



Planning Committee

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

**Tuesday, November 5, 2019
4:00 p.m.**

Pg. # ITEM

MINUTES

PLN-6

*Motion to adopt the **minutes** of the meeting of the Planning Committee held on October 22, 2019.*



NEXT COMMITTEE MEETING DATE

November 19, 2019, (tentative date) at 4:00 p.m. in the Anderson Room

PLANNING AND DEVELOPMENT DIVISION

- APPLICATION BY VIVID GREEN ARCHITECTURE INC. FOR REZONING AT 5500 WILLIAMS ROAD FROM THE “SINGLE DETACHED (RS1/E)” ZONE TO THE “ARTERIAL ROAD TWO-UNIT DWELLINGS (RDA)” ZONE**
(File Ref. No. RZ 17-790028) (REDMS No. 6226961)

PLN-11

See Page PLN-11 for full report

Designated Speakers: Wayne Craig & Jordan Rockerbie

STAFF RECOMMENDATION

That Richmond Zoning Bylaw 8500, Amendment Bylaw 10091, for the rezoning of 5500 Williams Road from the “Single Detached (RS1/E)” zone to the “Arterial Road Two Unit Dwellings (RDA)” zone, be introduced and given First Reading.



2. **APPLICATION BY GRA GREIG HOLDINGS LTD. FOR A STRATA TITLE CONVERSION AT 11120 HAMMERSMITH GATE**
(File Ref. No. SC 19-850047) (REDMS No. 6126388)

PLN-41

See Page PLN-41 for full report

Designated Speakers: Wayne Craig & Natalie Cho

STAFF RECOMMENDATION

- (1) *That the application for a Strata Title Conversion by GRA Greig Holdings Ltd. for the property located at 11120 Hammersmith Gate be approved on fulfilment of the following conditions:*
- (a) *Payment of all City utility charges and property taxes up to and including the year 2019;*
 - (b) *Registration of a flood indemnity covenant on Title identifying a minimum habitable elevation of 2.9 m GSC;*
 - (c) *Submission of appropriate plans and documents for execution by the Approving Officer within 180 days of the date of this resolution;*
 - (d) *Provision of a pedestrian connection from the sidewalk to the building, to the satisfaction of the Director, Development;*
 - (e) *Final inspection approval of Building Permit (BB 19-866247) for previous interior works without a permit; and*
 - (f) *Final building check of the removal of non-compliant outdoor structures*



Pg. # ITEM

3. **APPLICATION BY PINNACLE LIVING (CAPSTAN VILLAGE) LANDS INC. FOR A ZONING TEXT AMENDMENT TO THE “RESIDENTIAL / LIMITED COMMERCIAL AND ARTIST RESIDENTIAL TENANCY STUDIO UNITS (ZMU25) – CAPSTAN VILLAGE (CITY CENTRE)” ZONE FOR THE PROPERTIES AT 3208, 3211, AND 3328 CARSCALLEN ROAD**
(File Ref. No. ZT 18-827860) (REDMS No. 6152169 v. 4)

PLN-51

See Page PLN-51 for full report

Designated Speakers: Wayne Craig & John Hopkins

STAFF RECOMMENDATION

That Richmond Zoning Bylaw 8500, Amendment Bylaw 10107, for a Zoning Text Amendment to the “Residential / Limited Commercial and Artist Residential tenancy Studio Units (ZMU25) – Capstan Village (City Centre)” zone, to transfer 436 m2 of un-built permitted residential floor area from 3328 Carscallen Road (Area B) to 3208 Carscallen Road (Area C), and to transfer the developer’s required Area D affordable housing contribution from 3211 Carscallen Road (Area D) to 3208 Carscallen Road (Area C), be introduced and given first reading.



4. **APPLICATION BY CHERDU PROPERTIES LTD. FOR REZONING AT 10671 AND 10691 GILMORE CRESCENT FROM THE “SINGLE DETACHED (RS1/D)” ZONE TO THE “SINGLE DETACHED (RS2/B)” ZONE**
(File Ref. No. RZ 19-857867) (REDMS No. 6313565)

PLN-72

See Page PLN-72 for full report

Designated Speakers: Wayne Craig & Jordan Rockerbie

STAFF RECOMMENDATION

That Richmond Zoning Bylaw 8500, Amendment Bylaw 10108, for the rezoning of 10671 and 10691 Gilmore Crescent from the “Single Detached (RS1/D)” zone to the “Single Detached (RS2/B)” zone to facilitate the creation of three single-family lots, be introduced and given First Reading.



5. **APPLICATION BY MOSAIC NO. 3 ROAD AND WILLIAMS LIMITED PARTNERSHIP TO AMEND THE 2041 OCP LAND USE MAP DESIGNATION OF 8031 WILLIAMS ROAD IN SCHEDULE 1 OF RICHMOND OFFICIAL COMMUNITY PLAN BYLAW 9000, CREATE THE “COMMERCIAL MIXED USE (ZMU44) – BROADMOOR” ZONE, AND REZONE 9900 NO. 3 ROAD AND 8031 WILLIAMS ROAD FROM THE “GAS & SERVICE STATIONS (CG2)” AND “SINGLE DETACHED (RS1/E)” ZONES (RESPECTIVELY), TO THE “COMMERCIAL MIXED USE (ZMU44) – BROADMOOR” ZONE**
(File Ref. No. RZ 18-835532) (REDMS No. 6321188)

PLN-92

[See Page PLN-92 for full report](#)

Designated Speakers: Wayne Craig & Cynthia Lussier

STAFF RECOMMENDATION

- (1) *That Richmond Official Community Plan Bylaw 9000, Amendment Bylaw 10110, to redesignate 8031 Williams Road from "Neighbourhood Residential" to "Neighbourhood Service Centre" in Attachment 1 to Schedule 1 of Richmond Official Community Plan Bylaw 9000 (2041 OCP Land Use Map), be introduced and given First Reading; and*
- (2) *That Richmond Official Community Plan Bylaw 9000, Amendment Bylaw 10110, having been considered in conjunction with:*
- *the City’s Financial Plan and Capital Program; and*
 - *the Greater Vancouver Regional District Solid Waste and Liquid Waste Management Plans;*
- is hereby found to be consistent with said program and plans, in accordance with Section 477(3)(a) of the Local Government Act; and*
- (3) *That Richmond Official Community Plan Bylaw 9000, Amendment Bylaw 10110, having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043, is hereby found not to require further consultation; and*
- (4) *That Richmond Zoning Bylaw 8500, Amendment Bylaw 10111 to create the “Commercial Mixed Use (ZMU44) – Broadmoor” zone, and to rezone 9900 No. 3 Road from the "Gas & Service Stations (CG2)” zone, and 8031 Williams Road from the “Single Detached (RS1/E)” zone, to the "Commercial Mixed Use (ZMU44) - Broadmoor" zone, be introduced and given First Reading.*



Pg. # ITEM

6. **MANAGER'S REPORT**

ADJOURNMENT





Planning Committee

Date: Tuesday, October 22, 2019

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 8, 2019, be adopted as circulated.

CARRIED

NEXT COMMITTEE MEETING DATE

November 5, 2019, (tentative date) at 4:00 p.m. in the Anderson Room

PLANNING AND DEVELOPMENT DIVISION

Planning Committee
Tuesday, October 22, 2019

1. **APPLICATION BY COLLIERS INTERNATIONAL CONSULTING TO CREATE THE “RENTAL TENURE RESIDENTIAL AND RELIGIOUS ASSEMBLY (ZMU42) - ST. ALBANS (CITY CENTRE)” ZONE, AND REZONE THE SITE AT 8131 AND 8151 BENNETT ROAD FROM THE "SINGLE DETACHED (RS1/E)" ZONE AND THE "ASSEMBLY (ASY)" ZONE TO THE "RENTAL TENURE RESIDENTIAL AND RELIGIOUS ASSEMBLY (ZMU42) - ST. ALBANS (CITY CENTRE)" ZONE**

(File Ref. No. RZ 18-808220) (REDMS No. 6210273)

Sara Badyal, Planner 2, reviewed the application and highlighted the following information:

- the staff report outlines a request to create a new zone and rezone the subject site to the new zone;
- the application proposes a six-storey building containing a church and rental apartments and a three-storey building containing rental townhouses over a common single-level parking structure;
- the floor area is comprised of a church, multi-purpose and supporting space, purpose-built residential rental units and resident indoor amenity space;
- the 142 purpose-built residential units include: 20 units of low-end of market rental units, 68 moderate income limits units, and 54 market rental units;
- the applicant is targeting BC Energy Step Code step 4; and
- rear lane, frontage improvements, pedestrian trail and utility upgrades will be provided by the applicant and cost sharing will be provided for improvements to the existing sanitary pump station, through a Servicing Agreement.

In reply to queries from Committee, staff noted that (i) 89% of units will be Basic Universal Housing units and 16 units will be Accessible units, (ii) the current building code only allows a maximum of six storeys for a wood frame construction, (iii) Richmond does not currently have any buildings that meet Passive House building standards, (iv) due to sanitary infrastructure bisecting the site some trees need to be removed as part of the relocation of the sewer structure, (v) basic universal units ensure structural features, such as doors and hallways, are accessible, (vi) opportunities for additional greenery and planting can be reviewed during the development permit stage, (vii) in consultation with the engineering department it has been noted this proposal does not fall within the area that would be serviced by District Energy, and (viii) through the development permit process staff will examine ways to commemorate the history of the site.

Planning Committee
Tuesday, October 22, 2019

Discussion ensued with regard to the difference between low-end of market rental housing, moderate income limit housing and market rental housing and it was requested that a memorandum be provided to Council with the breakdown of the categories.

In reply to further queries from Committee, staff noted that the operator of the preschool that was located in the subject site is actively exploring alternative accommodations and the daycare, operated by the church, will be closing down. Staff further noted that the preschool operator has been advised of various grants that are available for additional funding.

It was moved and seconded

That Richmond Zoning Bylaw 8500, Amendment Bylaw 10065 to create the “Rental Tenure Residential and Religious Assembly (ZMU42) - St. Albans (City Centre)” zone, and to rezone 8131 and 8151 Bennett Road from the “Single Detached (RS1/E)” zone and the “Assembly (ASY)” zone to the “Rental Tenure Residential and Religious Assembly (ZMU42) - St. Albans (City Centre)” zone, be introduced and given first reading.

CARRIED

2. APPLICATION BY INTER LUCK TRADING CORP. FOR REZONING AT 3560 MONCTON STREET FROM STEVESTON COMMERCIAL (CS2) TO COMMERCIAL MIXED USE (ZMU43) – STEVESTON VILLAGE

(File Ref. No. RZ 18-817742) (REDMS No. 6242338)

Kevin Eng, Planner 2, reviewed the application and highlighted that (i) the application is for a mixed-use development in Steveston Village, (ii) the application has a maximum floor area ratio of 1.2, maximum building height of 9 m and is consistent with the Steveston Area Plan, (iii) the site does not contain an identified heritage resource that is to be maintained and conserved, (iv) the application contains street-fronting commercial units and five residential units above with private roof decks, and (v) a pedestrian breezeway is proposed to connect the vehicle parking area with 2nd Avenue.

Discussion ensued regarding the design of the building and adherence to the Sakamoto Guidelines.

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

It was moved and seconded

That Richmond Zoning Bylaw 8500, Amendment Bylaw 10075 to create the “Commercial Mixed Use (ZMU43) – Steveston Village” zone, and to rezone 3560 Moncton Street from “Steveston Commercial (CS2)” to “Commercial Mixed Use (ZMU43) – Steveston Village”, be referred back to staff to review proposed building design and building materials.

CARRIED

Opposed: Cllrs. Loo
McPhail

COMMUNITY SERVICES DIVISION

3. **PROPOSED AMENDMENTS TO CHILD CARE DEVELOPMENT POLICY 4017 AND RICHMOND ZONING BYLAW NO. 8500**

(File Ref. No. 07-3070-00) (REDMS No. 6160957 v.7)

It was moved and seconded

(1) *That Richmond Zoning Bylaw No. 8500, Amendment Bylaw No. 10095 be introduced and given first reading; and*

(2) *That upon adoption of Richmond Zoning Bylaw No. 8500, Amendment 10095, the Child Care Development Policy 4017 be amended, as set out in Attachment 1 of the report dated October 7, 2019 from the Director, Community Social Development, titled “Proposed Amendments to the Child Care Development Policy 4017 and Richmond Zoning Bylaw No. 8500.”*

CARRIED

4. **MANAGER’S REPORT**

(i) *Community Information Session*

Wayne Craig, Director, Development, advised that the final Community Information Session of the year will be held at the Minoru Cultural Centre on October 24, 2019 from 4:00 p.m. to 8:00 p.m. and staff will be preparing a report to Council with a summary of feedback received.

(ii) *Salvation Army Winter Shelter*

Kim Somerville, Director, Community Social Development, advised that the Salvation Army has received funding for an additional 15 beds from BC Housing for their winter shelter. She highlighted that the shelter will be open 24 hours from November 1st to March 31st and that a memorandum will be provided to Council with additional information.

Planning Committee
Tuesday, October 22, 2019

(iii) New Staff Announcement

Barry Konkin, Manager, Policy Planning, introduced Robin Pallett as the new Planner 2 in the Planning and Development Department.

ADJOURNMENT

It was moved and seconded
That the meeting adjourn (4:52 p.m.).

CARRIED

Certified a true and correct copy of the Minutes of the meeting of the Planning Committee of the Council of the City of Richmond held on Tuesday, October 22, 2019.

Councillor Linda McPhail
Chair

Sarah Goddard
Legislative Services Coordinator



City of Richmond

Report to Committee

To: Planning Committee

Date: October 18, 2019

From: Wayne Craig
Director, Development

File: RZ 17-790028

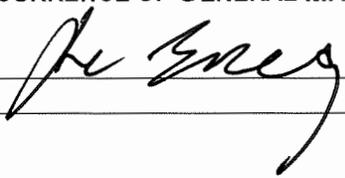
Re: **Application by Vivid Green Architecture Inc. for Rezoning at 5500 Williams Road from the "Single Detached (RS1/E)" Zone to the "Arterial Road Two-Unit Dwellings (RDA)" Zone**

Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 10091, for the rezoning of 5500 Williams Road from the "Single Detached (RS1/E)" zone to the "Arterial Road Two-Unit Dwellings (RDA)" zone, be introduced and given First Reading.


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

WC:je
Att. 7

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

Staff Report

Origin

Vivid Green Architecture has applied to the City of Richmond for permission to rezone 5500 Williams (Attachment 1) from the “Single Detached (RS1/E)” zone to the “Arterial Road Two-Unit Dwellings (RDA)” zone in order to permit the property to be subdivided into two duplex lots. Preliminary site plans, streetscape elevations and a landscape plan are provided for reference in Attachment 2. A Development Permit application will be required to address the form and character of the proposed duplexes.

A Servicing Agreement (SA) for frontage improvements, including a new 1.5 m wide concrete sidewalk and a 2.91 m wide treed and landscaped boulevard, and service connections, is required at the time of subdivision.

Findings of Fact

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

Subject Site Existing Housing Profile

There is one existing single-family dwelling on the property, which will be demolished prior to subdivision. The applicant has indicated that the dwelling is currently renter occupied. The house does not contain any secondary suites.

Surrounding Development

- To the North: Across Williams Road, single-family homes on lots zoned “Single Detached (RS1/E)”.
- To the South: Fronting Lawson Drive, a single-family home on a lot zoned “Single Detached (RS1/B)”.
- To the East: Fronting Williams Road, a single-family home on a lot zoned “Single Detached (RS1/E)”
- To the West: Fronting Lassam Road, a single-family home on a lot zoned “Single Detached (RS1/E)” and two small lots zoned “Single Detached (RS2/B)”.

Related Policies & Studies

Official Community Plan/Steveston Area Plan

The 2041 Official Community Plan (OCP) Land Use Map designation for the subject site is “Neighbourhood Residential”. The Steveston Area Land Use Map designation for the subject site is “Single-Detached/Duplex/Triplex” (Attachment 4). The development proposal for two duplex lots is consistent with these designations.

Arterial Road Policy

The Arterial Road Land Use Policy in the City's 2041 Official Community Plan Bylaw 9000 directs appropriate duplex and triplex developments onto certain minor arterial roads outside the City Centre. The subject site is identified for "Arterial Road Duplex/Triplex" on the Arterial Road Housing Development Map and the proposal is in compliance with the Arterial Road Duplex Development Requirements under the Arterial Road Policy.

On November 13, 2018, Council approved rezoning and issued a Development Permit for a nearby site (5660, 5680 and 5700 Williams), in order to allow development of 12 new duplex units under the Arterial Road Policy.

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. The developer has consulted with all immediate neighbours (Attachment 5). The majority of neighbours acknowledged receiving the development plans and had no concerns. One neighbour was unavailable on several separate occasions; a copy of the development plans was left in their mailbox along with contact information for the developer. Only one neighbour, residing at 10131 Lawson Drive, expressed concerns. As a result, the developer met with them to discuss their concerns and review the proposal in greater detail. The neighbour's concerns are listed below, followed by a summary of the developer's response in italics:

- Height of the proposed duplexes.
The neighbours were under the impression that the new duplexes were to have 3 storeys. The developer prepared renderings of the buildings, which were shared with the neighbours, demonstrating that the building height would not exceed 2 storeys or 9.0 m (29.5 feet) or two storeys, measured from finished grade, as permitted in the Arterial Two-Unit Dwelling (RDA) zone.
- Lot coverage, setbacks and privacy.
The developer provided confirmation that there are few windows on the side elevations: bathroom and den windows are located above 1.67 m (5.5 ft) and all bedroom windows will have frosted glass to ensure no direct views into the neighbouring homes.

Staff also note that the retention of trees on-site and a hedge south of the southern property line, along with planting of new trees, will help to preserve privacy between existing homes and the proposed duplexes. Furthermore, the western side yard setback has been increased to 3.5 m (11.5 ft) for the rear half of the property as a result of an existing Right-of-Way.

The 6 m rear yard setback is in compliance the Arterial Two-Unit Dwelling (RDA) zone. The landscape and building design will be further refined through the Development Permit process.

- Amount of parking and traffic in the area.
The developer reviewed the main floor plan drawings with the neighbours, confirming that each unit will have a two car garage and one additional visitor parking stall.

The City's Transportation Department has reviewed the proposal and confirms that the proposed parking for the duplexes meets the Zoning Bylaw.

The developer has indicated that they believe the neighbours are satisfied with the design and have no further concerns.

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

Built Form and Architectural Character

The developer proposes to subdivide the site into two lots and construct a new duplex on each lot. Each duplex lot will feature a unit in the front of the property with direct pedestrian access from Williams Road, and one unit at the back of the property with the main entrance from the auto-court proposed on site. Unit sizes range from 126.5 m² (1,362 ft²) to 147.1 m² (1,584 ft²). All units will have a side-by-side attached garage. In keeping with the architectural character of the neighbourhood, each duplex will be two storeys and will feature a peaked roof. The height of both buildings is consistent with the RDA zone, which allows for a maximum height of 9.0 m (29.5 ft), measured from finished grade.

A Development Permit application will be required to address the form and character of the proposed duplexes. Through the Development Permit, the following issues are to be further examined:

- Compliance with Development Permit Guidelines for duplex projects in the 2041 Official Community Plan (OCP).
- Review of the architectural character, scale, and massing to ensure that the proposed duplexes are well designed, fit well into the neighbourhood, and do not adversely impact adjacent homes.
- Review of aging-in-place features in all units and the provision of a convertible unit.
- Refinement of landscape design including new trees to be planted on site.

Additional issues may be identified as part of the Development Permit application review process.

Existing Legal Encumbrances

There is an existing 3.0 m wide utility Right-of-Way (ROW) along the southern half of the west property line and the entire rear property line of the subject site for an existing sanitary sewer line. The developer is aware that no construction is permitted in these areas.

Transportation and Site Access

Williams Road is a minor arterial road with a bike lane in this location. Vehicle access to the proposed duplex lots will be limited to one shared driveway crossing from Williams Road.

As per the parking requirements under the “Arterial Road Two-Unit Dwellings (RDA)” zone, one visitor parking space will be provided. All residential parking spaces will provide Level 2 EV charging outlets.

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

- Vehicle access to the two duplex lots is via a single shared driveway crossing, based on a design specified in a Development Permit approved by the City.
- A cross-access easement for the shared driveway access, common drive aisle, and the shared visitor parking stall is to be registered on title of the each of the duplex lots.
- The buildings and driveways on all proposed lots are to be designed to accommodate on site vehicle turn-around to prevent vehicles from reversing onto Williams.

Tree Retention and Replacement

The applicant has submitted a Certified Arborist’s report which identifies on-site and off-site tree species, assesses tree structure and condition, and provides recommendations on tree retention and removal relative to the proposed development. The Report assesses nine bylaw sized trees on the subject property and one tree on City property.

The City’s Tree Preservation Coordinator has reviewed the Arborist’s Report and has the following comments:

- Five on-site trees, including three trees on the eastern side of the front yard and two trees along the western side yard within an existing Right-of-Way, are to be retained and protected with protective fencing per the arborist’s recommendations (tag #593, 594, 597, 598 and 599).
- Four trees located on-site are to be removed (tag #590, 591, 592 and 596). Tree tag #590, 591 and 592 are dead; tree tag # 596 is an ornamental cherry tree that is in good condition but conflicts with the proposed driveway. Trees to be removed are to be replaced at a ratio of 2:1 as per the OCP.

The City Parks Department has visited the site and supports the Arborist’s findings, with the following comments:

- One tree (tag #595) and a cedar hedge located in the City-owned boulevard are in poor health and condition, and conflict with the proposed sidewalk. Compensation of \$1,300 is required to remove the tree for the City to plant two new trees at or near the development site. No compensation is required for removing the hedge.

Tree Protection

The applicant is to submit a tree management plan showing the trees to be retained and the measures taken to protect them during development stage (Attachment 6). To ensure that the trees identified for retention are protected at the development stage, the applicant is required to complete the following items:

- Prior to approval of the Development Permit, the applicant is required to submit a tree security of \$45,000.
- Prior to final adoption of the rezoning bylaw, the applicant is to submit to the City a contract with a Certified Arborist for the supervision of all works conducted within or in close proximity to tree protection zones. The contract must include the scope of work required, the number of proposed monitoring inspections at specified stages of construction, any special measures required to ensure tree protection, and a provision for the arborist to submit a post-construction impact assessment to the City for review.
- Prior to demolition of the existing dwelling on the subject site, the applicant is to ensure installation of tree protection fencing around all trees to be retained. Tree protection fencing must be installed to City standard in accordance with the City’s Tree Protection Information Bulletin Tree-03 prior to any works being conducted on-site, and remain in place until construction and landscaping on-site is completed.

Tree Replacement

The applicant wishes to remove four on-site trees (tag #590, 591, 592 and 596). The 2:1 replacement ratio would require a total of eight replacement trees. The applicant has proposed to plant five trees in the proposed development. The required replacement trees are to be of the following minimum sizes, based on the size of the trees being removed as per Tree Protection Bylaw No. 8057.

No. of Replacement Trees	Minimum Caliper of Deciduous Replacement Tree	Minimum Height of Coniferous Replacement Tree
3	6 cm	3.5 m

To satisfy the 2:1 replacement ratio established in the OCP, the applicant will contribute a total of \$2,500 to the City’s Tree Compensation Fund for the remaining five trees that cannot be accommodated on the subject property after redevelopment.

As part of the Development Permit application, the applicant must provide a Landscape Plan prepared by a registered Landscape Architect, which must include the agreed upon replacement trees. The City will collect a Landscape Security prior to issuance of the Development Permit

based on the cost estimate for the works, including a 10% contingency, provided by the Landscape Architect.

Accessible Housing

The developer has agreed that aging-in-place features will be provided in all units (e.g., inclusion of blocking in bathroom walls for installation of grab-bars, provision of blocking in stair walls to accommodate lift installation at a future date, and provision of lever door handles). In addition, one convertible unit will be provided in the two-duplex-lot development. Details of the accessible housing features will be reviewed at the future Development Permit stage.

Affordable Housing Strategy

The applicant proposes to make a cash contribution to the Affordable Housing Reserve Fund in accordance to Section 5.15.1(c) of Zoning Bylaw 8500. The applicant will make a cash contribution of \$8.50 per buildable square foot as per the requirement for a contribution of \$51,569.50. A list of rezoning considerations is included in Attachment 7 which includes a commitment to provide the cash contribution for affordable housing.

Energy Step Code

The applicant has committed to design the subject development to meet the City's Step Code requirements. Details on how all units are to be built and maintained to this commitment will be reviewed at Building Permit stage.

Site Servicing and Frontage Improvements

The developer is required to design and construct frontage improvements and service connections through a Servicing Agreement. Works include, but are not limited to, construction of a new 1.5 m wide concrete sidewalk and a 2.91 m wide treed and landscaped boulevard. Special stamped/tinted concrete treatments will be provided for the sidewalk across the new driveway to the site with green bike lane paint at the crossing to better highlight the driveway for cyclists and pedestrians.

Through the Servicing Agreement, the developer is to install a new water connection and water meters for the eastern duplex, and install new storm and sewer service connections to service both duplexes.

All frontage and servicing works are at the applicant's sole cost (i.e., no credits apply).

At future subdivision stage, the developer will be required to pay Development Cost Charges (DCC's) (City & GVS&DD), School Site Acquisition Charge, and Address Assignment Fee. Servicing connections are to be determined at the time of Building Permit.

Financial Impact or Economic Impact

The 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 rezoning application is to rezone 5500 Williams Road from the "Single Detached (RS1/E)" zone to the "Arterial Road Two-Unit Dwellings (RDA)" zone (Bylaw 10091), in order to permit the development of two duplex lots (four dwelling units in total) on the subject site.

It is recommended that Richmond Zoning Bylaw 8500, Amendment Bylaw 10091 be introduced and given First Reading.



Jeanette Elmore
Planner 2
(604-247-4660)

JE:cas

- Attachment 1: Location Map
- Attachment 2: Conceptual Development Plans
- Attachment 3: Development Application Data Sheet
- Attachment 4: Steveston Area Land Use Map
- Attachment 5: Neighbours Consulted
- Attachment 6: Tree Management Plan
- Attachment 7: Rezoning Considerations

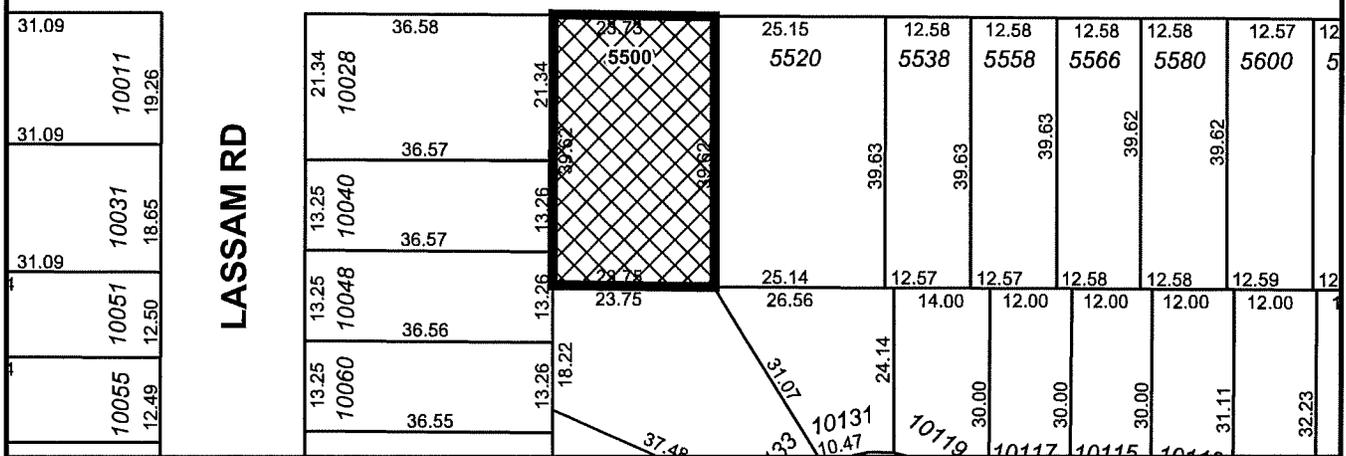


City of
Richmond



982	5475	5491	5505	5515	5531	5551	5571	5591	5595	5611	5615
		13.62	13.00	13.00	18.29	18.29	18.29	13.51	13.51	13.51	13.51

WILLIAMS RD



RZ 17-790028

Original Date: 10/27/17

Revision Date:

Note: Dimensions are in METRES



City of
Richmond



RZ 17-790028

Original Date: 10/27/17

Revision Date:

Note: Dimensions are in METRES

REZONING OF PROPERTY 5500 Williams Rd.

CURRENT ZONING: TARGET ZONING: RSI/E
 SITE SPECIFIC ZONE FOR 2 DUPLEXES WITH SHARED DRIVEWAY
 LEGAL DESCRIPTION: 96 SEC 36BLK4N RGTW PL NWP31420 Except Plan 55424

ZONING REQUIREMENTS		REQUIRED/PREMITTED	PROPOSED L&A 1	PROPOSED L&A B	TOTAL
1. LOT SIZE	939.5 sqm (1012.69 sq ft)	474 m ²	468 m ²	468 m ²	
2. LOT WIDTH	10.93 m (35.87 ft)	11.8 m (38.7 ft)	11.8 m (38.7 ft)	11.8 m (38.7 ft)	
3. LOT DEPTH	24.0 m (78.7 ft)	39.69 m (130.2 ft)	39.69 m (130.2 ft)	39.69 m (130.2 ft)	
5. GFA	0.6593 sqm (7.07 sq ft)	275.8 m ² (2958.7 sq ft)	253.5 m ² (2730.7 sq ft)	253.5 m ² (2730.7 sq ft)	
6. LOT COVERAGE	0.458939 sqm (4.92277 sq ft)	211 m ² (2271 sq ft)	211 m ² (2271 sq ft)	211 m ² (2271 sq ft)	
7. FRONT YARD SETBACK	4.50 m (14.76 ft)	6 m	6 m	6 m	
8. SIDE YARD SETBACK	1.2 m (3.94 ft)	1.2 m	1.2 m	1.2 m	
9. REAR YARD SETBACK	6 m (19.68 ft)	6 m	6 m	6 m	
10. BUILDING HEIGHT	2 STOREYS	2 STOREYS	2 STOREYS	2 STOREYS	



FINISHED AVERAGE GRADE CALCULATIONS FOR UNITS 1,4

	ELEV	ELEV	DISTANCE	AVER. HEIGHT
A1-A2	1.71	1.65	6.29	10.57
A2-A3	1.65	1.67	1.09	1.81
A3-A4	1.67	1.71	2.20	3.64
A4-A5	1.71	1.76	0.58	1.03
A5-A6	1.76	1.78	1.96	25.13
A6-A7	1.78	1.87	0.38	0.71
A7-A8	1.87	1.87	2.99	5.53
A8-A9	1.87	1.83	1.13	2.07
A9-A10	1.83	1.83	1.13	2.07
A10-A11	1.83	1.75	9.85	13.43
A11-A12	1.75	1.65	13.31	26.40
A12-A13	1.65	1.76	3.22	3.79
A13-A14	1.76	1.89	1.77	3.79
A14-A1	1.89	1.71	12.36	13.72
Total			74.66	132.57
				1.75

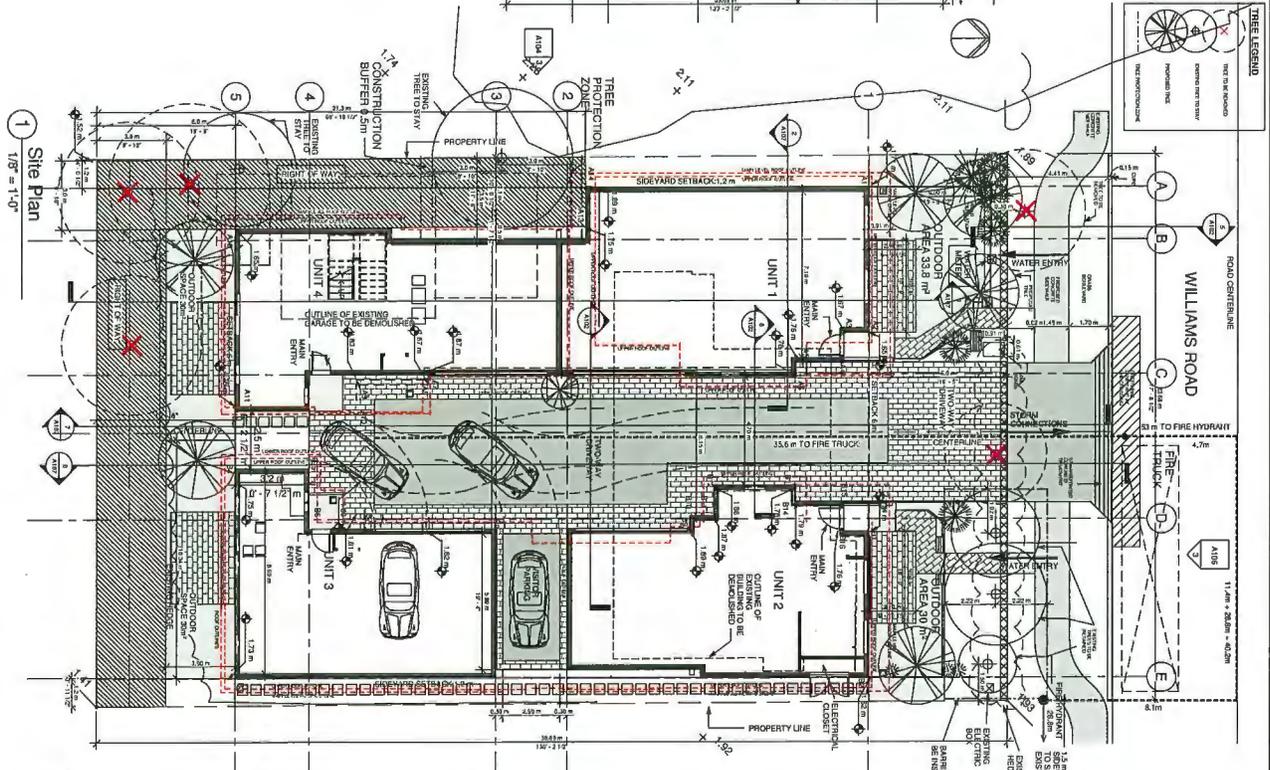
FINISHED AVERAGE GRADE CALCULATIONS FOR UNITS 2,3

	ELEV	ELEV	DISTANCE	AVER. HEIGHT
B1-B2	1.71	1.52	6.53	10.54
B2-B3	1.52	1.76	7.54	14.83
B3-B4	1.76	1.75	1.48	1.48
B4-B5	1.75	1.81	5.5	9.85
B5-B6	1.81	1.81	1.2	2.18
B6-B7	1.81	1.85	2.9	5.31
B7-B8	1.85	1.82	0.89	1.63
B8-B9	1.82	1.89	11.46	21.26
B9-B10	1.89	1.9	1.89	1.89
B10-B11	1.9	1.87	0.86	1.80
B11-B12	1.87	1.75	3.27	6.48
B12-B13	1.75	1.79	0.6	1.06
B13-B14	1.79	1.73	3.79	3.79
B14-B15	1.73	1.73	1.3	1.3
B15-B1	1.73	1.71	1	1.37
Total			75.82	132.57
				1.75

Site Plan Subdivision 1:200

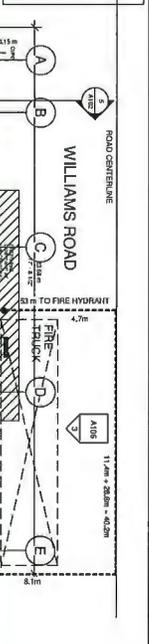
Area Schedule	Unit	Area	Area (sq ft)
Unit 1	65.4 m ²	703.6 SF	
Unit 2	74.5 m ²	803.2 SF	
Unit 3	140.0 m ²	1506.8 SF	
Unit 4	303.0 m ²	3263.3 SF	
Unit 5	64.1 m ²	691.1 SF	
Unit 6	153.9 m ²	1659.9 SF	
Unit 7	97.2 m ²	1050.7 SF	
Unit 8	118.0 m ²	1269.8 SF	
Unit 9	42.3 m ²	453.7 SF	
Unit 10	87.2 m ²	934.3 SF	
Unit 11	132.8 m ²	1431.3 SF	
Unit 12	59.2 m ²	636.7 SF	

Site Plan 1/8" = 1'-0"



TREE LEGEND

- Tree to be removed
- Tree to be retained
- Proposed tree
- Non-removable tree



PLN - 21

Project Data

ARCHITECTURAL: [Blank]

RESIGNED: [Blank]

DATE: 10/23/17

PROJECT NO.: 1742WPK

DRAWING NO.: A101

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YividGreen

1101-11111 Franklin Ave.
 Roseville, CA 95748
 916-778-7424
 www.yividgreen.com

REVISIONS

NO.	DATE	DESCRIPTION	BY	CHKD
1	10/23/17	ISSUE FOR PERMIT	AW	AW

VividGreen
ARCHITECTURE INC.

