



Planning Committee

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

**Tuesday, November 6, 2012
4:00 p.m.**

Pg. # ITEM

MINUTES

PLN-5 *Motion to adopt the minutes of the meeting of the Planning Committee held on Tuesday, October 16, 2012.*



NEXT COMMITTEE MEETING DATE

Tuesday, November 20, 2012, (tentative date) at 4:00 p.m. in the Anderson Room

PLANNING & DEVELOPMENT DEPARTMENT

- 1. APPLICATION BY YAMAMOTO ARCHITECTURE INC. FOR REZONING AT 9111 WILLIAMS ROAD FROM SINGLE DETACHED (RS1/E) TO LOW DENSITY TOWNHOUSES (RTL4)**
(File Ref. No. 12-8060-20-8963 Xr: RZ 12-613927) (REDMS No. 3654722)

PLN-9

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

Designated Speaker: Wayne Craig

STAFF RECOMMENDATION

That Bylaw No. 8963, for the rezoning of 9111 Williams Road from “Single Detached (RS1/E)” to “Low Density Townhouses (RTL4)”, be introduced and given first reading.



2. **APPLICATION BY BENN PANESAR FOR REZONING AT 2420 MCKESSOCK AVENUE AND A PORTION OF 2400 MCKESSOCK AVENUE FROM SINGLE DETACHED (RS1/D) TO SINGLE DETACHED (RS2/B)**

(File Ref. No. 12-8060-20-8943 Xr.: RZ 12-610919) (REDMS No. 3627209)

PLN-29

See Page PLN-29 for full report

Designated Speaker: Wayne Craig

STAFF RECOMMENDATION

- (1) *That Bylaw No. 8943, for the rezoning of 2420 McKessock Avenue and a portion of 2400 McKessock Avenue from “Single Detached (RS1/D)” to “Single Detached (RS2/B)”, be introduced and given first reading; and*
- (2) *That staff be directed to conduct public consultation beginning in January 2013 with the owners and residents of properties identified in a specified notification area within the Bridgeport planning area (as shown on Attachment 6 to the staff report dated October 9, 2012, from the Director of Development), for the purpose of exploring:*
 - (a) *land use options for future redevelopment of those properties shown hatched on Attachment 6; and*
 - (b) *road alignment options for the extension of McKessock Place.*



3. **APPLICATION BY TL HOUSING SOLUTIONS LTD., FOR REZONING AT 9020 BRIDGEPORT ROAD FROM AUTO-ORIENTED COMMERCIAL (CA) TO HEALTH CARE (HC)**

(File Ref. No. 12-8060-20-8960, RZ 12-620766) (REDMS No. 3671911 v.7)

PLN-55

See Page PLN-55 for full report

Designated Speaker: Wayne Craig

STAFF RECOMMENDATION

That Bylaw No. 8960 to amend the Health Care (HC) Zoning District and for the rezoning of 9020 Bridgeport Road from “Auto-Oriented Commercial (CA)” to “Health Care (HC)”, be introduced and given first reading.



4. **APPLICATION BY TOWNLINE VENTURES GRANVILLE AVENUE LTD. FOR REZONING AT 8280 AND 8300 GRANVILLE AVENUE FROM AUTO-ORIENTED COMMERCIAL (CA) TO HIGH RISE APARTMENT (ZHR13) - ST ALBANS (CITY CENTRE)**

(File Ref. No. 12-8060-20-8958, RZ 12-615705) (REDMS No. 3658617 v.5)

PLN-79

See Page PLN-79 for full report

Designated Speaker: Wayne Craig

STAFF RECOMMENDATION

That Bylaw No. 8958, to create a new zoning district “High Rise Apartment (ZHR13) – St Albans (City Centre)” and to rezone 8280 and 8300 Granville Avenue from “Auto-Oriented Commercial (CA)” to “High Rise Apartment (ZHR13) - St Albans (City Centre)”, be introduced and given first reading.



5. **MANAGER’S REPORT**

ADJOURNMENT





Planning Committee

Date: Tuesday, October 16, 2012

Place: Anderson Room
Richmond City Hall

Present: Councillor Bill McNulty, Chair
Councillor Evelina Halsey-Brandt
Councillor Linda Barnes
Councillor Harold Steves

Absent: Councillor Chak Au

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

MINUTES

It was moved and seconded

That the minutes of the meeting of the Planning Committee held on Tuesday, September 18, 2012, be adopted as circulated.

CARRIED

NEXT COMMITTEE MEETING DATE

Tuesday, November 6, 2012, (tentative date) at 4:00 p.m. in the Anderson Room

PLANNING & DEVELOPMENT DEPARTMENT

1. **APPLICATION BY BENITO A KHO FOR REZONING OF 7520 ASH STREET FROM "SINGLE DETACHED (RS1/F)" TO "SINGLE DETACHED (RS2/E)" TO ACCOMMODATE 2 SINGLE DETACHED LOTS**

(File Ref. No. 12-8060-20-8941) (REDMS No. 3406024)

It was moved and seconded

That Bylaw 8941, for the rezoning of 7520 Ash Street from "Single Detached (RS1/F)" to "Single Detached (RS2/E)", be introduced and given first reading.

CARRIED

2. **APPLICATION BY ROBERT CICOZZI ARCHITECTURE INC. FOR REZONING AT 7680 AND 7720 ALDERBRIDGE WAY FROM INDUSTRIAL RETAIL (IR1) TO RESIDENTIAL/LIMITED COMMERCIAL (RCL2)**

(File Ref. No. 12-8060-20-8946) (REDMS No. 3658831)

Wayne Craig, Director of Development, provided background information and the following information was highlighted:

- the proposed development consists of 237 residential units in three multi-story residential buildings ranging in height on top of a podium;
- the proposed development will provide fourteen affordable housing units;
- the proposed development will widen Lansdowne Road and provide an approximately ten-metre wide strip of land for the Lansdowne Linear greenway;
- a visioning study is underway for the Lansdowne Corridor Plan, and includes concepts for the Lansdowne Linear Park; the proposed development includes the creation of the first phase of the Lansdowne Linear Park;
- it is anticipated that the Lansdowne Corridor Plan be completed and brought forward for Council consideration by early next year;
- the developer has committed to connecting to the proposed City Centre District Energy Utility; and
- twenty percent of all parking stalls would be 120V electric plug-in ready.

Planning Committee
Tuesday, October 16, 2012

In reply to queries from Committee, Mr. Craig advised that (i) where two parking spaces are provided in a tandem arrangement, both parking spaces would be assigned to the same dwelling unit; (ii) the proposed building heights are in compliance with the City Centre Area Plan; and (iii) the maintenance of the proposed green wall would be further examined at the Development Permit stage.

Robert Ciccozzi, Architect, Robert Ciccozzi Architecture Inc., introduced Mark Synan, Landscape Architect, van der Zalm and Associates Inc.

Mr. Synan provided an overview of the proposed development's landscaping and amenities. He stated that plant species have yet to be determined for the green wall, and noted that some of the amenities being proposed include a child play area, a putting green, an outdoor swimming pool, an Asian garden, and an orchard.

Discussion ensued and it was suggested that the developer consider utilizing evergreen trees in an effort to retain greenery on the site year-round.

It was moved and seconded

That Bylaw No. 8946, which makes minor amendments to the "Residential / Limited Commercial (RCL2)" zone specific to 7680 and 7720 Alderbridge Way and rezones these subject properties from "Industrial Retail (IR1)" to the amended "Residential / Limited Commercial (RCL2)", be introduced and given first reading.

CARRIED

3. MANAGER'S REPORT

(a) TransLink Performance Audit

Victor Wei, Director, Transportation, commented on the findings of TransLink's performance audit initiated by the Province. He commented that the TransLink's Board and the Mayors' Council on Regional Transportation have been tasked with working with TransLink on a long-term transportation plan for Metro Vancouver.

In reply to queries from Committee, Mr. Wei stated that the audit did not specify which areas or services would be cut in an effort to close TransLink's funding gap. However, he noted that Richmond's transportation services are likely to be impacted.

Mr. Wei commented on staff discussions with the City of Vancouver in relation to bike sharing. He stated that staff are in the process of examining bike share programs.

Planning Committee
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Discussion ensued regarding the recently released report from the City of Vancouver's Mayor's Task Force on Housing Affordability. Joe Erceg, Deputy CAO, stated that Community Services staff would examine the Task Force's findings.

(b) Gilmore Estate Lands

Mr. Erceg commented on recent correspondence with Colliers International regarding the Gilmore Estate lands, west of Ironwood. Discussion ensued and Committee requested information relating to the divisions of the land and access to them.

ADJOURNMENT

It was moved and seconded

That the meeting adjourn (4:27 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 16,
2012.

Councillor Bill McNulty
Chair

Hanieh Berg
Committee Clerk



City of Richmond

Report to Committee Planning and Development Department

To: Planning Committee
From: Wayne Craig
Director of Development

Date: October 11, 2012

File: RZ 12-613927

Re: Application by Yamamoto Architecture Inc. for Rezoning at 9111 Williams Road from Single Detached (RS1/E) to Low Density Townhouses (RTL4)

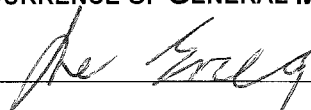
Staff Recommendation

That Bylaw No. 8963, for the rezoning of 9111 Williams Road from "Single Detached (RS1/E)" to "Low Density Townhouses (RTL4)", be introduced and given first reading.



Wayne Craig
Director of Development

EL:blg

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

Staff Report

Origin

Yamamoto Architecture Inc. has applied to the City of Richmond for permission to rezone 9111 Williams Road (**Attachment 1**) from Single Detached (RS1/E) to Low Density Townhouses (RTL4) in order to permit the development of four (4) townhouse units on the site with vehicle access from 9071 Williams Road (**Attachment 2**).

Findings of Fact

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

Surrounding Development

To the North: Existing single-family homes on lots zoned Single Detached (RS1/E).

To the East: Recently approved (under construction) 9-unit townhouse project with access from Williams Road.

To the South: Across Williams Road, three (3) single-family homes on lots zoned Single Detached (RS1/E) and South Arm Park.

To the West: A 9-unit townhouse complex with access from Williams Road. A cross-access easement is registered on title of this site (9071 Williams Road) to provide access to the subject site.

Related Policies & Studies

Arterial Road Redevelopment and Lane Establishment Policies

The current City's Lane Establishment and Arterial Road Redevelopment Policies (amended June, 2006) guide residential infill development for properties located along arterial roads, which also establish a set of location criteria and development guidelines to which residential development proposals must comply with.

The subject development site complies with all of the location criteria except for the site width. Since the subject site is an orphaned lot landlocked by the adjacent developments and a cross access easement is provided from 9071 Williams Road, it can be considered as an extension of the townhouse development to the west. Access along the frontage is not required, which would provide a higher quality pedestrian environment along the fronting street.

Floodplain Management Implementation Strategy

The applicant is required to comply with the Flood Plain Designation and Protection Bylaw (No. 8204). In accordance with the Flood Management Strategy, a Flood Indemnity Restrictive Covenant specifying the minimum flood construction level is required prior to rezoning bylaw adoption.

Affordable Housing Strategy

The applicant proposes to make a cash contribution to the affordable housing reserve fund in accordance to the City's Affordable Housing Strategy. As the proposal is for townhouses, the applicant is making a cash contribution of \$2.00 per buildable square foot as per the Strategy; making the payable contribution amount of \$11,880.00.

Staff Comments

Trees Retention and Replacement

A Tree Survey (**Attachment 4**) and a Certified Arborist's report was submitted by the applicant in support of the application. Three (3) bylaw-sized trees are identified on site and they are all in poor condition. All of these trees have been previously topped and as a result exhibit significant structural defects such as previous stem failure, narrow and weak secondary stem unions at the main branch union (below previous topping cuts), and co-dominant stems with inclusions. In addition, the existing site grade is located approximately 1.0 m below the crown of the road and as a result, the required grade changes to meet the Flood Plain Bylaw requirements would further limit the viability of existing trees. Therefore, staff concur with the Arborist's recommendation to remove all three (3) trees. Based on the 2:1 tree replacement ratio goal stated in the Official Community Plan (OCP), six (6) replacement trees are required.

According to the Preliminary Landscape Plan (**Attachment 2**), the developer is proposing to plant all of the required replacement trees on site. Tree replacement planting details will be refined as part of the Development Permit application. Should the applicant wish to begin site preparation work after Third Reading of the Rezoning Bylaw, but prior to Final Adoption of the Rezoning Bylaw, the applicant will be required to obtain a Tree Permit and submit 100% of the landscape security (i.e. \$3,000) to ensure the replacement planting is provided.

Site Servicing and Vehicle Access

No servicing concerns. Site analysis for service connections will be required at Building Permit state.

Sole vehicular access to this new townhouse project is to be from Williams Road through the existing Access Easement (BB709772) on the adjacent property (9071 Williams Road) only. No direct vehicular access is permitted to Williams Road. This access arrangement was envisioned when the original Rezoning and Development Permit applications for the adjacent townhouse development at 9071 Williams Road were approved by Council. Registration of a legal agreement on title ensuring vehicle access is from this Access Easement on 9071 Williams Road will be required prior to final adoption of the rezoning bylaw. Removal of the existing sidewalk crossing and reinstatement of the side walk will be done through a City Work Order at developer's cost prior to issuance of a Building Permit.

Indoor Amenity Space

The applicant is proposing a contribution in-lieu of on-site indoor amenity space in the amount of \$4,000 as per the Official Community Plan (OCP) and Council policy.

Outdoor Amenity Space

Outdoor amenity space will be provided at the northwest corner of the site and is adequately sized based on Official Community Plan (OCP) guidelines. The proposed outdoor amenity space will be consolidated with the outdoor amenity area of the adjacent development to the west. This arrangement was envisioned when the original Rezoning and Development Permit applications for the adjacent townhouse development at 9071 Williams Road were approved by Council. A cross-access easement on 9071 Williams Road has already been secured; a cross-access easement over the shared outdoor space on the subject site is required prior to rezoning bylaw adoption. The agreement must include language to ensure that no fencing dividing the consolidated outdoor amenity area is permitted.

The design of the children's play area and landscape details will be refined as part of the Development Permit application.

Public Input

The applicant has forwarded confirmation that a development sign has been posted on the site. Staff did not receive any telephone calls or written correspondence expressing concerns in association with the subject application.

The applicant has also advised that the proposal including the proposed vehicle access and outdoor amenity space design were presented to the Strata Council at 9071 Williams Road and there is no concern.

Analysis

OCP Compliance – Arterial Road Developments

The proposed development is generally consistent with the Development Permit Guidelines for multiple-family projects contained in the Official Community Plan (OCP). The proposed height, siting and orientation of the buildings respect the massing of the existing single-family homes to the north and the townhouse developments to the east and west. All units are two (2) storeys in height and this massing will be controlled through the Development Permit process.

Requested Variances

Based on the review of the current site plan for the project, the following variances are being requested:

1. Reduce the minimum lot width on local arterial road from 40.0 m to 20.12 m.
2. Reduce the minimum west side yard setback from 3.0 m to 1.7 m to for a single-storey garbage and recycling enclosure attached to a street fronting building located adjacent to the entry driveway of the development to the west.
3. Allow one (1) small car parking stall in each of the side-by-side garages (4 small car stalls in total).

Staff support the first variance since the subject site is an orphan lot located between two (2) recently developed townhouse complexes. The second and third variances will be reviewed in the context of the overall detailed design of the project, including architectural form, site design and landscaping at the Development Permit stage.

Design Review and Future Development Permit Considerations

A Development Permit will be required to ensure that the development at 9111 Williams Road is sensitively integrated with adjacent developments. The rezoning conditions will not be considered satisfied until a Development Permit application is processed to a satisfactory level. In association with the Development Permit, the following issues are to be further examined:

- Guidelines for the issuance of Development Permits for multiple-family projects contained in Section 9.3 (Multiple-Family Guidelines);
- Detailed review of building form and architectural character;
- Detailed review of the design of the consolidated outdoor amenity space, including site grade and enhancement of the outdoor amenity area to maximize use;
- Opportunities to maximize permeable surface areas and articulate hard surface treatment; and
- Provision of a convertible unit and other accessibility/aging-in-place features.

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

Financial Impact or Economic Impact

None.

Conclusion

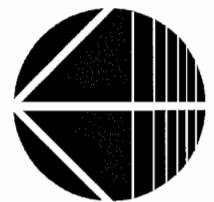
The subject infill development proposal is generally consistent with the Official Community Plan (OCP) regarding developments along local arterial roads. Further review of the project design will be required to ensure a high quality project, and will be completed as part of the future Development Permit process. On this basis, staff recommend that the proposed rezoning be approved.



Edwin Lee
Planner 1
(604-276-4121)

EL:blg

Attachment 1: Location Map
Attachment 2: Conceptual Development Plans
Attachment 3: Development Application Data Sheet
Attachment 4: Tree Survey
Attachment 5: Rezoning Considerations Concurrence



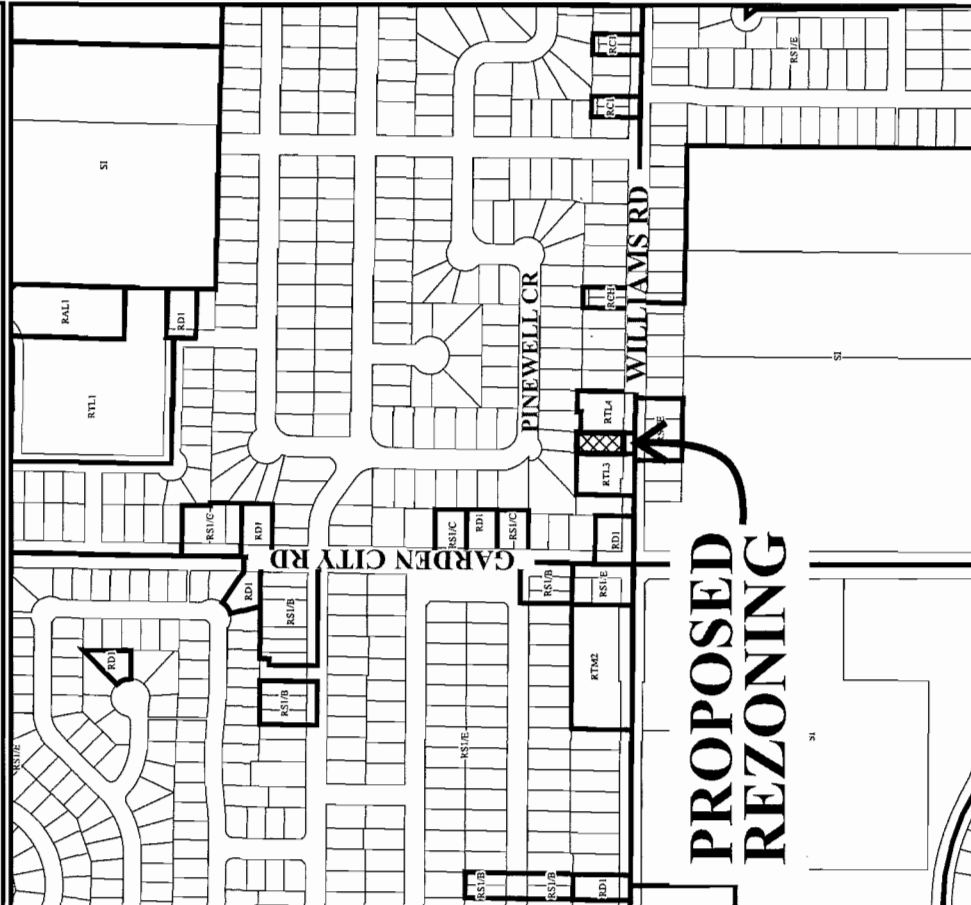
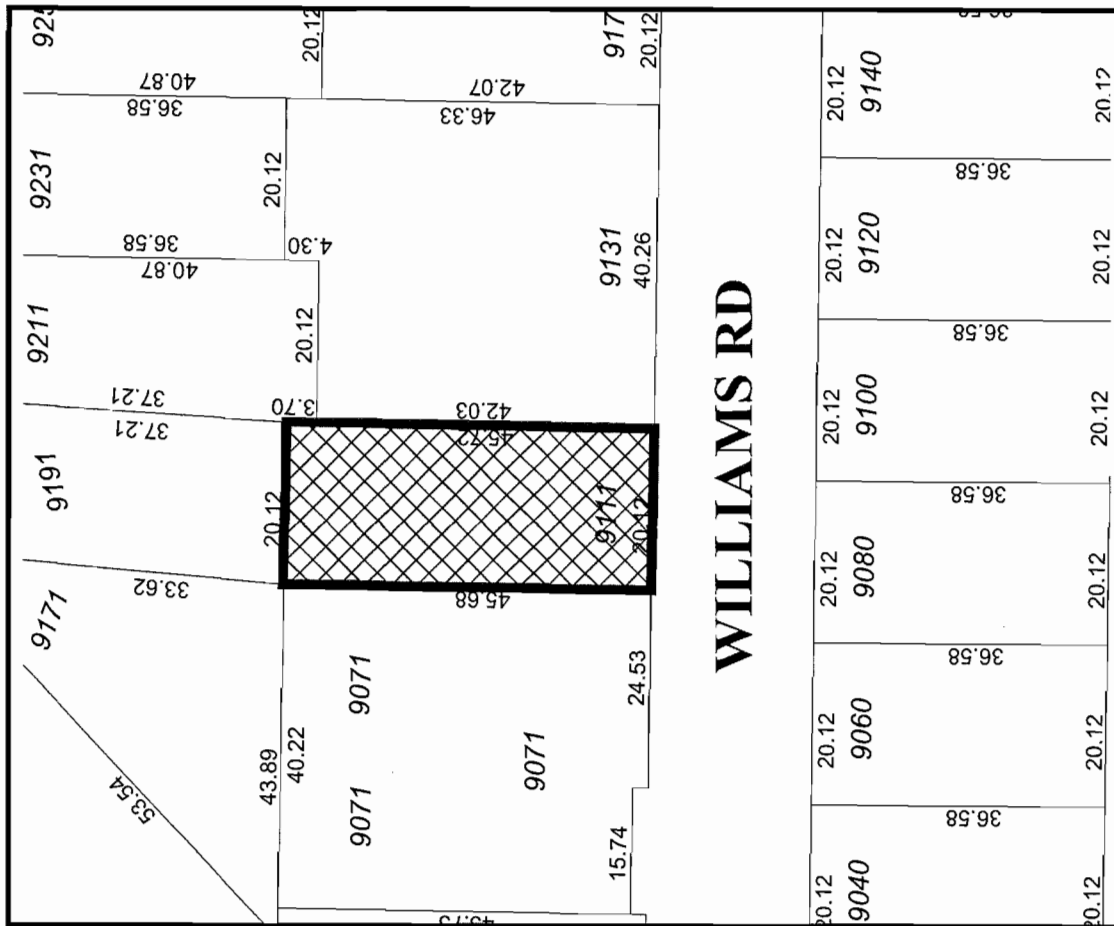
PROPOSED REZONING

RZ 12-613927

Original Date: 07/09/12

Revision Date:

Note: Dimensions are in METRES



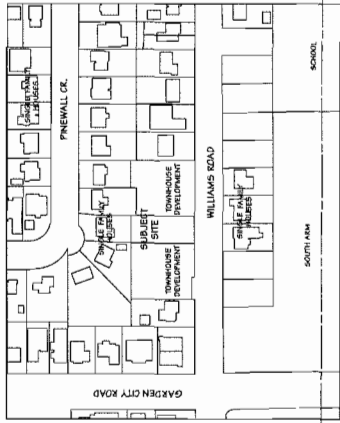


RZ 12-613927

Original Date: 07/10/12

Amended Date:

Note: Dimensions are in METRES



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



SITE PLAN
SCALE: 1/32" = 1'-0"

STATISTICS:

DATE: 12/15/2021
 DESIGN: JAMES MORTIS
 PROJECT: 4 UNIT TOWNHOUSE DEVELOPMENT
 LOT AREA: 9,800 SQ. FT.
 LOT COVERAGE: 35.4%
 MAX. ALLOWED: 3,430 SQ. FT.
 PROPOSED: 3,430 SQ. FT.

F.A.R.:

MAX. ALLOWED FLOOR AREA (F.A.R.): 3,430 SQ. FT.
 PROPOSED FLOOR AREA: 3,430 SQ. FT.
 GARAGE AREA: 2,000 SQ. FT.
 BICYCLE: 10 BICYCLES
 AMENITY AREA: 1,000 SQ. FT.

