (REDMS No. 5972162)

PLN-7

See Page PLN-7 for full report

Designated Speakers: Wayne Craig and Cynthia Lussier

STAFF RECOMMENDATION

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9935, for the rezoning of 10671, 10691, and 10751 Bridgeport Road from the “Single Detached (RS1/D)” zone to the “Low Density Townhouses (RTL4)” zone to permit the development of 24 townhouse units with right-in/right-out vehicle access to Bridgeport Road, be introduced and given first reading.



2. **APPLICATION BY ORIS (DYKE ROAD) DEVELOPMENT CORP. FOR REZONING AT 6091 AND 6111 DYKE ROAD FROM LIGHT INDUSTRIAL (IL) TO COMMERCIAL MIXED USE – LONDON LANDING (STEVESTON)(ZMU40)**

(File Ref. No. 12-8060-20-00953; RZ 15-702486) (REDMS No. 6025747)

PLN-72

See Page PLN-72 for full report

Designated Speakers: Wayne Craig and Kevin Eng

STAFF RECOMMENDATION

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9953 to create the “Commercial Mixed Use – London Landing (Steveston)(ZMU40)” zone, and to rezone 6091 and 6111 Dyke Road from “Light Industrial (IL)” to “Commercial Mixed Use – London Landing (Steveston) (ZMU 40)”, be introduced and given first reading.



3. **APPLICATION BY SPRING COMMUNICATION DEVELOPMENT LTD. FOR A ZONING TEXT AMENDMENT TO THE “PUB & SALES (CP1; CP2)” ZONE TO PERMIT RESTAURANT USE AT 8320 ALEXANDRA ROAD**

(File Ref. No. 12-8060-20-9962; ZT 18-840326) (REDMS No. 6013481)

PLN-135

See Page PLN-135 for full report

Designated Speakers: Wayne Craig and Nathan Andrews

STAFF RECOMMENDATION

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9962, for a Zoning Text Amendment to the “Pub & Sales (CP1; CP2)” zone to permit restaurant use at 8320 Alexandra Road, be introduced and given first reading.



Pg. # ITEM

4. **MANAGER’S REPORT**

ADJOURNMENT





Planning Committee

Date: Wednesday, November 7, 2018

Place: Anderson Room
Richmond City Hall

Present: Councillor Linda McPhail, Chair
Councillor Bill McNulty
Councillor Carol Day
Councillor Alexa Loo
Councillor Harold Steves

Also Present: Councillor Michael Wolfe

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

MINUTES

It was moved and seconded

That the minutes of the meeting of the Planning Committee held on October 16, 2018, be adopted as circulated.

CARRIED

NEXT COMMITTEE MEETING DATE

November 20, 2018, (tentative date) at 4:00 p.m. in the Anderson Room

COMMUNITY SERVICES DIVISION

1. **CHILD CARE DEVELOPMENT ADVISORY COMMITTEE - TERMS OF REFERENCE UPDATE**

(File Ref. No. 07-3070-01) (REDMS No. 5867155 v. 6)

It was suggested that proposed revisions be noted in the Terms of Reference Update.

Planning Committee
Wednesday, November 7, 2018

Committee commended the Child Care Development Advisory Committee for their work in the community.

It was moved and seconded

That the proposed updated Child Care Development Advisory Committee (CCDAC) Terms of Reference be endorsed as presented in the staff report titled "Child Care Development Advisory Committee – Terms of Reference Update," dated October 16, 2018 from the Manager, Community Social Development.

CARRIED

PLANNING AND DEVELOPMENT DIVISION

2. **APPLICATION BY CHRISTOPHER BOZYK ARCHITECTS FOR A ZONING TEXT AMENDMENT TO THE "VEHICLE SALES (CV)" ZONE TO INCREASE THE FLOOR AREA RATIO TO 0.82 AT 13100 SMALLWOOD PLACE**

(File Ref. No. 12-8062-20-009948; ZT 18-818765) (REDMS No. 5990457 v. 2)

David Brownlee, Planner 2, reviewed the application, noting that two additional levels of vehicle parking are proposed over the dealership building and that the Richmond Auto Mall Association has expressed support for the proposed project.

Discussion ensued with regard to the densification of industrial lands.

It was moved and seconded

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9948, for a Zoning Text Amendment to the "Vehicle Sales (CV)" zone to increase the Floor Area Ratio to 0.82 at 13100 Smallwood Place, be introduced and given first reading.

CARRIED

3. **STEVESTON VILLAGE HERITAGE CONSERVATION GRANT PROGRAM UPDATE**

(File Ref. No. 08-4200-08) (REDMS No. 5973969 v. 4)

Barry Konkin, Manager, Policy Planning, reviewed the Steveston Village Heritage Conservation Grant Program and spoke on initiating the grant issuance process.

Staff noted that the Steveston Village Heritage Conservation Area Resources and Modified 1892 Historic Lot Lines Map, included as Attachment 1 of the staff report, can be updated to clearly indicate the locations of the heritage sites.

Planning Committee
Wednesday, November 7, 2018

It was moved and seconded

- (1) *That the staff report titled "Steveston Village Heritage Conservation Grant Program Update" dated October 18, 2018 be received for information; and*
- (2) *That the updated Steveston Village Heritage Conservation Grant Program be approved.*

CARRIED

ADJOURNMENT

It was moved and seconded

That the meeting adjourn (4:09 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 Wednesday, November 7, 2018.

Councillor Linda McPhail
Chair

Evangel Biason
Legislative Services Coordinator



City of Richmond

Report to Committee

To: Planning Committee
From: Wayne Craig
Director, Development

Date: November 15, 2018
File: RZ 17-771592

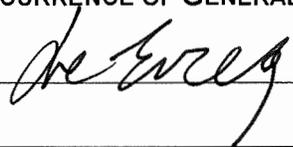
Re: **Application by Interface Architecture Inc. for Rezoning at 10671, 10691, and 10751 Bridgeport Road from the "Single Detached (RS1/D)" Zone to the "Low Density Townhouses (RTL4)" Zone**

Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9935, for the rezoning of 10671, 10691, and 10751 Bridgeport Road from the "Single Detached (RS1/D)" zone to the "Low Density Townhouses (RTL4)" zone to permit the development of 24 townhouse units with right-in/right-out vehicle access to Bridgeport Road, be introduced and given first reading.


Wayne Craig
Director, Development
(604-257-4625)

WC:cl
Att. 9

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

Staff Report

Origin

Interface Architecture Inc. has applied to the City of Richmond for permission to rezone 10671, 10691, and 10751 Bridgeport Road from the “Single Detached (RS1/D)” zone to the “Low Density Townhouses (RTL4)” zone, to permit a development containing 24 townhouse units with right-in/right-out vehicle access to Bridgeport Road (Attachment 1).

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

Existing Site Condition and Context

A survey of the subject site is included in Attachment 3. The subject site is 4,434.7 m² in size and is located on the north side of Bridgeport Road, between McKessock Avenue and Shell Road. The existing dwellings are accessed via four driveway crossings on Bridgeport Road.

Existing Housing Profile

The subject site currently consists of three lots; each containing a single-family dwelling that the applicant indicates is occupied and rented. The applicant indicates that there are no legal secondary suites in the dwellings. Each of the dwellings is proposed to be demolished at future development stage.

Surrounding Development

Existing development immediately surrounding the subject site is as follows:

- To the North, are the rear portions of lots zoned “Single Detached (RS1/D)” that front McKessock Avenue and Shell Road (2408 McKessock Avenue, and 2755 Shell Road).
- To the South, immediately across Bridgeport Road, is a lot zoned “Town Housing (ZT17) – Bridgeport Road (Bridgeport Area)” at 3088 Airey Drive containing two-storey townhouses. In addition, there are three lots zoned “Single Detached (RS1/F)” at 10760, 10780 Bridgeport Road and 3033 Shell Road that are the subject of an active rezoning application to the “Medium Density Townhouses (RTM3)” zone, for which the proposed Zoning Amendment Bylaw received Third Reading at the Public Hearing held on September 4, 2018 (RZ 16-754158).
- To the East, are two lots zoned “Single Detached (RS1/D)” at 10811 and 10891 Bridgeport Road.
- To the West, is one lot zoned “Single Detached (RS1/D)” at 10651 Bridgeport Road.

Existing Legal Encumbrances

There is an existing statutory right-of-way (SRW) registered on title of the properties for the sanitary sewer located in both the northeast and west portions of the land assembly. Encroachment into the SRW is not permitted.

As part of the proposed development, the Applicant is required to discontinue use of the existing sanitary service connections to the site (including cutting, capping, and removing existing connections and inspections chambers/leads). As part of the Servicing Agreement process, the Applicant is required to install new sanitary sewer along McKessock Avenue and Bridgeport Road to service the subject site.

The existing SRWs must remain on the subject site for continued access to the existing sanitary sewers providing service to the adjacent properties.

Related Policies & Studies

Official Community Plan/Bridgeport Area Plan

The 2041 Official Community Plan (OCP) Land Use Map designation for the subject site is “Neighbourhood Residential”, which allows single-family dwellings, duplexes, and townhouses.

The subject site is also governed by the Bridgeport Area Plan. The Bridgeport Area Plan Land Use Map designation for the subject site is “Residential Area 2 (subject to the policies described in Section 3.1 and 4.0)” (Attachments 4 and 5), which allows low density townhouses. The Area Plan Policies include development criteria such as:

- the maximum permitted density (0.60 FAR subject to compliance with the City’s Affordable Housing Strategy);
- the minimum land assembly size and frontage (2,500 m²; 50 m on Bridgeport Road);
- avoiding residual sites, but that where a residual site is permitted it 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;
- preferred vehicle access off McKessock Avenue or Shell Road, with vehicle access off Bridgeport Road discouraged; and
- information about potential future road extension and pedestrian connectivity options for McKessock Place.

The proposed development is consistent with the land use map designations in the OCP and Bridgeport Area Plan.

The Applicant has submitted documentation indicating the efforts they have made to assemble with the adjacent property to the west to respond to the Area Plan policies to avoid residual sites and to secure vehicle access to McKessock Avenue rather than to Bridgeport Road (Attachment 6). The Applicant indicates that the outcome of those efforts was not successful and that the subject proposal responds to the Area Plan policies by restricting vehicle access to Bridgeport

Road to right-in/right-out movements and by demonstrating through a preliminary plan that the residual sites have viable future townhouse development potential (Attachment 7).

OCP Aircraft Noise Sensitive Development (ANSD) Policy

Consistent with the OCP, the ANSD Policy applies to the subject site, which is located within the “High Aircraft Noise Area (Area 2)”. In accordance with this Policy, all aircraft noise sensitive land uses may be considered except new single-family development that is not already supported by an existing OCP land use designation, Area Plan, or Single-Family Lot Size Policy.

As the proposed development at the subject site involves multi-family development, it is consistent with the ANSD Policy. Prior to final adoption of the rezoning bylaw, the applicant is required to register an aircraft noise sensitive use covenant on Title to address public awareness and ensure that noise mitigation, mechanical ventilation, and a central air conditioning system (or alternative) is incorporated into building design and construction.

Affordable Housing Strategy

Consistent with the City’s Affordable Housing Strategy, the applicant proposes to submit a cash-in-lieu contribution to the Affordable Housing Reserve fund in the amount of \$8.50 per buildable square foot prior to final adoption of the rezoning bylaw (i.e., \$234,082.00).

Public Art Program Policy

The applicant will be participating in the City’s Public Art Program by making a voluntary contribution to the City’s Public Art Reserve fund for City-wide projects on City lands. Since this Rezoning application was submitted in 2017, the applicable rate for the contribution is \$0.83 per buildable square foot; for a total contribution in the amount of \$22,858.00. This voluntary contribution is required to be submitted to the City prior to final adoption of the rezoning bylaw.

Floodplain Management Implementation Strategy

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

Public Consultation

A rezoning sign has been installed on the subject property. In response to the placement of the rezoning sign on the property, the City met with and received written correspondence from several neighbouring residents who expressed their concerns about the redevelopment proposal. The nature of concerns and the City staff response to these concerns (in bold italics) is broken down into the following groups:

Concerns - residents at 2380 McKessock Avenue, 2408 McKessock, 2751 and 2755 Shell Road

- Implications of the subject proposal on the future redevelopment potential of their properties.
 - ***The Bridgeport Area Plan land use designation for the properties at 2380 McKessock Avenue, 2408 McKessock, 2751 and 2755 Shell Road is “Residential Area 1 (subject to***

the policies described in Section 3.1 and 4.0)". This land use designation allows for either single-family lots (as per the applicable Lot Size Policy) or for townhouses subject to specific development criteria. The Applicant has submitted a concept plan (Attachment 7) to show how the neighbouring properties to the north of the subject site could redevelop for either single-family lots or townhouses in the future consistent with the Area Plan designation. Additional discussion on this subject is provided in the section of this report entitled "Future Neighbourhood Development Concept".

- Potential water, storm, and sanitary servicing impacts to the property at 2380 McKessock Avenue at present or should they redevelop their property in the future.
 - *The water, storm, and sanitary servicing requirements associated with future redevelopment of 2380 McKessock Avenue would be analysed by City staff upon submission of a rezoning application for that property. City staff would undertake an analysis of the existing infrastructure in place at that time and its' capacity to service the proposed redevelopment of that property. If any improvements to/relocation of infrastructure was identified as part of that analysis, it would be undertaken at the developer's cost through a Servicing Agreement.*
- The desire by the resident of 2380 McKessock Avenue to see the boulevard and servicing improvements associated with the subject proposal undertaken prior to on-site construction.
 - *The subject proposal requires boulevard and servicing improvements to be made on McKessock Avenue and Bridgeport Road. These works must be designed and constructed by the Applicant through a Servicing Agreement, which must be entered into prior to final adoption of the rezoning bylaw. The works associated with the Servicing Agreement are typically undertaken after on-site construction and servicing has been completed to avoid potential damage to the off-site works. Along with the Servicing Agreement process, the Applicant is required to submit a Construction Traffic and Parking Management Plan for review and approval by City staff prior to Building Permit issuance, which will address any disruptions due to construction.*

Concerns - resident at 10651 Bridgeport Road

Copies of written correspondence received from the resident of 10651 Bridgeport Road, as well as the City's acknowledgement of the correspondence, are included in Attachment 8. To summarize, the resident expressed the following concerns (the City staff response is shown in bold italics):

- The proposed vehicle access on Bridgeport Road, rather than from an alternate road such as McKessock Avenue or Shell Road, and the potential for increased traffic and vehicle/pedestrian safety on Bridgeport Road, as well as at the McKessock Avenue intersection.
 - *The Applicant has submitted a Traffic Impact Study prepared by a professional engineer, which has been reviewed and the findings supported by Staff. Further information on this subject is provided in the section of this report entitled "Site Access, Parking, and Transportation Improvements".*
- Dissatisfaction with the applicant's efforts to assemble with their property at 10651 Bridgeport Road as a means to secure alternate vehicle access of McKessock Avenue, resulting in the creation of a residual lot at 10651 Bridgeport Road, and concern about the implications of this on their future redevelopment potential.

- *The Applicant has submitted documentation describing the efforts made to acquire the adjacent property to the west as a means to secure vehicle access from McKessock Avenue and to avoid the creation of a residual lot (Attachment 6). Since those efforts have been unsuccessful to-date, the subject proposal has been designed with right-in/right-out vehicle access to Bridgeport Road and to provide future shared vehicle access to 10651 Bridgeport Road via a statutory right-of-way for public access over the entire drive-aisle without the need to create an additional vehicle access point.*
- *A concept plan has also been prepared to show how the neighbouring property at 10651 Bridgeport Road could redevelop for townhouses in the future consistent with the Area Plan designation (Attachment 7). Additional discussion on this subject is provided in the section of this report entitled "Future Neighbourhood Development Concept".*

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

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

Analysis

Site Planning

This proposal is to develop 24 townhouse units on a development site that would be approximately 4,264 m² (45,899 ft²) in area after the required 2.3 m road dedication along the Bridgeport Road frontage. Conceptual development plans proposed by the applicant are included in Attachment 9.

The proposed site layout consists of:

- Two three-storey buildings; each containing four units, along Bridgeport Road and mid-way through the site.
- Four two-storey duplex buildings along the north end of the site.

All buildings have a north-south orientation and are arranged in east-west rows. The main unit entries for all buildings are proposed to face south; either onto Bridgeport Road, or onto the internal drive-aisles.

A common Outdoor Amenity Space is proposed in the middle of the site, as well as two passive outdoor seating areas; one with benches on either side of the pedestrian pathway in the north portion of the site, and one with balancing/seating logs in the southwest portion of the site under a large Douglas Fir tree that is to be retained.

Consistent with the OCP, the Applicant proposes to submit a contribution to the City prior to rezoning bylaw adoption in-lieu of the provision of common indoor amenity space on-site. Since this Rezoning application was submitted in 2017, and was in-stream at the time that City Council amended the OCP in February 19, 2018 to update the contribution rates, it may be subject to the former contribution rates if the rezoning bylaw is granted 1st reading by February 19, 2019.

Should the Planning Committee endorse this application and Council grant 1st reading to the rezoning bylaw, the Applicant's contribution to the City would be in the amount of \$29,000 (i.e., \$1,000/unit for the first 19 units; plus \$2000/unit for the remaining five units).

Site Access, Parking, and Transportation Improvements

The Bridgeport Area Plan policies for townhouse proposals in "Residential Area 2" identify that:

- vehicle access may be preferably off McKessock Avenue or secondly, off Shell Road (with no primary access permitted off McKessock Place); and
- vehicle access off Bridgeport Road is discouraged.

As noted previously, the Applicant submitted documentation indicating that efforts were made in 2016 and 2018 to acquire the property to the west at 10651 Bridgeport Road as a means to secure vehicle access from McKessock Avenue, however City staff understands that those efforts have been unsuccessful to-date. The potential for securing vehicle access eastward to Shell Road is limited by a newer dwelling that was recently constructed at 10811 Bridgeport Road in 2013.

On this basis, the Applicant proposes vehicle access to the subject site off Bridgeport Road via a driveway crossing that is located approximately in the middle of the block between McKessock Avenue and Shell Road. The site plan and internal drive-aisle has been configured to enable future shared vehicle access to the adjacent properties to the east and west by way of a SRW for public-right-of-passage which is required to be registered on title prior to final adoption of the rezoning bylaw. This helps to minimize the need to create additional vehicle access points off Bridgeport Road in the future.

The subject site's driveway crossing will be constructed with a triangular-shaped raised barrier curb island within the boulevard along Bridgeport Road to physically restrict vehicle movements to the site to right-in/right-out only. This will be further supplemented with turn restriction signage on-site and on Bridgeport Road. A centre-median on Bridgeport Road may be pursued to further reinforce the turn restrictions at the site access as part of the ultimate buildout of the Bridgeport Road and Shell Road intersection as road allowance becomes available through future redevelopment. The Applicant has submitted a Traffic Impact Study in support of the proposed vehicle access off Bridgeport Road. Further details on the findings of the Traffic Impact Study are provided in the section of this report entitled "Traffic Impact Study".

To accommodate the raised barrier curb island, and for future road widening, the Applicant is required to provide a road dedication of 2.3 m along the entire south property line on Bridgeport Road. A Servicing Agreement is required to be entered into prior to rezoning bylaw adoption for the design and construction of the required works.

The Servicing Agreement design will also include improvements to the pedestrian environment through boulevard upgrades along Bridgeport road, to include (but is not limited to): a new 1.5 m wide concrete sidewalk at the new property line with transition to the existing sidewalk to the east and west of the subject site, along with a new treed/grass boulevard (approximately 3.7 m wide) at the curb. This will create a wider buffer between the roadway and pedestrians along the site's frontage. As well, the number of conflict points will be reduced as a result of the sole

access to the site as pedestrians currently have to cross four driveways along the same stretch of Bridgeport Road.

Pedestrian access to the site from Bridgeport Road is proposed in the form of two defined pathways on either side of the drive-aisle entrance, which are proposed to be treated with paving stones to differentiate it from the driving surface. The pathways combine to form a single north-south pedestrian pathway through the middle of the site to enable a future public pedestrian connection between Bridgeport Road and McKessock Place, should the properties to the north of the subject site redevelop in the future, consistent with the Area Plan. Prior to final adoption of the rezoning bylaw, the applicant must register a SRW for public right-of-passage on title to secure the future potential public pedestrian connection between Bridgeport Road and McKessock Place.

Consistent with the parking requirements in Richmond Zoning Bylaw 8500, a total of 48 resident vehicle parking spaces are proposed; all of which are provided in a side-by-side arrangement. Of the required resident parking spaces, 50% are standard-sized spaces and 50% are small-sized spaces. A total of five visitor parking spaces are also proposed on-site; one of which is an accessible parking space. A total of 32 resident bicycle parking spaces (Class 1) are proposed within the garages of the units, while a bike rack for five visitor bicycle parking spaces (Class 2) is proposed outdoors at the entrance to the Outdoor Amenity Space.

Traffic Impact Study

The applicant submitted a Traffic Impact Study prepared by a professional engineer. The Study has been reviewed and the findings are supported by Staff.

The Study confirms that the proposed vehicle access at the subject site; with right-in/right-out restrictions to Bridgeport Road, does not negatively impact traffic operations and safety of the surrounding road network including the Bridgeport Road and McKessock Avenue intersection and the Bridgeport Road and Shell Road intersection. By being located near the centre of the site's frontage, the proposed vehicle access optimizes separation between the Shell Road and McKessock Avenue intersections. The study also identifies that the single proposed driveway crossing with turning restrictions presents fewer conflict points than the existing four all-movement driveways for the existing single-family dwellings on Bridgeport Road.

The Study finds that the development proposal generates a manageable increase in traffic volume over the existing four single-family dwellings and that this increase can be accommodated with the existing capacity of the adjacent road and transportation system.

Through redevelopment of the properties to the east and northeast of the subject site, a future vehicle connection to Shell Road may be possible for use by residents of the subject site via the internal drive-aisle. This will provide a more direct connection to Bridgeport Road for those leaving the site destined eastbound in the future.

Future Neighbourhood Development Concept

The applicant has submitted concept plans to show how the neighbouring properties to the west, east, and north of the subject site could redevelop in the future consistent with the Bridgeport

Area Plan land use designations (Attachment 6). The concept plans assist with responding to the concerns expressed by neighbouring residents about implications of the proposed rezoning application to future redevelopment potential of their properties. The concept plans show two scenarios for how the neighbouring properties could redevelop as per the Area Plan, as described below. An additional scenario for the property at 10651 Bridgeport Road to the west of the subject site is also described further below.

Scenario # 1 – Single-Family Lots in “Residential Area 1” & Townhouses in “Residential Area 2”

The concept plan entitled “Scenario # 1” shows that the properties designated as “Residential Area 1” to the north of the subject site can redevelop through rezoning and subdivision into single-family lots zoned “Single Detached (RS2/B)” as per Lot Size Policy 5448 (Attachment 10) off a cul-de-sac extension of McKessock Place, with a secondary emergency access route through the Shell Road and public pedestrian connectivity through to Bridgeport Road.

The concept plan also shows that the properties designated as “Residential Area 2” to the east and west of the subject site can redevelop for low density townhouses, with shared vehicle access through the subject site to Bridgeport Road by way of a SRW for public-right-of-passage, which is required to be registered on title prior to final adoption of the rezoning bylaw. This avoids the need for additional vehicle access points off Bridgeport Road, McKessock Avenue, or Shell Road.

Scenario # 2 – Townhouses in “Residential Area 1” and in “Residential Area 2”

The concept plan entitled “Scenario # 2” shows that the properties designated as “Residential Area 1” to the north of the subject site can redevelop for low density townhouses with vehicle access off Shell Road, public pedestrian connectivity through to Bridgeport Road, and a slight road dedication to extend McKessock Place to provide a vehicle turnaround area (no vehicle access would occur to or from McKessock Place).

The concept plan remains unchanged for the properties designated as “Residential Area 2” to the east and west of the subject site, which can redevelop for low density townhouses, with shared vehicle access through the subject site to Bridgeport Road by way of a SRW for public-right-of-passage over the drive-aisle.

Additional Scenario - 10651 Bridgeport Road

Although it is not shown on the concept plan, the property at 10651 Bridgeport Road to the west of the subject site also has the potential to subdivide under the existing “Single Detached (RS1/D)” zone to create two lots fronting McKessock Avenue, consistent with Lot Size Policy 5448. A subdivision plan would be required with a formal subdivision application to verify zoning compliance, however, staff’s preliminary analysis is that the property would meet the minimum lot dimensions to subdivide after the road dedications required for frontage improvements.

Tree Retention/Replacement and Landscaping

The applicant has submitted a Certified Arborist’s Report, which identifies on-site and off-site tree species, assesses tree structure and condition, and provides recommendations on tree retention and removal relative to the proposed development. The Report assesses:

- 21 bylaw-sized trees (which include three hedgerows) on the subject property; and
- Three trees on neighbouring properties at 2408 McKessock Avenue and 2755 Shell Road.

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

- The large Douglas Fir on-site (Tree #958) is in good condition and should be retained and protected at 5.0 m out from the base of the tree to the east and 6.0 m out from the base of the tree to the north and south; with existing grade maintained within the protection zone.
- Trees # 959, 960, 961 and 965 on-site are in poor condition and are in conflict with the proposed development. These trees are recommended for removal and replacement.
- A row of four bylaw-sized trees on-site (Tree #963) is a remnant hedge with little landscape value, and should be removed and replaced.
- A row of three bylaw-sized trees on-site (Tree # 964), which have been historically topped, are located 0.6 m below the existing sidewalk grade and are not good candidates for retention. These trees should be removed and replaced.
- A row of nine bylaw-sized Cypress trees on-site (Tree # 967) exhibits sparse canopy, likely due to the historical installation of a retaining wall on the neighbouring property to the east. In addition, this species does not respond well to root disturbance/construction impacts. The proximity of the hedgerow to the proposed building would necessitate significant root and canopy loss. These trees should be removed subject to the provision of 18 replacement trees, of which a minimum of two must be 5.0 m high conifers (i.e., a 2:1 ratio for the nine trees removed).
- Three trees located on neighbouring property (Trees #001, 002, and 003) neighbouring property, are to be retained. Trees # 001 and 002 should be protected on-site at 0.8 m from the north property line and 3.0 m out from the base of the trees to the east and west, with existing grade maintained within the protection zone. Tree protection measures within the subject site are not required for Tree # N003, as the tree is located beyond influencing distance.
- Replacement trees should be specified at a 2:1 ratio as per the OCP.

Tree Protection

The large Douglas Fir (Tree # 958) on-site is to be retained and protected, as are the trees located on the neighbouring properties to the north (Trees #001, 002, and 003). The applicant has submitted a Tree Management Drawing showing the trees to be retained and the measures to be taken to protect them at development stage (Attachment 11). To ensure that the trees identified for retention are protected at development stage, the applicant is required to complete the following items:

- Prior to final adoption of the rezoning bylaw, submission to the City of:
 - A contract with a Certified Arborist for the supervision of all works conducted within or in close proximity to tree protection zones. The contract must include the scope of work required, the number of proposed monitoring inspections at specified stages of

construction, any special measures required to ensure tree protection, and a provision for the arborist to submit a post-construction impact assessment to the City for review.

- A tree survival security in the amount of \$10,000 for Tree # 958. The security will be held until construction and landscaping is completed, an acceptable post-construction impact assessment report is received, and a site inspection is conducted to ensure that the tree has survived. The City may retain a portion of the security for a one-year maintenance period to ensure that the tree has survived.
- Prior to demolition of the existing dwellings on the subject site, installation of tree protection fencing around all trees to be retained. Tree protection fencing must be installed to City standard in accordance with the City's Tree Protection Information Bulletin Tree-03 prior to any works being conducted on-site, and must remain in place until construction and landscaping on-site is completed.

Tree Replacement

A total of 20 trees on-site are proposed to be removed [Trees # 959, 960, 961, 963 (4 trees), 964 (three trees), 965, and 967 (nine trees)]. In accordance with the 2:1 tree replacement ratio in the OCP, a total of 40 replacement trees are required to be planted and maintained on-site. The required replacement trees are to be of the following minimum sizes, based on the size of the trees being removed as per Tree Protection Bylaw No. 8057:

# Replacement Trees	Minimum Caliper of Deciduous Replacement Tree	Minimum Height of Coniferous Replacement Tree
30	6 cm	3.5 m
2	8 cm	4.0 m
2	N/A	5.0 m
2	9 cm	5.0 m
4	10 cm	5.5 m

The Applicant's preliminary Landscape Plan illustrates that 44 trees of a variety of species and the required sizes are proposed. To ensure that the replacement trees are planted and maintained on-site, the applicant is required to submit a Landscaping Security in the amount of 100% of a cost estimate prepared by a Registered Landscape Architect (including installation and a 10% contingency) prior to issuance of a Development Permit.

Energy Step Code

On July 16, 2018, Richmond City Council adopted BC Energy Step Code requirements for new residential developments. These new requirements apply to most Building Permit applications filed on or after September 1, 2018, except for developments with:

- a) A valid Development Permit.
- b) An acceptable Development Permit application submitted to the City by July 16, 2018.

Because this Rezoning application and the associated Development Permit application were received prior to July 16, 2018, this project may be constructed to meet the City's previous Townhouse Energy Efficiency and Renewable Energy Policy, so long as an acceptable Building Permit application for the development is submitted to the City by December 31, 2019. If this

deadline is not met, the development will be required to meet the City's Energy Step Code requirements.

Consistent with the previous Townhouse Energy Efficiency and Renewable Energy Policy, the Applicant has committed to achieving an EnerGuide Rating System score of 82 and to pre-ducting for solar hot water heating for the proposed development. As part of the Development Permit application review process, the applicant must submit a Building Energy Report prepared by a licensed energy auditor, satisfactory to the City, specifying the energy efficiency upgrades that will be implemented in the design and construction of the proposed townhouse development. Prior to final adoption of the rezoning bylaw, the applicant is required to register a legal agreement on Title to secure the commitments to install all energy-efficiency upgrade measures identified in the approved Building Energy Report.

Accessibility

The Applicant proposes to provide aging-in-place features in all of the units (e.g., blocking in washroom walls for future grab-bar installation beside toilets, tubs, and showers; stairwell handrails; and lever-type handles for plumbing fixtures and door handles). In addition, the Applicant proposes two Convertible Units in one of the two-storey duplex buildings in the northeast corner of the site (i.e., Building 3). Details of the accessible housing features will be reviewed at the future Development Permit stage.

Site Servicing

Prior to rezoning, the applicant is required to pay Servicing Costs and to enter into a Servicing Agreement associated with the design and construction of the following servicing improvements (including, but not limited to): water, storm, and sanitary service connections/removals/tie-ins, water meters, fire hydrants, and upgrading of the storm and sanitary sewer systems along portions of McKessock Avenue and Bridgeport Road. This is in addition to the required boulevard upgrades along Bridgeport Road, as described previously.

Further details on the scope of the servicing improvements are included in Attachment 12.

Variances Requested

The proposed development, as illustrated in the conceptual development plans in Attachment 9, is generally in compliance with the "Low Density Townhouses (RTL4)" zone in Richmond Zoning Bylaw 8500, with the exception of a variance request to reduce the minimum front yard (along Bridgeport Road) from 6.0 m to 4.7 m.

Staff is supportive of this variance request for the following reasons:

- It enables a deeper rear yard setback, which provides a more sensitive interface alongside adjacent single-family housing to the north.
- The road dedication and frontage improvements that are required with rezoning enable a more pedestrian oriented boulevard in front of the units along Bridgeport Road, complete with grass and trees between the new property line and the existing curb of the road.

- Although the front yard setback is reduced, the proposal maintains consistency with the minimum private outdoor space guidelines in the OCP through the provision of balconies on the second floor of the units along Bridgeport Road, facing north off the main living area.

Future Development Permit Application Considerations

A Development Permit application is required for the subject proposal to ensure consistency with the design guidelines for townhouses contained within the OCP, and continued consideration of the existing neighbourhood context.

Further refinements to site planning, landscaping, and architectural form and character will be made as part of the Development Permit application review process, including (but not limited to):

- Refinement of the pattern and use of non-porous surface materials to enhance on-site permeability and strengthen on-site pedestrian circulation and future public pedestrian connectivity.
- Refinement of the proposed fencing/screening on-site.
- Demonstrating that all of the relevant accessibility features are incorporated into the design of the proposed Convertible Units, and that aging-in-place features will be incorporated into all units.
- Consideration of alternate locations for some of the proposed replacement trees to ensure no conflict with the vehicle drive-aisle in close proximity to the site's entry.
- Exploring additional design development to provide adequate building massing articulation along Bridgeport Road.
- Review of the proposed colour palette and exterior building materials.
- Reviewing the applicant's design response to the principles of Crime Prevention Through Environmental Design (CPTED).
- Gaining a better understanding of the proposed sustainability features to be incorporated into the project.
- Refining the concept for the off-site boulevard improvements along Bridgeport Road.

Financial Impact

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

Conclusion

The purpose of this application is to rezone the properties at 10671, 10691, and 10751 Bridgeport Road from the "Single Detached (RS1/D)" zone to the "Low Density Townhouses (RTL4)" zone, to permit a development containing 24 townhouse units with vehicle access to Bridgeport Road.

This proposal is consistent with the land use map designations for the subject site and relevant policies that are contained within the OCP and Bridgeport Area Plan.

The list of Rezoning Considerations is included in Attachment 12, which has been agreed to by the Applicant (signed concurrence on file).

It is recommended that Richmond Zoning Bylaw 8500, Amendment Bylaw 9935 be introduced and given First Reading.



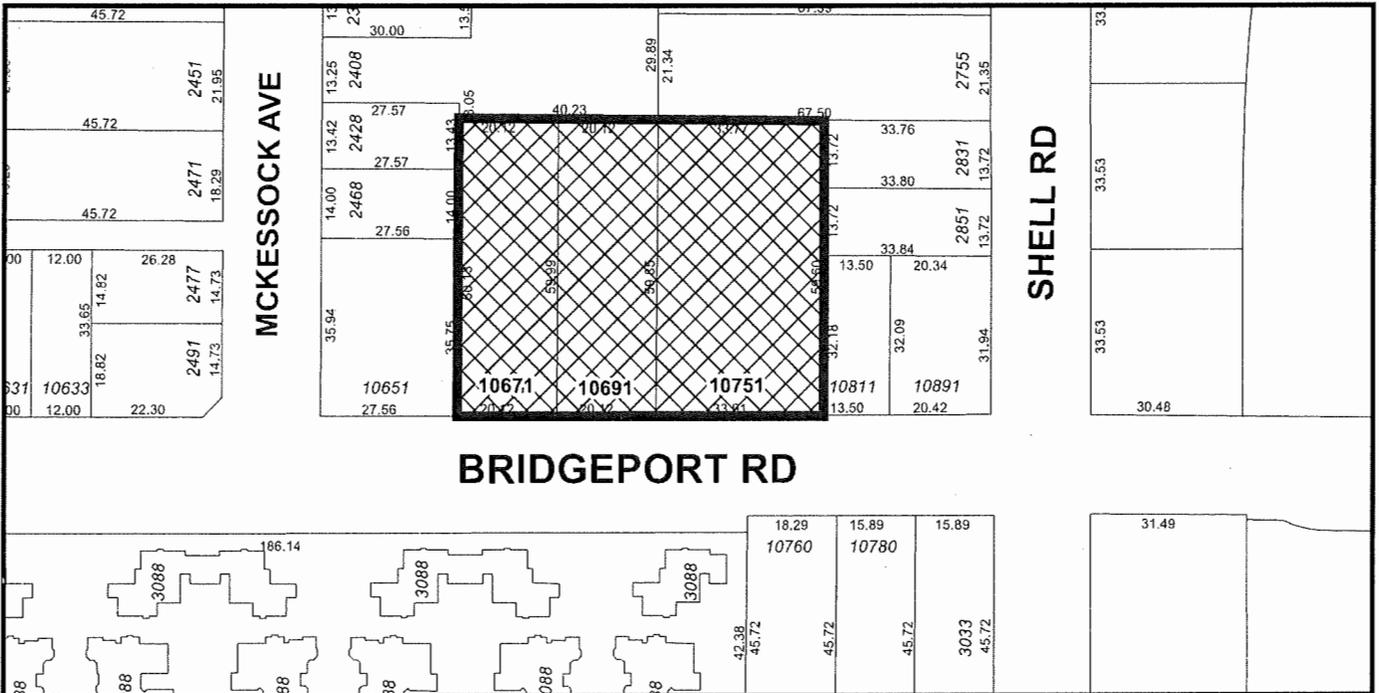
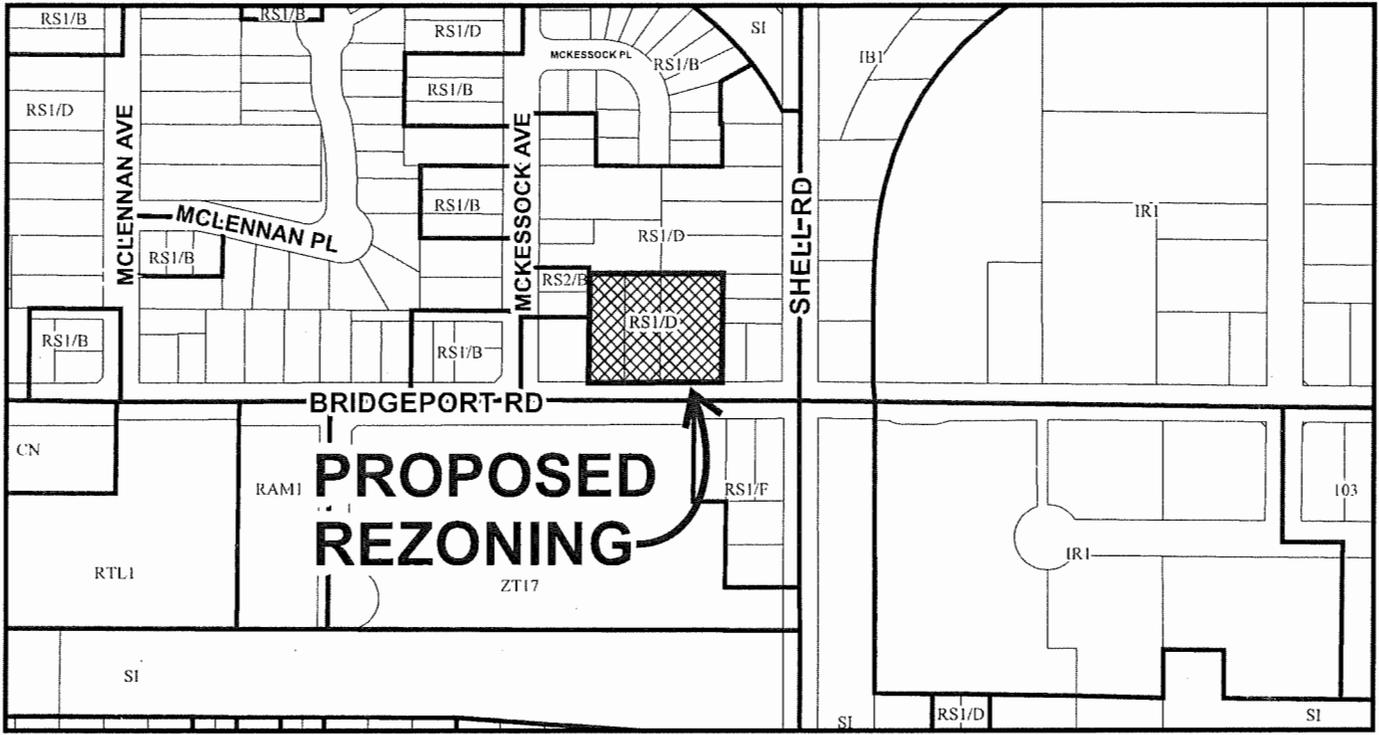
Cynthia Lussier
Planner 1
(604-276-4108)

CL:blg

- Attachment 1: Location Map/Aerial Photo
- Attachment 2: Development Application Data Sheet
- Attachment 3: Site Survey (showing the proposed land assembly)
- Attachment 4: Bridgeport Area Plan Land Use Map
- Attachment 5: Bridgeport Area Plan Land Use Map Excerpt – “Residential Area 1” & “Residential Area 2”
- Attachment 6: Documentation from Applicant
- Attachment 7: Future Neighbourhood Development Concept
- Attachment 8: Written correspondence from resident at 10651 Bridgeport Road
- Attachment 9: Conceptual Development Plans
- Attachment 10: Lot Size Policy 5448
- Attachment 11: Tree Management Drawing
- Attachment 12: Rezoning Considerations



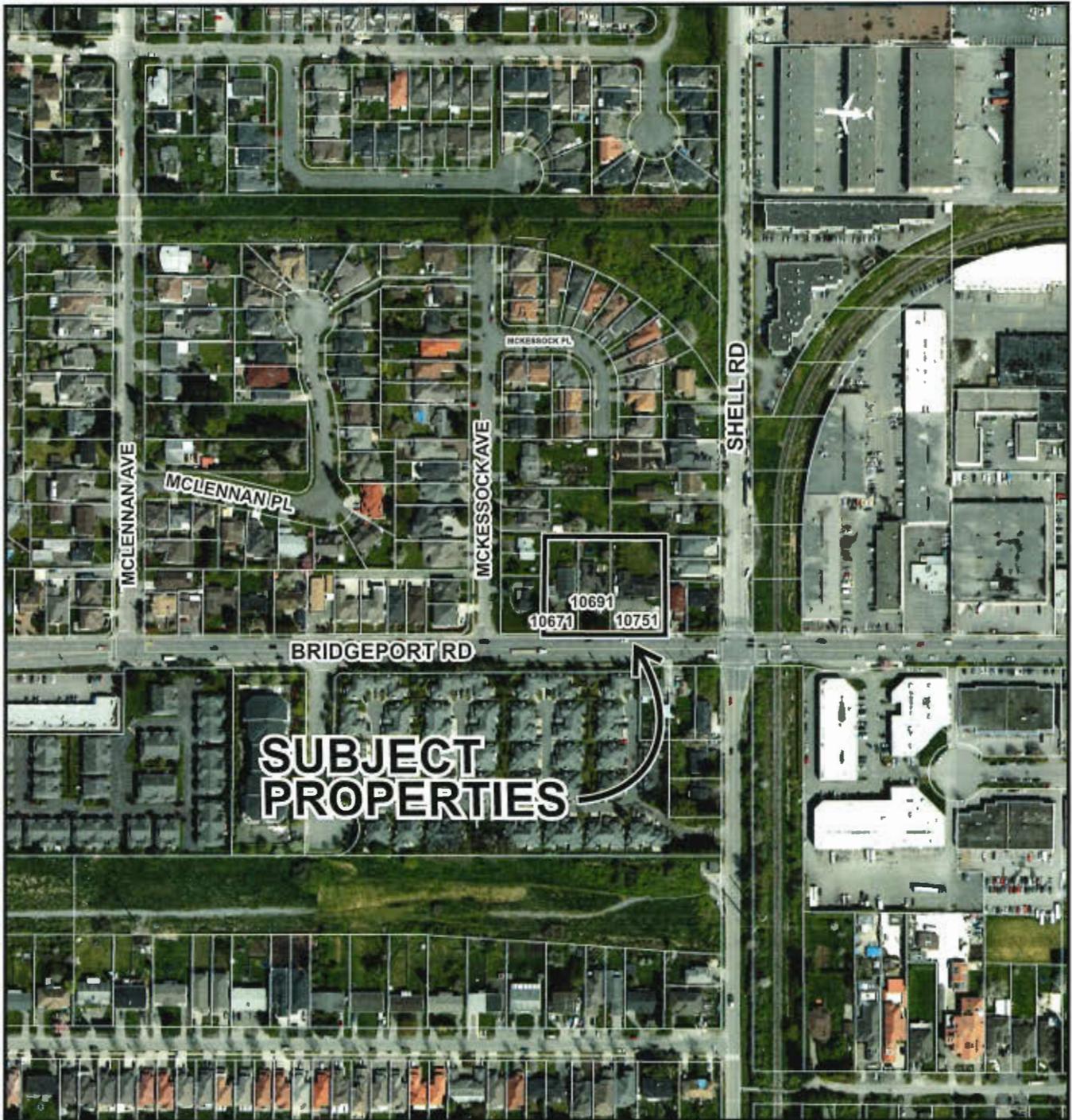
City of
Richmond



	<h1>RZ 17-771592</h1>	<p>Original Date: 05/29/17</p>
		<p>Revision Date:</p>
		<p>Note: Dimensions are in METRES</p>



City of
Richmond



**SUBJECT
PROPERTIES**



RZ 17-771592

Original Date: 05/30/17

Revision Date:

Note: Dimensions are in METRES



RZ 17-771592

Attachment 2

Address: 10671, 10691, and 10751 Bridgeport Road

Applicant: Interface Architecture Inc.