114-11711 Hercules Rd.
Richmond, BC V7J 3J5
Tel: 778-239-9888
www.vividgreenarch.com

REV	DATE	BY	DESCRIPTION	STATUS
1	2015.05.20	PLN	PRELIMINARY	REVISED
2	2015.06.01	PLN	REVISED	REVISED
3	2015.06.01	PLN	REVISED	REVISED
4	2015.06.01	PLN	REVISED	REVISED
5	2015.06.01	PLN	REVISED	REVISED
6	2015.06.01	PLN	REVISED	REVISED

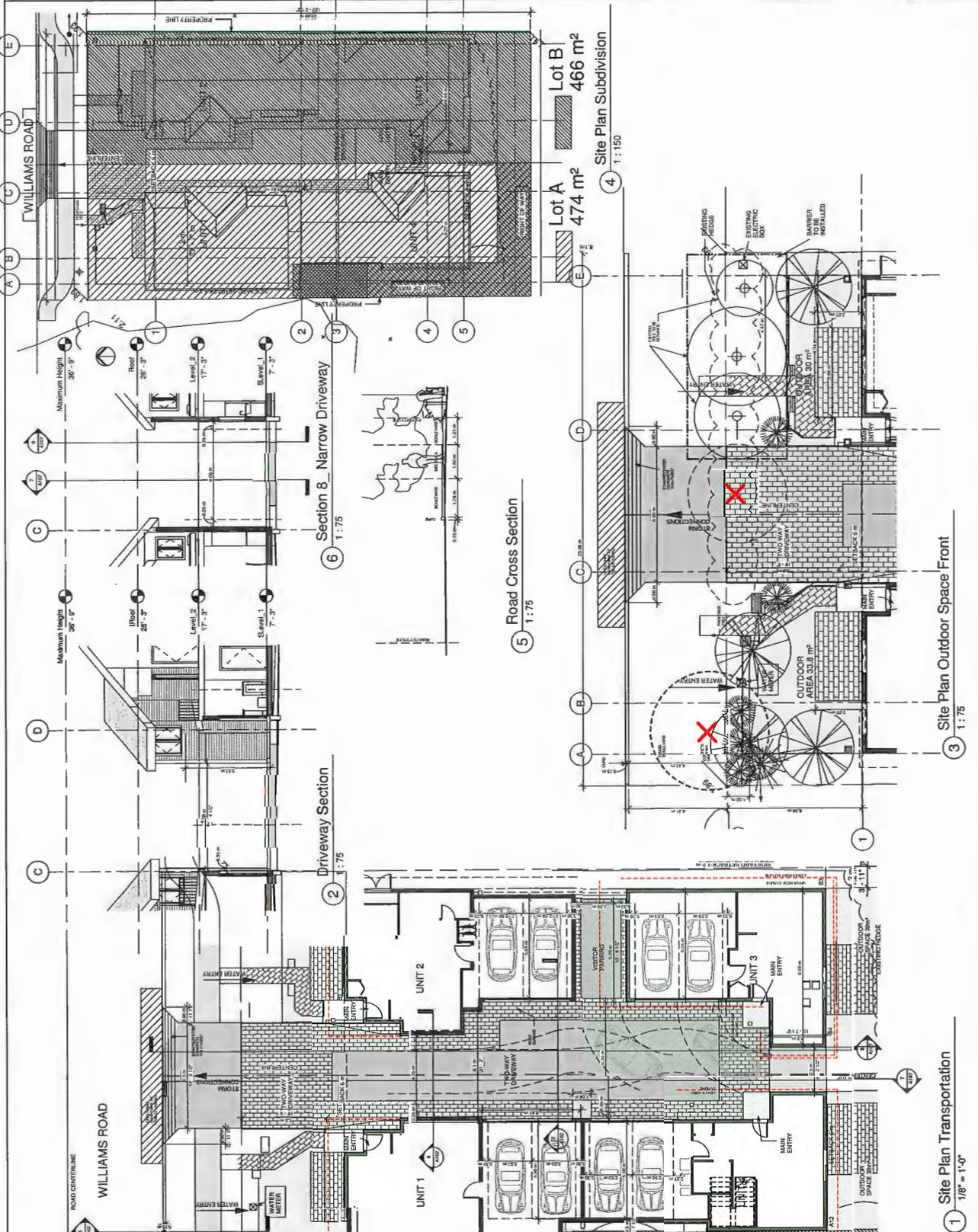
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PROJECT: DUPLEXES WITH SHARED DRIVEWAY
5508 Williams Road, Richmond, BC

ARCHITECTURAL
Site Plans

DESIGNED: []
DRAWN: []
SCALE: 1/8" = 1'-0"
DATE: 8/23/15

PROJECT NO.: 1742WPK
DRAWING NO.: A102



1 Site Plan Transportation
1/8" = 1'-0"

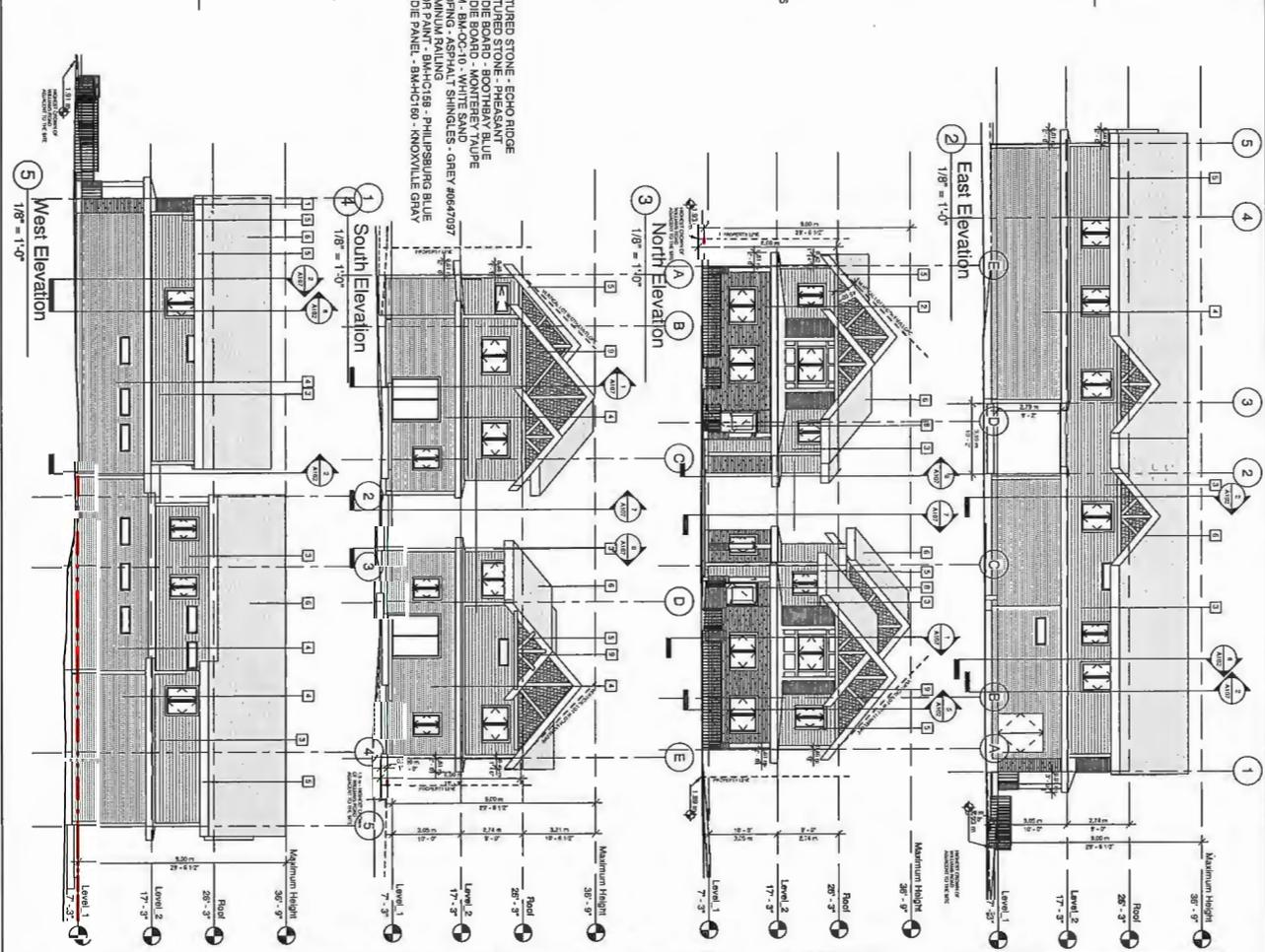
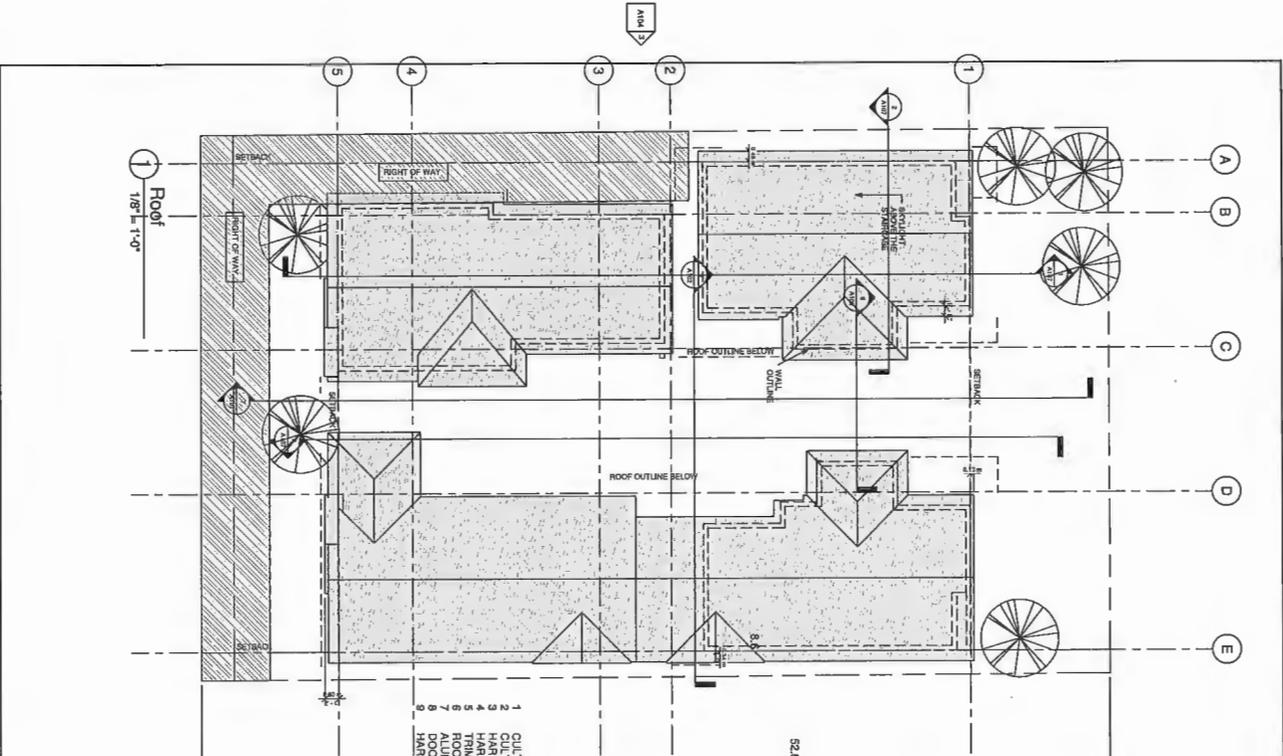
2 Driveway Section
1:75

3 Site Plan Outdoor Space Front
1:75

4 Lot A 474 m²
Lot B 466 m²
Site Plan Subdivision
1:150

5 Road Cross Section
1:75

6 Section 8_Narrow Driveway
1:75



NO.	REV.	DATE	DESCRIPTION	BY	CHK.
1	1	10/21/17	ISSUE FOR PERMITS	JK	JK
2	1	10/21/17	ISSUE FOR PERMITS	JK	JK
3	1	10/21/17	ISSUE FOR PERMITS	JK	JK
4	1	10/21/17	ISSUE FOR PERMITS	JK	JK
5	1	10/21/17	ISSUE FOR PERMITS	JK	JK

PROJECT: DUPLEXES WITH SHARED DRIVEWAY
 5500 Williams Road, Richmond, BC

ARCHITECTURAL: Roof Plan & Elevations

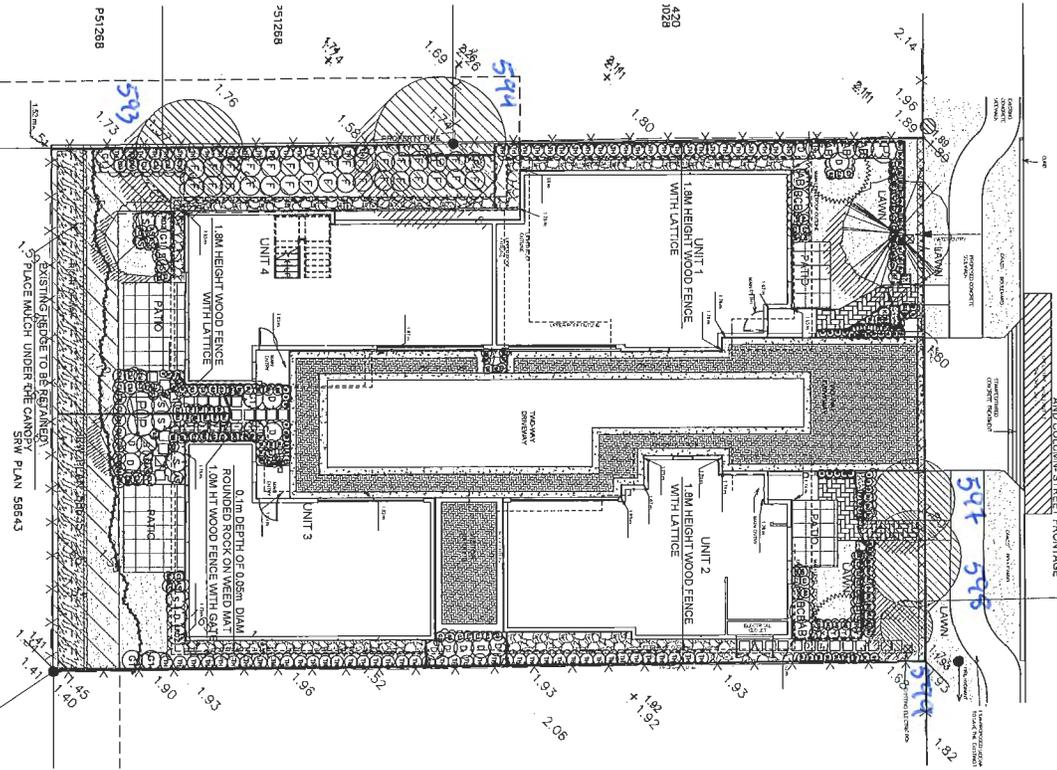
DESIGNED BY: JK
 DRAWN BY: JK
 SCALE: As Indicated
 DATE: 10/21/17

PROJECT NO: 1742HWK
 DRAWING NO: A106

PLN - 26

WILLIAMS ROAD

1.0M HT ALUMINUM FENCE WITH GATE
AND COLLUM STREET FRONTAGE



PLANT SCHEDULE

NO.	SYMBOL	SYMBOL NAME	COMMON NAME	PLANTING SIZE / REMARKS
1	(Symbol)	MADE SLATWOOD SWARTZ SPURGE	SWARTZ SPURGE	200 DIA. 2M TYP. 800
2	(Symbol)	MADE SLATWOOD SWARTZ SPURGE	SWARTZ SPURGE	200 DIA. 2M TYP. 800
3	(Symbol)	MADE SLATWOOD SWARTZ SPURGE	SWARTZ SPURGE	200 DIA. 2M TYP. 800
4	(Symbol)	MADE SLATWOOD SWARTZ SPURGE	SWARTZ SPURGE	200 DIA. 2M TYP. 800
5	(Symbol)	MADE SLATWOOD SWARTZ SPURGE	SWARTZ SPURGE	200 DIA. 2M TYP. 800
6	(Symbol)	MADE SLATWOOD SWARTZ SPURGE	SWARTZ SPURGE	200 DIA. 2M TYP. 800
7	(Symbol)	MADE SLATWOOD SWARTZ SPURGE	SWARTZ SPURGE	200 DIA. 2M TYP. 800
8	(Symbol)	MADE SLATWOOD SWARTZ SPURGE	SWARTZ SPURGE	200 DIA. 2M TYP. 800
9	(Symbol)	MADE SLATWOOD SWARTZ SPURGE	SWARTZ SPURGE	200 DIA. 2M TYP. 800
10	(Symbol)	MADE SLATWOOD SWARTZ SPURGE	SWARTZ SPURGE	200 DIA. 2M TYP. 800
11	(Symbol)	MADE SLATWOOD SWARTZ SPURGE	SWARTZ SPURGE	200 DIA. 2M TYP. 800
12	(Symbol)	MADE SLATWOOD SWARTZ SPURGE	SWARTZ SPURGE	200 DIA. 2M TYP. 800
13	(Symbol)	MADE SLATWOOD SWARTZ SPURGE	SWARTZ SPURGE	200 DIA. 2M TYP. 800
14	(Symbol)	MADE SLATWOOD SWARTZ SPURGE	SWARTZ SPURGE	200 DIA. 2M TYP. 800
15	(Symbol)	MADE SLATWOOD SWARTZ SPURGE	SWARTZ SPURGE	200 DIA. 2M TYP. 800
16	(Symbol)	MADE SLATWOOD SWARTZ SPURGE	SWARTZ SPURGE	200 DIA. 2M TYP. 800
17	(Symbol)	MADE SLATWOOD SWARTZ SPURGE	SWARTZ SPURGE	200 DIA. 2M TYP. 800
18	(Symbol)	MADE SLATWOOD SWARTZ SPURGE	SWARTZ SPURGE	200 DIA. 2M TYP. 800
19	(Symbol)	MADE SLATWOOD SWARTZ SPURGE	SWARTZ SPURGE	200 DIA. 2M TYP. 800
20	(Symbol)	MADE SLATWOOD SWARTZ SPURGE	SWARTZ SPURGE	200 DIA. 2M TYP. 800
21	(Symbol)	MADE SLATWOOD SWARTZ SPURGE	SWARTZ SPURGE	200 DIA. 2M TYP. 800
22	(Symbol)	MADE SLATWOOD SWARTZ SPURGE	SWARTZ SPURGE	200 DIA. 2M TYP. 800
23	(Symbol)	MADE SLATWOOD SWARTZ SPURGE	SWARTZ SPURGE	200 DIA. 2M TYP. 800
24	(Symbol)	MADE SLATWOOD SWARTZ SPURGE	SWARTZ SPURGE	200 DIA. 2M TYP. 800
25	(Symbol)	MADE SLATWOOD SWARTZ SPURGE	SWARTZ SPURGE	200 DIA. 2M TYP. 800
26	(Symbol)	MADE SLATWOOD SWARTZ SPURGE	SWARTZ SPURGE	200 DIA. 2M TYP. 800
27	(Symbol)	MADE SLATWOOD SWARTZ SPURGE	SWARTZ SPURGE	200 DIA. 2M TYP. 800
28	(Symbol)	MADE SLATWOOD SWARTZ SPURGE	SWARTZ SPURGE	200 DIA. 2M TYP. 800
29	(Symbol)	MADE SLATWOOD SWARTZ SPURGE	SWARTZ SPURGE	200 DIA. 2M TYP. 800
30	(Symbol)	MADE SLATWOOD SWARTZ SPURGE	SWARTZ SPURGE	200 DIA. 2M TYP. 800
31	(Symbol)	MADE SLATWOOD SWARTZ SPURGE	SWARTZ SPURGE	200 DIA. 2M TYP. 800
32	(Symbol)	MADE SLATWOOD SWARTZ SPURGE	SWARTZ SPURGE	200 DIA. 2M TYP. 800

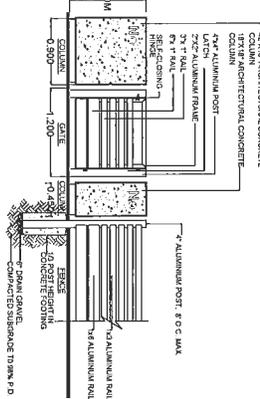
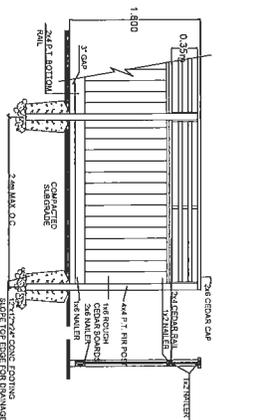
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MATERIAL KEY

BRUSHED FIBRE CONCRETE
 BRUSHED FIBRE CONCRETE
 HARVEST COLOR - DRIVEWAY

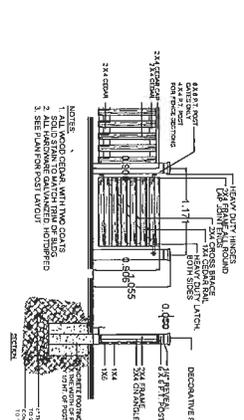
NON-LAND CONCRETE SURFING
 GRAY COLOR BY VULCAN MATERIALS

7.75" CONCRETE SLABS
 Varicolor Bay Architectural Slabs:
 by Mutual Materials, Gray Colour



- NOTES:**
1. ALL POSTS PRESISTENT TREATED TO CSA STANDARD AND END CUTS
 2. ALL OTHER MATERIALS TO BE SPECIFIED IN CONSTRUCTION DETAILS MANUAL
 3. ALL UNITS TO BE CONFORM TO I.R.C. LANDSCAPE STANDARD AND COMMON LANDSCAPE SYMBOLS. LATEST EDITION, CONFIRMED SIZE.
 4. FINISH DETAIL TO BE APPROVED BY PROJECT ARCHITECT
 5. GATES TO BE CONFORM TO I.R.C. LANDSCAPE STANDARD AND COMMON LANDSCAPE SYMBOLS. LATEST EDITION, CONFIRMED SIZE.

- NOTES:**
1. WITH ALUMINUM FENCE TO BE CONFORM TO I.R.C. LANDSCAPE STANDARD AND COMMON LANDSCAPE SYMBOLS. LATEST EDITION, CONFIRMED SIZE.
 2. ALL UNITS TO BE CONFORM TO I.R.C. LANDSCAPE STANDARD AND COMMON LANDSCAPE SYMBOLS. LATEST EDITION, CONFIRMED SIZE.
 3. FINISH DETAIL TO BE APPROVED BY PROJECT ARCHITECT
 4. ALUMINUM FINISH TO BE POWERCOATED SEMI-GLOSS BLACK



- NOTES:**
1. ALL POSTS PRESISTENT TREATED TO CSA STANDARD AND END CUTS
 2. ALL OTHER MATERIALS TO BE SPECIFIED IN CONSTRUCTION DETAILS MANUAL
 3. ALL UNITS TO BE CONFORM TO I.R.C. LANDSCAPE STANDARD AND COMMON LANDSCAPE SYMBOLS. LATEST EDITION, CONFIRMED SIZE.
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 3. FINISH DETAIL TO BE APPROVED BY PROJECT ARCHITECT
 4. ALUMINUM FINISH TO BE POWERCOATED SEMI-GLOSS BLACK

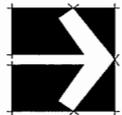
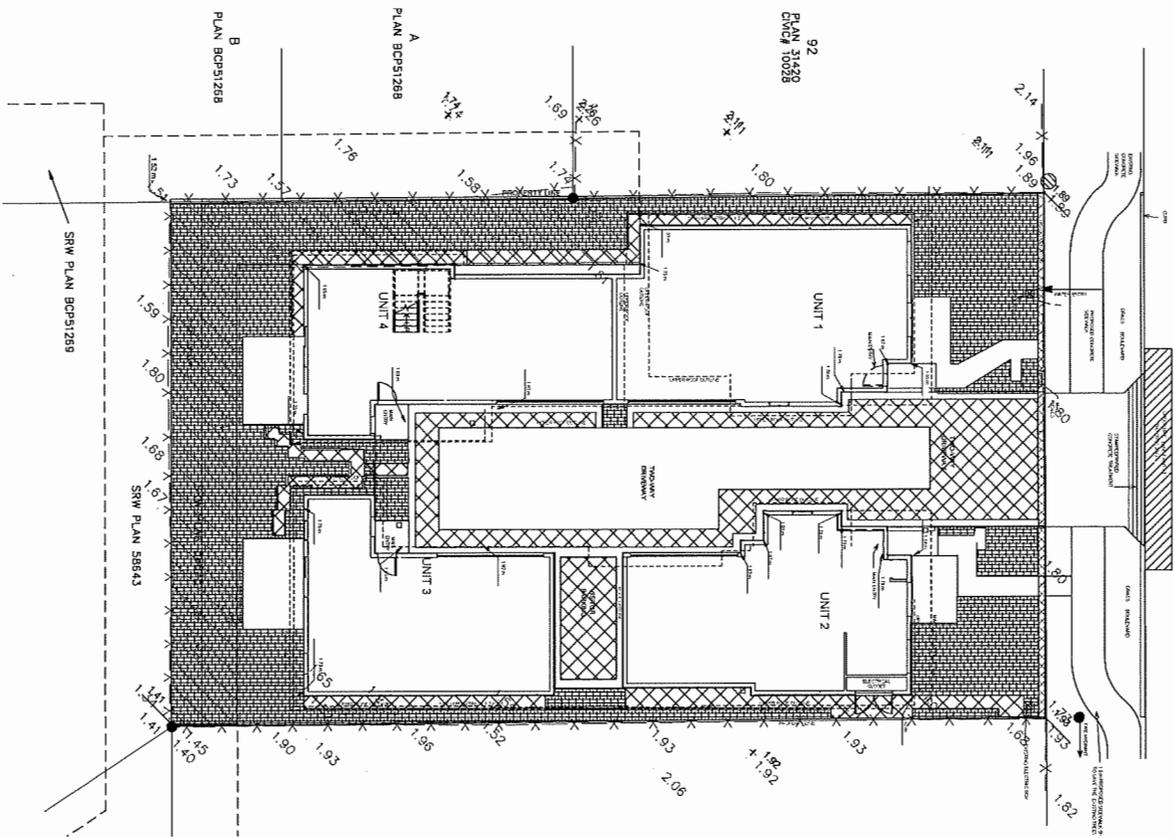
DRAWING TITLE
LANDSCAPE PLAN

DATE: May 02, 2018
 SCALE: 1:50
 DRAWN BY: [Name]
 CHECKED BY: [Name]
 PROJECT: 4 UNIT DEVELOPMENT
 5500 WILLIAMS ROAD
 RICHMOND

DRAWING NUMBER
L1
 OF 3

PLM PROJECT NUMBER: 18-077

WILLIAMS ROAD



	CONCRETE WITH LINE FLANT MATERIALS 150 LBS PER SQ YD (13.25)
	COMBINED WITH REMAINING SURFACE 150 LBS PER SQ YD (13.25)

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pms
LANDSCAPE ARCHITECTS
SARA C. COE, AIA, LEED SRP, CLIA, LEED AP
P. 804.264.0711 | F. 804.264.0222

PLN 30

NO.	DATE	REVISION DESCRIPTION	BY
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			

PROJECT:
4 UNIT DEVELOPMENT
5500 WILLIAMS ROAD
RICHMOND

DRAWING TITLE:
LOT COVERAGE PLAN

DATE: May 02, 2018
SCALE: 1/8"=1'-0"
DRAWN BY: [Name]
DESIGN BY: [Name]
CHECKED BY: [Name]
PMS PROJECT NUMBER: 18-077

L3
OF 3



RZ 17-790028

Attachment 3

Address: 5500 Williams

Applicant: Vivid Green Architecture

Planning Area(s): Steveston

	Existing	Proposed
Site Size (m²):	940 m ²	Lot A: 470 m ² Lot B: 470 m ²
Land Uses:	Single-family dwelling	Two-unit dwellings
OCP Designation:	Neighbourhood Residential	No change
Area Plan Designation:	Steveston Area Plan: Single-Detached/Duplex/Triplex	No Change
702 Policy Designation:	N/A	No Change
Zoning:	Single-Detached (RS1/E)	Arterial Road Two-Unit Dwellings (RDA)
Number of Units:	1	4
Other Designations:	n/a	No change

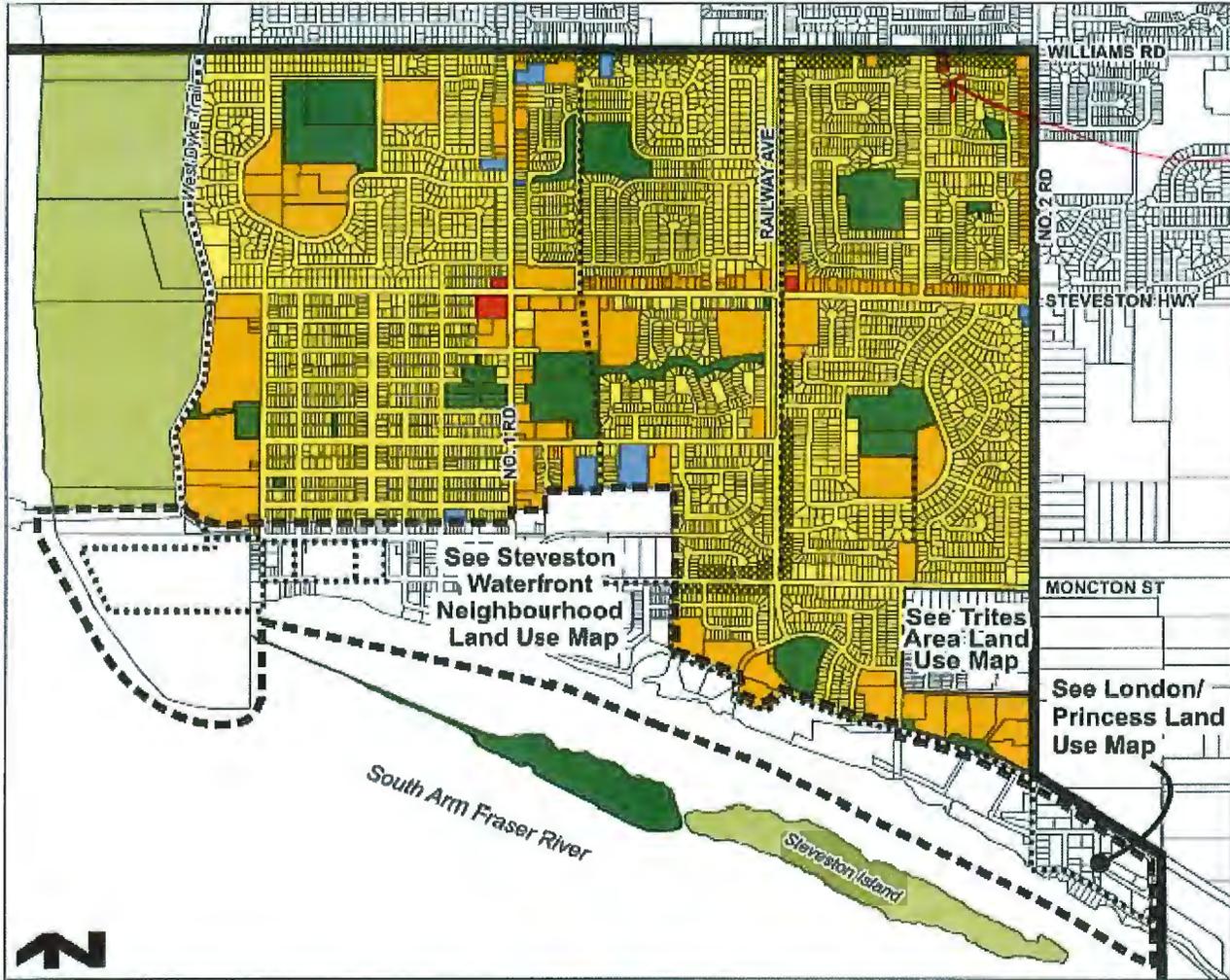
On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Density:	0.6 FAR	0.6 FAR	none permitted
Lot Coverage (% of lot area):	Building: Max. 45% Non-porous Surfaces: Max. 70% Landscaping: Min. 20%	Building: 45% Max. Non-porous Surfaces: 70% Max. Landscaping: 20% Min.	none
Lot Size:	Min. 464.5 m ²	Lot A: 474 m ² Lot B: 466 m ²	none
Lot Dimensions (m):	Width: Min. 10.35 m for proposed lots with shared vehicle access and Min. 13.4 m for proposed lot with individual vehicle access Depth: Min. 30 m	Width: 11.8 m Depth: 39.69 m	none
Setbacks (m):	Front: Min. 6 m Rear: Min. 6 m Side: Min. 1.2 m	Front: 6 m Min. Rear: 6 m Min. Side: 1.2 m Min.	none
Height (m):	Max. 9.0 m (2 storeys)	9.0 m (2 storeys)	none
Off-street Parking – Regular (R):	2 per unit	2 per unit	none

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Off-street Parking – Visitor (V):	0.2 per unit when 3 or more units share one access (0.2 x 4) = 1	1	none
Off-street Parking (total):	5	5	none
Tandem Parking Spaces:	Permitted	0	none