PARKING

REQUIRED	2.0 SPACES PER UNIT
PROVIDED	2.0 SPACES PER UNIT
TOTAL	2.0 SPACES PER UNIT

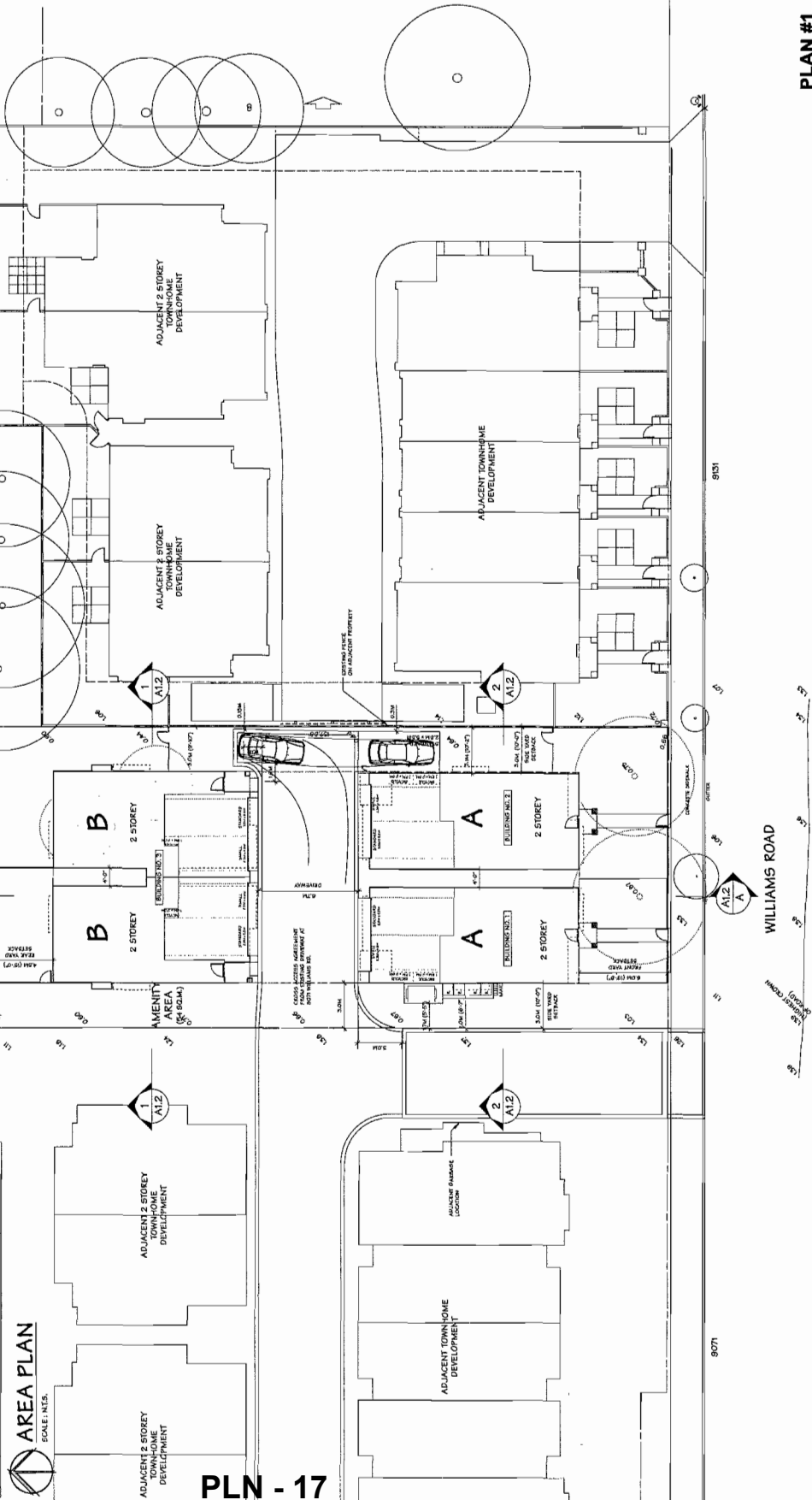
BICYCLE

REQUIRED	1.0 SPACE PER UNIT
PROVIDED	1.0 SPACE PER UNIT
TOTAL	1.0 SPACE PER UNIT

AMENITY AREA

REQUIRED	1.0 SPACE PER UNIT
PROVIDED	1.0 SPACE PER UNIT
TOTAL	1.0 SPACE PER UNIT

VARIANCE REQUESTED:
 1) GARAGE ENDOACHING 1.3M INTO SIDE YARD SETBACK



PLN - 17

NO.	DATE	REVISION
1	12/15/2021	1.0
2	12/15/2021	2.0
3	12/15/2021	3.0

PROJECT:
 4 UNIT TOWNHOUSE DEVELOPMENT

DESIGNER:
 YAMAMOTO ARCHITECTURE INC.

DATE:
 12/15/2021

SCALE:
 1/32" = 1'-0"

SHEET NO.:
 A1.0

DATE:
 12/15/2021

PROJECT:
 4 UNIT TOWNHOUSE DEVELOPMENT

DESIGNER:
 YAMAMOTO ARCHITECTURE INC.

DATE:
 12/15/2021

SCALE:
 1/32" = 1'-0"

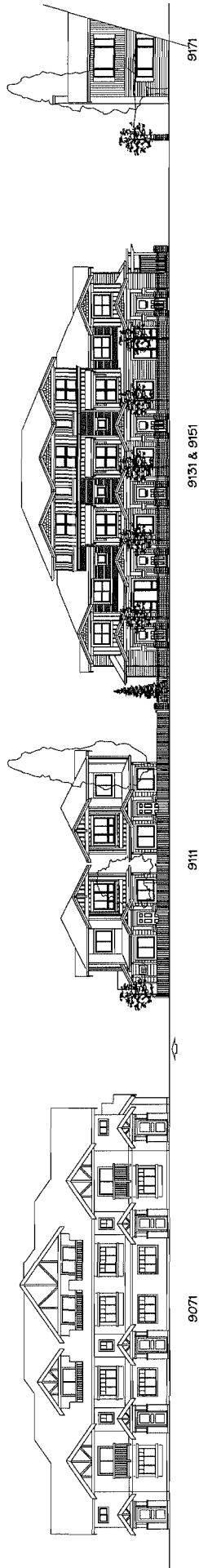
SHEET NO.:
 A1.0

DATE:
 12/15/2021

PROJECT:
 4 UNIT TOWNHOUSE DEVELOPMENT

DESIGNER:
 YAMAMOTO ARCHITECTURE INC.

DATE:
 12/15/2021



SOUTH ELEVATION - WILLIAMS ROAD

2	SEPT 16, 2013	GENERAL ELEVATION
1	JUNE 16, 2014	1/2 REVISION
NO.	DATE	REVISION
COMPILED BY		

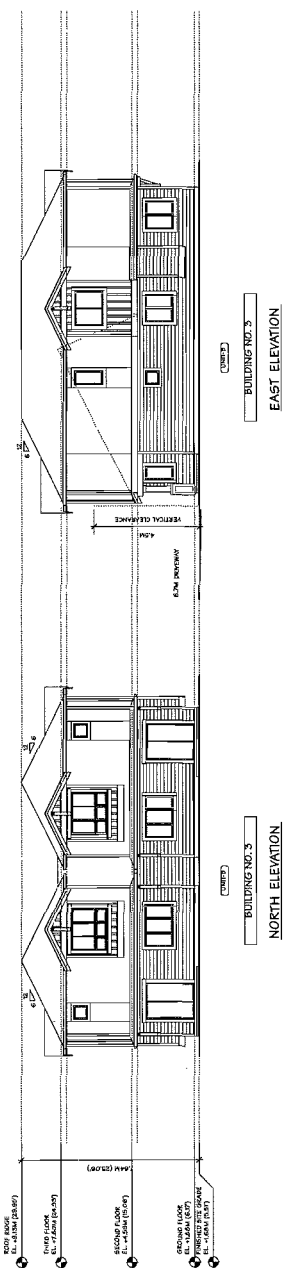
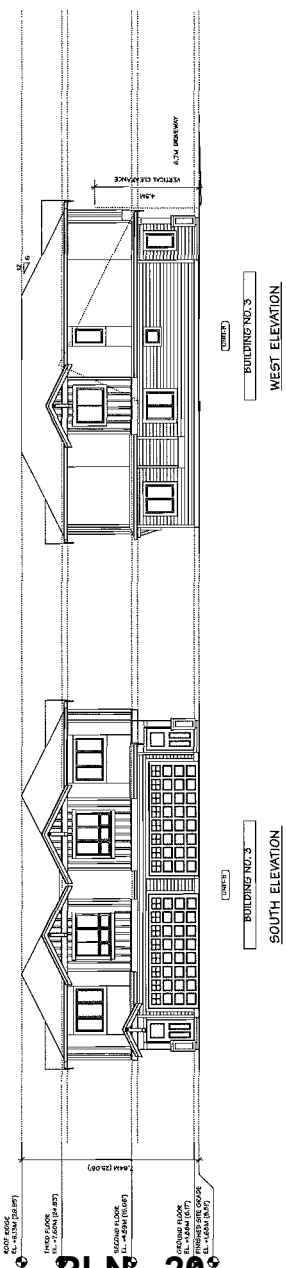
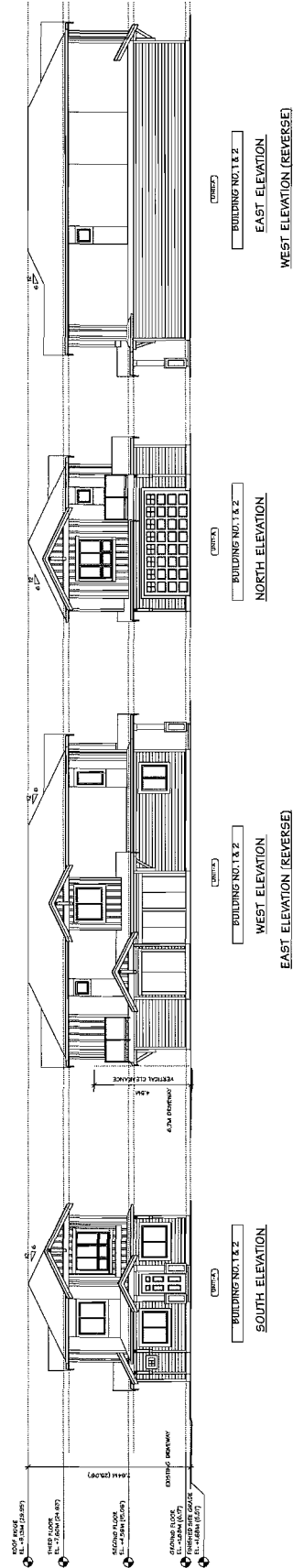
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Project: 4 UNIT TOWNHOUSE
Drawing Title: SOUTH ELEVATION - WILLIAMS ROAD

401 WILLIAMS ROAD
RICHMOND, VA

Yamamoto
Architecture Inc.

401 WILLIAMS ROAD, INC.
RICHMOND, VA 23220
DRAWING TITLE
STREETSCAPE

SCALE	1/8" = 1'-0"	SHEET NO.
DATE	10/16/13	A4.0
PROJECT	4 UNIT TOWNHOUSE	RZ 12-511927
CHECKED		PROJECT NO.



PLN - 20

NO.	DATE	REVISION
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2	10/15/2022	12.0.0 (12/15/2022)
3	10/15/2022	12.0.0 (12/15/2022)

PROJECT
4 UNIT TOWNHOUSE
DEVELOPMENT

8111 WILLIAM ROAD
BIRMINGHAM, AL

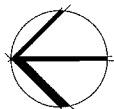
Yamamoto
Architecture Inc.

DATE: 10/15/2022
DRAWN BY: J. YAMAMOTO
CHECKED BY: J. YAMAMOTO

SCALE	1" = 1'-0"
DATE	OCT. 1, 2021
DRAWN	JP
CHECKED	JP

PLAN #4a

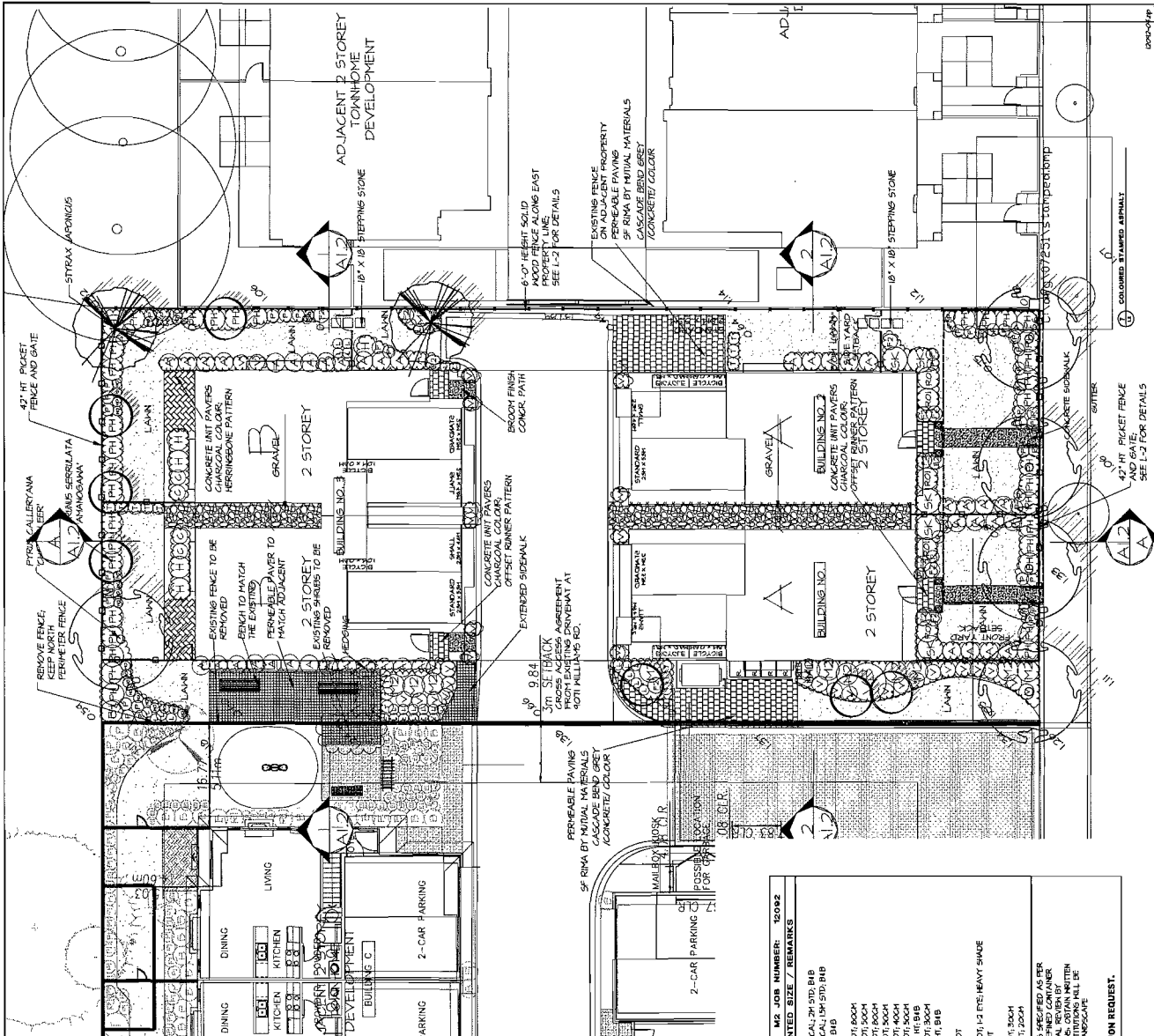
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RZ 19-030827

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PROJECT: 4 UNITS TOWNHOUSE DEV.

LANDSCAPE
PLAN

DATE:	DRAWING NUMBER:
SCALE: 1/8" = 1'-0"	L1
DRAWN:	
DESIGN:	
CHECK:	
SQA PROJECT NUMBER: 12-09	



PLANT SCHEDULE				M2 JOB NUMBER	52092
OTY	BOTANICAL NAME	COMMON NAME	PLANTED SIZE / REMAINS		
1	FRAXSERRULATA 'AMAGANAN'	AMAGANAN GERRY	6CM CAL, 2M STD, B1B		
2	PIRUSCALLERYANA 'CHANTICLEER'	CHANTICLEER PEAR	6CM CAL, 1.5M STD, B1B		
3	STYRAXJAPONICA	JAPANESE SPORREL	2.5M B1B		
4	ASBESTRUMJENCKE COFFACTA	COFFACT STRAINLESS BUSH	# P101, B00H		
5	CONICUSSERICEA	RETTING DOGWOOD	# P101, B00H		
6	HYDRANGEAMAGNOLIFOLIA 'LADY IN RED'	LADY IN RED HYDRANGEA	# P101, B00H		
7	PROSTRATA X FRAGRIS	PROSTRATE DOGWOOD	# P101, B00H		
8	HYDRANGEA 'MAGNOLIA'	MAGNOLIA DOGWOOD	# P101, B00H		
9	SCOPARIAMEXICANA (OR PALE)	JAPANESE SPERMA	# P101, B00H		
10	ITALIA OCCIDENTALIS SHAGBARK	SHAGBARK GREEN CEDAR	1.5M HT, B1B		
11	VERBENUM DAVIDI	DAVID'S VERBENUM	# P101, B00H		
12	VERBENUM X BURKHODI	BURKHOD VERBENUM	1.5M HT, B1B		
13	HISCANTISSINENSIS THURIFRASCENS	FLAME GRASS	# P101		
14	KOSTIA UNOLATA VARESIATA 'NIGRO-HARGHATA'	IRISH VARESIATED KOSTIA	# P101, 1/2 FT, HEAVY SHADE		
15	LAVANDULA ANGUSTIFOLIA 'NIGROE BLUE'	ENGLISH LAVENDER	# P101		
16	ACANTHUS PRINCEPS	PRINCE'S ACANTHUS	# P101, B00H		
17	POLYSTICHUM NANTHUS	NANTHUS FERN	# P101, B00H		
18	ADANTUM PRINCEPS	PRINCE'S ADANTUM	# P101, B00H		
19	ADANTUM PRINCEPS	PRINCE'S ADANTUM	# P101, B00H		
20	ADANTUM PRINCEPS	PRINCE'S ADANTUM	# P101, B00H		
21	ADANTUM PRINCEPS	PRINCE'S ADANTUM	# P101, B00H		
22	ADANTUM PRINCEPS	PRINCE'S ADANTUM	# P101, B00H		
23	ADANTUM PRINCEPS	PRINCE'S ADANTUM	# P101, B00H		
24	ADANTUM PRINCEPS	PRINCE'S ADANTUM	# P101, B00H		
25	ADANTUM PRINCEPS	PRINCE'S ADANTUM	# P101, B00H		
26	ADANTUM PRINCEPS	PRINCE'S ADANTUM	# P101, B00H		
27	ADANTUM PRINCEPS	PRINCE'S ADANTUM	# P101, B00H		
28	ADANTUM PRINCEPS	PRINCE'S ADANTUM	# P101, B00H		
29	ADANTUM PRINCEPS	PRINCE'S ADANTUM	# P101, B00H		
30	ADANTUM PRINCEPS	PRINCE'S ADANTUM	# P101, B00H		
31	ADANTUM PRINCEPS	PRINCE'S ADANTUM	# P101, B00H		
32	ADANTUM PRINCEPS	PRINCE'S ADANTUM	# P101, B00H		
33	ADANTUM PRINCEPS	PRINCE'S ADANTUM	# P101, B00H		
34	ADANTUM PRINCEPS	PRINCE'S ADANTUM	# P101, B00H		
35	ADANTUM PRINCEPS	PRINCE'S ADANTUM	# P101, B00H		
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[illegible]



RZ 12-613927

Attachment 3

Address: 9111 Williams Road

Applicant: Yamamoto Architecture Inc.

Planning Area(s): Broadmoor

	Existing	Proposed
Owner:	0868256 B.C. Ltd.	No Change
Site Size (m²):	919 m ²	No Change
Land Uses:	Single-Family Residential	Multiple-Family Residential
OCP Designation:	Low-Density Residential	No Change
Area Plan Designation:	N/A	No Change
702 Policy Designation:	N/A	No Change
Zoning:	Single Detached (RS1/E)	Low Density Townhouses (RTL4)
Number of Units:	1	4
Other Designations:	N/A	No Change

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.60	0.60	none permitted
Lot Coverage – Building:	Max. 40%	39%	none
Lot Coverage – Non-porous Surfaces:	Max. 65%	65% max.	none
Lot Coverage – Landscaping:	Min. 25%	25% min.	none
Setback – Front Yard (m):	Min. 6.0 m	6.0 m	none
Setback – East Side Yard (m):	Min. 3.0 m	3.0 m	none
Setback – West Side Yard (m):	Min. 3.0 m	1.7 m	variance required
Setback – Rear Yard (m):	Min. 3.0 m	4.5 m	none
Height (m):	Max. 12.0 m (3 storeys)	2 storeys (12.0 m max.)	none
Lot Width:	Min. 40.0 m	20.12 m	variance required
Off-street Parking Spaces – Regular (R) / Visitor (V):	2 (R) and 0.2 (V) per unit	2 (R) and 0.25 (V) per unit	none
Off-street Parking Spaces – Total:	9	9	none

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Tandem Parking Spaces:	Not permitted	none	none
Small Car Parking Spaces	Not permitted	4	variance required
Handicap Parking Spaces:	none	none	
Amenity Space – Indoor:	Min. 70 m ² or Cash-in-lieu	Cash-in-lieu	none
Amenity Space – Outdoor:	Min. 6 m ² x 4 units = 24 m ²	54 m ²	none

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

**TOPOGRAPHIC SURVEY OF LOT 65 EXCEPT: PART SUBDIVIDED BY PLAN 34657:
SECTION 27 BLOCK 4 NORTH RANGE 6 WEST
NEW WESTMINSTER DISTRICT PLAN 27556**

#9111 WILLIAMS ROAD,
RICHMOND, B.C.
P.I.D 008-903-905

SCALE: 1:200

0 5 10 15

ALL DISTANCES ARE IN METRES AND DECIMALS
THEREOF UNLESS OTHERWISE INDICATED



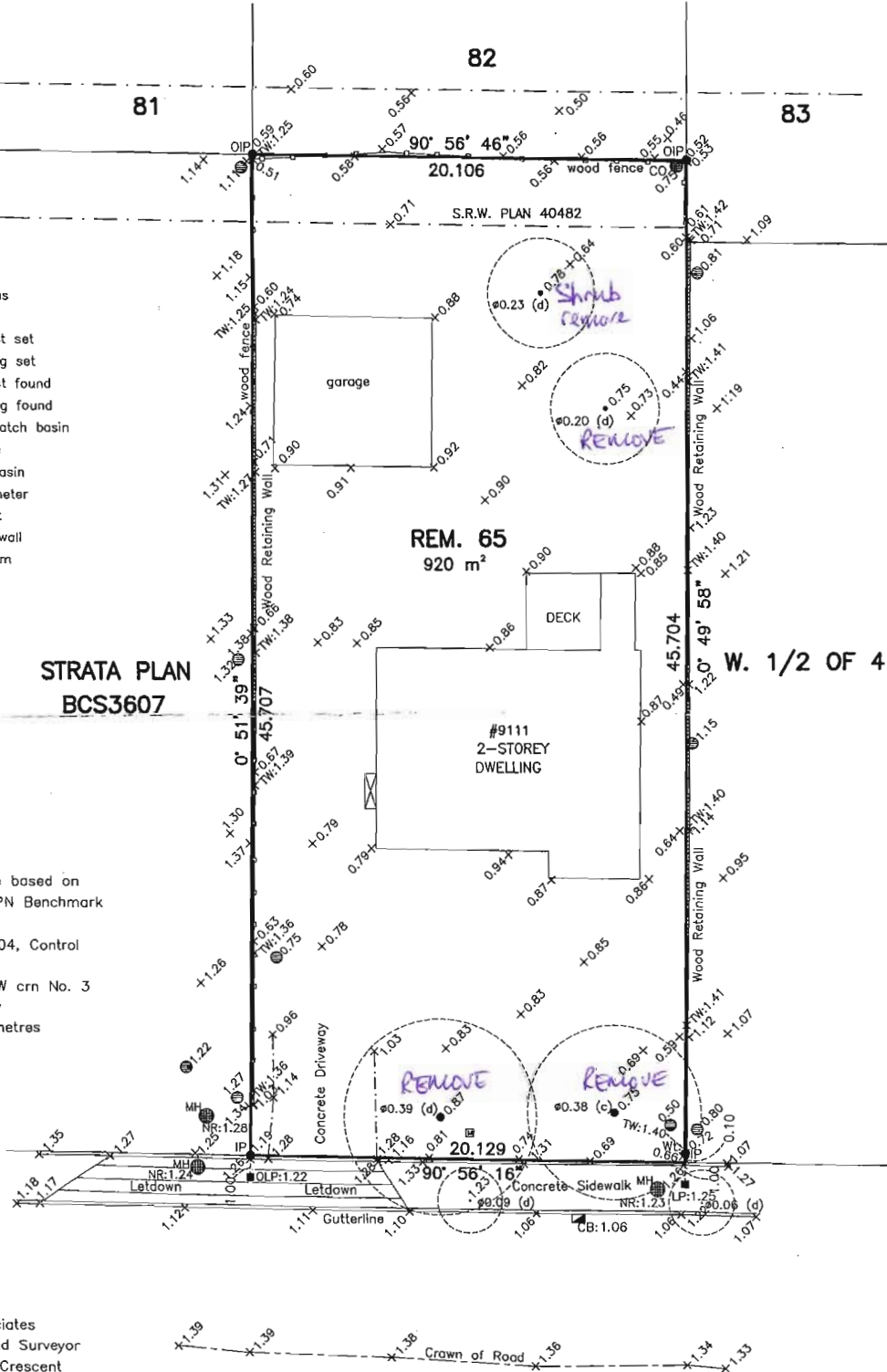
LEGEND:

- (d) denotes deciduous
- (c) denotes conifer
- IP denotes iron post set
- LP denotes lead plug set
- OIP denotes iron post found
- OLP denotes lead plug found
- ⊙ denotes round catch basin
- MH ⊙ denotes manhole
- CB ⊙ denotes catch basin
- ⊙ denotes water meter
- CO denotes cleanout
- TW denotes top of wall
- NR denotes north rim
- WL denotes witness

**STRATA PLAN
BCS3607**

NOTE:

Elevations shown are based on
City of Richmond HPN Benchmark
network.
Benchmark: HPN #204, Control
Monument 02H2452
In grassy area @ SW crn No. 3
Rd & Steveston Hwy
Elevation = 1.559 metres



© copyright
J. C. Tam and Associates
Canada and B.C. Land Surveyor
115 - 8833 Odlin Crescent
Richmond, B.C. V6X 3Z7
Telephone: 214-8928
Fax: 214-8929
E-mail: office@jctam.com
Website: www.jctam.com
Job No. 4889
FB-174 P36-38
Drawn By: MY

WILLIAMS ROAD

CERTIFIED CORRECT:

LOT DIMENSION ACCORDING TO
FIELD SURVEY.