Planning Area(s): Bridgeport

	Existing	Proposed
Owner:	1085948 B.C. Ltd	To be determined
Site Size:	4,434.7 m ²	4,264.1 m ² (after 170.6 m ² road dedication)
Land Uses:	Single-family housing	Townhouses
OCP Designation:	Neighbourhood Residential	No change
Area Plan Designation:	Residential Area 2	No change
Zoning:	Single Detached (RS1/D)	Low Density Townhouses (RTL4)
Number of Units:	3	24

On Future Site	Bylaw/Area Plan Requirement	Proposed	Variance
Floor Area Ratio:	0.60	0.59	None permitted
Buildable Floor Area (m ²):*	2,558.46 m ² (27,539.03 ft ²)	2,511.09 m ² (27,030 ft ²)	None permitted
Lot Coverage – Building:	Max. 40%	37.6%	None
Lot Coverage – Non-porous Surfaces:	Max. 65%	62.4%	None
Lot Coverage – Live Landscaping:	Min. 25%	25%	None
Minimum Lot Size:	2,500 m ²	4,264.1 m ²	N/A
Minimum Lot Width – Bridgeport Road:	50 m	74.18 m	N/A
Setback – Front Yard:	Min. 6.0 m	4.7 m	Variance requested
Setback – Side Yard (West):	Min. 3.0 m	3.0 m	None
Setback – Side Yard (East):	Min. 3.0 m	3.0 m	None
Setback – Rear Yard:	Min. 3.0 m	4.5 m	None
Building Height:	Max. 12.0 m Max. 3 storeys	12.0 m 3 storeys	None

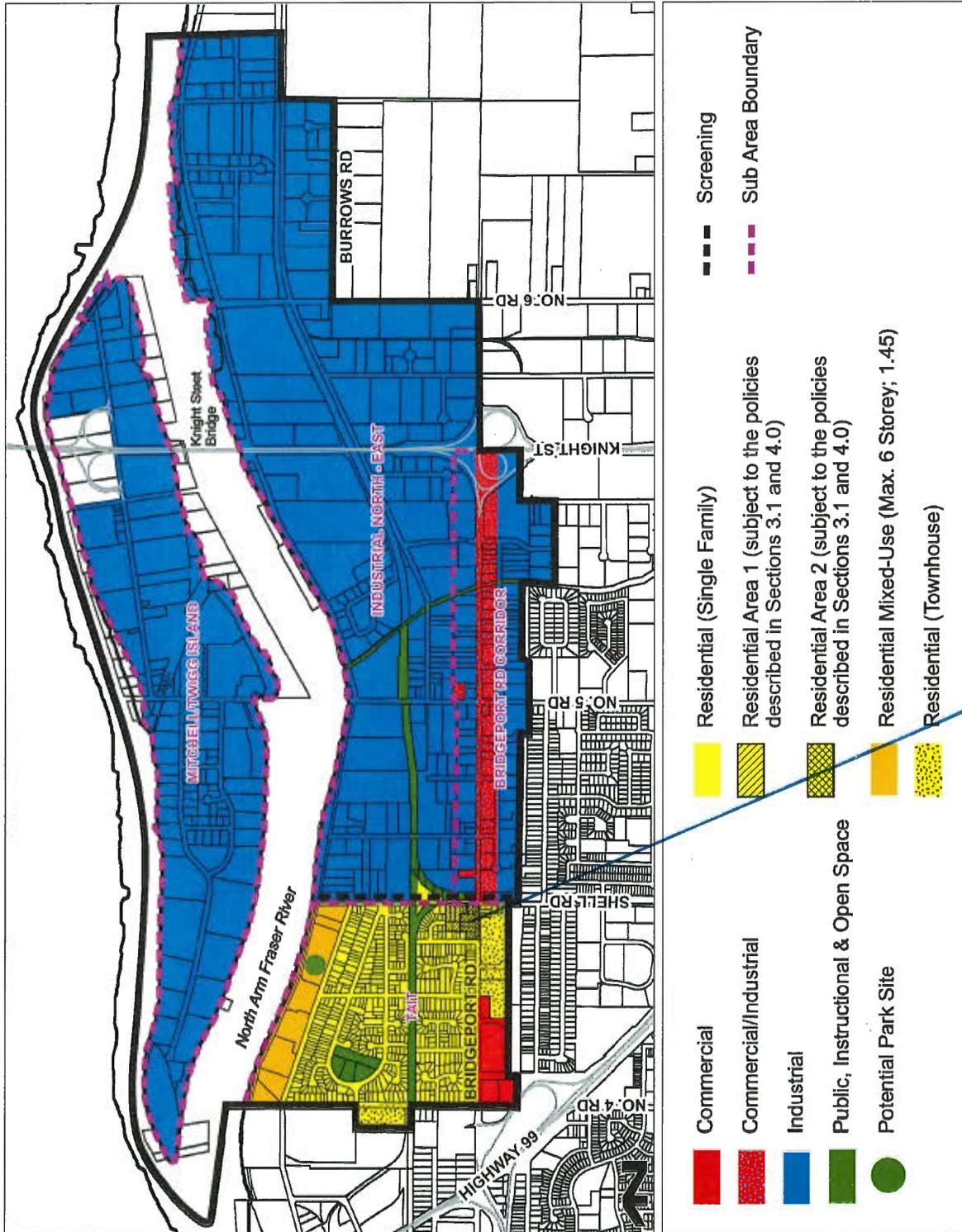
On Future Site	Bylaw/Area Plan Requirement		Proposed	Variance
On-site Vehicle Parking Spaces – Regular (R) / Visitor (V):	Rate	Spaces	48 (R) and 5 (V) spaces	None
	2.0/unit (R) 0.2/unit (V)	Min. 48 (R) Min. 5 (V)		
On-site Accessible Vehicle Parking Spaces:	2% of required spaces (i.e., 1 space)		1 space	None
Tandem Vehicle Parking Spaces:	%	Spaces	N/A	None
	Max. 50% of required spaces	Max. 15		
Max. Small Cars:	50% (i.e., 24 spaces)		50% (24 spaces)	None
Total On-site Vehicle Parking Spaces:	53 spaces		53 spaces	None
On-site Bicycle Parking Spaces:		Rate	Spaces	None
	Class 1 (R)	1.25/unit	Min. 30	
	Class 2 (V)	0.2/unit	Min. 5	5 spaces
Max. Vertical Spaces:	33% of required spaces (i.e., 9 spaces)		8 spaces (+ 2 add'l spaces)	None
Total On-site Bicycle Parking Spaces:	35 spaces		37 spaces	None
Amenity Space – Indoor:	Min. 70 m ²		Cash-in-lieu	N/A
Amenity Space – Outdoor:	Min. 6 m ² /unit (i.e., 144 m ²)		189.6 m ²	N/A

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

City of Richmond

Land Use Map – Bridgeport

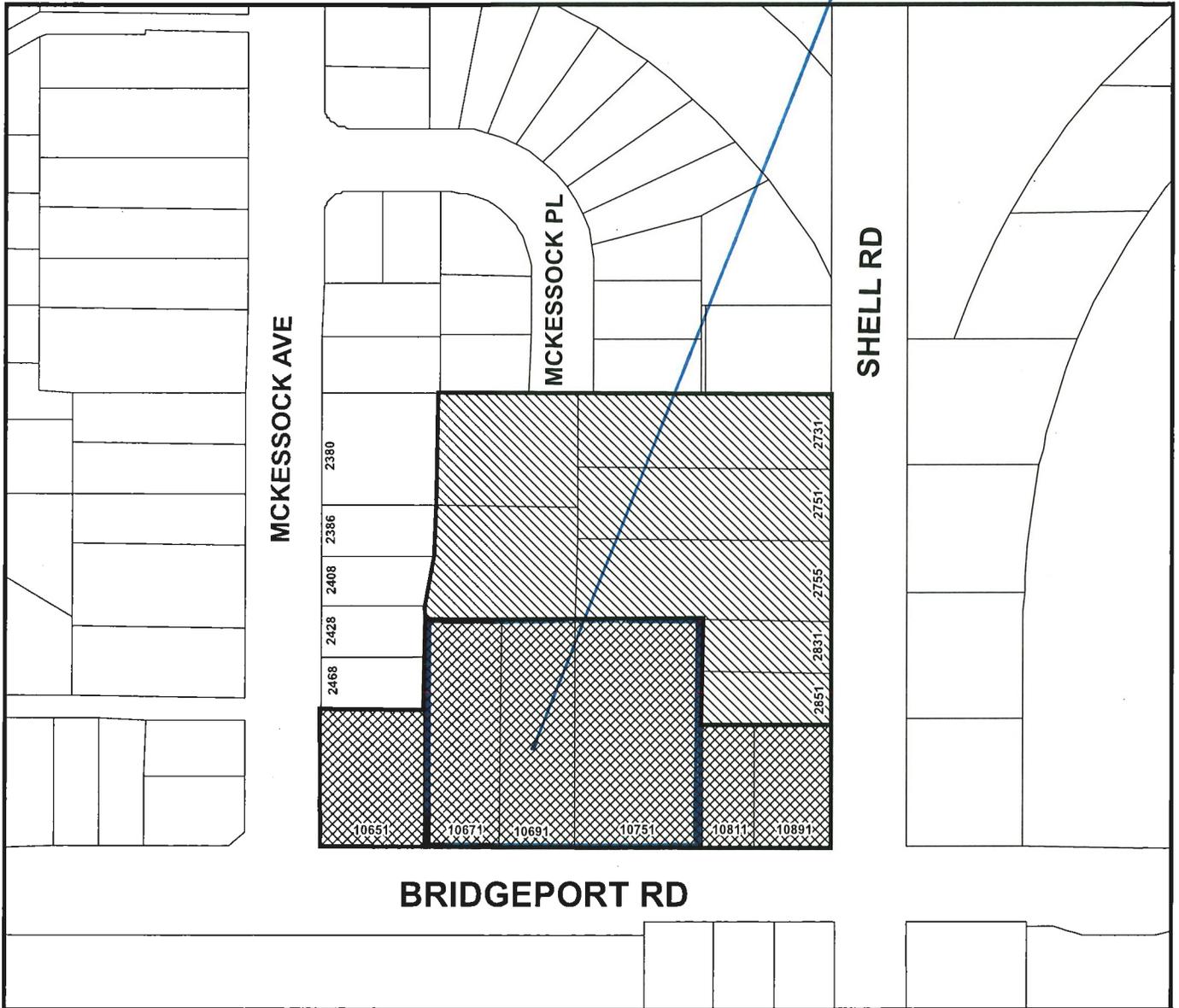
Bylaw 9024
2013/11/18





City of Richmond

SUBJECT SITE



BRIDGEPORT RD

LEGEND



Residential Area 1 (Subject to the policies described in Section 3.1 and 4.0)



Residential Area 2 (Subject to the policies described in Section 3.1 and 4.0)



Bridgeport Area Plan Land Use Map Excerpt

Original Date: 11/01/18

Revision Date:

Note: Dimensions are in METRES

From: Keith Tough <tough.keith1@gmail.com>
Sent: Thursday, 15 November 2018 03:30 PM
To: Lussier, Cynthia
Cc: AZIM BHIMANI; Keith Tough
Subject: RZ 17-771592 10671 - 10751 Bridgeport Rd
Attachments: July 20 2018 CPS - Residential.pdf; CPS for 10651 Bridgeport.pdf

Cynthia Lussier
Planner 1
Development Applications Department
City of Richmond
6911 No, 3 Road
Richmond BC V6Y 2C1

Hi Cynthia

Azim Bhimini has requested that I summarize my interactions with Mr Brian Cray, of 10651 Bridgeport Rd., with regards to Azim's efforts in trying to purchase Mr Cray's property.

I listed the property at 10671 Bridgeport Rd, for sale on Feb. 19, 2016. I was approached by Azim in the first week of March and he expressed his interest in purchasing this property if I could also get the neighbours at 10651 and 10691 to agree to sell their property. I was able to put together an acceptable agreement for both 10671 and 10691 Bridgeport to sell provided 10651 or 10751 Bridgeport Rd. also agreed to sell by April 30, 2016

I then approached Mr Cray with an offer to purchase under similar terms to 10671 and 10691 at a price of \$1,200,000. Mr Cray would not respond with a counteroffer. On March 15, 2016 I emailed Mr Cray another offer for \$1,500,000 with the same conditions as the previous offer. Again Mr Cray would not counteroffer in writing nor did he indicate verbally a price he would consider. He stated he was not interested in selling at that time and his plans were to remain there until he retired. Although he did indicate that if the buyer was willing to offer an amount that would fairly compensate him he would consider it.

Market value at that time in March of 2016 was around \$110 per sq. ft., This is based on the fact I had just sold 10671 and 10691 Bridgeport the previous week for \$108 per sq. ft. and \$111 per sq. ft. Therefore the offer for 10651 Bridgeport at \$1,500,000 was for a premium price of \$141 per sq. ft. Therefore the developers were very serious with their offer to purchase 10651 Bridgeport especially given it was a corner lot which is typically not as valuable as mid-block lots for townhouse developments. This is due to the need for increased setbacks and also off-site civil works.

At this point, Azim asked me to approach the owners of 10751 Bridgeport Rd., which I did. After about 3 weeks on negotiations with the owners of 10751 Bridgeport Rd being unwilling to agree to anything less than their premium asking price, Azim agreed to pay their price. This allowed for an assembly that meets the requirement of a minimum frontage of 50 metres which was enough to commence the development process.

In July of this year, Azim called to see if there was any change in Mr Cray's position. I said not to my knowledge but why don't you make him another offer. Which we did. I again emailed an offer of \$1,500,000 with much better terms and a reasonable completion date plus a \$100,000 deposit. I asked Mr Cray to look over the offer and then we could meet at his convenience to discuss. He called me the next day to let me know the price was still not anywhere near acceptable as he didn't think the city would allow access off Bridgeport. He also said that the planning department had assured him that he could subdivide his property into 2 lots or

possibly a multifamily development of 5 townhomes. So based on that he felt his property should be valued at a much higher figure.

I trust this summarizes the steps taken in the attempts to purchase Mr Cray's property. If you have any questions please feel free to contact me.

Regards,

Keith Tough



Keith Tough

Associate Broker, Royal LePage Regency Realtor Ltd.

604.351.8933 | 604-943-7411 | tough.keith1@gmail.com

www.holleyandkeith.com | 1333 56th St, Delta, BC V4L 2A6



Written correspondence from resident at
10651 Bridgeport Road

Lussier, Cynthia

From: brian cray <briancray@hotmail.com>
Sent: Thursday, 8 November 2018 08:45 AM
To: Lussier,Cynthia; MayorandCouncillors; ken@interfacearchitecture.com
Subject: RZ 17-771592

Dear Ms Lussier:

I did receive your previous email and before I went away on vacation, I wanted to reiterate some things, make some things more clear, and make a few additional comments.

While I am away, I do not have regular access to internet. While I will try to stay on top of this rezone, it might not be possible.

This rezone started when developers started by buying 10671 Bridgeport because my neighbor wanted to relocate. Then they looked at the adjoining properties. With me they gave me a verbal offer of \$1.2 million and then made a written offer of \$1.5 million in writing when I rejected the first offer. Then this year they made a pro forma written offer of the same amount \$1.5 million to satisfy the City that they had attempted to access Mckessock.

No where is the City requiring them to make a serious offer...both in terms of terms, and in price. All of the City of Richmond's calculations in terms of residual sites, access, and discouraging these things is based on this. In all the terms, this was not a cash offer but with terms that made it that I would be financing the offer until it closed many months down the road when certain things happened. Then with regards to the price, considering the geometry of my lot, it should be able to sub-divide into 2 stand alone single family lots, or 5 townhomes under the policy. Then you have to consider what a building lot is worth in Richmond and it is considerably more than \$1.5 million. In fact, BC Assessment Authority assessed my lot at \$1.625 as a developable single family lot before I reduced it under section 19(8) to \$1.175 million in its current use and being a long term resident. Is the City of Richmond advocating that I should take less than fair market development?

I have lived here for 20 years and along the way, staff produced a report and changed the policy for its use in my block in 2013. I will say again, staff wrote the report (including the numbers for the frontage and square footage to develop for townhomes and nothing requiring access away from Bridgeport). It only states discourage....a meaningless term as it is being used in the evaluation of this proposal.

In the report and in the OCP, which was all approved by Council, the following statements are made....

- Vehicle access off Bridgeport Road is discouraged
- Residual sites should be avoided
- Avoid situations where local roads intersect with arterial roads and reduce direct private access on arterial roads and to implement a regulated access bylaw for Bridgeport Road
- Improve sidewalks, pedestrian areas and walkways(in conjunction with new developments or infrastructure improvements)

-The main concern in the sub-area relate to traffic flow and parking. Bridgeport Road is a heavily used traffic artery and the multitude of traffic access points to individual lots, creates serious conflicts and impediments to traffic flow.

Last year, I contacted Transportation Department (shingorani@richmond.ca) by email. This person via a phone call, advised me that the policies and procedures followed will be what is in the Policy and OCP.

So at this minute, the rezone application is moving forward, getting close to public hearing, and I am leaving on a long vacation and will unlikely be available for it.

The applicants have only made a pro forma offer for my property and to get proper access, they are attempting to access Bridgeport Road directly with little traffic mitigation. Staff have told me that all they have to do is make an offer. They do not judge the offer. So the developer has done the minimum required under the Bylaws for staff to follow. That would appear to pave the way forward for approval of the development (24 townhomes) with direct access onto Bridgeport Road despite all the official policies of council. In the developers drawings, they have added a small triangle on the sidewalk to attempt to deny left turning out and in . I could suggest improvements to deny access over the double yellow line on Bridgeport Road if this development proceedsphysical island, right turn bay, etc. But with the reading of the policies of council above, the staff writing the numbers in the report, and lack of attempt to gain proper access for the development, I believe that this development is not consistent with planning departments vision for Bridgeport Road as previously written in Policy and the OCP.

Sincerely yours,

Brian Cray

Lussier, Cynthia

From: Lussier, Cynthia
Sent: Tuesday, 9 October 2018 09:01 AM
To: 'brian cray'
Subject: RE: 10671 Bidgeport Road

Hello Mr. Cray,

Thank you for your correspondence dated September 30th (below) regarding the rezoning application at 10671, 10691, and 10751 Bridgeport Road (RZ 17-771592).

A copy of your correspondence will be included in the staff report to Planning Committee when the Rezoning application at this site is ready to move forward.

With respect to the concerns you have identified about a) the proposed vehicle access and traffic study; b) the redevelopment potential of your property; and c) the timeframe for when the proposal at the subject site might go forward, I can provide the following information:

- a) The traffic study requested by the City must be reviewed and concurred to by the City's Transportation Department staff before the proposal is able to move forward. The terms of reference for the traffic study are determined by the City's Transportation Department. The City's review of the traffic study submitted by the Applicant is currently on-going. If you would like to set up a time to view the traffic study, please let me know and I can arrange an appointment with the City's Transportation Department staff in case you have further questions.
- b) Should the Rezoning application at the subject site move forward, the City would consider the following redevelopment scenarios for your property:
 - i) a proposal for townhouses consistent with the Bridgeport Area Plan, with shared access through the neighbouring subject site; or
 - ii) a proposal for single-family lots fronting McKessock Avenue consistent with Lot Size Policy 5448 (note: this would require an application to amend the Area Plan).

The Applicant has submitted a preliminary concept plan showing the redevelopment potential of the neighbouring properties under the townhouse scenario. Please let me know if you would like to set up a time to meet to review the concept plan in person.

- c) The staff review of the Rezoning application at the subject site is on-going. Having recently received a revised submission from the Applicant, it is possible that the Rezoning application could advance to the Planning Committee of Council in the coming months. When a staff report to the Planning Committee is prepared for this Rezoning application, it will be available on the City's website for review through the following link: <https://www.richmond.ca/cityhall/council/agendas/planning.htm>. Should this Rezoning application be endorsed by the Planning Committee and City Council it would then move forward for consideration at a Public Hearing, at which time you would receive direct mail notification approximately 10 days in advance of the Hearing date and you are able to provide additional comments in writing by regular mail or by email up until the conclusion of the Hearing. All correspondence received as part of the Public Hearing process will be considered by City Council.

Please let me know if you have any questions in response to the information I've provided above.

Thanks,

Cynthia Lussier
Planner 1
clussier@richmond.ca
Tel. 604-276-4108
Fax. 604-276-4052
Development Applications Department
City of Richmond
6911 No. 3 Road
Richmond BC V6Y 2C1

Lussier, Cynthia

From: brian cray <briancray@hotmail.com>
Sent: Sunday, 30 September 2018 05:13 PM
To: Lussier, Cynthia
Subject: 10671 Bidgeport Road

Dear Ms Lussier:

I wanted to reiterate a few things after our conversation last week.

You seemed not to appreciate the traffic issue when exiting the new proposed development. I would go back to the OCP..."The main concerns in the sub-area relate to traffic flow and parking. Bridgeport Road is a heavily used traffic artery and the multitude of traffic access points to individual lots, create serious conflicts and impediments to traffic flow.". Also, "Avoid situations where local roads intersect with arterial roads and reduce direct private access on arterial roads and to implement a regulated access bylaw for Bridgeport Road."

While on the outside you seemed to compare Bridgeport Road to Steveston Highway and development there able to access it directly. I don't know what the OCP states for that area, I only know what is official council policy as written for Bridgeport Road. That is what I have in my files and based my thinking on. Now if council wants to change it, I would assume that is possible, but staff should (I would say MUST) evaluate any proposed development by the OCP.

Now , I understand the City of Richmond has told the developer to hire a transportation engineer to assess Bridgeport Road to get around what is council policy. They get to choose which engineer is hired and mold the study. Not very independent.

That leads to the next point. If this is the only solution to there development access, then it might have to be done. But this developer, while assembling this parcel, went to City Hall and asked those questions and felt it did not need my property if it made an offer and could not purchase my parcel. And they did not try very hard. In 2016 they made a verbal offer of 1.2 million for a corner lot with the dimensions of 90ft frontage and 117ft deep. With that size, it is sub-dividable into 2 single family lots. They then wrote up a slightly improved offer of 1.5 million with poor terms in timing and payment of monies. Then this year they reiterated the 1.5 million offer to placate staff on that they made an offer. I guess the question is one of price and terms. Does any offer to buy my corner lot to provide access acceptable to the City of Richmond or does the concept of fair market and/or the concept that they might have to pay a premium to fair market? Or should I take less than the value of the property and that is what the City of Richmond means that they tried and can now directly access Bridgeport Road?

Going forward, I am going out of town for an extended period of time. This development has been going thru the process for over a year and is going to hit council while I am away. I find this to be extremely disappointing. I am very interested. I have many points to raise to the council directly and not being able to do it in person makes it more difficult.

And I have no idea how the fact that current councilors are in a conflict of interest has impacted this development, or how it will going forward.

If this development is approved, I have no idea what becomes of my property. Nothing in writing that shows me a road map of what can be done to develop my property in the future nor any zoning as it becomes a residual property (which the OCP also stated they are trying to reduce.

Sincerely yours,

Brian Cray

Lussier, Cynthia

From: brian cray <briancray@hotmail.com>
Sent: Saturday, 21 July 2018 06:33 PM
To: Lussier, Cynthia
Subject: Fw: Offer to purchase 10651 Bridgeport from developer
Attachments: July 20 2018 CPS - Residential.pdf; BridgeportMcKessock Area Plan & Land Use Designations.zip

Dear Ms. Lussier:

Late Friday I received this email from the developer with an offer from the developer. This offer has the same price as 2 years ago that I turned down very easily after their abortive \$1.2 million offer. Some of the terms have changed in regards to timing as their project is much further along.

I talked to the realtor for some time via phone. My impression is that this offer is a pro forma offer due to pressure from City Hall. He does not want nor need my property for his development. His opinion not mine.

I found my warning letter from BC Assessment. Preliminary value was \$1.629 million. I then applied section 19 8 where it allows for a less than market value assessment if certain criteria were met. At the end of the day, I was assessed at \$1.1 million. The original assessment is as a large single family lot. Not the best and highest use.

This new offer is the same as the one 2 years ago and under the assessed value as a single family lot. Not a real offer again.

Down the street one lot is for sale with a teardown at \$999,000 and not able to subdivide so a single family lot. And I have two of them...45 x 117. Then one close to it is for sale with a good 20 yo house at \$1.468 million and around the corner \$2.599 million (66x182) and a 20yo house but not able to subdivide. While their is nothing exactly comparable, must look and come up with some number.

I have no idea what developable lands to become townhouse is worth...but say \$500,000 per townhouse and that would put me at \$2.5 million. Or more per townhouse. or a bonus for access.

Just wanted to let you know what is going on and nothing has really changed except the developer has put A offer to me. Not a real offer but an offer. I would note that I would pay realtor fees again.

Sincerely yours

Brian Cray

From: Keith Tough <tough.keith1@gmail.com>
Sent: July 20, 2018 4:13 PM

To: brian cray

Subject: Offer to purchase 10651 Bridgeport from developer

Hi Brian

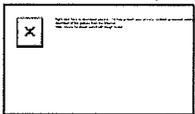
Please find attached an offer of \$1,500,000 for your property. Please have a look at it and if you are willing we could meet sometime in next few days. Other than Sunday afternoon as I have an open house.

Thanks

Keith



Keith Tough
Associate Broker, Royal LePage Regency Realtor Ltd.
604.351.8933 | 604-943-7411 | tough.keith1@gmail.com
www.holleyandkeith.com | 1333 56th St, Delta, BC V4L 2A6



Lussier, Cynthia

From: brian cray <briancray@hotmail.com>
Sent: Tuesday, 17 July 2018 11:51 AM
To: Lussier, Cynthia
Subject: Re: 10651 Bridgeport Road

Dear Ms Lussier

With 2 plans from the developer with little change and major problems, and it seems staff is content with their proposal, another meeting at city hall with staff does not seem it would productive.

Other options would seem to me to be more productive.

Thank you for your time.

Brian Cray

Lussier,Cynthia

From: Lussier,Cynthia
Sent: Tuesday, 17 July 2018 09:19 AM
To: 'brian cray'; MayorandCouncillors; ken@interfacearchitecture.com; eedmonds@richmond-news.com
Subject: RE: 10651 Bridgeport Road

Hi Mr. Cray

Thank you for your additional correspondence dated July 12th (below) regarding the rezoning application at 10671, 10691, and 10751 Bridgeport Road (RZ 17-771592).

A copy of your correspondence will be included in the staff report to Planning Committee when the rezoning application for this site is ready to move forward.

If you would like to meet with me and the staff in the City's Transportation division to discuss your concerns further, please let me know.

Thanks,

Cynthia Lussier
Planner 1
clussier@richmond.ca
Tel. 604-276-4108
Fax. 604-276-4052
Development Applications Department
City of Richmond
6911 No. 3 Road
Richmond BC V6Y 2C1

Lussier, Cynthia

From: brian cray <briancray@hotmail.com>
Sent: Thursday, 12 July 2018 05:14 PM
To: Lussier, Cynthia; MayorandCouncillors; ken@interfacearchitecture.com; eedmonds@richmond-news.com
Subject: Re: 10651 Bridgeport Road

Dear Ms Lussier:

I understand the proposed development meets the minimum land assembly size and frontage guidelines for sites designated as "Residential Area 2". I would point out that this report (and adoption into bylaw by council) was written by staff and those numbers were known to staff and it allowed these 3 large properties to be developed on their own. So this part in the report that talks about discouraging access from Bridgeport is meaningless. Staff could have written the policy detail to make this happen but it appears it was meant to show concern about the access which is in keeping of Council Policy in the Tait area OCP but has no impact on actual development. In fact in this area of the OCP it clearly states that Bridgeport Road is a MAJOR arterial route and it is policy to deny direct access to Bridgeport Road where alternative local roads are available. So staff was remiss in how they wrote this originally.

The concern about these three large lots was well known. It was written about as far back as RZ 11-578325 when on the other side of Mckessock, an application to have Coach House designation (30ft lots) was asked for. I know because I was at those meetings. And when I asked about my lot, I was told and that report talks about the existing geometry of the lots in my block. In RZ-12610919 it talks about these three lots again..."there are three (3) deep lots on Bridgeport Road that lead lend themselves to more efficient use of the land than currently permitted by the existing Lot Size Policy". But I was told that I had to be part of the policy with those 3 large lots. I will say again, I know, because I was there.

So because of these concerns and the concerns of the residents, staff did a report and wrote up the numbers. So when you say you are just going by the numbers in the Policy you are correct but not the whole story. Staff guided what could be built, how access will be achieved by minimums and allowed this to happen. How is this discouraging access to Bridgeport that council has as a policy of?

Then in the OCP it talks about the need to implement an access bylaw to reduce the number of access point to Bridgeport Road. And where is this bylaw? I would assume staff never wrote one and sent to council to approve.

Traffic Study

It is nice the developer has done a traffic study. It is the first that I have heard of that. Do you think that traffic has gone down since the OCP was developed? Do you think merging from a driveway for a Townhouse complex onto a busy Major arterial road is a good idea? Do you think traffic drives at the posted speed of 50KH? I will say it again, with a bus stop nearby, a side street where there is lots of traffic exiting Mckessock and the lane behind Bridgeport, and a train crossing, do you think this is a safe idea?

Island

In the new plan for this development, you are correct that there is a miniscule triangular island on the driveway (on the walkway where pedestrians and wheelchairs use). Do you think that is going to be effective in stopping left turns out of the driveway or left turns into the complex over the double yellow line? The double yellow line now does not stop traffic on Bridgeport from blocking the lane and waiting to turn now and they will just drive around this little island on the driveway. The only way to stop them doing this is to have some sort of barrier along the double yellow line. A merge lane along Bridgeport road on the north side in front of the complex would be appropriate. I say this after 33 years in municipal road construction but who am I.

Residual Sites

The Policy and the OCP talks clearly on the need to reduce residual sites. But again, staff wrote the report and guided the development and allowed only the three large lots to be developed, so the idea that the City is discouraging this is just plain horsehockey. Now the City is going to have to deal with the residents of the area who think they have been sold out by the City. My reading of the Policy says that the back area cannot be developed without the front lands, effectively orphaning them also. And the City has not effectively communicated what this means to all the affected residents/owners. I know when I was at one of the meetings of council, the Director of Planning quite clearly told me some things I cannot do with my property at the time with the new policy. And to how the developer must show how the orphaned sites can be developed, I find the plan to be completely inadequate in trying to achieve this.

Going forward, I have no faith in staff to address my concerns because of the past lack of competence in writing the Policy. And the developer has put to the City 2 plans and none of them addresses my concerns and staff seems to fall back to that policy that they wrote. I believe that the only way to get my point across is to take my concerns regarding the whole mess to the elected council (present council), and future members of council. I do not think that this is what was envisioned when staff wrote the new policy in 2013 and when it comes to approving this in the future, shall they side with the residents/owners who were promised more than what was delivered by staff...a 3 property policy that has not addressed their concerns for the future except to be orphaned which was what I said originally in a letter to council in 2012.

BTW....I noticed in the RZ 12-610919 rezone that Engineering Improvement Charge has been charged for all new houses on Mckessock Ave for "future frontage improvements to be constructed at such times that a majority of the block has redeveloped and contributed to funding the improvements". The whole block of Mckessock seems fully built with over 6 new homes and the pedestrians walk on the road to get to the bus stop near this development on Bridgeport Road and nothing has been done in the over 6 years since it was approved.

Sincerely yours,

Brian Cray

cc mayor and council
Richmond News
Interface Architecture

Lussier, Cynthia

From: Lussier, Cynthia
Sent: Wednesday, 11 July 2018 08:37 AM
To: 'brian cray'
Subject: RE: 10651 Bridgeport Road

Hi Mr. Cray,

This is to acknowledge and thank you for your email of July 5th (below) regarding the rezoning application at 10671, 10691, and 10751 Bridgeport Road (RZ 17-771592).

A copy of your submission will be included in the staff report to Planning Committee when the rezoning application at this site is ready to move forward.

With respect to some of the concerns you've identified below, I have provided some information and we can certainly meet in person to go over these items in more detail if you wish:

- The rezoning application is consistent with the minimum land assembly size and frontage guidelines for sites designated as "Residential Area 2" in the Bridgeport Area Plan (i.e., 2,500 m², and 50 m on Bridgeport Road).
- While the guidelines in the Area Plan discourage vehicle access off Bridgeport Road, the guidelines do not prohibit direct access to Bridgeport Road. The rezoning application proposes vehicle access off Bridgeport Road with a raised barrier curb at the driveway crossing to physically restrict vehicle movements to right-in/right-out. The applicant has also submitted a traffic study, which is currently under review by the City's Transportation Department.
- Consistent with the Area Plan, where a redevelopment proposal results in the creation of residual lots (such as in this case), the City requires the applicant to demonstrate how those properties may redevelop in the future to their maximum potential identified in the Area Plan. The applicant has provided a preliminary concept illustrating how the neighbouring properties in "Residential Area 2" and "Residential Area 1" may redevelop in future, consistent with the Area Plan.

Please let me know if you would like to meet to discuss this further.

Thank you,

Cynthia Lussier
Planner 1
clussier@richmond.ca
Tel. 604-276-4108
Fax. 604-276-4052
Development Applications Department
City of Richmond
6911 No. 3 Road
Richmond BC V6Y 2C1

Lussier, Cynthia

From: Lussier, Cynthia
Sent: Tuesday, 26 June 2018 02:37 PM
To: 'brian cray'
Subject: RE: 10671 Bridgeport Road

Hi Mr. Cray

This is to acknowledge and thank you for your email of June 21st (below).

A copy of your correspondence will be included in the staff report to the Planning Committee of Council when the rezoning application at this site is ready to move forward. Further revisions to the plans are required before the proposal will be ready to move forward.

Please let me know if you have any questions.

Cynthia Lussier
Planner 1
clussier@richmond.ca
Tel. 604-276-4108
Fax. 604-276-4052
Development Applications Department
City of Richmond
6911 No. 3 Road
Richmond BC V6Y 2C1

Lussier, Cynthia

From: brian cray <briancray@hotmail.com>
Sent: Thursday, 5 July 2018 07:48 PM
To: Lussier, Cynthia; MayorandCouncillors; eedmonds@richmond-news.com;
ken@interfacearchitecture.com
Subject: 10651 Bridgeport Road

Dear Ms Lussier:

I would like to refer to your email to me on June 26/18 regarding the Development at 10671 Bridgeport Road.

The email sent to you was not a full description of my issues with the development. So I will expand on it here.

BACKGROUND

I have lived on this property for 20 years and lived in Richmond since 1975. I have been to many different meetings regarding the developments around me. This culminated in a staff report dated 11/18/2013 bylaw 9024 and Policy 5448. This bylaw regulated the development in an area bordered on Shell Rd, Bridgeport Rd, Mckessock Rd and to about Mckessock Place in the back. Then a couple of years ago, a developer bought 3 contiguous properties in the middle of the block and are now trying to develop them with access directly onto Bridgeport Rd with nothing more than a driveway. This will orphan the lots on Bridgeport to either side and back(residual sites).

Development

In the staff report leading to the 2013 Bylaw and Policy change...it says:

..."Low density townhouses may be considered"..."subject to the following development requirements:". It goes on to say..."involve a minimum land assembly of 3000 m²"....involve a land assembly with at least 50 m of frontage on Bridgeport Road"...."involve a land assembly with at least 40 m of frontage on Shell Road". I don't know if it has to meet all these or just some of these but it does not meet the last one.

...."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 preliminary plan presented with prior rezoning.". I do not see that residual sites should be avoided as being even considered. Because the developer bought the cheaper interior lots and while making an offer to me, his offer was insulting to me considering my lot configuration (90 feet of frontage and 117 feet deep) which could easily be subdivided into 2 lots and gaining a much higher sale value (fair market value). Never mind the issue of a corner lot with access and not being for sale. The second part of the Residual sites section talks about access to Shell Road and enable future townhouse development. I am not sure how to interpret it and how it applies.

...."Vehicle access may be preferable off Mckessock Ave, or secondly, off Shell Road". "Vehicle access off Bridgeport Road is discouraged". It would seem to me that the City of Richmond is bending over to allow this developer to access 24 townhomes now, and possible future townhomes next to the development directly onto Bridgeport Road with only a driveway. This area of Bridgeport has a bus stop near the proposed

driveway, a solid double center line, a traffic controlled intersection and another uncontrolled intersection (Mckessock Ave) all near this driveway with no proposed safety features. I will quote from the Tait area plan "2.2 Bridgeport Road"... "The main concern in the sub-area relate to traffic flow and parking. Bridgeport Road is a heavily used traffic artery and the multitude of traffic access points to individual lots, creates serious conflicts and impediments to traffic flow." It does not seem that the development is being discouraged from direct access to Bridgeport Road yet the area plan highlights the dangers quite clearly. Nor is there any plan to mitigate this issue with design if access is to be allowed. I have no idea how it could be done but the proposal is only using a driveway.

I would also like to point out that Residential Area 2 (the backlands) would be cut off and never be able to support townhomes under the existing policy due to the requirement that a land assembly must "involve a land assembly with at least 50 m frontage on Bridgeport Road". The existing development shows a pedestrian access point but not a vehicle access forever causing this area to be orphaned under this policy.

I would also like to point out that in section 4.0 Transportation section c) Avoid situations where local roads intersect with arterial roads and reduce direct private access on arterial roads and to implement a regulated access bylaw for Bridgeport Road". This development seems to be contrary to the policy laid out and I would be interested to know if a bylaw has ever been enacted after this 2009 report?

I would also like to point out in the plans provided to me, the area of my lot is only peripherally shown. There is no way to really see how my lot could be developed after being orphaned by this development. Also I have no information on how my lot or other lots would be considered for development in the future as we are all too small to do anything.

As we move forward to the fall election cycle, I will be quizzing all candidates for council on what there position is regarding encouraging development to access Bridgeport Road directly rather than discouraging it like the report talks about.

I should point out that in 2012 Planning Committee meeting (file RZ-610919) it states that leading up to the changes that

"Further consideration of rezoning and subdivision applications on a site by site basis without a better understanding of the available redevelopment options is problematic for the following reasons:

There are 3 large deep lots on Bridgeport Road that lend themselves to more efficient use of the land than that currently permitted by the existing Lot Size Policy

There is greater potential for some properties to be left as orphaned lots due their location and configuration

There is less chance of all property owners achieving the maximum benefit of their land"

Do you think that a developer taking the easiest and cheapest lots to buy but the hardest to access and the City of Richmond allowing this and the orphaning of the surrounding lots to be the goal of the 2012 staff report and the 2013 Bylaw? Do you think the staff report and new Bylaw allowed all of the things the City was trying to avoid actually happen?

I would like to thank you and ask for this to be put into the record for the this development. Please notify me of all upcoming meetings etc. Thank you.

Brian Cray
10651 Bridgeport Road

cc

mayor and council
Richmond News Editor E. Edmonds
Interface Architecture Ken Chow

Lussier, Cynthia

From: brian cray <briancray@hotmail.com>
Sent: Thursday, 21 June 2018 08:44 PM
To: Lussier, Cynthia
Cc: ken@interfacearchitecture.com; MayorandCouncillors
Subject: 10671 Bridgeport Road

Dear Ms. Lussier:

Today I went up to City Hall and received a copy of the updated plans for the development at 10671 Bridgeport Road.

Tonight I went over the new plans. From what I can see, there have only been minor changes to the development.

My concerns continue to be the access for 24 units (average 2 vehicles per unit and associated service vehicles). All that is provided is a normal driveway directly onto Bridgeport Road. There is no plan for these vehicles to safely access this busy road. From the pedestrians walking on the sidewalk, to the traffic going fast suddenly confronted by merging vehicles. In both directions just feet away from Shell Road intersection with train tracks. While there is a double yellow line, the traffic will cross this line illegally or not be able to fully cross the lanes of traffic blocking the traffic. I would put it to you that this is unsafe and high percentages to create accidents.

Then we get into the orphan properties on either side. First, this will add to the number of vehicles using this access point. And the plans are very poor in showing how these properties would be developed.

Since this seem to be the final plans that are to be submitted, then there is only way forward....for me to speak clearly and loudly about this development before council. I would appreciate the dates and times for this.

I would also like to point out that in the staff report for this area, staff not once did mention accessing Bridgeport road for a development in this block...in fact they clearly mention Shell road or Mckessock for access. I know this because you wrote this report in response to my questioning at a public hearing what was the intention of the City in my block. I would also point out that when this development was first envisioned, I talked to the lady in Transportation and she said that the guidance for transportation issues caused by access, would be governed by the Policy paper which said nothing about it.

I wanted to put my feelings on this issue in writing and make them clear for all to understand.

Sincerely yours,

Brian Cray
10651 Bridgeport Road
Richmond BC

ps. I am going to send a copy to the Architecture Firm and to City Council for their information.

PLN - 49

Lussier, Cynthia

From: brian cray <briancray@hotmail.com>
Sent: Friday, 14 July 2017 05:42 PM
To: Lussier, Cynthia
Subject: RZ-17-771592
Attachments: IMG_0096.JPG; IMG_0100.JPG; IMG_0103.JPG; IMG_0101.JPG; IMG_0105.JPG

Dear Cynthia:

Tonight, after work, I took a few pics of the traffic...including backing up to Mckessock going eastbound and the traffic flow going westbound. And that is without a train blocking Shell.

The idea of another access onto Bridgeport seems to go against what staff would seem to want/encourage.

1. the width of the driveway would seem to cause a problem...if someone trying to enter the complex comes against an outbound vehicle, there will be a stopped vehicle on Bridgeport.
2. the one way flow within the complex will likely cause confusion and issues.
3. the access on the sides for future use will likely inhibit how these properties could develop if townhouses are developed.
4. the lack of widening the street where the complex is, will put the traffic issues on Bridgeport for those in the complex. There could be a transition lane for the right turners, there could be an island to reinforce the double yellow line (no crossing), or there could be a signal light.

Tonight, at rush hour, the traffic backed up to Mckessock. Then when the red light turns green for the westbound traffic takes off. So trying to exit this complex at this time, if trying to cross Bridgeport will be either stuck in driveway or blocking the westbound traffic. For traffic trying to enter using a right hand turn, will slow down blocking this traffic, and if turning left into the complex, will block traffic (illegal for the turning vehicle if blocking traffic). As it is designed now. Or unless the City requires the developer to engineer this intersection. Otherwise accidents are a guarantee due to poor planning/design and the City knew this.

I will add the pics.