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

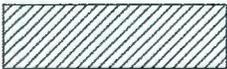
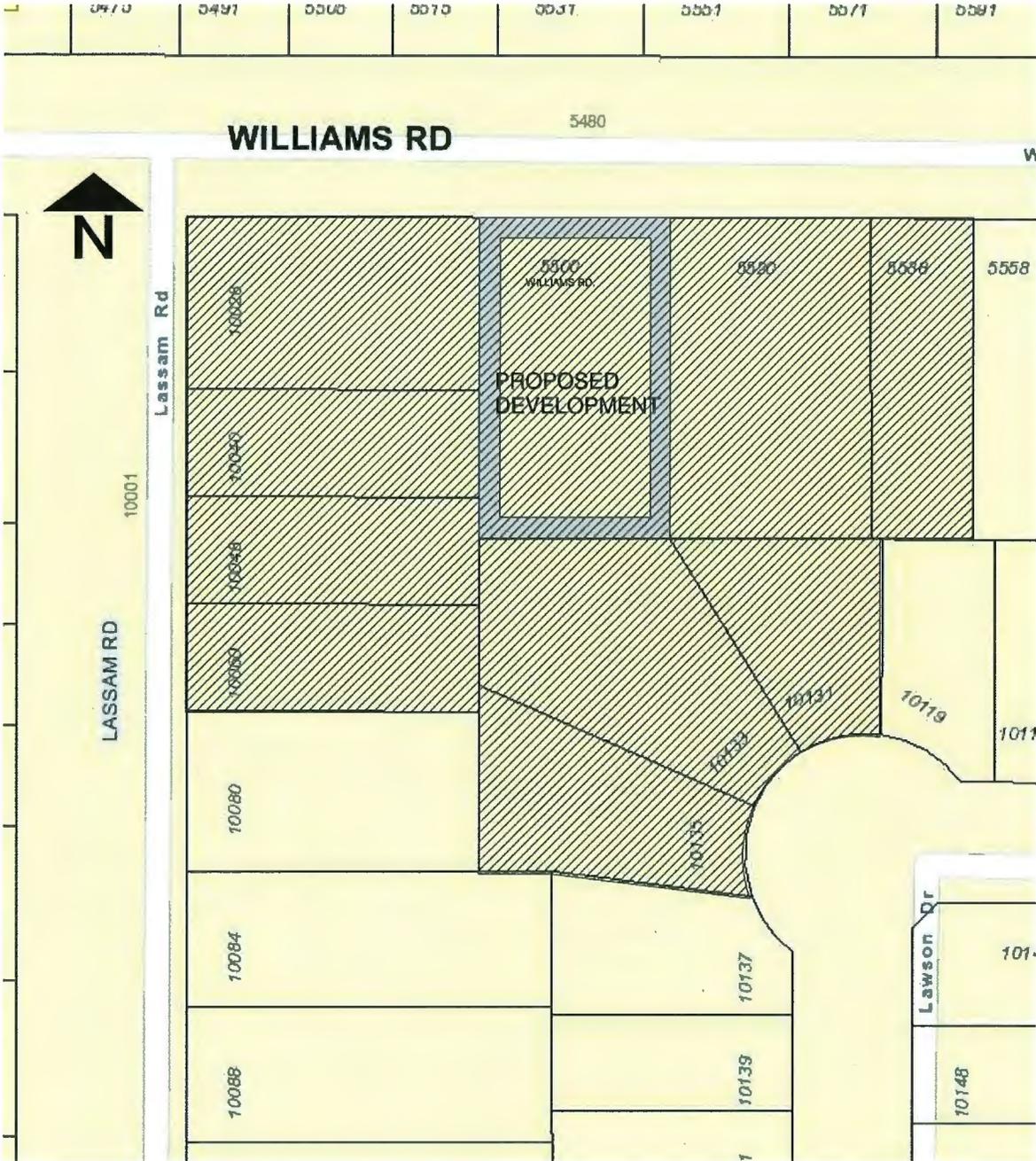
Steveston Area Land Use Map

Bylaw 9604
2016/12/19

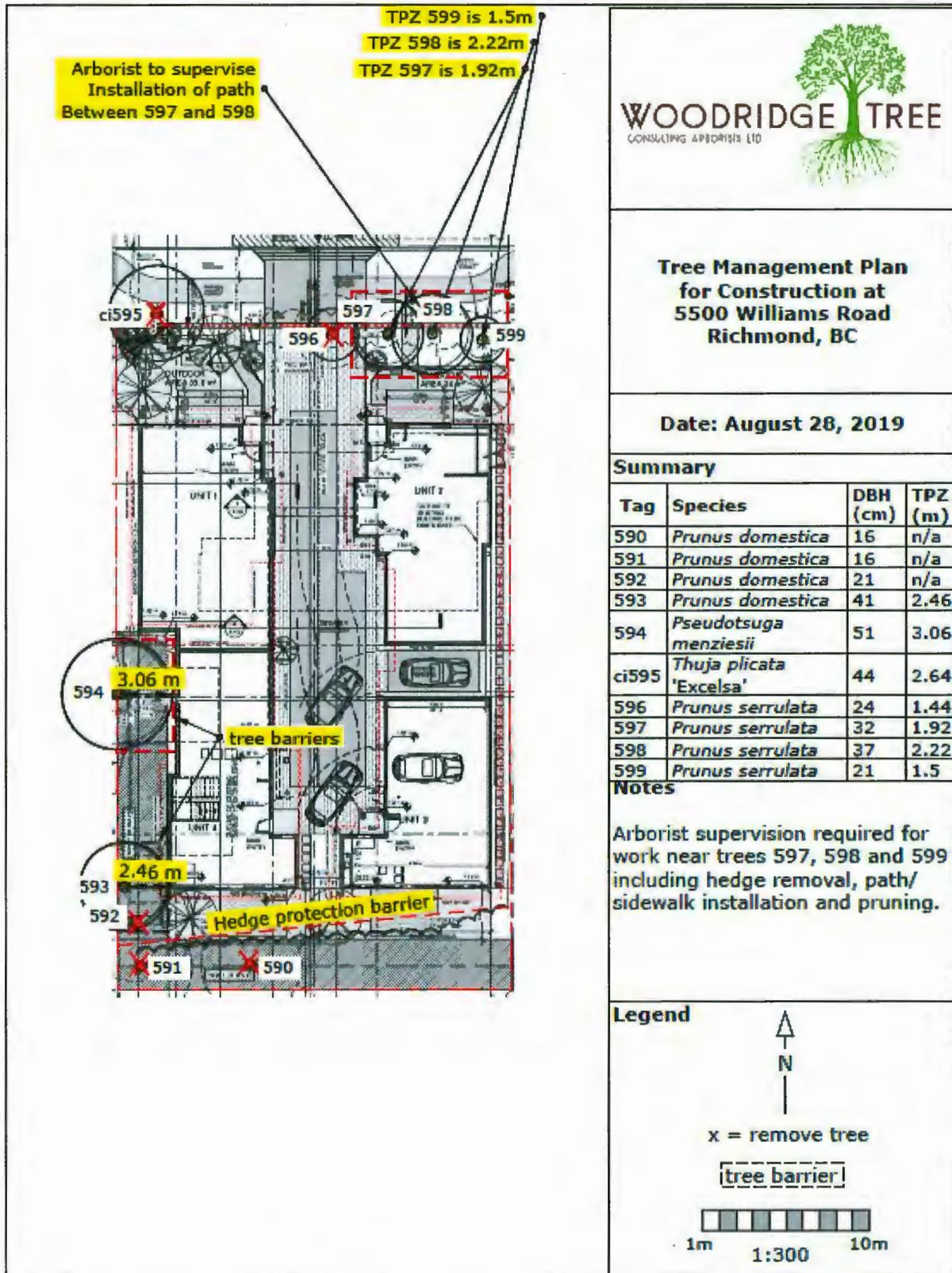


subject site

	Single-Family		Institutional
	Single-Detached/Duplex/Triplex		Conservation Area
	Multiple-Family		Trail
	Commercial		Steveston Area Boundary
	Public Open Space		Steveston Waterfront Neighbourhood Boundary



NEIGHBOURS CONSULTED ABOUT UPCOMING DEVELOPMENT





Address: 5500 Williams Road

File No.: RZ 17-790028

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 10091, the developer is required to complete the following:

1. Registration of a flood indemnity covenant on title.
2. Registration of a legal agreement on Title to ensure that, upon subdivision of the property:
 - a) Vehicle access is via a single shared driveway crossing, based on a design specified in a Development Permit approved by the City;
 - b) A cross-access easement for the shared driveway access, common drive aisle, and the shared visitor parking stall is to be registered on Titles of the each of the two lots.
 - c) The buildings and driveways on the two proposed lots are to be designed to accommodate on-site vehicle turn-around to prevent vehicles from reversing onto Railway Avenue.
3. City acceptance of the developer's offer to voluntarily contribute \$1,300 to the City's Tree Compensation Fund for the planting of replacement trees within the City.
4. Submission of a Tree Survival Security to the City in the amount of \$45,000 for the 5 trees to be retained.
5. Submission of a Contract entered into between the applicants/developers and a Certified Arborist for supervision of any on-site works conducted within/near the tree protection zone on site for the protection of the trees to be retained on neighbouring properties. The Contract should include the scope of work to be undertaken, including: the proposed number of site monitoring inspections, and a provision for the Arborist to submit a post-construction assessment report to the City for review.
6. City acceptance of the developer's offer to voluntarily contribute \$8.50 per buildable square foot (e.g. \$51,569.50) to the City's Affordable Housing Reserve Fund.
7. The submission and processing of a Development Permit* completed to a level deemed acceptable by the Director of Development.

Prior to a Development Permit* issuance, the developer is required to complete the following:

1. Submission of a Landscaping Security based on 100% of the cost estimate provided by the landscape architect.

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

1. Enter into a Servicing Agreement* for the design and construction of frontage and servicing works. A Letter of Credit or cash security for the value of the Service Agreement works, as determined by the City, will be required as part of entering into the Servicing Agreement. Works include, but may not be limited to,
 - a) Water Works:
 - Using the OCP Model, there is 572.00 L/s of water available at a 20 psi residual at the Williams Road frontage. Based on your proposed development, your site requires a minimum fire flow of 95 L/s.
 - The Developer is required to:
 - Submit Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) fire flow calculations to confirm development has adequate fire flow for onsite fire protection. Calculations must be signed and sealed by a Professional Engineer and be based on Building Permit Stage building designs.
 - Review hydrant spacing on all road frontages and install new fire hydrants as required to meet City spacing requirements.
 - Provide a right-of-way for the water meters. Exact right-of-way dimensions to be finalized during the service design phase.

- At Developer's cost, the City is to:
 - Complete all tie-ins for the proposed works to existing City infrastructure.
 - Upgrade the existing water service connection located 4.3m east of the west property line. The water service connection shall have two separate water meters for the proposed duplex on the west lot.
 - Install a new water service connection for the east duplex, complete with 2 meters and meter boxes, to service the proposed duplex on the east.
- b) Storm Sewer Works:
 - The Developer is required to:
 - Check the existing storm service connections STCN11030 and STCN33207. Confirm the material and condition of the inspection chambers and pipes. If deemed acceptable by the City, the existing service connections may be retained. In the case that a service connection is not in a condition to be re-used, the service connection shall be replaced by the City, at the Developer's cost, as described below.
 - At Developer's cost, the City is to:
 - Cut and cap the existing storm service leads STCN11030 and STCN33207 along the north property line. The existing inspection chambers STIC58550 and STIC50611 shall be retained to service 5520 Williams Road and 10028 Lassam Road respectively.
 - Install a new storm service connection at the adjoining property line of the proposed duplexes, complete with inspection chamber and dual service leads.
- c) Sanitary Sewer Works:
 - The Developer is required to:
 - Not start onsite excavation or foundation construction until completion of rear-yard sanitary works by City crews.
 - At Developer's cost, the City is to:
 - Complete all tie-ins for the proposed works to existing City infrastructure.
 - Install a new sanitary service connection at the adjoining property line of the proposed duplexes, complete with inspection chamber, and dual service leads.
 - Cut, cap, and remove the existing sanitary service connection and inspection chamber located at the southeast corner of the subject site.
- d) Frontage Improvements:
 - Remove the existing sidewalk and construct a new 1.5 m wide concrete sidewalk next to the property line. Over the remaining width between the new sidewalk and the curb, construct a grass boulevard with street trees. The new sidewalk and boulevard are to transition to meet the existing frontage treatments to the east and west of the subject development.
 - All existing driveways along the Williams Road development frontage are to be closed permanently. The Developer is responsible for the removal of the existing driveway let-downs and the replacement with barrier curb/gutter, boulevard and concrete sidewalk per standards described under Item 1 above.
 - Construct a new single shared driveway to the site. The new driveway is to be constructed to City design standards.
 - Provide special stamped/tinted concrete treatments for the sidewalk across the new driveway to the site and green bike lane paint at the crossing to better highlight the driveway for cyclists and pedestrians.
 - Consult Parks on the requirements for tree protection/placement including tree species and spacing as part of the frontage works.
 - Consult Engineering on lighting and other utility requirements as part of the frontage works.
 - The Developer is required to:
 - Coordinate with BC Hydro, Telus and other private communication service providers:
 - (1) Before relocating/modifying any of the existing power poles and/or guy wires within the property frontages.

- (2) To locate/relocate all above ground utility cabinets and kiosks required to service the proposed development, and all above ground utility cabinets and kiosks located along the development's frontages, within the development's site (see list below for examples). A functional plan showing conceptual locations for such infrastructure shall be included in the development design review process. Please coordinate with the respective private utility companies and the project's lighting and traffic signal consultants to confirm the requirements (e.g., statutory right-of-way dimensions) and the locations for the aboveground structures. If a private utility company does not require an aboveground structure, that company shall confirm this via a letter to be submitted to the City. The following are examples of statutory right-of-ways that shall be shown on the architectural plans/functional plan, the servicing agreement drawings, and registered prior to SA design approval:
- BC Hydro PMT – 4.0 x 5.0 m
 - BC Hydro LPT – 3.5 x 3.5 m
 - Street light kiosk – 1.5 x 1.5 m
 - Traffic signal kiosk – 2.0 x 1.5 m
 - Traffic signal UPS – 1.0 x 1.0 m
 - Shaw cable kiosk – 1.0 x 1.0 m
 - Telus FDH cabinet – 1.1 x 1.0 m
- o Review street lighting levels along all road and lane frontages, and upgrade as required.

e) General Items:

- The Developer is required to:
 - o Enter into, if required, additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering, including, but not limited to, site investigation, testing, monitoring, site preparation, dewatering, 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.
 - o Not encroach into the existing SRW with proposed trees, non-removable fencing, or other structures.
 - o Ensure that there is no encroachment of the proposed house in the SRW.
- 2. Payment of the current year's taxes, Development Cost Charges (City and GVS & DD), School Site Acquisition Charge, and Address Assignment Fees.

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

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

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. If applicable, payment of latecomer agreement charges, plus applicable interest associated with eligible latecomer works.
4. Obtain a Building Permit (BP) for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals 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

Date



Richmond Zoning Bylaw 8500
Amendment Bylaw 10091 (17-790028)
5500 Williams Road

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

- 1. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following area and by designating it "ARTERIAL ROAD TWO-UNIT DWELLINGS (RDA)".

P.I.D. 006-586-449

Lot 96 Except: Part Subdivided by Plan 55424, Section 36 Block 4 North Range 7 West New Westminster District Plan 31420

- 2. This Bylaw may be cited as "Richmond Zoning Bylaw 8500, Amendment Bylaw 10091".

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

Series of horizontal lines for signatures and dates.

Official stamp: CITY OF RICHMOND, APPROVED by [Signature], APPROVED by Director or Solicitor [Signature]

MAYOR

CORPORATE OFFICER



To: Planning Committee

Date: October 22, 2019

From: Wayne Craig
Director, Development

File: SC 19-850047

Re: **Application by GRA Greig Holdings Ltd. for a Strata Title Conversion at 11120 Hammersmith Gate**

Staff Recommendation

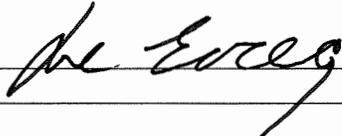
1. That the application for a Strata Title Conversion by GRA Greig Holdings Ltd. for the property located at 11120 Hammersmith Gate be approved on fulfilment of the following conditions:
 - a) Payment of all City utility charges and property taxes up to and including the year 2019;
 - b) Registration of a flood indemnity covenant on Title identifying a minimum habitable elevation of 2.9 m GSC;
 - c) Submission of appropriate plans and documents for execution by the Approving Officer within 180 days of the date of this resolution;
 - d) Provision of a pedestrian connection from the sidewalk to the building, to the satisfaction of the Director, Development;
 - e) Final inspection approval of Building Permit (BB 19-866247) for previous interior works without a permit; and
 - f) Final building check of the removal of non-compliant outdoor structures.

2. That the City, as the Approving Authority, delegate to the Approving Officer the authority to execute the strata conversion plan on behalf of the City, as the Approving Authority, on the basis that the conditions set out in Recommendation 1 have been satisfied.



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

WC:nc
Att. 4

REPORT CONCURRENCE
CONCURRENCE OF GENERAL MANAGER


Staff Report

Origin

GRA Greig Holdings Ltd. has applied to the City of Richmond to facilitate a Strata Title Conversion of an existing industrial building at 11120 Hammersmith Gate (Attachment 1) into two strata title lots (Attachment 2).

Finding of Fact

The subject property is located in an established industrial area in the Shellmont planning area, and is zoned “Industrial Business Park (IB1)” (Attachment 1). The proposed Strata Title Conversion is consistent with the existing zoning and land use designations.

Development immediately surrounding the subject property is as follows:

- To the north and east, lots zoned “Industrial Business Park (IB1),” with vehicle access from Hammersmith Gate.
- To the west, Shell Road and the Shell Road rail corridor.
- To the south, an undeveloped lot zoned “School & Institutional Use (S1).”

There is one existing building on the subject site with two units, Unit #110 and Unit #150. Access to the subject property is via two driveway crossings to Hammersmith Gate, one of which is used for shipping and receiving. Required parking for the building is provided on the west side of the existing building. The proposed Strata Title Conversion would create two strata lots; the proposed strata line would be the centreline of the existing demising wall between the two units (Attachment 2). No changes are proposed to the existing access, parking, or structures.

The front yard is landscaped with a combination of trees, shrubs and ground covers, which is in compliance with the landscape requirements in industrial zones. There is also a hedge along the entire southern property line.

There is currently no pedestrian access provided from the sidewalk. Prior to approval of the Strata Title Conversion, the applicant must provide a pedestrian connection from the sidewalk to the building to the satisfaction of the Director, Development.

Analysis

City of Richmond Policy 5031 (Strata Title Conversion Applications – Commercial and Industrial) outlines Council’s Policy in determining how staff process Strata Title Conversion applications for three or more proposed strata lots (Attachment 3). As this application is to create two strata lots, this Policy does not apply. However, staff considered the requirements of this Policy in processing this application. The applicant has submitted all of the necessary information required by City staff, including a Building Condition Assessment and a Building Code Compliance Report.

- An Engineering Report of Building provided by the applicant and reviewed by Young Engineering Corporation dated December 12, 2018 indicates that the life expectancy of the building is around 35 to 40 years.

- The author of the Building Condition Assessment expects no increase in maintenance, repair, or replacement costs within approximately the next 20 years.
- The author of the Building Code Compliance Report confirms that the existing building is substantially in compliance with the BC Building Code in force when they were constructed.
- Building Approvals staff conducted an inspection of the site and found interior construction done without a Building Permit. The applicant submitted a Building Permit application to legitimize the interior renovations (BB 19-866247) and it was issued on October 11, 2019. Staff also found existing non-compliant outdoor structures that need to be removed. Final inspection approval of the Building Permit and final building check of non-compliant outdoor structures are conditions of the Strata Title Conversion approval.
- No physical or structural upgrading of the building will take place, and no changes affecting open space, landscaping, access, or common facilities are being proposed.
- No changes are proposed to the existing parking facilities. These will remain as common property and be available to all tenants or strata lot owners. As part of a business license, each business will need to verify they have access to the Bylaw-required parking facilities.
- There are two units in the existing building. The owner's intention is to retain ownership of Unit #110, which they currently occupy, and sell Unit #150 to its existing tenant after the Strata Title Conversion is completed. No impact is expected on the tenant. The applicant has provided a letter from the tenant, indicating that they are aware of and have no concerns with the application for a Strata Title Conversion, and noted their intention of buying the unit following the Strata Title Conversion (Attachment 4).
- The subject property is located in an area with a Flood Construction Level of 2.9 m GSC. A restrictive covenant must be registered on Title as part of the document registration package, the purpose of which is to address public awareness and identify a minimum habitable elevation of 2.9 m GSC.

In light of this, staff support the proposed Strata Title Conversion subject to:

1. Payment of all City utility charges and property taxes up to and including the year 2019.
2. Registration of a flood indemnity covenant on Title identifying a minimum habitable elevation of 2.9 m GSC.
3. Submission of appropriate plans and documents (i.e. Strata Plan Surveyor's Certificate, Application to Deposit, Form T, etc.) for execution by the Approving Officer within 180 days of the date of a Council resolution.
4. Provision of a pedestrian connection from the sidewalk to the building, to the satisfaction of the Director, Development.

5. Final inspection approval of Building Permit (BB 19-866247) for previous interior works without a permit.
6. Final building check of the removal of non-compliant outdoor structures.

Financial Impact

None.

Conclusion

GRA Greig Holdings Ltd. has applied to convert two existing industrial buildings at 11120 Hammersmith Gate into two strata lots. The proposal is straightforward. Staff have no objection to this application and recommend approval of the Strata Title Conversion.



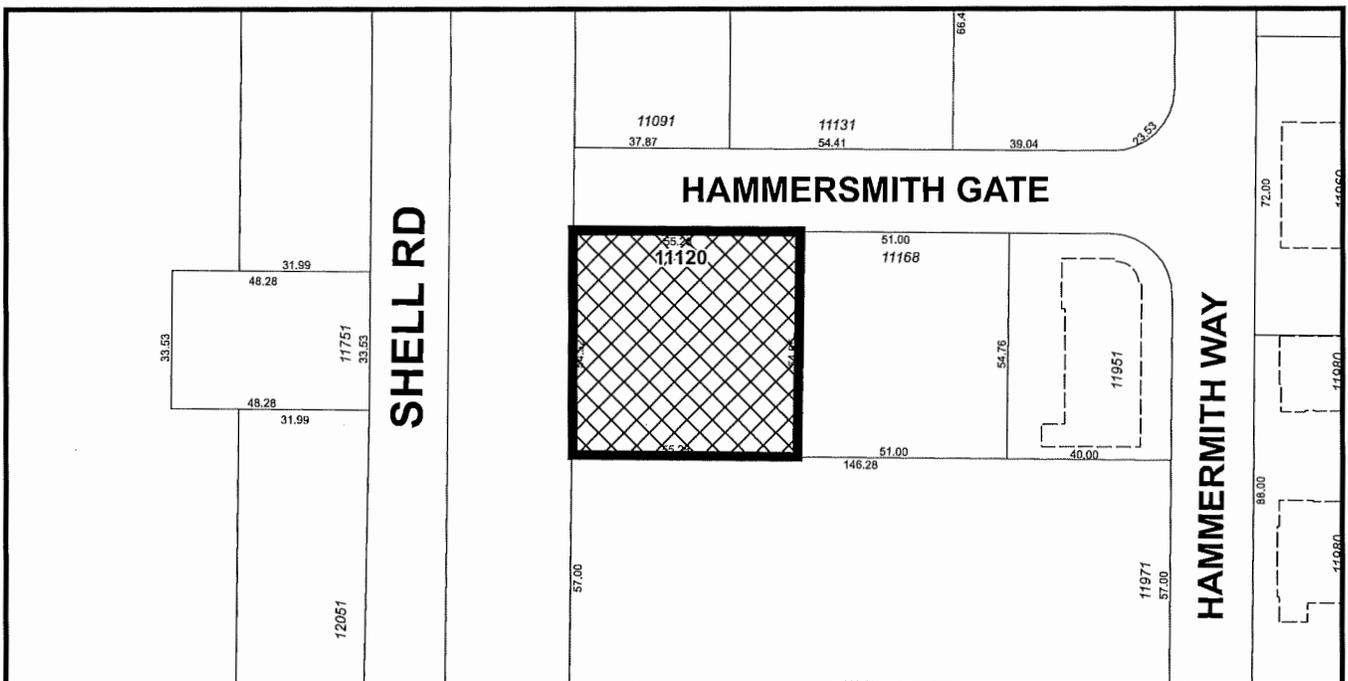
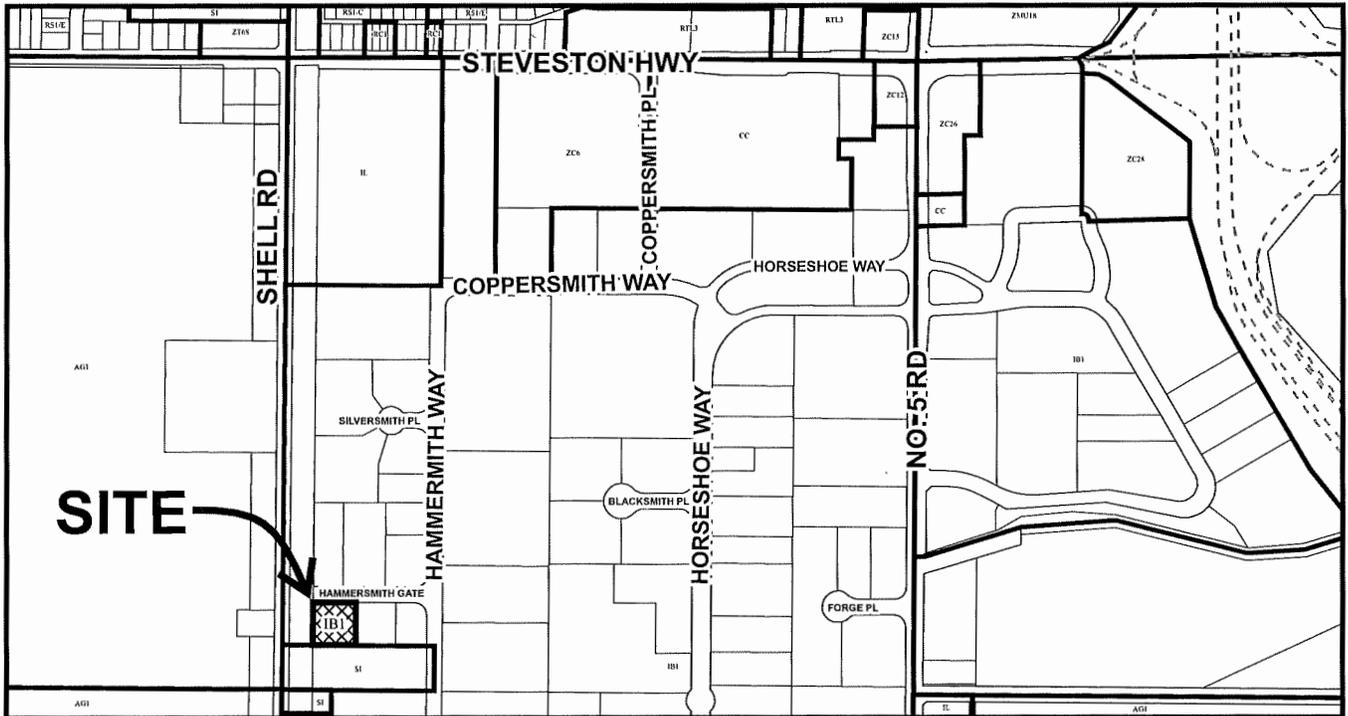
Natalie Cho
Planning Technician
(604-276-4193)

NC:cas/blg

- Attachment 1: Location Map and Aerial Photo
- Attachment 2: Draft Strata Plan
- Attachment 3: Policy 5031: Strata Title Conversion Applications – Commercial and Industrial
- Attachment 4: Letter from Existing Tenant



City of
Richmond



	<p>SC 19-850047</p>	<p>Original Date: 01/28/19 Revision Date: Note: Dimensions are in METRES</p>
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City of Richmond



SC 19-850047

Original Date: 01/28/19

Revision Date:

Note: Dimensions are in METRES



Page 1 of 1	Strata Title Conversion Applications – Commercial and Industrial	Policy 5031
Adopted by Council: February 13, 1995		

POLICY 5031:

It is Council policy that:

The following matters shall be considered before deciding on any commercial or industrial strata title conversion applications involving three or more strata lots:

1. The life expectancy of the building and any projected major increases in maintenance costs due to the condition of the building. This information shall be supplied by the applicant in the form of a written report in an acceptable form prepared by a registered architect, engineer or similarly qualified professional. The report shall review the building's age, quality, general condition and measure of compliance with current building codes and City bylaws.
2. The impact of the proposal on the existing tenants in terms of their existing leases and their ability to offer to purchase the units they occupy or to relocate in comparable and suitable rental premises if unable to purchase their existing units.
3. The views of the affected tenants as established by a formal canvass by the City Staff or agents of the City. A standard form available from the City's Planning and Development Division may be used for this purpose.
4. Any proposals involving upgrading of the buildings or changes affecting open space, landscaping, common facilities, off-street parking and loading spaces. The ownership and management of the off-street parking and loading facilities should be specifically addressed.
5. Any other conditions peculiar to the circumstances of the conversion proposal and requiring special measures to be taken as a condition of approval.
6. All commercial or industrial strata conversion applications must be compatible with the City's bylaws regulating the use and development of the land and the servicing standards appropriate to the site.

City of Richmond Development application department Nov 15, 2018

To whom it may concern,

This letter is to confirm that I am aware that my Landlord, GRA Greig Holdings, is applying to the City of Richmond to do a Strata Title conversion on the building that I currently rent from them. The current building is divided into two separate units of which I have rented half of since 1997. As the Landlord's intent is to sell the half that I am currently leasing, and as it is my intention to buy it, there will be no impact on my business in terms of having to find a new place to relocate.

Thank you for your consideration of this application. I can be reached at 604-307-0549 or wolf.nickel@stor-x.com if you have any further questions.

Best Regards,



Wolf Nickel

President- STOR-X



City of Richmond

Report to Committee

To: Planning Committee
From: Wayne Craig
Director, Development

Date: October 21, 2019
File: ZT 18-827860

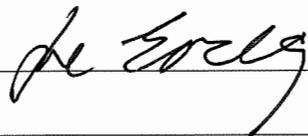
Re: Application by Pinnacle Living (Capstan Village) Lands Inc. for a Zoning Text Amendment to the “Residential / Limited Commercial and Artist Residential Tenancy Studio Units (ZMU25) – Capstan Village (City Centre)” zone for the properties at 3208, 3211, and 3328 Carscallen Road

Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 10107, for a Zoning Text Amendment to the “Residential / Limited Commercial and Artist Residential tenancy Studio Units (ZMU25) – Capstan Village (City Centre)” zone, to transfer 436 m² of un-built permitted residential floor area from 3328 Carscallen Road (Area B) to 3208 Carscallen Road (Area C), and to transfer the developer’s required Area D affordable housing contribution from 3211 Carscallen Road (Area D) to 3208 Carscallen Road (Area C), be introduced and given first reading.


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

Att. 8

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

Staff Report

Origin

Pinnacle Living (Capstan Village) Lands Inc. has applied to the City of Richmond for a Zoning Text Amendment to amend the “Residential / Limited Commercial and Artist Residential Tenancy Studio Units (ZMU25) – Capstan Village (City Centre)” zone, a site-specific zone applicable only to lands bounded by No. 3 Road, Sea Island Way, Sexsmith Road, and Capstan Way, to transfer:

- 1) 436 m² (4,693 ft²) of un-built permitted residential floor area from 3328 Carscallen Road (Area B) to 3208 Carscallen Road (Area C); and
- 2) the developer’s required Area D affordable housing contribution from 3211 Carscallen Road (Area D) to 3208 Carscallen Road (Area C).

A location map of the subject properties can be found in Attachment 1.

The applicant is also requesting to replace a neighbourhood park trail statutory right-of-way (SRW) along the south side of Area D that abuts a future neighbourhood park with a new SRW that would provide one-way road access connecting No. 3 Road to Carscallen Road and a ‘kiss and ride’ drop-off lane for future users of the Canada Line Capstan Station.

All Engineering, Transportation, and Parks off-site requirements with respect to Pinnacle’s four-phase development were resolved through the rezoning process and secured with legal and servicing agreements (SA 16-731709 and SA 19-861963) registered on title.

Findings of Fact

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

Surrounding Development

Area C (3208 Carscallen Road) of the subject site is vacant and is being used for construction staging for Area B (3328 Carscallen Road) of the Pinnacle Living (Capstan Village) development. Area D (3211 Carscallen Road) of the subject site is presently being used as a temporary sales office. Existing development surrounding the subject site includes:

To the north: North of Area D is Sea Island Way, a designated Provincial highway, and highway-oriented commercial properties designated for future development with high-rise, high density, hotel, office, and accessory retail uses;

North of Area C is a vacant site owned by Concord Pacific and zoned “Residential / Limited Commercial and Artist Residential Tenancy Studio Units (ZMU25) – Capstan Village (City Centre)”;

To the east: East of Area C is Sexsmith Road, and on the east side of Sexsmith Road, is a single family lot and Patterson Road that provides access to several larger single family lots zoned as Single Detached (RS1/F), which is designated for mixed multi-family residential and commercial uses;

East of Area B is Sexsmith Road, and on the east side of Sexsmith Road, is the “Concord Gardens” five-phase residential development zoned “High Rise Apartment and Artist Residential Tenancy Studio Units (ZHR10)” (DP 14-670686, DP 13-642725 and DP 12-611486) which is undergoing various stages of construction, permitting, and pre-application processes for medium- and high-density, multi-family uses, park, and related purposes;

To the south: South of the Area D site is a new neighbourhood park, currently under construction by the developer (as required through rezoning, RZ 12-610011), and the site of the future Capstan Canada Line Station;

South of the Area C site is Area B of the Pinnacle Living (Capstan Village) development (DP 16-735564) which is currently under construction and will include a mixed-use, high-density building, including multi-family residential units, office space, and an Early Childhood Development Hub;

South of Area B is Area A of the Pinnacle Living (Capstan Village) development (DP 14-667322) which is already developed and includes 400 multi-family residential units including 11 affordable housing units, and 17 Artist Residential Tenancy Studio (ARTS) units (i.e. affordable housing secured by a Housing Agreement for professional artists); and

To the west: No. 3 Road, and on the west side of No. 3 Road is a multi-phased development, zoned “Residential / Limited Commercial and Community Amenity (ZMU30) – Capstan Village (City Centre)” (DP 17-794169 and DP 16-745853), which is undergoing various stages of construction, permitting, and pre-application processes for medium- and high- density, high-rise, residential, hotel, retail, office, and public amenity uses.

Background

The subject properties were part of an approved rezoning application under Bylaw 9135 (RZ 12-610011) to create the site-specific ZMU25 zone to permit the construction of a high-rise, high density, mixed use development and City park in the City Centre’s Capstan Village area. A summary of the approved rezoning application can be found in Attachment 3.

The ZMU25 zone specifies the maximum floor area for residential uses, including affordable housing units and non-residential uses, for each phase of the proposal. Table 1 provides a summary of the maximum permitted residential floor area, including affordable housing, the minimum amount of affordable housing floor area, and the minimum amount of non-residential floor area for each development area. The location of the development areas are indicated in Attachment 1.

Table 1: Floor Area Summary

Development Area	Permitted Residential Floor Area (incl. affordable housing)	Affordable Housing Floor Area (Minimum)	Non-Residential Floor Area
Area A	35,144.1 m ² (378,288 ft ²)	843.8 m ² (9,083 ft ²) plus 1,393.5 m ² (15,000 ft ²) for ARTS units	0 m ² (0 ft ²)
Area B	39,194.5 m ² * (421,886 ft ²) * proposed to be reduced by 436m ² as part of this application	979.9 m ² (10,548 ft ²)	1,688.5 m ² (18,175 ft ²)
Area C	15,732.2 m ² * (169,340 ft ²) * proposed to be increased by 436 m ² as part of this application	1,980.4 m ² * (11,050 ft ²) * proposed to be increased to 3,007 m ² (32,367.1 ft ²) as part of this application	0 m ² (0 ft ²)
Area D	7,937.2 m ² (85,435 ft ²)	1,026.6 m ² (12.9%)* * proposed to be reduced to nil and transferred to Phase 4 as part of this application	26,878.9 m ² (289,322 ft ²)
Total	98,008.0 m ² (1,054,949 ft ²)	6,224.2 m ² (6.4%)	28,567.4 m ² (307,497 ft ²)

The required minimum floor area for affordable housing comprises of 5% of the total residential building area for all four development areas as per the Affordable Housing Strategy when the rezoning application was approved in 2014. This does not include the Artist Residential Tenancy Studio units which were made in addition to the affordable housing units. As indicated in Table 1 above, the majority of the affordable housing floor area is to be built in Area C and D. Listed below is a summary of each development area.

Area A: A Development Permit (DP 14-667322) was issued for the construction of the first phase on December 17, 2014 which included 400 multi-family residential units, including:

- 372 market units, 11 affordable housing units, and 17 Artist Residential Tenancy Studio (ARTS) units (i.e. affordable housing secured by a Housing Agreement for professional artists);
- a 326-space Public Parking Facility, including 6 car-share spaces equipped with electric vehicle “quick charge” stations (i.e. 240V); and
- on-site, publicly-accessible open space, including a “terrace” along the frontages of the ARTS units and a broad, landscaped walkway along the site’s west side linking the future Capstan Canada Line Station and neighbourhood park with existing and future shops, services, and amenities south of the development.