[Signature]
JOHNSON C. TAM, B.C.L.S.

JUNE 4th, 2012

PLN - 24

DWG No. 4889-TOP0



Address: 9111 Williams Road

File No.: RZ12-613927

Prior to final adoption of Zoning Amendment Bylaw 8963 , 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 ensuring that the only means of vehicle access is from the existing access easement (BB709772) on the adjacent property to the west (9071 Williams Road) and that there be no direct access to Williams Road.
3. Registration of a cross-access easement over the outdoor amenity area between the subject site and the adjacent property to the west (9071 Williams Road) for shared use of open space. The Agreement must include languages to ensure that no fencing dividing the consolidated outdoor amenity area is permitted.
4. Contribution of \$1,000 per dwelling unit (e.g. \$4,000) in-lieu of on-site indoor amenity space.
5. City acceptance of the developer's offer to voluntarily contribute \$2.0 per buildable square foot (e.g. \$11,880) to the City's affordable housing fund.
6. The submission and processing of a Development Permit* completed to a level deemed acceptable by the Director of Development.

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

1. Submission of a Construction Parking and Traffic Management Plan to the Transportation Division. Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.
2. Incorporation of accessibility measures in Building Permit (BP) plans as determined via the Rezoning and/or Development Permit processes.
3. Removal of the existing sidewalk crossing and reinstatement of the sidewalk to be done at the developer's sole cost via City Work Order.
4. Obtain a Building Permit (BP) for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Division at 604-276-4285.

Note:

- * This requires a separate application.
- Where the Director of Development deems appropriate, the preceding agreements are to be drawn not only as personal covenants of the property 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.
- Private utility companies may require rights-of-ways to accommodate their equipment. It is recommended that the developer contact the private utility companies to learn of their requirements.

[signed original on file]

Signed

Date



**Richmond Zoning Bylaw 8500
Amendment Bylaw 8963 (RZ 12-613927)
9111 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 **LOW DENSITY TOWNHOUSES (RTL4)**.

P.I.D. 008-903-905

Lot 65 Except: Part Subdivided by Plan 34657; Section 27 Block 4 North Range 6 West
New Westminster District Plan 27556

2. This Bylaw may be cited as **“Richmond Zoning Bylaw 8500, Amendment Bylaw 8963”**.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED

CITY OF RICHMOND
APPROVED by <i>E.L.</i>
APPROVED by Director or Solicitor <i>W</i>

MAYOR

CORPORATE OFFICER



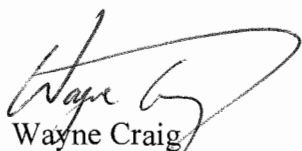
City of Richmond

Report to Committee Planning and Development Department

To: Planning Committee
From: Wayne Craig
Director of Development
Date: October 9, 2012
File: RZ 12-610919
Re: Application by Benn Panesar for Rezoning at 2420 McKessock Avenue and a portion of 2400 McKessock Avenue from Single Detached (RS1/D) to Single Detached (RS2/B)

Staff Recommendation

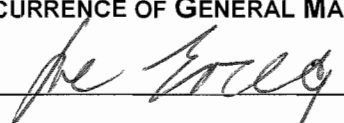
1. That Bylaw No. 8943, for the rezoning of 2420 McKessock Avenue and a portion of 2400 McKessock Avenue from "Single Detached (RS1/D)" to "Single Detached (RS2/B)", be introduced and given first reading.
2. That Council direct staff to conduct public consultation beginning in January 2013 with the owners and residents of properties identified in a specified notification area within the Bridgeport planning area (as shown on **Attachment 6** to the report dated October 9, 2012, from the Director of Development), for the purpose of exploring:
 - a. land use options for future redevelopment of those properties shown hatched on **Attachment 6**; and
 - b. road alignment options for the extension of McKessock Place.



Wayne Craig
Director of Development

CL:blg

Att.

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

Staff Report

Origin

Benn Panesar has applied to the City of Richmond for permission to rezone 2420 McKessock Avenue and an 84 m² (3.048 m x 27.563 m) portion of 2400 McKessock Avenue from “Single Detached (RS1/D)” to “Single Detached (RS2/B)”, to permit the site to be subdivided into two (2) lots with vehicle access to McKessock Avenue (**Attachment 1**).

The 84 m² portion of 2400 McKessock Avenue has been included in this Rezoning application for the following reasons:

- there is an active Subdivision application (SD 12-605946) to assemble that portion of land with 2420 McKessock Avenue, which has yet to be completed;
- to achieve the minimum lot area required to create two (2) “Single Detached (RS2/B)” lots at this site; and
- to enable a greater width for the future south lot so as to not require encroachment into the existing utility right-of-way on-site.

Prior to rezoning, the initial subdivision is required to be completed and the applicant is required to confirm through a survey plan that the remaining lot and house at 2400 McKessock Avenue complies with zoning.

Findings of Fact

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

Surrounding Development

The subject site is located in an established residential neighbourhood consisting of single-detached dwellings on a mix of medium-sized and large-sized lots. Other land uses exist nearby, south of Bridgeport Road and east of Shell Road, such as low-density townhouses, medium-density low rise apartment housing, and limited industrial retail uses.

To the immediate north of the subject site is an older character single-detached dwelling on a large irregular-shaped lot zoned “Single Detached (RS1/D)”.

To the east, is the backland portion of a property fronting Bridgeport Road (10671 Bridgeport Road), on which there is an older character single-detached dwelling on a lot zoned “Single Detached (RS1/D)”.

To the south, is an older character single-detached dwelling on a lot zoned “Single Detached (RS1/D)”, which fronts Bridgeport Road (10651 Bridgeport Road).

To the west, immediately across McKessock Avenue, are newer character dwellings on lots zoned “Single Detached (RS1/D)” and “Single Detached (RS1/B)”.

Related Policies & Studies

Official Community Plan (OCP) Designation

The subject site is located in the Bridgeport Planning Area. The OCP's Generalized Land Use Map designation for this site is "Neighbourhood Residential". The Bridgeport Area Plan's Land Use Map designation for this site is "Residential (Single-Family)". This redevelopment proposal is consistent with these designations.

Lot Size Policy 5448

The subject site is located within the area covered by Lot Size Policy 5448, adopted by City Council in 1991 and amended in February 2012 (**Attachment 3**). For properties that are not located on a main street (such as the subject site), the Policy permits rezoning and subdivision in accordance with "Single Detached (RS2/B)".

The amendment to the Lot Size Policy in February 2012 enabled the properties on the north side of Bridgeport Road, between No. 4 Road and the west side of McKessock Avenue, to rezone and subdivide to "Compact Single Detached (RC2)" or "Coach House (RCH)" where there is lane access. The properties on the north side of Bridgeport Road, between the east side of McKessock Avenue and Shell Road, were not affected by the Lot Size Policy amendment, as this block was identified for a more comprehensive review to explore redevelopment options for specific lots. Currently, the Lot Size Policy permits lots on the north side of Bridgeport Road in this block to rezone and subdivide to "Single Detached" (RS2/B)".

The proposed comprehensive review has not been undertaken yet, and is discussed further in the "Analysis" section of this report. The subject site at 2420 and 2400 McKessock Avenue is not among those specific lots to be included in the proposed comprehensive review because it is not on Bridgeport Road and redevelopment of the site does not preclude adjacent lots from redeveloping in the future.

The Lot Size Policy permits the subject site to rezone and subdivide in accordance with "Single Detached (RS2/B)". This redevelopment proposal would allow for two (2) lots to be created, each approximately 13 m to 14 m wide and 360 m² to 396 m² in area, consistent with established pattern of redevelopment on McKessock Avenue.

Aircraft Noise Sensitive Development Policy

The Aircraft Noise Sensitive Development (ANSD) Policy applies to the subject site, which is located within the High Aircraft Noise Area (Area 2). In accordance with this Policy, all aircraft noise sensitive land uses may be considered except single-family unless single-family redevelopment is supported by an existing Lot Size Policy. Prior to rezoning adoption, the applicant is required to register an aircraft noise sensitive use covenant on Title to address public awareness and to ensure aircraft noise mitigation is incorporated into dwelling design and construction.

Affordable Housing Strategy

Richmond's Affordable Housing Strategy requires a secondary suite on 50% of new lots, or a cash-in-lieu contribution of \$1.00/ft² of total building area toward the Affordable Housing Reserve Fund for single-family rezoning applications.

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

Should the applicant change their mind prior to rezoning adoption about the affordable housing option selected, a voluntary contribution to the City's Affordable Housing Reserve Fund in-lieu of providing the secondary suite will be accepted. In this case, the voluntary contribution would be required to be submitted prior to final adoption of the rezoning bylaw, and would be based on \$1.00/ft² of total building area of the single-detached dwellings (i.e. \$4,475).

Flood Management

Registration of a flood indemnity covenant on Title is required prior to final adoption of the rezoning bylaw.

Public Input

In response to the rezoning sign being installed on the subject site, Staff has received feedback from four (4) neighbourhood residents, who have expressed concerns about the application (**Attachment 4**). A summary of concerns raised includes:

- The need to consider this redevelopment proposal within the context of the immediate surrounding neighbourhood;
- The potential implications for future redevelopment of adjacent properties.
- Proposed vehicle access to the site;
- The lack of a comprehensive review or concept plan that identifies redevelopment options for this neighbourhood, and that identifies required servicing, boulevard improvements, and road/lane alignment;
- Achieving the maximum benefit for all property owners involved; and
- Achieving higher residential density in this neighbourhood;

This rezoning application does not preclude adjacent properties from redeveloping in the future. Discussion of the public consultation process to address the concerns raised regarding future redevelopment options for specific lots in the immediate surrounding neighbourhood is included in the "Analysis" section.

Staff Comments

Background

In recent years, this neighbourhood has undergone some redevelopment through rezoning and subdivision to smaller lot sizes, consistent with the Lot Size Policy. This redevelopment proposal is consistent with the established pattern of redevelopment in the neighbourhood.

Trees & Landscaping

A Certified Arborist's Report was submitted by the applicant, which identifies tree species, assesses the condition of trees, and provides recommendations on tree retention and removal relative to the development proposal. The Report identifies and assesses three (3) bylaw-sized trees and one (1) undersized tree on the subject property. The Report recommends:

- Retention of Tree # 3 (Hazelnut) with tree protection fencing installed at 3 m from the base of the tree stem on each side (based on the dripline); and
- Removal of Trees # 1, 2, and 4 based on poor condition.

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

- Retain Tree # 3 based on its good condition; and
- Remove Trees # 1, 2 and 4 based on their poor condition due to previous topping and structural defects.

The final Tree Retention Plan is included in **Attachment 5**.

Tree protection fencing must be installed as described in the Arborist's recommendations and to City standard prior to demolition of the existing dwellings on the subject site, and must remain in place until construction and landscaping on the future lots has been completed. Removal of the undersized cedar hedge within the Tree Protection Zone of Tree # 3 cannot be done with excavation equipment as this will damage the tree's roots. The portion of the undersized Cedar hedge within the Tree Protection Zone of Tree # 3 will need to be cut to grade and stumps removed with a stump grinder.

To ensure survival of Tree # 3, the applicant is required to submit the following items prior to rezoning adoption:

- A Contract with a Certified Arborist for supervision of any works to be conducted within close proximity to the Tree Protection Zone. The Contract must include the proposed number and stages of site monitoring inspections (e.g. demolition, excavation, perimeter drainage installation etc.), as well as a provision for a post-construction impact assessment report to be submitted to the City for review; and
- A Survival Security to the City in the amount of \$1,000 (reflects the 2:1 replacement tree ratio at \$500/tree). The City will release 90% of the security after construction and landscaping on the future lots is completed, inspections are approved, and an acceptable Arborist's post-construction impact assessment report is received. The remaining 10% of the security will be released one (1) year later, subject to inspection, to ensure Tree # 3 has survived.

Based on the 2:1 tree replacement ratio goal in the Official Community Plan (OCP) and the size requirements for replacement trees in the City's Tree Protection Bylaw, a total of four (4) replacement trees* are required to be planted and maintained on the future lots, with the following minimum sizes:

No. of Replacement Trees	Minimum Caliper of Deciduous Tree	or	Minimum Height of Coniferous Tree
2	8 cm		4 m
2	11 cm		6 m

*Note: Tree replacement is not required for removal of the undersized Tree # 1.

To ensure that the four (4) replacement trees are planted and maintained on the future lots, the applicant is required to submit a Landscaping Security to the City in the amount of \$2,000 (\$500/tree) prior to rezoning adoption.

Existing Utility Right-of-Way

There is an existing 3 m wide utility right-of-way that runs along the south property line of the subject property for the existing sanitary sewer. The applicant is aware that restrictions exist on the placement of fill, retaining walls, buildings and structures within the right-of-way, and that if the applicant seeks to encroach into the right-of-way that he must apply for and be granted an encroachment permit by the City's Engineering division at development stage.

Site Servicing & Vehicle Access

There are no servicing concerns with rezoning.

Vehicle access to the proposed new lots will be from McKessock Avenue.

Subdivision

At future subdivision stage (SD 12-610920), the applicant will be required to:

- Pay Development Cost Charges (City and GVS&DD), Engineering Improvement Charge (for future frontage improvements), School Site Acquisition Charge, Address Assignment Fee, and Servicing Costs. As with other mid-block development applications, actual construction of frontage improvements, such as a treed/grassed boulevard, sidewalk, curb, gutter, lighting etc., is not required at this time for the subject site application. The City's standard practice for mid-block sites is to collect Engineering Improvement Charges for future frontage improvements to be constructed at such time that a majority of the block has redeveloped and contributed to funding the improvements.
- Register a statutory right-of-way along the east property line of the site to extend the sanitary sewer to service the proposed north lot.

Analysis

This redevelopment proposal is consistent with the existing Lot Size Policy for the neighbourhood because it enables two (2) lots to be created fronting McKessock Avenue, which would be approximately 13 m to 14 m wide and 360 m² to 396 m² in area, in accordance with the proposed "Single Detached (RS2/B)" zoning.

This rezoning application does not preclude adjacent properties from redeveloping in the future, and it is for this reason that staff is supportive of the subject proposal moving forward at this time.

However, due to the geometry of several adjacent properties fronting the north side of Bridgeport Road in the block between McKessock Avenue and Shell Road, and due to concerns raised by neighbourhood residents during the review of this rezoning application, it is appropriate at this time to begin the separate comprehensive review of land use options for specific lots within this block, as proposed in the staff report to amend Lot Size Policy 5448 in February 2012.

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

- there are three (3) deep lots on Bridgeport Road that lend themselves to more efficient use of the land than that currently permitted by the existing Lot Size Policy;
- there are challenges associated with extending McKessock Place to service the existing backlands of lots fronting McKessock Avenue, Shell Road, and Bridgeport Road, and also with providing secondary emergency access;
- there is greater potential for some properties to be left as “orphan lots” due to their location and configuration;
- there is less chance of all property owners in the neighbourhood achieving the maximum benefit of their land;
- there is less opportunity for the City to review servicing capacity (minimum 3-lot subdivision or multi-family development proposal required), and for lower costs associated with servicing upgrades and boulevard improvements, where required;

Therefore, staff recommends that Council direct staff to undertake public consultation, beginning in January 2013, with the owners and residents of properties within the area bounded by:

- the east side of McKessock Avenue between Bridgeport Road and the north side of McKessock Place;
- the north side of Bridgeport Road between McKessock Avenue and Shell Road; and
- the west side of Shell Road between Bridgeport Road and the Railway Right-Of-Way north of McKessock Place.

The specific notification area is identified in **Attachment 6**.

The scope of public consultation would be:

- a. to explore land use options for future redevelopment of those properties shown hatched on **Attachment 6**, such as:
 - i. single-family redevelopment under the existing Lot Size Policy 5448, which permits rezoning and subdivision to “Single Detached (RS2/B)” on McKessock Avenue, McKessock Place, and Bridgeport Road (subject to a rear lane);

- ii. single-family redevelopment requiring another amendment to Lot Size Policy 5448 to allow the subject block of Bridgeport Road to be treated in the same way as the blocks on Bridgeport Road to the west (i.e. to permit rezoning and subdivision to “Compact Single Detached (RC2)” and “Coach House (RCH)”);
 - iii. townhouse redevelopment along the subject block of Bridgeport Road, requiring an amendment to the Bridgeport Area Plan to change the land use designation of affected properties from “Residential (Single-Family)” to “Residential (Townhouse)”, as is the case on the south side of Bridgeport Road; and
- b. to explore road alignment options for the extension of McKessock Place, associated with each land use option described above.

With respect to the land use option described in section “a.ii” (above), staff understands that Council has expressed concerns about the design of coach houses in the city. If this land use option was explored during the public consultation process and it was considered favourably by the neighbourhood, a revised coach house zone would be utilized and the requirement for a Development Permit would be explored to address Council’s concerns.

Financial Impact

None.

Conclusion

This rezoning application to permit a two-lot subdivision complies with applicable policies and land use designations contained within the Official Community Plan (OCP) and the Lot Size Policy, and is consistent with the established pattern of redevelopment in the neighbourhood.

Staff has presented the concerns raised by residents of the neighbourhood in response to this rezoning application. Staff has analysed this rezoning application with consideration of these concerns and feels that this rezoning application should proceed as it does not preclude adjacent properties from redeveloping in the future. However, prior to the consideration of additional redevelopment proposals on properties fronting the north side of Bridgeport Road in this block, additional public consultation is necessary on the potential land use options and necessary road alignment for the extension of McKessock Place.

On this basis, staff recommends:

1. That Bylaw No. 8943, for the rezoning of 2420 McKessock Avenue and a portion of 2400 McKessock Avenue from “Single Detached (RS1/D)” to “Single Detached (RS2/B)”, be introduced and given first reading.
2. That Council direct staff to undertake public consultation beginning in January 2013 with the owners and residents of properties identified in a specified notification area within the Bridgeport planning area (as shown on **Attachment 6** to the report dated October 9, 2012, from the Director of Development), for the purpose of exploring:

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

The list of rezoning considerations associated with the rezoning of 2420 McKessock Avenue and a portion of 2400 McKessock Avenue is included in **Attachment 7**, which has been agreed to by the applicant (signed concurrence on file).



Cynthia Lussier
Planning Technician
(604-276-4108)

CL:blg

Attachment 1: Location Map/Aerial Photo
Attachment 2: Development Application Data Sheet
Attachment 3: Lot Size Policy 5448
Attachment 4: Written comments from the public
Attachment 5: Final Tree Retention Plan
Attachment 6: Notification Area - Comprehensive Review of Future Redevelopment Options
Attachment 7: Rezoning Considerations Concurrence



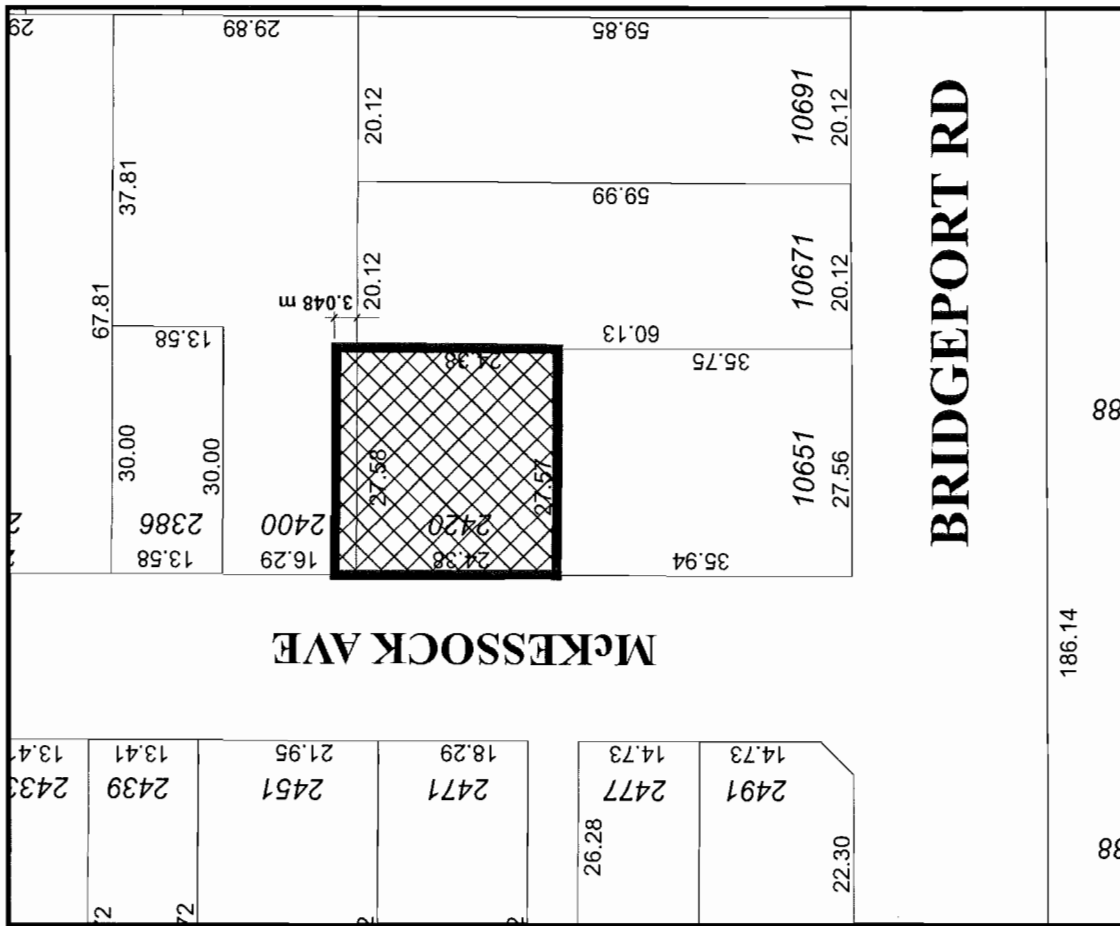
PROPOSED REZONING



RZ 12-610919

Revision Date: 09/05/12

Note: Dimensions are in METRES

**PLN - 38**



RZ 12-610919

Original Date: 05/30/12

Amended Date: 09/04/12

Note: Dimensions are in METRES



RZ 12-610919

Attachment 2

Address: 2420 McKessock Avenue

Applicant: Benn Panesar

Planning Area(s): Bridgeport

	Existing	Proposed
Owner:	Gurbaksh Kaur Bagri	To be determined
Site Size (m²):	Approx 672 m ² (7,233 ft ²)	North lot – 360 m ² (3,875 ft ²) South lot – 396 m ² (4,262 ft ²) (subject to SD 12-605946)
Land Uses:	One (1) single detached dwelling	Two (2) single detached dwellings
OCP Designation:	Neighbourhood Residential	No change
Area Plan Designation:	Residential (Single-Family)	No change
702 Policy Designation:	Lot Size Policy 5448 permits this property to be rezoned and subdivided in accordance with Single Detached (RS2/B)	No change
Zoning:	Single Detached (RS1/D)	Single Detached (RS2/B)
Other Designations:	High Aircraft Noise Area (Area 2) permits all noise sensitive land uses to be considered	No change

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.55	Max. 0.55	none permitted
Lot Coverage – Building:	Max. 45%	Max. 45%	none
Lot Size (min. dimensions):	360 m ²	Two lots – approx 360 m ² to 396 m ²	none
Setback – Front & Rear Yards (m):	Min. 6 m	Min. 6 m	none
Setback – Side Yard (m):	Min. 1.2 m	Min. 1.2	none
Height (m):	2.5 storeys	2.5 storeys	none

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



City of Richmond

Policy Manual

Page 1 of 2

Adopted by Council: 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.