Thank you

Brian Cray

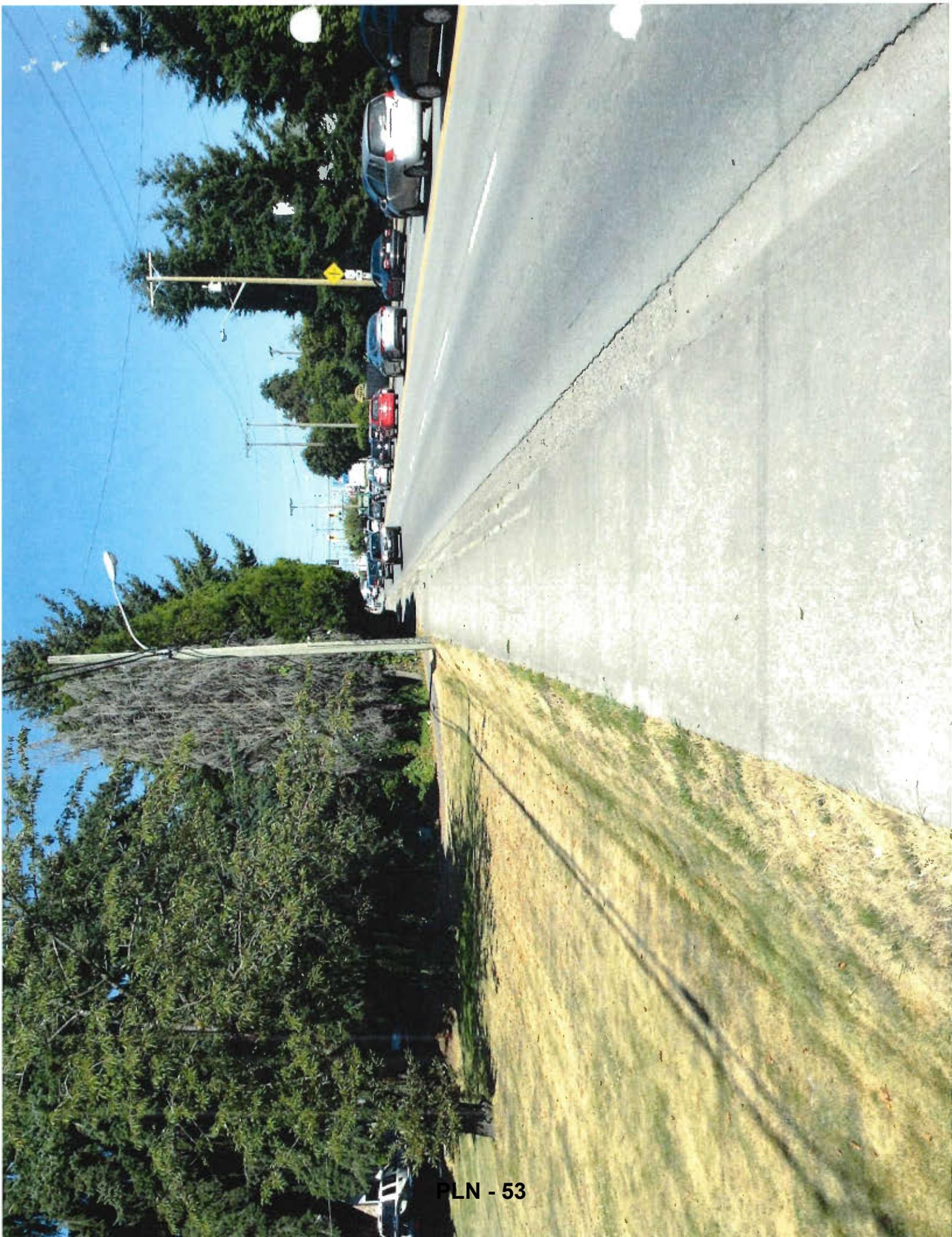
ps. If I have more thoughts I will send them. Sometime this next week, I will come to City Hall for a quick meeting to get the full info on the development.



PLN - 51



PLN - 52



PLN - 53

REVISIONS	
NOV 14, 2018	R2 SUBMISSION
SEP 21, 2018	R2 SUBMISSION
JULY 18, 2018	D9 SUBMISSION
MAY 14, 2018	RE-SUBMISSION
APRIL 26, 2017	R2 APPLICATION
CONSULTANTS	

INTERFACE:
 Suite 220
 10000 Highway 104
 Richmond BC
 Canada V6X 3G5
 T 604 271 1142
 F 604 271 1142
 www.interfacearchitect.com

PROJECT	
Proposed 24-Unit Townhouse Development 10071-10371 BRIDGEPORT RD. RICHMOND, B.C.	
PROJECT NO.	102898D
SCALE	AS SHOWN
DATE	APR. 15, 2017
DRAWN BY	RYAN P. COLE
CHECKED BY	KYC
SHEET TITLE	PROJECT DATA AND SITE PLAN
DRAWING	A1.1

ZONING SUMMARY

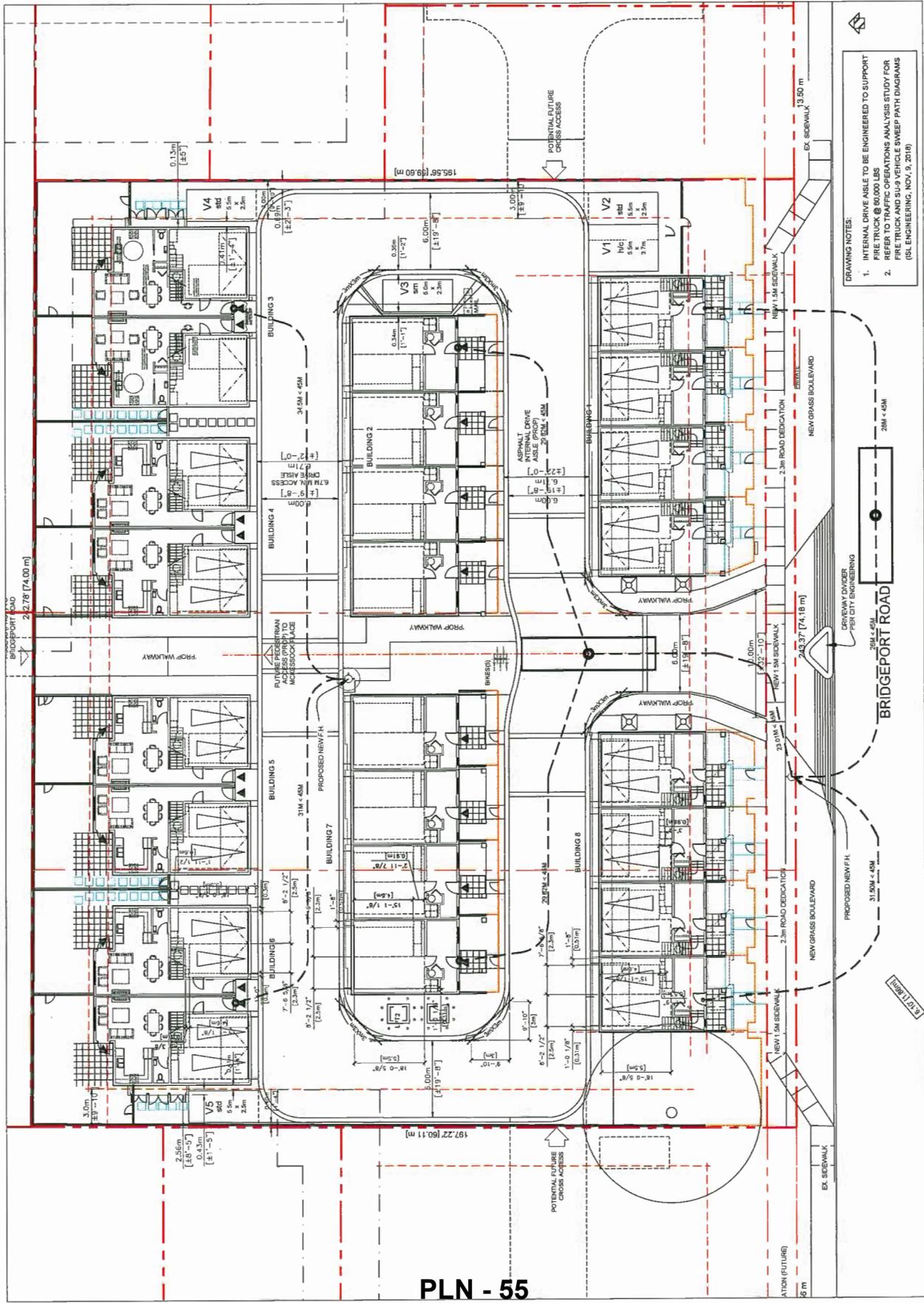
Zoning Bylaw No. 8500

CIVIC ADDRESS: 10071-10371 BRIDGEPORT ROAD, RICHMOND BC
LEGAL DESCRIPTION: ALL OF SECTION 2, BLOCK 5 NORTH, RANGE 6 WEST LOT 101 PLAN 612
LOT SIZE (ACRES): 0.234 (10,317 SQ. FT.)
NET SITE: 0.234 (10,317 SQ. FT.)
ADJACENT LOTS: 10071-10371 BRIDGEPORT ROAD (S. 100' ACRES)
ADJACENT LOTS: 10071-10371 BRIDGEPORT ROAD (S. 100' ACRES)

PERMITTED	PROPOSED (PROPOSED)
1) 1-2 STOREY (R15)	R15 PROPOSED (LOW DENSITY TOWNHOUSES)
2) 3-4 STOREY (R20)	R20 PROPOSED (MEDIUM DENSITY TOWNHOUSES)
3) 5-6 STOREY (R25)	R25 PROPOSED (HIGH DENSITY TOWNHOUSES)
4) 7-8 STOREY (R30)	R30 PROPOSED (VERY HIGH DENSITY TOWNHOUSES)
5) 9-10 STOREY (R35)	R35 PROPOSED (ULTRA HIGH DENSITY TOWNHOUSES)
6) 11-12 STOREY (R40)	R40 PROPOSED (ULTRA HIGH DENSITY TOWNHOUSES)
7) 13-14 STOREY (R45)	R45 PROPOSED (ULTRA HIGH DENSITY TOWNHOUSES)
8) 15-16 STOREY (R50)	R50 PROPOSED (ULTRA HIGH DENSITY TOWNHOUSES)
9) 17-18 STOREY (R55)	R55 PROPOSED (ULTRA HIGH DENSITY TOWNHOUSES)
10) 19-20 STOREY (R60)	R60 PROPOSED (ULTRA HIGH DENSITY TOWNHOUSES)
11) 21-22 STOREY (R65)	R65 PROPOSED (ULTRA HIGH DENSITY TOWNHOUSES)
12) 23-24 STOREY (R70)	R70 PROPOSED (ULTRA HIGH DENSITY TOWNHOUSES)
13) 25-26 STOREY (R75)	R75 PROPOSED (ULTRA HIGH DENSITY TOWNHOUSES)
14) 27-28 STOREY (R80)	R80 PROPOSED (ULTRA HIGH DENSITY TOWNHOUSES)
15) 29-30 STOREY (R85)	R85 PROPOSED (ULTRA HIGH DENSITY TOWNHOUSES)
16) 31-32 STOREY (R90)	R90 PROPOSED (ULTRA HIGH DENSITY TOWNHOUSES)
17) 33-34 STOREY (R95)	R95 PROPOSED (ULTRA HIGH DENSITY TOWNHOUSES)
18) 35-36 STOREY (R100)	R100 PROPOSED (ULTRA HIGH DENSITY TOWNHOUSES)
19) 37-38 STOREY (R105)	R105 PROPOSED (ULTRA HIGH DENSITY TOWNHOUSES)
20) 39-40 STOREY (R110)	R110 PROPOSED (ULTRA HIGH DENSITY TOWNHOUSES)
21) 41-42 STOREY (R115)	R115 PROPOSED (ULTRA HIGH DENSITY TOWNHOUSES)
22) 43-44 STOREY (R120)	R120 PROPOSED (ULTRA HIGH DENSITY TOWNHOUSES)
23) 45-46 STOREY (R125)	R125 PROPOSED (ULTRA HIGH DENSITY TOWNHOUSES)
24) 47-48 STOREY (R130)	R130 PROPOSED (ULTRA HIGH DENSITY TOWNHOUSES)
25) 49-50 STOREY (R135)	R135 PROPOSED (ULTRA HIGH DENSITY TOWNHOUSES)
26) 51-52 STOREY (R140)	R140 PROPOSED (ULTRA HIGH DENSITY TOWNHOUSES)
27) 53-54 STOREY (R145)	R145 PROPOSED (ULTRA HIGH DENSITY TOWNHOUSES)
28) 55-56 STOREY (R150)	R150 PROPOSED (ULTRA HIGH DENSITY TOWNHOUSES)
29) 57-58 STOREY (R155)	R155 PROPOSED (ULTRA HIGH DENSITY TOWNHOUSES)
30) 59-60 STOREY (R160)	R160 PROPOSED (ULTRA HIGH DENSITY TOWNHOUSES)
31) 61-62 STOREY (R165)	R165 PROPOSED (ULTRA HIGH DENSITY TOWNHOUSES)
32) 63-64 STOREY (R170)	R170 PROPOSED (ULTRA HIGH DENSITY TOWNHOUSES)
33) 65-66 STOREY (R175)	R175 PROPOSED (ULTRA HIGH DENSITY TOWNHOUSES)
34) 67-68 STOREY (R180)	R180 PROPOSED (ULTRA HIGH DENSITY TOWNHOUSES)
35) 69-70 STOREY (R185)	R185 PROPOSED (ULTRA HIGH DENSITY TOWNHOUSES)
36) 71-72 STOREY (R190)	R190 PROPOSED (ULTRA HIGH DENSITY TOWNHOUSES)
37) 73-74 STOREY (R195)	R195 PROPOSED (ULTRA HIGH DENSITY TOWNHOUSES)
38) 75-76 STOREY (R200)	R200 PROPOSED (ULTRA HIGH DENSITY TOWNHOUSES)
39) 77-78 STOREY (R205)	R205 PROPOSED (ULTRA HIGH DENSITY TOWNHOUSES)
40) 79-80 STOREY (R210)	R210 PROPOSED (ULTRA HIGH DENSITY TOWNHOUSES)
41) 81-82 STOREY (R215)	R215 PROPOSED (ULTRA HIGH DENSITY TOWNHOUSES)
42) 83-84 STOREY (R220)	R220 PROPOSED (ULTRA HIGH DENSITY TOWNHOUSES)
43) 85-86 STOREY (R225)	R225 PROPOSED (ULTRA HIGH DENSITY TOWNHOUSES)
44) 87-88 STOREY (R230)	R230 PROPOSED (ULTRA HIGH DENSITY TOWNHOUSES)
45) 89-90 STOREY (R235)	R235 PROPOSED (ULTRA HIGH DENSITY TOWNHOUSES)
46) 91-92 STOREY (R240)	R240 PROPOSED (ULTRA HIGH DENSITY TOWNHOUSES)
47) 93-94 STOREY (R245)	R245 PROPOSED (ULTRA HIGH DENSITY TOWNHOUSES)
48) 95-96 STOREY (R250)	R250 PROPOSED (ULTRA HIGH DENSITY TOWNHOUSES)
49) 97-98 STOREY (R255)	R255 PROPOSED (ULTRA HIGH DENSITY TOWNHOUSES)
50) 99-100 STOREY (R260)	R260 PROPOSED (ULTRA HIGH DENSITY TOWNHOUSES)
51) 101-102 STOREY (R265)	R265 PROPOSED (ULTRA HIGH DENSITY TOWNHOUSES)
52) 103-104 STOREY (R270)	R270 PROPOSED (ULTRA HIGH DENSITY TOWNHOUSES)
53) 105-106 STOREY (R275)	R275 PROPOSED (ULTRA HIGH DENSITY TOWNHOUSES)
54) 107-108 STOREY (R280)	R280 PROPOSED (ULTRA HIGH DENSITY TOWNHOUSES)
55) 109-110 STOREY (R285)	R285 PROPOSED (ULTRA HIGH DENSITY TOWNHOUSES)
56) 111-112 STOREY (R290)	R290 PROPOSED (ULTRA HIGH DENSITY TOWNHOUSES)
57) 113-114 STOREY (R295)	R295 PROPOSED (ULTRA HIGH DENSITY TOWNHOUSES)
58) 115-116 STOREY (R300)	R300 PROPOSED (ULTRA HIGH DENSITY TOWNHOUSES)
59) 117-118 STOREY (R305)	R305 PROPOSED (ULTRA HIGH DENSITY TOWNHOUSES)
60) 119-120 STOREY (R310)	R310 PROPOSED (ULTRA HIGH DENSITY TOWNHOUSES)
61) 121-122 STOREY (R315)	R315 PROPOSED (ULTRA HIGH DENSITY TOWNHOUSES)
62) 123-124 STOREY (R320)	R320 PROPOSED (ULTRA HIGH DENSITY TOWNHOUSES)
63) 125-126 STOREY (R325)	R325 PROPOSED (ULTRA HIGH DENSITY TOWNHOUSES)
64) 127-128 STOREY (R330)	R330 PROPOSED (ULTRA HIGH DENSITY TOWNHOUSES)
65) 129-130 STOREY (R335)	R335 PROPOSED (ULTRA HIGH DENSITY TOWNHOUSES)
66) 131-132 STOREY (R340)	R340 PROPOSED (ULTRA HIGH DENSITY TOWNHOUSES)
67) 133-134 STOREY (R345)	R345 PROPOSED (ULTRA HIGH DENSITY TOWNHOUSES)
68) 135-136 STOREY (R350)	R350 PROPOSED (ULTRA HIGH DENSITY TOWNHOUSES)
69) 137-138 STOREY (R355)	R355 PROPOSED (ULTRA HIGH DENSITY TOWNHOUSES)
70) 139-140 STOREY (R360)	R360 PROPOSED (ULTRA HIGH DENSITY TOWNHOUSES)
71) 141-142 STOREY (R365)	R365 PROPOSED (ULTRA HIGH DENSITY TOWNHOUSES)
72) 143-144 STOREY (R370)	R370 PROPOSED (ULTRA HIGH DENSITY TOWNHOUSES)
73) 145-146 STOREY (R375)	R375 PROPOSED (ULTRA HIGH DENSITY TOWNHOUSES)
74) 147-148 STOREY (R380)	R380 PROPOSED (ULTRA HIGH DENSITY TOWNHOUSES)
75) 149-150 STOREY (R385)	R385 PROPOSED (ULTRA HIGH DENSITY TOWNHOUSES)
76) 151-152 STOREY (R390)	R390 PROPOSED (ULTRA HIGH DENSITY TOWNHOUSES)
77) 153-154 STOREY (R395)	R395 PROPOSED (ULTRA HIGH DENSITY TOWNHOUSES)
78) 155-156 STOREY (R400)	R400 PROPOSED (ULTRA HIGH DENSITY TOWNHOUSES)
79) 157-158 STOREY (R405)	R405 PROPOSED (ULTRA HIGH DENSITY TOWNHOUSES)
80) 159-160 STOREY (R410)	R410 PROPOSED (ULTRA HIGH DENSITY TOWNHOUSES)
81) 161-162 STOREY (R415)	R415 PROPOSED (ULTRA HIGH DENSITY TOWNHOUSES)
82) 163-164 STOREY (R420)	R420 PROPOSED (ULTRA HIGH DENSITY TOWNHOUSES)
83) 165-166 STOREY (R425)	R425 PROPOSED (ULTRA HIGH DENSITY TOWNHOUSES)
84) 167-168 STOREY (R430)	R430 PROPOSED (ULTRA HIGH DENSITY TOWNHOUSES)
85) 169-170 STOREY (R435)	R435 PROPOSED (ULTRA HIGH DENSITY TOWNHOUSES)
86) 171-172 STOREY (R440)	R440 PROPOSED (ULTRA HIGH DENSITY TOWNHOUSES)
87) 173-174 STOREY (R445)	R445 PROPOSED (ULTRA HIGH DENSITY TOWNHOUSES)
88) 175-176 STOREY (R450)	R450 PROPOSED (ULTRA HIGH DENSITY TOWNHOUSES)
89) 177-178 STOREY (R455)	R455 PROPOSED (ULTRA HIGH DENSITY TOWNHOUSES)
90) 179-180 STOREY (R460)	R460 PROPOSED (ULTRA HIGH DENSITY TOWNHOUSES)
91) 181-182 STOREY (R465)	R465 PROPOSED (ULTRA HIGH DENSITY TOWNHOUSES)
92) 183-184 STOREY (R470)	R470 PROPOSED (ULTRA HIGH DENSITY TOWNHOUSES)
93) 185-186 STOREY (R475)	R475 PROPOSED (ULTRA HIGH DENSITY TOWNHOUSES)
94) 187-188 STOREY (R480)	R480 PROPOSED (ULTRA HIGH DENSITY TOWNHOUSES)
95) 189-190 STOREY (R485)	R485 PROPOSED (ULTRA HIGH DENSITY TOWNHOUSES)
96) 191-192 STOREY (R490)	R490 PROPOSED (ULTRA HIGH DENSITY TOWNHOUSES)
97) 193-194 STOREY (R495)	R495 PROPOSED (ULTRA HIGH DENSITY TOWNHOUSES)
98) 195-196 STOREY (R500)	R500 PROPOSED (ULTRA HIGH DENSITY TOWNHOUSES)
99) 197-198 STOREY (R505)	R505 PROPOSED (ULTRA HIGH DENSITY TOWNHOUSES)
100) 199-200 STOREY (R510)	R510 PROPOSED (ULTRA HIGH DENSITY TOWNHOUSES)
101) 201-202 STOREY (R515)	R515 PROPOSED (ULTRA HIGH DENSITY TOWNHOUSES)
102) 203-204 STOREY (R520)	R520 PROPOSED (ULTRA HIGH DENSITY TOWNHOUSES)
103) 205-206 STOREY (R525)	R525 PROPOSED (ULTRA HIGH DENSITY TOWNHOUSES)
104) 207-208 STOREY (R530)	R530 PROPOSED (ULTRA HIGH DENSITY TOWNHOUSES)
105) 209-210 STOREY (R535)	R535 PROPOSED (ULTRA HIGH DENSITY TOWNHOUSES)
106) 211-212 STOREY (R540)	R540 PROPOSED (ULTRA HIGH DENSITY TOWNHOUSES)
107) 213-214 STOREY (R545)	R545 PROPOSED (ULTRA HIGH DENSITY TOWNHOUSES)
108) 215-216 STOREY (R550)	R550 PROPOSED (ULTRA HIGH DENSITY TOWNHOUSES)
109) 217-218 STOREY (R555)	R555 PROPOSED (ULTRA HIGH DENSITY TOWNHOUSES)
110) 219-220 STOREY (R560)	R560 PROPOSED (ULTRA HIGH DENSITY TOWNHOUSES)
111) 221-222 STOREY (R565)	R565 PROPOSED (ULTRA HIGH DENSITY TOWNHOUSES)
112) 223-224 STOREY (R570)	R570 PROPOSED (ULTRA HIGH DENSITY TOWNHOUSES)
113) 225-226 STOREY (R575)	R575 PROPOSED (ULTRA HIGH DENSITY TOWNHOUSES)
114) 227-228 STOREY (R580)	R580 PROPOSED (ULTRA HIGH DENSITY TOWNHOUSES)
115) 229-230 STOREY (R585)	R585 PROPOSED (ULTRA HIGH DENSITY TOWNHOUSES)
116) 231-232 STOREY (R590)	R590 PROPOSED (ULTRA HIGH DENSITY TOWNHOUSES)
117) 233-234 STOREY (R595)	R595 PROPOSED (ULTRA HIGH DENSITY TOWNHOUSES)
118) 235-236 STOREY (R600)	R600 PROPOSED (ULTRA HIGH DENSITY TOWNHOUSES)
119) 237-238 STOREY (R605)	R605 PROPOSED (ULTRA HIGH DENSITY TOWNHOUSES)
120) 239-240 STOREY (R610)	R610 PROPOSED (ULTRA HIGH DENSITY TOWNHOUSES)
121) 241-242 STOREY (R615)	R615 PROPOSED (ULTRA HIGH DENSITY TOWNHOUSES)
122) 243-244 STOREY (R620)	R620 PROPOSED (ULTRA HIGH DENSITY TOWNHOUSES)
123) 245-246 STOREY (R625)	R625 PROPOSED (ULTRA HIGH DENSITY TOWNHOUSES)
124) 247-248 STOREY (R630)	R630 PROPOSED (ULTRA HIGH DENSITY TOWNHOUSES)
125) 249-250 STOREY (R635)	R635 PROPOSED (ULTRA HIGH DENSITY TOWNHOUSES)
126) 251-252 STOREY (R640)	R640 PROPOSED (ULTRA HIGH DENSITY TOWNHOUSES)
127) 253-254 STOREY (R645)	R645 PROPOSED (ULTRA HIGH DENSITY TOWNHOUSES)
128) 255-256 STOREY (R650)	R650 PROPOSED (ULTRA HIGH DENSITY TOWNHOUSES)
129) 257-258 STOREY (R655)	R655 PROPOSED (ULTRA HIGH DENSITY TOWNHOUSES)
130) 259-260 STOREY (R660)	R660 PROPOSED (ULTRA HIGH DENSITY TOWNHOUSES)
131) 261-262 STOREY (R665)	R665 PROPOSED (ULTRA HIGH DENSITY TOWNHOUSES)
132) 263-264 STOREY (R670)	R670 PROPOSED (ULTRA HIGH DENSITY TOWNHOUSES)
133) 265-266 STOREY (R675)	R675 PROPOSED (ULTRA HIGH DENSITY TOWNHOUSES)
134) 267-268 STOREY (R680)	R680 PROPOSED (ULTRA HIGH DENSITY TOWNHOUSES)
135) 269-270 STOREY (R685)	R685 PROPOSED (ULTRA HIGH DENSITY TOWNHOUSES)
136) 271-272 STOREY (R690)	R690 PROPOSED (ULTRA HIGH DENSITY TOWNHOUSES)
137) 273-274 STOREY (R695)	R695 PROPOSED (ULTRA HIGH DENSITY TOWNHOUSES)
138) 275-276 STOREY (R700)	R700 PROPOSED (ULTRA HIGH DENSITY TOWNHOUSES)
139) 277-278 STOREY (R705)	R705 PROPOSED (ULTRA HIGH DENSITY TOWNHOUSES)
140) 279-280 STOREY (R710)	R710 PROPOSED (ULTRA HIGH DENSITY TOWNHOUSES)
141) 281-282 STOREY (R715)	R715 PROPOSED (ULTRA HIGH DENSITY TOWNHOUSES)
142) 283-284 STOREY (R720)	R720 PROPOSED (ULTRA HIGH DENSITY TOWNHOUSES)
143) 285-286 STOREY (R725)	R725 PROPOSED (ULTRA HIGH DENSITY TOWNHOUSES)
144) 287-288 STOREY (R730)	R730 PROPOSED (ULTRA HIGH DENSITY TOWNHOUSES)
145) 289-290 STOREY (R735)	R735 PROPOSED (ULTRA HIGH DENSITY TOWNHOUSES)
146) 291-292 STOREY (R740)	R740 PROPOSED (ULTRA HIGH DENSITY TOWNHOUSES)
147) 293-294 STOREY (R745)	R745 PROPOSED (ULTRA HIGH DENSITY TOWNHOUSES)
148) 295-296 STOREY (R750)	R750 PROPOSED (ULTRA HIGH DENSITY TOWNHOUSES)
149) 297-298 STOREY (R755)	R755 PROPOSED (ULTRA HIGH DENSITY TOWNHOUSES)
150) 299-300 STOREY (R760)	R760 PROPOSED (ULTRA HIGH DENSITY TOWNHOUSES)
151) 301-302 STOREY (R765)	R765 PROPOSED (ULTRA HIGH DENSITY TOWNHOUSES)
152) 303-304 STOREY (R770)	R770 PROPOSED (ULTRA HIGH DENSITY TOWNHOUSES)
153) 305-306 STOREY (R775)	R775 PROPOSED (ULTRA HIGH DENSITY TOWNHOUSES)
154) 307-308 STOREY (R780)	R780 PROPOSED (ULTRA HIGH DENSITY TOWNHOUSES)
155) 309-310 STOREY (R785)	R785 PROPOSED (ULTRA HIGH DENSITY TOWNHOUSES)
156) 311-312 STOREY (R790)	R790 PROPOSED (ULTRA HIGH DENSITY TOWNHOUSES)
157) 313-314 STOREY (R795)	R795 PROPOSED (ULTRA HIGH DENSITY TOWNHOUSES)
158) 315-316 STOREY (R800)	R800 PROPOSED (ULTRA HIGH DENSITY TOWNHOUSES)
159) 317-318 STOREY (R805)	R805 PROPOSED (ULTRA HIGH DENSITY TOWNHOUSES)
160) 319-320 STOREY (R810)	R810 PROPOSED (ULTRA HIGH DENSITY TOWNHOUSES)
161) 321-322 STOREY (R815)	R815 PROPOSED (ULTRA HIGH DENSITY TOWNHOUSES)
162) 323-324 STOREY (R820)	R820 PROPOSED (ULTRA HIGH DENSITY TOWNHOUSES)
163) 325-326 STOREY (R825)	R825 PROPOSED (ULTRA HIGH DENSITY TOWNHOUSES)
164) 327-328 STOREY (R830)	R830 PROPOSED (ULTRA HIGH DENSITY TOWNHOUSES)
165) 329-330 STOREY (R835)	R835 PROPOSED (ULTRA HIGH DENSITY TOWNHOUSES)
166) 331-332 STOREY (R840)	R840 PROPOSED (ULTRA HIGH DENSITY TOWNHOUSES)
167) 333-334 STOREY (R845)	R845 PROPOSED (ULTRA HIGH DENSITY TOWNHOUSES)
168) 335-336 STOREY (R850)	R850 PROPOSED (ULTRA HIGH DENSITY TOWNHOUSES)
169) 337-338 STOREY (R855)	R855 PROPOSED (ULTRA HIGH DENSITY TOWNHOUSES)
170) 339-340 STOREY (R860)	R860 PROPOSED (ULTRA HIGH DENSITY TOWNHOUSES)
171) 341-342 STOREY (R865)	R865 PROPOSED (ULTRA HIGH DENSITY TOWNHOUSES)
172) 343-344 STOREY (R870)	R870 PROPOSED (ULTRA HIGH DENSITY TOWNHOUSES)
173) 345-346 STOREY (R875)	R875 PROPOSED (ULTRA HIGH DENSITY TOWNHOUSES)
174) 347-348 STOREY (R880)	R880 PROPOSED (ULTRA HIGH DENSITY TOWNHOUSES)
175) 349-350 STOREY (R885)	R885 PROPOSED (ULTRA HIGH DENSITY TOWNHOUSES)
176) 351-352 STOREY (R890)	R890 PROPOSED (ULTRA HIGH DENSITY TOWNHOUSES)
177) 353-354 STOREY (R895)	R895 PROPOSED (ULTRA HIGH DENSITY TOWNHOUSES)
178) 355-356 STOREY (R900)	R900 PROPOSED (ULTRA HIGH DENSITY TOWNHOUSES)
179) 357-358 STOREY (R905)	R905 PROPOSED (ULTRA HIGH DENSITY TOWNHOUSES)
180) 359-360 STOREY (R910)	R910 PROPOSED (ULTRA HIGH DENSITY TOWNHOUSES)
181) 361-362 STOREY (R915)	R915 PROPOSED (ULTRA HIGH DENSITY TOWNHOUSES)
182) 363-364 STOREY (R920)	R920 PROPOSED (ULTRA HIGH DENSITY TOWNHOUSES)
183) 365-366 STOREY (R925)	R925 PROPOSED (ULTRA HIGH DENSITY TOWNHOUSES)
184) 367-368 STOREY (R930)	R930 PROPOSED (ULTRA HIGH DENSITY TOWNHOUSES)
185) 369-370 STOREY (R935)	R935 PROPOSED (ULTRA HIGH DENSITY TOWNHOUSES)
186) 371-372 STOREY (R940)	R940 PROPOSED (ULTRA HIGH DENSITY TOWNHOUSES)
187) 373-374 STOREY (R945)	R945 PROPOSED (ULTRA HIGH DENSITY TOWNHOUSES)
188) 375-376 STOREY (R950)	R950 PROPOSED (ULTRA HIGH DENSITY TOWNHOUSES)
189) 377-378 STOREY (R955)	R955 PROPOSED (ULTRA HIGH DENSITY TOWNHOUSES)
190) 379-380 STOREY (R960)	R960 PROPOSED (ULTRA HIGH DENSITY TOWNHOUSES)
191) 381-382 STOREY (R965)	R965 PROPOSED (ULTRA HIGH DENSITY TOWNHOUSES)
192) 383-384 STOREY (R970)	R970 PROPOSED (ULTRA HIGH DENSITY TOWNHOUSES)
193) 385-386 STOREY (R975)	R975 PROPOSED (ULTRA HIGH DENSITY TOWNHOUSES)
194) 387-388 STOREY (R980)	R980 PROPOSED (ULTRA HIGH DENSITY TOWNHOUSES)
195) 389-390 STOREY (R985)	R985 PROPOSED (ULTRA HIGH DENSITY TOWNHOUSES)
196) 391-392 STOREY (R990)	R990 PROPOSED (ULTRA HIGH DENSITY TOWNHOUSES)
197) 393-394 STOREY (R995)	R995 PROPOSED (ULTRA HIGH DENSITY TOWNHOUSES)
198) 395-396 STOREY (R1000)	R1000 PROPOSED (ULTRA HIGH DENSITY TOWNHOUSES)
199) 397-398 STOREY (R1005)	R1005 PROPOSED (ULTRA HIGH DENSITY TOWNHOUSES)
200) 399-400 STOREY (R1010)	R1010 PROPOSED (ULTRA HIGH DENSITY TOWNHOUSES)
201) 401-402 STOREY (R1015)	R1015 PROPOSED (ULTRA HIGH DENSITY TOWNHOUSES)
202) 403-404 STOREY (R1020)	R1020 PROPOSED (ULTRA HIGH DENSITY TOWNHOUSES)
203) 405-406 STOREY (R1025)	R1025 PROPOSED (ULTRA HIGH DENSITY TOWNHOUSES)
204) 407-408 STOREY (R1030)	R1030 PROPOSED (ULTRA HIGH DENSITY TOWNHOUSES)
205) 409-410 STOREY (R1035)	R1035 PROPOSED (ULTRA HIGH DENSITY TOWNHOUSES)
206) 411-412 STOREY (R1040)	R1040 PROPOSED (ULTRA HIGH DENSITY TOWNHOUSES)
207) 413-414 STOREY (R1045)	R1045 PROPOSED (ULTRA HIGH DENSITY TOWNHOUSES)
208) 415-416 STOREY (R1050)	R1050 PROPOSED (ULTRA HIGH DENSITY TOWNHOUSES)
209) 417-418 STOREY (R1055)	R1055 PROPOSED (ULTRA HIGH DENSITY TOWNHOUSES)
210) 419-420 STOREY (R1060)	R1060 PROPOSED (ULTRA HIGH DENSITY TOWNHOUSES)
211) 421-422 STOREY (R1065)	R1065 PROPOSED (ULTRA HIGH DENSITY TOWNHOUSES)
212) 423-424 STOREY (R1070)	R1070 PROPOSED (ULTRA HIGH DENSITY TOWNHOUSES)
213) 425-426 STOREY (R1075)	R1075 PROPOSED (ULTRA HIGH DENSITY TOWNHOUSES)
214) 427-428 STOREY (R1080)	R1080 PROPOSED (ULTRA HIGH DENSITY TOWNHOUSES)

REVISIONS	
NOV 19, 2018	RE-COMMISSION
SEP 27, 2018	RE-COMMISSION
JULY 18, 2018	DR-COMMISSION
MAY 14, 2018	RE-COMMISSION
APR 08, 2017	RE-APPLICATION
CONSULTANTS	
<p>INTERFACE Suite 200 1000-1075 Bridgeport Rd Richmond BC Canada V6X 3Z5 T 604 271 1142 F 604 271 1143 www.interfacehvac.com</p>	

PROJECT	Proposed 24-Unit Townhouse Development 1075-1075 BRIDGEPORT RD RICHMOND, BC
PROJECT NO	10258RD
SCALE	As Noted
DATE	Apr. 15, 2017
DRAWN BY	KYC, RD
CHECKED BY	KYC
SHEET TITLE	FIRE FIGHTING PLAN PARKING PLAN
DRAWING	A1.2



- DRAWING NOTES:**
- INTERNAL DRIVE ABLE TO SUPPORT FIRE TRUCK @ 50,000 LBS
 - REFER TO TRAFFIC OPERATIONS ANALYSIS STUDY FOR TRUCK OPERATIONS AND SWEEP PATH DIAGRAM (ISL ENGINEERING, NOV. 9, 2016)

FIRE FIGHTING/PARKING PLAN
 Scale: 1/16"=1'-0"

PLN - 55

REVISIONS	
NOV 14, 2018	RZ RESUBMISSION
SEPT 21, 2018	RZ RESUBMISSION
JULY 18, 2018	DA-SUBMISSION
MAY 14, 2018	RESUBMISSION
APRIL 28, 2017	RE-APPLICATOR
	CONSULTANT

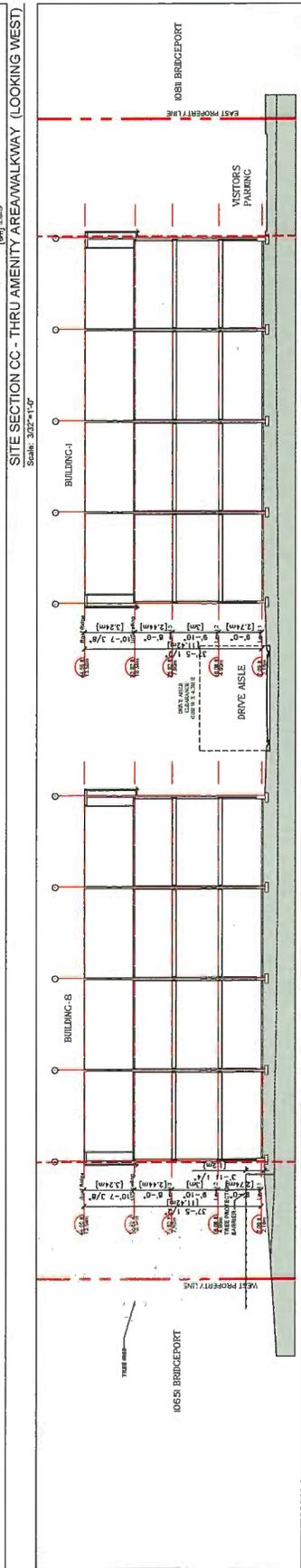
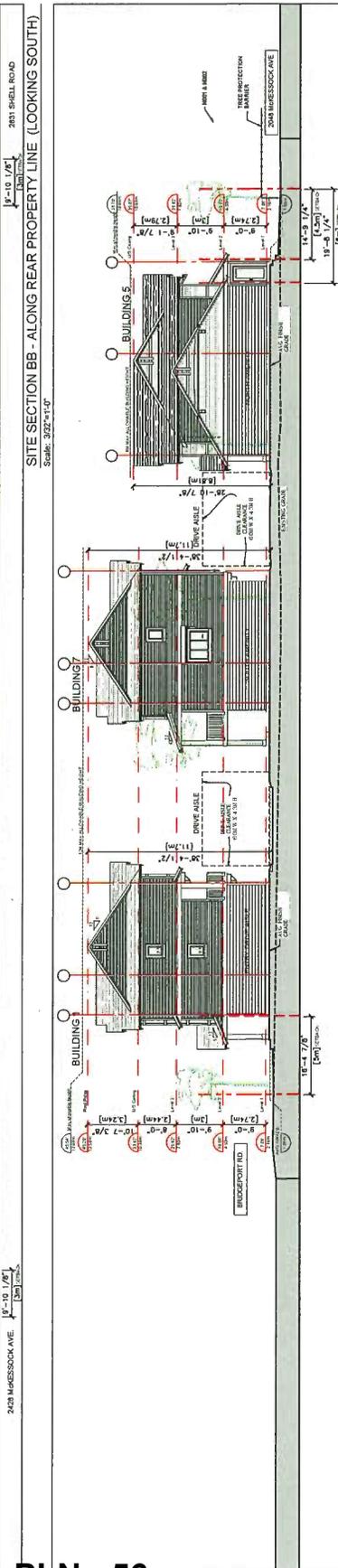
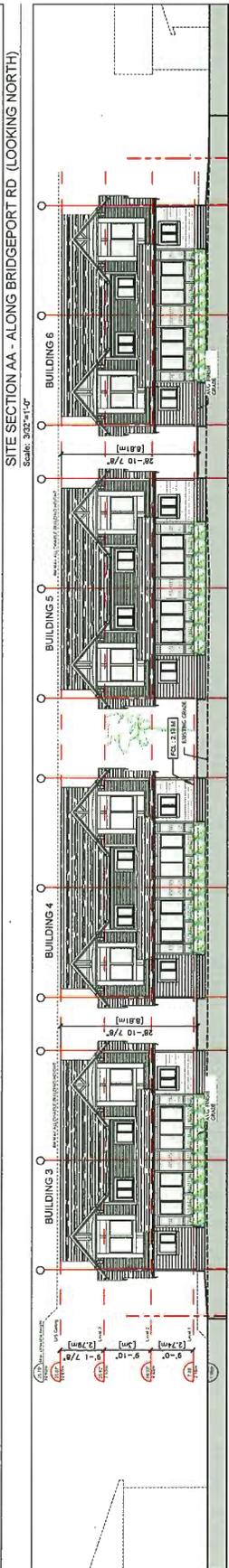
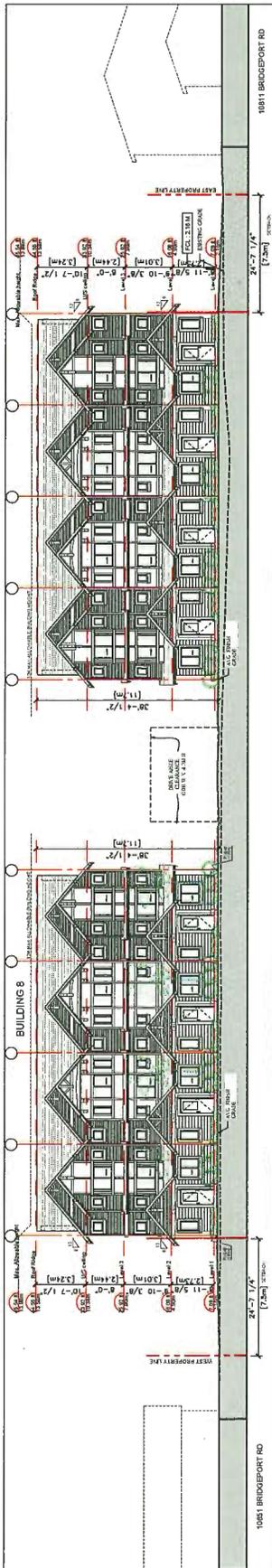
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PROJECT
 Proposed 24-Unit
 Townhouse Development
 10811-10815 BRIDGEPORT RD.
 Richmond, BC

PROJECT NO.	1025810
SCALE	As Noted
DATE	Nov. 15, 2017
DRAWN BY	KYC, MD
CHECKED BY	KYC
SHEET TITLE	SITE SECTIONS A,B,C,D
DRAWING	

A5.1



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pmg
LANDSCAPE ARCHITECTS
 Suite C106, 4185 S&E Creek Drive
 Richmond, BC V6X 2A6
 P: 604.274.0031 F: 604.274.0022

SEA

NO.	DATE	REVISION DESCRIPTION	BY
1	2017.07.15	REVISED CONCEPT PLAN	MM
2	2017.07.15	REVISED CONCEPT PLAN	MM
3	2017.07.15	REVISED CONCEPT PLAN	MM
4	2017.07.15	REVISED CONCEPT PLAN	MM
5	2017.07.15	REVISED CONCEPT PLAN	MM
6	2017.07.15	REVISED CONCEPT PLAN	MM
7	2017.07.15	REVISED CONCEPT PLAN	MM
8	2017.07.15	REVISED CONCEPT PLAN	MM
9	2017.07.15	REVISED CONCEPT PLAN	MM
10	2017.07.15	REVISED CONCEPT PLAN	MM
11	2017.07.15	REVISED CONCEPT PLAN	MM
12	2017.07.15	REVISED CONCEPT PLAN	MM
13	2017.07.15	REVISED CONCEPT PLAN	MM
14	2017.07.15	REVISED CONCEPT PLAN	MM
15	2017.07.15	REVISED CONCEPT PLAN	MM
16	2017.07.15	REVISED CONCEPT PLAN	MM
17	2017.07.15	REVISED CONCEPT PLAN	MM
18	2017.07.15	REVISED CONCEPT PLAN	MM
19	2017.07.15	REVISED CONCEPT PLAN	MM
20	2017.07.15	REVISED CONCEPT PLAN	MM
21	2017.07.15	REVISED CONCEPT PLAN	MM
22	2017.07.15	REVISED CONCEPT PLAN	MM
23	2017.07.15	REVISED CONCEPT PLAN	MM
24	2017.07.15	REVISED CONCEPT PLAN	MM
25	2017.07.15	REVISED CONCEPT PLAN	MM
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41	2017.07.15	REVISED CONCEPT PLAN	MM
42	2017.07.15	REVISED CONCEPT PLAN	MM
43	2017.07.15	REVISED CONCEPT PLAN	MM
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45	2017.07.15	REVISED CONCEPT PLAN	MM
46	2017.07.15	REVISED CONCEPT PLAN	MM
47	2017.07.15	REVISED CONCEPT PLAN	MM
48	2017.07.15	REVISED CONCEPT PLAN	MM
49	2017.07.15	REVISED CONCEPT PLAN	MM
50	2017.07.15	REVISED CONCEPT PLAN	MM