Area B: A Development Permit (DP 16-735564) was issued for the construction of the second phase on August 9, 2017 which included 418 multi-family residential units, including:

- 406 market units and 12 affordable housing units;
- 260 m² (2,800 ft²) of floor area for street-oriented commercial uses; and

- 1,428 m² (15,375 ft²) of floor area for a 3-storey Early Childhood Development (ECD) Hub, including a licensed 77 space child care facility and related family services.

Area C and D: The applicant currently has a Development Permit (DP 18-821292) which is under review by staff. Area C would include residential uses only, including 40 affordable housing units and 167 market residential units. Area D would include 114 market residential units, and a mix of non-residential uses such as hotel, office, and retail uses.

Prior to consideration of this Development Permit, the applicant has requested an amendment to the ZMU25 zone which is the subject of this report. A proposed development summary for Area C and D can be found in Attachment 4, along with a proposed site massing and context plan in Attachment 5.

The applicant is also requesting to replace a neighbourhood park trail statutory right-of-way (SRW) along the south side of Area D that abuts a future neighbourhood park with a new SRW that would provide one-way road access connecting No. 3 Road to Carscallen Road and a 'kiss and ride' drop-off lane for future users of the Canada Line Capstan Station. Further landscaping details will be indicated through the Development Permit process.

Related Policies & Studies

Official Community Plan (OCP) and City Centre Area Plan (CCAP)

The OCP designates the site as Mixed Use and the Specific Land Use Map: Capstan Village (2031) in the CCAP designates the site as "Urban Centre T5 (45m)" with a range of identified permitted uses and accessory uses.

The proposed Zoning Text Amendment is consistent with the City's OCP and CCAP.

Public Consultation

The applicant has confirmed that a Zoning Text Amendment sign describing the proposal has been installed on the subject site. Staff have not received any comments from the public about the Zoning Text Amendment in response to the placement of the Zoning Text Amendment sign on the property.

Consultation with Ministry of Transportation & Infrastructure (MOTI) is required due to the proximity of Sea Island Way, a roadway under Provincial jurisdiction. The proposal has been reviewed with MOTI staff on a preliminary basis and final MOTI approval is required prior to Zoning Text Amendment adoption.

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

Requested Amendments

The applicant has proposed to construct both phases as part of the same Development Permit application (DP 18-821292). The proposed Zoning Text Amendment would permit the following:

1. transfer 436.2 m² (4,695 ft²) of floor area that was not built under Area B to the Area C development; and
2. transfer the required 1,026.6 m² (11,050 ft²) of floor area designated for affordable housing from Area D to Area C. This will not result in an increase in the gross floor area for the Area C development.

Floor Area Transfer: The first requested transfer of floor area from Area B to Area C is relatively minor as the 436.2 m² (4,695 ft²) of floor area that was not built as part of Area B is the equivalent of a 2.8% increase in floor area to the proposed building in Area C. Attachment 6 indicates in a schematic diagram how the additional massing could be added to the Area C development.

Staff are supportive of this requested Zoning Text Amendment as this will result in a minor increase in massing for the proposed building in Area C and will not have a negative effect with respect to shadowing. The exact location and massing of this additional floor area will be reviewed through the Development Permit process.

Affordable Housing Floor Area Transfer: The second requested transfer would include moving the required affordable housing floor area from Area D to Area C. This would not result in an additional increase in gross floor area for the Area C development. Rather, the required affordable housing floor area in Area D would essentially be replaced with the 1,026.6 m² (11,050 ft²) of market residential floor area currently permitted in Area C. A total of 3,007m² (32,367 ft²) of affordable housing floor area would be located within Area C which would comprise of 18.6% of the total building floor area. The applicant is proposing to have 40 affordable housing units with the following distribution:

- Bachelor: 2 units (5% of all affordable housing units in Area C)
- 1-Bedroom: 17 units (42.5%)
- 2-Bedroom: 8 units (20%)
- 3-Bedroom: 13 units (32.5%)

The applicant is required to build and have the affordable housing units occupied prior to or at the same time as the occupancy of the market dwelling units in Area C. Further the Area C building would be constructed prior to the Area D building thus providing for earlier delivery of the affordable housing units.

The affordable housing units would be scattered throughout the first five floors of the building on Area C and residents would be able to enjoy full and unlimited access to all on-site indoor and outdoor amenity spaces. The applicant will be required to enter into a housing agreement with the City to secure those units for low end market rental rates in perpetuity. To enable non-profits to potentially purchase units, no less than 9 affordable housing units can be sold or transferred in a single transaction. Staff are supportive of this amendment as the remaining affordable housing units would be made available sooner with this requested amendment.

Capstan Station 'Kiss & Ride' Facility

As per the City Centre Area Plan policy with respect to the Capstan Station Bonus, bonus provisions contained within the ZMU25 zone required that the developer grants to the City, via a statutory right-of-way (SRW), rights of public use over a suitably landscaped area of the site for park and related purposes. The original development proposal for Area A to D included a series of public greenways and trails (Attachment 7).

One particular trail that was part of the Capstan Station Bonus is a neighbourhood park trail secured through a SRW that would connect No. 3 Road to Carscallen Road along the south side of Area D, labeled 'Neighbourhood Park Trail (SRW) 503.0m²' in Attachment 7.

Translink has indicated support for the proposed one-way eastbound road connecting No. 3 Road to Carscallen Road along the south side of Area D. A 'kiss & ride' facility is proposed along the south side of the road to facilitate future drop-off activities at the Capstan Canada Line Station, which will minimize potential traffic that would otherwise stop and queue along No. 3 Road. A separate lay-by is proposed along the north side of the road to drop-off and pick-up hotel guests on Area D, which will improve access to the hotel. Further details on the proposed one-way road and 'kiss & ride' facility will be provided as part of the upcoming Development Permit for Area C and D.

The new road and drop-off area would be secured through a revised SRW. As a result, and in order to satisfy the Capstan Station Bonus in the ZMU25 zone, an additional SRW would need to be secured to satisfy the Capstan Station Bonus in the ZMU25 zone. The area of the SRW must be a minimum of 503 m². Accordingly, the applicant has agreed to secure a SRW over the public plaza area between No. 3 Road and the proposed building on Area D. Staff are supportive of this change and are reflected in the rezoning considerations (Attachment 8).

Development Permit Application

Should the proposed zoning text amendment receive third reading following public hearing of Bylaw 10107, the applicant's Development Permit application (DP18-821292) would be forwarded to a future meeting of the Development Permit Panel, and if endorsed, forwarded to Council for Development Permit issuance. In general, at Development Permit stage, design development is encouraged regarding, but not limited to, the following items:

- Conditions of adjacency
- Urban design and site planning
- Architectural form and charter
- Landscaping and open space design

- Affordable housing
- Accessible housing
- Crime prevention through environmental design

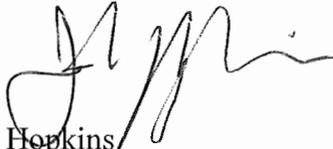
Financial Impact

None.

Conclusion

The proposed zoning text amendment to the “Residential / Limited Commercial and Artist Residential tenancy Studio Units (ZMU25) – Capstan Village (City Centre)” zone to transfer 436 m² (4,693 ft²) of permitted floor area from Area B (3328 Carscallen Road) to Area C (3208 Carscallen Road), and to transfer the required affordable housing floor area from Area D (3211 Carscallen Road) to Area C, is consistent with the purpose of the zone and complies with the land use designations outlined within the Official Community Plan and the City Centre Area Plan. Further, staff are supportive of including a one-way road and ‘kiss & ride’ drop-off facility along the south side of Area D.

It is recommended that Zoning Bylaw 8500, Amendment Bylaw 10107 be introduced and given first reading.



John Hopkins
Senior Policy Coordinator
(604-276-4279)

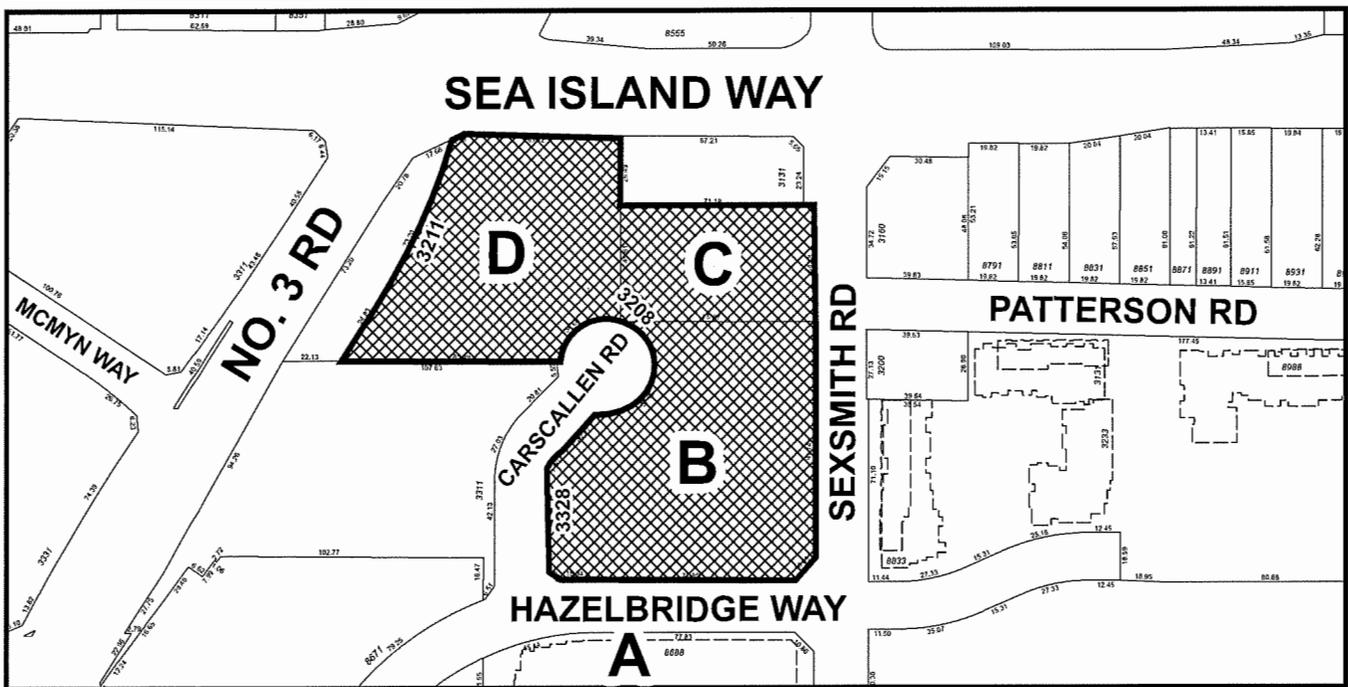
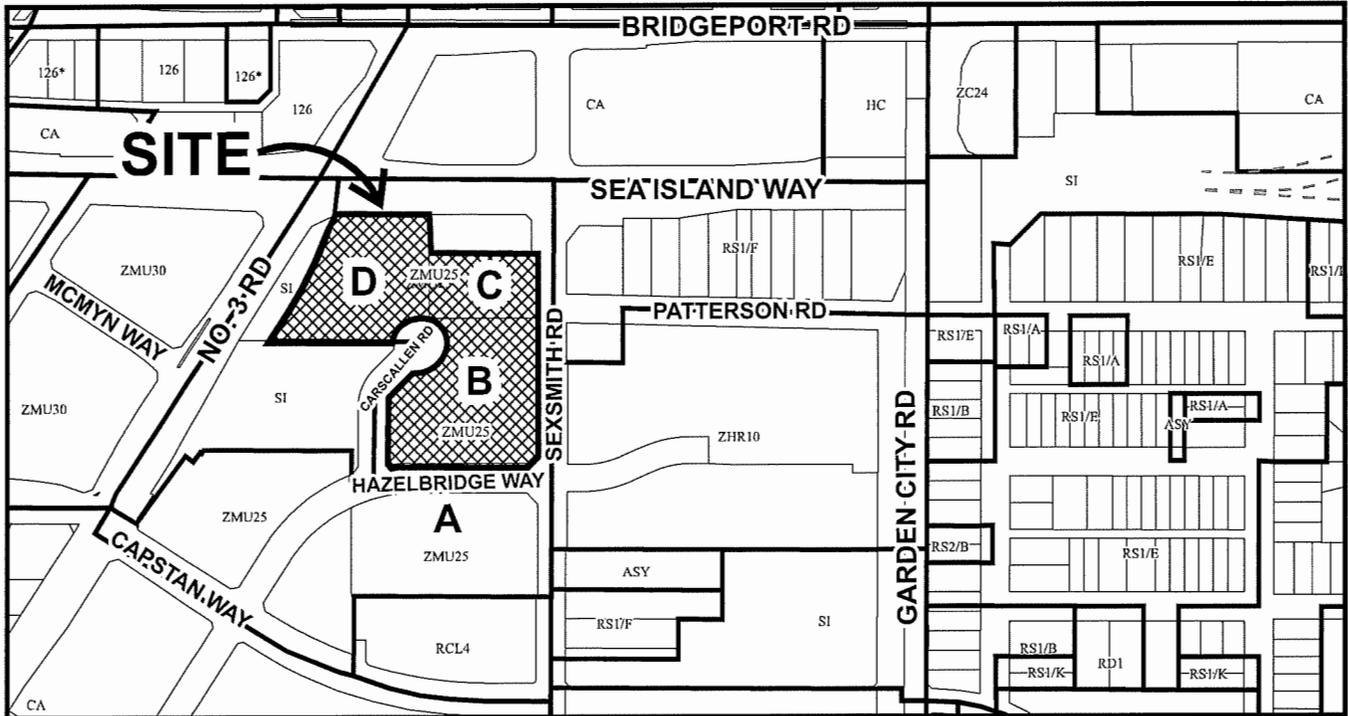
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- Att. 1: Location Map and Aerial Photo
- 2: Development Application Data Sheet
- 3: Pinnacle Living (Capstan Village) Development Summary
- 4: Area C and D Proposed Development Summary
- 5: Site Massing & Context Plan for Area C and D
- 6: Schematic of Area C and Additional Floor Area Density Transfer
- 7: Capstan Station Bonus – Public Open Space Location Map
- 8: Rezoning Considerations Concurrence



City of Richmond

ATTACHMENT 1



ZT 18-827860

Original Date: 07/05/18

Revision Date: 10/16/19

Note: Dimensions are in METRES



City of
Richmond



RZ 18-827860

Original Date: 07/05/18

Revision Date: 10/02/19

Note: Dimensions are in METRES



ZT 18-827860

Attachment 2

Address: 3328 (Area B), 3208 (Area C), and 3211 (Area D) Carscallen Road

Applicant: Pinnacle Living (Capstan Village) Lands Inc.

Planning Area(s): Capstan Village (City Centre)

	Existing	Proposed
Owner:	Pinnacle Living (Capstan Village) Lands Inc.	No change
Site Size (m²):	8,948 m ²	No change
• Area B	3,429 m ²	
• Area C	7,166 m ²	
Land Uses:	Multi-use medium- and high-rise building (under construction)	Multi-use medium- and high-rise buildings
• Area B	Construction staging for Area B development	
• Area C	Temporary sales office	
OCP Designation:	Mixed Use	Complies
Area Plan Designation:	Urban Centre T5 (45m)	Complies
Aircraft Noise Sensitive Development Policy:	Area 3 Moderate Aircraft Noise Area	Complies
Zoning:	Residential / Limited Commercial and Artist Residential tenancy Studio Units (ZMU25) – Capstan Village (City Centre)	Amended to transfer 436 m ² of floor area from Area B to Area C, and to transfer 1,026.6 m ² of affordable housing floor area from Area D to Area C
Number of Units:	406 market residential units and 12 affordable housing units (under construction)	406 market residential units and 12 affordable housing units (DP 14-667322)
• Area B	None	167 market residential units and 40 affordable housing units
• Area C	None	114 market residential units
• Area D	None	

	ZMU25 Requirement	Proposed ZMU25 Requirement
Floor Area Ratio:	Max. 3.0 including Village Centre bonus: Min. 1.0 office	Remains the same
Lot Coverage – Building	Max. 90%	Remains the same
Height	Max. 47 m geodetic	Remains the same

Pinnacle Living (Capstan Village) Development Summary

The rezoning application (RZ 12-610011) which was adopted on December 17, 2014 established a site-specific ZMU25 zone to permit the construction of a high-rise, high density, mixed use development and City park in the City Centre's Capstan Village area. The overall project included the following key features to be developed in four development parcels:

- a) A combined total floor area of 126,575 m² (1,362,491 ft²), including:
 - 98,008 m² (1,054,984 ft²) of residential; and
 - 28,567 m² (307,507 ft²) of hotel, retail, office, and public amenity uses;
- b) Approximately 1,128 dwelling units (to be confirmed through the Development Permit review and approval process for each of the subject development's four phases), including:
 - +/- 1,048 market units;
 - +/- 63 affordable housing units secured with a Housing Agreement, as per the Affordable Housing Strategy policy in 2014 (i.e. 5% of residential floor area); and
 - 17 subsidized affordable housing units for professional artists secured with a Housing Agreement (in addition to the 5% affordable housing provided with respect to the Affordable Housing Strategy policy in 2014);
- c) Early Childhood Development (ECD) hub, constructed at the developer's sole cost, including 1,428 m² (15,376 ft²) of indoor space for child care for 81 children and community amenity services, together with outdoor play space;
- d) 10,199 m² (2.52 ac) of park and public open space, constructed at the developer's sole cost, including:
 - 6,715 m² (1.66 ac) of City-owned neighbourhood park adjacent to the future location of the Capstan Canada Line Station;
 - 1,674 m² (0.41 ac) of additional City-owned park space along the No. 3 Road frontage of the development site; and
 - 1,810 m² (0.45 ac) of publicly-accessible trails and greenways.
- e) Public art; and
- f) Road network and engineering improvements, including the extension of Hazelbridge Way.

All Engineering, Transportation, and Parks off-site requirements with respect to Pinnacle's four-phase development were resolved through the rezoning process and secured with legal and servicing agreements (SA 16-731709 and SA 19-861963) registered on title.

Area C and D Proposed Development Summary

The property owner wishes to construct Area C and D at the same time which would include the following:

Area C:

Residential

- 207 residential units: 16,168.4 m² (174,035.2 ft²) of residential floor area, including:
 - 167 market housing units: 13,161.4 m² (141,668.1 ft²) of floor area; and
 - 40 affordable housing units: 3,007 m² (32,367 ft²) of floor area which includes 1,026.6 m² (11,050.2 ft²) of floor area being transferred from Lot D;
- dwelling unit types including the following:
 - Bachelor: 2 units (1% of total units) (0 market & 2 affordable housing units);
 - 1-Bedroom: 113 units (54.6%) (96 market & 17 affordable housing units);
 - 2-Bedroom: 63 units (30.4%) (55 market & 8 affordable housing units); and
 - 3-Bedroom: 29 units (14%) (16 market & 13 affordable housing units).

Amenity Space

- 422 m² (4,556.3 ft²) of indoor amenity space; and
- 1,242 m² (13,368.8 ft²) of outdoor amenity space, including 621 m² (6,684.4 ft²) for children's play area.

Area D:

Residential

- 114 residential market units: 7,937.2 m² (85,435.0 ft²) of residential floor area (all market housing units as the required affordable housing floor area would be transferred to Area C); and
- Dwelling Unit Types include the following:
 - Bachelor: 29 units (25.4%)
 - 1-Bedroom: 38 units (33.3%)
 - 2-Bedroom: 26 units (22.8%)
 - 3-Bedroom: 21 units (18.5%)

Non-Residential

- Office: 18,971.3 m² (204,205.4 ft²)
- Hotel: 6,956.9 m² (74,883.4 ft²)
- Retail: 950.7 m² (10,233.2 ft²)

Amenity Space

- 422 m² (4,542.3 ft²) of indoor amenity space, including:
 - 100.0 m² (1,076.4 ft²) for residents
 - 268.8 m² (2,893.3 ft²) for non-residents
- 717.5 m² (7,723.1 ft²) of outdoor amenity space, including 342 m² (3,681.3 ft²) for children's play area.

The applicant has submitted a concurrent Development Permit application for Area C and D which is currently under review (DP 18-821292) and is consistent with the proposed zoning text amendment.



PROGRESS DRAWINGS
 Issued for Discussion - Sep 10, 2019
 Response to Staff comments

NO. OF SHEETS	17/20
SHEET NO.	A2.02
DATE	
PROJECT	

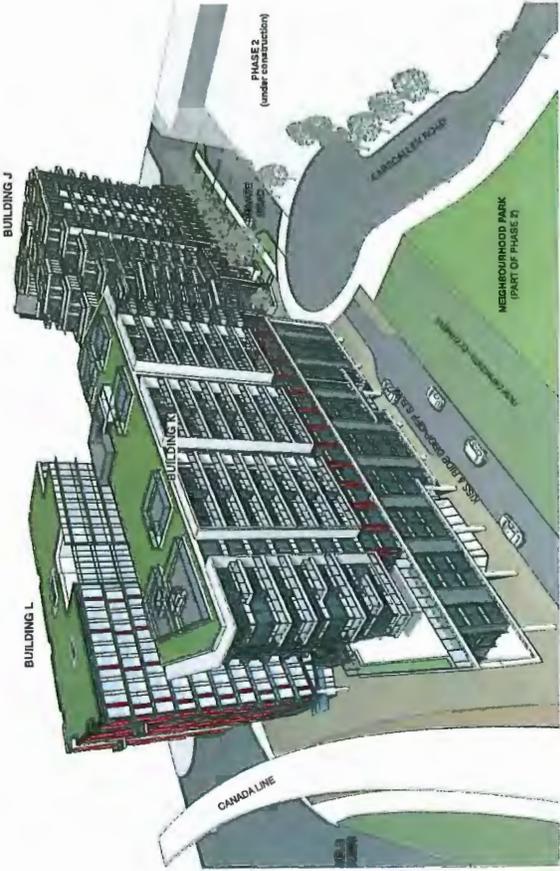
**SITE & CONTEXT
 SITE MASSING
 & CONTEXT
 PLAN**

DATE	10/11/2019
BY	ALAN WANG
CHECKED BY	ALAN WANG
SCALE	AS SHOWN
PROJECT	PINNACLE LIVING @ CAPSTAN VILLAGE
CLIENT	PINNACLE LIVING (CAPSTAN VILLAGE) LANDS INC.
LOCATION	3208 CARSCALLEN ROAD, RICHMOND, BC
DATE	10/11/2019

NO.	1	DATE	10/11/2019
NO.	2	DATE	10/11/2019
NO.	3	DATE	10/11/2019
NO.	4	DATE	10/11/2019
NO.	5	DATE	10/11/2019
NO.	6	DATE	10/11/2019
NO.	7	DATE	10/11/2019
NO.	8	DATE	10/11/2019
NO.	9	DATE	10/11/2019
NO.	10	DATE	10/11/2019



AERIAL VIEW FROM NORTHWEST



AERIAL VIEW FROM SOUTHWEST

PINNACLE LIVING @ CAPSTAN VILLAGE
 PHASE 3 & 4: 3208 Carscallen Road & 3200 No. 3 Road
 RICHMOND, BRITISH COLUMBIA
 for: PINNACLE LIVING (CAPSTAN VILLAGE) LANDS INC.

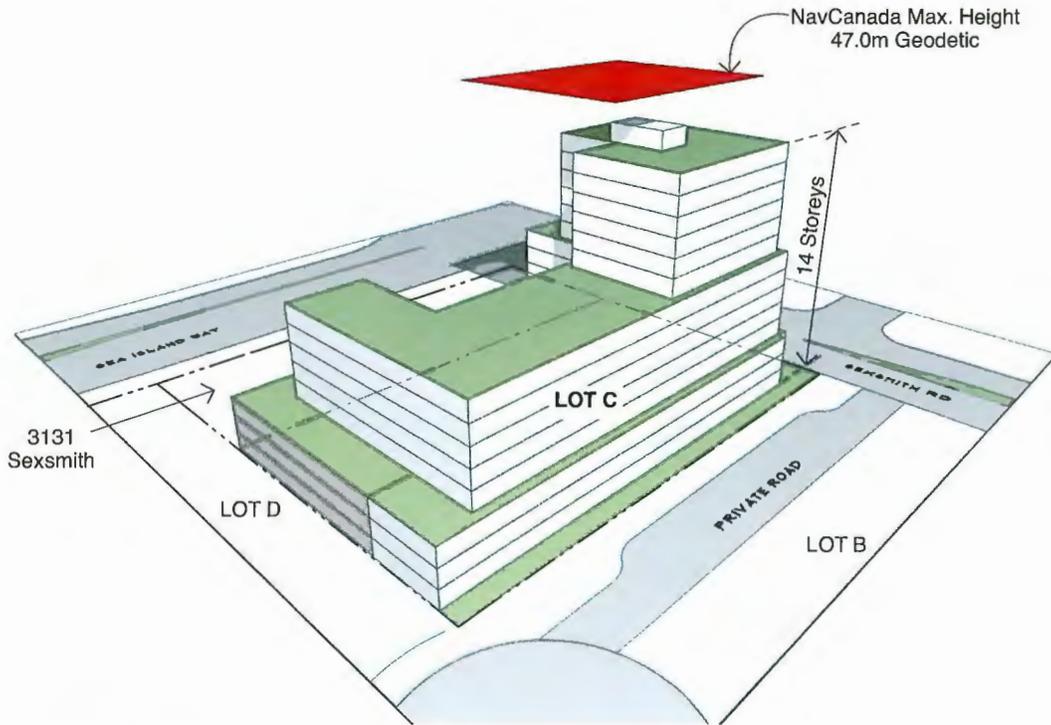


DIAGRAM 2a

Schematic diagram showing a possible arrangement of current allowable density on Lot C, in compliance with requirements of Zoning Bylaw ZMU25

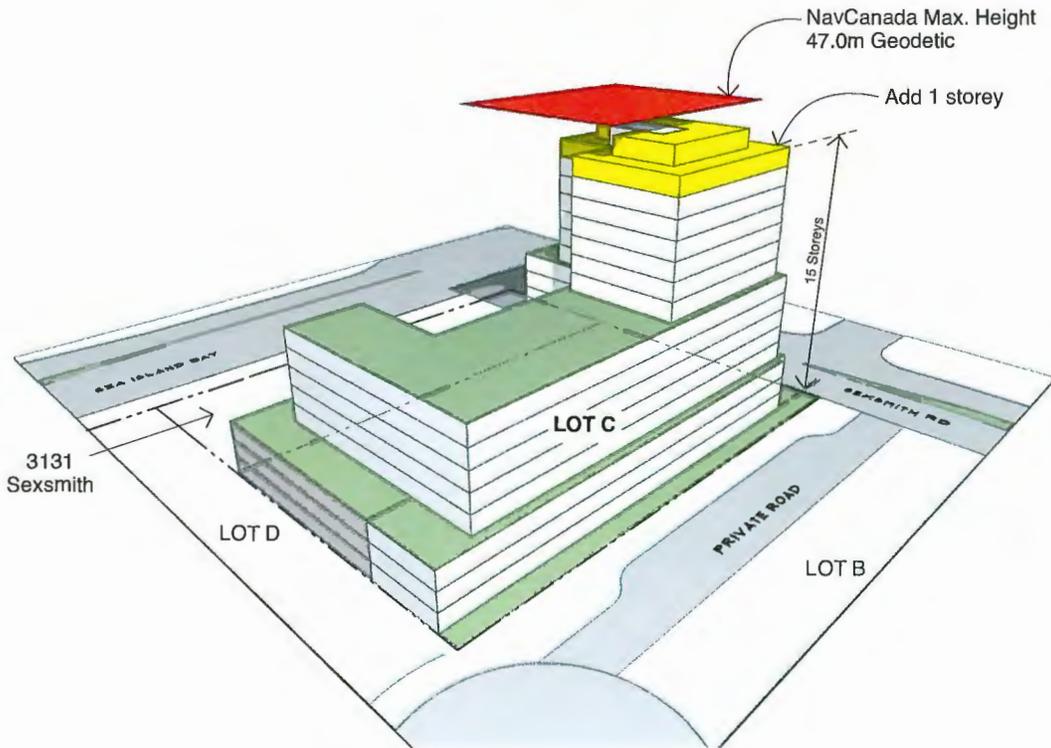
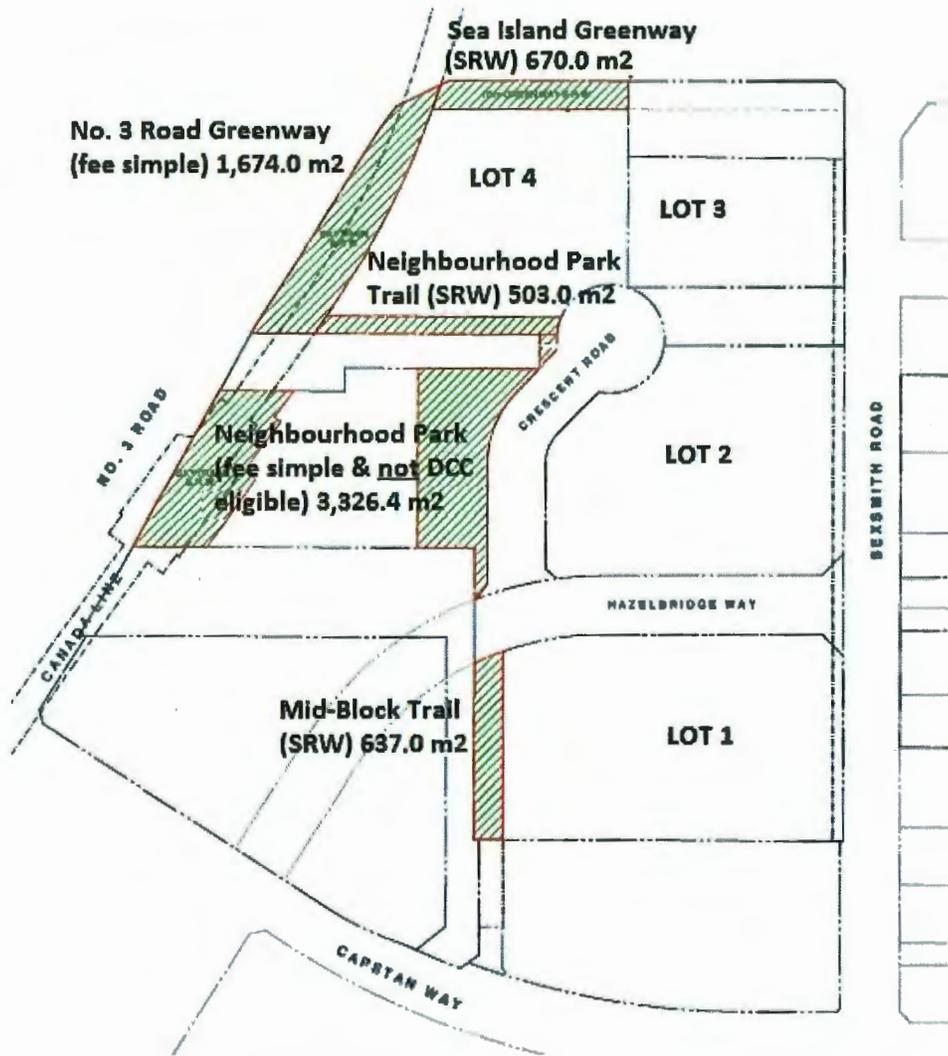


DIAGRAM 2b

Schematic diagram showing a possible arrangement of proposed increased density on Lot C, in compliance with requirements of Zoning Bylaw ZMU25

Capstan Station Bonus – Public Open Space (Fee Simple & SRW) Location Map



Capstan Station Bonus (CSB) Public Open Space Features**		CSB Voluntary Public Open Space Contribution***	
		Fee Simple	SRW
A.	Neighbourhood Park (excluding DCC park)	3,326.4 m ²	nil
B.	No. 3 Road Greenway	1,674.0 m ²	nil
C.	Sea Island Greenway (Lot 4 SRW)	nil	670.0 m ²
D.	Neighbourhood Park Trail (Lot 4 SRW)	nil	503.0 m ²
E.	Mid-Block Trail (Lot 1 SRW)	nil	637.0 m ²
Sub-Total		5,000.4 m ²	1,810.0 m ²
TOTAL		6,810.4 m ² (1.683 ac)	

** CSB public open space features are NOT eligible for Development Cost Charge (DCC) credits for park acquisition or park development; however, as per the ZMU25 zone, the developer may use the area of CSB public open space features for density calculation purposes.

*** The developer must provide public open space in compliance with the provisions of the ZMU25 zone. If the combined total number of dwellings on Lots 1, 2, 3, and 4 exceeds 1,186, additional public open space shall be required. (No adjustment shall be made if the combined total number of dwellings is less than 1,186.)



Address: 3208, 3211, and 3328 Carscallen Road

File No.: ZT 18-827860

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 10107, the developer is required to complete the following:

1. Receive written approval by the Ministry of Transportation and Infrastructure (MOTI) regarding works on Sea Island Way.
2. **Registration of the following legal documents:**
 - a. Amendment to CA4136067 for Lot 3 which addresses phasing requirements, the provision of affordable housing units, the entering into of a housing agreement, housing covenant and the provision of a letter of assurance confirming that the number of dwellings and area of public open space to be developed on the Lands comply with the City's zoning requirements. Specific revisions would include the following:
 - The occupancy of the affordable housing units must be granted first prior to or simultaneously with the occupancy of the market dwelling units.
 - b. Amendment to CA4136068 for Lot 4 which addresses phasing requirements, the provisions of affordable housing units, the entering into of a housing agreement, housing covenant and the provision of a letter of assurance confirming that the number of dwellings and area of public open space to be developed on the Lands comply with the City's zoning requirements. Specific revisions would include the following:
 - The building of Lot 3 must receive occupancy prior to the occupancy of any residential units on Lot 4; and
 - Occupancy for the non-residential uses must be granted prior to or simultaneously with the occupancy of the market dwelling units.
 - c. Amendments to other legal documents pertaining to reciprocal access between Lot 3 and Lot 4 may be required as both documents reference affordable housing units.
3. **Entering into the City's standard Housing Agreement for Lot 3 and registration of a covenant to:**
 - a) Secure 40 affordable housing units, the combined habitable floor area of which shall comprise at least 3,007 m², equivalent to 18.6% of the total residential building area, as affordable housing as per the City's low-end market rental rates.
 - b) Ensure occupants of the units subject to the Housing Agreement shall enjoy full and unlimited access to and use of all on-site indoor and outdoor amenity spaces.
 - c) Prohibit the separate sale or transfer of less than 9 Affordable Housing units in a single transaction.
 - d) Ensure Basic Universal Housing features are provided in 100% of the units.
 - e) The terms of the Housing Agreement shall indicate that they apply in perpetuity and provide for the following:

Unit Type	Number of Units	Minimum Unit Area	Maximum Monthly Unit Rent (1) (2)	Total Maximum Household Income (1) (2)
Bachelor	2	37 m ² (400 ft ²)	\$759	\$34,650 or less
One bedroom	17	50 m ² (535 ft ²)	\$975	\$38,250 or less
Two bedroom	8	69 m ² (741 ft ²)	\$1,218	\$46,800 or less
Three bedroom	13	91 m ² (980 ft ²)	\$1,480	\$58,050 or less

1. Denotes 2017 amounts adopted by Council on July 24, 2017.

2. Subject to Council approval, total annual household incomes and maximum monthly rents may be increased annually by the Consumer Price Index.

- f) Ensure that no parking fees are charged to residents of the units.