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

Attachment 4

Written comments submitted by the public

From: brian cray [REDACTED]
Sent: June 22, 2012 4:53 PM
To: Lussier, Cynthia; tia
Subject: 2420/2400 Mckessock

Dear Ms. Lussier:

I wanted to bring to your attention for your consideration the following from the Feb 20, 2012 report of planning committee:

In regards to the area between Shell rd and Mckessock on Bridgeport rd, "this section has been identified for a comprehensive review to determine how the area can develop."

It also states "due to the existing lot geometry along this section, it would be difficult for development to connect to an operational lane."

The development RZ 12-610919 at 2420 Mckessock will impact me and the remaining large lots between Shell Road and Mckessock for access. Under existing policy we are RS1/D with the potential to go to RS1/B with a lane. But staff has said that we are not likely for a lane and should have a comprehensive review. This development makes it less likely for a lane and there is continued ad hoc rezoning/planning under existing zoning/policy but no comprehensive review. There is only 4 to 9 properties that would be affected along the front section of this area. 3 of these are in the middle of the block and are large lots with no access now. There is mine on the corner of Mckessock that is close to RCH but has been denied this zoning, and 5 properties (4 on Shell and the one on Mckessock that is the subject of this rezone) that are on the edges. Access is a real problem and with this rezone, it becomes more so. With a land assembly seemingly not in the cards, that leaves me like this rezone applicant, only able to use the existing policy/zoning to develop my property.

I have a number of options. They could include:

1. Do nothing and wait for a developer or council to rezone with their comprehensive review
2. Build a lane and develop to RS1/B with 40 ft lots and get 2 of them.
3. #2 does not make sense when I can swing the lots onto Mckessock and not build a lane and make it even harder to access the interior large lots
4. find a way to buy my neighbour, have the frontage to put in coach houses (30 ft lots with the 2m extra for the corner lot) and ask the city to give me the same zoning as they just gave across the street.

Unless the city undergoes that comprehensive review, their lack of planning will shape this area because development will continue under existing policy/zoning like this proposed rezone.

After talking with you, it appears that the city is not seeking acquire the easement at the edge of the proposed rezone which would make a lane less likely because it could never line up with the one across Mckessock. It is a sewer easement and the likely space where a lane would go. This is the reason why I am very interested in this rezone. I was always assuming that the reason for the easement was for a potential lane as per the policy 5448.

This rezone and land assembly would appear to meet all the technical requirements of the existing zoning but by not doing your comprehensive review, it appears that it may doom the block to stagnate and stunt any development.

I will be interested in how staff and council deal with this rezone.

I am hopeful that you will keep me informed of the progress of this file.

Sincerely yours,

Brian Cray

CITY OF RICHMOND

JUL 10 2012

RECEIVED

To CYNTHIA LUSSIER
PLANNING TECHNICIAN
QUESTIONS ASKED FOR
& SUBMITTED ON 10TH JULY 2012
DATED & STAMPED RECEIVED
BY CITY OF RMD PLANNING DEPT.
SH#1 OF 2

QUESTIONS FOR COUNCIL MEETING ON THIS APPLICATION
& IMPACT TO RESIDENTIAL REZONING
QUESTIONS ABOUT APPLICATION FOR 2420 MCKESSOCK AVE
AS PER REQUEST QUESTION SH#1
4TH JULY 2012 SH#1 OF 2

- ① PLEASE ALL NEW SUB-DIVISION APPLICATIONS TO HAVE LANE ACCESS
FILE # 6360-07- 2TH JAN 2002-(2003) PASSED BY CITY RMD
BY DIRECTOR OF ENGINEERING MANAGER & REZONING JOE FRIGG
& STEV ONO PEAK DIRECTOR ENGINEERING

NOTE THIS APPLICATION DOES NOT HAVE A LANE ACCESS
ALSO IT BLOCKS OFF LANE ACCESS TO OTHER RESIDENCES IN AREA
OF BRIDGEPORT RD & SHELL RD AS PER PLAN LAYOUT SH#1 OF 1
SUBMITTED TO CYNTHIA LUSSIER ON 4TH JULY 2012 DATED
3RD AND STAMPED RECEIVED CITY OF RMD.

- ② CAMBIE SCHOOL PUBLIC HEARING FOR POLICY 5448 AREA THAT
PUBLIC VOICED THAT YES, THEY WANTED HIGHER DENSITY
FACTOR OF 12.68 MIN PER ACRE
REZONING POLICY TO REFLECT PUBLIC REQUEST AT MEETING
CHAIRMAN BY MR CROW CITY OF RMD

- ③ FIRE MARSHAL REGS/2012 NOW HAVE TO HAVE FIRE FIGHTING
FRONT & REAR OF PROPERTIES REQUIRES LANE ACCESS BY
FEDERAL LAW 2012 FIRE MARSHAL REGS

- ④ QUESTION ARE KERBS - BUDS / FOOT PATHS GOING TO GO IN ON
ALL NEW HOUSES & APPLICATIONS IN FUTURE & CONNECTIONS TO
EXISTING HOUSES ON WHOLE OF STREET & EXIT TO BRIDGEPORT RD
TRAFFIC RESTRICTION NOW AS EXIT REDUCED FROM 36'-0"
FLARE OUT TO 30'-0" FLARE OUT NOW GREATER FLOW OF
TRAFFIC FROM EACH HOUSE MIN 9 CARS AVERAGE GOING OUT
TO BRIDGEPORT RD CAUSING TRAFFIC DELAYS

- ⑤ PROPERTY OWNER APPLICATION OWNS ALL THREE PROPERTIES ON
THIS APPLICATION 2400 MCKESSOCK ALSO NEW SURVEY LINE TO
E LINE OF HIS DRIVEWAY NOW SEE SH#1 OF 1 LAYOUT

- ⑥ PROPERTIES ALONG BRIDGEPORT RD / SHELL RD HAVE TO HAVE LANE
ACCESS ON ALL NEW OR PROPOSED PROPERTIES BY 2002-2003
CITY BYLAW PASSED ON JAN 27 / 2002-2003 DIRECTOR OF
ENGINEERING CITY OF RMD FILE 6307-07

- ⑦ FENCE LINE NEW IS NOW BLOCKING LANE ACCESS AS PER
DIRECTOR OF ENGINEERING FILE # 6307-07 AND HAS TO
BE MOVED TO NEW SURVEY LINE OR DISCONTINUED FROM
THIS APPLICATION & CLEARED OFF PROPERTY TO GIVE LANE ACCESS
AS PER LAYOUT PLAN # 45-7 DATED 3 JULY & 4TH JULY 2012

- ⑧ OFFICIAL SEWER MAP # 2356-08-2 205 MCKESSOCK SANITARY SEWER
AREA 24

NOTE ***

AS OF JULY 10TH 2012
CITY CREW DETAIL STOWN
(REPORT BY CITY)
NO SIDE WALKWAY PATHS
ON 7 HOUSES (WHY) IS IT
NOT GOING IN & BUDS
CORNER HOUSE ON
MCKESSOCK TO LANE
HAS SIDEWALK PATHS &
KERBS

NOTE ***

7 ALSO GRAVEL STRIP ON
7 PROPERTIES IS NOT
CONSISTANT AT MIN 7'-0"
GRAVEL FROM ROAD
NOTE WALKWAY SHOULD BE
6'-6" INCLUDING KERBS & WALKWAY
SEE OTHER SIDE OF RD
MCKESSOCK AVE

(9) REZONING NOTE R/B LOTS = $78 \times 40 + 20' \text{ LANE} = \text{FOREVER}$
 100'-0" LAYOUT = 2 FT SPARE EACH LOT. (AS PER LETTER FROM CITY RMD
 COACH HOUSES RC = SAME SIZE. (FROM R/D TO R/B OF NEW RC COACH HOUSES)
 NOTE HYDRO Poles ALL NEW LAID OUT TO 1980's
 LAYOUT EVERY 100'-0" - NORMAL CLEARANCE FACTOR
 ON BRIDGEPORT RD / SHELL RD / MCKESSOCK AVE.

CITY OF RICHMOND

JUL 10 2012

RECEIVED

(10) ALL EXISTING SEWERS ARE SITUATED IN IDEAL LOCATION
 FOR SUB-DIVISION LANE & THRU RDS AS PER PLAN
 LAYOUT 1 THRU 7 SHEETS DATED 3RD JULY & 4TH JULY TO
 ALSO MOUSED OK FOR SERVICE SINCE APPROX MARCH 2012 FOR NEXT
 25 MINIMAL OK BY ENGINEERING DEPT.

(11) SUB-DIVISION RD TO ANGLE AT FIRST TO 60° ANGLE THEN TO GO
 ON TOP OF N/S SEWER & EXIT RD DESIGNATION (SINCE 1983 BYRON CITY MAP).
 BETWEEN HOWARD LONG'S HOUSE SHELL RD 2751 & BULLHUFF
 HOUSE 2775 ON SHELL RD DESIGNATION EXIT SINCE MAP
 ISSUED 1978 ALSO FIRE HYDRANT ^{HAS BEEN MOVED} MOVE CLEAR OF
 EXIT RD FROM SUB-DIVISION & FEED IN LANE SHELL RD
 FOR SUB-DIVISION EXIT ONLY TURN RIGHT DESIGNATION
 NOTE ALSO NO PAVEMENT AREAS ON WEST SIDE OF SHELL RD
 IN THIS NEW HOUSE AREA. NOW WILL PAVEMENT &
 ACCESS LANES GO IN ALSO PAVEMENT DOWN SHELL RD
 & FIRE MARSHAL RECD 2012, NOTE
 FIGHTING FIRES FROM REAR OF PROPERTIES RECD FIRE MARSHAL 2012 YR
 FEDERAL LAW & INSURANCE OF CANADA.

(12) NEW WATER MAIN IN PLACE FOR SUB-DIVISION TO
 BACK LANDS - ON MCKESSOCK PLACE EXTENSION SUB
 - DIVISION RD & ACCESS LANES FOR SHELL RD & MCKESSOCK &
 BRIDGEPORT RD TOO CONSIDER FOR THIS REZONING NOW
 100 TOWN HOUSES / OR COACH HOUSE R/B LOT SIZE NOW.

(13) ALL CAPPED SERVICES IN SITU READY FOR SUB-DIVISION EXTENSION

(14) SUMMARY THESE ARE MY CONCERNS & MY NEIGHBOURS FOR ACCESS
 LANES & SERVICE ABILITY FOR FRONT & REAR OF PROPERTIES
 & MEETING ALL CRITERIA ENGINEERING REQUIREMENTS NOW.

(15) NEW HOUSES ON MCKESSOCK AVE HAVE HAD CRUSHED STONE LANE DOWN WEST SIDE ON PROPERTIES & BUDGETING
 AS PER REQUEST OF T. CHARLES

CYNTHIA LUSSIER, CIVIC RMD
 PLANNING DEPT. REPORT OF
 4TH JULY 2012 YR

4TH JULY 2012 YR

???
 7.0 STRIP MIN FROM RD.
 NEEDED IS
 STRIP ON 2 PROPERTIES
 7 PROPERTIES
 INVOLVED.

From: Tia B [REDACTED]
Sent: Thursday, 30 August 2012 9:25 AM
To: Brian Cray; Lussier, Cynthia
Subject: RE: 2420 McKessock Avenue
Importance: High

Hello Cynthia,

I am the home owner of 10671 Bridgeport, and just as Mr. Cray has concerns of allowing this zoning, so do I.

I feel allowing this to go through impacts me in not a favorable way to my future development, and greatly reduces valuable use of land. Unless the City plans to allow fairness amongst all home owners, I disagree strongly with this purposed zoning. I feel I am being forced into a land locked situation from all sides.

I am curious, is a land owner able to rezone a property more than once?

Please, count me in, and include me in any invitations to meetings that concern the below. I work away from home, but will be in the week of the 17th, and would like to attend.

Kind regards,

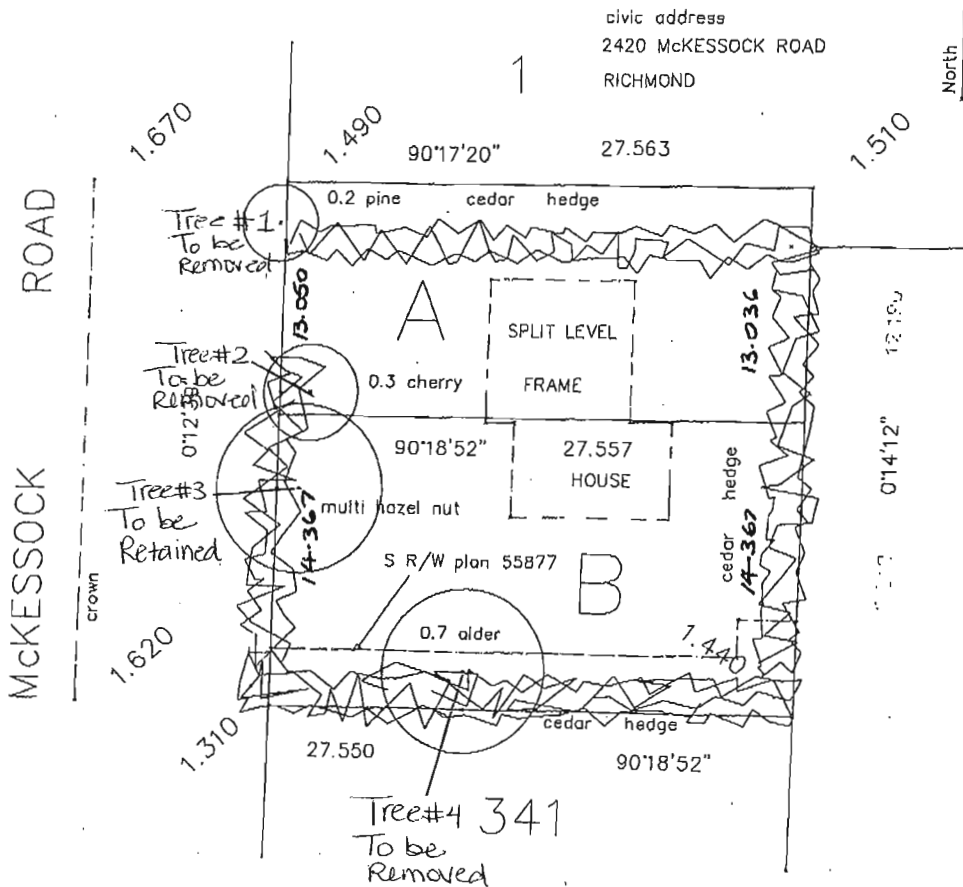
Tia Beaulne

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not to be used to define boundaries

scale 1:300

Metres

Survey Certificate
forTREE AND ELEVATION PLAN
FOR PROPOSED SUBDIVISION
OF LOT 2 SECTION 23
Blk. 5N Rge. 6W NWD
PLAN BCP-----

NTS

Christopher J. James
British Columbia Land Surveyor
2822 Gordon Avenue
Surrey B.C. V4A 3J4
604-535-3261

certified correct

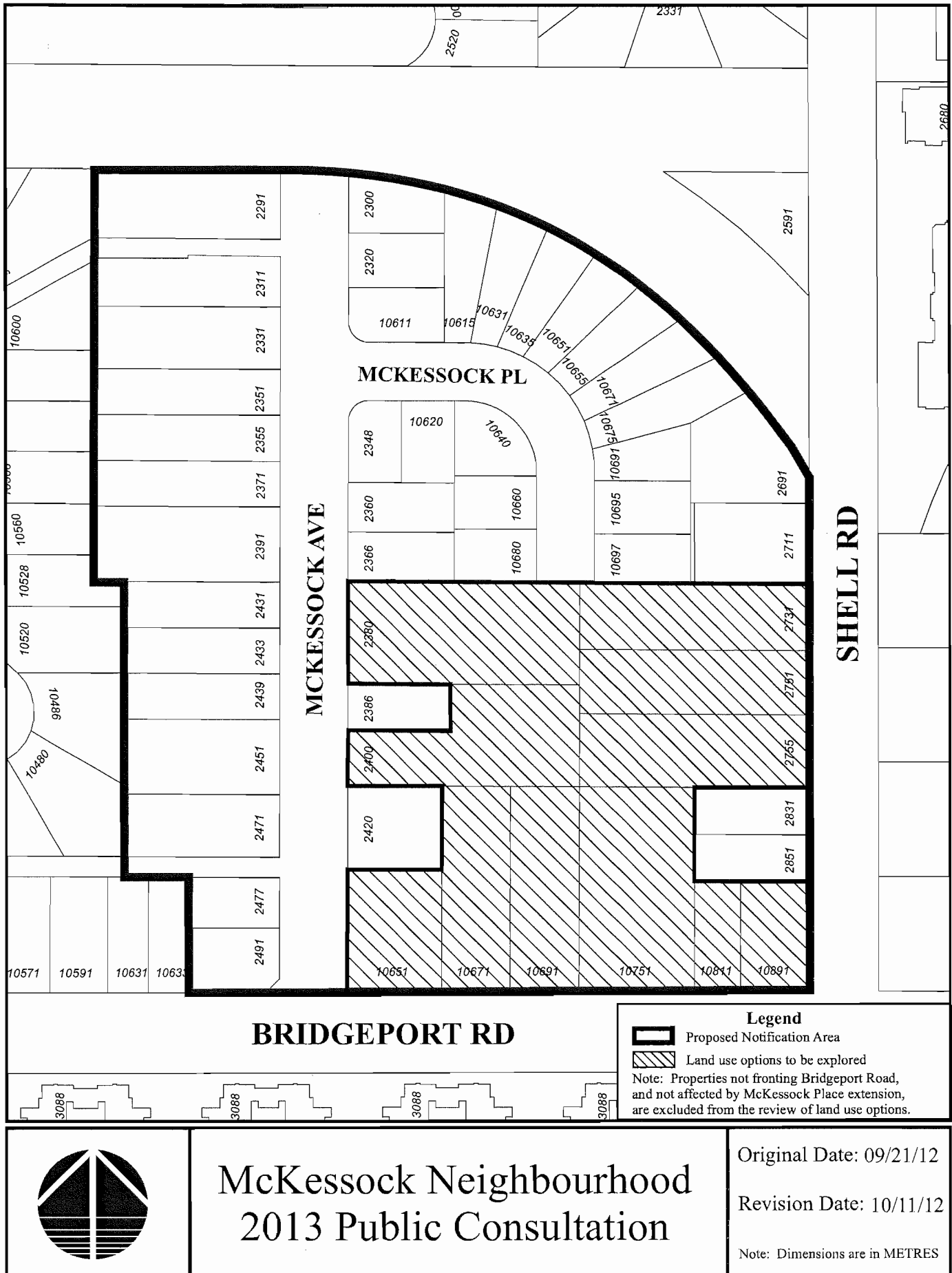
this 18 day of JUNE 2012

B.C.L.S.

this document is not valid unless originally signed and sealed

PLN - 49

file 8873





Address: 2420 McKessock Avenue

File No.: RZ12-610919

Prior to final adoption of Zoning Amendment Bylaw 8943, the applicant is required to complete the following:

1. Approval of Subdivision application SD 12-605946 to consolidate approximately 84 m² of property (3.048 m x 27.563 m) from 2400 McKessock Avenue with 2420 McKessock Avenue, along with confirmation through a survey plan that the remaining lot and house at 2400 McKessock Avenue complies with zoning.
2. Submission of a Landscaping Security to the City in the amount of \$2,000 (\$500/tree) to ensure that the four (4) required replacement trees are planted and maintained on the future lots, with the following minimum sizes:

No. of Replacement Trees	Minimum Caliper of Deciduous Tree	or	Minimum Height of Coniferous Tree
2	8 cm		4 m
2	11 cm		6 m

The City will release 90% of the security after construction and landscaping on the future lots is completed, and a landscaping inspection is approved. The remaining 10% of the security will be released one (1) year later, subject to inspection, to ensure the replacement trees have survived.

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 Tree # 3 (Hazelnut) to be retained (including removal of undersized cedar hedge within the tree protection zone). 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 \$1,000 for Tree # 3 to be retained (to reflect the 2:1 tree replacement ratio at \$500/tree). The City will release 90% of the security after construction and landscaping on the future lots is completed, inspections are approved, and an acceptable Arborist's post-construction impact assessment report is received. The remaining 10% of the security will be released one (1) year later, subject to inspection, to ensure Tree # 3 has survived.
5. Registration of an aircraft noise sensitive use covenant on title.
6. Registration of a flood indemnity covenant on title.
7. Registration of a legal agreement on Title to ensure that no final Building Permit inspection is granted until a secondary suite is constructed on one (1) of the two (2) future lots, to the satisfaction of the City in accordance with the BC Building Code and the City's Zoning Bylaw.

Note: Should the applicant change their mind about the Affordable Housing option selected prior to final adoption of the Rezoning Bylaw, the City will accept a voluntary contribution of \$1.00 per buildable square foot of the single-family developments (i.e. \$4,475) to the City's Affordable Housing Reserve Fund in-lieu of registering the legal agreement on Title to secure a secondary suite.

At demolition* stage, the applicant must:

- Install tree protection fencing at 3 m from the base of the tree stem on each side (based on the dripline), as described in the Arborist's recommendations and to City standard prior to demolition of the existing dwellings on the subject site. Tree protection fencing must remain in place until construction and landscaping on the future lots has been completed. Removal of the undersized cedar hedge within the Tree Protection Zone of Tree # 3 cannot be done with excavation equipment as this will damage the tree's roots. The portion of the undersized cedar hedge within the Tree Protection Zone of Tree # 3 will need to be cut to grade and stumps removed with a stump grinder.

At subdivision* stage, the applicant must:

- Pay Development Cost Charges (City and GVS&DD), Engineering Improvement Charge, School Site Acquisition Charge, Address Assignment Fee, and Servicing Costs; and,
- Register statutory right-of-way along the east property line of the site to extend the sanitary sewer to service the proposed north lot.

At Building Permit* stage, the applicant must complete the following requirements:

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

Note:

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

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

The preceding agreements shall provide security to the City including indemnities, warranties, equitable/rent charges, letters of credit and withholding permits, as deemed necessary or advisable by the Director of Development. All agreements shall be in a form and content satisfactory to the Director of Development.
- Additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering may be required including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.

[signed concurrence on file]

Signed

Date



**Richmond Zoning Bylaw 8500
Amendment Bylaw 8943 (RZ 12-610919)
2420 McKessock Avenue and a portion of 2400 McKessock Avenue**

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)**.

That area shown cross-hatched on "Schedule A attached to and forming part of Bylaw 8943".

2. This Bylaw may be cited as "**Richmond Zoning Bylaw 8500, Amendment Bylaw 8943**".

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED

CITY OF RICHMOND
APPROVED by 
APPROVED by Director or Solicitor 

MAYOR

CORPORATE OFFICER



City of Richmond

Report to Committee Planning and Development Department

To: Planning Committee

Date: October 15, 2012


From: Wayne Craig, MCIP, MCSLA
Director of Development

File: RZ 12-620766

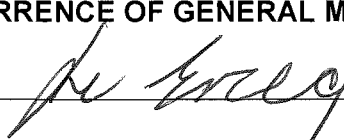
Re: Application by TL Housing Solutions Ltd., for Rezoning at 9020 Bridgeport Road from Auto-Oriented Commercial (CA) to Health Care (HC)

Staff Recommendation

1. That Bylaw No. 8960 to amend the Health Care (HC) Zoning District and for the rezoning of 9020 Bridgeport Road from "Auto-Oriented Commercial (CA)" to "Health Care (HC)", be introduced and given first reading.