CLIENT: KENNINGTON HOMES BRIDGE CENTRE/LELP

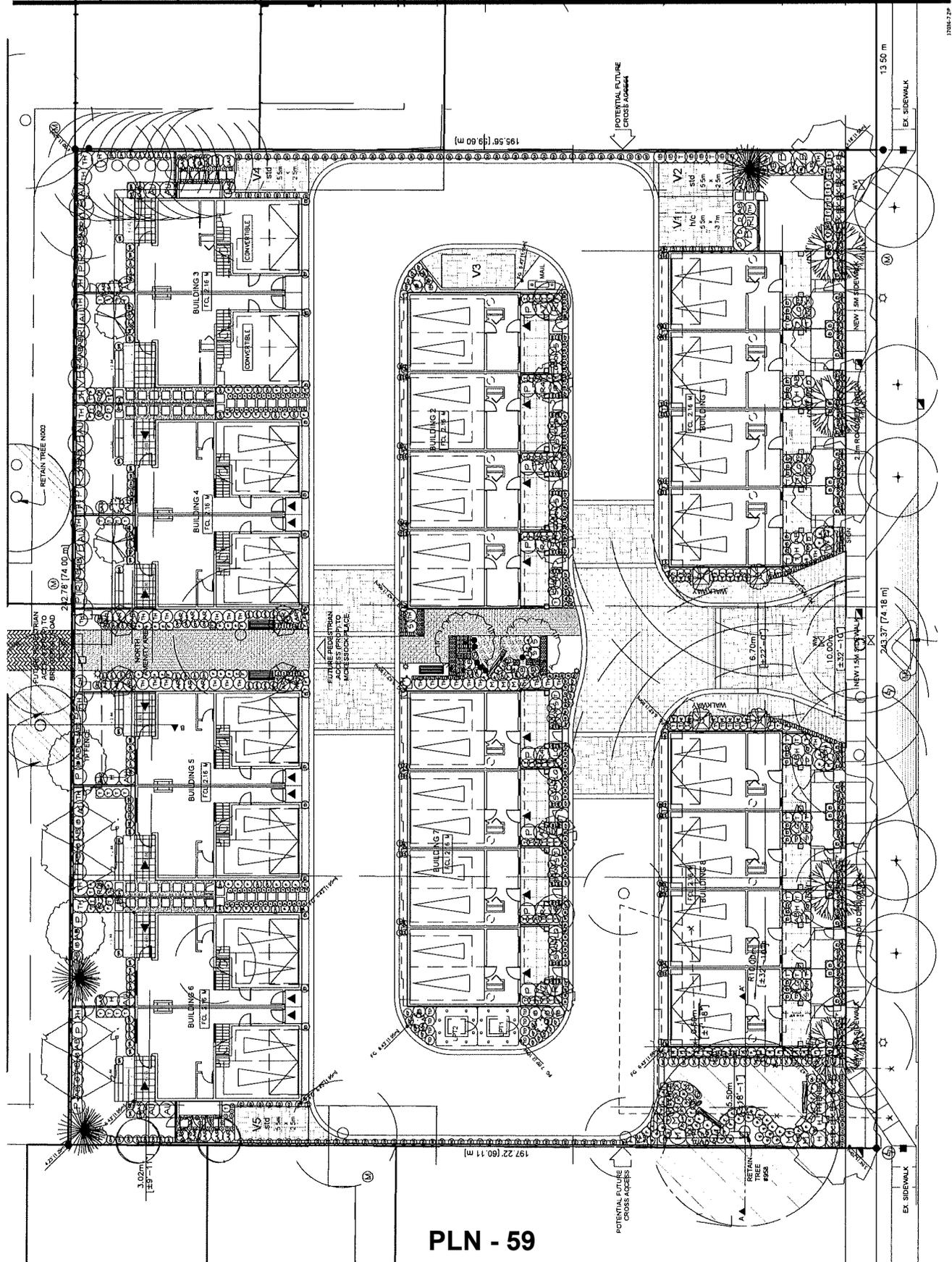
PROJECT:
24 UNIT TOWNHOUSE DEVELOPMENT
 18671-10751 BRIDGEPORT ROAD
 RICHMOND

DRAWING TITLE:
PLANTING PLAN

DATE: APR 17, 2017
 SCALE: 1"=10'-0"
 DRAWN BY: [NAME]
 DESIGN BY: [NAME]
 CHECK BY: [NAME]

L2

DRAWING NUMBER:
 OF 6
 P&G PROJECT NUMBER:
 17-036

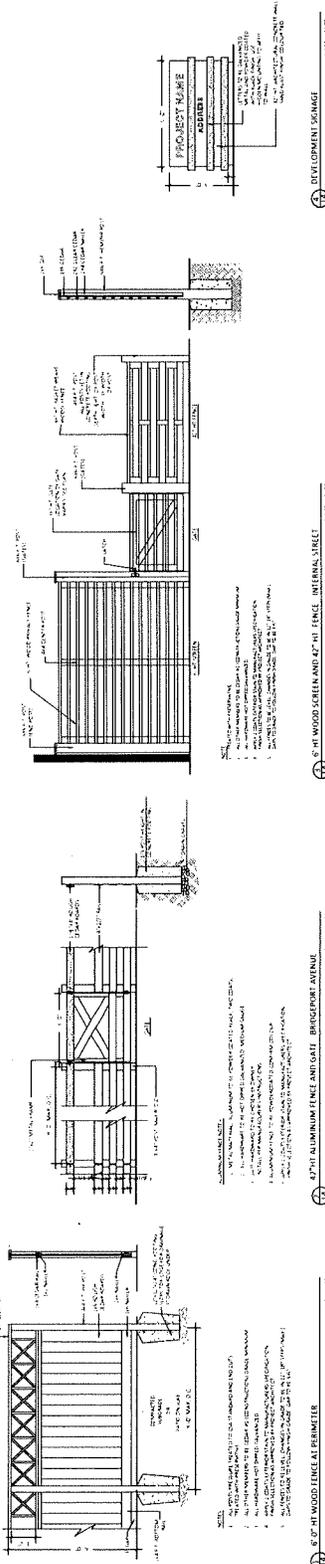


PLN - 59

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P&G LANDSCAPE ARCHITECTS
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 Richmond, BC V6X 2A7
 P: 604-274-9101 F: 604-274-0022

304



1. 6' 0" HI. WOOD SCREEN AND 4" HI. FENCE, INTERNAL STREET 1/2" = 1'-0"

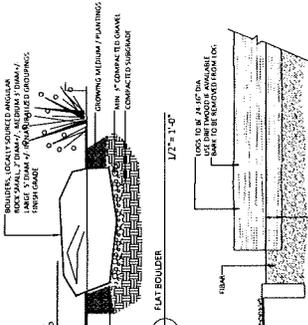
2. 6' 0" HI. WOOD SCREEN AND 4" HI. FENCE, INTERNAL STREET 1/2" = 1'-0"

3. 6' 0" HI. WOOD SCREEN AND 4" HI. FENCE, INTERNAL STREET 1/2" = 1'-0"

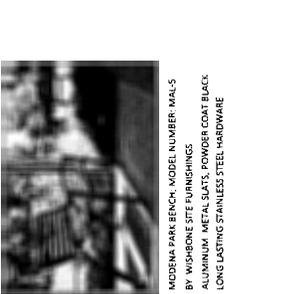
4. 6' 0" HI. WOOD SCREEN AND 4" HI. FENCE, INTERNAL STREET 1/2" = 1'-0"

5. 6' 0" HI. WOOD FENCE AT PERMETER 1/2" = 1'-0"

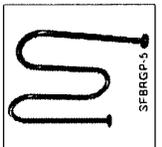
6. 6' 0" HI. WOOD FENCE AT PERMETER 1/2" = 1'-0"



7. 6' 0" HI. WOOD FENCE AT PERMETER 1/2" = 1'-0"



MODERN PARK BENCH, MODEL NUMBER: MML-5 BY WOODBONE SITE FURNISHINGS. ALUMINUM METAL SLATS, POWDER COAT BLACK LONG LASTING STAINLESS STEEL HARDWARE



SUIT BIKE RACK, SPBRGP-5 BY WOODBONE SITE FURNISHINGS. POWDER COAT BLACK METAL PHONE: 604-626-0478

NOTE: ALL BENCHES AND BIKE RACKS TO BE INSTALLED PER MANUFACTURER'S SPECIFICATIONS, SURFACE MOUNTED, ON MIN. 3" THICK B.F. CONCRETE PAD

PAVING PATTERN KEY

- PATTERN A: ROADWAY
PAVER: ECO PRIORITY PERMEABLE PAVERS, 80mm TH
SUPPLIER: MUTUAL MATERIALS
COLOUR: CHARCOAL
PATTERN: RUNNING BOND, ALIGNED AS SHOWN
- PATTERN B: ROADWAY
PAVER: ECO PRIORITY PERMEABLE PAVERS, 80mm TH
SUPPLIER: MUTUAL MATERIALS
COLOUR: SUMMIT BLEND
PATTERN: COMBINATION #2, ALIGNED AS SHOWN
- PATTERN C: SIDEWALK
PAVER: Permeable Holland
SUPPLIER: MUTUAL MATERIALS
COLOUR: CHARCOAL
PATTERN: HERRINGBONE, ALIGNED AS SHOWN
- PATTERN D: PATIOS
PAVER: VANCOUVER BAY ARCHITECTURAL SLABS 24X24
SUPPLIER: MUTUAL MATERIALS
COLOUR: CHARCOAL
PATTERN: STACKED BOND, ALIGNED AS SHOWN

- PAVING MATERIAL NOTES:**
- INTERNAL ROADWAY TO BE ASPHALT UNLESS NOTED OTHERWISE.
 - UNIT ENTRY PATHWAYS AND INTERNAL DRIVEWAY APRONS TO BE BROOM FINISH CONCRETE, UNLESS NOTED OTHERWISE.

PROJECT
 24 UNIT TOWNHOUSE
 DEVELOPMENT
 10671-10751 BRIDGEPORT ROAD
 RICHMOND

DRAWING TITLE
 LANDSCAPE
 DETAILS

DATE: APR 27 2023/23 DRAWING NUMBER:
 SCALE: VARIOUS DRAWING TO:
 DESIGN TO:
 CHECK: MCV OF 6

L4

P&G PROJECT NUMBER: 17-036

17062 2/P

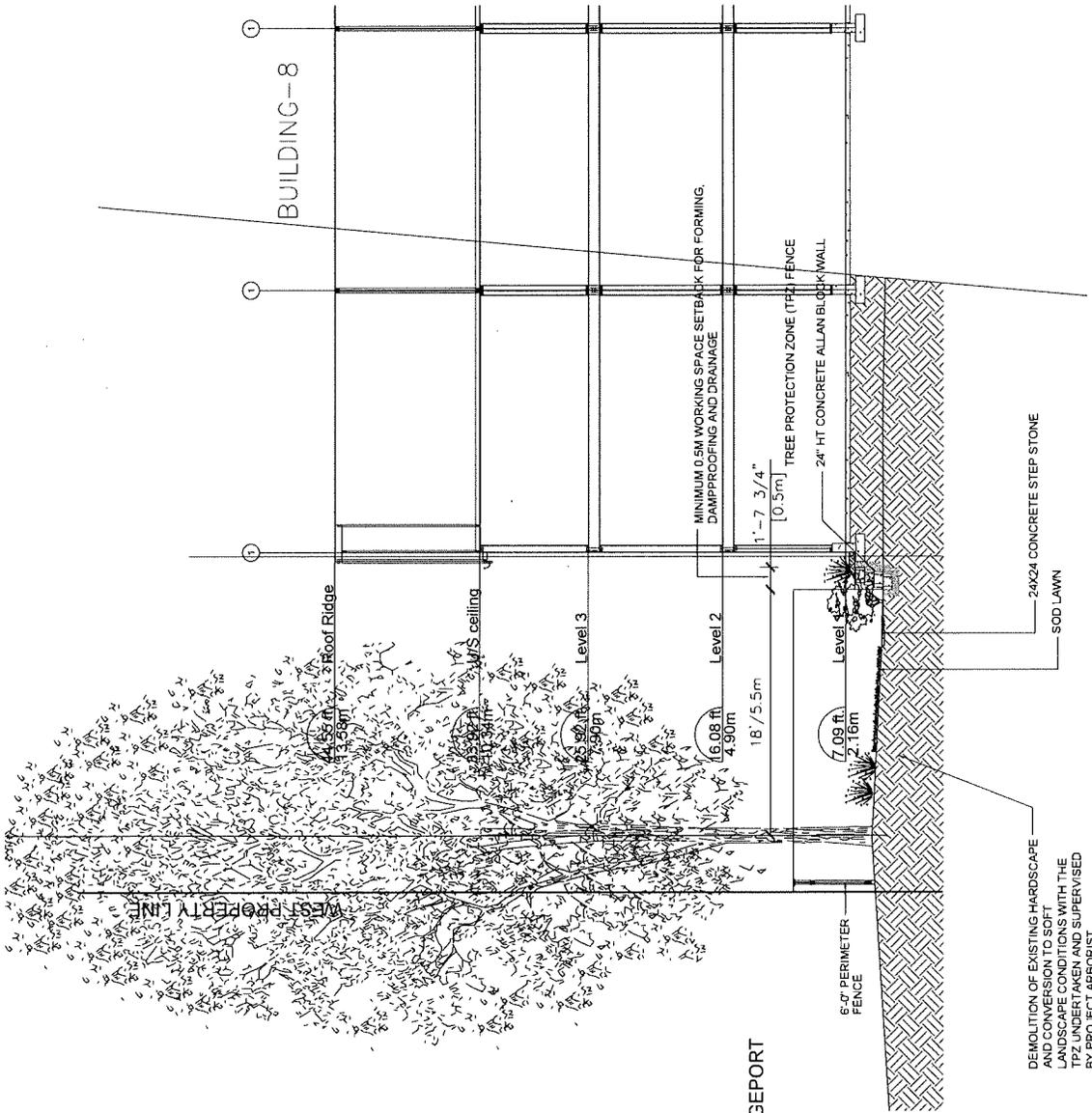
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 Arlington, VA 22204
 Phone: 703.241.1111 | Fax: 703.241.1112

SDA

PLN - 61

10651 BRIDGEPORT



DEMOLITION OF EXISTING HARDSCAPE AND CONVERSION TO SOFT LANDSCAPE CONDITIONS WITH THE TPZ UNDERTAKEN AND SUPERVISED BY PROJECT ARBORIST

A-A' SECTION AT TREE #958
 L5
 1/4" = 1'-0"

NO.	DATE	REVISION DESCRIPTION	DR.
1	11/14/14	REVISED PER COMMENTS	DR
2	11/14/14	REVISED PER COMMENTS	DR
3	11/14/14	REVISED PER COMMENTS	DR
4	11/14/14	REVISED PER COMMENTS	DR
5	11/14/14	REVISED PER COMMENTS	DR
6	11/14/14	REVISED PER COMMENTS	DR
7	11/14/14	REVISED PER COMMENTS	DR
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17	11/14/14	REVISED PER COMMENTS	DR
18	11/14/14	REVISED PER COMMENTS	DR
19	11/14/14	REVISED PER COMMENTS	DR
20	11/14/14	REVISED PER COMMENTS	DR

CLIENT: WASHINGTON HOMES BRIDGEPORTS LP

PROJECT:
 24 UNIT TOWNHOUSE
 DEVELOPMENT
 10671-10751 BRIDGEPORT ROAD
 RICHMOND

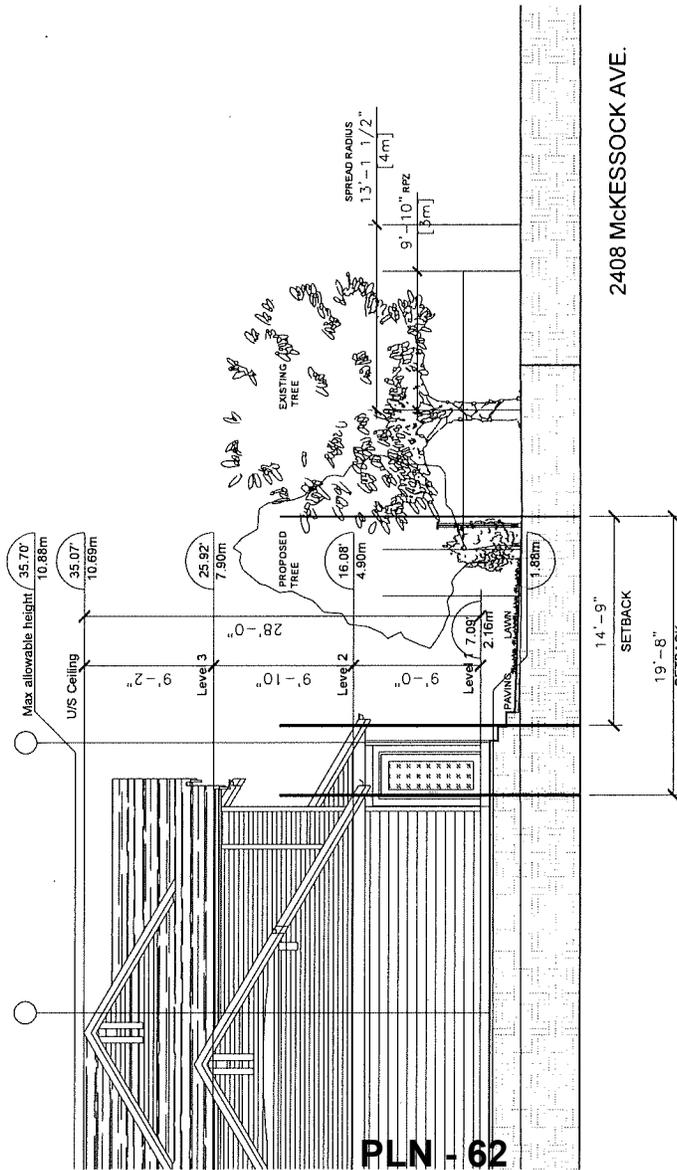
DRAWING TITLE:
 LANDSCAPE
 SECTIONS

DATE: APR 27 2017
 SCALE: AS NOTED
 DRAWN BY: B
 DESIGN BY: B
 CHECKED BY: WCY
 DRAWING NUMBER: L5
 SHEET NUMBER: OF 6

PROJECT NUMBER: 17-436

175M-7.2P

BUILDING 5



(B-B) SECTION AT TREE #N001
L6

1/4" = 1'-0"

2408 McKESSOCK AVE.

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SEA

PLN - 62

NO	DATE	REVISION DESCRIPTION	DR
1	10/11/17	REVISED COMMENTS	DR
2	10/11/17	REVISED COMMENTS	DR
3	10/11/17	REVISED COMMENTS	DR
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20	10/11/17	REVISED COMMENTS	DR

CLIENT: ROXBURTON HOMES BRIDGE VENTURES LP

PROJECT:
24 UNIT TOWNHOUSE
DEVELOPMENT
10671-10751 BRIDGEPORT ROAD
RICHMOND

DRAWING TITLE
LANDSCAPE
SECTIONS

DATE: 10/17/2017 DRAWING NUMBER:
SCALE: A=NOTED DRAWING NUMBER:
DRAWN BY: MJC DESIGN ID: L6
CHECKED BY: MJC OF 6
PROJECT NUMBER: 17-036

170647.DWG



City of Richmond

Policy Manual

Page 1 of 2

Adopted by Council: September 16, 1991

POLICY 5448

Amended By Council: February 20, 2012

File Ref: 4045-00

SINGLE-FAMILY LOT SIZE POLICY IN QUARTER-SECTION 23-5-6

POLICY 5448:

The following policy establishes lot sizes in a portion of Section 23-5-6, bounded by the **Bridgeport Road, Shell Road, No. 4 Road and River Drive:**

That properties within the area bounded by Bridgeport Road on the south, River Drive on the north, Shell Road on the east and No. 4 Road on the west, in a portion of Section 23-5-6, be permitted to rezone and subdivide in accordance with the provisions of Single Detached (RS1/B) in Zoning and Development Bylaw 8500, with the following provisions:

- (a) Properties along Bridgeport Road (between McKessock Avenue and Shell Road) and along Shell Road will be restricted to Single Detached (RS1/D) unless there is lane or internal road access in which case Single Detached (RS1/B) will be permitted;
- (b) Properties along Bridgeport Road between No. 4 Road and McKessock Avenue will be restricted to Single Detached (RS1/D) unless there is lane access in which case Compact Single Detached (RC2) and Coach Houses (RCH) will be permitted;
- (c) Properties along No. 4 Road and River Drive will be restricted to Single Detached (RS1/C) unless there is lane or internal road access in which case Single Detached (RS1/B) will be permitted;

and that this policy, as shown on the accompanying plan, be used to determine the disposition of future single-family 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.



Address: 10671, 10691, and 10751 Bridgeport Road

File No.: RZ 17-771592

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9935, the Applicant is required to complete the following:

1. 2.3 m road dedication along the entire Bridgeport Road frontage.
2. Consolidation of all the lots into one development parcel (which will require the removal and/or demolition of the existing dwellings).
3. Submission of a Contract entered into between the applicant and a Certified Arborist for supervision of all works conducted within or in close proximity to the protection zone of the trees to be retained (Trees # 958 on-site, and #001, 002, 003 on the neighbouring properties to the north). The Contract must include the scope of work to be undertaken, including: the proposed number of site monitoring inspections at specified stages of construction, any special measures required to ensure tree protection, and a provision for the Arborist to submit a post-construction assessment report to the City for review.
4. Submission of a Tree Survival Security to the City in the amount of \$10,000 for Tree # 958 to be retained. The security will be held until construction and landscaping is completed, an acceptable post-construction impact assessment report is received, and a site inspection is conducted to ensure that the tree has survived. The City may retain a portion of the security for a one-year maintenance period to ensure that the tree has survived.
5. City acceptance of the Applicant's offer to voluntarily contribute \$0.83 per buildable square foot (2017 rate; e.g. \$22,858.00) to the City's Public Art Reserve fund.
6. City acceptance of the Applicant's offer to voluntarily contribute \$29,000 to the City in-lieu of the provision of on-site indoor amenity space (e.g. \$1,000/unit for the first 19 units; plus \$2,000/unit for the remaining 5 units).
7. City acceptance of the Applicant's offer to voluntarily contribute \$8.50 per buildable square foot (e.g. \$234,082.00) to the City's Affordable Housing Reserve Fund.
8. Registration of a flood indemnity covenant on title.
9. Registration of a legal agreement on title identifying that the proposed development must be designed and constructed to meet or exceed EnerGuide 82 criteria for energy efficiency and that all dwellings are pre-ducted for solar hot water heating.
10. Registration of an aircraft noise sensitive use covenant on title.
11. Registration of a legal agreement on title identifying that the building components of the proposed development (e.g., walls, windows) must be designed and constructed in a manner that mitigates potential aircraft noise to the proposed dwelling units (with doors and windows closed). 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 (and subsequent updates as they may occur) for interior living spaces.
12. Registration of a statutory right-of-way on title for the purpose of public-right-of-passage over the entire internal drive-aisle to secure potential shared vehicle access to the adjacent properties to the east and west should they redevelop in the future.

13. Registration of a statutory right-of-way (SRW) for the purpose of public-right-of-passage over the entire north-south pedestrian pathway through the site to secure potential public pedestrian connection between Bridgeport Road and McKessock Place in the future (which is to include the installation of wayfinding signage on the subject property). Any works essential for public access within the required SRW are to be included in the Servicing Agreement (SA) and the maintenance & liability responsibility is to be clearly noted (i.e., Owner built/maintained). The design must be prepared in accordance with good engineering practice with the objective to optimize public safety and after completion of the works, the Owner is required to provide a certificate of inspection for the works, prepared and sealed by the Owner's Engineer in a form and content acceptable to the City, certifying that the works have been constructed and completed in accordance with the accepted design. The works are to be bonded for via the Landscaping Security associated with the Development Permit.
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 the following servicing and road improvements. Works include, but may not be limited to:

Water Works:

- Using the OCP Model, there is 359.0 L/s of water available at a 20 psi residual at the hydrant located at the frontage of 10671 Bridgeport Road and 484.0 L/s available at 20 psi residual at the hydrant located at the frontage of 10751 Bridgeport Road. Based on your proposed development, your site requires a minimum fire flow of 220 L/s.
- The Applicant is required to submit Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) fire flow calculations to confirm the development has adequate fire flow for onsite fire protection. Calculations must be signed and sealed by a Professional Engineer and be based on Building Permit designs at Building Permit stage.
- At the Applicant's cost, the City will:
 - Install a new water service connection off of the 200 mm AC water main along Bridgeport Road, complete with water meter. The meter will be located on site (e.g., mechanical room), and will require a Statutory Right-of-Way (SRW) at the Applicant's cost to be finalized during the Servicing Agreement process.
 - Install fire hydrants off of the 200mm AC water main along the Bridgeport Road frontage, spaced as per City Standard.
 - Cut, cap and remove all existing water service connections and meters serving the development site along Bridgeport Road property frontage.

Storm Sewer Works:

- The Applicant is required to:
 - Remove the existing 600 mm diameter storm sewer from the existing manhole STMH3449 to STMH3188 along Bridgeport Road.
 - Install as replacement approximately 160 m of new 1050 mm storm sewer, complete with manholes spaced as per City standards. Tie-in via new manholes as replacement for the existing manholes STMH3449 and STMH3188 along Bridgeport Road.
 - Cut, cap, and remove the existing storm service connections and inspection chambers located within the proposed development along Bridgeport Road (STIC46551, STIC4126, STIC46530, STIC46529).
 - Cut and cap the existing storm service connections at the inspection chambers located on the east and west property line of the proposed development (STCN127820 & STCN24256). The existing inspection chambers shall be retained.
 - Install a new storm service connection, complete with an Inspection Chamber off of the proposed 1050 mm storm sewer along Bridgeport Road to service the proposed development.
- At the Applicant's cost, the City will complete all proposed storm sewer tie-ins to existing City infrastructure.

Sanitary Sewer Works:

- The Applicant is required to:
 - Not start onsite foundation construction or excavation prior to completion of rear yard sanitary works by City crews.
 - Install approximately 100 meters of new 200mm sanitary sewer complete with manholes along McKessock Avenue and Bridgeport Road, to service the proposed development. The proposed sanitary sewer along McKessock Avenue, approximately 40 m, shall tie into the existing manhole (SMH6174) and proposed sanitary manhole at the intersection of McKessock Avenue and Bridgeport Road. The proposed sanitary sewer along Bridgeport Road will continue from the intersection to the south east corner of the 10671 Bridgeport Road property.
 - Install a sanitary service connection, complete with an Inspection Chamber, off of the proposed 200 mm diameter sanitary line placed along Bridgeport Road.
- A capacity analysis or model run to be provided by the City at the Servicing Agreement stage is required to confirm whether downstream upgrades are required from SMH6147 to the McLennan pump station. If there are downstream capacity issues, the Applicant will be required to provide upgrades.
- At the Applicant's cost, the City will:
 - Cut and cap at main all existing sanitary service connections to the proposed site.
 - Remove all existing inspection chambers and sanitary leads connected to the proposed site and dispose offsite.
 - Complete all proposed sanitary sewer service connections and tie-ins.

Frontage Works:

An interim and ultimate functional road plan is required as part of the Servicing Agreement to confirm all road dedications and the works below:

- The Applicant is required to design and construct the following frontage improvements, including (but not limited to):
 - The subject site's driveway crossing with a triangular-shaped raised barrier curb island within the boulevard along Bridgeport Road to physically restrict vehicle movements to the site to right-in/right-out only. This will be further supplemented with turn restriction signage on-site and on Bridgeport Road.
 - A new 1.5 m wide concrete sidewalk at the new property line with transition to the existing sidewalk to the east and west of the subject site, along with a new treed/grass boulevard (approximately 3.7 m wide) at the curb. All utility impacts or existing infrastructure conflicting with the frontage works as described above are to be relocated at the Applicant's cost.
- The Applicant is required to coordinate with BC Hydro, Telus and other private communication service providers to:
 - Remove or put underground private utility service lines (e.g., BC Hydro, Telus and Shaw) along the property frontages. The Applicant is required to coordinate with the private utility companies.
 - Determine if above ground structures are required and coordinate their locations (e.g. Vista, PMT, LPT, Shaw cabinets, Telus Kiosks, etc). These should be located onsite, as described below.
 - Pre-duct for future hydro, telephone and cable utilities along the frontages of the property.
- The Applicant is required to:
 - Relocate or replace the existing street lighting as required by the proposed frontage improvements.
 - Locate all above ground utility cabinets and kiosks required to service the proposed development within the developments site (see list below for examples). A functional plan showing conceptual locations for such infrastructure shall be included in the development process design review. Please coordinate with the respective private utility companies and the project's lighting and traffic signal consultants to confirm the right of way requirements and the locations for the aboveground structures. If a private utility company does not require an aboveground structure, that company shall confirm this via a letter to be submitted to the City.

The following are examples of SRWs that shall be shown in the functional plan and registered prior to SA design approval:

BC Hydro Vista - Confirm SRW dimensions with BC Hydro

BC Hydro PMT – Approximately 4mW X 5m (deep) – Confirm SRW dimensions with BC Hydro

BC Hydro LPT – Approximately 3.5mW X 3.5m (deep) – Confirm SRW dimensions with BC Hydro

Street light kiosk – Approximately 2mW X 1.5m (deep)

Traffic signal controller cabinet – Approximately 3.2mW X 1.8m (deep)

Traffic signal UPS cabinet – Approximately 1.8mW X 2.2m (deep)

Shaw cable kiosk – Approximately 1mW X 1m (deep) – show possible location in functional plan. Confirm SRW dimensions with Shaw

Telus FDH cabinet - Approximately 1.1mW X 1m (deep) – show possible location in functional plan. Confirm SRW dimensions with Telus

General Items:

- The Applicant is required to:
 - Enter into 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.
 - Conduct pre and post construction elevation surveys of adjacent roads, underground utilities (e.g. manhole rims, manhole inverts, service boxes, etc.) and property lines to determine settlement amounts. At their cost, the Applicant is responsible for rectifying construction damage.
 - Provide, prior to start of site preparation works, a geotechnical assessment of preload, soil densification, foundation excavation and dewatering impacts on the existing utilities fronting the development site (ex. 150mm sanitary sewer on the east property line of 10671 Bridgeport Road, 150mm sanitary sewer along 10751 Bridgeport Road property line, and 600mm storm sewer along the Bridgeport Road property line) and provide mitigation recommendations. The mitigation recommendations if necessary (e.g., removal of the 600mm storm sewer and its replacement within the Bridgeport roadway, etc.) shall be constructed and operational, at developer's costs, prior to start of soil densification, pre-load and/or foundation excavation.
 - Conduct video inspections of adjacent storm sewer main along Bridgeport Road and 150mm sanitary sewers along the property line to confirm its condition are required prior to start of soil densification and preload and after preload removal to check for any impact due to construction or site preparation. At their cost, the developer is responsible for rectifying any impact due to construction or site preparation.

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

- 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

- Complete a proposed townhouse energy efficiency report and recommendations prepared by a licensed Energy Advisor which demonstrates how the proposed construction will meet or exceed the required townhouse energy efficiency standards (EnerGuide 82 or better).

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

- Installation of tree protection fencing around all trees to be retained (Trees # 958 on-site, and #001, 002, 003 on the neighbouring properties to the north). Tree protection fencing must be installed to City standard in accordance with the City's Tree Protection Information Bulletin Tree-03 prior to any works being conducted on-site, and must remain in place until construction and landscaping on-site is completed.

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

- Incorporation of accessibility measures in Building Permit (BP) plans as determined via the Rezoning and/or Development Permit processes.
- Incorporation of sustainability measures in Building Permit (BP) plans as determined via the Rezoning and/or Development Permit processes (i.e., EnerGuide 82 criteria for energy efficiency and pre-ducting for solar hot water heating).
- Submission of a Construction Parking and Traffic Management Plan to the Transportation Department. Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.
- Obtain a Building Permit (BP) for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Department at 604-276-4285.

Note:

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

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

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

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

(signed original on file)

Signed

PLN 70
Date



Richmond Zoning Bylaw 8500
Amendment Bylaw 9935 (RZ 17-771592)
10671, 10691, 10751 Bridgeport 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 areas and by designating it "LOW DENSITY TOWNHOUSES (RTL4)".

P.I.D. 003-691-292

Lot 190 Section 23 Block 5 North Range 6 West New Westminster District Plan 33687

P.I.D. 006-950-035

Lot 191 Section 23 Block 5 North Range 6 West New Westminster District Plan 33687

P.I.D. 007-529-392

West Half Lot 101 Fractional Section 23 Block 5 North Range 6 West New Westminster District Plan 8212

- 2. This Bylaw may be cited as "Richmond Zoning Bylaw 8500, Amendment Bylaw 9935".

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

Series of horizontal lines for recording readings and conditions.



MAYOR

CORPORATE OFFICER



City of Richmond

Report to Committee

To: Planning Committee

Date: November 9, 2018

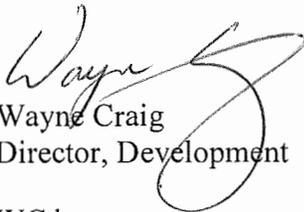
From: Wayne Craig
Director, Development

File: RZ 15-702486

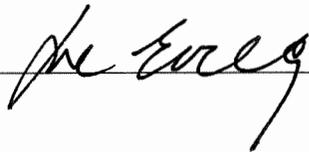
Re: Application by Oris (Dyke Road) Development Corp. for Rezoning at 6091 and 6111 Dyke Road from Light Industrial (IL) to Commercial Mixed Use – London Landing (Steveston)(ZMU40)

Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9953 to create the “Commercial Mixed Use – London Landing (Steveston)(ZMU40)” zone, and to rezone 6091 and 6111 Dyke Road from “Light Industrial (IL)” to “Commercial Mixed Use – London Landing (Steveston) (ZMU 40)”, be introduced and given first reading.


Wayne Craig
Director, Development

WC:ke
Att.

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

Staff Report

Origin

Oris (Dyke Road) Development Corp. has applied to the City of Richmond for permission to rezone 6091 and 6111 Dyke Road (Attachment 1) from “Light Industrial (IL)” to a new site-specific “Commercial Mixed Use – London Landing (Steveston)(ZMU40)” zone to permit a mixed use project containing approximately 130 sq. m (1,400 sq. ft.) of commercial and/or industrial space and 12 residential units totalling approximately 2,025 sq. m (21,797 sq. ft.). One vehicle access is proposed to the parkade structure for the project along the Dyke Road (west frontage) of the site (Attachment 2 – conceptual development plans).

Findings of Fact

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

Surrounding Development

Each of the properties under application contains a two storey industrial building with associated paved areas surrounding the building for vehicle parking and site circulation.

To the North: A site zoned “Light Industrial (IL)” containing one and two storey existing industrial related buildings.

To the South: A provincially designated Riparian Management Area (RMA)(15 m). Across Dyke Road to the south is a public pathway.

To the East: An existing four storey residential apartment complex at 13251 Princess Street (Nakade development)

To the West: An existing mixed use development located on the west side of Dyke Road at 6168 Dyke Road (The Pier). A RMA (15 m) at the south west and west portion of the site associated the existing watercourse running along the south portion of the site.

Related Policies & Studies

Steveston Area Plan – London/Princess Sub Area

The subject site is located in the London/Princess Sub Area of the Steveston Area Plan Official Community Plan (OCP) and is designated “Mixed Use” in the land use map for the area (Attachment 4). This designation allows for commercial and industrial uses in the same building, including residential and/or office uses above grade. The proposal for a mixed use development containing a parking structure below grade with commercial/industrial and residential uses above is consistent with the OCP.

Floodplain Management Implementation Strategy

The proposed redevelopment must meet the requirements of the Richmond Flood Plain Designation and Protection Bylaw 8204. Registration of a flood plain covenant (identifying a minimum habitable elevation 2.9 m GSC) on title is required prior to final adoption of the rezoning bylaw.

Affordable Housing Strategy

In accordance with the City's Affordable Housing Strategy, a voluntary cash-in-lieu contribution of \$10 per sq. ft. of buildable residential area is proposed as part of the maximum density (1.45 FAR) applicable to the project. The 12 residential units is below the 60 residential unit threshold that requires developments to provide built affordable housing units, therefore a cash-in-lieu contribution of \$210,797 is proposed as a rezoning consideration for this development.

Public Art

In accordance with the City's Public Art Program, a voluntary cash-in-lieu contribution of \$23,550 (\$0.85 per buildable square foot) is being provided to the City's Public Art Fund.

Public Consultation

A rezoning sign has been installed on the subject property. City staff have received correspondence from:

- The residential strata representing the Nakade development (13251 Princess Street) to the immediate east (Attachment 5).
- A resident who lives at the development at 6168 Dyke Road to the west across Dyke Road (Attachment 6).

The following is a brief summary of the comments/concerns received in the correspondence from 13251 Princess Street (Nakade development) followed by the applicant responses (in ***bold italics***). Detailed applicant responses to the correspondence are contained in Attachment 7.

- Construction and site preparation related impacts to the surrounding area and existing Nakade development and measures to mitigate any negative impacts.
The applicant has met directly with the residents/strata and has indicated they will monitor surrounding buildings (through survey tags and benchmarks) and undertake photographic documentation to record existing conditions on neighbouring properties and will work with residents of the Nakade development to identify and resolve any issues arising from redevelopment. The applicant indicates that preloading or piling activities are not anticipated based on preliminary discussions they have had with their geotechnical engineer and experience with previous projects in the area.
- Site design and overall massing and resulting impacts to neighbouring developments.
The development has been pushed to the north and provided for a 3 m setback on the east property line (similar to the setback provided on the Nakade development) and minimal windows placed on the east side of the proposed development to address privacy concerns. This approach mitigates shadowing impacts to the neighbouring

development, which is demonstrated through comparative shadow diagrams submitted for current conditions and those associated with the proposed development (see Attachment 2 for shadow diagrams).

- Proposed vehicle access and impacts to Dyke Road (traffic circulation).
A report from a Transportation consultant was provided to assess the proposed access and traffic impacts on surrounding roads (note: additional information in response to this concern is contained in the forthcoming "Transportation and Site Access" section of this report).
- Potential for any significant grade differences between the subject development site and Nakade development as a result of the proposed development.
There will be minimal difference between the grading of the two developments. Where a grade difference is evident, any required retaining walls and fencing will be kept low. The applicant anticipates that the grade difference will range from 0.2 m to 0.5 m.
- Concerns about if the development proposal will result in any impacts to the existing pathway (private) on the south portion of the Nakade development.
There will be no impacts. The pathway located along the south portion of the proposed development will be private providing for on-site circulation only with no connection proposed to adjoining sites.

The following is a brief summary of the comments/concerns received in the correspondence from a resident at 6168 Dyke Road (Kawaki/The Pier development) followed by the applicant responses (in *bold italics*). Detailed applicant responses to the correspondence are contained in Attachment 8.

- Concerns about the conceptual development plans for surrounding properties included in this submission for the subject project.
The renderings for the development proposal showing a conceptual massing diagram of the neighbouring areas to the north is to provide context and confirmation that adjacent sites can be redeveloped in accordance with the OCP. Any application on the adjacent sites will be subject to the typical development review process.
- How the overall form of development, massing and roof forms integrates with existing developments in the surrounding area, particularly the residential developments to the east and impacts of the proposed rooftop elevator structures to surrounding developments.
The project's design references existing residential developments to the east. In response to the site geometry and surrounding context, the building design is intended to provide a transition from heritage residential developments to the east and mixed use building forms in the area between Princess Street and No. 2 Road. The applicant has indicated that the height of the roof access areas has been adjusted to meet minimum height requirements for the elevator/stairwell access with the structures located away from the building edge to minimize visibility and incorporates a shallow sloping roof, similar to surrounding existing developments.

- Comment that the building form and setbacks to Dyke Road (north-south portion) should be similar to the mixed use development on the west side of the street (Kiwaki/The Pier). *Revisions to the project provides for a similar approach to developments to the west with the at grade level 1 setback 1.5 m from the street and a 6 m setback for levels 2-4. The decks that encroach into this setback are designed to have slim profiles with structural glass rails.*
- Potential impacts to the existing watercourse along the site's south edge. *The setback to the existing designated RMA for the watercourse is compliant with Provincial regulations (note: additional information in response to this concern is contained in the forthcoming "Project Response to Riparian Management Area" section of this report).*
- Proposed vehicle access and impacts to Dyke Road (traffic circulation). *A report from a Transportation consultant has been submitted to assess the proposed access and traffic impacts on surrounding roads (note: additional information in response to this concern is contained in the forthcoming "Transportation and Site Access" section of this report).*

A Development Permit application will be required to assess external form and character of the project. These comments related to urban design and architecture will be reviewed again at this time.

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

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

Analysis

Built Form and Architectural Character

The proposed built form consists of a 4 storey building over one level of structured parking situated below the finished grade of the site. Two separate roof-top structures providing access to the private rooftop decks (through two separate elevator lifts and stairs) are setback back from the building edge to minimize visibility from the surrounding streets. These access structures also provide for washrooms, covered outdoor cooking areas and storage for these rooftop deck spaces. The elevator lifts will allow for these private rooftop outdoor areas to be fully accessible. The applicant indicates that the inclusion of these additional unit amenities within the rooftop structures (outdoor kitchens, powder rooms and small areas for storage) make these rooftop spaces more functional for the unit residents and the location and size of the rooftop structures does not negatively impact or shadow neighbouring areas.

The subject site has a significant amount of streetscape frontage along the west and south portions of the site fronting Dyke Road and the building's design responds to the site geometry.

Other factors impacting the built form include the required setback to the existing designated RMA for the watercourse along the south of the site and resulting compact building form that mitigates shadowing and minimize impacts to south and southwest oriented views from neighbouring residential developments.

On-site pedestrian circulation is provided to access the residential lobby fronting Dyke Road. Along the north and east edges of the site, pathways provide access to the outdoor amenity space and access to the residential units from this open space. A private pathway situated along the south edge of the site that is located outside of and adjacent to the RMA provides a private on-site connection to the frontage improvements proposed on the north-south portion of Dyke Road. This is intended as a private pathway only providing on-site circulation with no connection proposed to neighbouring sites. Detailed design, finishing and landscaping of the on-site private pathway will be completed through the Development Permit review process.

The development is composed of three distinctive but complimentary building designs specific to each portion of the development: adjacent to the residential development (Nakade) to the east, the angled portion of the building at the curve of Dyke Road and the street fronting building along the north-south portion of Dyke Road. The purpose of this design approach provides for a transition from the existing residential building forms to the east (lower density detached and multi-family residential developments) to the higher-density mixed use building forms in the designated "Mixed Use" area around Dyke Road and London Road. The proposed design is consistent with the Steveston Area Plan (London/Princess Sub Area), which supports a mix of distinctively designed buildings coming together to create an urban environment unique to this area.