4. Discharge Translink's Statutory Right of Way CA4135986 on Lot 4.
5. Public Rights of Passage: Registration of Statutory Rights-of-Way (SRW), as per the Preliminary Statutory Right of Way Plan (Schedule A), to facilitate public access and related landscaping and infrastructure, including:
 - a. Private Road: 10.0 m wide right-of-way along the southern side of Lot 4, including widening as required to provide for one-way vehicle movements where the SRW intersects with public streets, connecting No. 3 Road with Carscallen Road.
 - The right-of-way shall provide for:
 - 24 hour-a-day, public access for pedestrians (to universally accessible standards), bicycles, and general purpose vehicle traffic;
 - One-way vehicular traffic from No. 3 Road to Carscallen Road only, and allow for temporary vehicular parking for users of the future Canada Line station and hotel visitors;
 - Public access to fronting residential, commercial, public open space, and other on-site uses;
 - Emergency and service vehicle access, City bylaw enforcement, and any related or similar City-authorized activities;
 - Special design treatments and landscape features including, but not limited to, lighting, furnishings, street trees and planting, decorative paving, and innovative storm water management measures, to the satisfaction of the City;
 - Public art;
 - Traffic control (e.g., signals) and related equipment;
 - The owner-developer's ability to close some or all of the right-of-way to public access in the event of an emergency (e.g., structural failure of the road) with the approval of the City;
 - The owner-developer's ability to close some or all of the right-of-way to vehicles for special events with pre-approval in writing from the City;
 - The owner-developer's ability to close a portion of the right-of-way to public access to facilitate maintenance or repairs to the Private Road or the fronting uses, provided that adequate public access is maintained and the duration of the closure is limited, as approved by the City in writing in advance of any such closure;
 - Design and construction at the sole cost and responsibility of the developer, to the satisfaction of the City, via an approved Development Permit* (secured via the Landscape Letter of Credit) and Building Permit*; and
 - Maintenance at the sole cost of the owner-developer, to the satisfaction of the City.
 - In addition, the right-of-way shall provide for:
 - Building encroachments, provided that such encroachments do not conflict with the design, construction, or intended operation of the Public Plaza (e.g., tree planting, pedestrian access), as specified in a Development Permit* approved by the City, including building encroachments situated:
 - i. Fully below the finished grade of the right-of-way; and
 - ii. Above the finished grade of the right-of-way, limited to pedestrian weather protection, architectural appurtenances, and signage, provided that such encroachments do not project more than 3.0 m into the right-of-way or as otherwise determined to the satisfaction of the City as specified in an approved

Development Permit* and there is a clear distance of at least 2.3 m between the finished grade of the right-of-way and the underside of the encroachment.

- The right-of-way shall not provide for driveway crossings, with the exception of temporary parking for Canada Line related vehicles.

NOTE: This right-of-way is NOT eligible public open space with respect to CCAP and Zoning Bylaw public open space requirements for the Capstan Station Bonus.

- b. Public Plaza: a 503 m² right-of-way on the west side of Lot 4 to provide for pedestrian and bicycle movements.
- The right-of-way shall provide for:
 - 24 hour-a-day, universally accessible, public access in the form of combined walkway/off-street bike path and related landscape features, which may include, but may not be limited to, lighting, furnishings, street trees and planting, decorative paving, and innovative storm water management measures, to the satisfaction of the City;
 - Public art;
 - Public access to fronting commercial, residential, public open space, and other on-site uses;
 - Emergency and service vehicle access, City bylaw enforcement, and any related or similar City-authorized activities;
 - The owner-developer's ability to close a portion of the right-of-way to public access to facilitate maintenance or repairs to the right-of-way or the fronting uses, provided that adequate public access is maintained and the duration of the closure is limited, as approved by the City in writing in advance of any such closure;
 - Design and construction, via a Development Permit*, at the sole cost and responsibility of the developer, as determined to the satisfaction of the City; and
 - Maintenance at the sole cost of the owner-developer, except as otherwise determined via the Development Permit* approval process.
 - In addition, the right-of-way shall provide for:
 - Building encroachments, provided that such encroachments do not conflict with the design, construction, or intended operation of the Public Plaza (e.g., tree planting, pedestrian access), as specified in a Development Permit* approved by the City, including building encroachments situated:
 - i. Fully below the finished grade of the right-of-way; and
 - ii. Above the finished grade of the right-of-way, limited to pedestrian weather protection, architectural appurtenances, and signage, provided that such encroachments do not project more than 3.0 m into the right-of-way or as otherwise determined to the satisfaction of the City as specified in an approved Development Permit* and there is a clear distance of at least 2.3 m between the finished grade of the right-of-way and the underside of the encroachment.
 - The right-of-way shall not provide for:
 - Driveway crossings;
 - Vehicle access, except as described above; or
 - City utilities.

NOTE: This right-of-way is required in respect to CCAP and Zoning Bylaw public open space requirements for the Capstan Station Bonus.

Note:

- * 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

Date



Richmond Zoning Bylaw 8500
Amendment Bylaw 10107 (ZT 18-827860)
3208, 3211, and 3328 Carscallen Road

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

- 1. Richmond Zoning Bylaw 8500, as amended, is further amended by deleting subsection 20.25.4.4.e) under Section 20.25.4 (Permitted Density) in its entirety and replacing it with the following:
'e) maximum floor area for the areas shown cross-hatched and indicated as 'A', 'B', 'C', and 'D' in Section 20.25.4, Diagram 2, shall not exceed:
i) for 'A': 35,144.1 m^2 for residential uses, including at least 843.8 m^2 of habitable space for affordable housing units, and nil for other uses;
ii) for 'B': 38,758.3 m^2 for residential uses, including at least 979.9 m^2 of habitable space for affordable housing units, and 1,688.5 m^2 for other uses;
iii) for 'C': 16,168.4 m^2 for residential uses, including at least 3,007 m^2 of habitable space for affordable housing units, and nil for other uses;
iv) for 'D': 7,937.2 m^2 for residential uses, and 26,878.9 m^2 for other uses.'
2. This Bylaw may be cited as 'Richmond Zoning Bylaw 8500, Amendment Bylaw 10107'.

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE APPROVAL

ADOPTED

Horizontal lines for signature and date entry corresponding to the reading stages.

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

MAYOR

CORPORATE OFFICER



City of Richmond

Report to Committee

To: Planning Committee
From: Wayne Craig
Director, Development

Date: October 22, 2019
File: RZ 19-857867

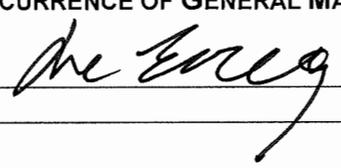
Re: Application by Cherdu Properties Ltd. for Rezoning at 10671 and 10691 Gilmore Crescent from the "Single Detached (RS1/D)" Zone to the "Single Detached (RS2/B)" Zone

Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 10108, for the rezoning of 10671 and 10691 Gilmore Crescent from the "Single Detached (RS1/D)" zone to the "Single Detached (RS2/B)" zone to facilitate the creation of three single-family lots, be introduced and given First Reading.


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

WC:jr
Att. 7

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

Staff Report

Origin

Cherdu Properties Ltd. has applied to the City of Richmond for permission to rezone 10671 and 10691 Gilmore Crescent from the “Single Detached (RS1/D)” zone to the “Single Detached (RS2/B)” zone, to permit the properties to be subdivided to create three single-family lots with vehicle access from Gilmore Crescent. A location map and aerial photo are provided in Attachment 1. The proposed subdivision is shown in Attachment 2.

Findings of Fact

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

Subject Site Existing Housing Profile

There is an existing single-family dwelling on each of the two lots, which would be demolished. The applicant has indicated that both dwellings were owner-occupied, and neither contains a secondary suite.

Surrounding Development

Development immediately surrounding the subject site is generally as follows:

- To the north: Single-family dwellings on lots zoned “Single Detached (RS1/D)” and a duplex on a lot zoned “Two-Unit Dwellings (RD1),” all of which have vehicle access from River Drive.
- To the south, across Gilmore Crescent: Single-family dwellings on lots zoned either “Single Detached (RS1/D)” or “Single Detached (RS2/B),” with vehicle access from either Gilmore Crescent or Finlayson Drive.
- To the east: A vacant lot zoned “Single Detached (RS1/B),” which has subdivision potential to create two single-family lots with vehicle access from Gilmore Crescent. This property was rezoned in 1991 (RZ 91-000167) but redevelopment did not occur.
- To the west: A single-family dwelling on a lot zoned “Single Detached (RS1/D),” with vehicle access from Gilmore Crescent.

Related Policies & Studies

Official Community Plan/Bridgeport Area Plan

The subject site is located in the Bridgeport Planning Area, and is designated “Neighbourhood Residential” in the Official Community Plan (OCP). It is designated “Residential (Single-Family)” in the Bridgeport Area Plan (Attachment 4). The proposed rezoning and subdivision are consistent with these designations.

Richmond Zoning Bylaw 8500/Single-Family Lot Size Policy 5448

The subject site is located in the area governed by Single-Family Lot Size Policy 5448, which was adopted by Council on September 16, 1991, and subsequently amended February 20, 2012 (Attachment 5). Rezoning and subdivision is permitted as per the “Single Detached (RS1/B)” zone. The proposed rezoning and subdivision are consistent with this Policy.

Aircraft Noise Sensitive Development Policy

The subject site is located within Aircraft Noise Area 2. New single-family development is generally prohibited, except where rezoning from one “Single Detached (RS1/RS2)” sub-zone to another sub-zone, in accordance with the Aircraft Noise Sensitive Development Policy (ANSD) contained in the OCP. The proposed rezoning and subdivision are consistent with this 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 the building design and construction.

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. 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

Transportation and Site Access

Vehicle access is proposed from Gilmore Crescent. The driveways are to be paired so as to maximize opportunities for street parking, with the exact location of each driveway established through the Servicing Agreement process at subdivision stage.

Tree Retention and Replacement

The applicant has submitted a Certified Arborist’s Report; which identifies on-site and off-site tree species, assesses tree structure and condition, and provides recommendations on tree

retention and removal relative to the proposed development. The Report assesses six bylaw-sized trees on the subject property, and two trees on neighbouring properties.

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

- One tree (Tree # 3781), specifically a 30 cm caliper Pear tree, is in fair condition and should be retained and protected.
- Five trees on site (Tree # 3775, 3779, 3778, 3777 and 3776) are all in very poor condition exhibiting signs of root rot (fungal conks in the basal flare), cracking in major limbs, historical topping and poorly attached main stems. These trees are not good candidates for retention and should be removed and replaced.
- Two trees (Tree # 3780, O/S 1) located on neighbouring property to be protected as per as per City of Richmond Tree Protection Information Bulletin Tree-03.
- Replacement trees should be specified at 2:1 ratio as per the OCP.

Tree Protection

One tree (Tag # 3781) on the subject site and two trees (Tag # 3780 and O/S 1) on neighbouring properties are to be retained and protected. The applicant has submitted a tree protection plan showing the trees to be retained and the measures taken to protect them during development stage (Attachment 6). To ensure that the trees identified for retention are protected at development stage, the applicant is required to complete the following items:

- Prior to final adoption of the rezoning bylaw, submission of a \$5,000 Tree Survival Security for the one on-site tree to be retained.
- Prior to final adoption of the rezoning bylaw, submission to the City of a contract with a Certified Arborist for the supervision of all works conducted within or in close proximity to tree protection zones. The contract must include the scope of work required, the number of proposed monitoring inspections at specified stages of construction, any special measures required to ensure tree protection, and a provision for the arborist to submit a post-construction impact assessment to the City for review.
- Prior to demolition of the existing dwelling on the subject site, installation of tree protection fencing around all trees to be retained. Tree protection fencing must be installed to City standard in accordance with the City's Tree Protection Information Bulletin Tree-03 prior to any works being conducted on-site, and remain in place until construction and landscaping on-site is completed.

Tree Replacement

The applicant wishes to remove five on-site trees (Trees # 3775, 3779, 3778, 3777 and 3776). The 2:1 replacement ratio would require a total of 10 replacement trees. The applicant has agreed to plant three trees on each lot proposed; for a total of nine trees. The required replacement trees are to be of the following minimum sizes, based on the size of the trees being removed as per Tree Protection Bylaw No. 8057.

No. of Replacement Trees	Minimum Caliper of Deciduous Replacement Tree	Minimum Height of Coniferous Replacement Tree
4	11 cm	6 m
2	10 cm	5.5 m
3	9 cm	5 m

To satisfy the 2:1 replacement ratio established in the OCP, the applicant will contribute \$500 to the City’s Tree Compensation Fund in lieu of the remaining tree that cannot be accommodated on the subject property after redevelopment.

Affordable Housing Strategy

The Affordable Housing Strategy for single-family rezoning applications requires secondary suites or coach houses in 100% of new lots created; a suite or coach house on 50 of new lots created together with a cash-in-lieu contribution to the City’s Affordable Housing Reserve Fund equal to \$4.00/ft² of the total buildable area of the remaining lots; or, where secondary suites cannot be accommodated in the development, a cash-in-lieu contribution based on the total buildable area of the development.

The applicant has agreed to provide a secondary suite in each of the three proposed single-family dwellings, consistent with the Affordable Housing Strategy. Each secondary suite will have a minimum of one bedroom. Prior to final adoption of the rezoning bylaw, the applicant is required to register a legal agreement on Title securing the provision of the agreed upon secondary suites.

Site Servicing and Frontage Improvements

At subdivision stage, the applicant is required to enter in to a Servicing Agreement for the completion of site servicing and off-site improvements as described in Attachment 7. These works include, but are not limited to:

- Road widening, and construction of concrete curb and gutter, landscaped boulevard with street lighting, and 1.5 m concrete sidewalk at the property line.
- New driveway crossings to access the subdivided lots.
- Ditch infill and replacement with piped storm sewer.

Financial Impact

The 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 10671 and 10691 Gilmore Crescent from the “Single Detached (RS1/D)” zone to the “Single Detached (RS2/B)” zone, to permit the properties to be subdivided to create three single-family lots with vehicle access from Gilmore Crescent.

The proposed rezoning and subdivision are consistent with the applicable plans and policies affecting the subject site.

The list of rezoning considerations is provided in Attachment 7.

It is recommended that Richmond Zoning Bylaw 8500, Amendment Bylaw 10108 be introduced and given First Reading.



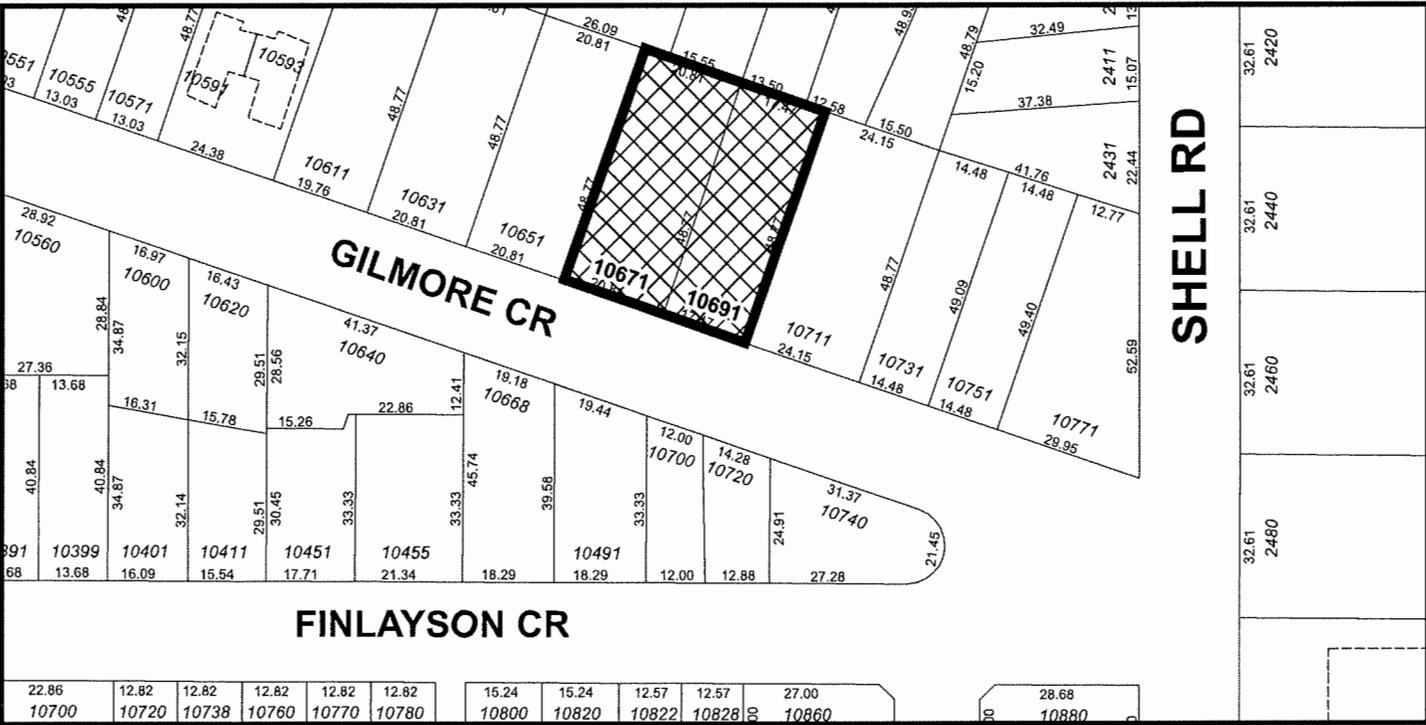
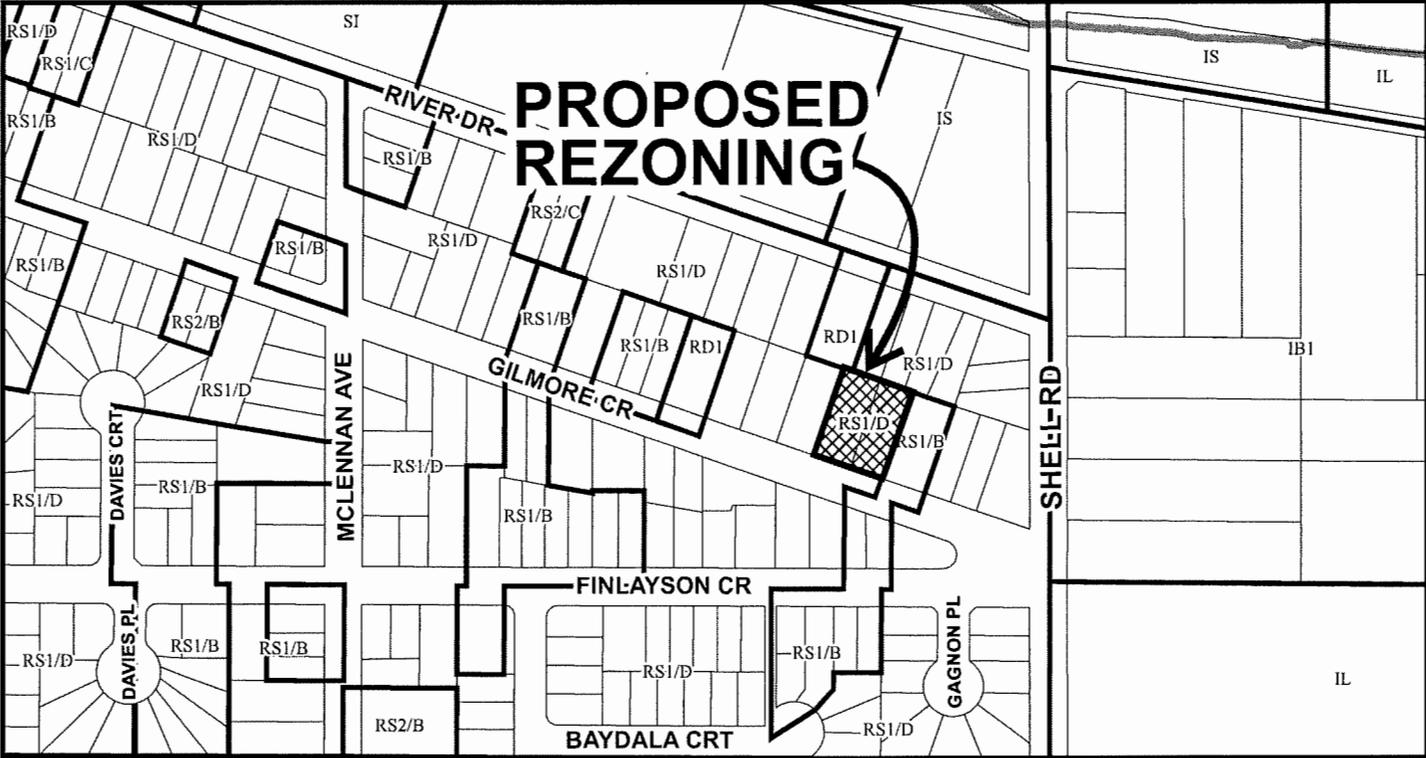
Jordan Rockerbie
Planning Technician – Design
(604-276-4092)

JR:blg

- Attachment 1: Location Map and Aerial Photo
- Attachment 2: Proposed Subdivision Plan
- Attachment 3: Development Application Data Sheet
- Attachment 4: Bridgeport Area Plan Land Use Map
- Attachment 5: Single-Family Lot Size Policy 5448
- Attachment 6: Tree Management Plan
- Attachment 7: Rezoning Considerations



City of Richmond



RZ 19-857867

PLN - 78

Original Date: 04/17/19
Revision Date: 04/25/19
Note: Dimensions are in METRES



City of
Richmond



North Arm Fraser River

**SUBJECT
PROPERTIES**

10671, 10691

MCLENNAN AVE

GILMORE CR

RIVER DR

SHELL RD

FINLAYSON CR

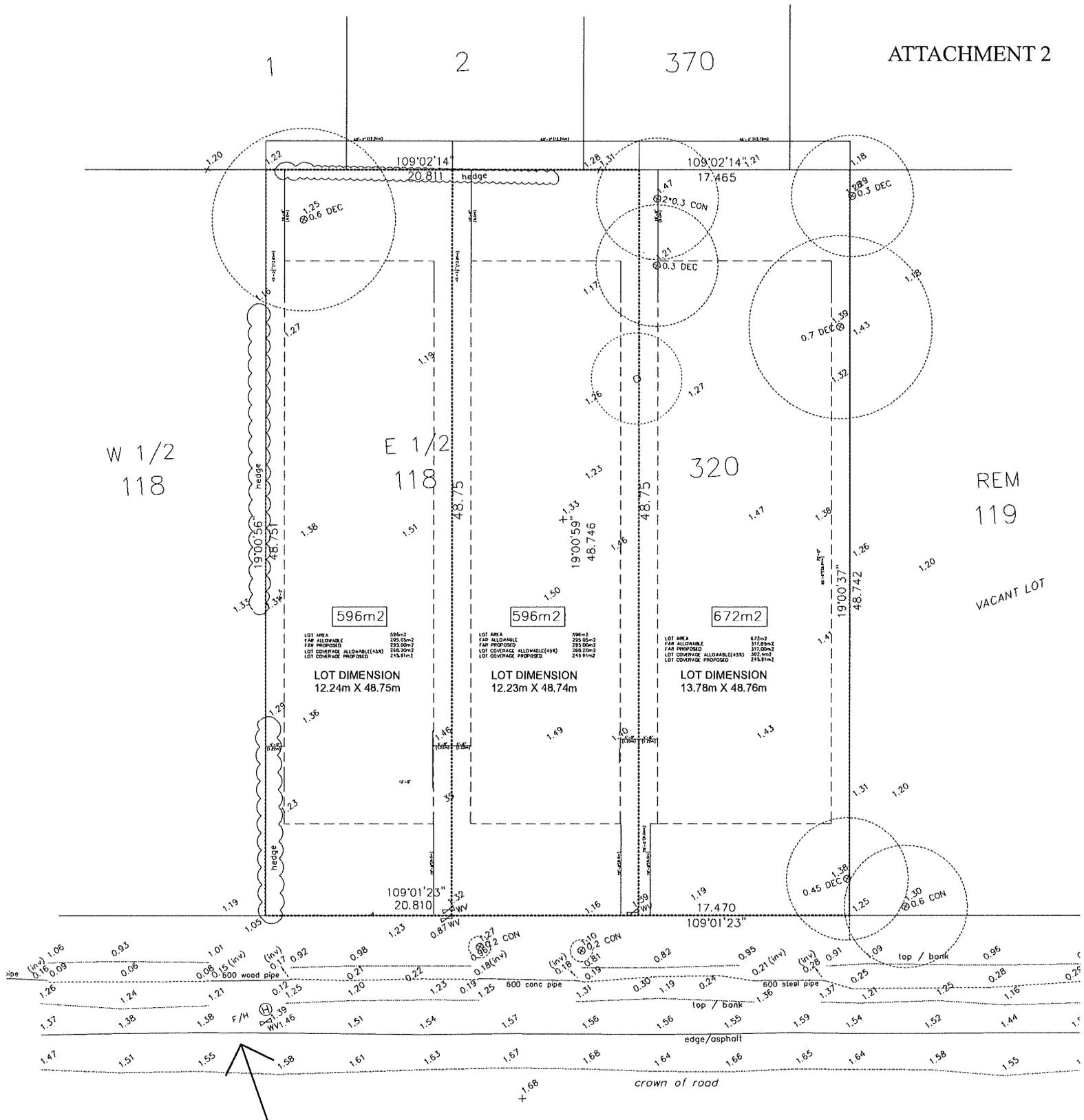
GAGNON PL

BAYDALA CRT



RZ 19-857867
PLN - 79

Original Date: 04/17/19
Revision Date: 04/25/19
Note: Dimensions are in METRES



GILMORE CRESCENT

Note:
 - All dimensions are in metres.
 - This plan is NOT to be used for location of property lines.
 - Only trees with a diameter of at least 0.20m are shown.
 - This plan does not show non-plan charges, liens or interests.
 - Elevations are based on City of Richmond HPN datum, Tag No. 198. Elevation = 1.659m, located at the centerline of Gilmore Crescent at house 10671.
 - property dimensions are derived from field survey



RZ 19-857867

Attachment 3

Address: 10671 and 10691 Gilmore Crescent

Applicant: Cherdu Properties Ltd.

Planning Area(s): Bridgeport Area Plan

	Existing	Proposed
Owner:	Juan Minor Leung Cherdu Properties Ltd.	To be determined
Site Size (m²):	10671 Gilmore Cres.: 1,014 m ² 10691 Gilmore Cres.: 852 m ²	Proposed Lot 1: 596 m ² Proposed Lot 2: 596 m ² Proposed Lot 3: 672 m ²
Land Uses:	2 single-family dwellings	3 single-family dwellings
OCP Designation:	Neighbourhood Residential	No change
Area Plan Designation:	Residential (Single-Family)	No change
702 Policy Designation:	Single Detached (RS1/B)	Single Detached (RS2/B)
Zoning:	Single Detached (RS1/D)	Single Detached (RS2/B)

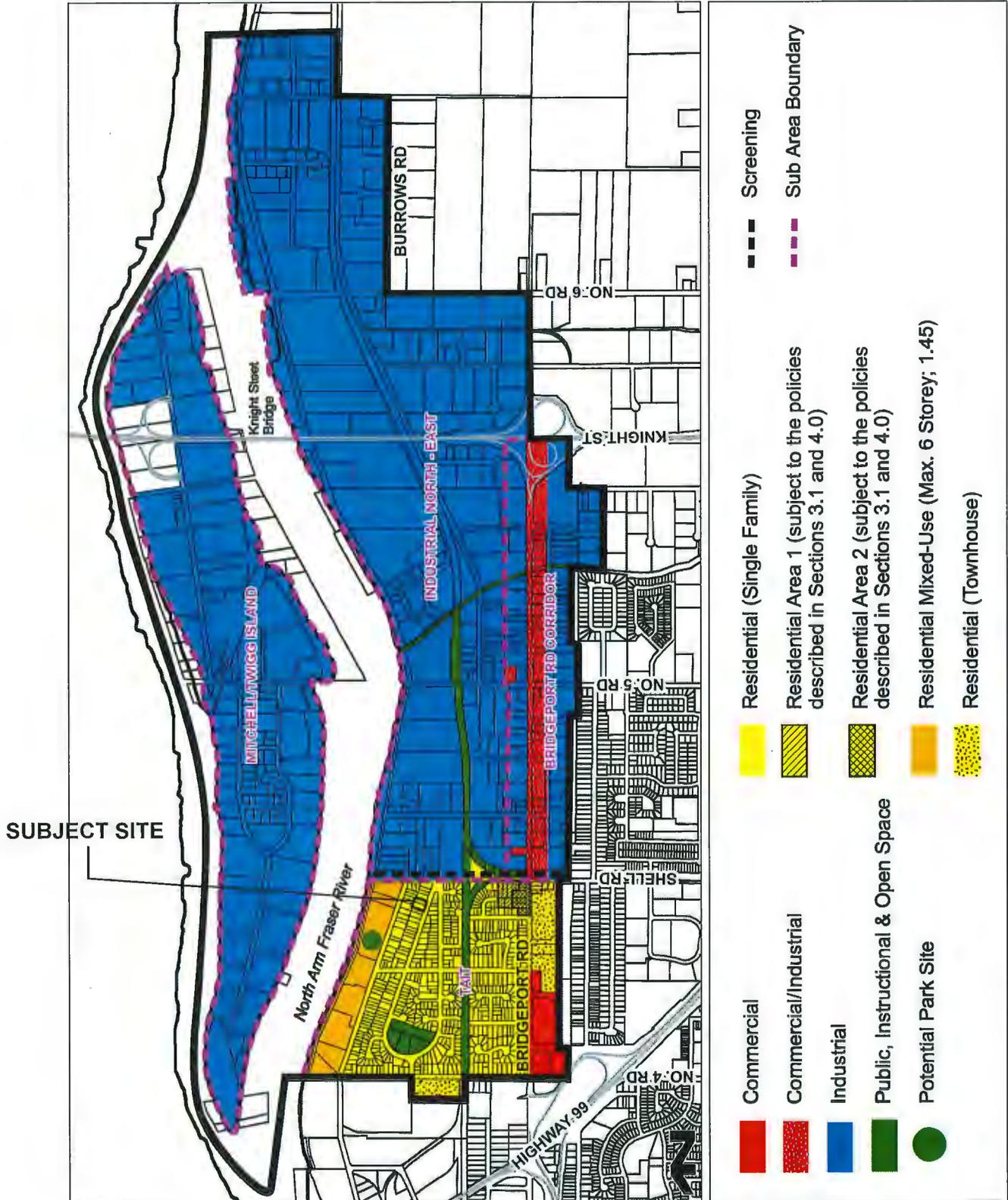
On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.55 for lot area up to 464.5 m ² plus 0.3 for area in excess of 464.5 m ²	Max. 0.55 for lot area up to 464.5 m ² plus 0.3 for area in excess of 464.5 m ²	none permitted
Buildable Floor Area (m ²):*	Lots 1-2: Max. 294.93 m ² (3,174.54 ft ²) Lot 3: Max. 317.73 m ² (3,419.96 ft ²)	Lots 1-2: Max. 294.93 m ² (3,174.54 ft ²) Lot 3: Max. 317.73 m ² (3,419.96 ft ²)	none permitted
Lot Coverage (% of lot area):	Building: Max. 45% Non-porous Surfaces: Max. 70% Landscaping: Min. 25%	Building: Max. 45% Non-porous Surfaces: Max. 70% Landscaping: Min. 25%	none
Lot Size:	360 m ²	Lots 1-2: 596 m ² Lot 3: 672 m ²	none
Lot Dimensions (m):	Width: 12.0 m Depth: 24.0 m	Lots 1-2 Width: 12.24 m Lot 3 Width: 13.79 m Depth: 48.75 m	none

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Setbacks (m):	Front: Min. 6.0 m Side: Min. 1.2 m Rear: Min. 20% of lot depth for up to 60% of the principal dwelling, 25% of lot depth for the remainder, up to 10.7 m	Front: Min. 6.0 m Side: Min. 1.2 m Rear: Min. 9.75 m for up to 60% of the principal dwelling, 10.7 m for the remainder	none
Height (m):	Max. 2 ½ Storeys	Max. 2 ½ Storeys	none

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

Land Use Map – Bridgeport

Bylaw 9024
2013/11/18



PLN - 83



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.

SUBJECT SITE



Rezoning and subdivision permitted as per **RS1/B** except:

1. River Drive: **RS1/C** unless there is a lane or internal road access, then **RS1/B**.
2. Shell Road: **RS1/D** unless there is a lane or internal road access, then **RS1/B**.
3. No. 4 Road: **RS1/C** unless there is a lane or internal road access then **RS1/B**.
4. Bridgeport Road: **RS1/D** unless there is a lane or internal road access then **RS1/B**.

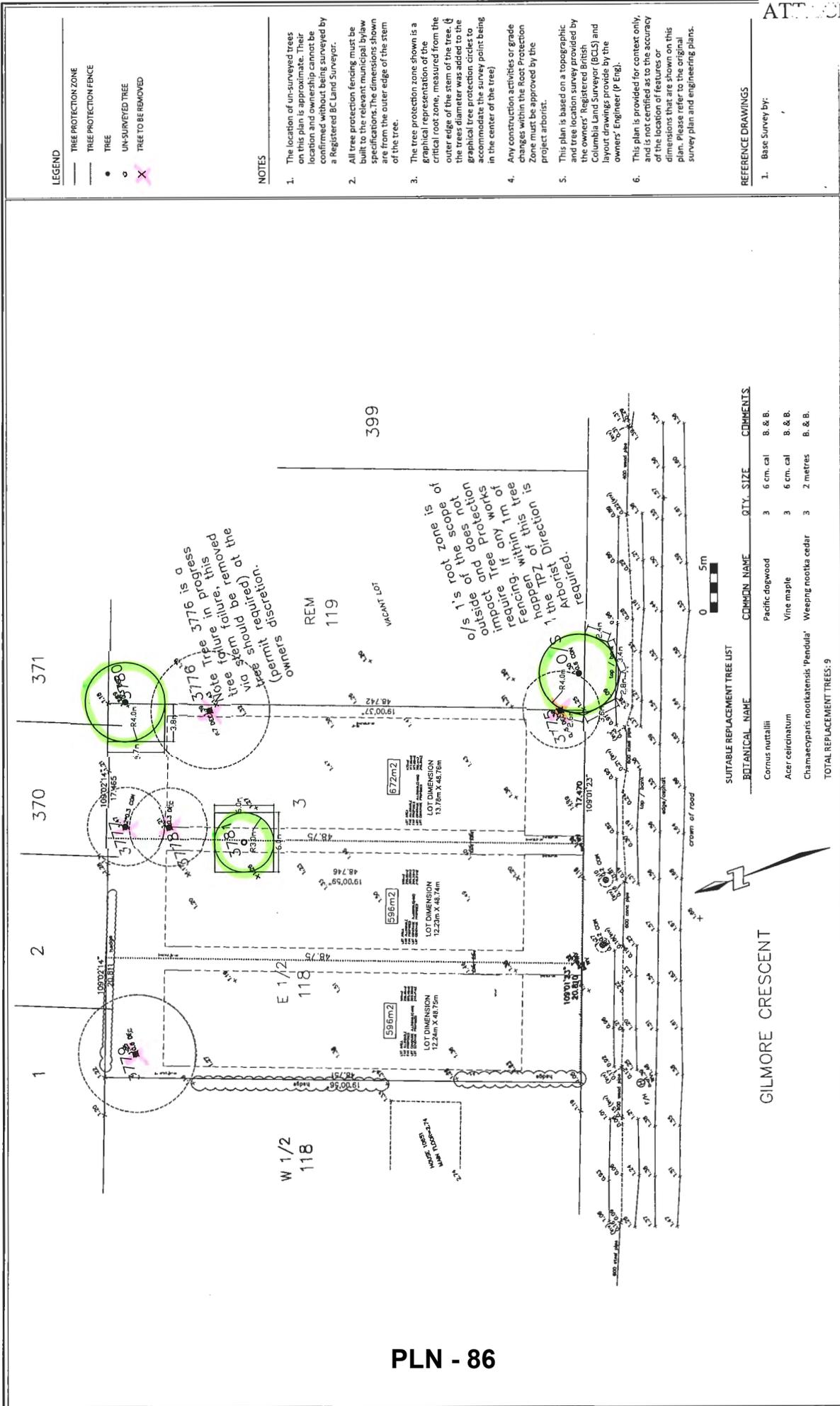


Rezoning and subdivision permitted as per **RS1/B** unless there is a lane access then **RC2** or **RCH**.