Wayne Craig, MCIP, MCSLA
Director of Development

WC:bg
Att. 4

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Community Social Development	<input checked="" type="checkbox"/>	

Staff Report

Origin

TL Housing Solutions Ltd., has applied to the City for permission to rezone a property located at 9020 Bridgeport Road from “Auto-Oriented Commercial (CA)” to Health Care (HC) in order to facilitate the conversion of the existing hotel into a complex care facility.

The Executive Inn is currently a full-service hotel. This proposed development would create a 94 bed, complex care facility for Vancouver Coastal Health (VCH) with a gross floor area of 5,017 m² (54,004 ft²) and net floor area of 4,659 m² (50,151 ft²) after the renovation. Renovations to the Executive Inn would include an addition (approximately 358 m² or 3,853 ft²) primarily to enclose and widen exterior walkways. VCH would use this complex care facility to house and care for the residents of the Lions Manor (in Steveston) on an interim basis, which would allow for the planned redevelopment of the Lions Manor. This proposed complex care facility would then be used by VCH on a continuing basis to temporarily accommodate residents of other care facilities undergoing renovation or replacement.

There is no Servicing Agreement associated with this rezoning application since no upgrades or improvements are required to the existing roads or infrastructure in the vicinity of this site.

Findings of Fact

Item	Existing	Proposed
Owner	Progressive Construction Ltd. & Maureen Ilich	same
Applicant	TL Housing Solutions Ltd.	same
Site Size	4,611.89 m ²	same
Land Uses	Hotel	Complex Care Facility
OCP Designation - General	Commercial	same
Area Plan Designation	Urban Centre T5	Urban Centre T5
Sub-Area Plan Designation	Urban Centre T5 (35m)	Urban Centre T5 (35m)
Zoning	Auto Oriented Commercial (CA)	Health Care (HC) as amended
Floor Area	4,659 m ² (50,151 ft ²)	5,017 m ² (54,004 ft ²)
Allowable Floor Area Ratio (FAR)	1.5 FAR	1.0 FAR + 0.4 FAR for amenity
Proposed Floor Area Ratio (FAR)	0.93 FAR	1.0 FAR
Bylaw Required Parking	32 parking stalls	51 parking stalls
Existing/Proposed Parking	82 parking stalls	51 parking stalls
NEF Designation	Aircraft Noise - Area 2	same

See **Attachment 1** - Location Plan/Air Photo, **Attachment 2** - Development Application Data Sheet, **Attachment 3**: Concept Design Drawings and **Attachment 4** - Rezoning Considerations.

Surrounding Development

To the North: across Bridgeport Road are commercial and industrial buildings zoned Auto-Oriented Commercial (CA) and Light Industrial (IL),

To the East: across Garden City Road is a gas station and service centre zoned Gas Station Commercial – Bridgeport Village (ZC24),

To the South: across Sea Island Way are vacant single family residential lots zoned Single Detached (RS1/F), and

To the West: a large, commercial building zoned Auto-Oriented Commercial (CA).

Related Policies & Studies

Flood Protection: The site will comply with the Flood Plain Designation and Protection Bylaw 8204 and a flood indemnity covenant is required to be registered on title prior to final rezoning adoption.

Aircraft Noise: The site is within a aircraft noise Area 2, which allows for all aircraft noise sensitive uses (except new single family residential) to be considered subject to compliance with the Canadian Mortgage and Housing Corporation (CMHC) and the American Society of Heating, Refrigerating and Air-Conditioning Engineers (ASHRAE) standards identified in the OCP. The existing building has air conditioning and the applicant has agreed that the sleeping units will meet CMHC standards. A legal agreement is required to ensure compliance with CMHC and ASHRAE standards. In addition, an acoustical report will be required to verify compliance with CMHC and ASHRAE standards prior to issuance of the Building Permit.

Land Use: Schedule 1 of the Official Community Plan (OCP) designates this site as “Commercial” on the Generalized Land Use Map however Schedule 2 of the OCP (Bridgeport Village) designates this site as Urban Centre T5 and “Institutional Use” is a permitted use in this area. The permitted uses in the Area Plan take precedence over the Generalized Land Use Map, therefore no OCP amendment is required.

Consultation

School District

This application was not referred to School District No. 38 (Richmond) because it complies with the CCAP. This application only involves a 94 bed health care facility.

Ministry of Transportation and Infrastructure (MOTI)

This proposed development has been referred to MOTI but no comments have been received to date. However this rezoning application remains subject MOTI review and compliance with any MOTI requirements is listed as a prior to condition in the Rezoning Considerations.

Public Input

No comments from the public have been received regarding this rezoning application.

Staff Comments

Staff Technical Review comments are attached. No significant concerns have been identified.

Vancouver Coastal Health (VCH) Richmond

The Lions Manor care facility is owned and operated by VCH and licensed under provincial regulations. VCH will lease and operate the proposed complex care facility. Licensing inspections encompass the entire facility and its operation including but not limited nursing care, the physical plant, the living environment, amenities, kitchen facilities and food quality.

Land Dedications & Statutory Right-of-Ways (SRW's)

There are no required land dedications. A 3.5 m wide SRW is required along Sea Island Way for a 1.5 m wide boulevard for street trees, grass and automatic irrigation system plus a 2.0 m wide sidewalk. The applicant will be required to submit a design for the frontage improvements including a cost estimate to the satisfaction of the City prior to issuance of the Building Permit. The cost estimate will be used as the basis for a cash contribution by the applicant to City required prior to issuance of the Building Permit, for the City to construct the frontage improvements.

Building Code & Richmond Fire Rescue

The building code and fire rescue issues have been addressed including:

1. Emergency Fire Access: This location has good fire fighter access and will benefit from short emergency response times due to the proximity of a Richmond Fire Hall. The existing building is equipped with a sprinkler system but the applicant will make up-grades regarding fire separation and fire protection systems given the wood frame construction.
2. Building Code: The applicant has agreed to address the following code issues at the Building Permit stage including:
 - an alternative solution to the existing non-combustible construction requirement,
 - limited corridor and exit stair widths that preclude occupation by bed ridden residents (i.e. all residents must be mobile or able to be moved in wheelchairs),
 - elimination of any mechanical equipment including any refrigeration and dry storage areas at or below the 2.9m GSC Flood Construction Level (FCL),
 - locking of doors in exit/egress paths and exit exposure protection.

Transportation & Traffic

1. Site Access: There are no frontage improvements requested. No changes are required to the vehicle access/egress driveways along Bridgeport Road however minor modifications are proposed to the slope of on-site vehicle ramps to the porte cochère area.
2. Lions Manor – Existing Parking: There are 93 individuals currently living at the Lions Manor and none of these residents owns or parks a vehicle on-site. There are 25 existing on-site parking spaces at the Lions Manor including 1 wheelchair accessible stall plus 2 small loading spaces and 1 stall for a medium sized bus.
3. Richmond Executive Inn – Existing Parking: There are 82 existing parking stalls on site. The bylaw requires 31 parking stalls for the proposed complex care facility and the applicant proposes to retain 51 existing parking stalls plus 2 medium (SU9) loading spaces.
4. Transit & TDM Measures: This site is located approximately 500m from the Canada Line – Bridgeport Station. In addition, there are east and west bus stops within 100m of this site along Bridgeport Road. There will be space to park the Lions Manor bus on this site. Sea Island Way frontage improvements include a 1.5 m wide landscaped boulevard (tree and grass) plus a City standard 2.0 m wide concrete sidewalk.

Engineering & Site Servicing

No major utility infrastructure improvements are required.

Urban Design & Site Planning

1. Site Context: The existing hotel is surrounded by commercial and industrial buildings however, this site is already well screened and buffered from surrounding uses by a well established landscape edge treatment consisting of large trees and shrubs that will be retained and the applicant has committed to further reinforce and supplement this perimeter planting.
2. Site Planning: The applicant proposes to shift the east parking entrance to the north and remove approximately 31 parking stalls on the south side of the site. These parking stalls will be replaced by an enclosed outdoor courtyard and amenity space.

Architectural Form & Character

Proposed alterations to the building exterior affecting the architectural form and character are:

1. Building Additions: The applicant proposes to add approximately 358 m² (3853 ft²) to the existing building enclosing a portion of the interior courtyard. The proposed renovations include a new elevator, office space, treatment areas and amenity space on the 1st level. On the upper levels (2nd and 3rd floors) the renovations are primarily intended to enclose and widen exterior hallway corridors to improve circulation.
2. Façade Modifications: The proposed façade modifications include repainting the exterior of the building and alterations to the front entry and porte cochère area in order to improve overall accessibility.

Building Interior Renovations & Alterations

Proposed alterations to the building interior for the proposed complex care facility include:

1. New exterior courtyard walls built to widen and enclose hallway corridors on all floors as well as create additional floor space for offices, treatment, amenity and storage areas.
2. Creation of open dining/living/activity areas on the southern “public” side of each floor.
3. Addition of a new stretcher elevator on the south side of the building.
4. Incorporation of a nurse’s station, medicine storage and servery near the southern, public area of each floor.
5. Incorporation of a tub room, shower room, and soil/utility room near the northern, private area of each floor.
6. Make all ground floor resident bathrooms and bedrooms accessible.
7. Make a portion of the second floor resident bathrooms and bedrooms accessible.
8. Expand the ground floor commercial kitchen and add storage to the semi-basement level.
9. Adjust the lobby entrance to facilitate ease of access required by this complex care facility.

Landscape & Open Space

The landscape and open space design accommodates the needs of these elderly residents by:

1. Edge Conditions: The applicant has agreed to augment and supplement the existing mature landscape around the perimeter of the site with addition plant materials and a perimeter security fence.

2. **South Courtyard:** The proposed design incorporates a secluded outdoor space that will occupy the southern half of the site. This space is intended to provide sunlit walking paths in a soft garden landscape. Raising this 'garden' makes it accessible from the ground floor living area, as well as creates a buffer by elevating it above street level. Additional uses will include picnics, barbeques and games. Further screening will be added through careful landscape design including additional tree and shrub planting. An unobtrusive perimeter fence will be introduced for security measures.
3. **Interior Courtyard:** The landscape treatment of the interior courtyard will be upgraded and improved to become an outdoor seating area with good visibility and informal surveillance from inside the building.

Amenities & Accessibility

1. **Seniors Amenities:** Proposed amenities for the residents include multi-purpose rooms on all levels, a hairdressing salon, a seating area in the entry lobby, an enclosed and secure central outdoor courtyard and a larger south facing outdoor amenity area with circular pathway loops in a lush green landscaped courtyard with seating areas to accommodate individuals and small groups surrounded by a perimeter fence with a residential character.
2. **Accessibility:** A new elevator will be added at the south end of the interior courtyard and additions to the building will be made to widen existing hallways for improved accessibility.

Sustainability & Crime Prevention Through Environmental Design (CPTED)

1. **Building Re-Purposing:** While the proposed renovations are extensive, the Richmond Executive Inn is an ideal building to refit for interim seniors housing since the existing floor plan layout can be readily adapted to this new purpose.
2. **CPTED and Security:** Provisions for enhanced security include 24-hour staff and security cameras monitor entry locations, which are all well lit and target hardening of any isolated doors, if required. The entire site will be enclosed with a perimeter fence intended to prevent residents from inadvertently wandering off-site without supervision.

Development Permit & Servicing Agreement

1. **Development Permit:** The applicant has provided confirmation that the proposed exterior renovations visible to any fronting street are limited to painting and sign changes, which total less than \$50,000.00. Given the limited scope and cost of proposed exterior renovations this rezoning application does not require a Development Permit.
2. **Servicing Agreement:** There are no required or requested utility infrastructure improvements or site service connection upgrades. There are no frontage improvements required along Bridgeport Road at this time. The only frontage improvement requested along Sea Island Way is the provision of a 2.0 m wide City standard sidewalk separated from the back of existing curb by a 1.5 m wide boulevard planting strip complete with sodded grass, street trees and an automatic irrigation system. The applicant will be required to design these improvements and submit a cost estimate at the Building Permit stage together with installation of these improvements at their sole cost. These requested improvements do not trigger the need for a Servicing Agreement.

Analysis

Building code and emergency fire access issues have been identified and the applicant has agreed to resolve these requirements. There are no substantive transportation, engineering, site servicing or urban design issues. The proposed building renovations are primarily interior alterations. New amenities and upgrades to site and building accessibility are included in the proposed renovation. This interim complex care facility will be licensed by VCH and will comply with all necessary health and safety requirements.

Conclusion

Staff recommends support of this proposed rezoning and renovation of the Richmond Executive Inn in order to develop a Complex Care Facility to temporarily house and care for the residents of other VCH health care facilities that are undergoing planned renovations.



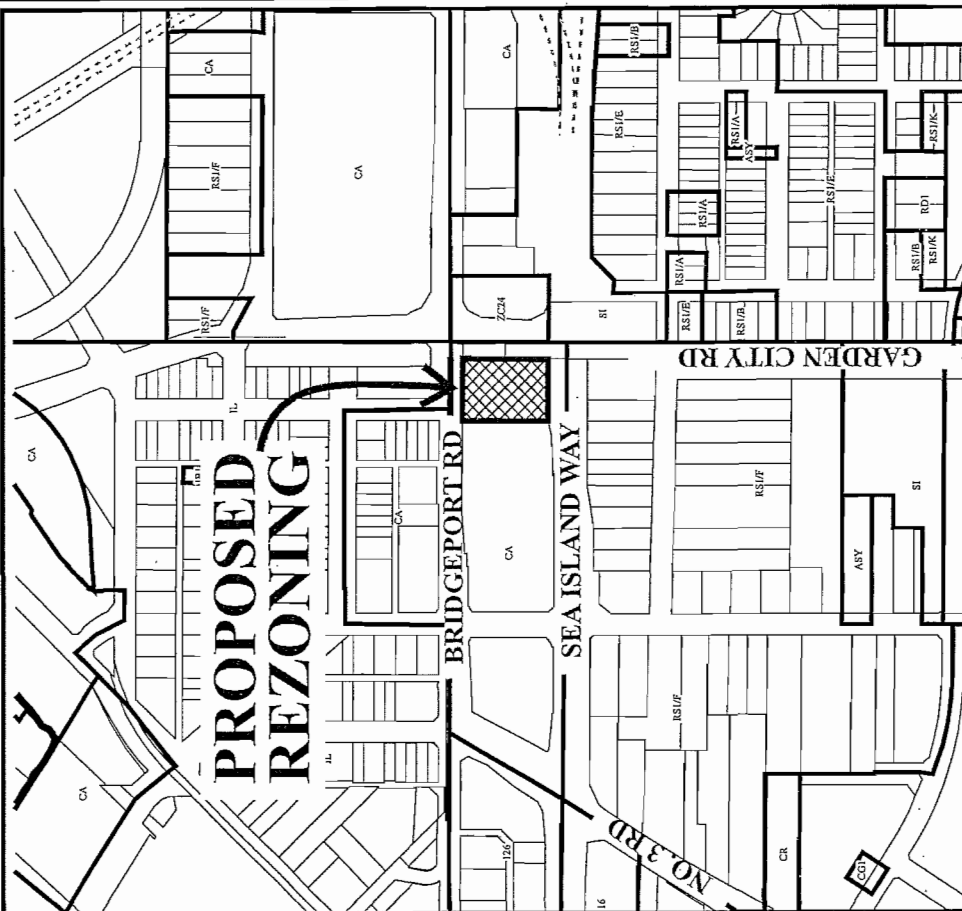
Brian Guzzi, MCIP, MCSLA
Senior Planner - Urban Design

BG:cas

- Attachment 1: Location Plan and Air Photo
- Attachment 2: Development Application Data Sheet
- Attachment 3: Conceptual Design Drawings
- Attachment 4: Rezoning Considerations Concurrence



PROPOSED REZONING



BRIDGEPORT RD

GARDEN CITY RD

RZ 12-620766

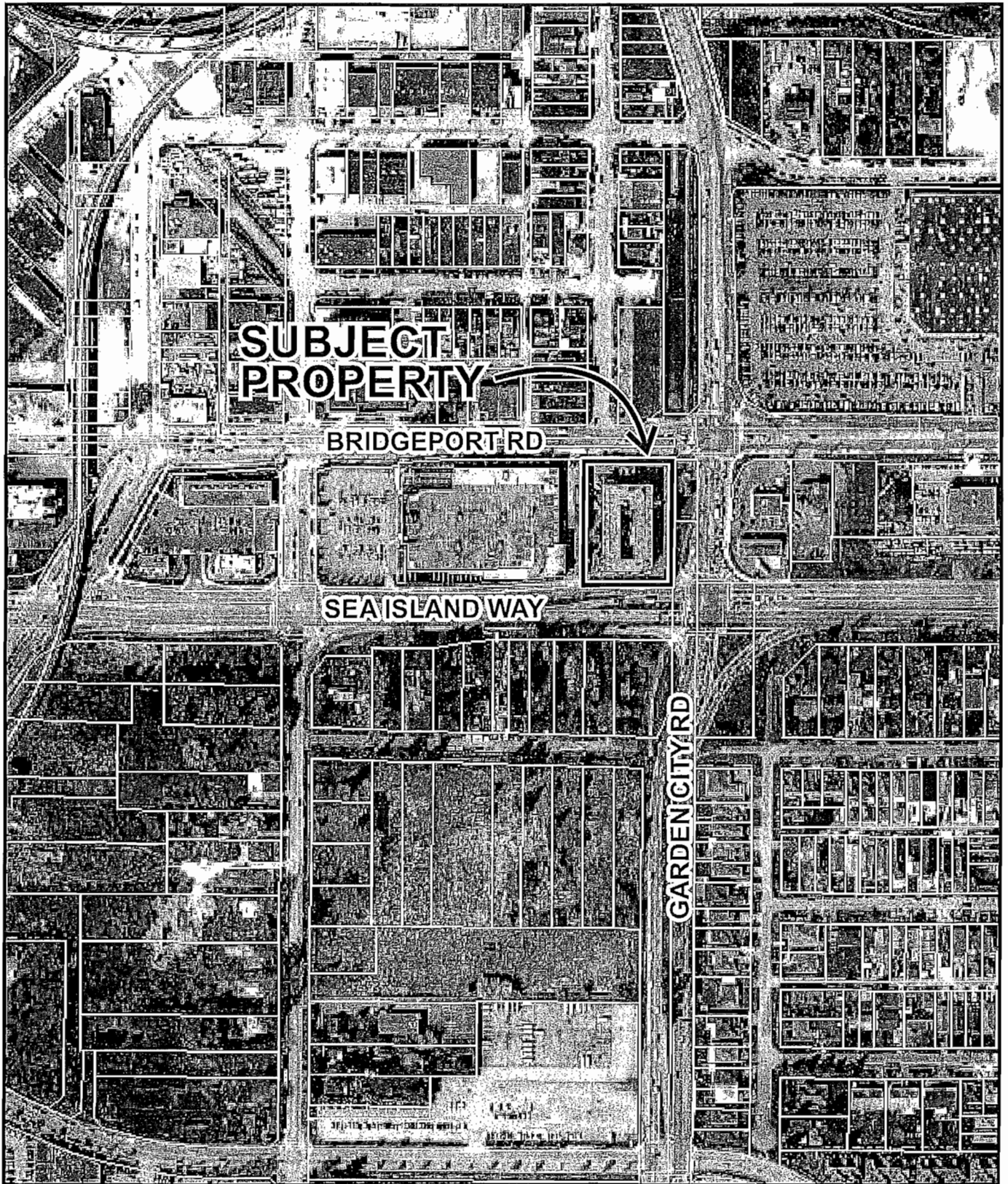
Attachment 1A – Location Plan

Original Date: 10/01/12

Revision Date:

Note: Dimensions are in METRES

PLN - 62



RZ 12-620766
Attachment 1B – Aerial Photo

Original Date: 10/01/12

Amended Date:

Note: Dimensions are in METRES

PLN - 63



RZ 12-620766

Attachment 2

Address: 9020 Bridgeport Road

Applicant: TL Housing Solutions Ltd.

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

	Existing	Proposed
Owner:	Progressive Construction Ltd. & Maureen Ilich	same
Site Size (m²):	4,611.89 m ²	same
Land Uses:	Hotel	Complex Care Facility
OCP Designation:	Commercial	same
Area Plan Designation:	Urban Centre T5 (35m)	Urban Centre T5 (35m)
Zoning:	Auto Oriented Commercial (CA)	Health Care (HC) as amended

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio (FAR):	Max. 1.0 FAR	1.0 FAR	none permitted
Lot Coverage – Building:	Max. 45%	40%	none
Lot Size (min. dimensions):	no minimum lot dimensions	4,611.89 m ²	none
Setback – Bridgeport Road (m):	Min. 6.0 m	15.2 m Min.	none
Setback – Sea Island Way (m):	Min. 6.0 m	6.7 m Min.	none
Setback – Side & Rear Yards (m):	Min. 6.0 m	Min. 10.6 m	none
Height (m):	12.0 m	11.9 m	none
Off-street Parking Spaces – Total:	1 spaces per 3 beds = 32	51	none
Off-street Parking Spaces – Type: Regular (R) / Small (S):	32	R – 51 & Small – 051	none
Off-street Loading Spaces – Medium (SU9) & Large (WB-17)	SU9 – 2 & WB-17 – 1	SU9 – 2 & WB-17 – 0	Variance – based on no WB-17 deliveries
Off-street Bicycle Parking Class 1 & Class 2	Class 1 – 13 & Class 2 – 13	Class 1 – 13 & Class 2 – 13	
Amenity Space – Indoor:	not required	235.9 m ² (dining & lounge)	none
Amenity Space – Outdoor:	not required	1,108.5 m ² (outdoor courtyard)	none

Other: Tree replacement compensation required for loss of significant trees.

Attachment 3 – Concept Design Drawings

RICHMOND LIONS MANOR SCHEMATIC STATS

LEGAL DESCRIPTION: LSEC BLKGN R6BW PL 60997 Parcel B, Section 27/28, REF 60997.