Proposed Zoning District – Commercial Mixed Use

"Commercial Mixed Use – London Landing (Steveston)(ZMU 40)" is a new zoning district created for this proposed mixed use development providing for a commercial unit at the north west portion of the site fronting Dyke Road and 12 residential units over a structured parkade below grade. The proposed zoning district allows for apartment housing for the 9 units accessed through common elevators and townhousing for the 3 units at grade and accessed through the common outdoor courtyard. Proposed commercial/industrial uses included in the zone are consistent with the activities permitted in the area and coordinated with the on-site parking. The proposed zoning regulations on density, coverage, building setback and building height are supported on the following basis:

- The proposed maximum density of 1.45 FAR and lot coverage of 55% is consistent with other existing developments in the London/Princess designated "Mixed Use" area.
- Proposed building setbacks along Dyke Road (west) allow for the building to be located close to the street (1.5 m) with upper floors setback 6 m and allowances for unenclosed deck projections (up to 3.2 m into the 6 m setback). The building setback (10 m minimum) from Dyke Road (south) adjacent to the existing watercourse is determined largely by the required setback to the RMA.
- Building setbacks to the east are proposed at 3 m and are the same to the setbacks provided for the neighbouring Nakade development. Building setbacks to the north along the existing industrial site are proposed at 3 m for level 1(at grade) and 2 m for levels 2-4.

Transportation and Site Access

The proposed vehicle access to the development's parkade structure is situated as far north as possible, away from the point Dyke Road curves north. Currently, each of the subject sites has a vehicle access to the north-south portion of Dyke Road. The southern site at 6111 Dyke Road has vehicle access in close proximity to where Dyke Road curves north. The proposed access to the mixed-use development is an improvement from the existing condition as it will facilitate removal of both existing driveways and sees the vehicle access shift north and away from the curve of the road.

A report from a professional transportation consultant was submitted to review the proposed access to the site, including an examination of the traffic potentially generated by the proposal and capacity of the surrounding roads to support the proposed development. The report identified that that vehicle access to the development is able to accommodate vehicle traffic. City staff reviewed and support the findings of the report from the consultant and note that the potential trip generation from the development is consistent with the "mixed-use" OCP designation for the site. The vehicle access was reviewed and supported by Transportation Division staff.

A total of 24 dedicated off-street parking stalls for the residential units are provided in compliance with Zoning Bylaw requirements. This development allows for the sharing or residential of parking stalls between the required commercial and residential visitor stalls (4 stalls total), which is consistent with the approach for mixed-use projects. For the below grade parkade structure, separate legal agreements will be secured as rezoning considerations (Attachment 9) to require the shared use of the commercial and residential visitor parking stalls, to ensure the parkade entry to remain open during business hours for the non-residential uses and also require that floor areas in the parking structure not used for parking cannot be used for habitable space and/or storage of goods in accordance with the Flood Plain Protection and Designation Bylaw 8204.

In response to the limited road frontage and access along Dyke Road (north-south portion only), a loading area lay-by is proposed to be incorporated into the Dyke Road frontage upgrades to the west of the subject site in lieu of a dedicated on-site loading space. Design and construction of the frontage works, including provisions for the loading area lay-by, will be completed through the Servicing Agreement for the project. As a result, a request to vary the on-site loading space requirements will be included as part of the forthcoming Development Permit application.

Provisions for Future Public Pathway Connection between Dyke Road and Princess Street

In support of the existing public trail/pathway infrastructure established in the area and the OCP to the north (along the sidewalk on the north side of London Road and the public trail in the former CN Railway corridor) and to the south (waterfront pathway along the south side of Dyke Road), this proposal provides for a potential public pathway connecting from Dyke Road to Princess Street through the designated "Mixed-Use" area. The general parameters of this pathway connection between Dyke Road and Princess Street as it relate to this development proposal is as follows:

- A 3 m wide public access statutory right-of-way along the north edge of the property would be secured through a legal agreement to enable this future connection. The legal agreement and accompanying statutory right-of-way will need to accommodate its location above the development's parkade structure and 1 m cantilevered portions of the building above the first storey.
- The design of the portion of this public pathway on the north edge of the subject site would be for a suitable hard surface treatment (i.e., concrete) for the pathway with appropriate treatment for transition area (i.e., pavers or other different hard surface treatment) to the edge of the building. Design and construction within the public pathway area on the north edge of the site would be part of the Servicing Agreement associated works for this project.

The full public pathway connection to Princess Street would only be achieved through redevelopment of the neighbouring site(s) to the north. The public pathway configuration will need to incorporate Crime Prevention Through Environmental Design (CPTED) measures, be designed to be universally accessible and coordinated with the surrounding developments (new and existing). The public pathway provisions being secured through this development proposal (statutory right-of-way legal agreement and construction through a Servicing Agreement as rezoning considerations) enables options for a future redevelopment proposal to the north to connect and provide the ultimate pathway width and connection to Princess Street.

Project Response to Riparian Management Area

A provincially designated Riparian Management Area (15 m setback) applies to the southern portion of the subject site for the existing watercourse located in the existing Dyke Road allowance to the south. In accordance with Provincial Riparian Area Regulations (RAR), the RMA identifies an applicable setback measurement from the watercourse as a protected area from development and works. The City's Zoning Bylaw 8500 also identifies a 15 m applicable setback regulation due to the RMA. The Provincial RAR allows for variances to the setback to be considered, where a Qualified Environmental Professional (QEP) submits an application and supporting materials to the Province for review to confirm that the requested variance is consistent with Provincial RAR. The applicant's QEP applied to the Province and obtained approval to reduce the RMA setback. As a result of this process, the Province has approved an 11.1 m RMA/Streamside Protection and Enhancement Area (SPEA) setback from the watercourse applicable to this development. In relation to the City's Zoning Bylaw regulations for RMA setbacks, there are provisions allowing for a variance to this setback as approved by the Province through the Riparian Area Regulations. Based on this, a variance or amendment to the Zoning Bylaw to accommodate the 11.1 m RMA/SPEA is not required.

The following is a summary of the proposal's response in relation to the 11.1 m RMA/SPEA setback:

- The proposed mixed use development and related works occur outside of the 11.1 m setback.
- For the portion of the 11.1 m RMA/SPEA located on-site (portion between the private pathway and south property line) and off-site (within the Dyke Road allowance), the applicant's Environmental Consultant will be required to submit a restoration and

enhancement plan and Construction Environmental Management Plan – CEMP for the area, that is compliant with Provincial Regulations, to City staff for review and approval.

- A legal agreement will also be secured as a rezoning consideration (Attachment 9) for the on-site restoration and enhancement area to ensure works are implemented and maintained by the applicant/future strata. A security will be required to secure the on-site landscaping as part of the Development Permit.
- Implementation of the off-site restoration and enhancement works (as per the Environmental Consultant's approved plan) in the Dyke Road allowance will be through a Servicing Agreement, which is a rezoning consideration for this project.

Sustainability Provisions

The BC Energy Step Code (approved by Council on July 16, 2018) will apply to the proposed development. The applicant is aware of this requirement and is working to develop an approach to achieve compliance with the BC Energy Step Code. Compliance with the BC Energy Step Code occurs as part of the building permit process. To ensure that the proposed development submitted as part of the Development Permit application is generally consistent with the BC Energy Step Code requirements (in relation to issues impacting the external form/character of the project addressed through the Development Permit), staff will be requesting a letter of confirmation from the applicant's design/building consultant that the project will achieve compliance so that it can be reviewed in coordination with the Development Permit.

The developer proposes geo-exchange heating and cooling to be provided for the residential units in this development in conjunction with an efficient building envelope (BC Energy Step Code) to reduce energy costs and consumption and decrease greenhouse gas emissions. Within the building, fixtures and appliances are proposed to improve energy efficiency and water usage.

Other sustainability measures to be incorporated provide for landscaped green spaces over the parking podium and selection of drought resistant plan material. In addition to the project respecting the RMA setback, a restoration and enhancement plan will be developed (by a Qualified Environmental Professional – QEP) and implemented for the areas within the RMA setback.

Amenity Space

The proposal provides for an outdoor amenity area at the north east corner of the site in the form of a landscaped courtyard located above the parkade structure. The outdoor amenity complies with area requirements in the OCP (6 sq. m. per unit), with the detailed design and programming to be developed through the Development Permit application process. Indoor amenity space provisions (or cash-in-lieu contribution) are not being provided for in this development as the average unit size in the project exceeds the OCP guideline, which provides an exemption where the average unit size is greater than 148 sq. m per residential unit.

Site Servicing and Frontage Improvements

Servicing related works involve the relocation of the sanitary infrastructure into the road allowance. Frontage improvements generally along the north-south portion of Dyke Road include road, boulevard, sidewalk, an on-street loading lay-by, supporting road infrastructure

(lighting, bollards and signage) and modifications to existing retaining walls. Works to connect the proposed development to new service connections to City water, sanitary and storm systems will also be required as part of this redevelopment. All City servicing, road and frontage improvements will be completed through City a Servicing Agreement(s), which is included as a rezoning consideration for this project (Attachment 9).

Future Development Permit Considerations

A Development Permit processed to a satisfactory level is a rezoning consideration for this project. The forthcoming Development Permit application will examine the following aspects of the project:

- Coordination of on-site landscaping and planting within and around the Streamside Protection and Enhancement Area (SPEA)/RMA in coordination with the restoration and enhancement plan to be submitted by the project QEP. This includes a security (i.e., letter of credit) for works in this area and an associated monitoring period.
- Landscape details, planting and programming of the outdoor amenity area and private pathways providing on-site circulation.
- Additional design and architectural development of the entire project, including refinement of the site's west and south frontages (along Dyke Road).
- A variance request will be included in the Development Permit to address the on-site loading space requirements being provided for in the frontage works for this development.
- Review public comments received on the external form, character and architecture of the project through the rezoning for consideration as part of the processing of the Development Permit application.

Financial Impact or Economic Impact

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

Conclusion

This rezoning application is for a mixed used development containing an at grade commercial/industrial unit fronting Dyke Road at the north west portion of the subject site and 12 residential units in a 4 storey building. The development is proposed to be rezoned to the new "Commercial Mixed Use – London Landing (Steveston)(ZMU40)" zoning district. This project complies with the Steveston Area Plan (London/Princess Sub Area), enables frontage and road upgrades consistent with redevelopment in the surrounding area and complies with Provincial RAR regulations for the RMA/SPEA applicable to the site. As a result, staff recommend support of the rezoning application.

It is recommended that Richmond Zoning Bylaw 8500, Amendment Bylaw 9953 be introduced and given first reading.



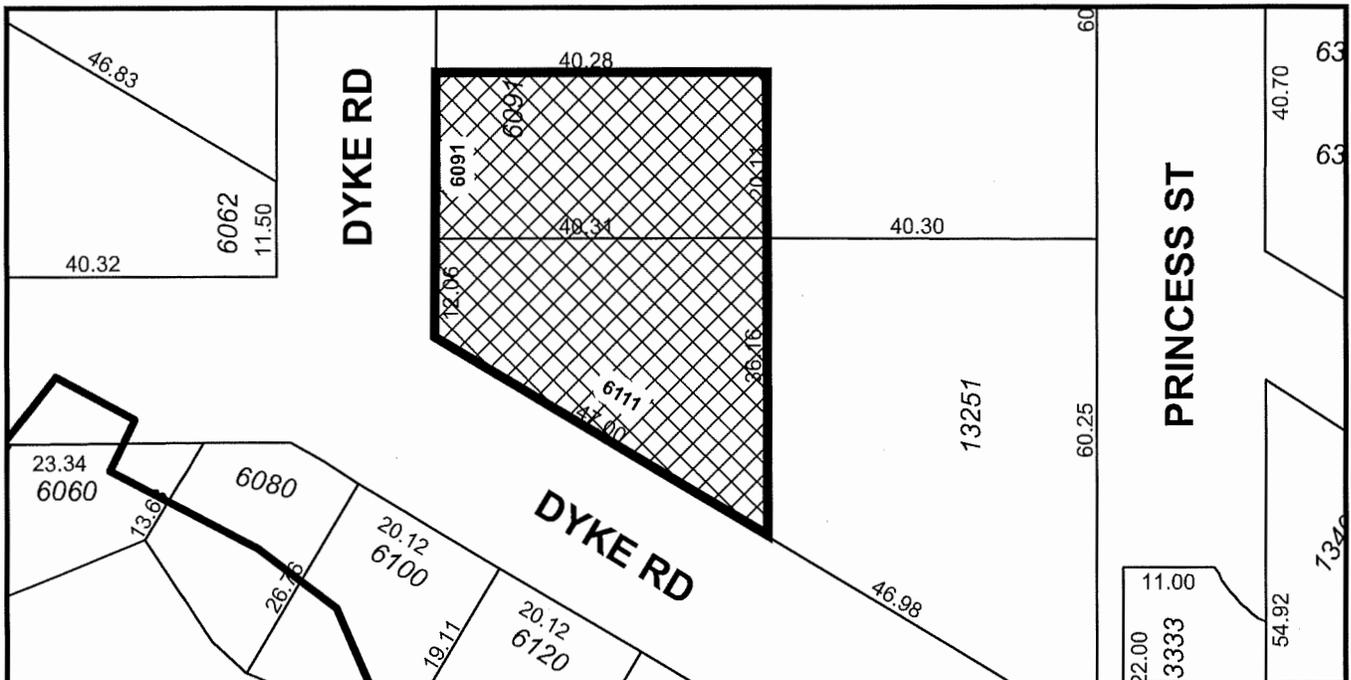
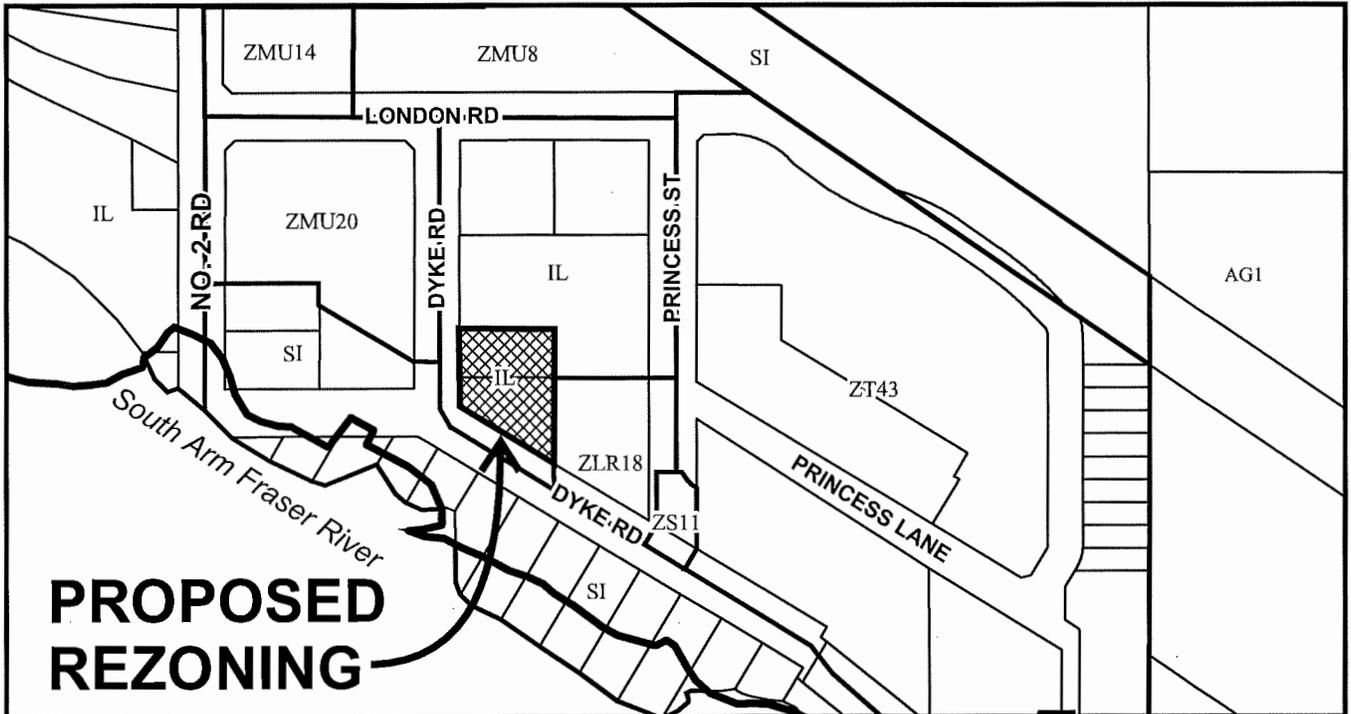
Kevin Eng
Planner 2

KE:cas

- Attachment 1: Location Map
- Attachment 2: Conceptual Development Plans
- Attachment 3: Development Application Data Sheet
- Attachment 4: Steveston Area Plan (London/Princess Sub Area)
- Attachment 5: Correspondence – 13251 Princess Street (Nakade development)
- Attachment 6: Correspondence – 6168 Dyke Road (Resident)
- Attachment 7: Applicant response to correspondence – 13251 Princess Street
- Attachment 8: Applicant response to correspondence – 6168 Dyke Road
- Attachment 9: Rezoning Considerations



City of Richmond



	<h2>RZ 15-702486</h2>	<p>Original Date: 07/22/15 Revision Date: 10/17/18 Note: Dimensions are in METRES</p>
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City of Richmond



RZ 15-702486

Original Date: 07/22/15

Revision Date: 10/17/18

Note: Dimensions are in METRES

DATE: 15/04/2017
 DRAWN BY: J. ANDREWS
 CHECKED BY: J. ANDREWS

RZ 15 702486

THE ANDREWS ARCHITECTS INC.
 12 UNIT MIXED USE DEVELOPMENT
 6991, 8111 DYKE ROAD
 RICHMOND, BC

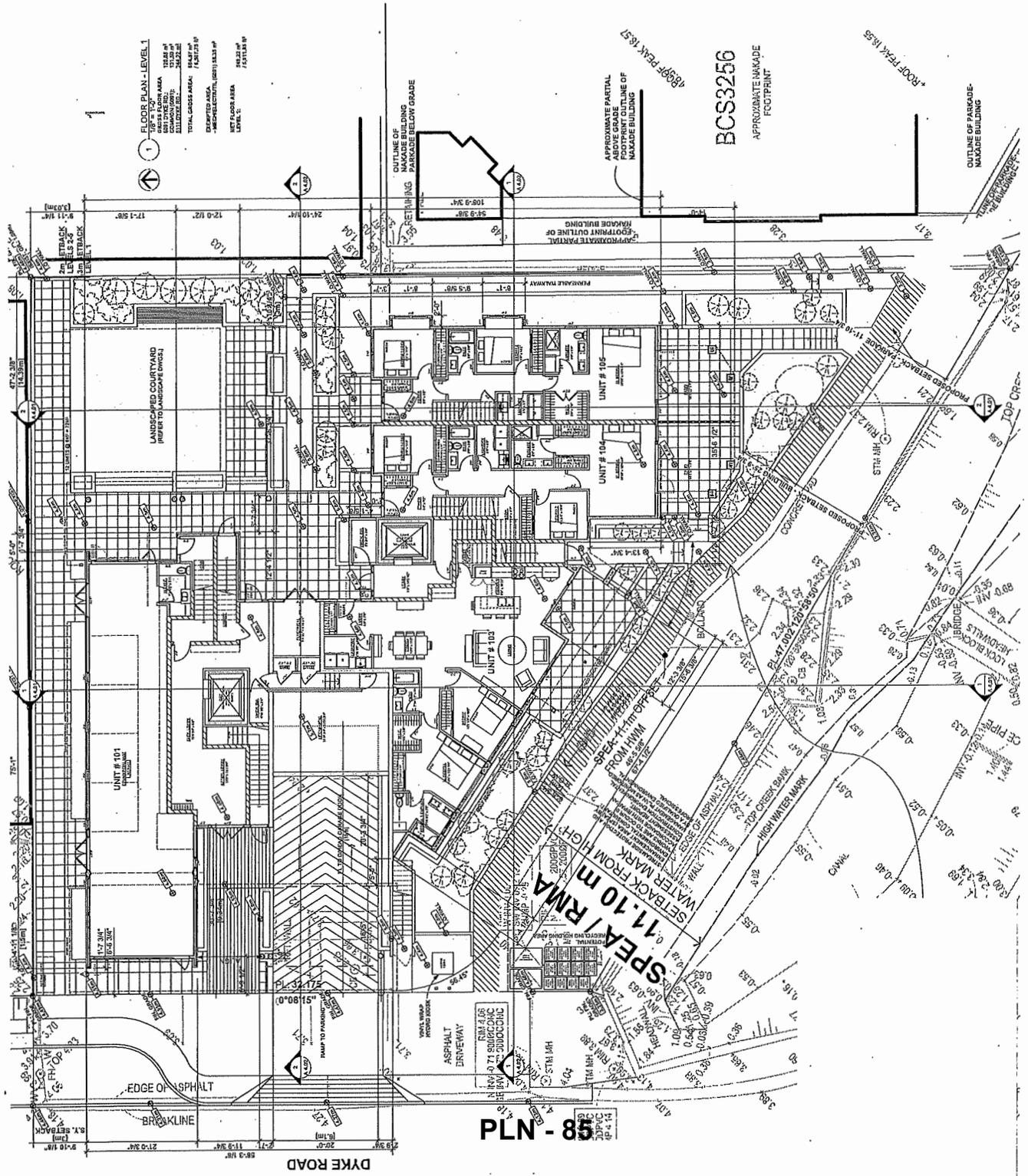
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12 UNIT MIXED USE DEVELOPMENT
 6991, 8111 DYKE ROAD
 RICHMOND, BC

SITE / FLOOR PLAN - LEVEL 1

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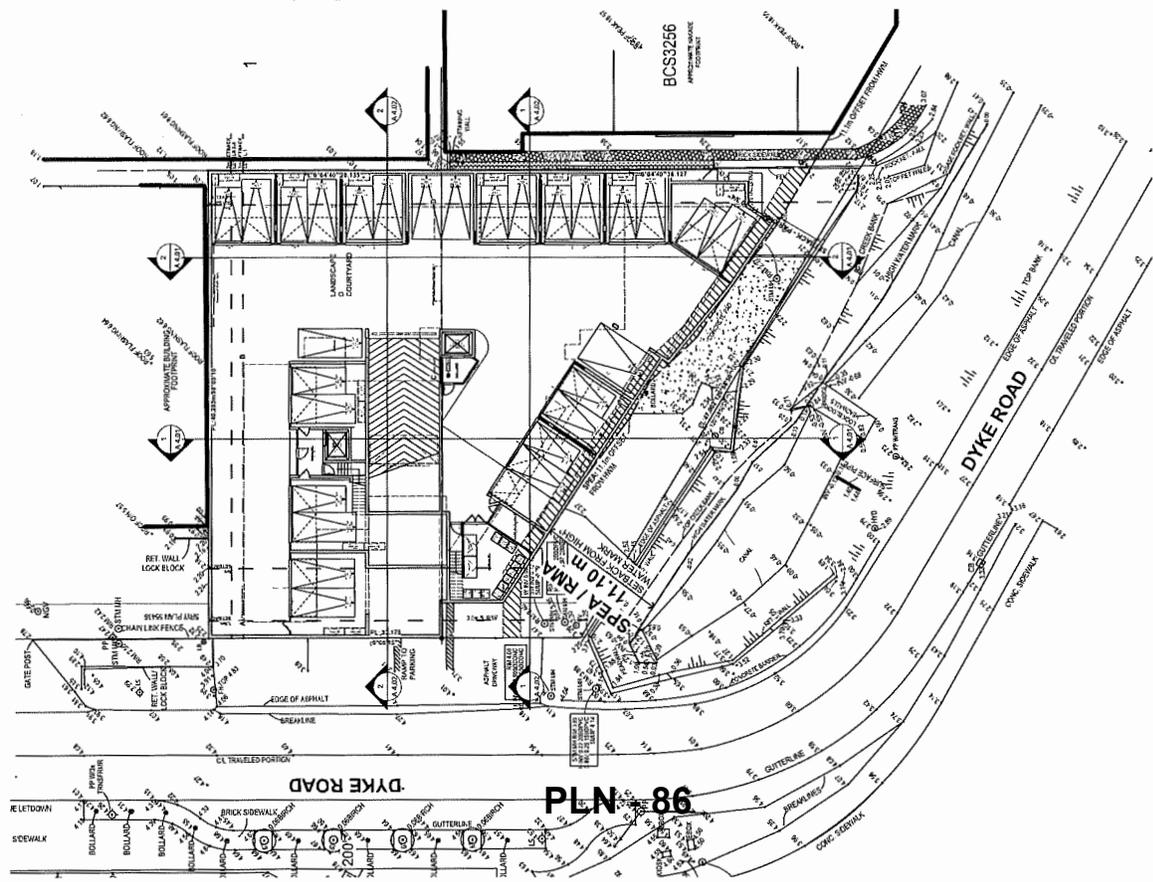
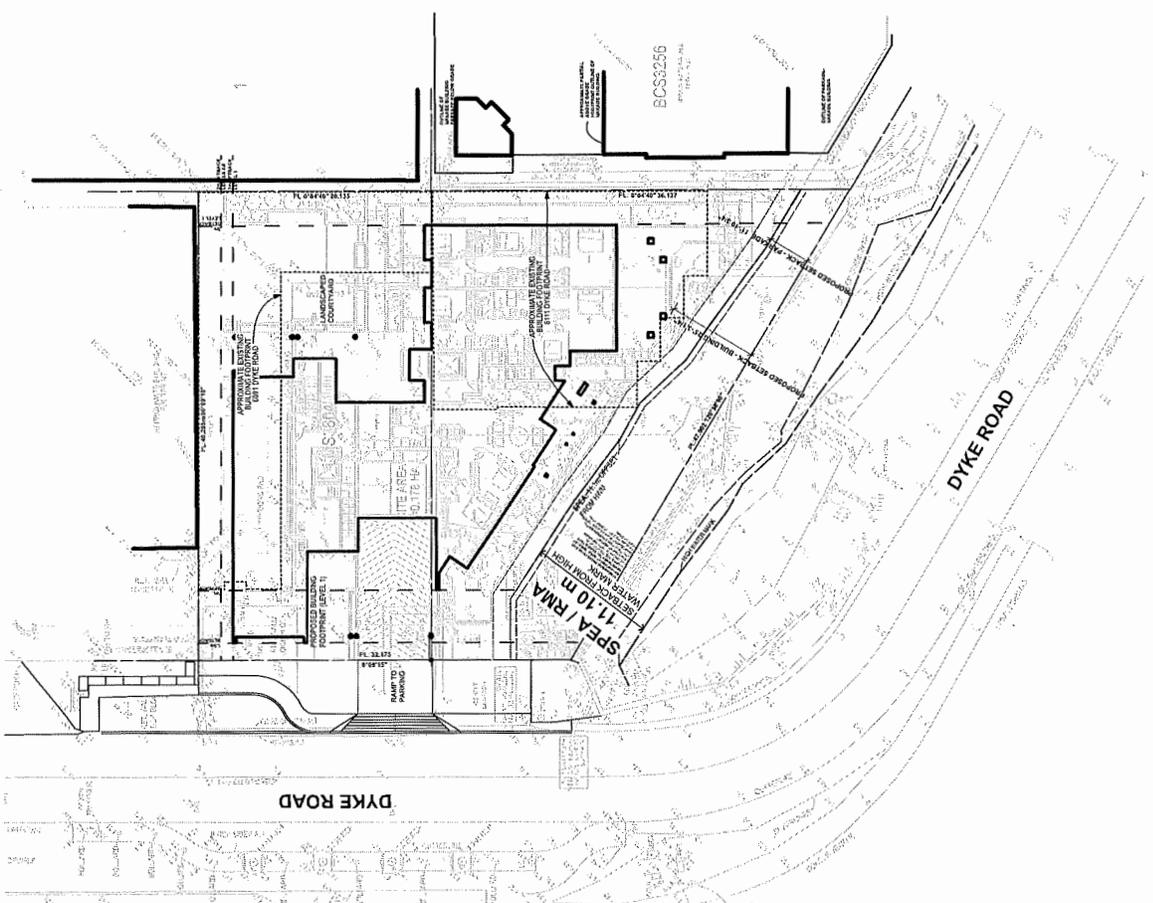
ISSUED FOR RE-ZONING
 (JULY 12 2018 COMMENTS)
 2018 - Oct - 18



1 FLOOR PLAN - LEVEL 1
 UNIT # 101
 UNIT # 102
 UNIT # 103
 UNIT # 104
 UNIT # 105
 TOTAL GROSS AREA: 84.47 m²
 TOTAL GROSS AREA: 84.47 m²

58 - PLN

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RZ 15 702486

THE ANDREWS ARCHITECTS INC.
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12 UNIT MIXED
 USE DEVELOPMENT
 6091, 6111 DYKE ROAD
 RICHMOND, BC

SITE / FLOOR PLAN -
 PARKING LEVEL

DATE: AS NOTED
 SCALE: APRIL 16, 2017
 DRAWN: WA
 CHECKED: JB
 PROJECT: 1707 / 1728
 SHEET:

A-2.02a

2 SITE PLAN W/SURVEY - LEVEL 1
 1/16" = 1'-0"

1 SITE PLAN W/SURVEY - LEVEL 0 - PARKING
 1/16" = 1'-0"

ISSUED FOR RE-ZONING
 (JULY 12 2018 COMMENTS)
 2018 - Oct - 18

12 UNIT MIXED USE DEVELOPMENT
 6001, 6111 DYKE ROAD
 RICHMOND, BC

RZ 15 702486

THE ANDREWS ARCHITECTS INC.
 ARCHITECTS
 12 UNIT MIXED USE DEVELOPMENT
 6001, 6111 DYKE ROAD
 RICHMOND, BC

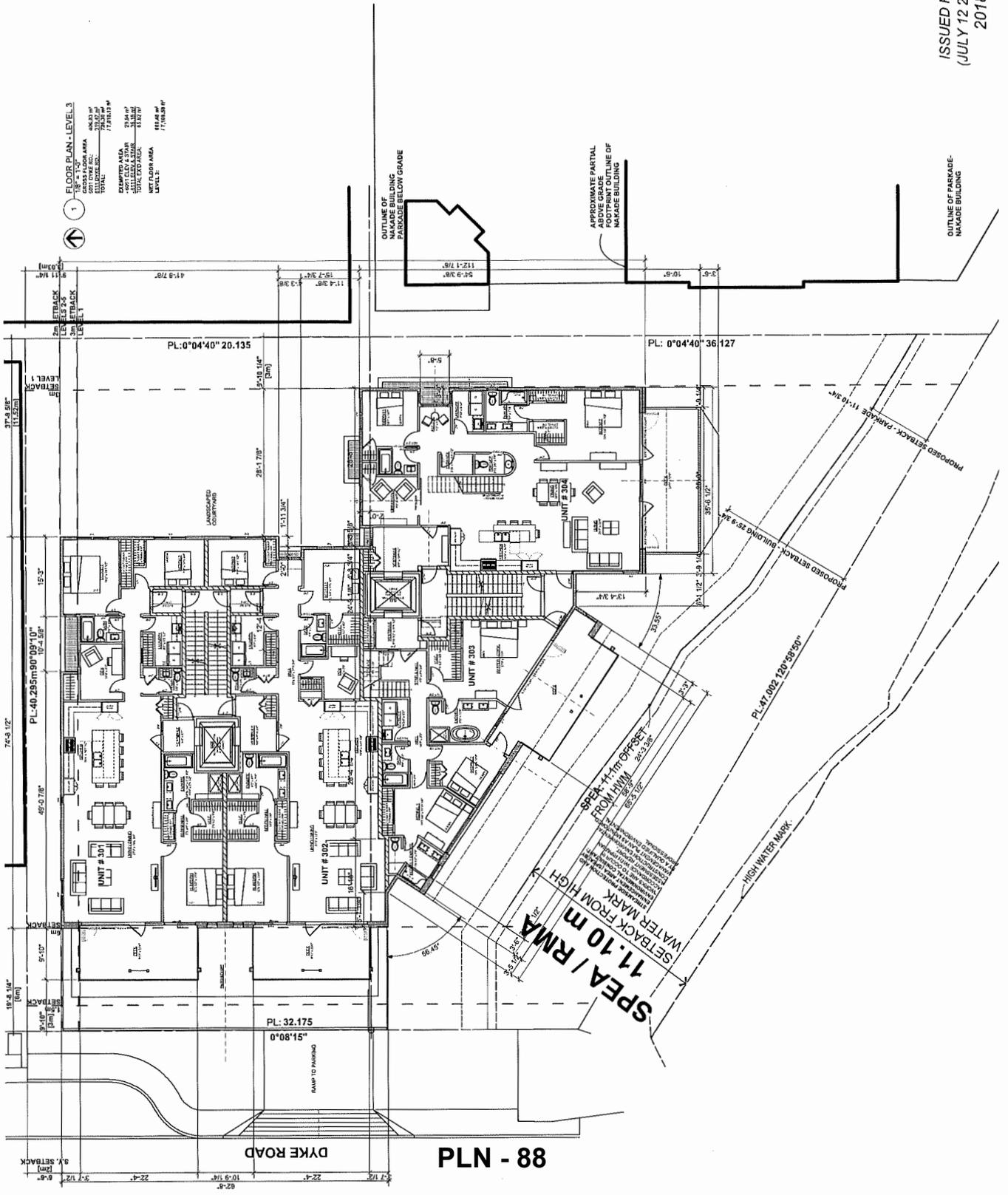
12 UNIT MIXED USE DEVELOPMENT
 6001, 6111 DYKE ROAD
 RICHMOND, BC

FLOOR PLAN - LEVEL 3

AS NOTED
 APRIL 16, 2017
 CHECKED BY: [Name]
 PROJECT NO.: 15017 / 1708

A-2.04

ISSUED FOR RE-ZONING
 (JULY 12 2018 COMMENTS)
 2018 - Oct - 18



88 - N1P

6091 + 6111 DYKE ROAD PROPOSED 12 UNIT MIXED USE DEVELOPMENT

PROJECT DEVELOPMENT SUMMARY	
OWNER	6091 + 6111 DYKE ROAD, RICHMOND, VA
LEGAL DESCRIPTION	PARCELS A, L&S 3884 PORTION OF SECT. 18, BALDWIN, RICHMOND, VA
PROJECT ZONE	INDUSTRIAL-1L
PROPOSED ZONE	CSH
LOT AREA COMMENTS	178,184 (1,000 SFF)

ZONING REQUIREMENTS	
LOT COVERAGE	PROPOSED
MAXIMUM BUILDING HEIGHT (F.A.H.)	45' 0" (12.81)
MINIMUM SETBACK (F.A.H.)	5' 0"
MINIMUM FRONT SETBACK (F.A.H.)	5' 0"
MINIMUM SIDE AND REAR SETBACKS (F.A.H.)	5' 0"
MINIMUM FRONT SETBACK (F.A.H.)	5' 0"
MINIMUM SIDE AND REAR SETBACKS (F.A.H.)	5' 0"

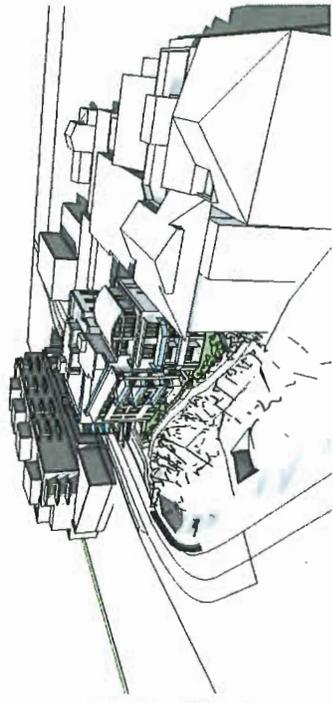
BUILDING SETBACKS	
MINIMUM FRONT SETBACK (F.A.H.)	PROPOSED
MINIMUM SIDE AND REAR SETBACKS (F.A.H.)	5' 0"
MINIMUM FRONT SETBACK (F.A.H.)	5' 0"
MINIMUM SIDE AND REAR SETBACKS (F.A.H.)	5' 0"

FINISHED GRADE FOR PROPOSED BUILDING	
1. BUILDING CORNER A, NORTH WEST	4.28
2. BUILDING CORNER B, NORTH EAST	4.28
3. BUILDING CORNER C	4.28
4. BUILDING CORNER D, SOUTH EAST	4.28
5. BUILDING CORNER E, SOUTH WEST	4.28
6. ALL PROPOSED CORNER NORTH WEST CORNER	4.28
7. ALL PROPOSED CORNER NORTH EAST CORNER	4.28
8. ALL PROPOSED CORNER SOUTH EAST CORNER	4.28
9. ALL PROPOSED CORNER SOUTH WEST CORNER	4.28
TOTAL	4.28

AUTOMOBILE PARKING REQUIREMENTS	
TYPE	REQUIRED
APARTMENT	1 PER UNIT
OFFICE	1 PER 1,000 SF
RETAIL	1 PER 1,000 SF
RESTAURANT	1 PER 1,000 SF
RECREATION	1 PER 1,000 SF
OTHER	1 PER 1,000 SF
TOTAL	24

BICYCLE PARKING REQUIREMENTS	
TYPE	REQUIRED
APARTMENT	1 PER UNIT
OFFICE	1 PER 1,000 SF
RETAIL	1 PER 1,000 SF
RESTAURANT	1 PER 1,000 SF
RECREATION	1 PER 1,000 SF
OTHER	1 PER 1,000 SF
TOTAL	24

DRAWING INDEX	
SHEET NUMBER	SHEET NAME
A-1.01	PROJECT DATA
A-1.02	AREA OVERLAYS DATA
A-1.03	PLANNING DATA
A-1.04	PLANNING - LEVEL 1
A-1.05	FLOOR PLAN LEVEL 1
A-1.06	FLOOR PLAN LEVEL 2
A-1.07	FLOOR PLAN LEVEL 3
A-1.08	FLOOR PLAN LEVEL 4
A-1.09	FLOOR PLAN LEVEL 5
A-1.10	ELEVATIONS WEST & SOUTH
A-1.11	ELEVATIONS EAST & NORTH
A-1.12	ELEVATIONS WEST & NORTH
A-1.13	ELEVATIONS EAST & SOUTH
A-1.14	SECTION NORTH - SOUTH
A-1.15	SECTION EAST - WEST
A-1.16	PRECEDENT IMAGES



POTENTIAL FUTURE DEVELOPMENT - MASSING IMAGE



POTENTIAL FUTURE DEVELOPMENT - MASSING IMAGE

POTENTIAL FUTURE DEVELOPMENT - SOUTH EAST VIEW

POTENTIAL FUTURE DEVELOPMENT - SOUTH WEST VIEW

RZ 15 702486

THE ANDREWS ARCHITECTS INC.
6091, 6111 DYKE ROAD
RICHMOND, VA

PROJECT DATA
12 UNIT MIXED USE DEVELOPMENT
6091, 6111 DYKE ROAD
RICHMOND, VA

BUILDING AREA SUMMARY		
TYPE	AREA (SQ. FT.)	TOTAL NET AREA (SQ. FT.)
1. FLOOR PLANS	1,427,741	1,427,741
2. ROOFS	184,977	1,612,718
3. TERRACES	184,977	1,797,695
4. BALCONIES	184,977	1,982,672
5. PORCHES	184,977	2,167,649
TOTAL	2,167,649	2,167,649

ISSUED FOR RE-ZONING
(JULY 12 2018 COMMENTS)
2018 - Oct - 18

A-1.01

LEVEL	GROSS AREA (m ²)	LESS COMMON (m ²)	LESS EXEMPTED (m ²)	NET FLOOR AREA (m ²)	TOTAL NET FLOOR AREA (m ²)
0	1477.44	133.50	0.00	1343.94	1343.94
1	1477.44	133.50	0.00	1343.94	2687.88
2	1477.44	133.50	0.00	1343.94	4031.82
3	1477.44	133.50	0.00	1343.94	5375.76
4	1477.44	133.50	0.00	1343.94	6719.70
5	1477.44	133.50	0.00	1343.94	8063.64
TOTAL	8866.56	801.00	0.00	8065.56	42722.24

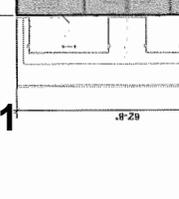
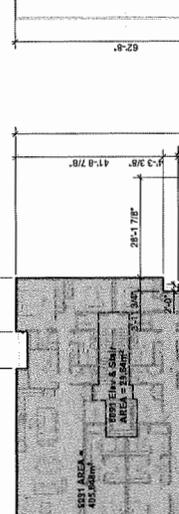
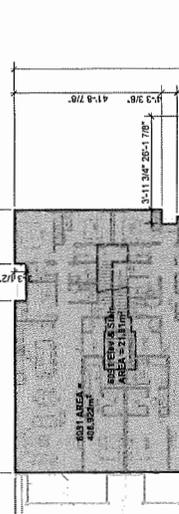
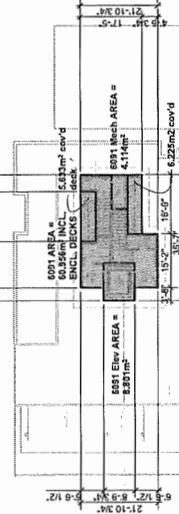
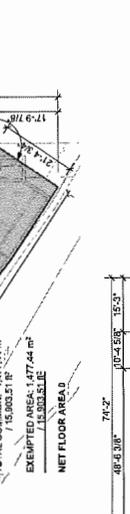
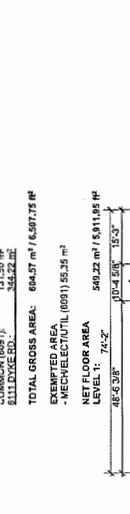
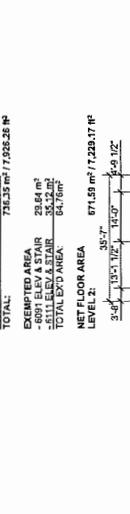
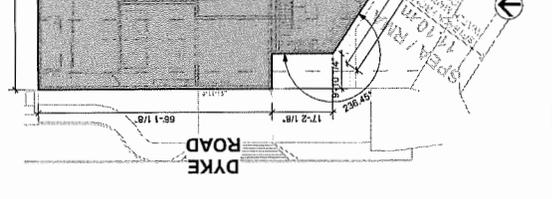
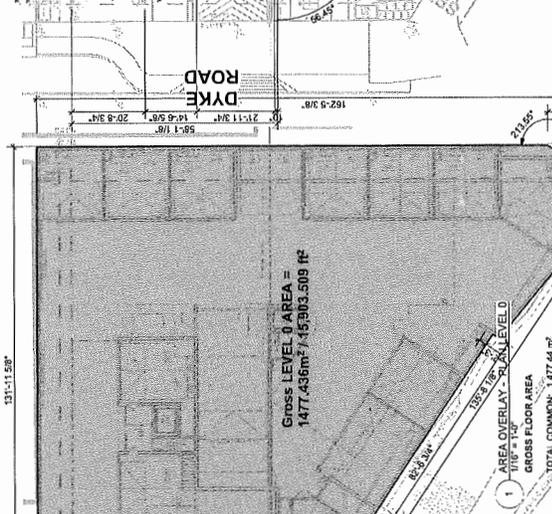
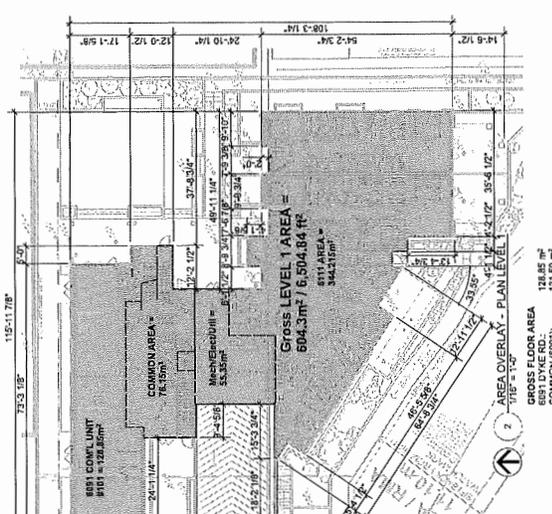
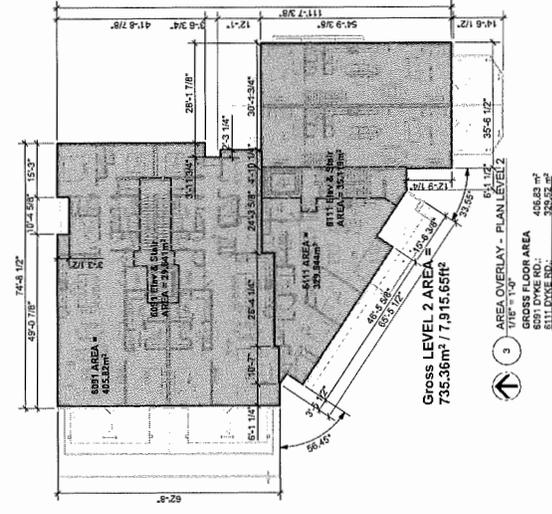
LEVEL	GROSS FLOOR AREA	LESS COMMON	LESS EXEMPTED	NET FLOOR AREA
0	1477.44	133.50	0.00	1343.94
1	1477.44	133.50	0.00	1343.94
2	1477.44	133.50	0.00	1343.94
3	1477.44	133.50	0.00	1343.94
4	1477.44	133.50	0.00	1343.94
5	1477.44	133.50	0.00	1343.94
TOTAL	8866.56	801.00	0.00	8065.56