Policy 5448
Section 23, 5-6

Adopted Date: 09/16/91
Amended Date: 02/20/12



- LEGEND**
- TREE PROTECTION ZONE
 - TREE PROTECTION FENCE
 - TREE
 - UN-SURVEYED TREE
 - ✕ TREE TO BE REMOVED

NOTES

1. The location of un-surveyed trees on this plan is approximate. Their location and ownership cannot be confirmed without being surveyed by a Registered BC Land Surveyor.
2. All tree protection fencing must be built to the relevant municipal bylaw specifications. The dimensions shown are from the outer edge of the stem of the tree.
3. The tree protection zone shown is a graphical representation of the critical root zone, measured from the outer edge of the stem of the tree. The trees diameter was added to the graphical tree protection circles to accommodate the survey point being in the center of the tree)
4. Any construction activities or grade changes within the Root Protection Zone must be approved by the project arborist.
5. This plan is based on a topographic and tree location survey provided by the owners. Registered British Columbia Land Surveyor (BCLS) and layout drawings provide by the owners' Engineer (P Eng).
6. This plan is provided for context only, and is not certified as to the accuracy of the location of features or dimensions that are shown on this plan. Please refer to the original survey plan and engineering plans.

REFERENCE DRAWINGS

1. Base Survey by:

Date: 2019/09/11
 Drawn by: MR
 Page Size: TABL01D
 (11'x17')

SUITABLE REPLACEMENT TREE LIST

BOTANICAL NAME	COMMON NAME	QTY.	SIZE	COMMENTS
Cornus nuttallii	Pacific dogwood	3	6 cm. cal	B. & B.
Acer circinnatum	Vine maple	3	6 cm. cal	B. & B.
Chamaecyparis nootkatensis 'Pendula'	Weeping nootka cedar	3	2 metres	B. & B.

TOTAL REPLACEMENT TREES: 9

Project: Tree Removal and Retention Plan
 Client: Cherdu Properties
 Address: 10671 and 10691 Gilmore Crescent Richmond

3551 COMMERCIAL STREET
 VANCOUVER, BC V5N 4E8
 T 604.733.4886
 F 604.733.4879





Address: 10671 and 10691 Gilmore Crescent

File No.: RZ 19-857867

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 10108, the developer is required to complete the following:

1. Submission of a Landscape Security in the amount of \$4,500 (\$500/tree) to ensure that a total of 3 replacement trees are planted and maintained on each lot proposed (for a total of 9 trees). **NOTE: minimum replacement size to be as per Tree Protection Bylaw No. 8057 Schedule A – 3.0 Replacement Trees.**

No. of Replacement Trees	Minimum Caliper of Deciduous Replacement Tree	Minimum Height of Coniferous Replacement Tree
4	11 cm	6 m
2	10 cm	5.5 m
3	9 cm	5 m

2. City acceptance of the developer’s offer to voluntarily contribute \$500 to the City’s Tree Compensation Fund for the planting of replacement trees within the City.
3. Submission of a Contract entered into between the applicant and a Certified Arborist for supervision of any on-site works conducted within the tree protection zone of the trees to be retained. The Contract should include the scope of work to be undertaken, including: the proposed number of site monitoring inspections, and a provision for the Arborist to submit a post-construction assessment report to the City for review.
4. Submission of a Tree Survival Security to the City in the amount of \$5,000 for the 1 on-site tree to be retained. The applicant is required to provide a post-construction impact report upon completion of all construction activities on-site, at which time the City may return all or a portion of the Tree Survival Security. The remainder may be held for a one year monitoring period, to ensure that the tree survives. The City may transfer the remaining security to the City’s Tree Compensation Fund if the tree is not successfully retained.
5. Registration of an aircraft noise sensitive use covenant on title (Area 2).
6. Registration of a flood indemnity covenant on title (Area A).
7. Registration of a legal agreement on Title to ensure that no final Building Permit inspection is granted until a secondary suite is constructed on the lot for each of the three future lots, to the satisfaction of the City in accordance with the BC Building Code and the City’s Zoning Bylaw. Each secondary suite is to have a minimum of one bedroom.

Prior to a Demolition Permit* issuance, the developer is required to:

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

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 (if applicable). Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.
2. Obtain a Building Permit (BP) for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Department at 604-276-4285.
3. Submission of an acoustical and thermal report and recommendations prepared by an appropriate registered professional, which demonstrates that the interior noise level and noise mitigation standards comply with the City’s

Initial: _____

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

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

1. Payment of property taxes up to the current year, Development Cost Charges (City and GVSS & DD), School Site Acquisition Charge, Address Assignment Fees, and any other costs or fees identified at the time of Subdivision application, if applicable.
2. Enter into a Servicing Agreement* for the design and construction of engineering infrastructure improvements. A Letter of Credit or cash security for the value of the Service Agreement works, as determined by the City, will be required as part of entering into the Servicing Agreement. Works include, but may not be limited to:

Water Works:

- A. Using the OCP Model, there is 226 L/s of water available at a 20 psi residual at the Gilmore Crescent frontage. Based on your proposed development, your site requires a minimum fire flow of 95 L/s.
- B. At Developer's cost, the Developer is required to:
 - (1) Submit Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) fire flow calculations to confirm development has adequate fire flow for onsite fire protection. Calculations must be signed and sealed by a Professional Engineer and be based on Building Permit Stage building designs.
 - (2) Review hydrant spacing on all road frontages and install new fire hydrants as required to meet City spacing requirements for the proposed land use.
 - (3) Provide rights-of-ways for the water meters, if located onsite. Minimum right-of-way dimensions to be the size of the meter box (from the City of Richmond supplementary specifications) + any appurtenances (for example, the bypass on W2o-SD) + 0.5 m on all sides. Exact right-of-way dimensions to be finalized via the servicing agreement process.
- C. At Developer's cost, the City will:
 - (1) Cap the two existing water connections at main and remove water meters.
 - (2) Install three new water service connections, complete with water meters, one to serve each new lot.

Storm Sewer Works:

- D. At Developer's cost, the Developer is required to:
 - (1) Infill the ditch along the development frontage with a new 600 mm storm sewer, to the extent of the proposed road works.
 - (2) Remove the existing privately-owned culverts along the development frontage.
 - (3) Install new storm service connections to serve the three newly subdivided lots. Where possible, a single service connection located at the common property line with an inspection chamber and dual service leads shall be used.
 - (4) Provide an erosion and sediment control plan for all on-site and off-site works, to be reviewed as part of the servicing agreement design.

Sanitary Sewer Works:

- E. At Developer's cost, the Developer is required to:

- (1) Check the existing sanitary service connections and confirm the material and condition of the inspection chambers and pipes. If deemed acceptable by the City, the existing service connections may be retained to serve the new western and centre lots. In the case that the service connections are not in a condition to be re-used, the service connections shall be replaced, as described below.

F. At Developer's cost, the City will:

- (1) Install a new service lead off of the existing inspection chamber at the southeast corner of the development site, to serve the new eastern lot.
- (2) If the existing sanitary connections are not in a condition to be reused:
 - (a) Install a new sanitary connection complete with inspection chamber and dual service leads at the common property line of the newly subdivided western and centre lots.
 - (b) Cap the southwestern connection at the inspection chamber. The inspection chamber shall be retained to serve 10631 Gilmore Crescent.
 - (c) Cap and remove the existing sanitary connection and inspection chamber serving 10671 Gilmore Crescent.

Frontage Improvements:

G. At Developer's cost, the Developer is required to:

- (1) Coordinate with BC Hydro, Telus and other private communication service providers:
 - (a) Before relocating/modifying any of the existing power poles and/or guy wires within the property frontages.
 - (b) To underground overhead service lines.
 - (c) To determine if above ground structures are required and coordinate their locations on-site (e.g. Vista, PMT, LPT, Shaw cabinets, Telus Kiosks, etc.).
- (2) Provide street lighting along the Gilmore Crescent frontage.
- (3) Complete other frontage improvements as per Transportation requirements:
 - (a) Per City Engineering Specifications R-5-DS: road pavement widening, concrete curb and gutter, landscaped boulevard, and 1.5 m wide concrete sidewalk at the existing property line. This will also include, proper tapers to transition back to the existing road cross section.
 - (b) Removal of existing driveways and replacement of frontage works as described above.
 - (c) Access design to be in accordance with City requirements for local streets, with driveways paired to maximize street parking.

General Items:

H. At Developer's cost, the Developer is required to:

- (1) Provide, prior to start of site preparation works or within the first servicing agreement submission, whichever comes first, a preload plan and geotechnical assessment of preload, dewatering, and soil preparation impacts on the existing utilities fronting the development site and provide mitigation recommendations (as applicable).
- (2) Coordinate the servicing agreement design for this development with the servicing agreement(s) for the adjacent development(s), both existing and in-stream (if applicable). The developer's civil engineer shall submit a signed and sealed letter with each servicing agreement submission confirming that they have coordinated with civil engineer(s) of the adjacent project(s) and that the servicing agreement designs are consistent. The City will not accept the 1st submission if it is not coordinated with the adjacent developments. The coordination letter should cover, but not be limited to, the following:
 - (a) Corridors for City utilities (existing and proposed water, storm sewer, sanitary and DEU) and private utilities.
 - (b) Pipe sizes, material and slopes.
 - (c) Location of manholes and fire hydrants.

- (d) Road grades, high points and low points.
 - (e) Alignment of ultimate and interim curbs.
 - (f) Proposed street lights design.
- (3) Enter into, if required, additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering, including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, 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.

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

Date



Richmond Zoning Bylaw 8500
Amendment Bylaw 10108 (RZ 19-857867)
10671 and 10691 Gilmore Crescent

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

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

P.I.D. 008-706-450

Easterly Half of Lot 118 Section 23 Block 5 North Range 6 West New Westminster District Plan 25167

P.I.D. 005-959-811

Lot 320 Section 23 Block 5 North Range 6 West New Westminster District Plan 45757

- 2. This Bylaw may be cited as "Richmond Zoning Bylaw 8500, Amendment Bylaw 10108".

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

Horizontal lines for recording readings and conditions.

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

MAYOR

CORPORATE OFFICER



To: Planning Committee

Date: October 21, 2019

From: Wayne Craig
Director, Development

File: RZ 18-835532

Re: Application by Mosaic No. 3 Road and Williams Limited Partnership to Amend the 2041 OCP Land Use Map Designation of 8031 Williams Road in Schedule 1 of Richmond Official Community Plan Bylaw 9000, Create the "Commercial Mixed Use (ZMU44) – Broadmoor" Zone, and Rezone 9900 No. 3 Road and 8031 Williams Road from the "Gas & Service Stations (CG2)" and "Single Detached (RS1/E)" Zones (respectively), to the "Commercial Mixed Use (ZMU44) – Broadmoor" Zone

Staff Recommendation

1. That Richmond Official Community Plan Bylaw 9000, Amendment Bylaw 10110, to redesignate 8031 Williams Road from "Neighbourhood Residential" to "Neighbourhood Service Centre" in Attachment 1 to Schedule 1 of Richmond Official Community Plan Bylaw 9000 (2041 OCP Land Use Map), be introduced and given First Reading.
2. That Richmond Official Community Plan Bylaw 9000, Amendment Bylaw 10110, having been considered in conjunction with:
 - the City's Financial Plan and Capital Program; and
 - the Greater Vancouver Regional District Solid Waste and Liquid Waste Management Plans;

is hereby found to be consistent with said program and plans, in accordance with Section 477(3)(a) of the *Local Government Act*.

3. That Richmond Official Community Plan Bylaw 9000, Amendment Bylaw 10110, having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043, is hereby found not to require further consultation.

4. That Richmond Zoning Bylaw 8500, Amendment Bylaw 10111 to create the "Commercial Mixed Use (ZMU44) – Broadmoor" zone, and to rezone 9900 No. 3 Road from the "Gas & Service Stations (CG2)" zone, and 8031 Williams Road from the "Single Detached (RS1/E)" zone, to the "Commercial Mixed Use (ZMU44) - Broadmoor" zone, be introduced and given First Reading.



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

WC:cl
Att. 8

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

Staff Report

Origin

Mosaic No. 3 Road and Williams Limited Partnership have applied to the City of Richmond for permission to:

- Amend the land use designation of 8031 Williams Road in Schedule 1 of Richmond Official Community Plan Bylaw 9000 (i.e., the 2041 OCP Land Use Map) from “Neighbourhood Residential” to “Neighbourhood Service Centre”; and
- Rezone 9900 No. 3 Road from the "Gas & Service Stations (CG2)" zone, and 8031 Williams Road from the “Single Detached (RS1/E)" zone, to a new site-specific zone entitled "Commercial Mixed Use (ZMU44) - Broadmoor", which is to be established for this proposal;

in order to develop a four-storey mixed use building containing non-residential uses on the ground floor and 33 secured market rental units above the ground floor, with right-in/right-out vehicle access to No. 3 Road and Williams Road. The subject site is currently 3,020.7 m² in size and is located on the northeast corner the No. 3 Road and Williams Road intersection, in the Broadmoor Planning Area (Attachment 1).

Findings of Fact

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

Subject Site Existing Housing Profile

The subject site currently consists of a vacant former gas station lot at 9900 No. 3 Road and a vacant single-family dwelling at 8031 Williams Road. The applicant indicates that the single-family house at 8031 Williams Road will be demolished prior to consolidation of the two lots.

Surrounding Development

Existing development immediately surrounding the subject site is as follows:

- To the north, is an existing townhouse complex fronting No. 3 Road on a lot zoned “Medium Density Townhouses (RTM1)” at 9700 No. 3 Road, as well as an existing single-family dwelling on a lot zoned “Single Detached (RS1/E)” at 9871 Pigott Road.
- To the south, across Williams Road, is a one-storey commercial building containing a convenience store and medical offices, as well as three-storey rental apartments on a site zoned “Local Commercial (CL)” and “Medium Density Low Rise Apartments (RAM1)” on the southeast corner of the intersection at 10060, 10100 No. 3 Road and 8080 Williams Road.
- To the east, is an existing townhouse complex fronting Williams Road on a lot zoned “Medium Density Townhouses (RTM3)” at 8091 Williams Road.
- To the west, across No. 3 Road, is an existing townhouse complex on a lot zoned “Low Density Townhouses (RTL1)” at 7711 Williams Road.

The subject site is also opposite an existing mixed-use neighbourhood shopping centre containing a gas station, a range of commercial services, and a six-storey apartment building on the southwest corner of the No. 3 Road and Williams Road intersection.

Existing Legal Encumbrances

Legal encumbrances existing on Title of the subject properties include (but are not limited to) a Statutory Right-of-Way (SRW) agreement for the sanitary sewer (G113388 Inter Alia, Plan 40608), which is required to be discharged from Title of the properties following the removal of the existing sanitary manhole and main, and a new SRW agreement registered on Title to reflect the revised location of sanitary sewer infrastructure on-site.

Legal notations also exist on Title for the benefit of the subject properties, and include, but are not limited to easements with neighbouring properties to the north and east, which are not proposed to be made use of as part of this development proposal (e.g., shared vehicle access, shared garbage/recycling).

Related Policies & Studies

Official Community Plan

The subject site is identified in the Official Community Plan (OCP) as being located in the Broadmoor planning area. The 2041 OCP Land Use Map Designations for 9900 No. 3 Road and 8031 Williams Road are “Neighbourhood Service Centre” and “Neighbourhood Residential”, respectively. The applicant is seeking to amend the 2041 OCP Land Use Map Designation in Schedule 1 of the OCP for the most eastward property at 8031 Williams Road from “Neighbourhood Residential” to “Neighbourhood Service Centre”, to accommodate the proposed development on a land assembly with a single designation (OCP Amendment Bylaw 10110).

The OCP also identifies the intersection of No. 3 Road and Williams Road as one of eight future Neighbourhood Centres, in which a range of land uses and densities supporting residential, employment, daily shopping, personal service and enhanced transit service is envisioned (Attachment 3).

The property at 9900 No. 3 Road is also identified in the OCP’s Employment Lands Strategy (ELS) as being part of the supply of commercial lands required to 2041 in the Central Richmond area. The ELS encourages retention of existing commercially-zoned sites in this area, such as 9900 No. 3 Road, and supports intensification of sites identified as Neighbourhood Centres to accommodate mixed residential/commercial redevelopments (e.g., four-storey to six-storey versus one-storey to two- storey).

Consistent with the planning policies in the OCP regarding sites within a Neighbourhood Centre, and the ELS, the proposed development at the subject site involves the retention of commercial uses on the ground floor as well as land use intensification and diversification through the provision of secured market rental units above the ground floor. On this basis, staff recommend support for the proposed OCP Amendment Bylaw 10110 for 8031 Williams Road.

Market Rental Housing Policy

In recognition of market rental housing comprising an important piece of the city's housing supply, the OCP encourages the development of new purpose-built market rental housing units secured through registration of a legal agreement on Title or other alternative approach to the satisfaction of the City. A series of incentives are identified in the OCP to encourage the development of new market rental housing. Such incentives may include an increase in density, parking rate reductions and exemptions from all or part of Public Art, community planning, and affordable housing contributions.

The proposal at the subject site is consistent with the intent of the Market Rental Housing Policy in that 100% of units are proposed to be market rental secured through rental tenure zoning and registration of a market rental agreement on Title. The density proposed with this application is being considered more so on the basis of consistency with the planning policies regarding Neighbourhood Centres in the OCP, and the ELS, as well as the proposed form of development being well-integrated with the surrounding neighbourhood, rather than strictly on the basis that secured market rental housing is proposed.

Affordable Housing Strategy

Consistent with the incentives identified in the OCP to encourage market rental housing, this application is exempt from the requirement to contribute to the City's Affordable Housing Reserve Fund.

Public Art Program Policy

Consistent with the incentives identified in the OCP to encourage market rental housing, this application is exempt from the requirement to contribute to the City's Public Art Reserve Fund for City-wide projects on City lands. Also, the Public Art Program Policy as it relates to the non-residential component of the proposal is not applicable as the total floor area is less than 2,000 m².

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.

Noise Management

To mitigate unwanted noise from commercial areas on residential properties, the OCP requires that new development proposals involving commercial uses within 30 m of any residential use 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; and that noise generated from rooftop HVAC units will comply with the City's noise bylaw.

To protect the future dwelling units at the subject site from potential noise impacts generated by traffic on No. 3 Road and Williams Road, noise attenuation is to be incorporated into dwelling unit design and construction.

A legal agreement is required to be registered on title prior to final adoption of the rezoning bylaw to ensure that the necessary noise mitigation measures are incorporated into building design and construction, as per an acoustic and thermal/mechanical report prepared by a registered professional to be submitted as part of the Development Permit application review process.

Ministry of Environment and Climate Change Strategy Referral

A referral to the Ministry of Environment and Climate Change Strategy (MOECCS) is not required for the subject site because the property at 9900 No. 3 Road received a Certificate of Compliance from the MOECCS in 2011. Land from the subject site is suitable to be dedicated as roadway to the City.

Public Consultation

A rezoning sign has been installed on the subject property. With the exception of some initial inquiries by phone from members of the public regarding what is being proposed at the subject site, 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.

The applicant has identified that they have reached out to the neighbouring property owners immediately to the north and east of the subject site to discuss their development proposal. Staff understands that the primary concerns of the neighbouring owners are to provide screening of the proposed building as much as possible and to minimize opportunities for overlook. The applicant has responded to these concerns by ensuring that the principal building is situated furthest away from the common property lines with adjacent sites, and that a buffer to adjacent sites is made possible by the proposed drive-aisle, surface parking, trees, and fencing. Where a one-storey accessory bike storage building is proposed along the north property line, it is proposed to be screened with climbing vines.

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*.

Staff have reviewed the proposed OCP amendment, with respect to the *Local Government Act* and the City's OCP Consultation Policy No. 5043 requirements, and recommend that this report does not require referral to external stakeholders.

The table below clarifies this recommendation as it relates to the proposed OCP amendment.

OCP Consultation Summary

Stakeholder	Referral Comment (No Referral necessary)
Richmond School Board	No referral necessary. This application was not referred to School District No. 38 (Richmond) because it does not have the potential to generate 50 or more school-aged children. According to OCP Bylaw Preparation Consultation Policy 5043, which was adopted by Council and agreed to by the School District, residential developments which generate less than 50 school-aged children do not need to be referred to the School District (e.g., typically around 295 multi-family housing units). This redevelopment proposal only involves 33 multi-family housing units.
The Board of Metro Vancouver	No referral necessary, as the proposed amendment refers to the redesignation on the 2041 OCP Land Use Map of a property from "Neighbourhood Residential" to "Neighbourhood Service Centre" consistent with the OCP planning policies regarding Neighbourhood Centres and the ELS.
BC Land Reserve Commission	
The Councils of adjacent Municipalities	
First Nations (e.g., Sto:lo, Tsawwassen, Musqueam)	
TransLink	No referral necessary, as the proposed amendment refers to the redesignation on the 2041 OCP Land Use Map of a property from "Neighbourhood Residential" to "Neighbourhood Service Centre" consistent with the OCP planning policies regarding Neighbourhood Centres and the ELS.
Port Authorities (Vancouver Port Authority and Steveston Harbour Authority)	
Vancouver International Airport Authority (VIAA) (Federal Government Agency)	
Richmond Coastal Health Authority	
Community Groups and Neighbours	
All relevant Federal and Provincial Government Agencies	

Richmond Official Community Plan Bylaw 9000, Amendment Bylaw 10110, having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043, is hereby found to not require further consultation.

The public will have an opportunity to comment further on all of the proposed amendments at the Public Hearing.

Analysis

The proposal at the subject site is to develop a four storey mixed-use building containing approximately 765 m² (8,200 ft²) of non-residential floor area on the ground floor (e.g., commercial, office, and a limited range of other uses and services), and 33 secured market rental apartment housing units totalling approximately 2,230 m² (24,000 ft²) above the ground floor, on a site that would be approximately 2,800 m² (30,145 ft²) in area after the required road dedication at the intersection and along Williams Road. Conceptual development plans proposed by the applicant are included in Attachment 4.

The proposal is consistent with the policies in the OCP as it relates to sites within a Neighbourhood Centre and as it relates to the provision of a variety of housing types to

accommodate the needs of a diverse population as encouraged by the Market Rental Housing Policy. Specifically, the proposal involves:

- 100% market rental housing units secured through a market rental agreement registered on title and rental tenure zoning (i.e., 33 dwelling units). The legal agreement would also prohibit stratification, or creation of air space parcels, of individual dwelling units. There will be no restriction on tenant incomes or rental rates for the market rental units, as the applicant’s intention is that the rental rates would fluctuate with market demand. The approximate rental rates that the applicant would target at this time are as follows:

Type of Unit (# units)	Approx. Rental Rate (as per applicant)	Estimated Total Household Annual Income required (of which rent would comprise 30%)
Studio (8)	\$1,400 - \$1,600	\$56,000 - \$64,000
1-Bedroom (11)	\$1,700 - \$2,000	\$68,000 - \$80,000
2-Bedroom (14)	\$2,300 - \$2,400	\$92,000 - \$96,000

- 42% of the units being designed with two or more bedrooms that are suitable for families (i.e., 14 two-bedroom units);
- 30% of the units being designed with basic universal housing features (i.e., 10 units in total consisting of three two-bedroom units, one 1-bedroom unit, and six studios);
- The provision of aging-in-place features in all units (stairwell handrails, lever type handles for plumbing fixtures and door handles, and solid blocking in washroom walls for future grab bar installation beside toilet, bathtub and shower);

The proposed number of family-friendly and basic universal housing units will be secured through the legal agreement which must be registered on Title prior to final adoption of the rezoning bylaw.

The form and character of the proposed development is well-integrated with the surrounding neighbourhood, and generally complies with the design guidelines for low-rise mixed-use developments in the OCP. The form and character of development, and the proposed accessible features will be further reviewed through the Development Permit application review process.

Proposed “Commercial Mixed Use (ZMU44) – Broadmoor” Zone

A new site-specific zoned entitled “Commercial Mixed Use (ZMU44) – Broadmoor” is proposed to accommodate the development under Zoning Amendment Bylaw 10111, and to rezone the subject site to the new zone. The zone has been prepared to accommodate a limited range of non-residential uses, with market rental dwelling units above the ground floor. The ZMU44 zone also reflects various other aspects of the development proposal to accommodate setbacks that are consistent with the City’s design guidelines for commercial buildings, a four-storey building height plus rooftop access structures, mechanical equipment and screening, site-specific landscaping, fencing, and screening, and site-specific parking rates substantiated by the analysis included in a Traffic Impact Assessment report prepared by a registered professional engineer.

Specifically, the proposed ZMU44 zone provides for:

- A total maximum density of 1.08 Floor Area Ratio (FAR), subject to a maximum of 0.28 FAR permitted for non-residential uses (exclusive of building entrance lobbies) and a maximum of 0.80 permitted for apartment housing if the owner provides 33 market rental dwelling units on-site with a combined floor area of at least 2,230 m², secured through registration of a market rental agreement on title prior to final adoption of the rezoning bylaw;
- A maximum principal building height of four storeys and 20.0 m;
- Minimum 2.0 m setbacks to No. 3 Road and Williams Road, with site-specific projections for awning and balconies;
- Minimum 20.0 m setbacks to the east and north property lines along the common boundary with adjacent residential sites;
- An accessory bike storage building to be located 0.85 m from the north lot line subject to landscaping and screening along its north side;
- Surface parking setbacks of at least 2.0 m from property lines abutting a road, and 0.6 m to 1.2 m from the north and east lot lines (respectively);
- Landscaped areas within 2.0 m of road frontages;
- Fence heights of 2.0 m and 2.4 m in height along the north and east lot lines (respectively), in response to specific comments received from the adjacent property owners, but stepping down to no more than 1.2 m in height where fences on side lot lines approach road frontages (to ensure visibility); and
- A site-specific parking rate of 1.0 space per market rental housing unit.

Site Planning

The proposed site layout consists of the principal building at southwest corner of the property, close to the No. 3 Road and Williams Road intersection, and an L-shaped drive aisle flanked by surface parking to the north and east of the building. A one-storey accessory building containing long-term bike parking for residents of the building is proposed approximately mid-way along the north property line of the site, which is to be screened from the north by fencing and climbing vines.

A shadow impact analysis is included as part of the conceptual development plans, which supports the proposed location of the building closest to the intersection and away from the existing adjacent low density housing to the north and east. Consistent with the design guidelines in the OCP, the analysis uses prescribed dates and times to gauge the level of sun penetration and shadowing during high-use periods (i.e., 10:00 am to 2:00 pm, and 4:00 pm) between March 21st and September 21st. The analysis indicates that the building will not cast shadows on the adjacent properties the majority of these times, with the exception that negligible shadowing will occur along a strip at the west edge of the property to the east at 8091 Williams Road for a few hours prior to sunset at the equinoxes (March 21st and September 21st).

Entrances to the non-residential units on the ground floor are proposed via walkways along the Williams Road frontage and along the north side of the building, and are accentuated through the use of individual awnings, non-fixed landscape planters, and storefront glazing. The entrance to the residential lobby is proposed on the east side of the building, and is accentuated through a large awning with signage, decorative paving stones, soft landscaping including trees, and an arrival area with seating.

Garbage, recycling, and organics storage is incorporated into the northeast corner of the building on the ground floor to facilitate access by building users and during collection service. The storage area is sized to accommodate the appropriate number of carts to service the development.

A large common outdoor amenity space for residential users is proposed on the south side of the rooftop, which is accessible by elevator and stairway, and consists of a children's play hut, hopscotch surface, rubber mounds, an artificial turf play area with mounting fixtures for removable badminton net and putting green, ping pong tables, a potting bench with planters for gardening, seating areas, and a dining area. Small trees and planting areas containing shrubs are also proposed. The area is screened through several measures, such as setting the area back from the edges of the building, using a roof parapet, as well as metal picket guardrail and planters. Rooftop mechanical equipment is screened by solid privacy fencing.

Private outdoor space is proposed on the second, third, and fourth floors in the form of decks (approx. 9 m² (90 ft²)/unit) or Juliet balconies (approx. 0.86 m² (9 ft²)/unit). This is acceptable to staff on the basis that the proposed rooftop common outdoor amenity space is substantially greater than the amount identified in the design guidelines in the OCP, and that the total amount of common and private outdoor space required per unit is achieved when considering all of the on-site outdoor space combined.

Consistent with the OCP, the applicant proposes to submit a contribution to the City in the amount of \$75, 200 prior to rezoning bylaw adoption in-lieu of the provision of common indoor amenity space on-site (i.e., \$1,600/unit for the first 19 units; plus \$3,200 for the remaining 14 units).

Vehicle Access, Parking, and Transportation Improvements

The subject site is currently accessed by a total of three driveway crossings (two on No. 3 Road and one on Williams Road). For the development proposal, one of the driveway crossings on No. 3 Road will be eliminated, and two new driveway crossings will be proposed in approximately the same locations as the remaining existing driveway crossings (i.e., at the southeast corner on Williams Road, and at the northwest corner on No. 3 Road). Both new driveway crossings will be constructed with a triangular-shaped raised barrier curb island within the boulevard to physically restrict vehicle movements to the site to right-in/right-out only.

The applicant submitted a Traffic Impact Assessment report prepared by a registered professional engineer. The Report has been reviewed and the findings are supported by staff. The Report confirms that the proposed vehicle access at the subject site, with right-in/right-out restrictions to Williams Road and No. 3 Road, minimizes disruption to existing traffic operations

on both roads and reduces conflicting vehicle movements compared to the access configuration of the previous gas station that occupied the site.

Defined pedestrian access is provided to the subject site via walkways leading from the public sidewalks on both Williams Road and No. 3 Road. Pedestrian circulation on-site is also provided through defined walkways along the east and north sides of the building, leading to the non-residential building entries, main residential entrance lobby, and service areas.

A total of 55 surface parking spaces are proposed for the development, 22 of which are for non-residential uses, and 33 of which are for the residential market rental use. The seven required residential visitor parking spaces are proposed to be shared among the non-residential parking spaces in recognition that the primary demand of such parking spaces by each of those uses occurs at different periods of the day. The applicant is providing a comprehensive Transportation Demand Management (TDM) strategy as part of the proposed development, including but not limited to: monthly transit passes (2-zone) for one year for all 33 dwelling units, upgrades to the Williams Road bike lane, and a contribution in the amount of \$15,000 to the City for future streetscape improvements at the No. 3 Road and Williams Road intersection.

On-site bike parking and loading is proposed on-site consistent with the requirements in the Zoning Bylaw.

The proposed shared commercial/visitor parking spaces, common long-term bike storage for all building occupants, shared commercial/residential loading space, and TDM measures are to be secured through registration of a legal agreement on title prior to final adoption of the rezoning bylaw.

Road and frontage improvements along both Williams Road and No. 3 Road are required with the development proposal, and will be designed and constructed as part of a Servicing Agreement (SA), which is to be entered into prior to rezoning bylaw adoption. The scope of improvements includes (but is not limited to):

- Traffic Signal Infrastructure – provision and installation of a Traffic Signal cabinet, and an Uninterrupted Power Supply (UPS) Cabinet for the No. 3 Road and Williams Road intersection;
- Bus Stop Infrastructure – an existing Translink bus stop and shelter on the east side of No. 3 Road, south of Williams Road, is proposed to be relocated to the north side of Williams Road and improved to current City and Translink Accessible Bus Stop standards, complete with concrete pad for the bus shelter and pre-ducting for electrical connections;
- Williams Road – road widening to accommodate an on-street bike lane along the north side of Williams Road complete with a raised buffer between the bike lane and vehicle lanes, new concrete curb and gutter, treed/grass boulevard, and concrete sidewalk at the new property line after road dedication, complete with transition to meet the existing frontage condition east of the subject site.
- No. 3 Road – removal of the existing sidewalk and boulevard, and construction of a new treed/grass boulevard and concrete sidewalk at the new property line after road dedication, complete with transition to meet the existing frontage condition north of the subject site.

- No. 3 Road – removal of the existing sidewalk and boulevard, and construction of a new treed/grass boulevard and concrete sidewalk at the new property line after road dedication, complete with transition to meet the existing frontage condition north of the subject site.

Further details on the scope of the frontage improvements are included in Attachment 7.

To accommodate the required road improvements, the applicant is required to provide a minimum road dedication of 2.0 m along the entire frontages of No. 3 Road and Williams Road, and a 4 m x 4 m corner cut dedication at the intersection for adequate visibility and streetscape infrastructure. Although a preliminary functional road plan has been prepared to conceptually illustrate the proposed road and frontage improvements required with redevelopment of the subject site (Attachment 5), the exact amount of road dedication is to be finalized through a functional road plan prepared through the SA design review process.

Tree Retention and Landscaping

The Site Survey submitted by the applicant indicates that there are no bylaw-sized trees on-site, that there are trees on the adjacent properties to the north near common property lines, and that there is a hedge along the front property line at 8031 Williams Road that encroaches into the boulevard on City-owned property. The City's Tree Preservation Coordinator and the City's Parks Department staff have conducted site inspections and visual tree assessments, and provide the following comments:

- Neighbouring trees will not be impacted by the proposed development on the subject site.
- The hedge along the Williams Road frontage is authorized to be removed as it conflicts with the required frontage improvements, and is inconsistent with the design guidelines in the OCP, which encourage an animated public realm for mixed-use developments. The hedge is proposed to be removed prior to issuance of a Demolition Permit for the existing dwelling at 8031 Williams Road.

The applicant's preliminary Landscape Plan illustrates that 22 trees of a variety of species and sizes are proposed to be planted throughout the site, including the rooftop outdoor amenity space (e.g., Dogwood, Sweetgum, Pine, Columnar Aspen, Spruce). The preliminary Landscape Plan also includes a variety of shrubs, perennials, vines, and grasses to enhance the subject site (e.g., Azalea, Mexican Orange Blossom, Salal, Spiraea, Topiary Cedar, Trumpet Creeper Vine, Evergold Japanese Sedge, Winter Heather, Blue Fescue, Daylily).

A variety of hardscape material is also proposed to provide visual interest and includes the use of some materials that increase site surface permeability (e.g., two-toned cast-in-place concrete walkways, porous paving, decorative pavers at key pedestrian areas at grade, as well as hydra pressed pavers and wood decking on the rooftop).

To ensure that the trees and landscape materials are installed in accordance with the Landscape Plan, the applicant is required to submit a Landscaping Security in the amount of 100% of a cost estimate prepared by the Registered Landscape Architect (including all materials, installation, and a 10% contingency) prior to issuance of a Development Permit.

Energy Step Code

This development application was received after July 16, 2018, and is subject to the Energy Step Code (Step 2 for non-residential uses; and Step 3 for residential uses).

Applicants are expected to conduct energy modelling early on as part of their development plans to confirm that their proposed design is able to meet the requirements of BC Energy Step Code that will be in place at the time of their Building Permit application. Attached is a statement from the applicant acknowledging that the proposed development will comply with this requirement (Attachment 6).

Site Servicing

Prior to rezoning, the applicant is required to enter into a SA for the design and construction of the required water, storm, and sanitary service connection works and upgrades, as well as the frontage and transportation infrastructure improvements described previously. The scope of the servicing works includes (but is not limited to):

- Relocation of the existing fire hydrant on Williams Road;
- Replacement of a portion of the watermain on No. 3 Road at the crossing location with the proposed storm sewer;
- Upgrading of the existing storm sewer along Williams Road at No. 3 Road;
- Removal of the existing sanitary manhole and main in the northwest corner of the existing property at 8031 Williams Road, and subsequent discharge of the existing SRW from the Title of the properties and registration of a new SRW on Title of the properties to reflect the new location of the infrastructure;

Further details on the scope of the servicing works are included in Attachment 7.

Future Development Permit Application Considerations

A Development Permit application is required for the subject proposal to ensure further consideration of the design guidelines for mixed-use buildings contained within the OCP. Further refinements to the Site Plan, Landscape Plan, and Architectural Elevation Plans may be made as part of the Development Permit application review process, including:

- Strengthening of the on-site pedestrian circulation through the surface parking area.
- Refining the concepts for the required City infrastructure on-site (e.g., location of water meter and traffic infrastructure cabinets etc.).
- Demonstrating that all of the proposed accessibility features are incorporated into unit design.
- Finalizing the proposed colour palette, exterior building materials, and landscape elements.
- 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.