CIVIC ADDRESS: 9020 Bridgeport Road

CURRENT ZONING: CA

SITE AREA: 49,641.95 SF 4,611.89 M²

Building Height: 12m (39 ft) current zoning (CA): 45m max
proposed zoning (HO): 12m max

Lot Coverage: 40%

Building Setbacks:
50 ft
Sea Island Highway: 22 ft
Garden City Road: 47 ft
side lot: 35 ft

BUILDING AREA	GROSS AREA	F.A.R. AREA	AREA ADDED
EXISTING			
LEVEL 1	15,054.00	14,946.00	
LEVEL 2	15,181.00	15,181.00	
LEVEL 3	16,171.00	16,171.00	
TOTAL	46,406.00	46,298.00	
PROPOSED			
LEVEL 1	16,665.00	16,561.00	1,615.00
LEVEL 2	16,795.00	16,795.00	1,614.00
LEVEL 3	16,795.00	16,795.00	624.00
TOTAL	50,255.00	50,151.00	3,853.00

F.A.R.	TOTAL
SITE AREA	49,641.95
F.A.R. ALLOWANCE	1.50
EXISTING FAR	0.93
PROPOSED FAR	1.00

AREA	REQUIRED (M ²)	PROVIDED (M ²)	LOUNGE / RECREATIONAL	REQUIRED (M ²)	PROVIDED (M ²)
FLOOR					
LEVEL 1	44.00	72.00	lounges	55.00	99.00
LEVEL 2	52.00	65.00		65.00	70.00
LEVEL 3	92.00	94.00		115.00	67.00
TOTAL	188	231		235	236

PARKING	REQUIRED	EXISTING	PROPOSED
Parking Stalls	51	84	51
Loading (medium)	2	1	2
Loading (large)	0	0	0
Bicycle (Class 1)	13	0	15
Bicycle (Class 2)	13	0	15

UNIT COUNT	# OF UNITS	# OF BEDS	ACCESSIBLE
FLOOR			
LEVEL 1	22	22	22
LEVEL 2	25	26	10
LEVEL 3	24	46	
TOTAL	71	94	32

RICHMOND EXECUTIVE
INN

SCHEMATIC
STATISTICS

DATE: 10/23/2011
DRAWN BY: JH
CHECKED BY: JH
SCALE: 1/8" = 1'-0"
JOB NUMBER: 0000

A-1.01



W. GIL RICHMOND, INC.
10000 W. 10TH AVE.
SUITE 100
DENVER, CO 80231
TEL: 303.733.1234
FAX: 303.733.1235
WWW.GILRICHMOND.COM

#2

R7-12622766

NOTES

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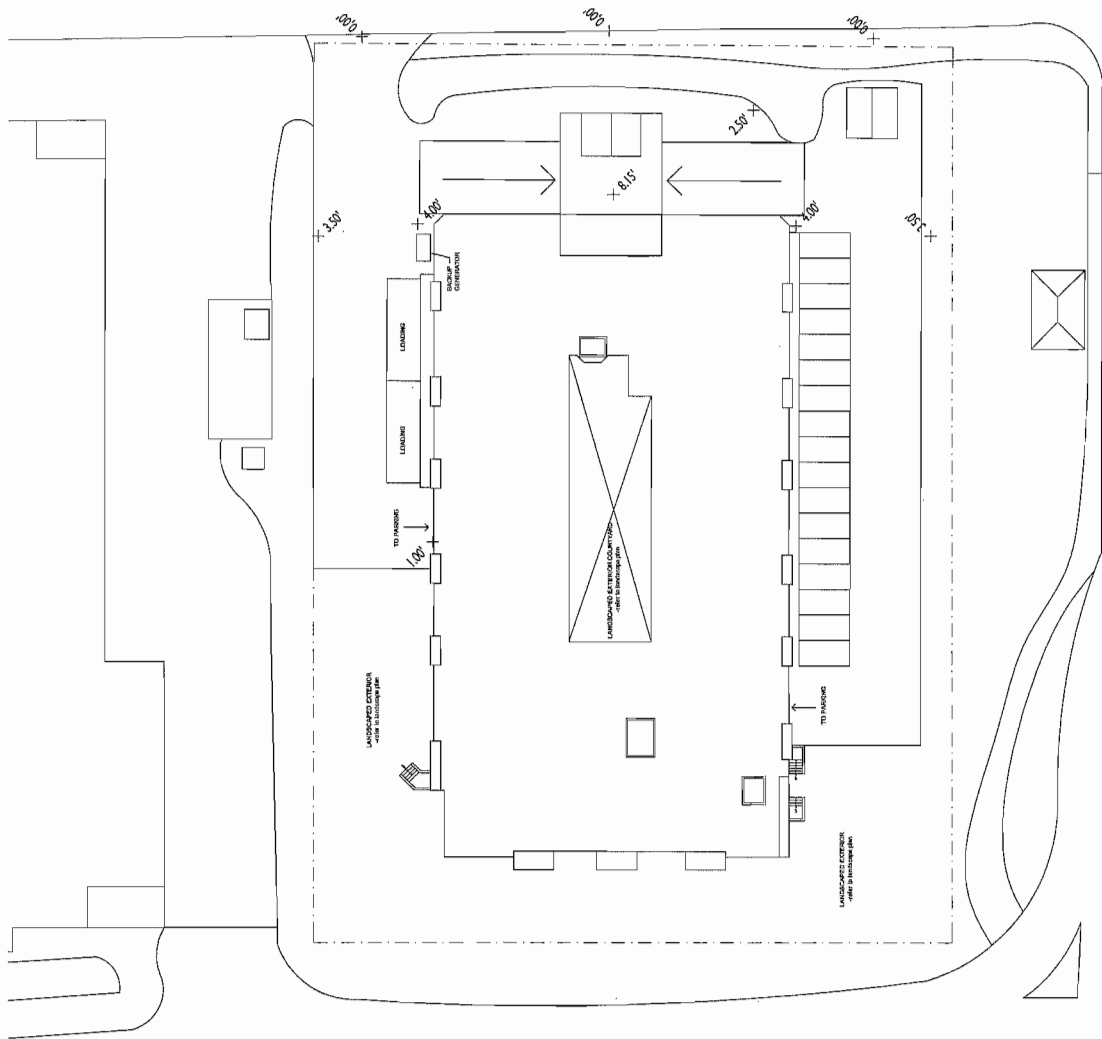
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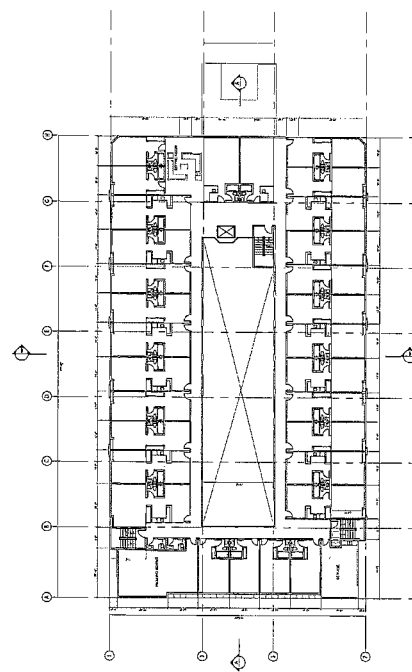
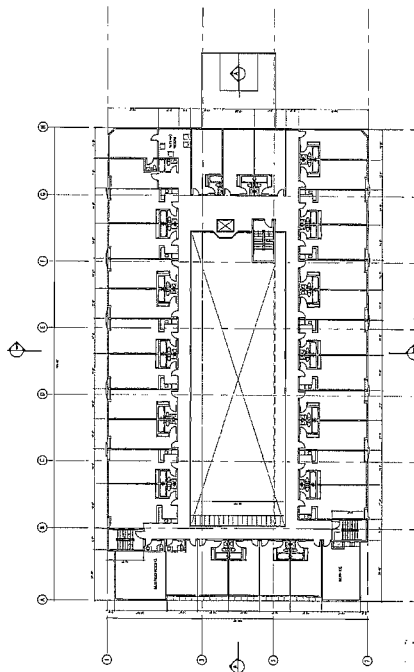
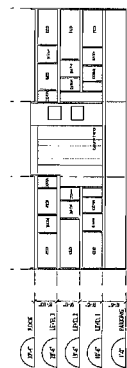
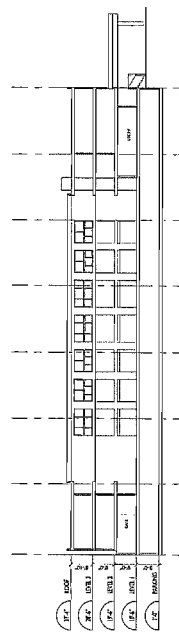
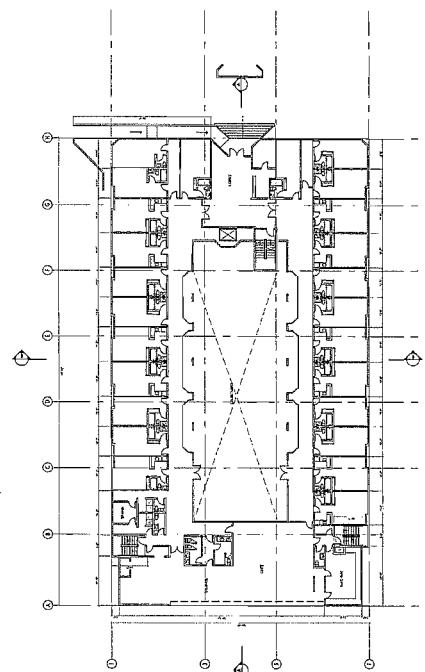
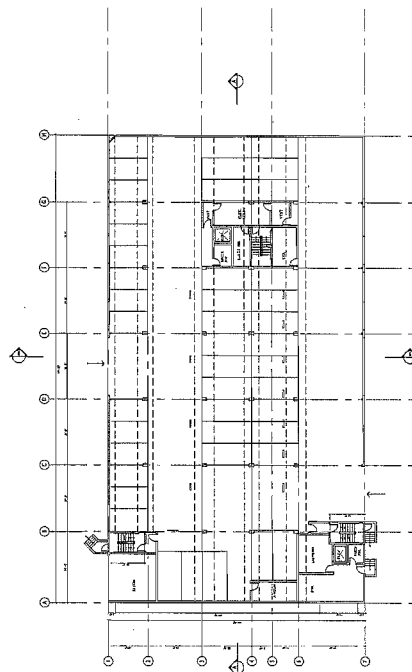
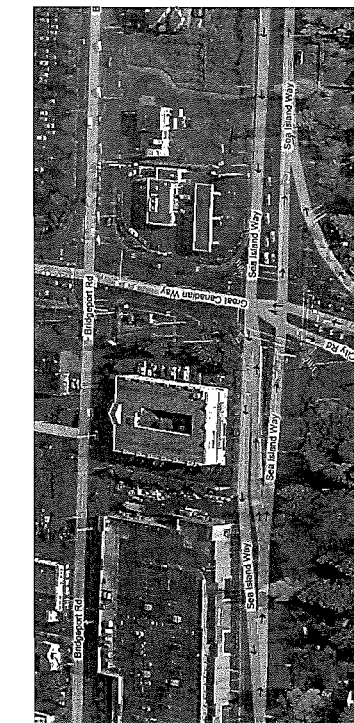
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PLN - 66





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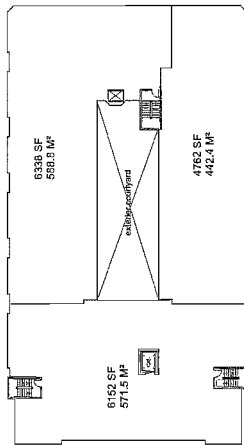
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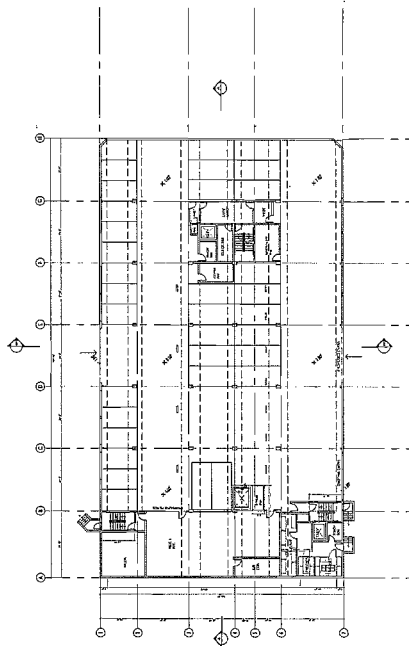
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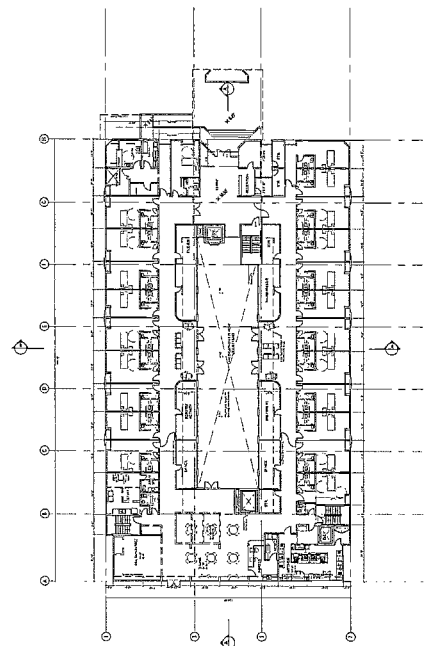
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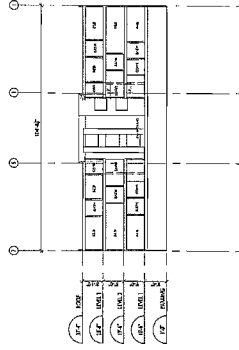
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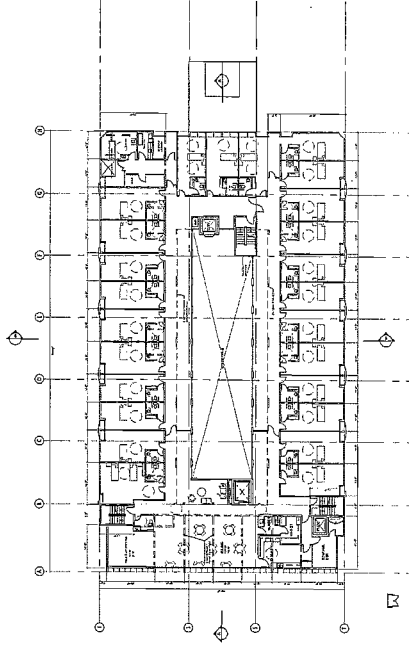
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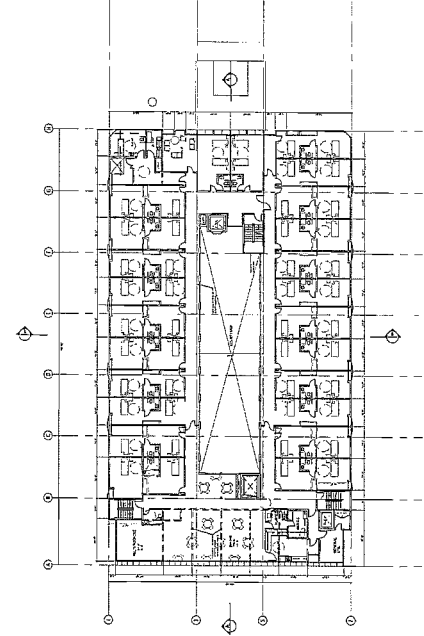
GROUND PLAN



SECTION B



SECOND FLOOR PLAN



THIRD FLOOR PLAN



gbl
ARCHITECTS, INC.
1000 WEST 10TH AVENUE
DENVER, CO 80202-1500
TEL: 303.733.1000
FAX: 303.733.1001
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K7-12620766

#6

NOTES
1. SEE SCHEDULE
2. SEE SCHEDULE

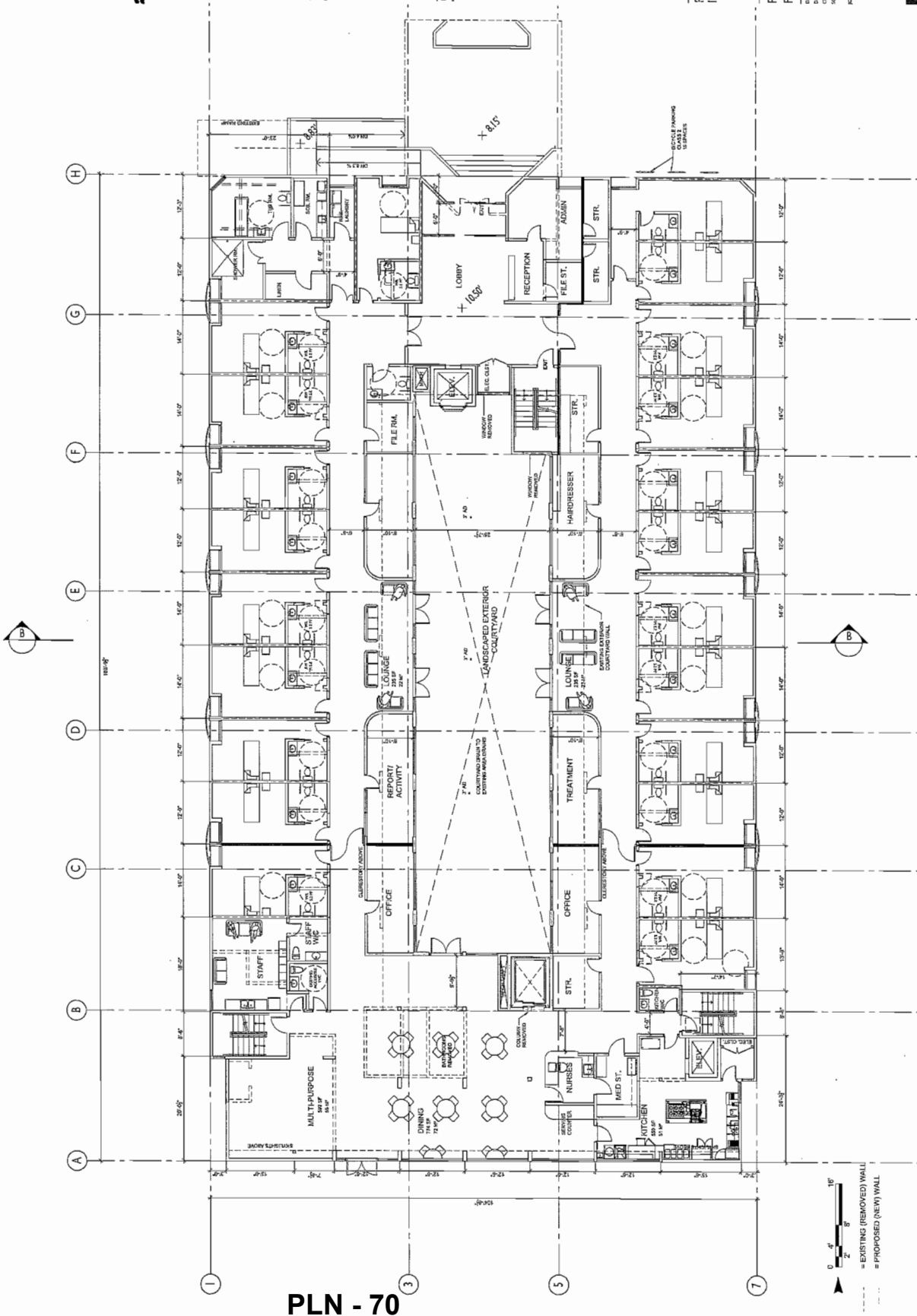
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PROPOSED GROUND
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JOB NUMBER: 0000

A-3.02



PLN - 70



W. C. JACOBSON & ASSOCIATES, INC.
1000 WEST 10TH AVENUE
DENVER, CO 80202-1000
TEL: 303.733.1000
FAX: 303.733.1001
WWW.WCJACOBSON.COM

PROJECT NO.

#7
RZ-12620766

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REVISIONS
NO. DATE DESCRIPTION

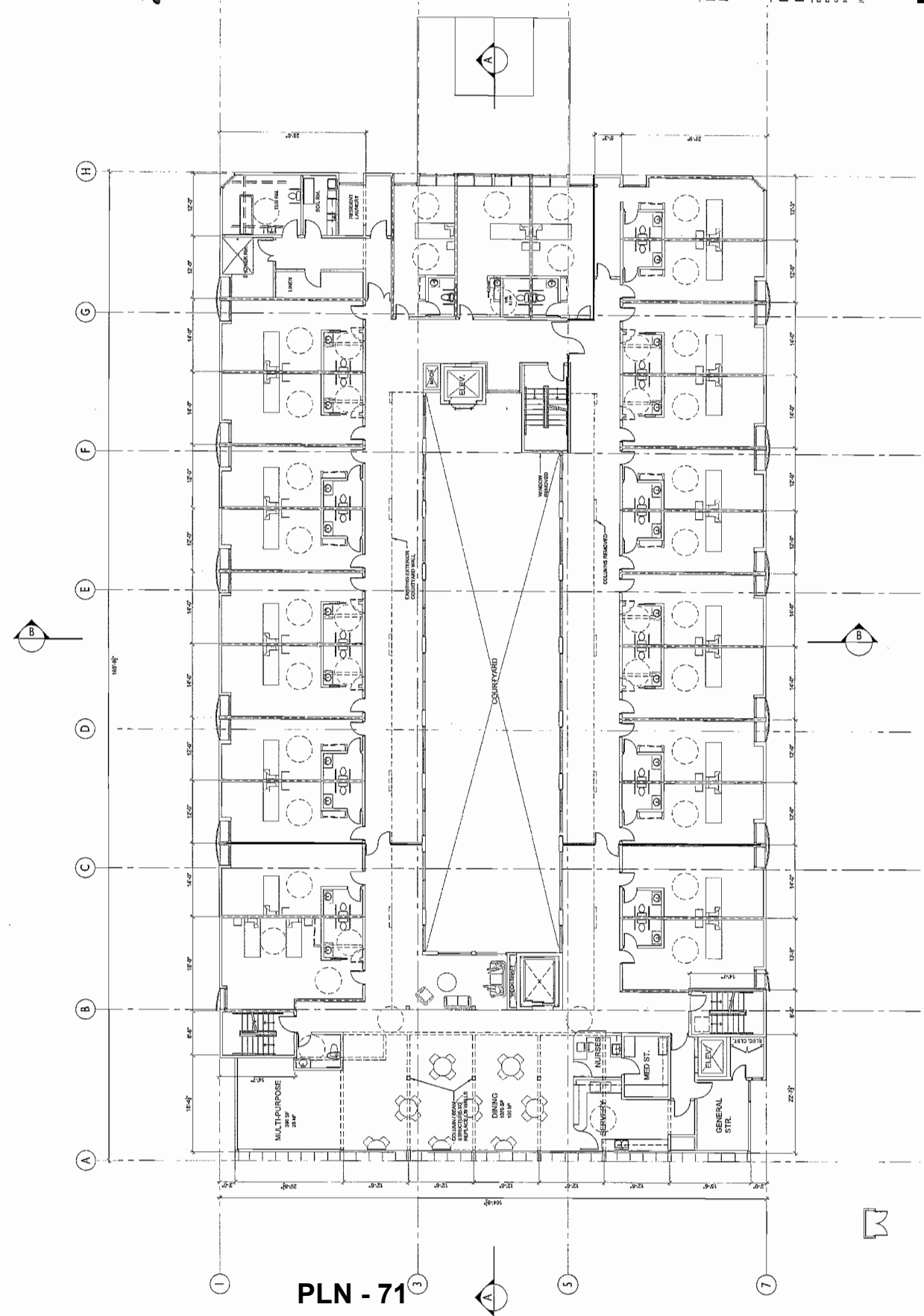
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PROPOSED SECOND
FLOOR PLAN

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PLN - 71



GBL ARCHITECTS INC.
140 JEFFERSON STREET, SUITE 200
ANN ARBOR, MI 48106
TEL: 734.769.1234
FAX: 734.769.1235
WWW.GBLARCHITECTS.COM