E.A.B.
NET FLOOR AREA: 8065.56 m²
TOTAL: 8065.56 m²

THE ANDREWS ARCHITECTS INC.
12 UNIT MIXED USE DEVELOPMENT
6091, 8111 DYKE ROAD
RICHMOND, BC

AREA OVERLAYS & DATA
AS NOTED
APRIL 16, 2017
WA
1707 / 1708

A-1.02



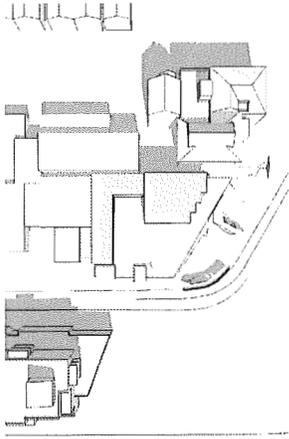
ISSUED FOR RE-ZONING
(JULY 12 2018 COMMENTS)
2018 - Oct - 18

PLN - 91

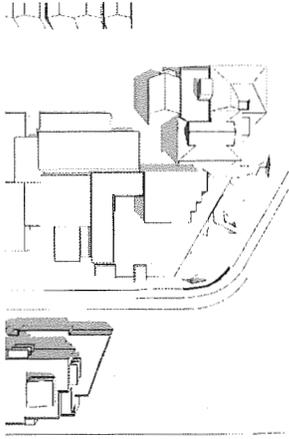
RZ 15 702466

EXISTING – SHADOW DIAGRAMS

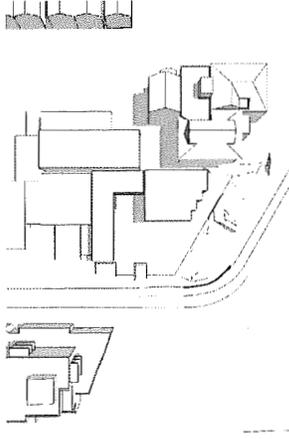
12 UNIT MIXED USE DEVELOPMENT
 12 UNIT MIXED USE DEVELOPMENT
 12 UNIT MIXED USE DEVELOPMENT
 12 UNIT MIXED USE DEVELOPMENT



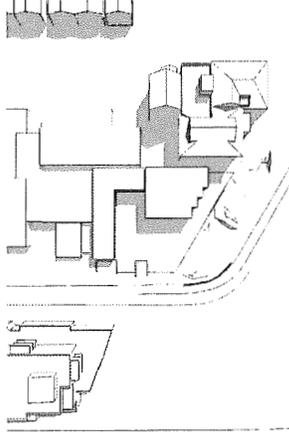
JUNE 21: 4 pm



JUNE 21: 2 pm



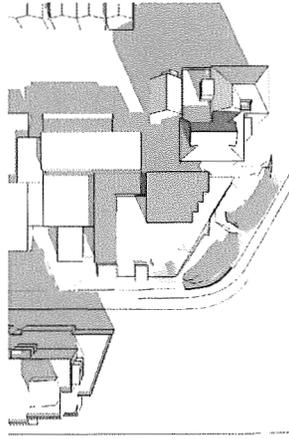
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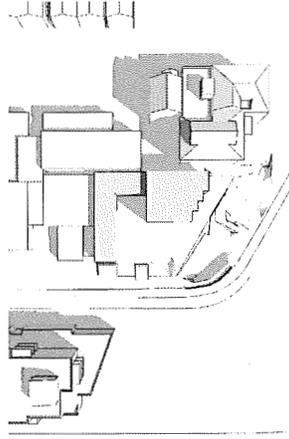
JUNE 21: 10 am

RZ 15 702486

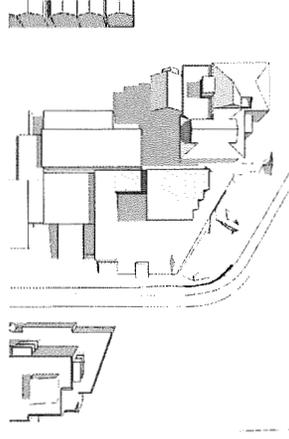
THE ANDREWS ARCHITECTS
 1000 10TH AVENUE, SUITE 1000
 DENVER, CO 80202
 TEL: 303.733.1000
 WWW.ANDREWSARCHITECTS.COM



SEPT/MAR 21: 4 pm



SEPT/MAR 21: 2 pm



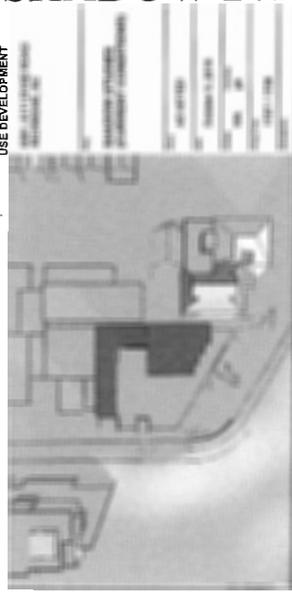
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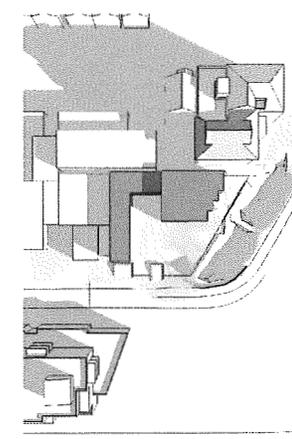
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PLN - 93

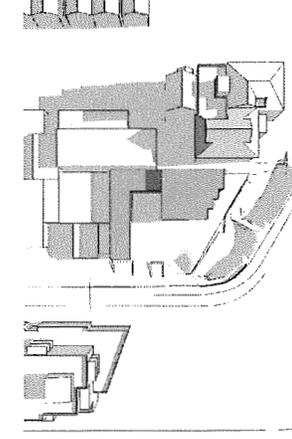
12 UNIT MIXED USE DEVELOPMENT



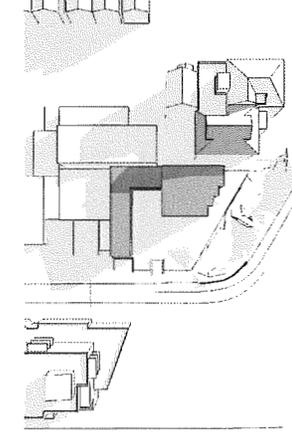
DEC 21: 4 pm



DEC 21: 2 pm

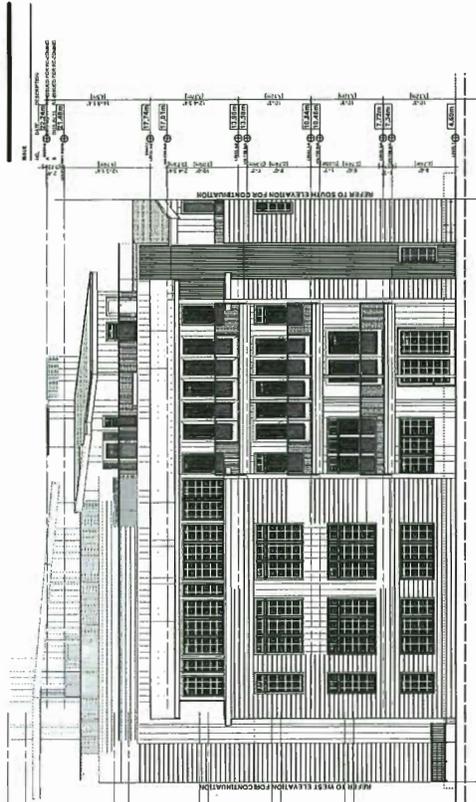


DEC 21: 12 pm



DEC 21: 10 am

ISSUED FOR RE-ZONING A-1.04
 (JULY 12 2018 COMMENTS)
 2018 - Oct - 18



2 SOUTH-WEST ELEVATION
1/8" = 1'-0"

LOCAL WEST SIDE COMPANY BUILDING -
BALCONY DECK REFERENCE IMAGE



EXTERIOR MATERIALS & LEGEND:

- 1 ROOFING & FLASHING:
 - 1.1 LOW-SLOPE PLYWOOD DECK ROOFING
 - 1.2 METAL FLASHING
 - 1.3 BRICKS & TILES
- 2 FASCIA & TRIM:
 - 2.1 FIBRE CEMENT LAP SIDING (HORIZONTAL)
 - 2.2 FIBRE CEMENT PANEL SIDING
 - 2.3 METAL SIDING
 - 2.4 FIBRE CEMENT TRIM AND FASCIA BOARDING
- 3 STRUCTURAL ELEMENTS:
 - 3.1 CONCRETE FOUNDATION
 - 3.2 CONCRETE WALLS
 - 3.3 STRUCTURAL STEEL POSTS
 - 3.4 CONCRETE SLABS
- 4 DOORS & WINDOWS:
 - 4.1 ALUMINUM CLAD VINYL WINDOWS & DOORS
 - 4.2 ANODIZED ALUMINUM STOREFRONT DOORS & WINDOWS
 - 4.3 ALUMINUM STOREFRONT DOORS
 - 4.4 METAL SIDING & FLASHING
- 5 WOOD & METAL VERTICAL SCREENS:
 - 5.1 STRUCTURAL CLEAR GLASS GLAZING METAL MILLS
 - 5.2 WOOD & METAL VERTICAL SCREENS
 - 5.3 METAL GLAZING MILLS

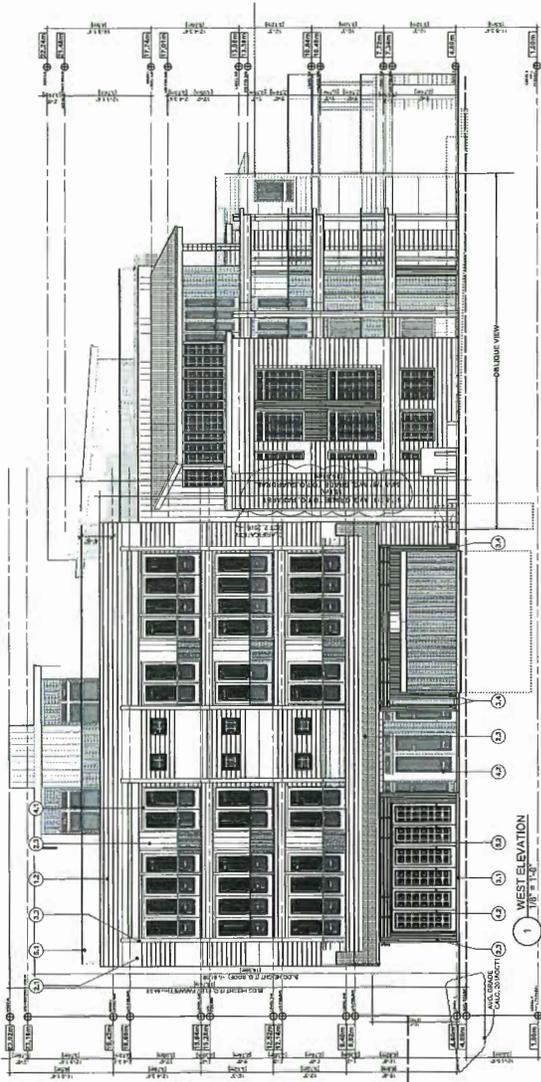
THE ANDREWS ARCHITECTS INC.
ARCHITECTS

12 UNIT MIXED
USE DEVELOPMENT
8997, 8111 DYKE ROAD
RICHMOND, BC

**ELEVATIONS
WEST & SOUTH**

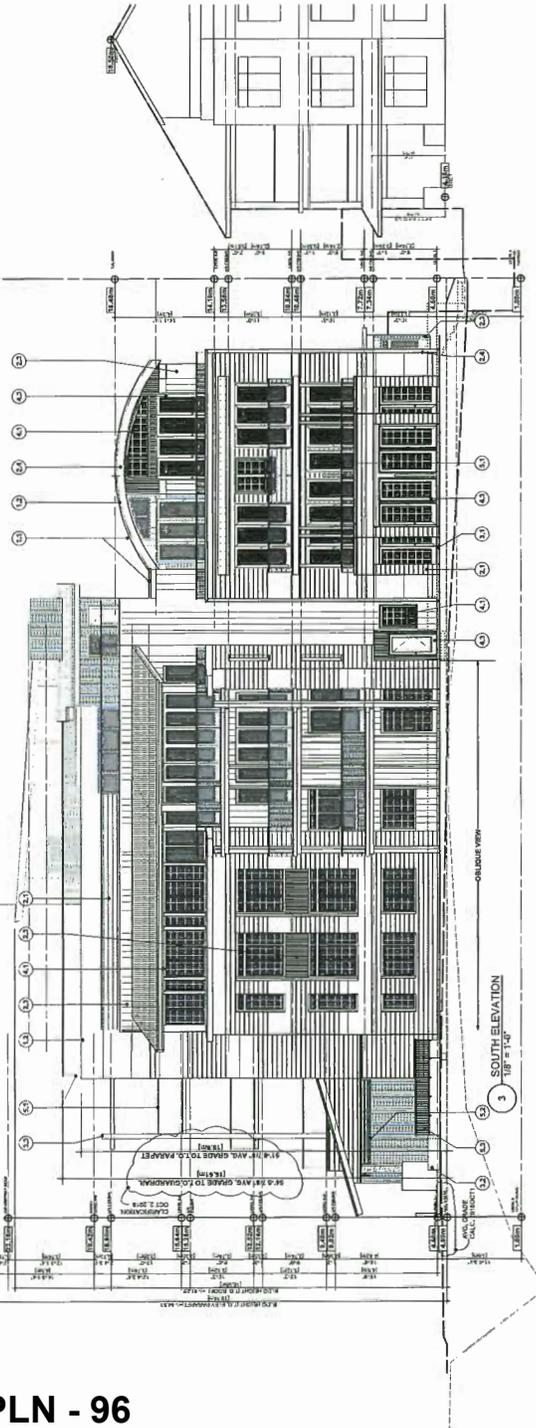
DATE: AS NOTED
DATE: APRIL 18, 2017
DRAWN: WA
PROJECT NO.: 1707 / 1708

A-3.01



1 WEST ELEVATION
1/8" = 1'-0"

PLN - 96



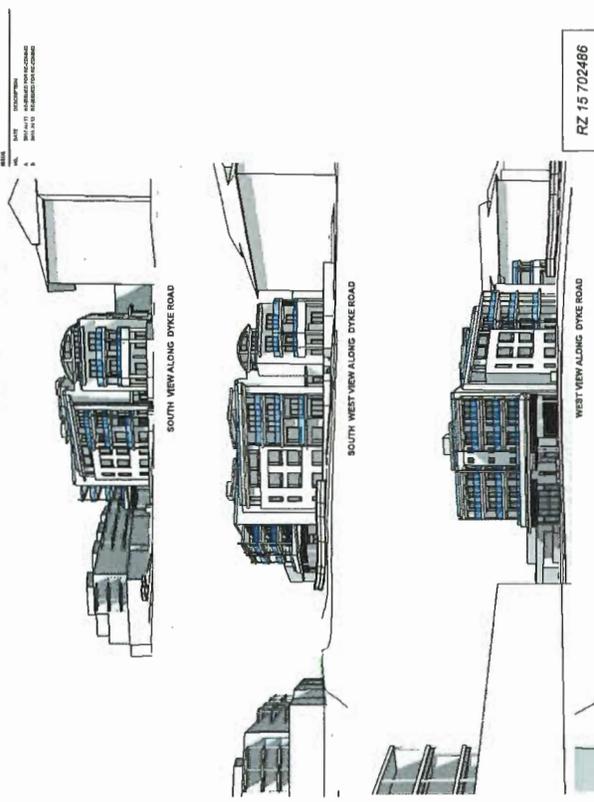
3 SOUTH ELEVATION
1/8" = 1'-0"



LOCAL WEST SIDE COMPANY BUILDING -
ROOFLINE REFERENCE IMAGE

ISSUED FOR RE-ZONING
(JULY 12 2018 COMMENTS)
2018 - Oct - 18

BUILDING MASSING CONCEPT VIEWS



RZ 15 702486

THE ANDREWS ARCHITECTS INC.
 1000 WEST 10TH AVENUE
 VANCOUVER, BC V6H 2Y6
 TEL: 604.681.1111
 WWW.ANDREWSARCHITECTS.COM

12 UNIT MIXED USE DEVELOPMENT
 6097, 6111 DYKE ROAD
 RICHMOND, BC

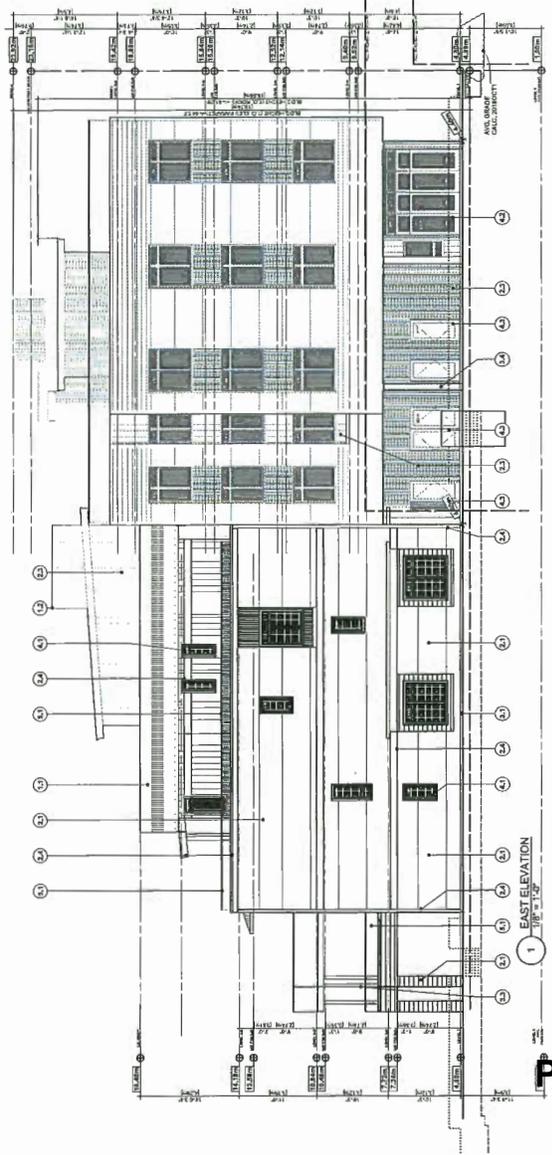
ELEVATIONS EAST & NORTH

DATE: AS NOTED
 DATE: APRIL 18, 2017
 PROJECT: WA
 PROJECT NO: 1707 / 1708

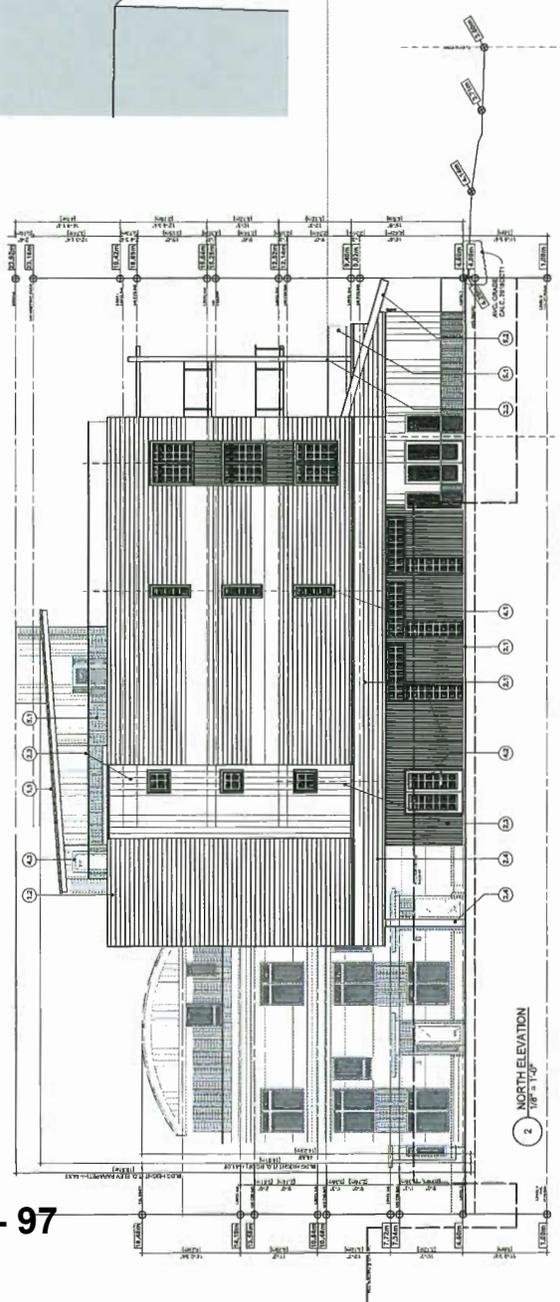
EXTERIOR MATERIALS LEGEND:

- 1 ROOFING & FLASHING:
 - 1.1 HYPERGLASS
 - 1.2 HYPERGLASS
 - 1.3 HYPERGLASS
- 2 BRICK & TILE:
 - 2.1 PERFORATED BRICK (HORIZONTAL)
 - 2.2 PERFORATED BRICK (VERTICAL)
 - 2.3 PERFORATED BRICK (RANDOM)
 - 2.4 PERFORATED BRICK (RANDOM)
- 3 STRUCTURAL ELEMENTS:
 - 3.1 ALUMINUM CLADDING
 - 3.2 ALUMINUM CLADDING
 - 3.3 ALUMINUM CLADDING
 - 3.4 ALUMINUM CLADDING
- 4 DOORS & WINDOWS:
 - 4.1 ALUMINUM CLADDING WITH WINDOWS & DOORS
 - 4.2 ALUMINUM CLADDING WITH WINDOWS & DOORS
 - 4.3 ALUMINUM CLADDING WITH WINDOWS & DOORS
 - 4.4 ALUMINUM CLADDING WITH WINDOWS & DOORS
- 5 WALLS, SCREENS & FENCING:
 - 5.1 ALUMINUM CLADDING
 - 5.2 ALUMINUM CLADDING
 - 5.3 ALUMINUM CLADDING
 - 5.4 ALUMINUM CLADDING

A-3.02
 ISSUED FOR RE-ZONING
 (JULY 12 2018 COMMENTS)
 2018 - Oct - 18



PLN - 97



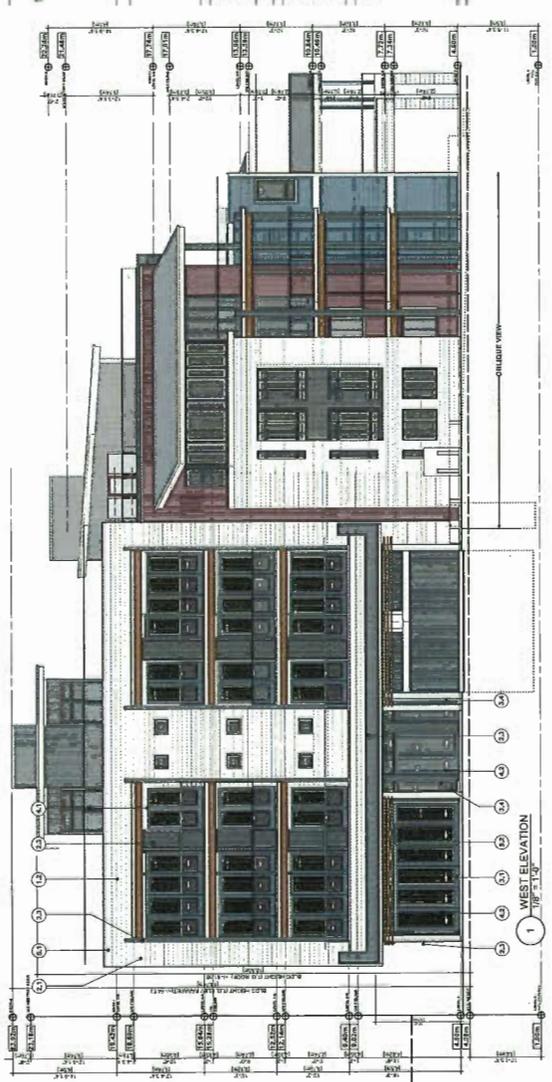
ARCHITECT
THE ANDREWS ARCHITECTS INC.
 6091, 8111 DYKE ROAD
 RICHMOND, BC V6X 2E6
 TEL: 604.273.8888
 WWW.ANDREWSARCHITECTS.COM

CLIENT
 12 UNIT MIXED USE DEVELOPMENT
 6091, 8111 DYKE ROAD
 RICHMOND, BC

DATE
 APRIL 18, 2017

PROJECT NO.
 1107 / 1708

SCALE
 1/8" = 1'-0"



4 SOUTHWEST ELEVATION
 1/8" = 1'-0"



EXTERIOR MATERIALS LEGEND:

- 1 ROOFING & FLASHING
- 1.1 UNPAINTED APPLIED POLYMER FIBER ROOFING
- 2 BRICK & TILE
- 2.1 FIRE-CURVED LAP BRICK (RESIDENTIAL)
- 2.2 FIRE-CURVED LAP BRICK (COMMERCIAL)
- 2.3 FIRE-CURVED LAP BRICK (INDUSTRIAL)
- 2.4 FIRE-CURVED LAP BRICK (PATIO)
- 3 STRUCTURAL ELEMENTS
- 3.1 CONCRETE FOUNDATION
- 3.2 CONCRETE WALLS
- 3.3 STRUCTURAL STEEL POSTS
- 3.4 STRUCTURAL STEEL BEAMS
- 4 DOORS & WINDOWS
- 4.1 ALUMINUM CLAD VINYL WINDOWS & DOORS
- 4.2 ANODIZED ALUMINUM EXTERIOR DOORS & WINDOWS
- 4.3 ANODIZED ALUMINUM EXTERIOR DOORS & WINDOWS
- 5 PAINTS
- 5.1 EXTERIOR PAINT
- 5.2 INTERIOR PAINT
- 5.3 METAL CLADDING SCREENS
- 5.4 METAL CLADDING PANEL

THE ANDREWS ARCHITECTS INC.
 ARCHITECTS

12 UNIT MIXED USE DEVELOPMENT
 6091, 8111 DYKE ROAD
 RICHMOND, BC

ELEVATIONS WEST & SOUTH

DATE: AS NOTED
 DATE: APRIL 18, 2017
 DRAWN: WA
 PROJECT NO.: 1107 / 1708



ISSUED FOR RE-ZONING
 (JULY 12 2018 COMMENTS)
 2018 - Oct - 18

A-3.03

DATE: 12/15/17
 BY: J. ANDREWS
 CHECKED: J. ANDREWS
 PROJECT: 12 UNIT MIXED USE DEVELOPMENT

RZ 15 702486

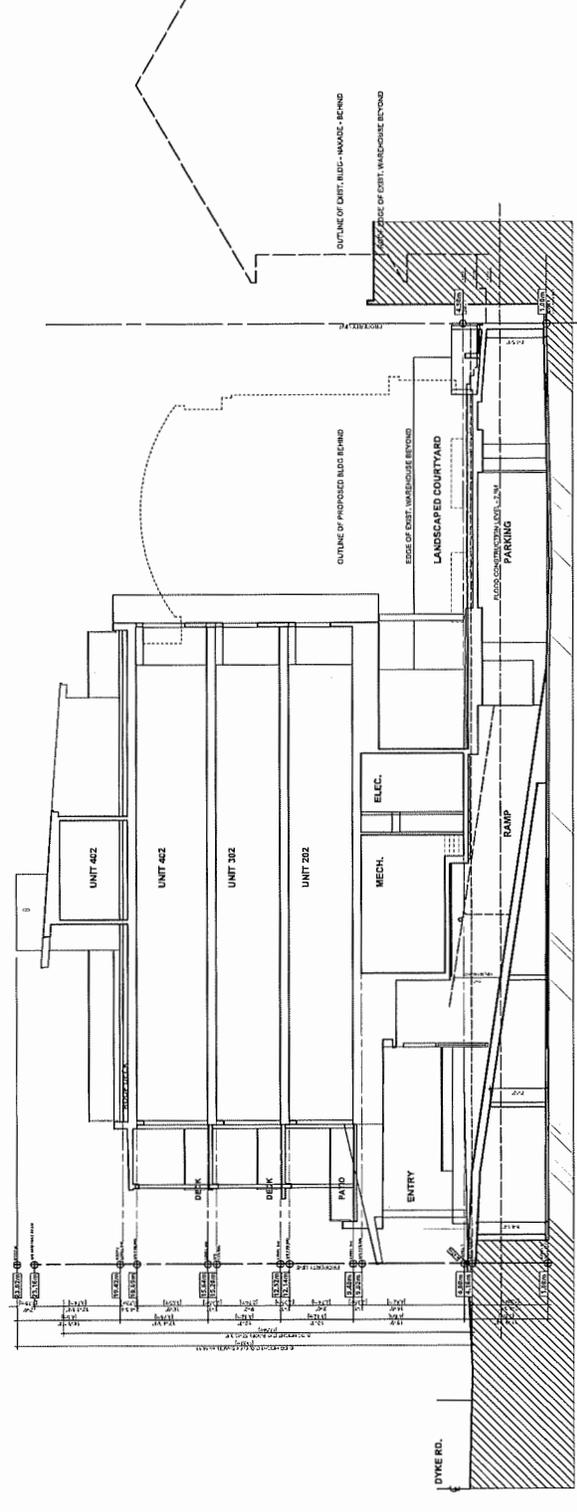
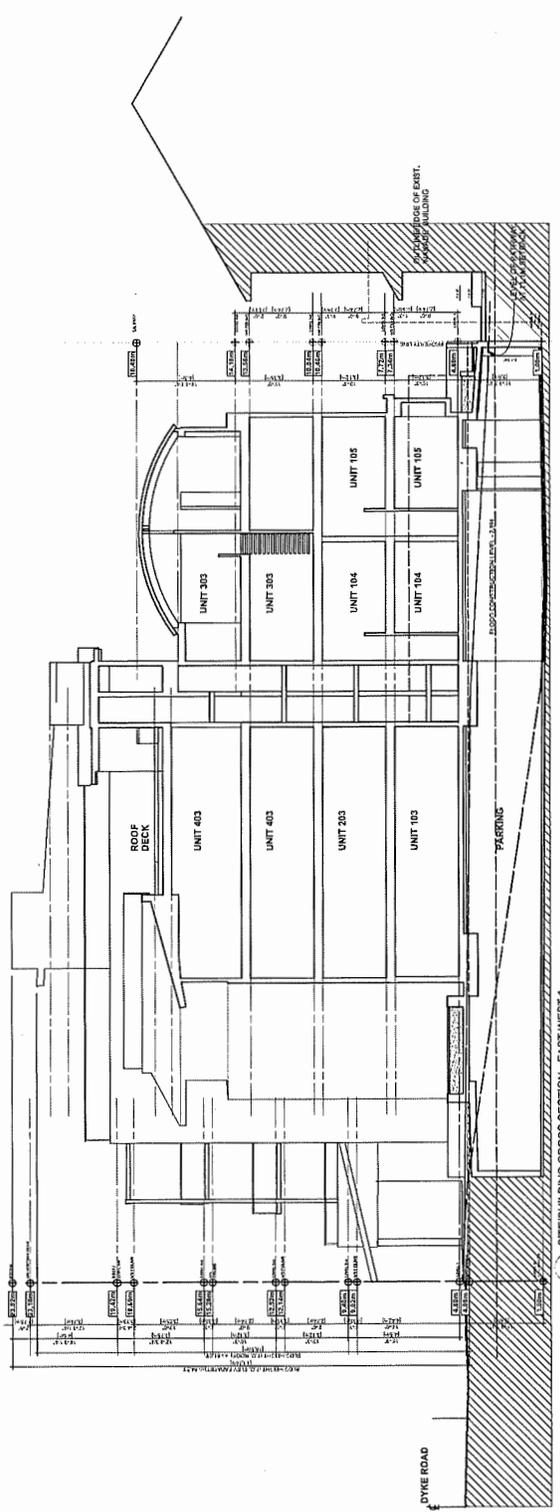
THE ANDREWS ARCHITECTS INC.
 6081, 6111 DYKE ROAD
 RICHMOND, BC

12 UNIT MIXED USE DEVELOPMENT
 6081, 6111 DYKE ROAD
 RICHMOND, BC

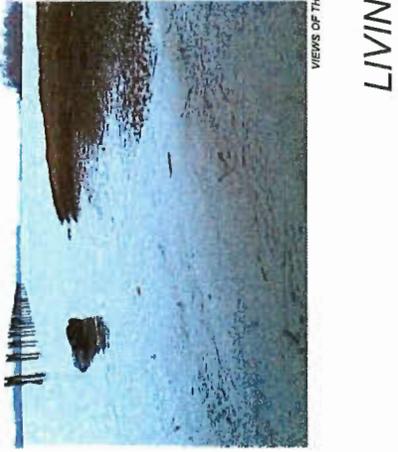
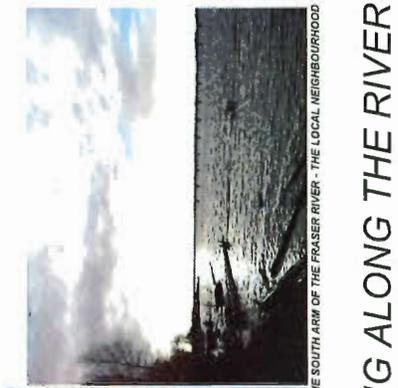
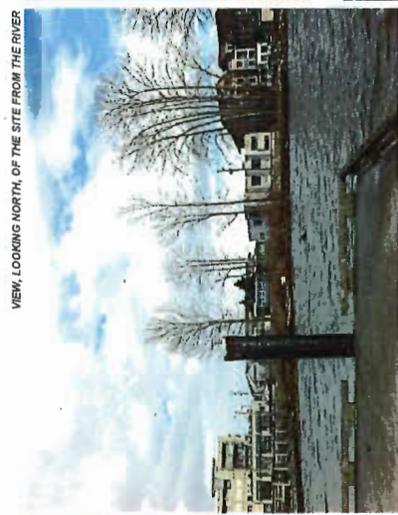
CONCEPTUAL SECTIONS
 EAST WEST

DATE: AS NOTED
 DATE: DEC 2017
 DRAWN: WA
 PROJECT: 1207 / 1708

A-4.02



ISSUED FOR RE-ZONING
 (JULY 12 2018 COMMENTS)
 2018 - Oct - 18

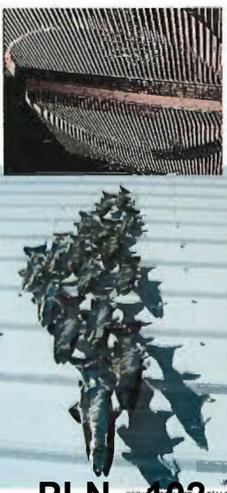


VIEW, LOOKING NORTH, OF THE SITE FROM THE RIVER

VIEWS OF THE SOUTH ARM OF THE FRASER RIVER - THE LOCAL NEIGHBOURHOOD

LIVING ALONG THE RIVER

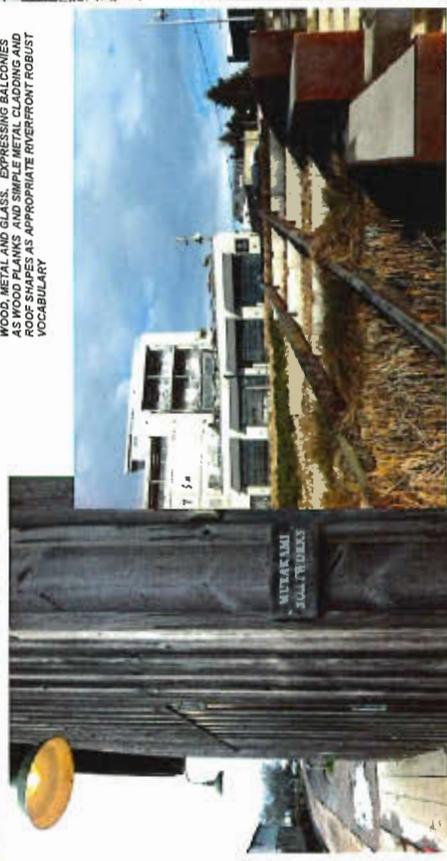
EXPLORE OPPORTUNITIES TO INTEGRATE POTENTIAL OF MARITIME THEMED PUBLIC WALL ART AS WELL AS DECORATIVE CORTEN SCREENS



REFERENCING THE USE OF MARITIME MATERIALS LIKE WOOD, METAL AND GLASS. EXPRESSING BALCONIES AND WALKWAYS WITH METAL CLADDING AND ACROSS SHAPES AS APPROPRIATE RIVERFRONT ROBUST VOCABULARY



ROBUSTNESS AND CIVIL MATERIALS AND LANDSCAPE ALONG A WORKING RIVER



DARKER VERTICAL BOARD SIDING THROUGH STAMENS, NATURAL WEATHERING PREVALENT IN THE HERITAGE OF THE AREA

CONTEXTUAL IMAGES



NEAR THE SITE ALONG DYKE ROAD, HEADING WEST

ADJACENT HOUSE

LONDON FARM

RECOGNIZE AND RESPECT THE HERITAGE OF THE AREA. REFERENCE HONEST MATERIAL AND COLOR. REFERENCE TO CLASSIC MASSING AND LIGHTER BODY CLADDING TREATMENTS



EXPLORE A VARIETY OF RECREATION OPPORTUNITIES THAT HELP ENRICH LIVING ALONG THE RIVER

RZ 15 702486

THE ANDREWS ARCHITECTS INC.
 1000 10th Avenue
 Vancouver, BC V6Z 2G7
 TEL: 604.681.1111
 WWW.ANDREWSARCHITECTS.COM

12 UNIT MIXED
 USE DEVELOPMENT
 6881, 8111 DYKE ROAD
 RICHMOND, BC

AS NOTED
 DEC 2017
 WA
 1007 / 1708

CONTEXT + PRECEDENT IMAGES

A-4.03

ISSUED FOR RE-ZONING
 (JULY 12 2018 COMMENTS)
 2018 - Oct - 18



RZ 15-702486

Attachment 3

Address: 6111 and 6091 Dyke Road

Applicant: Oris (Dyke Road) Development Corp.

Planning Area(s): London/Princess Sub Area – Steveston Area Plan

	Existing	Proposed
Owner:	6091 Dyke Road – Oris (Dyke Road) Development Corp. 6111 Dyke Road -	Proposed to be consolidated into a stratified mixed use development
Site Size (m²):	Approximately 1,781 m ² (consolidated)	No change
Land Uses:	Light industrial	Mixed use development containing at grade commercial and 12 residential units.
OCP London/Princess Sub Area Plan Designation:	Mixed Use	No change - complies
Zoning:	Light Industrial	Commercial Mixed Use – London Landing (Steveston)(ZMU40)
Number of Units:	N/A	1 commercial unit 12 residential units
Other Designations:	Provincially designated Riparian Management Area along the south (Dyke Road) frontage.	Subject site and project must comply with the Provincial Riparian Area Regulations.

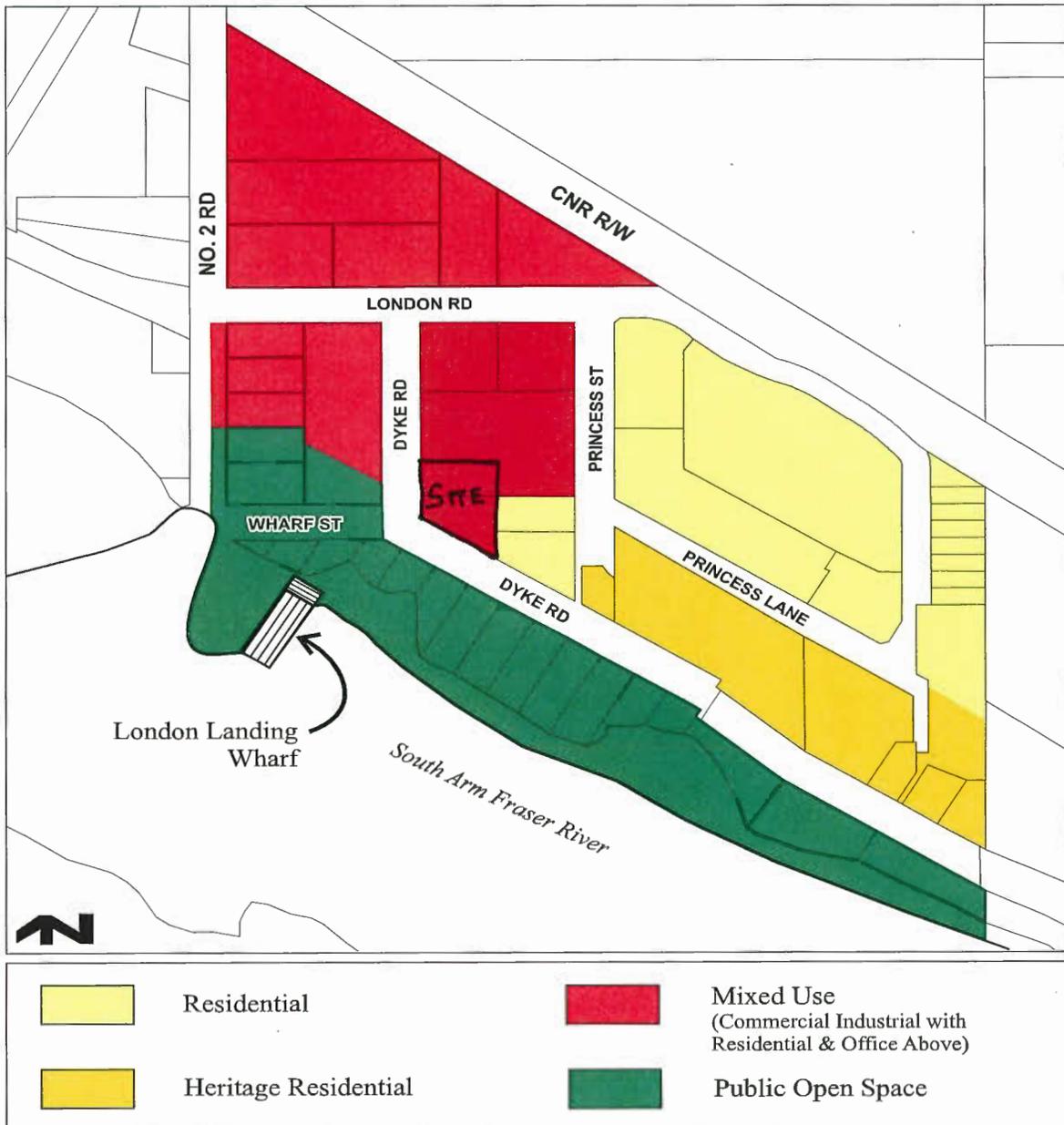
On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 1.45	1.45	none permitted
Buildable Floor Area (m ²):*	2,581 m ² (27,782 ft ²)	2,574 m ² (27,706 ft ²)	none permitted
Lot Coverage (% of lot area):	55%	52%	none
Lot Size:	1,700 m ²	1780 m ²	none
Setbacks (m): Parking structure	South property line 3.5 m Min. setback No minimum setbacks to the west, north and east property lines	South property line 3.6 m Min. setback	none

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Setbacks (m):	West property line: No setback requirement except that all portions of the building above the first storey: Min 6 m setback South property line: Min. 10 m North property line: Min. 3 m at grade; Min. 2 m for all portions of the building above the first storey East property line Side: Min. 3 m	West property line: Min. 1.5 m first storey and 6 m for remaining portions of building above the first storey. South property line: Min. 10 m. North property line: Min. 3 m at grade; Min. 2 m for all portions of the building above the first storey East property line Side: Min. 3 m	none
Height (m):	20 m	19.74 m	none
Off-street Parking Spaces – Residential Non-Residential/Visitor (shared)	Residential – 20 stalls Non-Residential/Visitor (shared) – 4 stalls	Residential – 24 stalls Non-Residential/Visitor (shared) – 4 stalls	none
Off-street Loading Spaces	1 medium size loading space	Loading lay-by area incorporated into Dyke Road frontage works	Variance requested
Amenity Space – Outdoor:	6 m ² per unit (12 units @ 72 m ²)	Approximately 80 m ²	none

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

City of Richmond

London/Princess Land Use Map Bylaw 8817
2012/09/24



NAKADE
13251 Princess Street
Richmond, British Columbia
V7E 3S1

April 24, 2018

City of Richmond
Policy Planning Department
6911 No. 3 Road
Richmond, B.C.
V6Y 2C1

Attention: Mr. Kevin Eng, Planner 2

Re: Development of 6111 and 6091 Dyke Road

Further to our email of April 12, 2018, we are writing to express our concerns with respect to the above captioned development.