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:

- Amend the land use designation of 8031 Williams Road in Schedule 1 of Richmond Official Community Plan Bylaw 9000 (i.e., the 2041 OCP Land Use Map) from “Neighbourhood Residential” to “Neighbourhood Service Centre”; and
- Rezone 9900 No. 3 Road from the "Gas & Service Stations (CG2)" zone, and 8031 Williams Road from the “Single Detached (RS1/E)" zone, to the "Commercial Mixed Use (ZMU44) - Broadmoor" zone, which is to be established for this proposal;

in order to develop a four-storey mixed use building containing non-residential uses on the ground floor and 33 secured market rental housing units with residential rental tenure zoning above the ground floor, with right-in/right-out vehicle access to No. 3 Road and Williams Road.

The proposal is consistent with the planning policies in the ELS, and those in the OCP regarding sites identified as a future Neighbourhood Centre. The proposal is also consistent with the intent of the Market Rental Housing Policy as 100% of the dwelling units proposed are market rental housing units to be secured through a market rental agreement on title and rental tenure zoning.

The list of Rezoning Considerations, which must be completed by the applicant prior to adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 10111, is included in Attachment 7.

It is recommended that Richmond Official Community Plan Bylaw 9000, Amendment Bylaw 10110 and Richmond Zoning Bylaw 8500, Amendment Bylaw 10111, 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: Excerpts from OCP – Future Neighbourhood Centres Map & Broadmoor
Planning Area Map

Attachment 4: Conceptual Development Plans

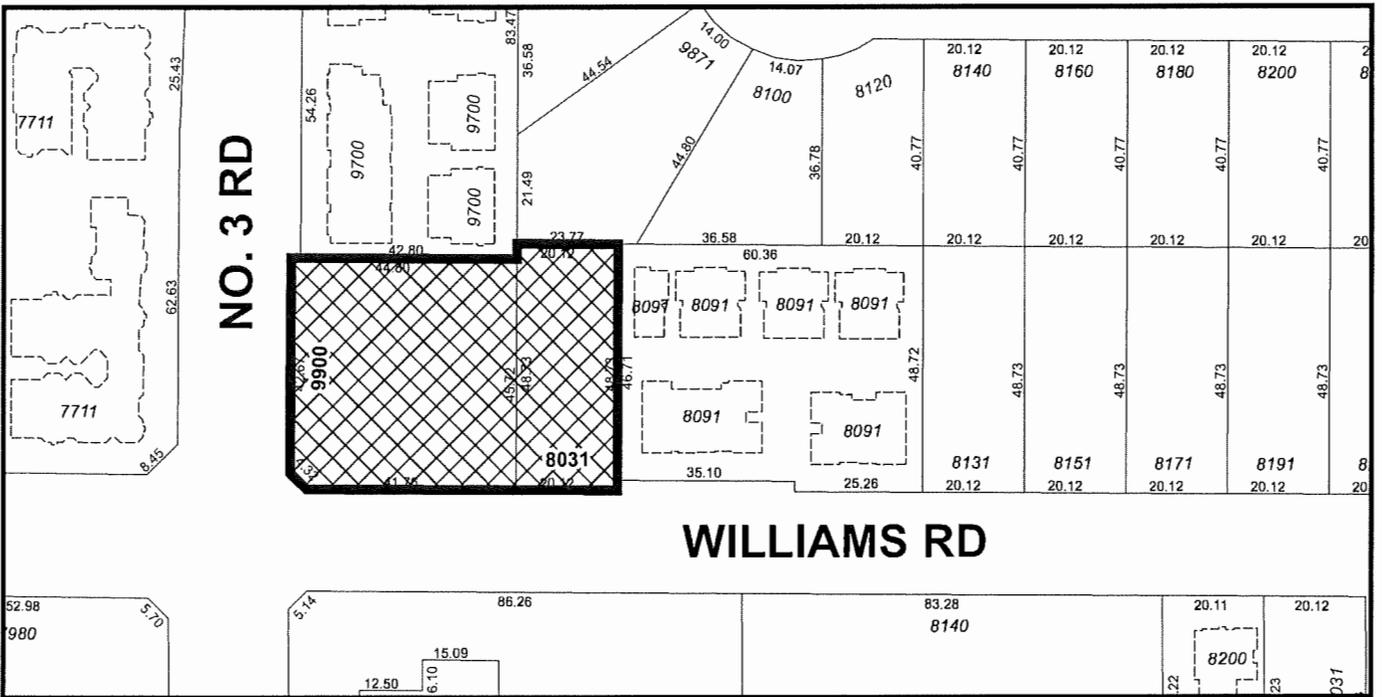
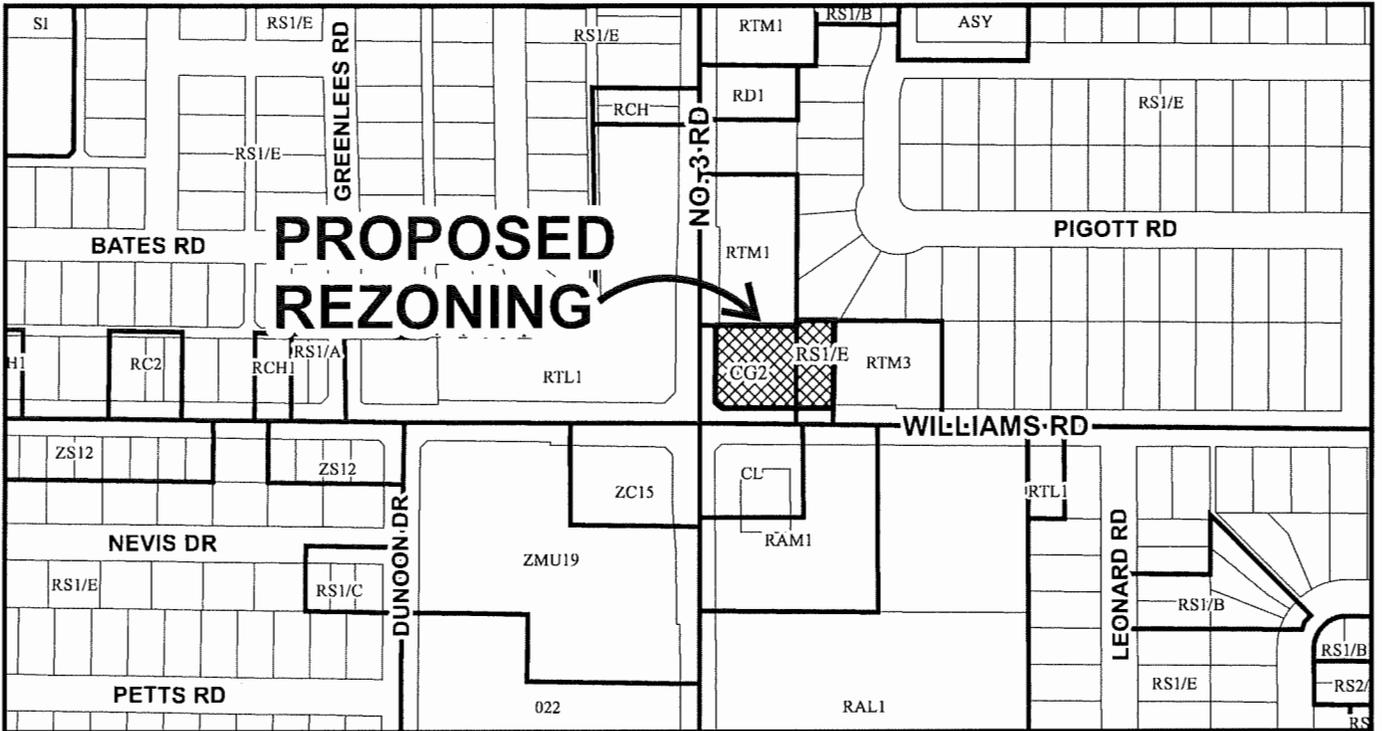
Attachment 5: Preliminary Functional Road Plan

Attachment 6: Statement regarding BC Energy Step Code

Attachment 7: Rezoning Considerations



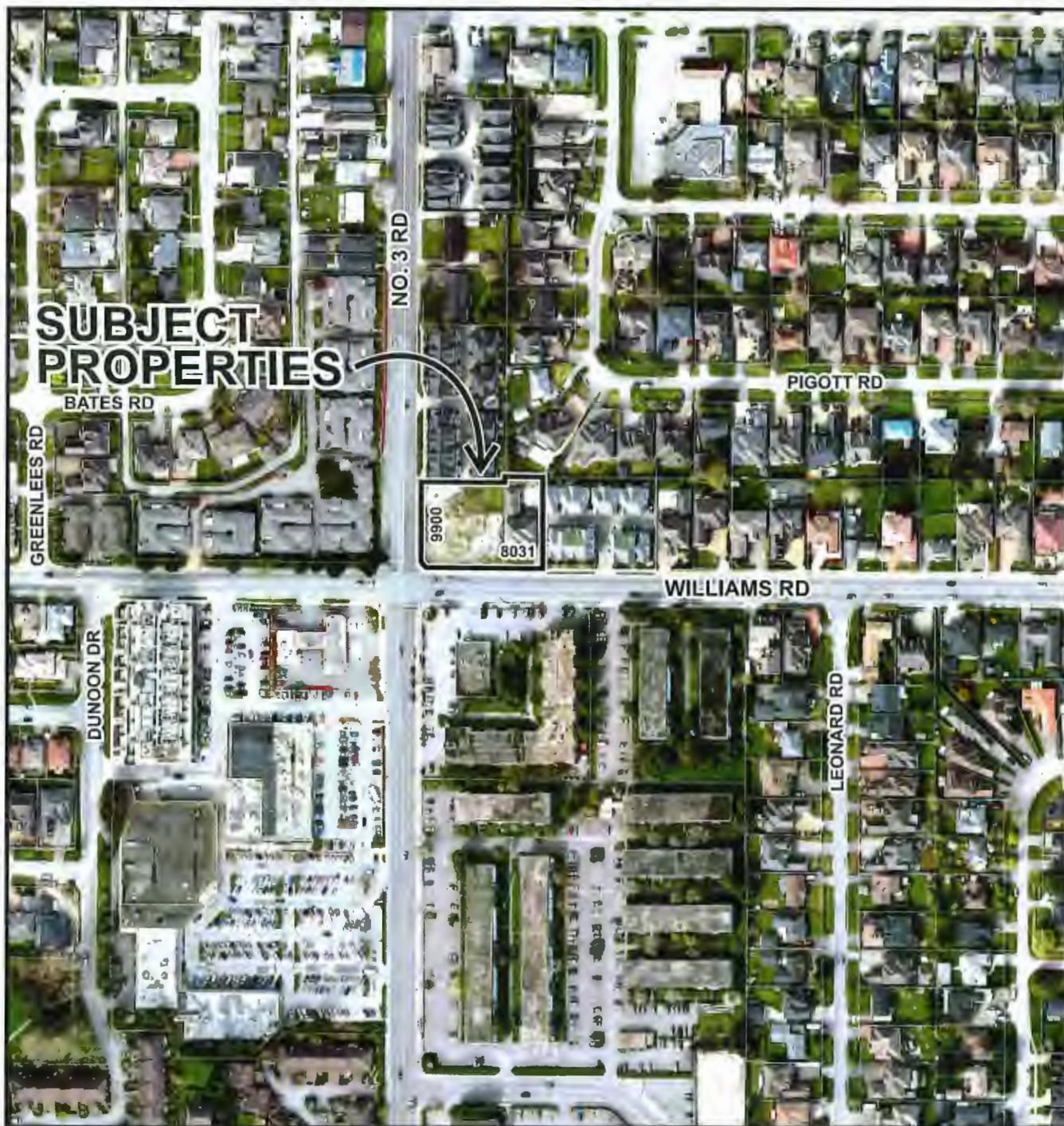
City of
Richmond



	<h1>RZ 18-835532</h1>	<p>Original Date: 09/19/18</p> <p>Revision Date:</p> <p>Note: Dimensions are in METRES</p>
--	-----------------------	--



City of Richmond



RZ 18-835532

Original Date: 09/19/18

Revision Date:

Note: Dimensions are in METRES

PLN - 107



RZ 18-835532

Address: 9900 No. 3 Road and 8031 Williams Road

Applicant: Mosaic No. 3 Road and Williams Limited Partnership

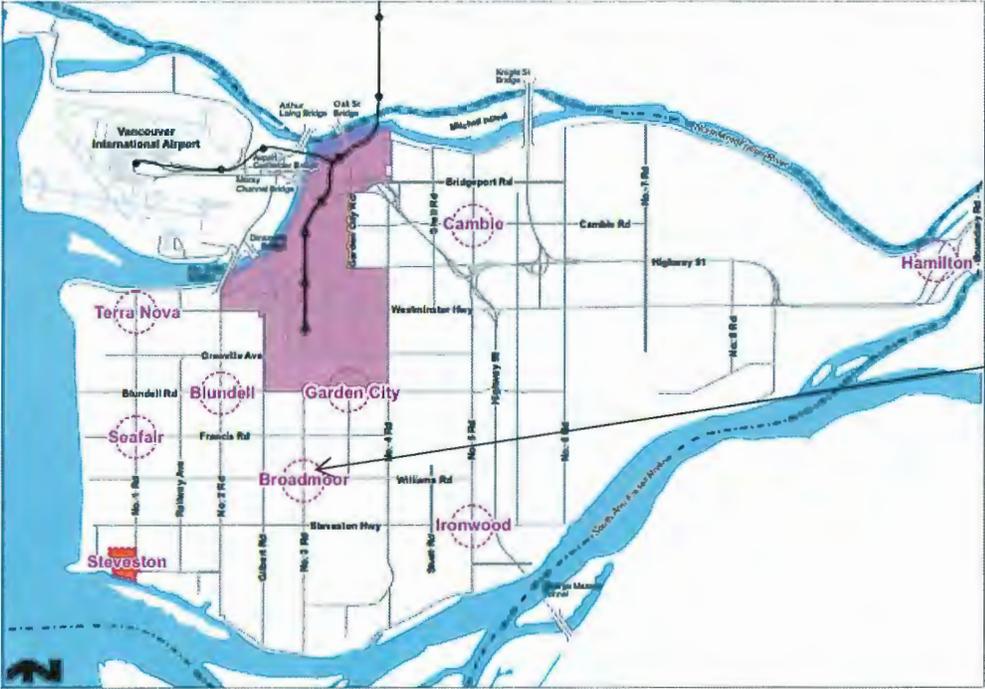
Planning Area(s): Broadmoor

	Existing	Proposed
Owner:	Mosaic (9900 – No. 3 Road) Corporation	Mosaic (9900 – No. 3 Road) Corporation
Site Size (m²):	9900 No. 3 Road - 2,041.5 m ² 8031 Williams Road - 979.2 m ² Total 3,020.7 m ² (21,974 ft ²)	2,800.6 m ² (30,145 ft ²) after the required road dedication and land consolidation
Land Uses:	9900 No. 3 Road - Vacant 8031 Williams Road - Single-family dwelling	4-storey mixed commercial/residential market rental building with rooftop amenity space
OCP Designation:	9900 No. 3 Road - Neighbourhood Service Centre 8031 Williams Road - Neighbourhood Residential	Neighbourhood Service Centre
Zoning:	9900 No. 3 Road - Gas & Service Stations (CG2) 8031 Williams Road - Single Detached (RS1/E)	Commercial Mixed Use (ZMU44) - Broadmoor"
Number of Units:	1	33

	Proposed Bylaw/OCP Requirement	Proposed	Variance
Floor Area Ratio:	Max. 1.08	1.08	None permitted
Buildable Floor Area (m ²):	3,024.65 m ² (32,557 ft ²)	2,999.51 m ² (32,286 ft ²)	None permitted
Lot Coverage (% of lot area):	40%	33%	None
Minimum Lot Size:	2,800.00 m ²	2,800.60 m ²	None
Minimum Setbacks (m):	No. 3 Road: 2.0 m Williams Road: 2.0 m North: 20.0 m East: 20.0 m	No. 3 Road: 2.0 m Williams Road: 2.0 m North: 20.37 m East: 20.58 m	None
Maximum Building Height (m):	20.0 m	18.91 m	None
On-Site Parking Spaces – Residential:	1.0/unit	33 spaces	None
On-Site Parking Spaces – Residential Visitor:	0.2/unit	7 spaces (shared with commercial)	

	Proposed Bylaw/OCP Requirement		Proposed	Variance
On-Site Parking Spaces – Commercial:	3/100 m ² of gross leasable floor area up to 350 m ² , and 4/100m ² beyond 350 m ²	23 spaces	22 spaces	None
	10% reduction for TDMs	- 2 spaces		
	Total:	21 spaces		
On-Site Parking Spaces – Total:	54 spaces		55 spaces	
Small Parking Spaces:	Maximum 50% of spaces provided (16 residential spaces; 11 commercial spaces)		50% (16 residential spaces; 11 commercial spaces)	None
Accessible Parking Spaces:	2% of total required parking spaces (2 spaces)		2 spaces	None
Amenity Space – Indoor:	70 m ² or Cash-in-lieu		Cash-in-lieu	N/A
Amenity Space – Outdoor:	6 m ² /unit (198 m ²)		338.07 m ²	N/A

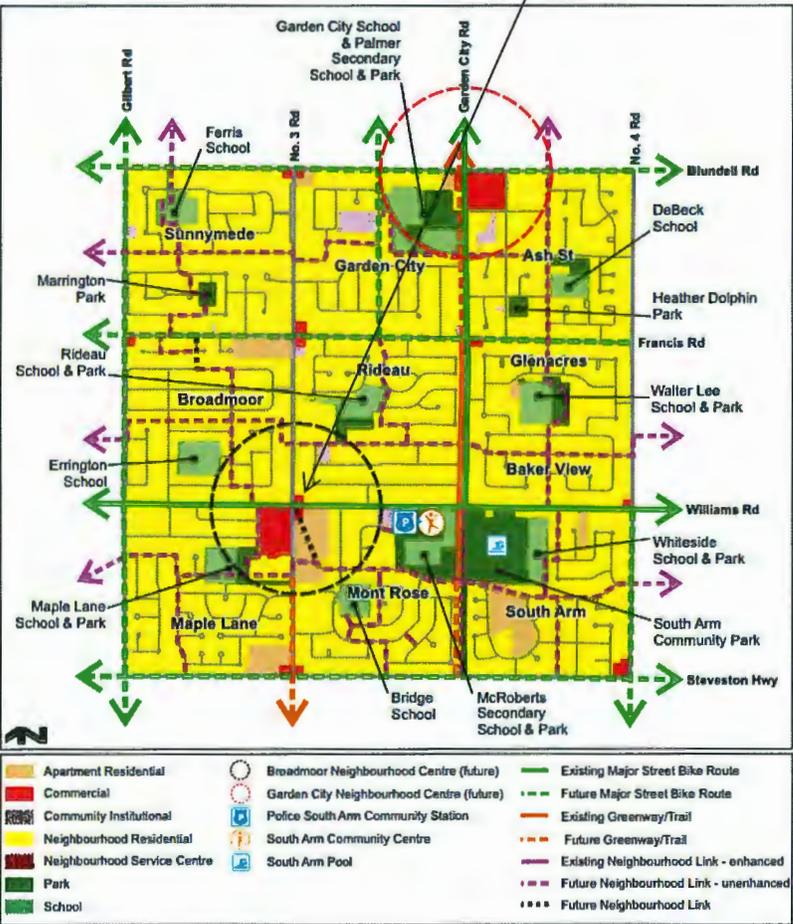
Future Neighbourhood Shopping Centre Map



Subject Site

- Canada Line
- City Centre Boundary
- Future Neighbourhood Centre (subject to further planning and community consultation)
- Steveston Village

6. Broadmoor



PROSCENIUM

ARCHITECTURE + INTERIORS INC.

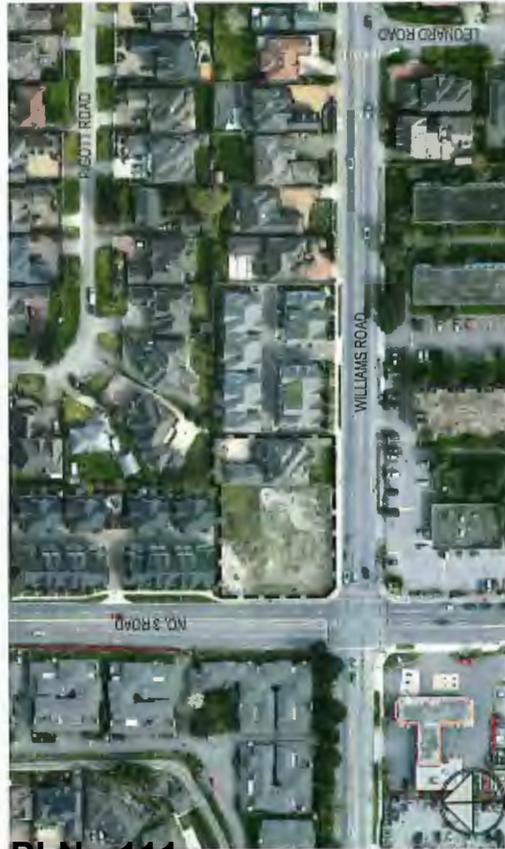
1 WEST 7TH AVENUE
VANCOUVER BC V5Y 1L4 CANADA

P804.575.0118
F804.575.1486
www.proscenium.ca

MOSAIC



PROPOSED BUILDING - RENDERING



SITE CONTEXT

9900 NO.3 ROAD

STRUCTURAL:
WHM STRUCTURAL ENGINEERS
2227 DOUGLAS RD
BURNABY, BC V5G 5A9

MECHANICAL/ELECTRICAL:
INTEGRAL GROUP
SUITE 180 - 200 GRAYVILLE ST
VANCOUVER, BC V6C 7S4

CIVIL:
CORE GROUP CONSULTANTS
320 - 8988 FRASERTON CT
BURNABY, BC V5J 5H8

ENVELOPE:
JRS ENGINEERING
300 - 4595 CANADA WAY
BURNABY, BC V5G 1J9

TRANSPORTATION:
BUNT & ASSOC ENGINEERING
SUITE 1650 W PENDER ST
VANCOUVER, BC V6E 3S7

LANDSCAPE:
DURANTE KREUK
102 - 1637 W 5TH AVE
VANCOUVER, BC V6J 1N5

REISSUED FOR REZONING RESUBMISSION
DATE: SEPTEMBER 11TH, 2019
CODE:
LMDG BUILDING CODE CONSULTANTS
4TH FLOOR - 780 BEATTY ST
VANCOUVER, BC V6B 2M1

18-02

ARCHITECTURAL DRAWING LIST

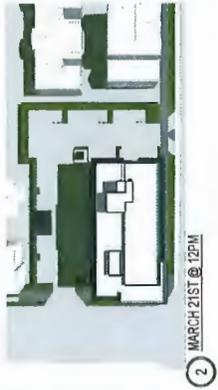
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A00B	NTS	PROJECT DATA	REISSUED FOR REZONING RESUBMISSION
A00C	NTS	PROPOSED BUILDING PERCENTAGES	REISSUED FOR REZONING RESUBMISSION
A00D	NTS	EXISTING CONTEXT PHOTOS	REISSUED FOR REZONING RESUBMISSION
A00E	NTS	EXISTING CONTEXT PHOTOS	REISSUED FOR REZONING RESUBMISSION
A00F	NTS	EXISTING CONTEXT PHOTOS	REISSUED FOR REZONING RESUBMISSION
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A101	N=1/4"=1'-0"	FIREFIGHTING ACCESS PLAN	REISSUED FOR REZONING RESUBMISSION
A102	N=1/4"=1'-0"	LOT COVERAGE OVERLAY PLAN	REISSUED FOR REZONING RESUBMISSION
A103	N=1/4"=1'-0"	PRIVATE OUTDOOR SPACE PLAN	REISSUED FOR REZONING RESUBMISSION
A104	N=1/4"=1'-0"	SWY PLAN	REISSUED FOR REZONING RESUBMISSION
A105	N=1/4"=1'-0"	SSW PLAN	REISSUED FOR REZONING RESUBMISSION
A106	N=1/4"=1'-0"	DEMOLITION PLAN	REISSUED FOR REZONING RESUBMISSION
A200	N=1/4"=1'-0"	GROUND FLOOR PLAN	REISSUED FOR REZONING RESUBMISSION
A201	N=1/4"=1'-0"	FIRST FLOOR PLAN	REISSUED FOR REZONING RESUBMISSION
A202	N=1/4"=1'-0"	THIRD FLOOR PLAN	REISSUED FOR REZONING RESUBMISSION
A203	N=1/4"=1'-0"	FOURTH FLOOR PLAN	REISSUED FOR REZONING RESUBMISSION
A204	N=1/4"=1'-0"	ROOF PLAN	REISSUED FOR REZONING RESUBMISSION
A210	N=1/4"=1'-0"	BUH UNIT LAYOUT PLAN	REISSUED FOR REZONING RESUBMISSION
A300	N=1/4"=1'-0"	NORTH & EAST ELEVATIONS	REISSUED FOR REZONING RESUBMISSION
A301	N=1/4"=1'-0"	SOUTH & WEST ELEVATIONS	REISSUED FOR REZONING RESUBMISSION
A310	N=1/4"=1'-0"	BUILDING SECTIONS	REISSUED FOR REZONING RESUBMISSION
A311	N=1/4"=1'-0"	BUILDING SECTIONS	REISSUED FOR REZONING RESUBMISSION
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APAR2	N=1/4"=1'-0"	FAR PLANS - THROUGHFOURTH FLOOR & ROOF	REISSUED FOR REZONING RESUBMISSION



1 MARCH 21ST @ 10AM



2 MARCH 21ST @ 12PM



3 MARCH 21st @ 2PM



4 MARCH 21ST @ 4PM



5 JUNE 21ST @ 10AM



6 JUNE 21ST @ 12PM



7 JUNE 21ST @ 2PM



8 JUNE 21ST @ 4PM



9 SEPTEMBER 21ST @ 10AM



10 SEPTEMBER 21ST @ 12PM



11 SEPTEMBER 21ST @ 2PM



12 SEPTEMBER 21ST @ 4PM

PLN - 114

PROSCENIUM ARCHITECTURE + INTERIORS INC. IS AN EQUAL OPPORTUNITY EMPLOYER. WE ENCOURAGE ALL QUALIFIED APPLICANTS TO APPLY. WE ARE AN EQUAL OPPORTUNITY EMPLOYER. WE ENCOURAGE ALL QUALIFIED APPLICANTS TO APPLY. WE ARE AN EQUAL OPPORTUNITY EMPLOYER. WE ENCOURAGE ALL QUALIFIED APPLICANTS TO APPLY.

REV.	DESCRIPTIONS	BY	DATE
1	ISSUED FOR RECORDS REVISIONS	HW	08/16/08
2	ISSUED FOR RECORDS REVISIONS	HW	08/24/08
DATE FILED			PROSCENIUM FILE #

PROJECT ADDRESS:
9900 NO.3 ROAD
RICHMOND, BC

PROJECT ADDRESS: 9900 NO.3 ROAD & 8031 WILLIAMS ROAD RICHMOND, BC	SCALE: 1/8"=1'-0"	DATE: MAY 2019	SCALE: 1/8"=1'-0"	DATE: MAY 2019
PROJECT NAME: SHADOW ANALYSIS	SCALE: 1/8"=1'-0"	DATE: MAY 2019	SCALE: 1/8"=1'-0"	DATE: MAY 2019
PROJECT NO.:18-02	SCALE: 1/8"=1'-0"	DATE: MAY 2019	SCALE: 1/8"=1'-0"	DATE: MAY 2019
PROJECT NO.:A004	SCALE: 1/8"=1'-0"	DATE: MAY 2019	SCALE: 1/8"=1'-0"	DATE: MAY 2019



NOT TO SCALE UNLESS SPECIFIED TO BE SCALED
UNLESS OTHERWISE INDICATED

SYMBOL	DESCRIPTION
---	PROPERTY LINE
---	EXISTING STAKE
---	PROPOSED STAKE
---	EXISTING FENCE
---	PROPOSED FENCE

ALL OF THE DOCUMENTS REFERRED TO BY THIS PLAN ARE PART OF THE CONTRACT DOCUMENTS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL AUTHORITY. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL AUTHORITY. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL AUTHORITY.

REV.	DESCRIPTION	BY	DATE
1	ISSUED FOR PERMITS	MC	05.10.17
2	ISSUED FOR RECORDING	MC	05.24.18
3	ISSUED FOR RECORDING	MC	05.24.18
4	ISSUED FOR RECORDING	MC	05.24.18

PROJECT NAME:
**9900 NO.3 ROAD
RICHMOND, BC**

PROJECT NUMBER:
18-02

DRAWING TITLE:
SITE PLAN

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

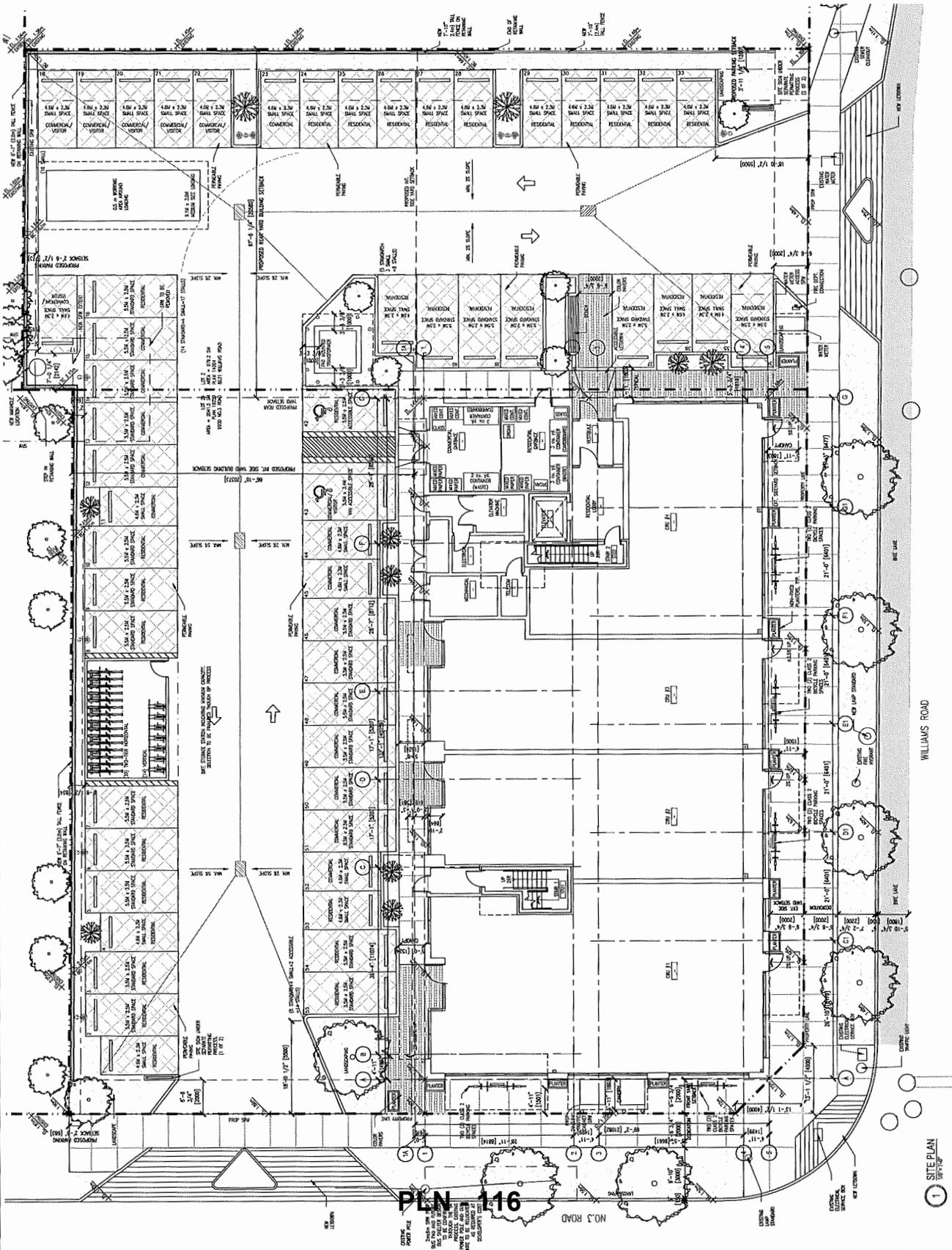
DATE:
MAY 2018

DESIGNER:
PROSCENIUM ARCHITECTURE + INTERIORS INC.