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REV. 09/2012

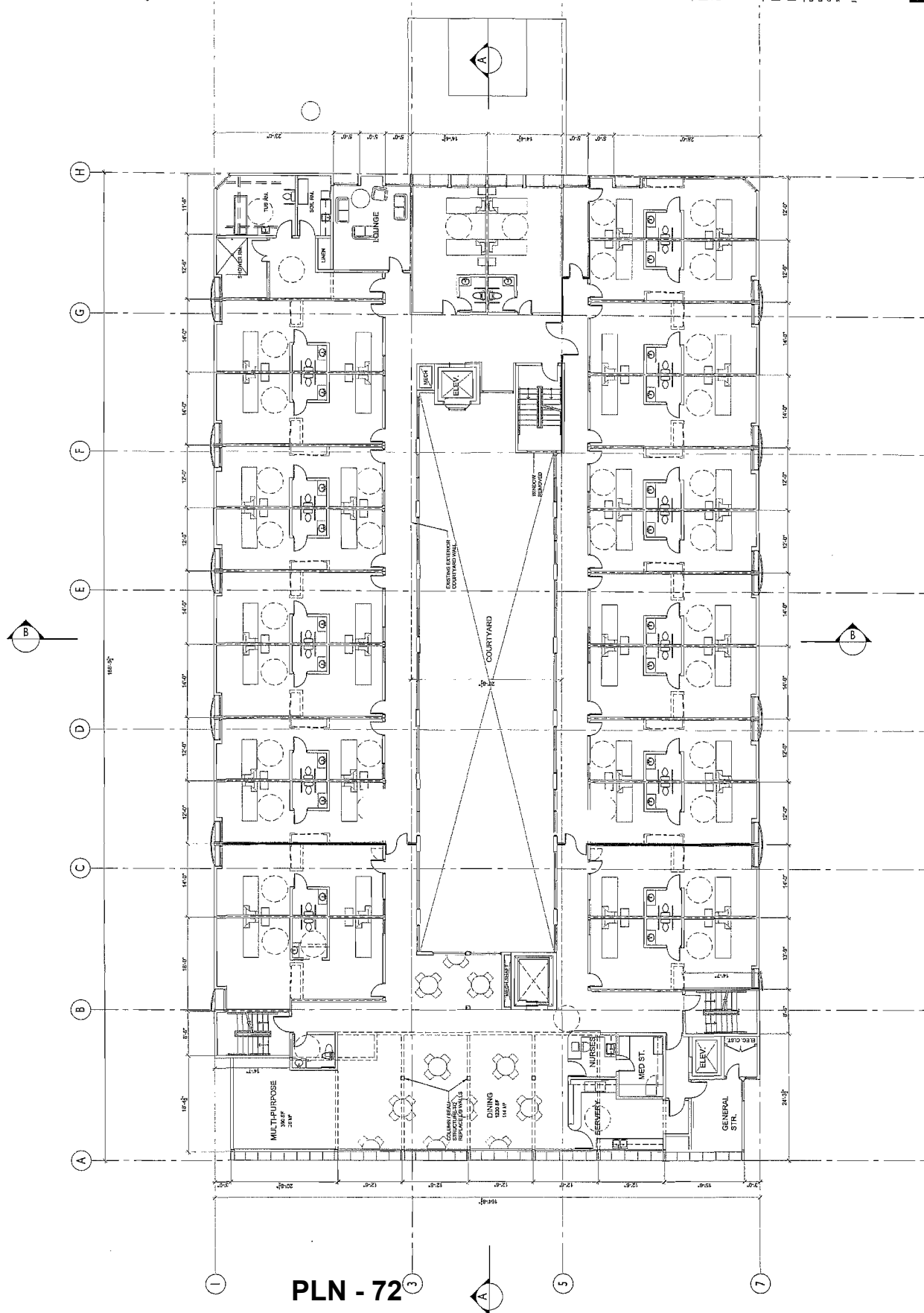
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RICHMOND EXECUTIVE
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PROPOSED THIRD
FLOOR PLAN
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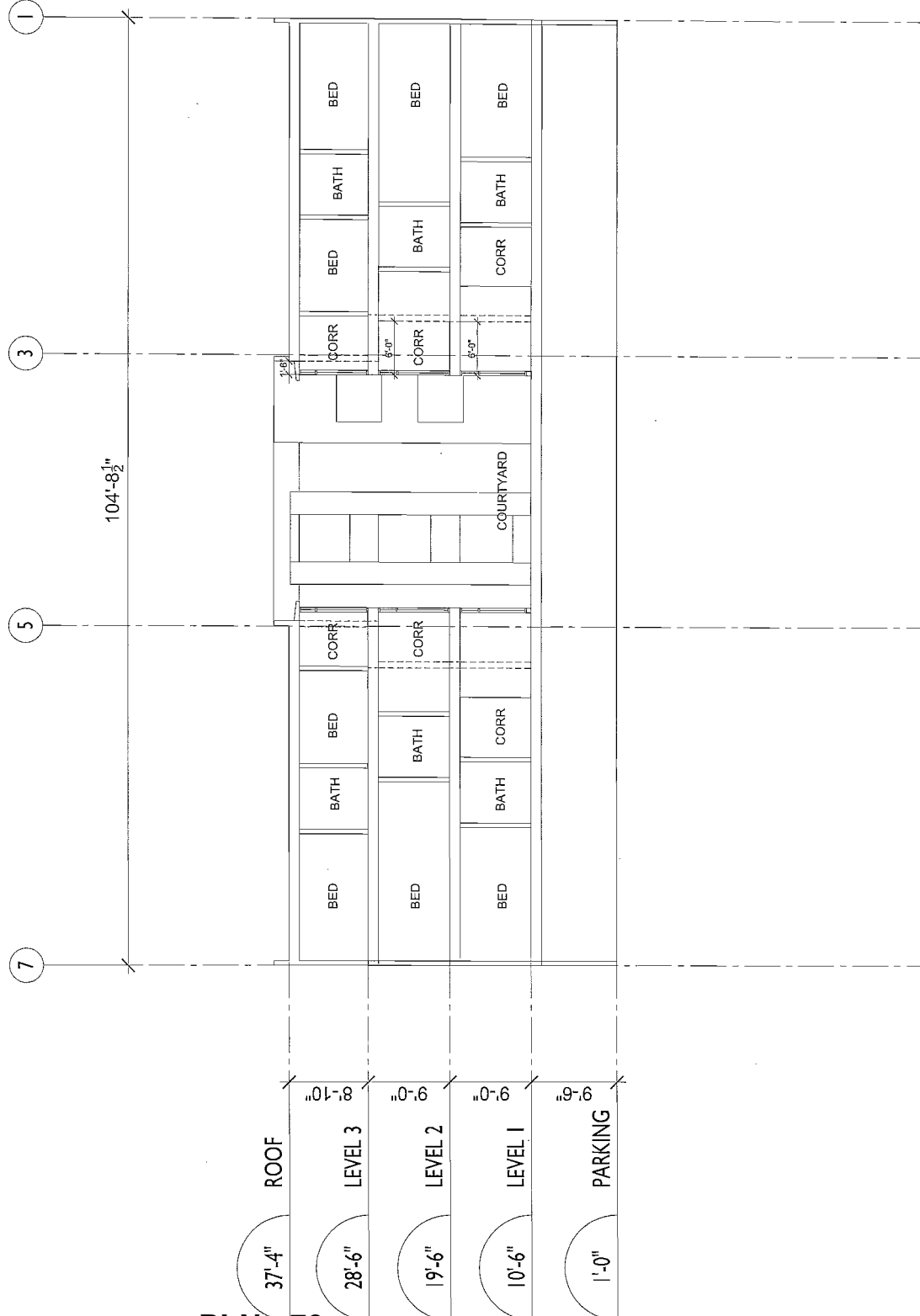


PLN - 72



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PLN - 73

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REVISIONS
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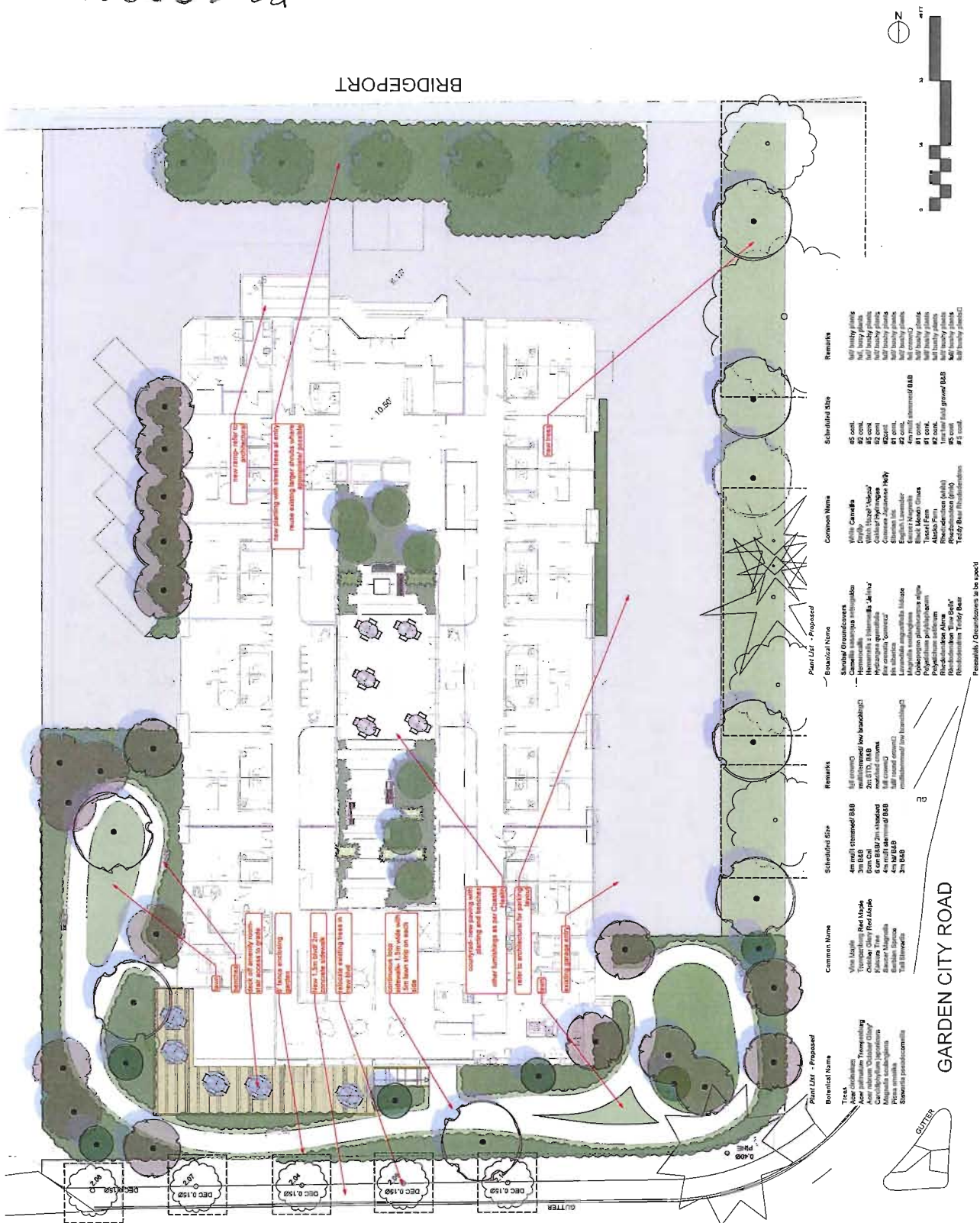
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RICHMOND EXECUTIVE
INN

BUILDING
SECTION

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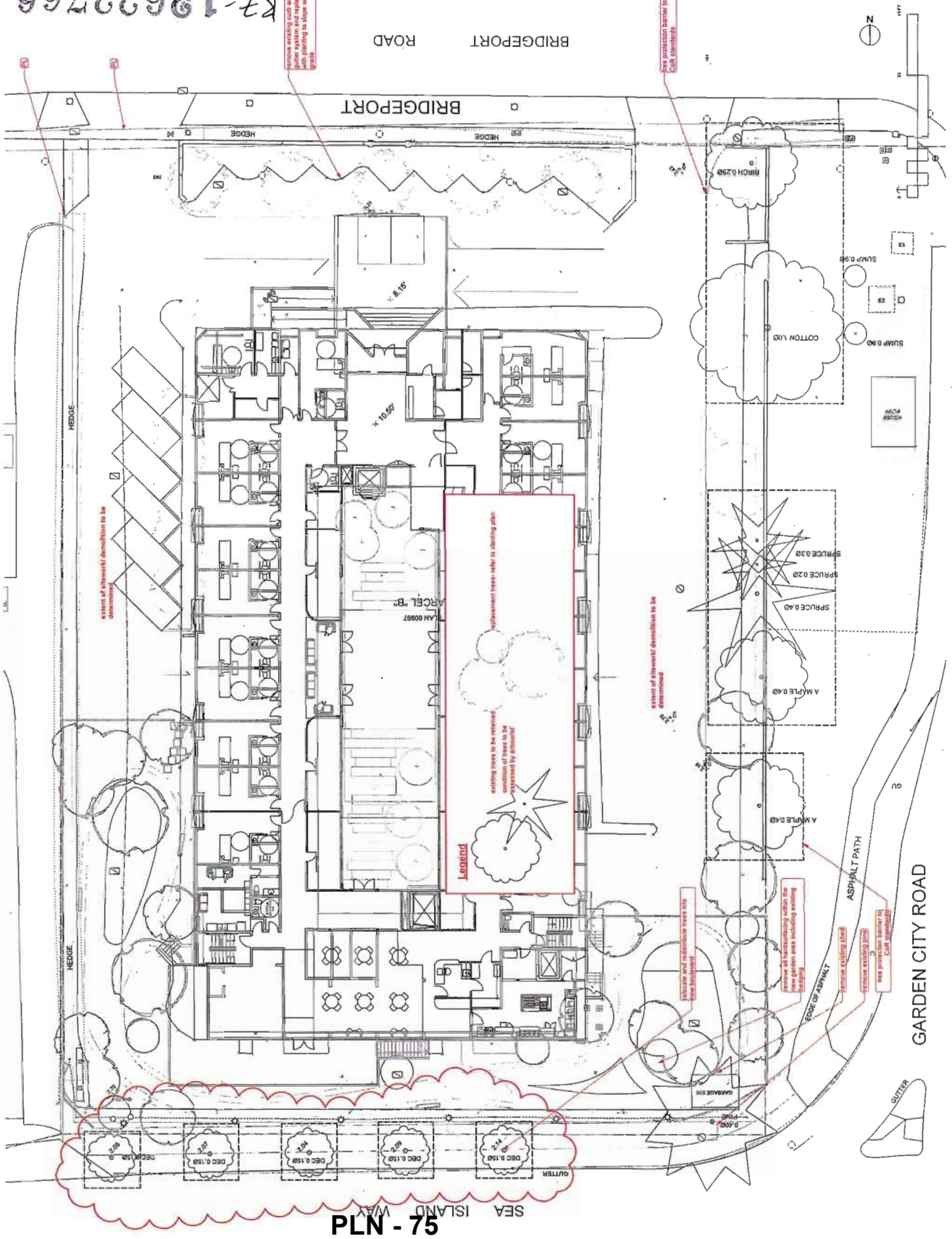
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eta
urban systems + solutions

Lions Manor
Seniors Residence
Richmond, BC

Tree Management Plan

Project Name	Lions Manor Seniors Residence
Project No.	27016
Client	BC Housing
Location	Richmond, BC
Scale	1:100
Date	10.17.12
Drawn By	J. [illegible]
Checked By	[illegible]
Approved By	[illegible]



PLN - 75



RZ 12-620766

Attachment 4

Address: 9020 Bridgeport Road

File No.: RZ 12-620766

Prior to final adoption of Zoning Amendment Bylaw 8960, the developer is required to complete the following:

1. Provincial Ministry of Transportation & Infrastructure Approval.
2. Provision of a 3.5 m wide Public Rights of Passage – Statutory Right of Way (PROP-SRW) for boulevard enhancements along the entire Sea Island Way frontage including a 1.5 m wide boulevard planting strip with street trees, grass and an automatic irrigation system plus a 2.0 m wide City standard concrete sidewalk.
3. Registration of a legal agreement on title identifying that the proposed development must be designed and constructed in a manner that mitigates potential aircraft noise within the proposed complex care facility. The complex care facility 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 (Sleeping Units)	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.
4. Registration of a flood indemnity covenant on title.
5. Submission of a Landscape Plan, prepared by a Registered Landscape Architect, to the satisfaction of the Director of Development, and deposit of a Landscaping Security in the amount of \$114,777.00 based on 100% of the cost estimate provided by the Landscape Architect, including installation costs. The Landscape Plan should:
 - include a mix of coniferous and deciduous trees; and
 - include the dimensions of tree protection fencing as illustrated on the Tree Retention Plan attached to this report.

Prior to Building 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.
2. Submission of a boulevard design for Sea Island Way including the provision of a new 1.5 m wide boulevard planting strip at the back of existing curb complete with street trees and sodded grass and a 2.0 m wide sidewalk City standard concrete sidewalk along the entire Sea Island Way frontage including an automatic irrigation system. The applicant is required to engage a civil engineering consultant to prepare a detailed design including a cost estimate to be used for bonding purposes. The applicant is responsible for all costs associated with the installation of these boulevard improvements.
3. Submit a report and recommendations prepared by an appropriate registered professional, which demonstrates that the interior noise levels and thermal conditions comply with the City’s Official Community Plan requirements for Aircraft Noise Sensitive Development. 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

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

Note:

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

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

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

- Additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering may be required including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.

Signed _____

Date _____



**Richmond Zoning Bylaw 8500
Amendment Bylaw 8960 (RZ 12-620766)
9020 BRIDGEPORT ROAD**

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

1. Richmond Zoning Bylaw 8500 is amended by inserting the following text into the Other Regulations of the Health Care (HC) Zone (Section 13.4.11.2):

“13.4.11.2

The following are **site-specific zone** regulations applicable to the **lot** at:

9020 Bridgeport Road

P.I.D. 002-672-855

Parcel “B” Sections 27 and 28 Block 5 North Range 6 West New Westminster
District Reference Plan 60997

- a. **Residential security/operator unit** is not a permitted use on this **site**.
- b. **Congregate housing** is a permitted use on this **site** but no independent dwelling units are permitted on this **site**.
- c. There is no on-site loading requirement for a large service vehicle (WB-17).”

2. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning and Development Bylaw 8500, is amended by repealing the existing zoning designation of the following area and by designating it **Health Care (HC)**.

P.I.D. 002-672-855

Parcel “B” Sections 27 and 28 Block 5 North Range 6 West New Westminster
District Reference Plan 60997

3. This Bylaw may be cited as “**Richmond Zoning and Development Bylaw 8500, Amendment Bylaw 8960**”.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED

CITY OF RICHMOND
APPROVED by 
APPROVED by Director or Solicitor 

MAYOR

PLN - 78

CORPORATE OFFICER



City of Richmond

Report to Committee Planning and Development Department


To: Planning Committee **Date:** October 19, 2012

From: Wayne Craig, MCIP, MCSLA **File:** RZ 12-615705
Director of Development

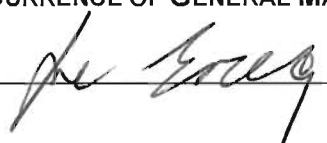
Re: **Application by Townline Ventures Granville Avenue Ltd. for Rezoning at 8280 and 8300 Granville Avenue from Auto-Oriented Commercial (CA) to High Rise Apartment (ZHR13) - St Albans (City Centre)**

Staff Recommendation

That Bylaw No. 8958, to create a new zoning district "High Rise Apartment (ZHR13) – St Albans (City Centre)" and to rezone 8280 and 8300 Granville Avenue from "Auto-Oriented Commercial (CA)" to "High Rise Apartment (ZHR13) - St Albans (City Centre)", be introduced and given first reading.


Wayne Craig, MCIP, MCSLA
Director of Development

WC:bg
Att. 4

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

Staff Report

Origin

Townline Ventures Granville Avenue Ltd., has applied to the City for permission to rezone properties located at 8280 and 8300 Granville Avenue from “Auto-Oriented Commercial (CA)” to High Rise Apartment (ZHR13) - St Albans (City Centre).

This project consists of a 16-storey residential tower with a gross floor area of 10,150.8 m² (109,263 ft²) and net floor area of 9,566.8 m² (102,976 ft²) containing 126 residential units including 7 affordable housing units and 160 parking stalls.

There will be a Servicing Agreement (SA) associated with this proposed rezoning application and the applicant has agreed with the required off-site frontage improvements and site servicing upgrades including the site service connections.

Findings of Fact

This site is designated Urban T5 in the CCAP, which permits high-rise mixed use development. See **Attachment 1** - Location Plan/Air Photo, **Attachment 2** - Development Application Data Sheet, **Attachment 3**: Concept Design Drawings and **Attachment 4** - Rezoning Considerations.

Surrounding Development

To the North: across Granville Avenue is an older, 3-storey apartment building over parking zoned according to “Land Use Contract 138” and designated Urban Centre T5 (25 m) in the City Centre Area Plan (CCAP) – Brighthouse Village.

To the East: is a 1 and 2-storey retail commercial strip mall located at the corner of Granville Avenue and St Albans Road zoned “Auto-Oriented Commercial (CA)” with Urban Centre T5 designation on the General Land Use Map (2031) in the CCAP and beyond St Albans Road is a mixed-use commercial/residential tower building with (ZMU2) zoning and designated Urban Centre T5 on the General Land Use Map.

To the South: across a 3.0 m wide partial lane is an older 3-storey apartment building over parking at-grade with zoning according to “Land Use Contract 115” and Urban Centre T4 designation on the General Land Use Map in the CCAP and beyond is Bennett Road are other townhouse residential projects.

To the West: is a 1 and 2-storey retail/commercial building zoned “Auto-Oriented Commercial (CA)” with Urban Centre T5 designation on the General Land Use Map (2031) in the CCAP and beyond are a series of residential, office and mixed-use tower buildings.

Related Policies & Studies

1. CCAP Policies

- .1 Density: The allowable density on this site can increase from 2.0 to 3.0 FAR provided that a minimum of 5% of the total residential floor area is provided as affordable housing.
- .2 Mixed-Use versus Residential Use: CCAP does not require retail or individual townhouse units along Granville Avenue, provided that the proposed streetscape treatment contributes to an attractive, pedestrian-friendly greenway. While the front yard is constrained by vehicle access/egress and loading requirements, the continuity and landscape character of the greenway is maintained in an acceptable condition.

- .2 Tower Height: CCAP recommends variations in tower height. The proposed tower is the same height as the Duchess and the tower east of St Albans. It is anticipated that there will be a continuous wall of towers along this street in the future, however the applicant has demonstrated that towers can be alternately stepped back from the street to break-up the rhythm of built form along the streetscape. The applicant has also proposed interesting design elements at the top of the building to add variety to the roofscape along Granville Avenue. This is a City Centre location within 1 block of No. 3 Road and high density with taller buildings should be anticipated within this area.
- .3 Tower Spacing: The OCP encourages a tower spacing of 24 m while the CCAP recommends 35 m between towers (above 25 m) within this area. The spacing between towers proposed on the subject site and development concept for the site to the west (consolidated 8240 and 8260 Granville Avenue) is approximately 25 m. However, the applicant has allowed for a staggered placement of future towers, which permits acceptable maintenance of views and privacy.
- .4 Tower Floorplate Size: CCAP recommends a maximum 650 m² floorplate above 25 m. The proposed tower exceeds this recommendation. There are many examples of tower floor plates that exceed this recommendation within the City Centre and the proposed design results in an efficiently floor plan layout given the narrow site. The applicant has proposed vertical art panel/fins along the Granville Avenue streetscape, which increases the apparent height and similarly reduces the apparent width of the tower element.

Consultation

School District

This application was not referred to School District No. 38 (Richmond) since it complies with the OCP and will not generate 50 or more school aged children. This application involves 126 multiple-family housing units.

Public Input

No correspondence has been received from the public on this rezoning application.

Staff Comments

Staff technical review comments are included below. There are no significant concerns.

Analysis

Land Dedications & Statutory Right-of-Ways (SRW's)

1. The applicant has agreed to provide a minimum 4.0 m wide Public Rights of Passage – Statutory Right of Way (PROP-SRW) along the entire north property line on Granville Avenue for road and greenway purposes to be confirmed by survey, subject to detailed design and acceptable to the Director of Transportation. See Transportation comments for specific frontage improvements.
2. The applicant has agreement to provide a 4.5 m wide land dedication for a future lane along the entire south property line for future lane purposes. There is an existing 3.0 m wide SRW for lane and utility purposes. The existing 3.0 m wide lane together with the proposed 4.5 m wide lane dedication will be developed in the future to establish an interim (7.5 m wide) lane. See Transportation comments for specific frontage improvements.

3. See Rezoning Considerations for a complete list of the rezoning requirements.

Land Use & Zoning

1. There is a 3.0 m wide future lane allowance with an existing sanitary sewer along the south property line and a 9.0 m wide lane will ultimately connect No. 3 Road with St. Albans Road along the south side of this property. The preferred vehicle access to the proposed development site is via a lane along the south property line. The intervening property (8360 Granville Avenue) between the subject site and St Albans Road is currently occupied by a 1 to 2-storey retail/commercial building. City staff have requested that the applicant acquire a 4.5 m wide easement across the south portion of 8360 Granville Avenue, which would allow for a 7.5 m wide temporary lane access to the rear (south side) of the subject development site however, the applicant was unsuccessful. Accordingly, this development proposal is proceeding with right-in and right-out access/egress from Granville Avenue.
2. City staff requested that the applicant acquire the property to the west (8260 Granville Avenue) in order to create 3 relatively equal sized lots on the south side of Granville Avenue west of St Albans Road. The applicant has tried to acquire this property and provided verifiable evidence that an attempt has been made but was unsuccessful. Since the rezoning sign was posted, City staff have not received any inquiries from the owner of 8260 Granville Avenue. The applicant has submitted conceptual development plans for the lands to the west of the subject site. These conceptual plans require 8260 and 8240 to consolidate in order to achieve high-rise development. Given the current use of the 8240 Granville Avenue (Value Village), it is anticipated that these properties may not contemplate rezoning for a considerable time.
3. The applicant has provided viable schematic development scenarios for the adjacent properties (8360 Granville Avenue and the consolidated lots 8240 and 8260 Granville Avenue). A copy of these schematic development scenarios is in the application file.