Our strata council and some owners met with Mr. Dana Westermark, a representative of the developer, on April 23, 2018, and discussed with him our concerns, so we have the benefit of the developer's comments and thoughts with respect to our concerns.

The following is a description of our concerns regarding the development, along with some of the comments and thoughts we received from the developer regarding our concerns and some of our thoughts as to how our concerns might be mitigated.

Construction Related Damage

We are concerned about damage to our property caused by construction on a neighbouring property. As the construction on the development site is planned to be right to the property line, some damage is inevitable (things like fences being damaged, damage to landscaping and collapse of our soil into adjoining excavations) and we accept that.

The things we are concerned about are the following:

1. Structural or cosmetic damage to our land and buildings in general, but in particular from pre-loading, driving piles and/or significant excavation on the development site; and

2. Having the resulting damage repaired to the same standard as the land and buildings were in prior to the damage and ensuring the developer covers the cost for such.

The developer has told us that the site will not require pre-loading, pile driving or significant excavation for the construction as planned. The developer has said that it will take the following steps to detect and identify any damage caused during the construction period:

1. The contractor will have a surveyor tag our building at a number of points and tag a number of points on the ground to establish a base line and then regularly measure those tags to see if there has been any movement; and
2. The contractor will make a photographic record of parts of the building that are sensitive to movement to establish a base line,

and make such information readily available to us.

We ask the City to confirm that the developer is not required to undertake pre-loading, pile driving or significant excavation for the construction as planned and to let us know if those plans change.

What would lessen our concern on this matter is if the contractor will agree that it will not argue causation with respect to damage caused to our building during or after the construction period, if the damage is or can be reasonably inferred to be caused by movement of the building or vibration of the building and if we could be assured that the developer will have sufficient assets to fund the cost of such damages.

Drainage

We are concerned that the construction of a large building adjacent to ours, with greater lot coverage than the existing buildings, will change the amount of water that ends up on our property and the drainage patterns that exist.

We are concerned that the increase in the amount of water coming on to our property, changes in drainage patterns and an increase in water pressure on our garage walls and floor that could create new water and drainage problems for us, including leaking in our garage, pooling water on our hardscape surfaces and standing water in our gardens.

The developer has stated that the drainage the developer will be required to put in will carry more water from the site to the City storm drains than the existing system on the site does and should lessen our problems.

We also had a discussion with the developer about our possibly doing some remedial work to our drainage system during its construction period and co-ordinating the drainage along the property line. No conclusions were come to and further discussion will be required.

Massing

We are concerned about the size of the building being built next to us and it towering over us. Our preference would be to have a lower building next to us. If a lower building is not something that will happen, we would prefer that the building be stepped back on its East side as it goes up to lessen the apparent size. We do understand any developer will want to maximize the floor space built on a site and our preferences are in opposition to that desire.

When we discussed this concern with the developer, the developer said the fourth floor of the part of the building closest to us was stepped back from the South and the living space on the fourth floor was built into a barrel vault to minimize the massing and loss of light.

We discussed with the developer our concerns about the total height of the proposed building given what we understood to be new flood regulations. The developer said as planned the part of the building nearest to us had a first floor height that was approximately one foot higher than ours, however that was conditional upon the ramp slope for the parking garage being varied from what the City usually required. If the City did not agree to a steeper ramp, the building would start at a higher elevation resulting in a larger apparent mass to us. We strongly urge the City to accept the steeper ramp to keep the building lower in the ground.

We continue to have concerns about the interference of the proposed building on the light to our courtyard, the loss of view and privacy by some of our units.

Grading

We are concerned about the grading and how the developer will grade its property next to ours. That is will there be a difference of grade that will require a retaining wall along the property line.

The developer said it will grade the East boundary of their property to match the existing grade of our property.

Construction Issues

We are concerned about the following issues related to the construction:

1. Living adjacent to a construction zone for a prolonged period of time, with the additional noise and dirt associated with construction;
2. Parking for the constructions workers interfering with local parking; and
3. Access to and from our building, particularly with the ongoing construction on No. 2 Road and the planned construction of the new pump station.

The developer said that it hoped to start construction on the winter/spring of 2019 and that construction will take 18 to 22 months. The construction of the Pier took longer and our concern is that this project will likewise take longer.

There are a number of things the City could do to minimize these impacts as follows:

1. Enforce the City noise by-laws;
2. Require dust suppression on site and a system to clean dirt from the tires of trucks exiting the site;
3. Require the developer to arrange parking for its workers so as to not put more pressure on existing street parking (the developer indicated it was planning to arrange for parking for its workers); and
4. As the site will have little on site storage for materials and awkward access from the road, require the developer to limit the amount of disruption to traffic around the site.

Access Issues After Construction

We are concerned about the changes in parking and traffic patterns after the completion of the development.

The developer pointed out that there were only twelve units in the development, there will be 24 reserved parking slots, four visitor parking slots and there will be some new street parking created.

The parking created by the developer seems sufficient for the residential units, however there is a commercial unit in the building and, depending on the use, there could be significant pressure put on a limited stock of parking in the area. Note that the development site is not proximate to public transit.

As to traffic patterns, the developer pointed out the limited number of units being developed and that it would not markedly affect the number of cars in the area. We understand a traffic study is being undertaken and we would ask the City to provide us with the results of that survey.

Public Pathway

We understand the City is requiring a pathway along the South side of the development site. We are concerned about this pathway and whether it will bring an increase of traffic on to our property and the resulting problems we will suffer as a result. We want to understand the City's plan for the pathway and whether it will connect with the pathway running along the South side of our property.

Design

We are concerned that the proposed design for the development is more in keeping with the Pier and London Station than with the developments to the East.

The developer said the part of the development closest to us was to more closely resemble Nakade, next to that was a transitional element and facing the Pier was an element that more closely resembled the Pier. The developer also said it would be using a colour palate that would tie into the neighbourhood.

General

A number of statements made by the developer lessen our concerns. If there is anything we have stated that is not as the City understands or if there is a change in the proposed development, our concerns may change and we would ask that you inform us of any misunderstanding or change.

If you have any questions or require any further information, please contact Bill Hartley

Yours truly,

Strata Corporation BCS3256

A handwritten signature in black ink, consisting of several overlapping loops and a horizontal line, appearing to read 'William Hartley'.

William Hartley
Council Member

cc. Mr. Dana Westermark
Owners of Nakade

Kevin Eng
 Policy Planning Department
 City of Richmond
 6911 No. 3 Road
 Richmond BC V6Y 2C1

April 12, 2018 via email

Re: Proposed Development RZ 15-702486 (6091+6111 Dyke Road)

Kevin,

Thanks very much for spending time with me to review the drawings for the above-noted proposed development. Following our conversations and some further research, I would like to formally submit the following comments. I feel the development as proposed has challenges in context, massing, and vehicle access.

Context:

Many of the renderings in the drawing package portray the proposed building in the context of "potential development" of the lands to the north and north-east of the subject properties. While I appreciate the developer may have an overall vision for the surrounding properties, I note there is no active rezoning plan for these lands. I do not believe it is appropriate to set a precedent with the proposed building for a theoretical development to the north, as opposed to respecting the existing developed corridor to the east.

Both the subject property and the neighbouring Nakade development sit in an area currently designated as Mixed Use (reference 1). In reviewing the development proposal for Nakade (reference 2) there is much reference to supporting and integrating with the existing design principles and examples in the Heritage Precinct to the east. I believe those key Urban Design and Site Planning principles, put forward by the same developer then and noted in the points below, remain relevant today (reference 3):

- to create a 'Heritage Precinct' to provide a signature landmark development that is highly visible along Dyke Rd.
- to mimic the form of the larger heritage homes to the East.
- the built form reduces the mass of the building and complements the Abercrombie House at 13333 Princess St. east of the site.
- facade and design features to have frontage character of heritage homes.
- the fourth storey of the building is designed to be wholly within the sloping roof to minimize its impact on the Abercrombie House.
- design to lighten up the core of the building; stepping back the fourth storey circulation core.

The design and massing of the proposed development should be more aligned to the existing buildings to the east, and the Heritage Precinct that has been so carefully cultivated over time, as a logical continuation and conclusion of the corridor along Dyke Road towards London Farm. As the last developed property along Dyke Rd. facing the river, the proposed development should reflect principles firmly established along that corridor. The current plans do not.

1/3

Massing:

In view of what I see as a more appropriate context, to compliment Nakade, Abercrombie House and the overall Heritage Precinct to the east, the proposed development is simply too large:

- the fourth storey should have a sloped roof to complement the roof forms of all the existing developments along Dyke Road to the East, with a reduction in massing of the fourth storey accordingly. This should include the eastern portion of the proposed building, which currently is designed with a curved roof. The photo reference to the Paramount building has nothing to with these lands historically and the current design does not fit the existing heritage-inspired designs to the east.
- the north face should be stepped back on the third and fourth levels to provide an appropriate interface to the existing two-storey commercial developments to the north, and to reduce visual blockage to neighborhood buildings to the West, North, Northeast, and East.
- the west face of the proposed development reflects the design of The Pier at London Landing across the street, but indicates a setback of only 4.5m above the first storey, versus The Pier's setbacks of 6.24m on the second storey and 7m on storeys above (reference 4, 5). The greater setbacks should be mirrored on the west face of the proposed development for consistency and to maintain an equal southern view corridor to the river on both sides of Dyke Rd.
- the drawings do not clearly indicate how the proposed development adheres to the required 15.15m setback to the south dyke/high water mark. A measurement of 11.10m from HWM to the public path is noted boldly on the plan. The proposal appears to seek a variance to allow 8.62m to the building and 7.56m to the parkade. What is the required setback?
- the elevator structure on the roof is un-necessarily higher than the additional structures on that level, and provides visual distraction and a blocking of views for neighbouring properties. Modern elevating technology should not require a substantially higher shaft for such a building (I note a similar design at The Pier requires no additional height).
- a number of renderings in the submission package should be redone to accurately reflect the greater height of the proposed development in the context of neighbouring buildings. This building will not be equal or lower than the Nakade buildings as some renderings suggest, which is misleading.

Vehicle access:

The proposed location of the residential parkade access is far too close to the curve where Dyke Rd. along the river turns to the north, and raises significant safety concerns. While the occasional car egress for the current uses may have been less problematic, the proposed development allows for 24 parking spaces, which will result in a dramatic increase in vehicle movement.

Dyke Rd. is an increasingly busy corridor given the increased population in the London Landing area, and the increased commercial uses such as the Ember restaurant at The Pier. It also serves drivers seeking alternative routes in and out of the London/Princess/Steveston area, and is an increasingly busy route for recreational cyclists.

Drivers and cyclists approaching on Dyke Rd. from the east are nearly blind to cars coming in or out of the current development as they approach the north turn onto Dyke Rd. The road grade rises to the west as you approach the curve, and as you begin the turn north, the view is obstructed on the right hand side by the yellow cement dividers and the metal railing.

In turn, cars leaving the proposed development will have little visibility to the south, as oncoming traffic will be blocked by the building and the concrete/steel barriers. Drivers and cyclists regularly follow the curve onto Dyke Rd. at speed and will have little time to react to car movements from the proposed development. This is a life-threatening accident waiting to happen.

I appreciate that the subject properties are limited in their vehicle egress options, but the current ramp location is far too close to the corner. Ideally, the development should wait until additional properties to the north can be consolidated such that traffic can be routed according to existing examples - to Princess Rd. to the east, or further north on Dyke Rd. in line with the parkade access to The Pier.

Public Notification:

Lastly, I note that the red Rezoning notification sign was moved this past week. The previously location did not provide the public with a clear indication of what is potentially happening on those sites. The sign was attached to the north face of the steel fencing adjacent to the ditch, low to the ground, partially obstructed by vegetation and at times by vehicles parked in front of it. The sign was not visible whatsoever from the west or the north. It's location suggested visually that something might be happening to the dyke or the metal fencing, not the subject properties. Accordingly I would suggest that more time be added to the public feedback process.

Thank you for the opportunity to provide these comments, and I look forward to your reply concerning how they will be circulated as a part of your process. At the appropriate time in the rezoning process, I will be making these comments directly to Mayor and Council.

Regards,



Roy Oostergo
503-6168 London Rd. Richmond, BC
V7E 0C1
604-275-0276

References:

1. Richmond Official Community Plan, Steveston Area Plan, Bylaw 7100 Schedule 2.4, London/Princess Land Use Map, Page 9-65
2. City of Richmond, Planning and Development, Report to Planning Committee, RZ 04-286813, May 23 2006
3. City of Richmond, Planning and Development, Report to Planning Committee, RZ 04-286813, May 23 2006, page 6 "Urban Design and Site Planning"
4. City of Richmond, Planning and Development, Report to Development Permit Panel, DP 11-575759, April 23 2013, page 7 "Zoning/Compliance Variances", point 2)
5. Commercial Mixed Use (ZMU20) - London Landing (Steveston), (Bylaw 8818, Sep 24/12), section 20.20.6 Yards & Setbacks, item 3. a)



Oris (Dyke Rd) Development Corp
12235 No 1 Rd, Richmond, BC
V7E 1T6

June 8, 2018

City of Richmond
Policy Planning Department
6911 No. 3 Road
Richmond, B.C.
V6Y 2C1
Attention: Mr. Kevin Eng, Planner 2

RE: Re: Development of 6111 and 6091 Dyke Road (Nakade Letter April 24 2018)

We have included the full letter along with our responses and notes to the queries made by the Strata at Nakade.

Further to our email of April 12, 2018, we are writing to express our concerns with respect to the above captioned development. Our strata council and some owners met with Mr. Dana Westermarck, a representative of the developer, on April 23, 2018, and discussed with him our concerns, so we have the benefit of the developer's comments and thoughts with respect to our concerns. The following is a description of our concerns regarding the development, along with some of the comments and thoughts we received from the developer regarding our concerns and some of our thoughts as to how our concerns might be mitigated.

- **Noted. We confirm meeting with the Strata at this time and discussing the development in detail as to how we can help alleviate any concerns that they have.**

Construction Related Damage

We are concerned about damage to our property caused by construction on a neighbouring property. As the construction on the development site is planned to be right to the property line, some damage is inevitable (things like fences being damaged, damage to landscaping and collapse of our soil into adjoining excavations) and we accept that.

The things we are concerned about are the following:

1. Structural or cosmetic damage to our land and buildings in general, but in particular from pre-loading, driving piles and/or significant excavation on the development site; and
2. Having the resulting damage repaired to the same standard as the land and buildings were in prior to the damage and ensuring the developer covers the cost for such.

The developer has told us that the site will not require pre-loading, pile driving or significant excavation for the construction as planned. The developer has said that it will take the following steps to detect and identify any damage caused during the construction period:

1. The contractor will have a surveyor tag our building at a number of points and tag a number of points on the ground to establish a base line and then regularly measure those tags to see if there has been any movement; and

2. The contractor will make a photographic record of parts of the building that are sensitive to movement to establish a base line, and make such information readily available to us.
3. We confirm that we will complete items 1 and 2 noted above and make this information available for both parties. This will be used to help ensure that we are both aware of any issues as soon as possible so that we can work to rectify these.

We ask the City to confirm that the developer is not required to undertake pre-loading, pile driving or significant excavation for the construction as planned and to let us know if those plans change.

- We can confirm that our site/buildings currently sit at approx 2.3m geodetic. Our parkade slab height is set at approx. 1.25m along this edge with the Nakade site at 3.2-3.45m along East Property Line "PL". This establishes an excavation depth of approx 1.1-1.2m on our site and an edge condition for the Nakade site of approx 2m. We will ensure that all work along this edge conforms to BC Building Code requirements.
- We have built all of the developments within the local vicinity and have discussed the design preliminarily with our geotechnical engineer. We are confident that we will not be required to preload or pile the site to achieve bearing capacity.

What would lessen our concern on this matter is if the contractor will agree that it will not argue causation with respect to damage caused to our building during or after the construction period, if the damage is or can be reasonably inferred to be caused by movement of the building or vibration of the building and if we could be assured that the developer will have sufficient assets to fund the cost of such damages.

- We will comply with all the City of Richmond requirements to construct our building. Secondly, we are proposing to go above and beyond these requirements to survey their building and regularly monitor these points to watch for any movement and take photograph records of the building before, during and after construction. We will ensure to maintain an open and honest dialogue with the Nakade owners on any potential issues. To note, we will carry the required Builders Risk and Wrap-up insurance, including third party liability.

Drainage

We are concerned that the construction of a large building adjacent to ours, with greater lot coverage than the existing buildings, will change the amount of water that ends up on our property and the drainage patterns that exist. We are concerned that the increase in the amount of water coming on to our property, changes in drainage patterns and an increase in water pressure on our garage walls and floor that could create new water and drainage problems for us, including leaking in our garage, pooling water on our hardscape surfaces and standing water in our gardens. The developer has stated that the drainage the developer will be required to put in will carry more water from the site to the City storm drains than the existing system on the site does and should lessen our problems. We also had a discussion with the developer about our possibly doing some remedial work to our drainage system during its construction period and co-ordinating the drainage along the property line. No conclusions were come to and further discussion will be required.

- To confirm our site coverage is proposed at 52%, with the current buildings at 41%. The balance of the current sites are covered in asphalt. Our proposal will actually increase open space and porous site areas for water to naturally percolate. With this in mind, through the mechanical design and City Building Permit review process, the site drainage will be sloped accordingly to ensure that any non-porous portions of the site will be drained into the storm system connecting to the City offsite Storm pipes and not on to our neighbours site. We will also install pressure relief drainage under our slab to alleviate potential issues from a rising water table from affecting our site, similar to what Nakade has.
- We will continue to work with the Nakade Strata to see how we may help them with their drainage issues along the Property Line.

Massing

We are concerned about the size of the building being built next to us and it towering over us. Our preference would be to have a lower building next to us. If a lower building is not something that will happen, we would prefer that the building be stepped back on its East side as it goes up to lessen the apparent size. We do understand any developer will want to maximize the floor space built on a site and our preferences are in opposition to that desire. When we discussed this concern with the developer, the developer said the fourth floor of the part of the building closest to us was stepped back from the South and the living space on the fourth floor was built into a barrel vault to minimize the massing and loss of light. We discussed with the developer our concerns about the total height of the proposed building given what we understood to be new flood regulations. The developer said as planned the part of the building nearest to us had a first floor height that was approximately one foot higher than ours, however that was conditional upon the ramp slope for the parking garage being varied from what the City usually required. If the City did not agree to a steeper ramp, the building would start at a higher elevation resulting in a larger apparent mass to us. We strongly urge the City to accept the steeper ramp to keep the building lower in the ground. We continue to have concerns about the interference of the proposed building on the light to our courtyard, the loss of view and privacy by some of our units.

- Oris has made every effort to reduce these potential affects on our neighbour, while working within the OCP, environmental setbacks and surrounding zoning requirements. The following are a highlight of these:
 - We have brought the building North as far as we can into the site, helping to improve light to the Southern half of the Nakade building.
 - The current building face is 6.7m off of the South PL.
 - The proposed building face is at 10.12m (33') off of the South PL with the decks extending into this area a further 2.5m (8').
 - The proposed building has been pulled back 3m west off of the East PL as compared to where it currently sits on the PL, helping to improve sunlight into the pathway along the edge of Nakade and into the rear courtyard.
 - We have minimized the windows along the Eastern edge of the building where it's closest to the Nakade Building, helping to reduce overlook issues.
 - The barrelled vault roof over this section of the roof will help to increase light into courtyard area during the day.

- During the Development Permit process we will create a shading model to demonstrate how our proposal will effect shading to this area.
- We have provided a functional road plan and Traffic report to the City that reviews the access and ramp to our site. Taking into account City Staff and our consultants comments has created minor modifications to the plans and most notably to the transition slope that has increased our grade slab slightly from our second submission by approx 3-4".

Grading

We are concerned about the grading and how the developer will grade its property next to ours. That is will there be a difference of grade that will require a retaining wall along the property line. The developer said it will grade the East boundary of their property to match the existing grade of our property.

- Our site edge will blend into the Nakade development along the South east edge of our site, to ensure the proposed public pathway is connected and meets City requirements.
- As we move north our site edge will increase from 3.2m to 3.9m. The Nakade pathway is set at at 3.4-3.5m along this length. We will make every effort to ensure there's no difference here. However, if required the retaining wall will be very low with a fence on top of this. We can look to limit the impact of this with a lower fence height or bringing the fence panels down to ensure this looks co-ordinated. We will work with the Nakade owners on this as we get into more detailed designs.

Construction Issues

We are concerned about the following issues related to the construction:

1. Living adjacent to a construction zone for a prolonged period of time, with the additional noise and dirt associated with construction;
2. Parking for the constructions workers interfering with local parking; and
3. Access to and from our building, particularly with the ongoing construction on No. 2 Road and the planned construction of the new pump station.

The developer said that it hoped to start construction on the winter/spring of 2019 and that construction will take 18 to 22 months. The construction of the Pier took longer and our concern is that this project will likewise take longer.

- The Pier was a very complicated project and is not a good comparison for build timelines. It's in our utmost interest to build this project in the fastest timeline we can, while meeting all requirements. This is a projected timeline provided to us from a builder experienced in this type of construction.

There are a number of things the City could do to minimize these impacts as follows:

1. Enforce the City noise by-laws;
 - A site sign will be posted onsite noting the construction hours and contact info that will adhere to the City Noise bylaws.

2. Require dust suppression on site and a system to clean dirt from the tires of trucks exiting the site;
 - An erosion and sediment control program will be developed for the site that will address this issue.
3. Require the developer to arrange parking for its workers so as to not put more pressure on existing street parking (the developer indicated it was planning to arrange for parking for its workers); and
 - Given the site constraints, we will work with our neighbours to arrange how best to deal with this, including parking for our trades.
4. As the site will have little on site storage for materials and awkward access from the road, require the developer to limit the amount of disruption to traffic around the site.
 - Given the site constraints, we will work to ensure disruption is kept to a minimum.

Access Issues After Construction

We are concerned about the changes in parking and traffic patterns after the completion of the development. The developer pointed out that there were only twelve units in the development, there will be 24 reserved parking slots, four visitor parking slots and there will be some new street parking created.

The parking created by the developer seems sufficient for the residential units, however there is a commercial unit in the building and, depending on the use, there could be significant pressure put on a limited stock of parking in the area. Note that the development site is not proximate to public transit.

As to traffic patterns, the developer pointed out the limited number of units being developed and that it would not markedly affect the number of cars in the area. We understand a traffic study is being undertaken and we would ask the City to provide us with the results of that survey.

- We have included a Traffic Report with our Third Submission to the City of Richmond.
- The Traffic addressed the ability to share the commercial stalls with Visitor stalls. The report concluded that these two uses complemented each other and that the sharing of these 4 stalls will be sufficient to meet both needs. We will limit the uses for the commercial area to not include a restaurant or similar use that requires high parking counts. This will ensure that the parking stalls provided meets City bylaws, while reduce potential impacts on parking in the area.
- The small size of the development will have a limited affect on the surrounding traffic patterns.

Public Pathway

We understand the City is requiring a pathway along the South side of the development site. We are concerned about this pathway and whether it will bring an increase of traffic on to our property and the resulting problems we will suffer as a result. We want to understand the City's plan for the pathway and whether it will connect with the pathway running along the South side of our property.

- City of Richmond to respond to this question.



www.orisconsulting.ca

Design:

We are concerned that the proposed design for the development is more in keeping with the Pier and London Station than with the developments to the East. The developer said the part of the development closest to us was to more closely resemble Nakade, next to that was a transitional element and facing the Pier was an element that more closely resembled the Pier. The developer also said it would be using a colour palate that would tie into the neighbourhood.

- We have made minor modifications to the plans to reflect the comments received from City Staff and Nakade Strata to ensure the proposed massing, roof forms and overall design seamlessly fit into the fine grained urban fabric of the neighbourhood.
- The unique geometry of the site lends to the idea of breaking down the building into three distinct components (West, Southwest and South), as discussed with the Strata. Our design looks to respect the heritage character along the South PL and then transition to the more modern frontage seen along the West PL or rather North/Portion of Dyke Rd.
- We have kept the South frontage the same, that is designed to resemble but also build upon the Nakade design. We have made further enhancements to the Southwest facade that looks to respect the heritage character of the developments to the West. We have matched the adjacent parapet heights of Nakade with a simple and contemporary sill/cap detail along with a 4th storey ribbon window design and deck arrangement that tucks under a shed roof form. This area is intended to look like an enclosed deck. This design has been adapted from the key feature of the local McKinney Heritage House next to London Farm.
- We will ensure that the colour palette proposed will tie into to the neighbourhood.

General

A number of statements made by the developer lessen our concerns. If there is anything we have stated that is not as the City understands or if there is a change in the proposed development, our concerns may change and we would ask that you inform us of any misunderstanding or change.

- **Noted.** We will continue to keep the Nakade Strata informed of further changes that may affect them.

Please let me know if you require more information.

Kind Regards,
Nathan Curran

Oris Consulting Ltd
On behalf of Oris (Dyke Rd) Development Corp.



Oris (Dyke Rd) Development Corp
12235 No 1 Rd, Richmond, BC
V7E 1T6

June 8, 2018

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

Re: Proposed Development RZ 15-702486 (6091+6111 Dyke Road) April 12, 2018 letter from Roy Oostergo

We have included the full letter along with our responses and notes to the queries made by Roy Oostergo.

Kevin,

Thanks very much for spending time with me to review the drawings for the above-noted proposed development. Following our conversations and some further research, I would like to formally submit the following comments. I feel the development as proposed has challenges in context, massing, and vehicle access.

Context:

Many of the renderings in the drawing package portray the proposed building in the context of "potential development" of the lands to the north and north-east of the subject properties. While I appreciate the developer may have an overall vision for the surrounding properties, I note there is no active rezoning plan for these lands. I do not believe it is appropriate to set a precedent with the proposed building for a theoretical development to the north, as opposed to respecting the existing developed corridor to the east. Both the subject property and the neighbouring Nakade development sit in an area currently designated as Mixed Use (reference 1). In reviewing the development proposal for Nakade (reference 2) there is much reference to supporting and integrating with the existing design principles and examples in the Heritage Precinct to the east. I believe those key Urban Design and Site Planning principles, put forward by the same developer then and noted in the points below, remain relevant today (reference 3):

- to create a 'Heritage Precinct' to provide a signature landmark development that is highly visible along Dyke Rd.
- to mimic the form of the larger heritage homes to the East.
- the built form reduces the mass of the building and complements the Abercrombie House at 13333 Princess St. east of the site.
- facade and design features to have frontage character of heritage homes.
- the fourth storey of the building is designed to be wholly within the sloping roof to minimize its impact on the Abercrombie House.
- design to lighten up the core of the building; stepping back the fourth storey circulation core.

The design and massing of the proposed development should be more aligned to the existing buildings to the east, and the Heritage Precinct that has been so carefully cultivated over time, as a logical continuation and conclusion of the corridor along Dyke Road towards London Farm. As the last developed property along Dyke Rd. facing the river, the proposed development should reflect principles firmly established along that corridor. The current plans do not.

Massing:

In view of what I see as a more appropriate context, to compliment Nakade, Abercrombie House and the overall Heritage Precinct to the east, the proposed development is simply too large:

- the fourth storey should have a sloped roof to complement the roof forms of all the existing developments along Dyke Road to the East, with a reduction in massing of the fourth storey accordingly. This should include the eastern portion of the proposed building, which currently is designed with a curved roof. The photo reference to the Paramount building has nothing to with these lands historically and the current design does not fit the existing heritage-inspired designs to the east.
- the north face should be stepped back on the third and fourth levels to provide an appropriate interface to the existing two-storey commercial developments to the north, and to reduce visual blockage to neighborhood buildings to the West, North, Northeast, and East.
- the west face of the proposed development reflects the design of The Pier at London Landing across the street, but indicates a setback of only 4.5m above the first storey, versus The Pier's setbacks of 6.24m on the second storey and 7m on storeys above (reference 4, 5). The greater setbacks should be mirrored on the west face of the proposed development for consistency and to maintain an equal southern view corridor to the river on both sides of Dyke Rd.
- the drawings do not clearly indicate how the proposed development adheres to the required 15.15m setback to the south dyke/high water mark. A measurement of 11.10m from HWM to the public path is noted boldly on the plan. The proposal appears to seek a variance to allow 8.62m to the building and 7.56m to the parkade. What is the required setback?
- the elevator structure on the roof is un-necessarily higher than the additional structures on that level, and provides visual distraction and a blocking of views for neighbouring properties. Modern elevating technology should not require a substantially higher shaft for such a building (i note a similar design at The Pier requires no additional height).
- a number of renderings in the submission package should be redone to accurately reflect the greater height of the proposed development in the context of neighbouring buildings. This building will not be equal or lower than the Nakade buildings as some renderings suggest, which is misleading.

We will address all of these comments and reference them rather than directly due to the need to look at the whole in the context of its parts.

- Given the RMA setback we have kept our building design as compact as possible while looking to respect view corridors down Dyke Rd and potential shading issues on neighbouring properties.
- In light of comments received from the City and noted within this letter, we have pulled back our building to 6m from the West Property line. The original setback had been 4.5m which had been modelled off of approved setbacks for Hi Line and Harbour Walk along No.2 Rd. However, given that the Nakade zoning bylaw provides for a 6m setback along the South Property Line, which is consistent with all developments to the East of this site, we will respect this. The 7m setback on the Pier site was achieved due to the larger site size and ability to move the building around more. This has no reference to other building setbacks approved for the second floor and above on surrounding developments. (Point 3 Massing)
- To help improve sight lines down this corridor our decks are proposed to be built similarly to The Pier project with slim deck profiles, glass railing and no divider panels. We have pulled back the decks on each floor from 2m (Level 2), 3m (Level 3), 3.5m (Level 4) and 6m (Level 5).
- A modelled massing for the sites to the North was provided at the request of the City to see how this site might fit into the context of the entire area being developed. We are not looking to set a precedent for the potential development of the site, but rather help City staff with the review of this site throughout the Rezoning and Development Permit process. (Context notes)
- We have pulled the buildings back on the North elevation to be 3m at grade and 2m on levels 2/3/4. Given the site constraints on our site with the RMA setback, we cannot pull the building any further south along this edge. Limited windows are placed along this edge to prevent overlook issues and to respect a potential development on the site to the North. (Point 2 Massing)
- The shape of the building had been completed this way to help create a central courtyard area that will eventually connect between this development proposal and that to the site's to the north as per the OCP desires.
- The RMA setback of 11.1m from the High Water Mark "HWM" is to the edge of our Parkade. As the HWM is not a parallel line this caused the setback from the Property line to the parkade to shift around slightly. This parkade is proposed at a minimum of approx 12' (3.6 meters) off the PL. The building face is set back much further than this with a minimum of 25' (7.6 meters) to the proposed decks and minimum of 33' (10 meters) to the building face. (Point 3 & 4 Massing).
- We have made minor modifications to the plans to reflect the comments received from City Staff to ensure the proposed massing, roof forms and overall design seamlessly fit into the fine grained urban fabric of the neighbourhood. The unique geometry of the site lends to the idea of breaking down the building into three distinct components (West, Southwest and South). Our design looks to respect the heritage character along the South PL and then transition to the more modern frontage seen along the West PL or rather North/Portion of Dyke Rd. (Context notes & Point 1 Massing)
- We have kept the South frontage the same: it has been designed to resemble but also build upon the Nakade design. The Paramount building is a prominent building within the Steveston Harbour area and brings a fresh design to the roof shape for the area that reflects the industrial

heritage uses of the London Landing Area. The building facade and deck design look to build upon and draw inspiration from the heritage designs to the East. (Context Notes & Point 1 Massing)

- We have made further enhancements to the Southwest facade that looks to respect the heritage character of the developments to the East. We have matched the adjacent parapet heights of Nakade with a simple and contemporary sill/cap detail along with a 4th storey ribbon window design and deck arrangement that tucks under a shed roof form. This area is intended to look like an enclosed deck. This design has been adapted from the key feature of the local McKinney Heritage House next to London Farm. (Context Notes & Point 1 Massing)
- We have adjusted the Roof access areas to meet minimum height requirements for elevator and stairwell access. We have placed the rooftop access for both units as far away from the PL as we can along both frontages to reduce the height of the building from the street for these access points. We have also added a shallow sloping roof nesting against the shafts of both rooftop penthouses that mirrors the southern rooftop form of the adjacent Pier Development. (Point 5 Massing)
- Our renderings are not provided with the intent to mislead anyone, but rather to provide context of the proposed building within the neighbourhood.
 - The Eastern section of the building next to Nakade is the same height as Nakade as shown within the elevations.
 - The building increases in height as it moves West to be consistent with the Pier development across the road.
 - We have added massing images from street level to better show this within the architectural drawings.

Vehicle access:

The proposed location of the residential parkade access is far too close to the curve where Dyke Rd. along the river turns to the north, and raises significant safety concerns. While the occasional car egress for the current uses may have been less problematic, the proposed development allows for 24 parking spaces, which will result in a dramatic increase in vehicle movement.

Dyke Rd, is an increasingly busy corridor given the increased population in the London Landing area, and the increased commercial uses such as the Ember restaurant at The Pier. It also serves drivers seeking alternative routes in and out of the London/Princess/Steveston area, and is an increasingly busy route for recreational cyclists.

Drivers and cyclists approaching on Dyke Rd. from the east are nearly blind to cars coming in or out of the current development as they approach the north turn onto Dyke Rd. The road grade rises to the west as you approach the curve, and as you begin the turn north, the view is obstructed on the right hand side by the yellow cement dividers and the metal railing.

In turn, cars leaving the proposed development will have little visibility to the south, as oncoming traffic will be blocked by the building and the concrete/steel barriers. Drivers and cyclists regularly follow the



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curve onto Dyke Rd. at speed and will have little time to react to car movements from the proposed development. This is a lifethreatening accident waiting to happen.

I appreciate that the subject properties are limited in their vehicle egress options, but the current ramp location is far too close to the corner. Ideally, the development should wait until additional properties to the north can be consolidated such that traffic can be routed according to existing examples - to Princess Rd. to the east, or further north on Dyke Rd. in line with the parkade access to The Pier.

Mr. Oostergo has raised concerns that we are also looking to address to ensure our development doesn't endanger pedestrians, cyclists and drivers along the section of Dyke Rd. We have completed a Traffic Report that is attached to our third submission addressing all of these issues.

Highlights of this report that address these concerns are:

- The driveway location is sound and provides adequate safety and clear sight lines for (Stopping Sight Distance and Intersection Sight Distance) for cars entering and exiting the driveway.
- The building is pulled back enough to allow clear sight lines for drivers to see pedestrians on both sides.
- Mitigation measures proposed by Bunt include ensuring that any planting to the south of the driveway, within the required sight lines is kept to 1.2m and below. We will comply with this direction.

Public Notification:

Lastly, I note that the red Rezoning notification sign was moved this past week. The previously location did not provide the public with a clear indication of what is potentially happening on those sites. The sign was attached to the north face of the steel fencing adjacent to the ditch, low to the ground, partially obstructed by vegetation and at times by vehicles parked in front of it. The sign was not visible whatsoever from the west or the north. It's location suggested visually that something might be happening to the dyke or the metal fencing, not the subject properties. Accordingly I would suggest that more time be added to the public feedback process.

The original development RZ sign was posted here for the development of 6111 Dyke Rd back in November 2015. A new RZ application and sign was installed in the same location in September 2017. Upon the request of the City we moved the sign to a more prominent location. The original location was clearly visible for all users of the street heading along Dyke Rd in the north/west direction.

We believe the public has had ample opportunity to see the sign in it's previous location and to provide comments, if necessary. Given that we've been in the system for over 30 months we feel this is a sufficient time for the public to respond. That being said the public will also have an opportunity to respond from now until the public hearing for the site.



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Thank you for the opportunity to provide these comments, and I look forward to your reply concerning how they will be circulated as a part of your process. At the appropriate time in the rezoning process, I will be making these comments directly to Mayor and Council.

Regards,
Roy Oostergo.

Please let me know if you require more information.

Kind Regards,

Nathan Curran

Oris Consulting Ltd
On behalf of Oris (Dyke Rd) Development Corp



Address: 6111 and 6091 Dyke Road

File No.: RZ 15-702486

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9953, the developer is required to complete the following:

1. Consolidation of all the lots into one development parcel (which will require the demolition of the existing buildings).
2. As part of the consolidation referenced in rezoning consideration Item 1, dissolution of any existing strata on the subject development site.
3. Granting of a Statutory Right-of-Way (SRW) (volumetric and/or in combination with a standard SRW legal plan prepared by a BCLS) along the subject site's north property line in accordance with the following provisions:
 - a) Be situated at the finished grade of the subject site above the parking structure.
 - b) Minimum of 3 m wide at the finished grade for the height of the first storey and a minimum of 2 m wide above the first storey (height dimensions to be confirmed through BCLS legal plan).
 - c) For areas on the subject site where the SRW width does not need to be adjusted due to cantilevered portions of the building, a minimum 3 m wide SRW is to be secured at the finished grade of the subject site above the parking structure.
 - d) The type of SRW would be to allow for full public right of passage (including utilities).
 - e) All works in the SRW would be developer constructed (at their sole cost) with the owner/future strata responsible for maintenance and liability.
 - f) Design and construction of all works within the SRW would be through a Servicing Agreement (see rezoning consideration Item 15 b) for a description of the works.
4. Registration of a covenant on title that identifies the building as a mixed use building indicating that the design is required to mitigate unwanted noise and demonstrate that the building envelope is designed to avoid noise generated by the internal use from penetrating into residential areas that exceed noise levels allowed in the City's Noise Bylaw.
5. Registration of a flood plain covenant on title identifying a minimum habitable elevation of 2.9 m GSC.
6. Registration of a legal agreement on title ensuring the shared use of non-residential parking spaces and residential visitor parking spaces and prohibiting the assignment of any of these parking spaces to a particular unit or user.
7. Registration of a legal agreement on title ensuring that all floor area located in the parkade level, not used as a garage, is required to be compliant with the City's Flood Plain Designation and Protection Bylaw 8204 (i.e., habitable space, business and/or storage of goods/equipment susceptible to damage by flood water is not permitted).
8. Registration of a legal agreement on title ensuring that the parkade gate to the parkade structure is to remain open during the hours of operation of the non-residential use on the property.
9. The submission and processing of a Development Permit* completed to a level deemed acceptable by the Director of Development.
10. City acceptance of the developer's offer to voluntarily contribute \$0.85 per buildable square foot (e.g. \$23,550) to the City's public art fund.
11. City acceptance of the developer's offer to voluntarily contribute \$10 per buildable square foot (e.g. \$210,797) to the City's affordable housing fund.
12. Submission and approval (by the Director of Engineering) of a Streamside Protection and Enhancement Area (SPEA) restoration and enhancement plan from the applicant's Environment Consultant, in compliance with Provincial RAR, for on-site restoration and enhancement works generally on the south portion of the property, which is required to include the following:
 - a) A Construction Environmental Management Plan (CEMP), to be approved by the Director of Engineering, for the applicable area that will include an accompanying operational/maintenance plan.