CLIENT:
MOSAIC

REVISION NO.:

DATE FILED: 1/10



PLN 116

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



2 SEPT 15-19 ZEPH RE-SUBMITTION
 1 MAY 24-19 ZEPH RE-SUBMITTION
 rev: date: desc: name: description:



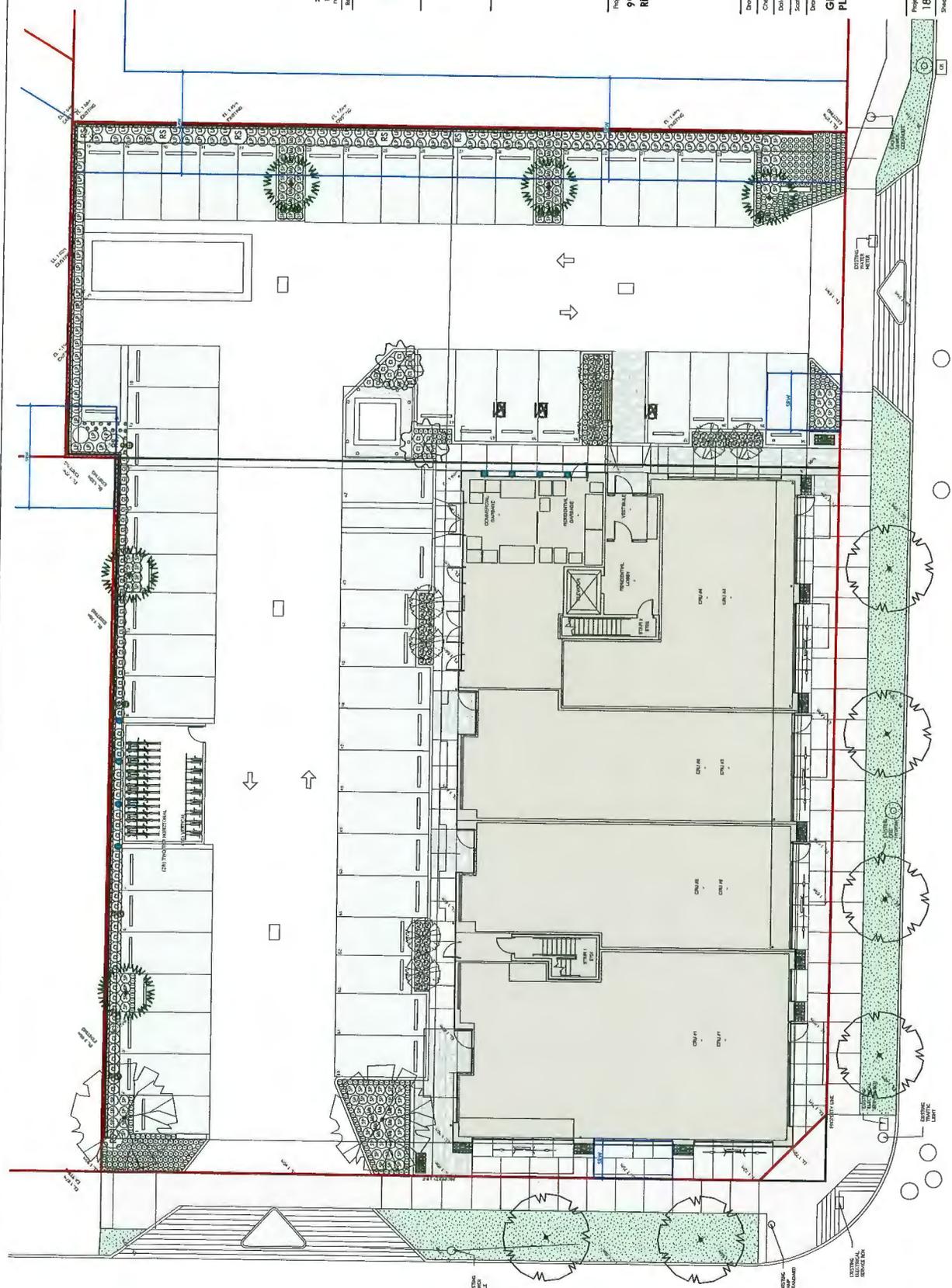
MOSAIC
 500-2000 Glenview St.
 Vancouver BC V6H 3P9
 T: 604 881 8277
 www.mosaic.ca

Project: **9700 NO.03 ROAD**
Richmond, BC

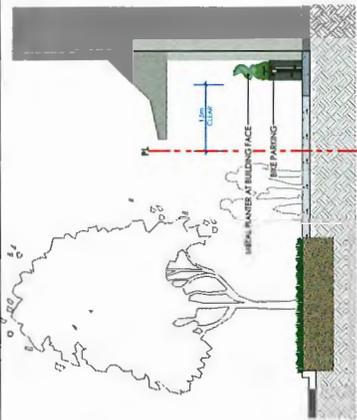
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 Checked By: FE
 Date: June 2018
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Project No.: 18024
 Sheet No.:

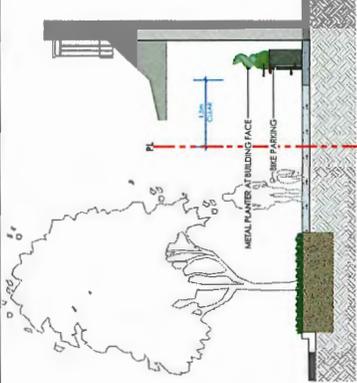
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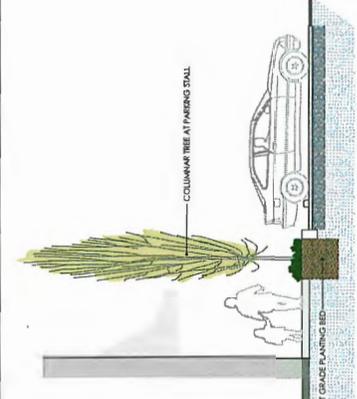
PLN - 121



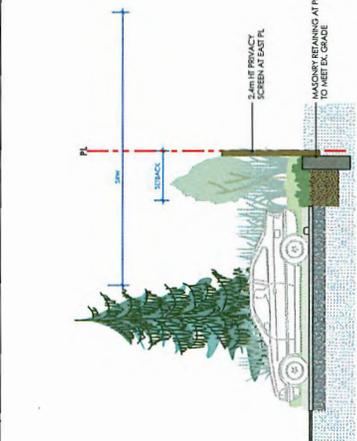
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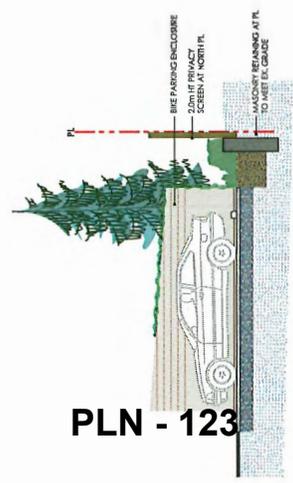
SECTION B: WILLIAMS STREET FRONTAGE (SOUTH PL)
Scale: 1:50



SECTION C: EAST BUILDING FACE
Scale: 1:50

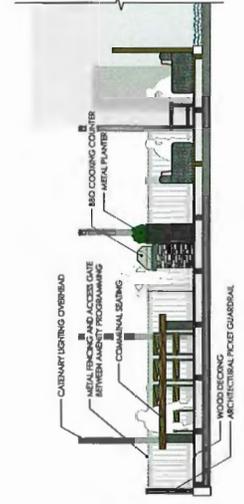


SECTION D: EAST PROPERTY LINE
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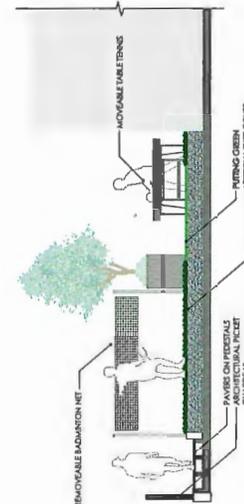


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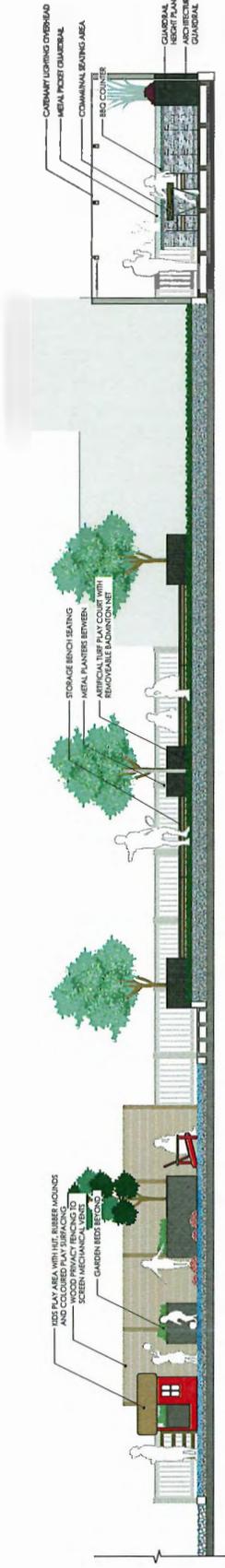
PLN - 123



SECTION F: ROOF TOP AMENITY
Scale: 1:50



SECTION G: ROOF TOP AMENITY
Scale: 1:50



SECTION H: ROOF TOP AMENITY
Scale: 1:50

2 SEPT 16-19 REZONING RE-SUBMISSION
1 MAY 24-19 REZONING RE-SUBMISSION
DATE: 19/05/2018
PROJECT: 9900 NO.03 ROAD
SHEET NO: 123



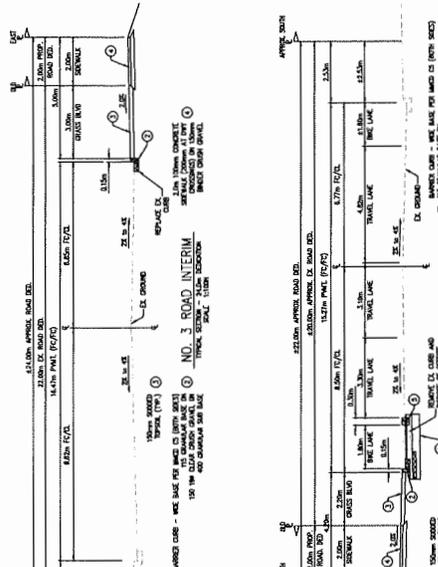
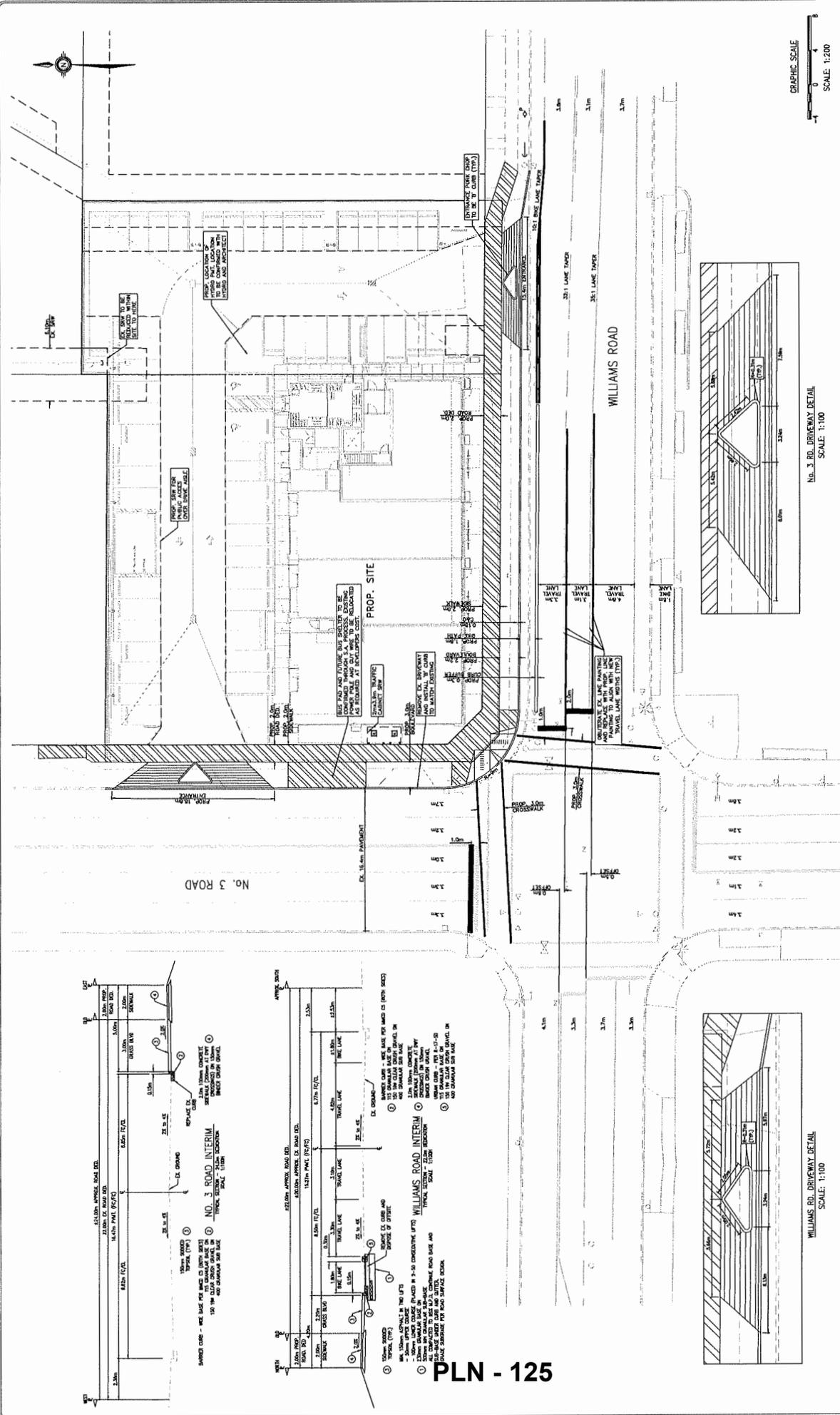
MOSAIC
500-5000 Grinnell St.
Richmond BC V6V 3G8
E: 604.682.3628

Project:
9900 NO.03 ROAD
Richmond, BC

Drawn By:	AG
Checked By:	PK
Date:	June 2018
Scale:	AS SHOWN
Drawing Title:	LANDSCAPE SECTIONS

Project No.:
18024
Sheet No.:

L2.1



PLN - 125

NOTES:
1. THE CITY ENGINEER AND LOCAL AGENCIES SHALL BE NOTIFIED IN WRITING OF ANY CHANGES TO THE PLAN AND SHALL BE RESPONSIBLE FOR THEIR APPROVAL.
2. THE CITY ENGINEER SHALL BE RESPONSIBLE FOR THE DESIGN OF THE DRIVEWAY DETAIL.
3. THE CITY ENGINEER SHALL BE RESPONSIBLE FOR THE DESIGN OF THE ROAD BASE AND DRIVEWAY DETAIL.

City of Richmond
8911 W. 3 ROAD RICHMOND, B.C. V6T 2E1

WILLIAMS ROAD No. 3 ROAD
FUNCTIONAL ROAD PLAN
CITY FILE: -

REVISION	DATE	BY	CHK	DESCRIPTION
C	04/22/2018	D.E.	C.K.	REVISED PER CITY COMMENTS
B	04/22/2018	M.A.	C.K.	UPDATED REFERENCE
A	04/22/2018	D.E.	C.K.	FOR COORDINATION

NO.	DATE	BY	CHK	REVISIONS	DESCRIPTION

MOSAIC
SOUTH-CENTRAL CONSULTANTS
Vancouver, BC V6H 1G9

CoreGroup CONSULTANTS
LAWRENCE, BC V9C 5K7

REVISIONS

ENGINEER

DATE

ALL DIMENSIONS ARE TO CENTERLINE UNLESS OTHERWISE NOTED.
DIMENSIONS ARE TO CENTERLINE UNLESS OTHERWISE NOTED.
DIMENSIONS ARE TO CENTERLINE UNLESS OTHERWISE NOTED.
DIMENSIONS ARE TO CENTERLINE UNLESS OTHERWISE NOTED.

LOCAL RESOLUTION
- IF 24 HOURS BEFORE THE DATE OF THE MEETING.
- IF 24 HOURS BEFORE THE DATE OF THE MEETING.
- IF 24 HOURS BEFORE THE DATE OF THE MEETING.
- IF 24 HOURS BEFORE THE DATE OF THE MEETING.

MOSAIC

October 21, 2019

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

RE: 9900 NO. 3 ROAD & 8031 WILLIAMS ROAD [RZ 18-835532] – Energy Step Code Compliance

Dear Ms. Lussier,

This letter is to provide confirmation that the proposed development noted above will comply with the requirements of the BC Energy Step Code in place at the time of the associated Building Permit application.

Sincerely,



Elise Spearing
Development Manager
Mosaic Homes
O 604.685.3888



Address: 9900 No. 3 Road and 8031 Williams Road

File No.: RZ 18-835532

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 10111, the applicant is required to complete the following:

1. (*OCP Amendment*) Final Adoption of OCP Amendment Bylaw 10110.
2. (*Site Contamination – General*) Submission to the City of a contaminated sites legal instrument (e.g. Certificate of Compliance (CoC) or Final Site Determination (FSD) showing no contamination for 9900 No. 3 Rd) or an alternative notice from the Ministry of Environment and Climate Change Strategy that the City may approve the zoning, development, subdivision, and demolition applications for 9900 No. 3 Rd.
3. (*Site Contamination – Dedicated and/or Transferred Land*) Submission to the City of sufficient information and/or other assurances satisfactory to the City in its sole discretion to support the City's acceptance of the proposed dedicated or transferred land. Such assurances could include one or more of the following:
 - a) a contaminated sites legal instrument (e.g. Certificate of Compliance (CoC) or Final Site Determination (FSD) showing no contamination in the dedication lands);
 - b) evidence satisfactory to the City, in its sole discretion, that the lands to be dedicated to the City are in a satisfactory state from an environmental perspective; and
 - c) the registration of a legal agreement on the title to the Lands which provides that:
 - i. no occupancy of any building on the Lands shall be granted until such time that the Owner/Developer has satisfied the City in its sole discretion that the lands to be dedicated to the City are in a satisfactory state from an environmental perspective and a contaminated sites legal instrument has been obtained for the proposed dedication lands; and
 - ii. the Owner/Developer shall release and indemnify the City from and against any and all claims or actions that may arise in connection with those portions of the lands being dedicated to the City being contaminated in whole or in part.
4. (*Cash-in-lieu of Indoor Amenity Space*) City acceptance of the applicant's offer to voluntarily contribute \$75,200 in-lieu of the provision of on-site indoor amenity space (i.e., \$1,600/dwelling unit for the first 19 units; plus \$3,200 for remaining 14 dwelling units).
5. (*Subdivision*) Registration of a subdivision plan for the subject site that satisfied the following conditions:
 - a) A minimum road dedication of 2.0 m along both of the entire No. 3 Road and Williams Road frontages, as well as a 4.0 m x 4.0 m corner cut dedication at the intersection (the southwest corner of the subject site). The exact area of road dedication is to be confirmed through a functional road design to be finalized as part of the Servicing Agreement (SA) review process.
 - b) Consolidation of the lots into one development parcel (which will require the demolition of the existing dwelling).
6. (*Flood Construction Level*) Registration of a flood indemnity covenant on Title.
7. (*Market Rental Agreement*) Registration of a legal agreement on Title ensuring that:
 - a) The tenure of a dwelling unit is limited to rental only, and at prevailing market rental rates;
 - b) A minimum of 42% (comprising no less than 14 units) of the residential dwelling units are designed with two or more bedrooms that are suitable for families;
 - c) A minimum of 30% (comprising no less than 10 units) of the residential dwelling units are designed with basic universal housing features;

- d) subdivision (including stratification and/or air space parcels) of individual residential dwelling units is prohibited. This restriction only applies to the residential dwelling units;
 - e) The terms of the legal agreement shall apply in perpetuity;
8. (**Parking and Loading**) Registration of a legal agreement on Title ensuring that:
- a) Seven (7) of the non-residential vehicle parking spaces are shared with residential visitor vehicle parking spaces, and that the following are prohibited: reserving, selling, leasing, assigning, or designating any of the shared vehicle parking spaces to individual uses or users;
 - b) Vehicle parking spaces are identified as to their intended usage with signage and in the Development Permit and Building Permit plans;
 - c) Common access to the secured long-term bicycle storage (Class 1 bicycle parking spaces) is provided for the use of residents and non-residential occupants and is maintained for its intended common use.
 - d) Loading facilities are provided for the shared use of all uses on-site and maintained for their intended shared common use.
9. (**Transportation Demand Management (TDM) Measures**) The applicant shall provide the following TDM measures to support the 10% vehicle parking rate reduction for the non-residential uses:
- a) (**Bike Lane**) Upgrades to the Williams Road bike lane as per the functional road design to be finalized during the Servicing Agreement design review process;
 - b) (**Future Streetscape Improvements**) City acceptance of the applicant’s offer to voluntarily contribute \$15,000 for future streetscape improvements at the No. 3 Road and Williams Road intersection (e.g., crosswalk decorative surface pavement treatment, tactile warning strips at curb rambs);
 - c) (**Transit Pass Program**) Registration of a legal agreement on Title to ensure the execution and completion of a transit pass program, including the following method of administration and terms:
 - i. Provide 1 year of two-zone compass cards for each of the 33 dwelling units restricted to residential rental tenure. The intention of the transit pass program is to offer transit passes on a per unit basis. If a tenant opts out or does not “subscribe” to the transit pass program, that pass remains in the pool for a future tenant until they have all been utilized. Number of passes capped at number of units for a period of one year;
 - ii. Letter of Credit provided to the City for 100% of transit pass program value;
 - iii. Administration by Translink or management company. The owner is not responsible for the monitoring of use of transit passes but only noting number of “subscribed” users to the program until full unit count is exhausted over a period of one year;
 - iv. If the transit pass program is not fully subscribed within one year, the program is to be extended until the equivalence of the costs of the full one year transit pass program has been exhausted. Should not all transit passes be utilized by the end of the one year period, the remaining funds equivalent to the value of the unsubscribed transit passes are to be transferred to the City of Richmond for alternate TDMs at the City’s discretion; and
 - v. The availability and method of accessing the two-zone transit passes is to be clearly explained in the tenancy agreements.
10. (**Traffic Noise**) Registration of a legal agreement on Title identifying that the proposed development must be designed and constructed in a manner that mitigates potential traffic noise from the arterial roads abutting the subject site to the proposed dwelling units. Dwelling units must be designed and constructed to achieve:
- a) CMHC guidelines for interior noise levels as indicated in the chart below:

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

- b) the ASHRAE 55-2004 “Thermal Environmental Conditions for Human Occupancy” standard for interior living spaces.

11. (*Mixed-Use Noise*) Registration of a mixed-use noise sensitive use covenant on Title addressing noise impacts on residential uses.
12. (*Commercial Development within 30 m of Residential*) Registration of a legal agreement on Title for commercial developments within 30 m of any residential use indicating that they are 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 and that noise generated from rooftop HVAC units will comply with the City's Noise Bylaw.
13. (*Development Permit*) The submission and processing of a Development Permit* completed to a level deemed acceptable by the Director of Development.
14. (*Servicing Agreement*) Entrance into a Servicing Agreement (SA)* for the design and construction of the following improvements. A Letter of Credit or cash security for the value of the SA works, as determined by the City, will be required as part of entering into the SA. Works include, but may not be limited to:

Water Works

- Using the OCP Model, there is 570 L/s of water available at a 20 psi residual at the Williams Road frontage. Based on the proposed development, the subject site requires a minimum fire flow of 220 L/s.
- At the applicant's cost, the applicant is required to:
 - Submit Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) fire flow calculations to confirm development has adequate fire flow for onsite fire protection. Calculations must be signed and sealed by a Professional Engineer and be based on Building Permit Stage building designs.
 - Review hydrant spacing on all road frontages and install new fire hydrants as required to meet City spacing requirements for the proposed land use.
 - Provide a SRW for the water meter. Minimum SRW dimensions to be the size of the meter box (from the City of Richmond supplementary specifications) plus any appurtenances (for example, the bypass on W20-SD) plus 0.5 m on all sides. Exact SRW dimensions to be finalized during the SA design review process.
- At the applicant's cost, the City will:
 - Cut, cap, and remove all existing water connections and meters serving the development site.
 - Install one new water connection complete with meter and meter box. The meter is to be located on-site in a SRW (as described above) or in a mechanical room.
 - Relocate the existing fire hydrant on Williams Road out of the proposed sidewalk.
 - Replace approximately 6.0 m of asbestos cement (AC) water main on No 3 Road at the crossing location with the proposed storm sewer.

Storm Sewer Works

- At the applicant's cost, the applicant is required to:
 - Provide an erosion and sediment control plan for all on-site and off-site works, to be reviewed as part of the SA design review process.
 - Install approximately 20 m of 600 mm storm sewer along Williams Road at No. 3 Road, to replace the existing 200 mm storm sewer. The alignment shall be consistent with the existing storm sewer to the east.
 - Remove, or fill and abandon per MMCD specifications, the existing 200 mm storm sewer.
- At the applicant's cost, the City will:
 - Complete all tie-ins for the proposed works to existing City infrastructure.
 - Cut, cap, and remove all existing storm connections to the development site.
 - Install one new storm connection, complete with inspection chamber, to serve the development site. The inspection chamber is to be located on-site in a SRW.

Sanitary Sewer Works

- At the applicant's cost, the applicant is required to:
 - Not start on-site excavation or foundation construction until completion of rear-yard sanitary works by City crews.
- At the applicant's cost, the City will:
 - Install a new manhole on the existing sanitary sewer at the north property line of 8031 Williams Road (i.e. approximately 5.0 m north of the existing manhole) and remove the existing manhole and sanitary sewer up to the new manhole. The new manhole shall serve as the inspection chamber for the development site.
 - (***SRW Discharge and Granting of New SRW***) Discharge of the existing SRW agreement for the sanitary sewer from the Title of the subject properties (G113388 Interlalia, Plan 40608) following the removal of the existing sanitary manhole and main, and registration of a new SRW agreement for the sanitary sewer on Title to reflect the revised location of infrastructure on-site.
 - Complete all tie-ins for the proposed works to existing City infrastructure.

Frontage Improvements

- Preparation of functional road designs with cross sections by a civil or transportation engineering consultant based on surveys is required for both the interim and ultimate (full build-out) conditions for the intersection of No. 3 Road and Williams Road, the No. 3 Road and Williams Road frontages, and the new driveway crossings, based on the works described below. The drawings are to be signed and sealed along with the AutoTurn wheel path simulation for the relevant design vehicles based on the proposed uses. AutoTurn wheel path simulations are required to demonstrate the suitability of the access design and on-site turn-around/manoeuvring. The functional road designs are required to confirm the amount of road dedication for the project as well.
- No. 3 Road:
 - Remove the existing sidewalk and construct a new 2.0 m wide concrete sidewalk at the new property line established after the required road dedication;
 - Construct a new 3.0 m wide treed/grass boulevard between the new concrete sidewalk and new curb line of No. 3 Road;
 - The new sidewalk and boulevard are to transition to meet the existing frontage treatments north of the subject site;
 - All existing driveways along the No. 3 Road frontage are to be closed permanently. Vehicle access to No. 3 Road is to be from a new driveway crossing at the north property line of the subject development, and will be restricted to right-in/right-out movements only using a physical barrier (i.e., a concrete "pork chop" driveway island). The Applicant is responsible for the removal of the existing driveway letdowns and the replacement with barrier curb/gutter, grass/tree boulevard and concrete sidewalk per standards described above;
- Williams Road:
 - Remove and replace the existing concrete curb and gutter along the north side of Williams Road;
 - Remove the existing sidewalk and construct a new 2.0 m wide concrete sidewalk next to the new property line established after the required road dedication;
 - Construct a new treed/grass boulevard between the new sidewalk and the new curb line of Williams Road;
 - Construct a 1.8 m wide protected on-street bike lane along the north side of Williams Road, complete with a 0.3 m raised buffer between the bike lane and vehicle lanes;
 - The new sidewalk, boulevard, and bike lane are to transition to meet the existing frontage treatments east of the subject site;
 - All existing driveways along the Williams Road frontage are to be closed permanently; vehicle access to Williams Road is to be from a new driveway crossing at the east property line of the subject development, and will be restricted to right-in/right-out movements only using a physical barrier (i.e., a concrete "pork chop" driveway island). The Applicant is responsible for the removal of the existing driveway letdowns and the

replacement with barrier curb/gutter, grass/tree boulevard and concrete sidewalk per standards described above;

- Provision and installation of a Traffic Signal Cabinet, and an Uninterrupted Power Supply (UPS) Cabinet for the No. 3 Road and Williams Road intersection. Additional SRWs for aboveground traffic signal equipment on-site may also be required, e.g., 2.0 m x 4.0 m SRW.
- At the applicant's cost, the applicant is required to coordinate with BC Hydro, Telus and other private communication service providers:
 - To pre-duct for future hydro, telephone and cable utilities along all road frontages.
 - Before relocating/modifying any of the existing power poles and/or guy wires within the property frontages.
 - To underground overhead service lines to the development site.
 - To remove the secondary support wires and pole along the development frontage.
- At the applicant's cost, the applicant is required to:
 - Review street lighting levels along all road frontages, and upgrade as required.
 - Locate/relocate all above-ground utility cabinets and kiosks required to service the proposed development, and all above-ground utility cabinets and kiosks located along the development's frontages, within the development site (see list below for examples). A functional plan showing conceptual locations for such infrastructure shall be included in the development design review process. Please coordinate with the respective private utility companies and the project's lighting and traffic signal consultants to confirm the requirements (e.g., SRW dimensions) and the locations for the above-ground structures. If a private utility company does not require an above-ground 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 on the Development Permit architectural plans, the SA drawings, and registered prior to SA design approval:
 - BC Hydro PMT – 4.0 x 5.0 m
 - BC Hydro LPT – 3.5 x 3.5 m
 - Street light kiosk – 1.5 x 1.5 m
 - Traffic signal kiosk – 2.0 x 1.5 m
 - Traffic signal UPS – 1.0 x 1.0 m
 - Shaw cable kiosk – 1.0 x 1.0 m
 - Telus FDH cabinet – 1.1 x 1.0 m

General Items

- At the applicant's cost, the applicant is required to:
 - Provide, prior to start of site preparation works or within the first SA submission, whichever comes first, a pre-load plan and geotechnical assessment of pre-load, dewatering, and soil preparation impacts on the existing utilities fronting the development site and provide mitigation recommendations.
 - Provide a video inspection report of the existing storm and sanitary sewers adjacent to the development site prior to start of site preparation works or within the first SA submission, whichever comes first. A follow-up video inspection, complete with a civil engineer's signed and sealed recommendation letter, is required after site preparation works are complete (i.e. pre-load removal, completion of dewatering, etc.) to assess the condition of the existing utilities and provide recommendations to retain, replace, or repair. Any utilities damaged by the pre-load, de-watering, or other ground preparation shall be replaced or repaired at the applicant's cost.
 - Conduct pre- and post-preload elevation surveys of all surrounding roads, utilities, and structures. Any damage, nuisance, or other impact to be repaired at the developer's cost. The post-preload elevation survey shall be incorporated within the SA design.
 - Monitor the settlement at the adjacent utilities and structures during pre-loading, dewatering, and soil preparation works per a geotechnical engineer's recommendations, and report the settlement amounts to the City for approval.
 - Not encroach into City SRWs with any proposed trees, retaining walls, or other non-removable structures.

- Enter into, if required, additional legal agreements, as determined via the subject development's SA(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering, including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, 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 applicant is required to:

- Complete an acoustical and mechanical report and recommendations prepared by an appropriate registered professional, which demonstrates 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;
 - noise generated from rooftop HVAC units will comply with the City's Noise Bylaw;
 - 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

Prior to Development Permit* issuance, the applicant is required to complete the following requirements:

- (**Rezoning**) Incorporation of features in Development Permit plans as determined via the Rezoning application process.
- (**Landscaping Security**) Receipt of a Letter-of-Credit for the proposed landscaping in the amount of 100% of a cost estimate prepared by a Registered Landscape Architect (including all materials, installation, and a 10% contingency).

Prior to removal of the hedge along the Williams Road frontage, the applicant is required to:

- (**Hedge Removal**) Contact the City's Parks Department (604-244-1208 x1317) four business days prior to removal to allow proper signage to be posted.

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

- (**Rezoning/Development Permit**) Incorporation of features in Building Permit plans as determined via the Rezoning and/or Development Permit application processes, including accessibility and sustainability measures.
- (**Off-site Tree Protection**) Install appropriate tree protection fencing, if applicable, around all off-site trees to be retained prior to any construction activities, including building demolition, occurring on-site.
- (**Construction Parking and Traffic Management Plan**) Submission of a Construction Parking and Traffic Management Plan to the Transportation Department. The Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.
- (**Construction Hoarding**) Obtain a Building Permit 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

Date



Richmond Official Community Plan Bylaw 9000
Amendment Bylaw 10110 (RZ 18-835532)
8031 Williams Road

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

- 1. Richmond Official Community Plan Bylaw 9000, as amended, is further amended by repealing the existing land use designation in Attachment 1 to Schedule 1 thereof of the following area and by designating it "Neighbourhood Service Centre".

P.I.D. 009-913-262

Lot 2 Section 28 Block 4 North Range 6 West New Westminster District Plan 14004

- 2. This Bylaw may be cited as "Richmond Official Community Plan Bylaw 9000, Amendment Bylaw 10110".

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

ADOPTED

Five horizontal lines for signature or date entry.

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

MAYOR

CORPORATE OFFICER



Richmond Zoning Bylaw 8500
Amendment Bylaw 10111 (RZ 18-835532)
9900 No. 3 Road and 8031 Williams Road

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

- 1. Richmond Zoning Bylaw 8500, as amended, is further amended by inserting as Section 20.44 thereof the following:

20.44 Commercial Mixed Use (ZMU44) – Broadmoor

20.44.1 Purpose

This zone provides for a limited range of commercial uses and services to the surrounding community, along with low rise apartment housing and other compatible uses.

20.44.2 Permitted Uses

- animal grooming
• child care
• government service
• health service, minor
• housing, apartment
• office
• restaurant
• retail, convenience
• retail, general
• service, business support
• service, financial
• service, household repair
• service, personal
• veterinary service

20.44.3 Secondary Uses

- boarding and lodging
• home business

20.44.4 Residential Rental Tenure

- 1. A dwelling unit located anywhere in this zone shall only be used for residential rental tenure.
2. For the purposes of this zone, "market rental unit" means a dwelling unit that is rented at prevailing market rates and may be subject to a market rental agreement.

3. For the purposes of this **zone**, “**residential rental tenure**” means, in relation to a **dwelling unit** in a multi-family residential **building**, occupancy of a **dwelling unit**, including a **market rental unit**, governed by a tenancy agreement that is subject to the *Residential Tenancy Act* (BC), as may be amended or replaced from time to time.

20.44.5 Permitted Density

1. The maximum **floor area ratio** is 1.08, together with an additional 0.1 **floor area ratio** provided that it is entirely used to accommodate indoor **amenity space**.
2. Notwithstanding the reference to the maximum **floor area ratio** of “1.08” in Section 20.44.5.1:
 - a) the maximum permitted **floor area ratio** for non-residential **uses** is 0.28 (exclusive of residential **building** entrance lobbies); and
 - b) the maximum permitted **floor area ratio** for **apartment housing** is 0.80 provided that the **owner**:
 - i. provides on the **site** no less than thirty-three (33) **market rental units** having a combined **floor area** of at least 2,230 m²; and
 - ii. enters into a **market rental agreement** with respect to the **market rental units** and registered the **market rental agreement** against the title to the **lot**, and files a notice in the Land Title Office.

20.44.6 Permitted Lot Coverage

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

20.44.7 Yards & Setbacks

1. The minimum **setback** to No. 3 Road is 2.0 m.
2. The minimum **setback** to Williams Road is 2.0 m.
3. The minimum **setback** to the east and north **lot line** is 20.0 m.
4. Notwithstanding Sections 20.44.7.1 and 20.44.7.2:
 - a) **awnings**, sunshades and canopies may project into the minimum **setback** for a distance of 1.8 m; and
 - b) **balconies** may project into the minimum **setback** for a distance of 0.6 m.
5. Notwithstanding Section 20.44.7.3, an **accessory building** containing bicycle parking may be located within the **setback** to the north **lot line** but shall be no closer to that **lot line** than 0.85 m, provided that the north side of the

accessory building be landscaped and **screened** by a combination of shrubs, ornamental plants and vines.

20.44.8 Permitted Heights

1. The maximum **height** for **buildings** is 20.0 m.
2. The maximum **height** for **accessory buildings** and **accessory structures** is 5.0 m.

20.44.9 Subdivision Provisions/Minimum Lot Size

1. The minimum **lot area** is 2,800 m².

20.44.10 Landscaping & Screening

1. **Landscaping** and **screening** shall be provided according to the provisions of Section 6.0, except that:
 - a) Portions of the **lot** within 2.0 m of a **property line abutting a road** shall be treated and maintained with a combination of trees, shrubs, ornamental plants, lawn and hard surface; and
 - b) Where a **lot** being developed abuts a **lot** in a **zone** which permits a residential **use**, the **owner** shall erect and maintain a solid **fence** 2.0 m in height parallel to and within 1.0 m of the boundary line of the **adjacent zone**, except that the owner shall erect and maintain a solid **fence** 2.4 m in height parallel to and within 1.0 m of the east **lot line**; and
 - c) Notwithstanding Section 20.44.10.1.b), a **fence** located perpendicular to, and within 4.5 m of, a **lot line** which **abuts a road** shall not exceed 1.2 m in **height**.

20.44.11 On-Site Parking and Loading

1. On-site **vehicle** and bicycle parking and loading shall be provided according to the standards set out in Section 7.0, except that the basic on-site parking requirement for **apartment housing** shall be 1.0 **vehicle parking space** per **dwelling unit**.
2. Notwithstanding Section 20.44.11.1, on-site **parking spaces** shall be located no closer than:
 - a) 2.0 m to a **lot line** which **abuts a road**;
 - b) 0.6 m from the north **lot line**; and
 - c) 1.2 m from the east **lot line**.

20.44.12 Other Regulations

- 1. In addition to the regulations listed above, the General Development Regulations in Section 4.0 and the Specific Use Regulations in Section 5.0 apply.
- 3. Notwithstanding Section 20.44.2 and 20.44.3, **apartment housing, boarding and lodging, and home business uses** are only permitted on the second and upper floors of the **building** (exclusive of **building** entrance lobbies, which are permitted on the ground floor of the **building**).
- 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 (ZMU44) - BROADMOOR”**:

P.I.D. 001-487-264

Lot 24 Except: Firstly: Part Subdivided by Plan 21062; and Secondly: Part (.001) Acre On Bylaw Plan 56064; Section 28 Block 4 North Range 6 West New Westminster District Plan 19253

P.I.D. 009-913-262

Lot 2 Section 28 Block 4 North Range 6 West New Westminster District Plan 14004

This Bylaw may be cited as **“Richmond Zoning Bylaw 8500, Amendment Bylaw 10111”**.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED



MAYOR

CORPORATE OFFICER