- b) All works, including modifications to existing grade is required to be reviewed by the Environmental Consultant for compliance with Provincial RAR.
 - c) Note – The approved SPEA restoration and enhancement plan will need to be integrated into the landscape plan submission for on-site landscaping as part of the required Development Permit application required for the project.
 - d) Appropriate security (cash security and/or landscape letter of credit) for the SPEA enhancement and restoration works will be required as a Development Permit consideration. Specific conditions associated with the duration of the monitoring period once the enhancement and restoration works for the SPEA have been completed would be based on the recommendation of the applicant’s Environmental Consultant.
13. Registration of a legal agreement registered on title that requires the submission of an appropriate BCLS legal plan to identify the on-site SPEA restoration and enhancement area that will require the implementation of the works by the developer and that the works cannot be removed or modified without the City’s prior consent. This legal agreement will also identify that SPEA works are to be maintained solely by the owners/strata of the development (including during the monitoring/maintenance period in accordance with the operational/maintenance plan included in the Environmental Consultant’s plan). Additional provisions will allow City staff to gain access to the area to undertake maintenance and related works at the owners/strata’s sole cost in the event that the owners/strata fail to undertake these works.
14. Enter into a Servicing Agreement* for the design and construction of sanitary relocation works along the subject site’s Dyke Road (north-south) frontage. A Service Agreement (SA) is required for this project as a consideration of rezoning. A Letter of Credit for the Service Agreement will be required prior to adoption of the rezoning bylaw. Works include, but may not be limited to the following (all works at the developers sole cost).
- a) Note: All sanitary relocation works must be completed before:
 - Commencement of any site preparation activities works (i.e., preload; soil densification; other related site preparation activities); or
 - Prior to issuance of a Building Permit (if no site preparation works are required).
 - b) Construct a new sanitary main within the travel lane of Dyke Road to replace the existing sanitary main along the west property line of the proposed site. The new sanitary main shall connect to the existing sanitary main from the park at the west side of Dyke Road via a new manhole and tie back via new manholes also to the existing sanitary main that is located inside 13191 Princess Street along its west property line. The required tie-in to the existing sanitary main inside 13191 Princess Street may require the removal and replacement of the existing retaining walls that support the Dyke Road frontage of 13191 Princess Street. The details of the required sanitary sewer works shall be finalized through the Servicing Agreement design review.
 - c) The existing sanitary sewer service to the properties that are located at the west and south sides of Dyke Road (e.g., 6080 Dyke Road, City Park etc.) shall be maintained during and after the required modification to the sanitary sewer system.
 - d) Remove the sanitary system (e.g., pipes, manholes, inspection chambers etc.) along the west property line of the subject site and discharge the corresponding utility statutory right of way(s) after the new sanitary sewer main in the roadway is operational and accepted by the City.
 - e) As the require sanitary works involve works on private property (e.g., 13191 Princess Street), the developer is required to notify the owner of 13191 Princess Street via notification letter that is reviewed and approved by the City Engineering staff. Sign-off by the owner of 13191 Princess Street on the notification letter will be required prior to the developer entering into a Servicing Agreement with the City.
 - f) A Service Agreement is required for this project as a consideration of rezoning. A Letter of Credit for the Service Agreement will be required prior to adoption of the rezoning bylaw.
15. Enter into a Servicing Agreement* for the design and construction of frontage works, on-site public pathway (north property line), SPEA restoration/enhancement (within the Dyke Road allowance) and site servicing connections. A Service Agreement (SA) is required for this project as a consideration of rezoning. A Letter of Credit for the Service Agreement will be required prior to adoption of the rezoning bylaw. Works include, but may not be limited to the following (all works at the developers sole cost):
- a) Frontage improvements – Dyke Road (north-south portion)

- Prior to submission of the Servicing Agreement, submission and approval of a road functional design (based on the ultimate design for Dyke Road and the submitted and approved Traffic Impact Assessment in relation to site/driveway access location, sightlines and visibility) that is required to include, but not limited to works/upgrades related to the road, driveway crossing (including any necessary distinct surface treatment and curb treatment), boulevard (including any necessary bollards), sidewalk, street lighting (including relocation of existing street lights impacted by works), on-street loading bay layby, traffic signage and any modifications to existing retaining walls.
 - Remove the non-conforming parking stalls fronting 6111 Dyke Road and 6091 Dyke Road.
 - If required, provide for any necessary road dedications or statutory right-of-ways as identified in the approved road functional design.
 - The Servicing Agreement design submission is required to include all aspects of works as approved through the road functional design submission.
- b) On-site public pathway (north property line within the 3 m wide SRW at grade – Refer to rezoning consideration Item 3)
- Prior to the submission of a Servicing Agreement, submission of a public pathway functional design that includes a minimum 2 m wide concrete surface pathway on the north portion of the SRW and appropriate transition/surface treatment to the edge of the building (i.e., pavers and/or stamped concrete). The functional plan and design will also need to incorporate provisions for pathway lighting along the entire length of the SRW. The functional plan will also need to show the design where this pathway transitions to the frontage works being secured along Dyke Road.
 - The Servicing Agreement design drawings for the above referenced works are to be based on the approved functional plan.
- c) SPEA restoration/enhancement works (within the Dyke Road allowance) in accordance with the approved plan from the applicant's Environmental Consultant that is compliant with Provincial Riparian Areas Regulation:
- Removal and restoration of the existing lock block/culvert structure within the watercourse.
 - Remove and relocate any third party utilities and related works that are currently located in the existing watercourse.
 - The functionality of the watercourse will need to be demonstrated to the satisfaction of Environmental Sustainability and Engineering staff, based on the proposed scope of works in the SPEA/RMA.
 - All works, including modifications to existing grade is required to be reviewed by the Environmental Consultant for compliance with Provincial RAR.
 - Incorporation of the required riparian compensation works secured through SA 12-613832 (with compensation works to be revised to the approval of Environmental Sustainability staff) into the SPEA/RMA restoration and enhancement works being secured through the Servicing Agreement required for 6111 and 6091 Dyke Road (via RZ 15-702486). Note: The bonding for the compensation works under SA 12-613832 will not be released until the Owner has entered into the SA for RZ 15-702486 and provided security for all the works, including the compensation works under SA 12-613832.
 - The monitoring and maintenance period for the enhancement and restoration works in the Dyke Road allowance is to be based on the recommendations of the environmental consultant and approved by the City.
- d) Site servicing connections:
- Waterworks
 - (a) Using the OCP Model, there is 262 L/s of water available at a 20 psi residual at the hydrant at Dyke Road frontage. Based on your proposed development, your site requires a minimum fire flow of 220 L/s.
 - (b) The Developer is required to:
 - (i) Submit Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) fire flow calculations to confirm the development has adequate fire flow for onsite fire protection.

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

- (c) At the Developer's cost, the City will:
 - (i) Cut and cap at main the existing water service connections at Dyke Road frontage.
 - (ii) Install a new water service connection at the frontage of 6091 Dyke Road. Tie-in shall be to the existing 200mm diameter watermain at Dyke Road.
 - (iii) Relocate to the ultimate location the existing fire hydrant at the frontage of 13191 Princess Street, if required, to match the frontage improvement requirements at Dyke Road frontage.
 - (iv) The above referenced works will be designed through the Servicing Agreement.
 - (v) The applicant will be responsible for all design and construction costs.
- Storm works – At the Developer's cost, the City will:
 - (a) install new storm sewer connection to service the proposed site. Details of the new storm service shall be finalized via the servicing agreement design review.
 - (b) The above referenced works will be designed through the Servicing Agreement.
 - (c) The applicant will be responsible for all design and construction costs.
- General– The developer is required to:
 - (a) Locate all above ground utility cabinets and kiosks required to service the proposed development within the developments site (see list below for examples). A functional plan showing conceptual locations for such infrastructures shall be included in the Rezoning staff report and the development process design review. Please coordinate with the respective private utility companies and the project's lighting and traffic signal consultants to confirm the right of ways dimensions and the locations for the aboveground structures. If a private utility company does not require an aboveground structure, that company shall confirm this via a letter to be submitted to the City. The following are examples of SRWs that shall be shown in the functional plan and registered prior to SA design approval:
 - (i) BC Hydro PMT – 4mW X 5m (deep)
 - (ii) BC Hydro LPT – 3.5mW X 3.5m (deep)
 - (iii) Street light kiosk – 1.5mW X 1.5m (deep)
 - (iv) Traffic signal kiosk – 1mW X 1m (deep)
 - (v) Traffic signal UPS – 2mW X 1.5m (deep)
 - (vi) Shaw cable kiosk – 1mW X 1m (deep) – show possible location in functional plan
 - (vii) Telus FDH cabinet - 1.1mW X 1m (deep) – show possible location in functional plan
 - (b) Provide if pre-load is required, prior to pre-load installation, a geotechnical assessment of preload and soil preparation impacts on the existing utilities fronting or within the development site, proposed utility installations, the existing buildings along the north and east side of 6111 Dyke Road, the existing retaining wall along the ditch at Dyke Road frontage, and provide mitigation recommendations. The mitigation recommendations shall be incorporated into the first SA design submission or if necessary to be implemented prior to pre-load. The existing sanitary main along the site's frontage may need to be remove first and its replacement in the roadway needs to be operational prior to start of pre-load.
 - (c) Additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering may be required, including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.

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

1. Confirmation of the amount of the landscape letter of credit/bond for all on-site landscaping proposed for the project (Note: Landscape letter of credit/bond is required to be submitted prior to the issuance of the Development Permit by Council). The submitted security for on-site landscaping will also need to address the proposed works associated with the on-site SPEA enhancement and restoration works, including parameters to address the duration of the monitoring/maintenance period based on the recommendations from the applicant's Environmental Consultant.
2. Submission of a letter from the applicant's design team/consultant confirming that the Development Permit drawing submission is consistent with the project response/approach to achieving compliance with BC Energy Step Code requirements applicable to this project.
3. Other items as determined 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 Department. Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.
2. Incorporation of accessibility 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 Department at 604-276-4285.

Note:

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

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

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

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

SIGNED COPY ON FILE

Signed

Date

PLN - 130



Richmond Zoning Bylaw 8500
Amendment Bylaw 9953 (RZ 15-702486)
6091 and 6111 Dyke Road

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

- 1. Richmond Zoning Bylaw 8500 is amended by:
 - a. Inserting the following at the end of existing table contained in Section 5.15.1 c):

ZMU40	\$10.00 for wood frame construction \$14.00 for concrete construction
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- b. Insert the following into Section 20 – Site Specific Mixed Use Zones, in numerical order:

“20.40 **Commercial Mixed Use – London Landing (Steveston)(ZMU40)**

20.40.1 **Purpose**

The **zone** provides for **commercial**, residential and industrial **uses** in the London/Princess Sub Area in the Steveston Area Plan.

20.40.2 **Permitted Uses**

- child care
- health service, minor
- housing, apartment
- housing, town
- industrial, general
- office
- recreation, indoor
- retail, convenience
- retail, general
- service, financial
- service, household repair

20.40.3 **Secondary Uses**

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

20.40.4 **Permitted Density**

1. The maximum **floor area ratio** is 1.0.
2. Notwithstanding Section 20.40.4.1, the reference to “1.0” **floor area ratio** is increased to a higher **density** of “1.45” **floor area ratio** if the **owner** pays into the **affordable housing reserve** the sum specified in Section 5.15.1 c) of this bylaw, at the time **Council** adopts a zoning bylaw to include the **site** in the **ZMU40 zone**.

20.40.5 **Permitted Lot Coverage**

1. The maximum permitted **lot coverage** is 55% for **buildings**.

20.40.6 **Yards & Setbacks**

1. There is no minimum **setback** to the west, north and east **property lines** for a below **grade parking structure** except that the minimum **setback** to the south **property line** (Dyke Road) for a below **grade parking structure** is 3.5 m.
2. The minimum **setback** to the north **property line** for a **building** is 3.0 m at the **first storey** located above a parking **structure** and 2 m for all remaining parts of the **building** above the **first storey**.
3. The minimum **setback** to the east **property line** for a **building** is 3.0 m except that **bay windows** located on the **first storey** located above a parking **structure** may project into the **setback** not more than 0.2 m.
4. There is no minimum **setback** to the west **property line** except that:
 - a) The minimum **setback** to the west **property line** for a **building** is 6.0 m for all portions of the **building** above the **first storey**.
 - b) Unenclosed decks located above the **first storey** supported by columns may project into this **setback** not more than 3.2 m.

5. The minimum **setback** to the south **property line** for a **building** located above a parking **structure** is 10.0 m except that unenclosed decks supported by columns may project into the **setback** not more than 2.5 m.

20.40.7 **Permitted Heights**

1. The maximum **building height** is 20 m.

20.40.8 **Subdivision Provisions/Minimum Lot Size**

1. The minimum **lot** area is 1,700 sq. m.

20.40.9 **Landscaping & Screening**

1. **Landscaping** and **screening** shall be provided according to the provision of Section 6.0.

20.40.10 **On-site Parking and Loading**

1. On-site **vehicle** and bicycle parking and loading shall be provided according to the standards set out in Section 7.0. except that:
 - a) Required **parking spaces** for residential **use** visitors and non-residential **uses** may be shared.
 - b) A maximum of 11 small car **parking spaces** is permitted for the residential units

20.40.11 **Other Regulations**

1. The following **uses** permitted in this **zone** shall only be located on the ground floor of a **building** located directly above a parking **structure** with a maximum **setback** of 1.5 m to the west **property line** and with a maximum combined **gross leasable floor area** of 130 m²:
 - **child care**
 - **health service, minor**
 - **industrial, general**
 - **office**
 - **recreation, indoor**
 - **retail, convenience**
 - **retail, general**
 - **service, financial**
 - **service, household repair**

- 2. **Apartment housing** is a permitted **principal use** in this **zone** provided it is restricted to the second **storey** and above of the **building** in which the **use** is located.
- 3. **Town housing** is a permitted **principal use** in this **zone** provided the units are not situated within 7.5 m of a **lot line** abutting a **road**.
- 4. In addition to the regulations listed above, the General Development Regulations in Section 4.0 and the Specific Use Regulations in Section 5.0 apply.

2. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following area and by designating it **“COMMERCIAL MIXED USE – LONDON LANDING (STEVESTON)(ZMU40)”**.

P.I.D. 018-697-844
 Parcel A Section 18 Block 3 North Range 6 West New Westminster District Plan Reference Plan LMP15048

P.I.D 024-383-732
 P.I.D 024-383-741
 P.I.D 024-383-759
 P.I.D 024-383-767
 P.I.D 024-383-775
 P.I.D 024-383-783

Strata Lot 1 to 6 Section 18 Block 3 North Range 6 West New Westminster District Strata Plan LMS3804

3. This Bylaw may be cited as **“Richmond Zoning Bylaw 8500, Amendment Bylaw 9953”**.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

CITY OF RICHMOND
APPROVED by <i>VE</i>
APPROVED by Director or Solicitor <i>[Signature]</i>

 MAYOR

 CORPORATE OFFICER



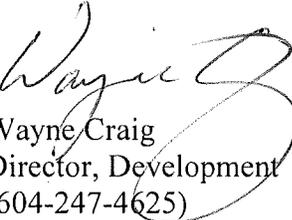
To: Planning Committee
From: Wayne Craig
Director, Development

Date: November 13, 2018
File: ZT 18-840326

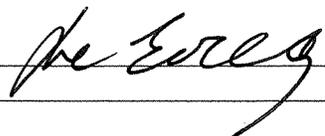
Re: **Application by Spring Communication Development Ltd. for a Zoning Text Amendment to the "Pub & Sales (CP1; CP2)" Zone to Permit Restaurant Use at 8320 Alexandra Road**

Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9962, for a Zoning Text Amendment to the "Pub & Sales (CP1; CP2)" zone to permit restaurant use at 8320 Alexandra Road, be introduced and given first reading.


Wayne Craig
Director, Development
(604-247-4625)

WC:na
Att. 4

REPORT CONCURRENCE
CONCURRENCE OF GENERAL MANAGER


Staff Report

Origin

Spring Communication Development Ltd. has applied to the City of Richmond for permission to amend the “Pub & Sales (CP1; CP2)” zone to add “restaurant” as a site-specific additional use at 8320 Alexandra Road (Attachment 1). The subject site is currently occupied by a single building that has been renovated for restaurant use. The amendment would serve to bring into compliance past business changes that have eliminated pub use and introduced restaurant use.

Findings of Fact

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

Surrounding Development

Development immediately surrounding the subject site is as follows:

To the North: Across Alexandra Road, commercial buildings with parking on property zoned “Auto-Oriented Commercial (CA)”.

To the South: Across Alderbridge Way, Lansdowne Mall with parking on property zoned “Auto-Oriented Commercial (CA)” and an amendment application to the Official Community Plan (OCP) to adjust land use boundaries (pending approval) to facilitate the future redevelopment of the site to a mixed use neighbourhood (CP 15-717017).

To the East: Commercial buildings with parking on property zoned “Auto-Oriented Commercial (CA)”.

To the West: Vacant lots on property zoned “Auto-Oriented Commercial (CA)”.

Related Policies & Studies

Official Community Plan/City Centre Area Plan

The Official Community Plan (OCP) land use designation for the subject site is “Commercial (COM)” and the City Centre Area Plan designation for the subject site is “Urban Centre T5 (25m)”. The development proposal is consistent with these designations and the Aberdeen Village (2031) Land Use Map (Attachment 3) as “Urban Centre T5 (25m)” specifically allows for restaurants.

Public Consultation

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

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

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

Analysis

Proposed Zoning Text Amendment

The subject site is currently zoned “Pub & Sales (CP1)”, which permits neighbourhood public house as a permitted use, but does not permit a restaurant. The Homestead Pub opened at the location in 1988. However, since 1998 a licensed restaurant has been in operation. The applicant wishes to continue the primary use of the building as restaurant as it has been for the last years 10 years. This application seeks to add restaurant as a permitted use to reflect the historic use of the site. The purpose of the proposed Zoning Text Amendment application is to amend the “Pub & Sales (CP1; CP2)” zone to permit “restaurant” as an additional use specific to the subject site. No additional commercial services or retail activities are proposed.

Existing Site Context

There is a one-storey cottage style building with a prominent roof profile on the property that is setback from the street and surrounded by parking.

Vehicular access to the subject site is provided via the existing driveway crossing on Alexandra Road. Ongoing access in this manner is acceptable to the City’s Transportation department. The subject site provides ample amount of parking with 53 parking stalls; well over the minimum requirement of 19 stalls for a restaurant of this size in the City Centre under Richmond Zoning Bylaw 8500.

The existing landscaping setback is also in compliance with Richmond’s Zoning Bylaw 8500.

No changes are proposed to the exterior of the existing building at this time. A copy of the current site plan and floor plans are provided as Attachment 4.

Site Servicing and Frontage Improvements

There are no site servicing concerns and no frontage improvements are required for this property at this time given the nature of the application. In the future, road dedication, frontage improvements and other site securing requirements will be required where the property is redeveloping, in accordance with the City Centre Area Plan.

Financial Impact

None.

Conclusion

The purpose of this Zoning Text Amendment application is to amend the “Pub & Sales (CP1; CP2)” zone to add “restaurant” as a site-specific additional use on the property at 8320 Alexandra Road. The amendment will bring the proposed restaurant use into compliance with current zoning regulations.

The Zoning Text Amendment application complies with the land use designation and applicable policies contained within the OCP for the subject site.

There are no rezoning considerations associated with this Zoning Text Amendment application.

On this basis, it is recommended that Richmond Zoning Bylaw 8500, Amendment Bylaw 9962 be introduced and given first reading.



Nathan Andrews
Planning Technician
(604-247-4911)

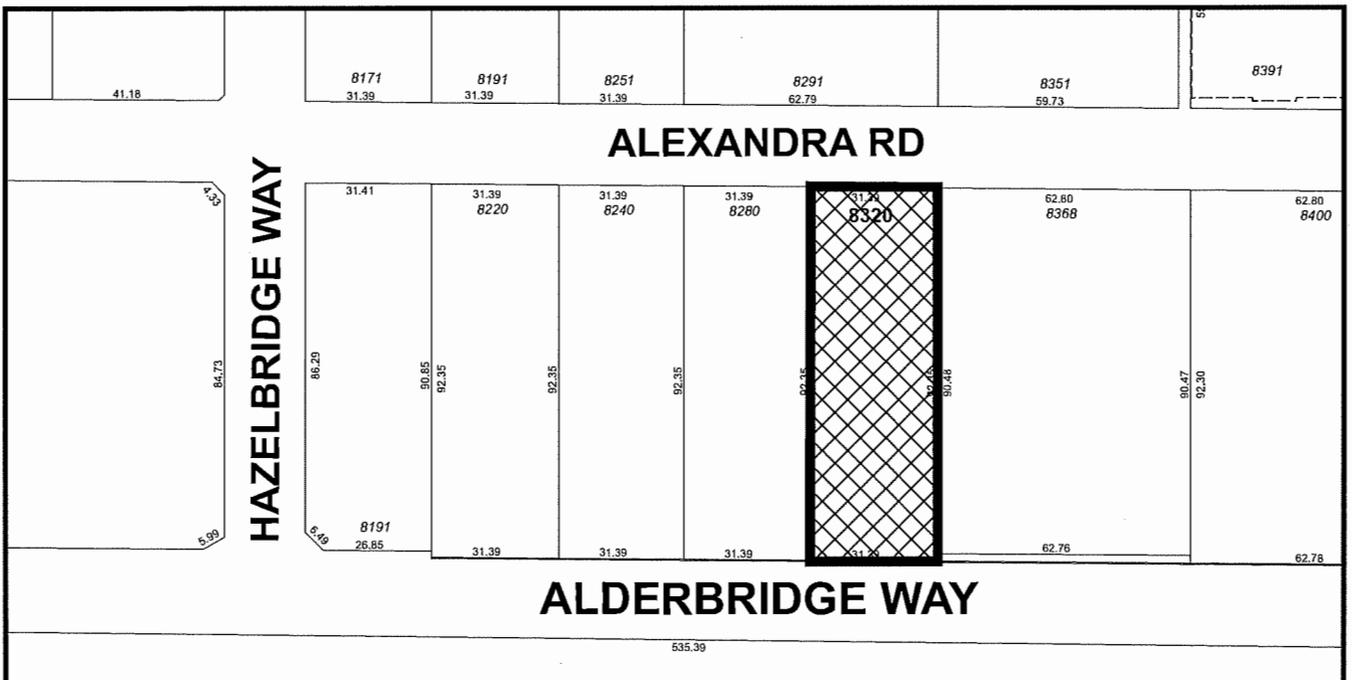
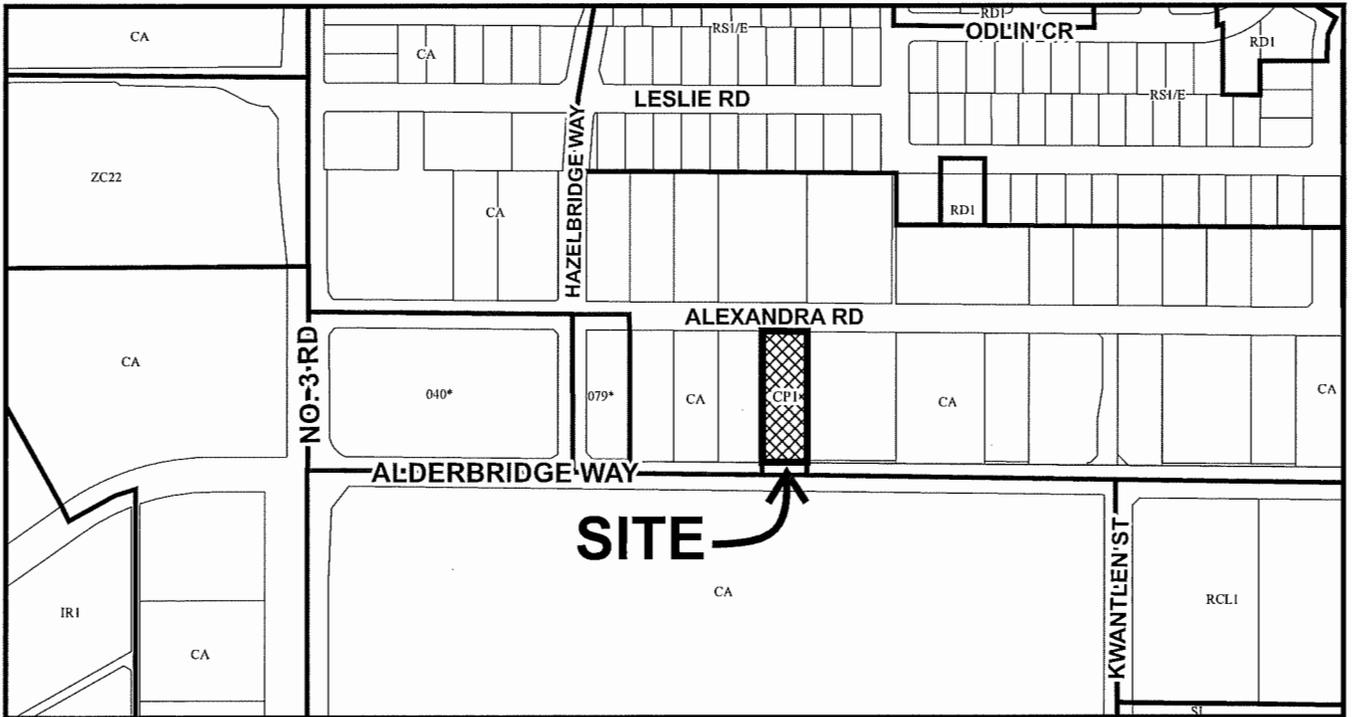
NA:blg

Attachment 1: Location Map & Aerial Photo
Attachment 2: Development Application Data Sheet
Attachment 3: Aberdeen Village (2031) Land Use Map
Attachment 4: Site Plan and Building Plans



City of Richmond

ATTACHMENT 1



ZT 18-840326

Original Date: 10/30/18

Revision Date:

Note: Dimensions are in METRES



City of Richmond

ATTACHMENT 1



ZT 18-840326

Original Date: 10/30/18

Revision Date:

Note: Dimensions are in METRES

PLN - 140



ZT 18-840326

Attachment 2

Address: 8320 Alexandra Road

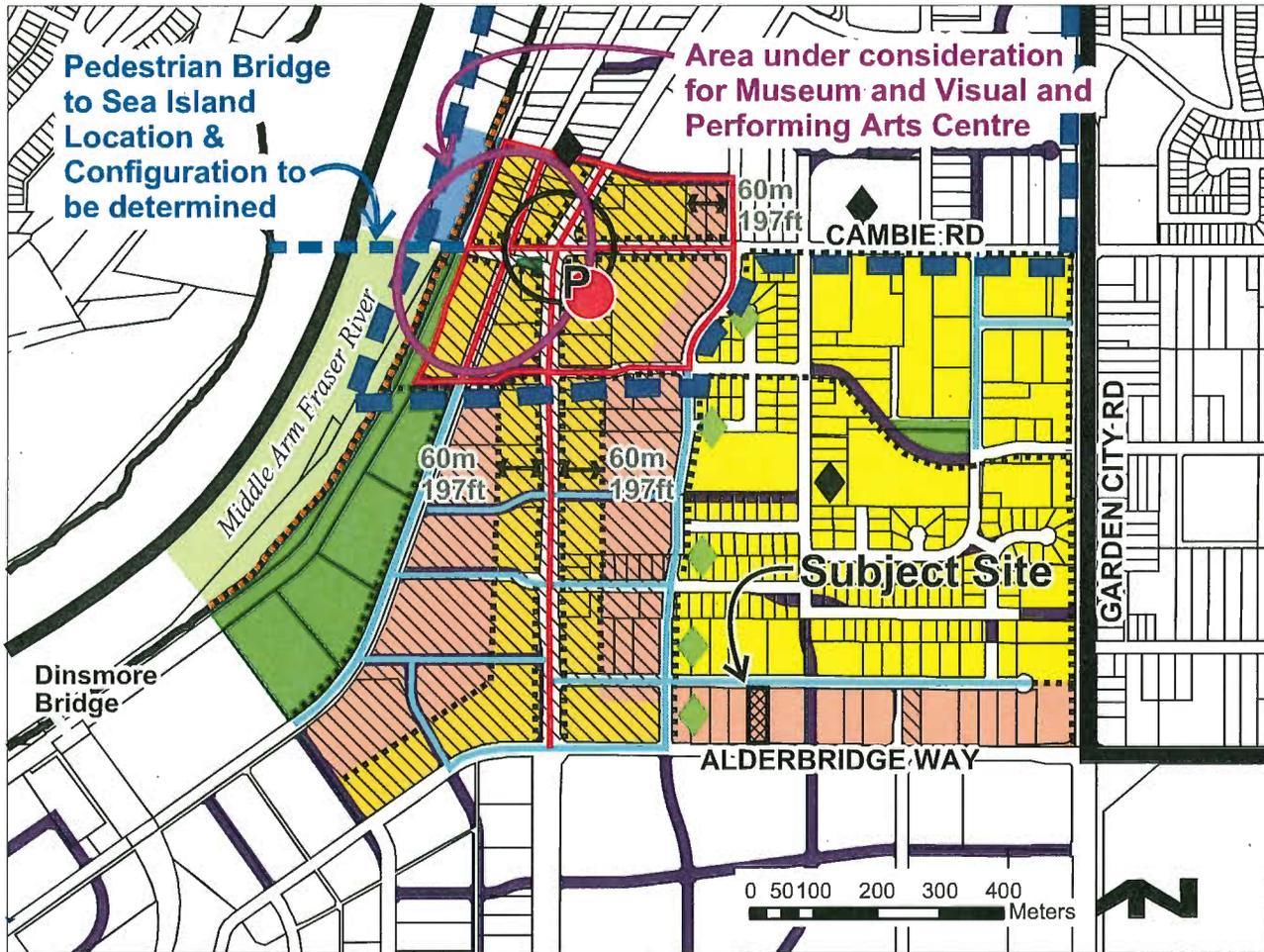
Applicant: Spring Communication Development Ltd.

Planning Area(s): City Centre Area Plan

	Existing	Proposed
Owner:	Spring Communication Development Ltd.	No change
Site Size (m²):	2899 m ²	2899 m ²
Land Uses:	Pub & Sales (CP1)	Pub & Sales (CP1) & restaurant specific to 8320 Alexandra Rd
OCP Designation:	Commercial	No change
Area Plan Designation:	City Centre Area Plan	No change
Zoning:	Pub & Sales (CP1)	Pub & Sales (CP1) & restaurant specific to 8320 Alexandra Rd

	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.55 for lot area up to 464.5 m ² plus 0.3 for area in excess of 464.5 m ²	0.35 allowed 1015 m ² 0.21 actual 620 m ²	none permitted
Lot Coverage (% of lot area):	15.4%	15.4%	none
Lot Size:	2899 m ²	2899 m ²	none
Off-street Parking Spaces – Total:	19	53	none

Specific Land Use Map: Aberdeen Village (2031) Bylaw 8728
2011/07/26



Notes: ALL LANDSCAPE DESIGN SHALL BE PROVIDED BY LANDSCAPE ARCHITECT

LEGEND:
 [Symbol] GRASSY PATCHES 10' x 10'
 [Symbol] SMALL PATCHES 10' x 10'

DATE: 07/10/96
 DRAWN BY: J. BROWN
 CHECKED BY: J. BROWN

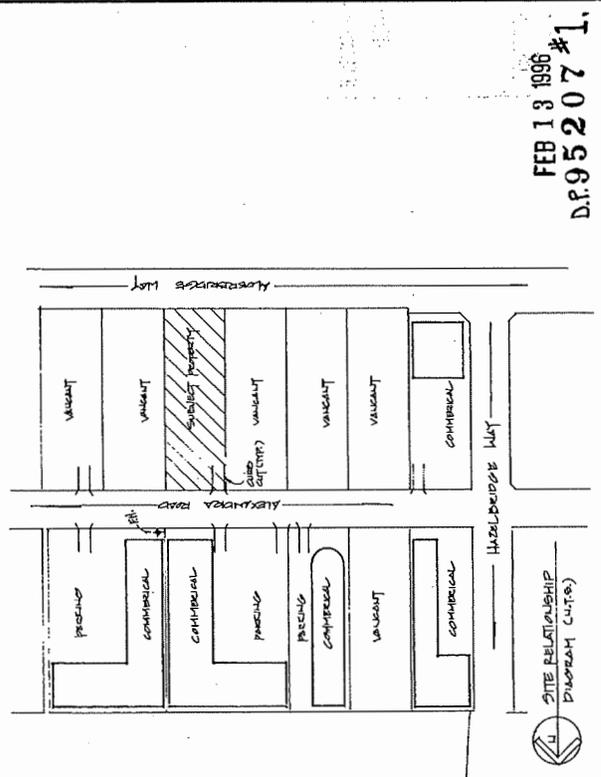
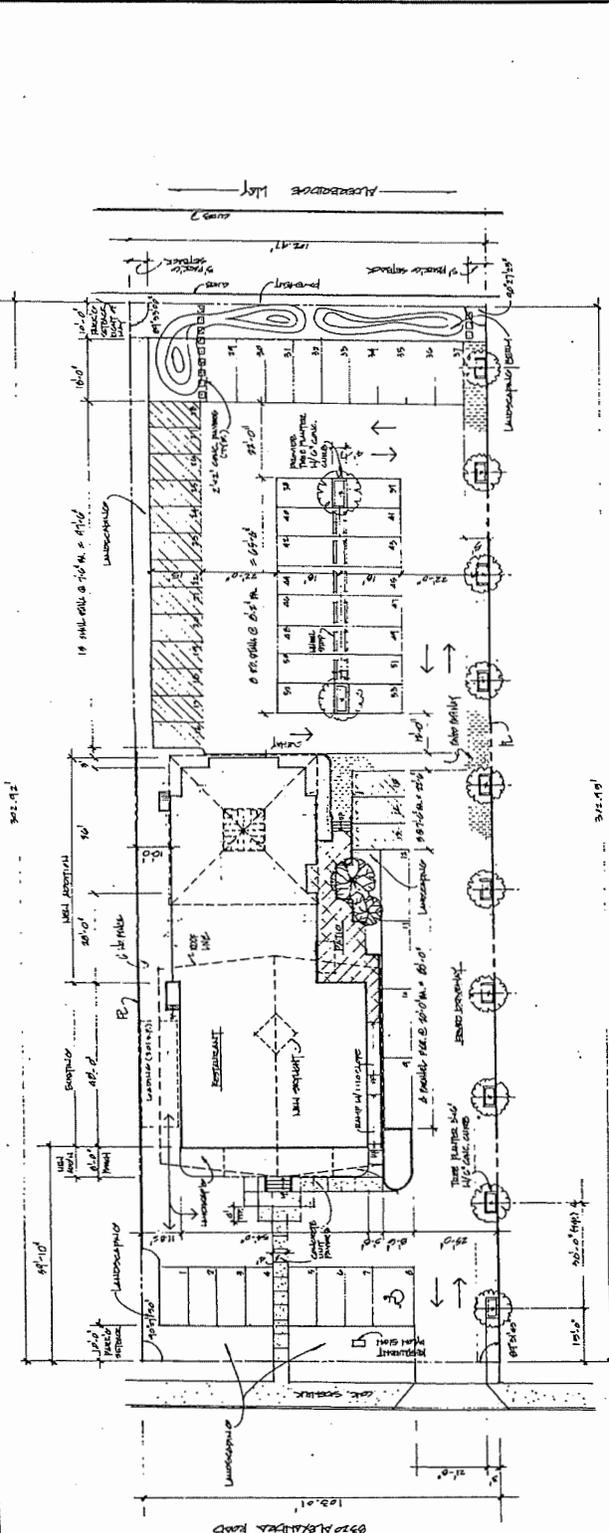
PROJECT TITLE: HIGHFIELD PUB
 1330 ALEXANDRIA RD, RICHMOND, BC
 DRAWING TITLE: SITE PLAN & EFFECTIONS
 SITE RELATIONSHIP DIAGRAM

PROJECT NO.: 1125
 DRAWING NO.: 1125-01
 SCALE: 1/8" = 1'-0"

DATE: FEB 13 1996
 TIME: 10:00 AM

PROJECT: 1125
 DRAWING NO.: 1125-01
 SCALE: 1/8" = 1'-0"

DATE: FEB 13 1996
 TIME: 10:00 AM



FEB 13 1996
 D.P. 95207 #1

SITE PLAN
 1/8" = 1'-0"

SITE STATISTICS:
 LEGAL DESCRIPTION: LOT 4 S.E. 1/4 BLOCK 88 RANGE 6W
 N.W. 1/4 47A
 CIVIC ADDRESS: 1330 ALEXANDRIA ROAD, RICHMOND, BC
 ZONING CLASSIFICATION: NHP (NEIGHBORHOOD PUB DISTRICT)
 SITE AREA: 31,009 S.F.
 BUILDING AREA ALLOWED: 31,009 S.F. X 0.375 = 10,628 S.F.
 BUILDING AREA PROPOSED: 10,628 S.F. (PUB) + 2,444 S.F. (RESTAURANT) = 13,072 S.F.
 ADDITIONAL GROUND FLOOR AREA: 2,444 S.F.
 EXISTING SECOND FLOOR AREA: 1,444 S.F.
 TOTAL: 14,516 S.F.

CUSTOMER PARKING:
 REQUIRED: 53 STALLS
 PROPOSED: 53 STALLS

BUILDING HEIGHT ALLOWED: 28.5 FT
BUILDING HEIGHT PROPOSED: 28.0 FT

I HEREBY CERTIFY this to be a true and correct copy of
 the site plan and correct copy of
 the site relationship diagram
 approved by Richmond Council
 SUSAN M. BROWN
 Deputy City Clerk

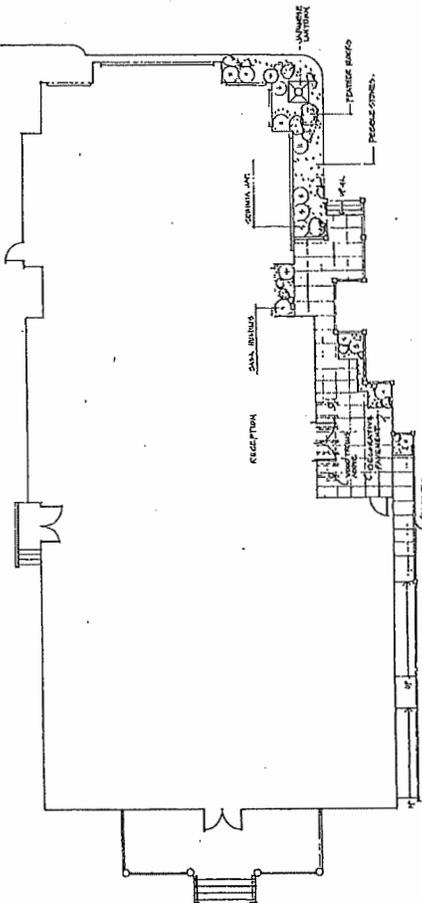
MAR 11 1996

1. Title PRELIMINARY LANDSCAPE SITE/PLANTING PLAN	Client HOMESTEAD PUB. 600 ALEXANDRA RD. RICHMOND, VA, VA
2. Date 1/19/96	Drawn by ANDREW CHIRING ARCHITECTS INC. 1000 COMMONWEALTH BLVD. #100 RICHMOND, VA 23220 TEL: 804/357-3581
3. Scale AS SHOWN	Project HOMESTEAD PUB. 600 ALEXANDRA RD. RICHMOND, VA, VA
4. Notes SEE EXHIBIT FOR SITE PLAN AND ARCHITECTURAL PLAN.	Sheet 11 OF 11

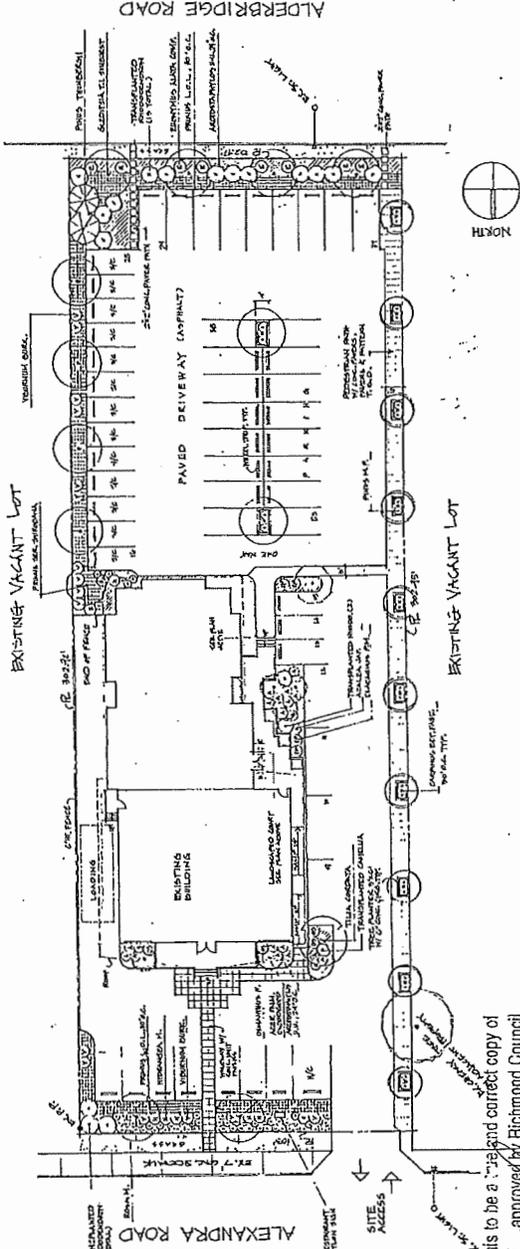
FEB 13 1996
D.P. 95207#2

NO.	SYMBOL	PLANT LIST (PRELIMINARY)	PLANTING NOTES
1	(Symbol)	100' TALL, 10" DB, 10' SPAN	PLANTING IN 10' SPAN
2	(Symbol)	100' TALL, 10" DB, 10' SPAN	PLANTING IN 10' SPAN
3	(Symbol)	100' TALL, 10" DB, 10' SPAN	PLANTING IN 10' SPAN
4	(Symbol)	100' TALL, 10" DB, 10' SPAN	PLANTING IN 10' SPAN
5	(Symbol)	100' TALL, 10" DB, 10' SPAN	PLANTING IN 10' SPAN
6	(Symbol)	100' TALL, 10" DB, 10' SPAN	PLANTING IN 10' SPAN
7	(Symbol)	100' TALL, 10" DB, 10' SPAN	PLANTING IN 10' SPAN
8	(Symbol)	100' TALL, 10" DB, 10' SPAN	PLANTING IN 10' SPAN
9	(Symbol)	100' TALL, 10" DB, 10' SPAN	PLANTING IN 10' SPAN
10	(Symbol)	100' TALL, 10" DB, 10' SPAN	PLANTING IN 10' SPAN
11	(Symbol)	100' TALL, 10" DB, 10' SPAN	PLANTING IN 10' SPAN
12	(Symbol)	100' TALL, 10" DB, 10' SPAN	PLANTING IN 10' SPAN
13	(Symbol)	100' TALL, 10" DB, 10' SPAN	PLANTING IN 10' SPAN
14	(Symbol)	100' TALL, 10" DB, 10' SPAN	PLANTING IN 10' SPAN
15	(Symbol)	100' TALL, 10" DB, 10' SPAN	PLANTING IN 10' SPAN
16	(Symbol)	100' TALL, 10" DB, 10' SPAN	PLANTING IN 10' SPAN
17	(Symbol)	100' TALL, 10" DB, 10' SPAN	PLANTING IN 10' SPAN
18	(Symbol)	100' TALL, 10" DB, 10' SPAN	PLANTING IN 10' SPAN
19	(Symbol)	100' TALL, 10" DB, 10' SPAN	PLANTING IN 10' SPAN
20	(Symbol)	100' TALL, 10" DB, 10' SPAN	PLANTING IN 10' SPAN

NOTE: 1. All work and materials shall conform to current (IC) standards.
2. The contractor shall be responsible for obtaining all necessary permits.
3. All work shall be completed within the specified time frame.



LANDSCAPED COURTYARD
10' x 10'



I HEREBY CERTIFY this to be a true and correct copy of
2/13/96 95-207 approved by Richmond Council
MAY 11 1996
SUSAN M. BROWN
President, Richmond Council

MATERIALS SCHEDULE

- ① CEDAR SHINGLE (1/2" MIN. GAP)
- ② SLATE
- ③ STAIN (1/2" MIN. GAP)
- ④ HARD CLAY TILE (1/2" MIN. GAP)
- ⑤ HARD METAL BRASS (1/2" MIN. GAP)
- ⑥ TILE ROOF
- ⑦ STAINLESS
- ⑧ INSULATED ALUM. PANELS
- ⑨ FIBERGLASS INSULATION
- ⑩ HARD CLAY TILE
- ⑪ HARD METAL

Dr. Michael
 1500 N. 10th St.
 Phoenix, AZ 85006
 602-254-1111

Andrew Cheung Architects Inc.
 ARCHITECTURE URBAN DESIGN INTERIORS
 1111 F STREET, N.W.
 WASHINGTON, D.C. 20004
 202-462-1111

PROJECT NO.	91-30
DRAWN	ANDREW CHEUNG
CHECKED	ANDREW CHEUNG
SCALE	1/8" = 1'-0"
DRAWING NO.	A 3
DATE	JAN 29 1996

NORTH ELEVATION

WEST ELEVATION

EAST ELEVATION

SOUTH ELEVATION

PLN - 146

HEREBY CERTIFY THIS IS A TRUE AND CORRECT COPY OF
 P343 FOR 95-207 approved by Richmond Council
 on MAR 11 1996

SUSAN M. BROWN
 Deputy City Clerk
 Authorized Signatory

JAN 29 1996
 DP 95 207 #3



Richmond Zoning Bylaw 8500
Amendment Bylaw 9962 (ZT 18-840326)
8320 Alexandra Road

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

1. Richmond Zoning Bylaw 8500, as amended, is further amended at Section 10.6 [Pub & Sales (CP1; CP2)] by deleting Section 10.6.3 and by replacing it with the following:

10.6.3 A. Secondary Uses
• retail liquor 1

10.6.3 B. Additional Uses
• restaurant

2. Richmond Zoning Bylaw 8500, as amended, is further amended at Section 10.6.11 by inserting a new Section 10.6.11.2 as follows, and renumbering the remaining subsections accordingly:

2. A restaurant is only permitted on the following listed site:
a) 8320 Alexandra Road
P.I.D. 001-853-236
Lot 47 Section 33 Block 5 North Range 6 West
New Westminster District Plan 6979

3. This Bylaw may be cited as "Richmond Zoning Bylaw 8500, Amendment Bylaw 9962".

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

ADOPTED

Four horizontal lines for signature or date entry.

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

MAYOR

CORPORATE OFFICER