Transportation & Traffic

1. There are bike lanes along this portion of Granville Avenue and this corridor is a designated greenway. The applicant has agreed to provide frontage improvements similar to those recently constructed as part of the 'Centro' development located at 8040 Granville Avenue (near the Granville Avenue and No. 3 Road intersection). Generally, the greenway includes the following components: 1.8 m wide bike lane, 0.15 m curb, 1.5 m wide boulevard, 2 m wide sidewalk and a potential extra 2.0 to 3.5 m wide for greenway improvements such as plantings, street furniture and other beautification elements. A layout of proposed frontage improvements has been provided that illustrates the following:
 - South from the back of the existing Granville Avenue curb, a 3.2 m wide on-street layby complete with transitions that may extend beyond the subject site frontage and new curb and gutter (south of the existing 1.8 m wide eastbound bike lane) subject to detailed design via a Servicing Agreement and subject to the satisfaction and approval by the Director of Development, prior to final adoption of the rezoning,
 - South of the new layby curb, a 3.0 m wide boulevard planting strip complete with street trees, boulevard planting automatic irrigation and street furnishings, subject to detailed design via a Servicing Agreement and subject to the satisfaction and approval by the Director of Development, prior to final adoption of the rezoning,

- South from the south side of the boulevard planting strip, a 2.5 m wide walkway with decorative paving subject to detailed design via a Servicing Agreement and subject to the satisfaction and approval by the Director of Development, prior to final adoption of the rezoning, and
 - South from the south side of the walkway, a 2.0 m wide for landscape buffer planting strip where possible to separate the walkway from the proposed development subject to detailed design via a Servicing Agreement and subject to the satisfaction and approval by the Director of Development, prior to final adoption of the rezoning.
2. The applicant has explored a variety of site access/egress options. Staff determined that the most appropriate vehicle access/egress configuration for this site is right-in and –out from Granville Avenue adjacent to the west property line. This would involve a temporary loading layby along the entire road frontage. Large vehicle (WB-17) loading will occur temporarily from the layby along the street but will eventually be relocated to the lane once the rear lane is constructed. Medium vehicle (SU9) loading will remain located in the front yard building setback area permanently. The applicant has provided a separate functional plan for this proposed vehicle access/egress arrangement. The applicant has demonstrated adequate access/egress turning movements for both the large vehicle (WB-17) layby along Granville Avenue as well as the medium vehicle (SU9) loading area in the building setback zone along Granville Avenue. The propose vehicle access/egress for this site will also provide access to/from the adjacent property to the west (the consolidated lots of 8240 and 8260 Granville Avenue).
 3. The applicant has also provided functional plan(s) for the temporary 7.5 m wide and ultimate 9.0 m wide lane including curbs, lighting, sidewalk and paving treatment(s) including a cross section. The interior layout of the parking area anticipates the future connection with the lane via provision of a ramp (within the P1 parking level) that will eventually connect with the future lane, a knock-out panel that can be removed and accommodations for an automatic overhead vehicle door along the lane. All provisions necessary to make the future connection between the parkade and the eventual rear lane have been incorporated into the design of this development proposal, which will require no costs to the strata corporation in the future. However, the proposed right-in and –out access/egress to/from Granville Avenue will remain even after the future lane is constructed.
 4. The applicant has provided the following total parking counts for the proposed development.

Type of Parking Spaces	Required	Proposed	Total
Off-street Parking Spaces: Resident (R) / Visitor (V)	1.2 (R) & 0.2 (V)	135 (R) & 25 (V)	160 including 10% reduction
Parking Spaces: Regular (R) / Small (S) / Accessible (A)	174 including accessible, max. 50% small car spaces	80 (R), 76 (S) & 4 (A)	160 including 10% reduction
Loading Space:	1 large (WB-17) 1 medium (SU9)	1 WB-17 (on-street layby) 1 SU9 (in front yard setback)	1

5. This development requires 174 parking spaces according to the Zoning Bylaw however a 10% reduction of residential parking is allowed provided that the applicant agrees to provide a package of Transportation Demand Management (TDM) measures approved by the Director of Transportation. The applicant proposes 160 parking spaces, which is within the allowable 10% reduction in residential parking subject to the approval of the TDM package.

6. In consideration for the 10% reduction of required parking the applicant has agreed to provide the following Transportation Demand Management (TDM) measures: a \$25,000.00 contributions for a bus shelter in the vicinity of the site, 20% of parking stalls provided with 120 volt, electrical vehicle plug-in charging equipment, an additional 25% of parking stalls pre-ducted for future electrical vehicle plug-in charging equipment, a concrete pad and City Centre bench, a contribution of \$15,300.00 for Audible Pedestrian Signal (APS) up-upgrades at the Granville Avenue and St. Albans Road intersection plus the supply and installation of illuminated street name signs at all approaches to the Granville Avenue and St. Albans Road intersection.

Engineering & Servicing

1. Sanitary Upgrades: The applicant has agreed to provide a cash contribution in the amount of \$19,040.00 for the upgrade of the sanitary sewer from STMH2498 to STMH2491, as there is inadequate capacity under the ultimate OCP development scenario.
2. Lane Contribution: The applicant is required to provide a cash contribution for the construction of the future interim lane based on a suitably detailed design and detailed cost estimate utilizing City rates prepared by a professional civil engineer via the Servicing Agreement subject to the satisfaction and final approval by the Director of Development, prior to final adoption of the rezoning.
3. Layby Reinstatement: The applicant is required to provide a cash contribution for the removal of the layby and reinstatement of the existing Granville Avenue curb alignment including the reconfiguration of the Granville Avenue boulevard improvements (i.e., greenway and associated enhancements), based on a suitably detailed design and detailed cost estimate utilizing City rates prepared by a professional civil engineer via the Servicing Agreement subject to the satisfaction and final approval by the Director of Development, prior to final adoption of the rezoning.

Affordable & Accessible Housing

1. The applicant has agreed to provide 5% of the total gross floor area of the proposed building as affordable housing units. This translates into approximately 507.54 m² (109,263 ft² x 5% equals 5,463.15 ft²) or roughly 7 affordable housing units. The proposed total affordable housing area will be verified as part of the Housing Agreement.
2. As part of the Housing Agreement process, the final proposed floor plan layouts and unit sizes will also be reviewed and compared to the Affordable Housing Strategy (AHS) area unit requirements based on the following unit sizes (i.e., 535 ft² for 1 bedroom units and 860 ft² for 2 bedroom units). Floor plans of all proposed affordable house units have been provided including unit sizes and room dimensions.
3. A mix of units is proposed and scattered throughout the development as recommended by staff including two 1-bedroom units, one 1-bedroom and den unit, one 2-bedroom unit and three 2-bedroom and den units.
4. The applicant confirms that 55 housing units (14 B-type units, 14 E-type units, 13 G-type units and 14 J-type units) will incorporate the basic universal housing features. A detailed floor plan layout of all units that contain basic universal housing features has been submitted including the total floor area for units, individual room areas complete with dimensions.

5. Accessibility to persons with disability will be provided as follows:

- Access to dwelling units will be provided from the road/sidewalk, main entry lobby/elevators, parking levels and every common area point of access or doorway, including main entry suite and 1 accessible bedroom, and bathroom per apartment and have a clearance and width as per the Richmond Zoning Bylaw, Section 4.16 including pre-wiring at suite entry doors for future push button control,
- Lever doors with 3 foot clear openings will be provided for main entry doors with automatic door openers plus the provision of full security with high visibility/lighting at the main entry door with full weather protection,
- Lever type controls will be provided throughout the project for all doors, windows and plumbing fixtures,
- Control, switches and outlets will be provided according to the Richmond Zoning Bylaw, Section 4.16,
- Floor surfaces will be slip resistant and thresholds will meet the accessibility guidelines and the Building Code requirements,
- * Windows will meet the requirements for seating views from the living and bedrooms,
- * Kitchens will meet the requirements for design of counters, shelving and pull out cupboards, under counter knee space and graspable handles,
- Bathroom blocking will be provided for toilet and bathtub wall for future grab bars, and
- Balcony areas will have minimum 1.5 x 1.5 m dimensions and 80 cm clear openings.

Note: Aging-in-place features are typically universal housing features as well. Items with * apply only to basic universal housing features for the units identified above and on the plans.

Urban Design & Site Planning:

1. As previously mentioned, consolidation of the property to the west (8260 Granville Avenue) with the proposed development site was unsuccessful. In addition, the applicant was unsuccessful in securing an easement across the south side of the property to east (8360 Granville Avenue). The site planning implications are that a large vehicle (WB-17) loading layby will be located curbside along Granville Avenue and a medium vehicle (SU9) loading bay will be located in the front yard setback area along Granville Avenue.
2. The applicant has demonstrated in sufficient detail the future development potential of 8240 and 8260 Granville Avenue to the west of the subject site and 8360 to the east of the site addressing road and lane dedications, site access/egress, setbacks, parking/loading layouts, statistical summaries, tower placement, spacing and floorplate size.
3. The applicant has provided the requested 4.5 m wide land dedication along the south property line for a future lane as well as a 4.0 m wide SRW along Granville Avenue to accommodate the frontage improvements including the layby and greenway improvements.
4. The applicant has agreed to provide a cross access easement to share the driveway access/easement for the proposed development on the subject site with the future development of 8260 and 8240 Granville Avenue.

Architectural Form & Character

1. The applicable design guidelines for this proposed development are as follows:
 - Official Community Plan (OCP) Schedule 2.10 – City Centre Area Plan (CCAP) 3.1: General Guidelines; and
 - OCP Schedule 2.10 – CCAP 3.2.7 Sub-Area B.3: Mixed Use High-Rise Residential, Commercial & Mixed Use.

The applicant will provide a detailed design guideline compliance statement during the Development Permit application phase.

2. The applicant has proposed building façade improvements along Granville Avenue to enhance the streetscape experience that include a skewed orientation of the tower element to the street, openings in the roofline of the tower, architectural detailing of exposed parkade façades and a frosted glass details for the street fronting amenity area to avoid the need for window coverings. The applicant continues to explore the incorporation of vertical fins within the design of the tower street façade. The proposed façade materials include:

- Pre-finished aluminum frames and guards, clear glazed and coloured spandrel panels,
- Pre-finished metal panels and flashings with some painted architectural concrete, and
- Metal and glass feature canopy and lighting.

The composition and mix of façade material will be further refined and developed during the Development Permit application phase.

3. It is anticipated that this development will proceed well in advance of surrounding redevelopment thus the applicant has proposed enhancements to the exposed podium walls of the parkade including foundation plantings where possible, the introduction of 2 cm deep reveals in the painted architectural concrete walls where the parking podium is visible together with cascading vines over portions of the exposed parkade walls from the roof deck.

Landscape & Open Space Design:

1. There is a discontinuous existing greenway along the south side of Granville Avenue and the conceptual landscape design proposes a jog in the greenway alignment but features enhanced greenway corridor treatment including the extensive use of decorative paving, the use of water, sculpture, planters, seating and other high-quality site furnishings.
2. The proposed landscape design overlaps the vehicle loading area and pedestrian circulation space in the vicinity of the building lobby to create a pedestrian plaza area along the street that will incorporate decorative paving materials throughout this area.
3. The program of outdoor activities on the parking podium roof deck has been expanded and the conceptual landscape design of this area has been refined to add more functionality, complexity and visual interest. The applicant now proposes a flexible landscape design of this common roof deck area to accommodate a greater variety of users including children, seniors, families and a variety of scale spaces to accommodate large and small user groups. Design components include a circular pathway, children's play area, dog run, seating areas, lounging/sunning areas, a barbeque area and high-quality site furnishings and appointments such as benches, lighting and trellis areas that will extend the utility of this amenity space.

4. Further design development of the landscape concept will occur during the Development Permit application phase.

Fire Prevention, Detection and Protection

1. Adequate fire-flow from existing mains will be confirmed at the Servicing Agreement and Building Permit stages. Additional hydrants may be required.
2. Additional and detailed comments will be provided during the Development Permit stage (i.e., detailed information regarding the emergency vehicle staging area, enunciator panel location and fire hydrants).

Sustainability & Public Art

1. Participation in a District Energy Utility (DEU) is not required because there is no DEU currently proposed for this area, however the development proposal incorporates a green roof on top of the parkade structure and cascading vines over portions the exposed parkade walls from the podium roof deck above.
2. The applicant proposes to incorporate a public art component within the development. The applicant will be required to submit a public art plan prepared by a public art consultant for review by the Public Art Advisory Committee as part of the Development Permit application stage. The value of the public art contribution is estimated to be approximately \$79,926.00 (109,263 ft² minus 5,463 ft² for affordable housing x \$0.77/ft²) that includes the 5% of total contribution toward the City's public art administration.

Crime Prevention Through Environmental Design (CPTED):

1. The CPTED features incorporated into the design include the provision of greater visibility and supervision with the introduction of vision glass at the main building entry, parkade entries, in common amenity areas, hallways and access to the roof deck. Alcoves and unattended areas have been minimized and higher intensity lighting will be incorporated.

Refuse & Recycling

1. This development of 126 residential units proposes sufficient space to accommodate the required refuse/recycling container/carts. This proposal assumes private refuse collection but the City would collect recycling items. Adjustments have been made to the refuse/recycling facilities to facilitate more efficient handing of materials.
2. Further design development of the refuse and recycling facilities will be provided at the Development Permit stage including a drawing demonstrating that adequate vehicle manoeuvring space has been provided together with a letter from a private hauler indicating the suitability of these facilities for private collection. In addition, the applicant will also have to demonstrate, at the Development Permit stage, that adequate space for City pick-up of recycling along the Granville Avenue street frontage has been incorporated into the design complete with adequate and convenient space to temporarily store recycling containers adjacent to but off the greenway. City recycling collection would continue to occur along Granville Avenue even after the rear lane is eventually constructed.

Richmond Advisory Design Panel

As directed by senior staff, this rezoning application does not require presentation to the Advisory Design Panel (ADP) as a preliminary submission. However, when this development proposal proceeds to the Development Permit application stage, it must be presented to the ADP as a formal submission complete with all the required submission materials including a high-quality, detailed scale model.

Conclusion

This development will provide an attractive and complementary development along the south side of Granville Avenue in the block east of No. 3 Road and staff supports this rezoning application.



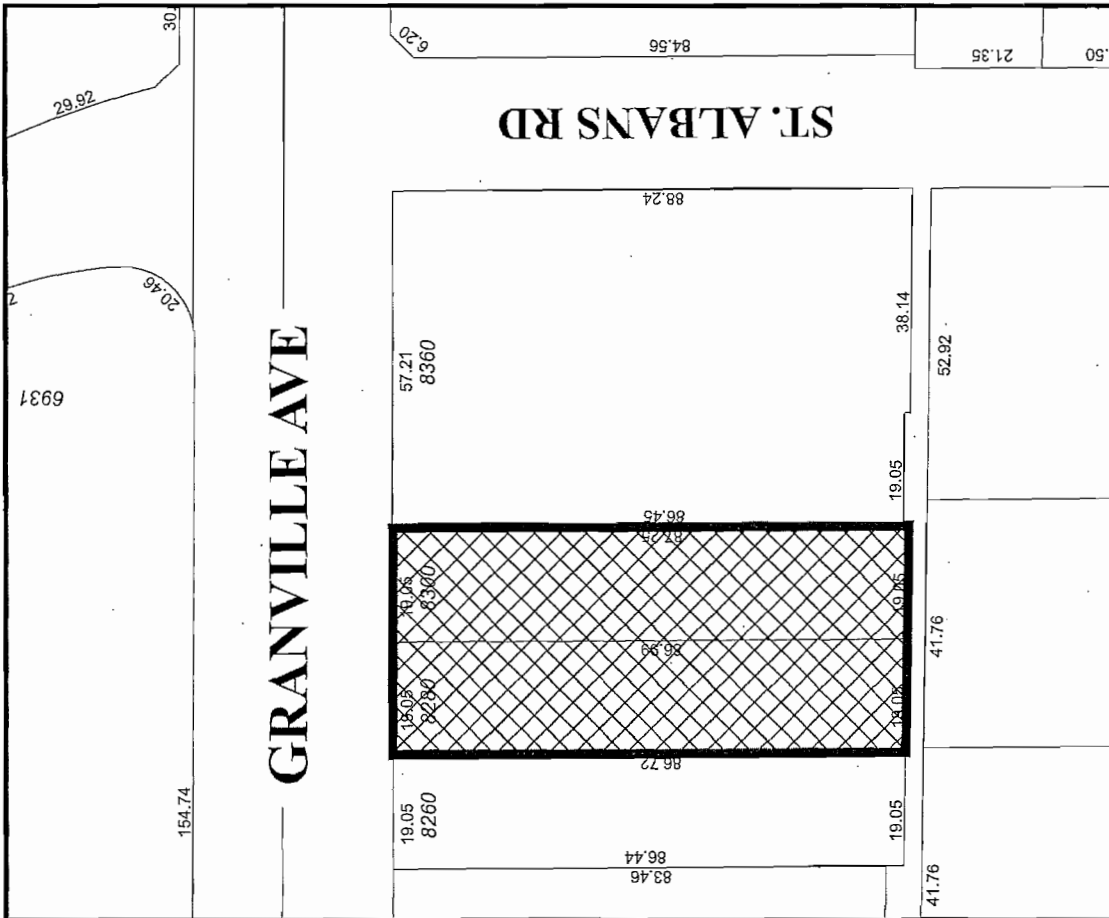
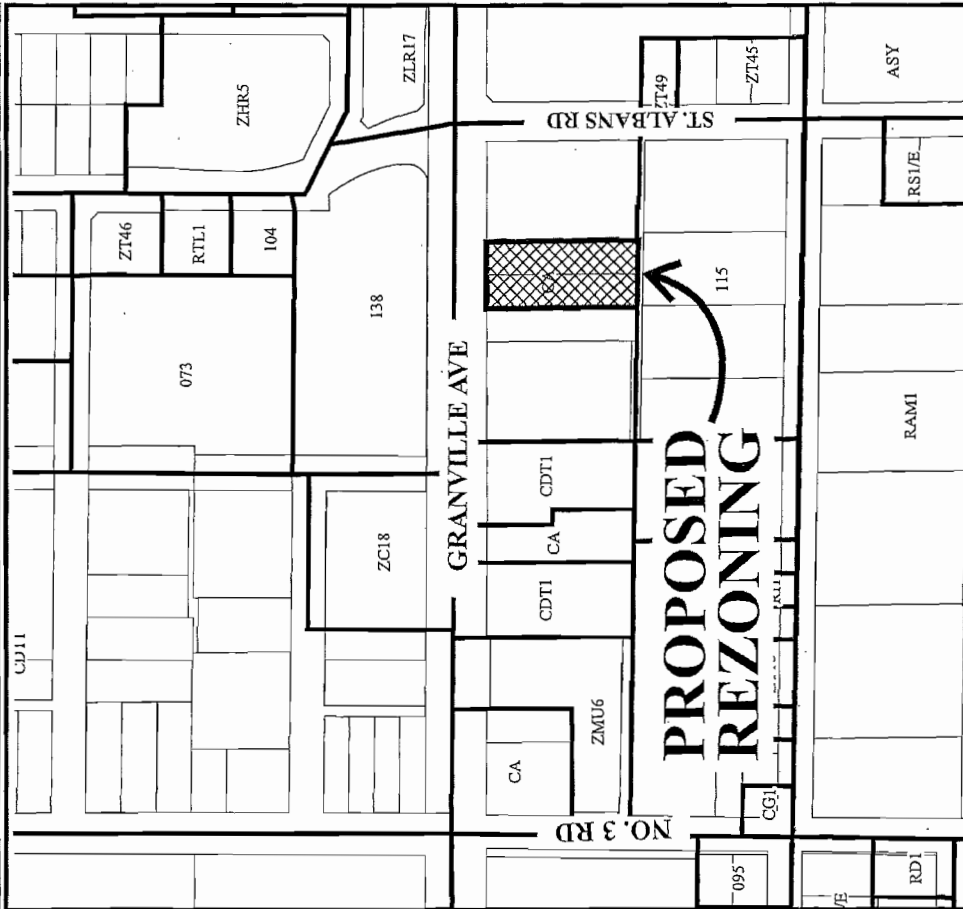
Brian Guzzi, MCIP, MCSLA
Senior Planner - Urban Design

BG:cas

- Attachment 1: Location Plan and Air Photo
- Attachment 2: Development Application Data Sheet
- Attachment 3: Conceptual Design Drawings
- Attachment 4: Rezoning Considerations Concurrence



PROPOSED REZONING



RZ 12-615705

Attachment 1A – Location Plan

Original Date: 08/08/12

Revision Date:

Note: Dimensions are in METRES.



RZ 12-615705
Attachment 1B - Air Photo

Original Date: 08/08/12

Amended Date:

Note: Dimensions are in METRES

PLN - 90



RZ 12-615705

Attachment 2

Address: 8280 and 8300 Granville Avenue

Applicant: Townline Ventures Granville Avenue Ltd.

Planning Area(s): City Centre (St Albans)

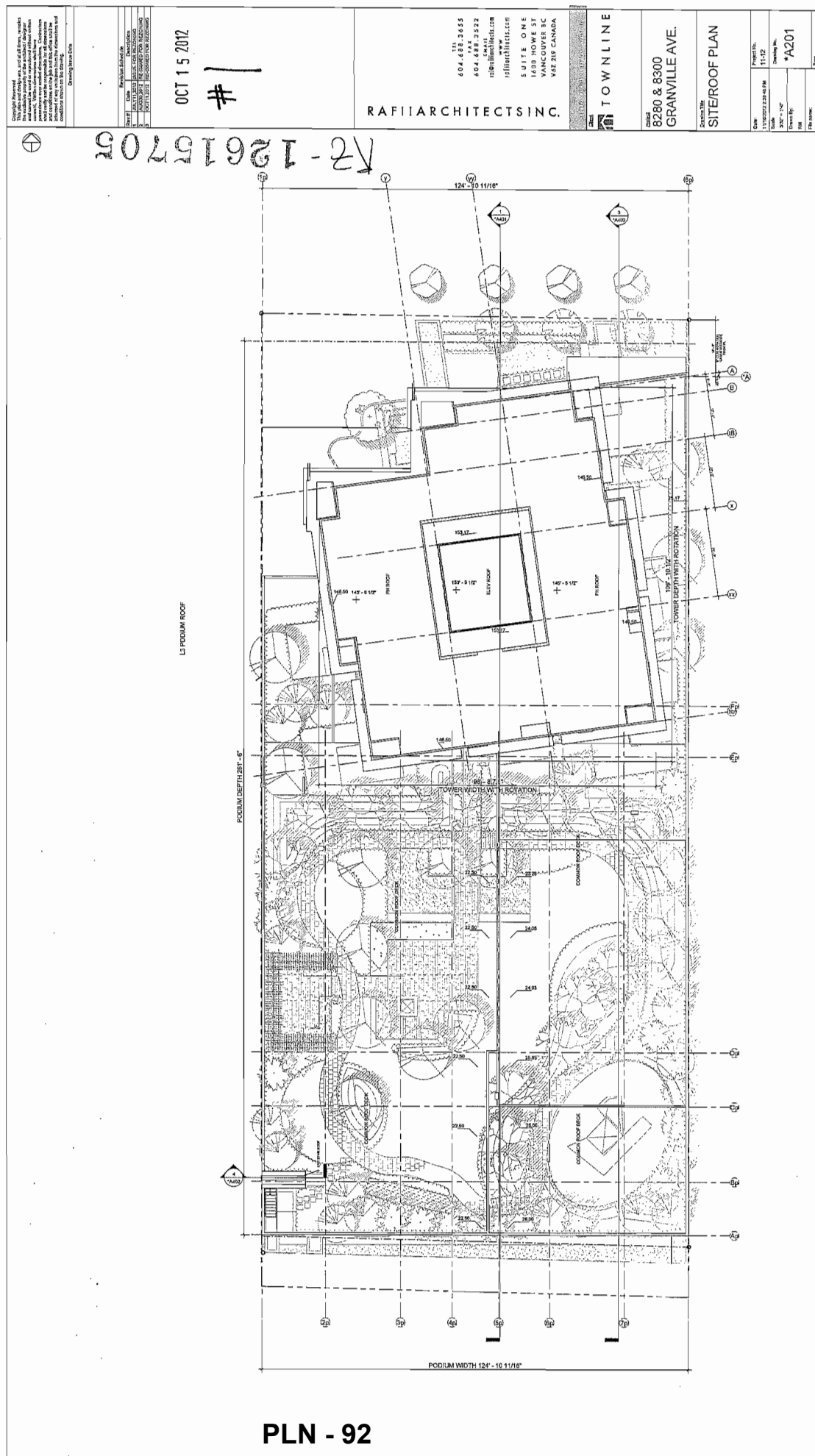
	Existing	Proposed
Owner:	Townline Group of Companies	same
Site Size (m²):	3,325.9 m ² prior to lane dedication	3,154.2 m ² after lane dedication
Land Uses:	Restaurant	High Rise Apartment
OCP Designation:	City Centre (St Albans) – Urban Centre T5	same
Zoning:	Auto-Oriented Commercial (CA)	High Rise Apartment (ZHR13) – St Albans (City Centre)
Number of Units:	none	126 including 7 affordable units
Other Designations:	Not Applicable	same

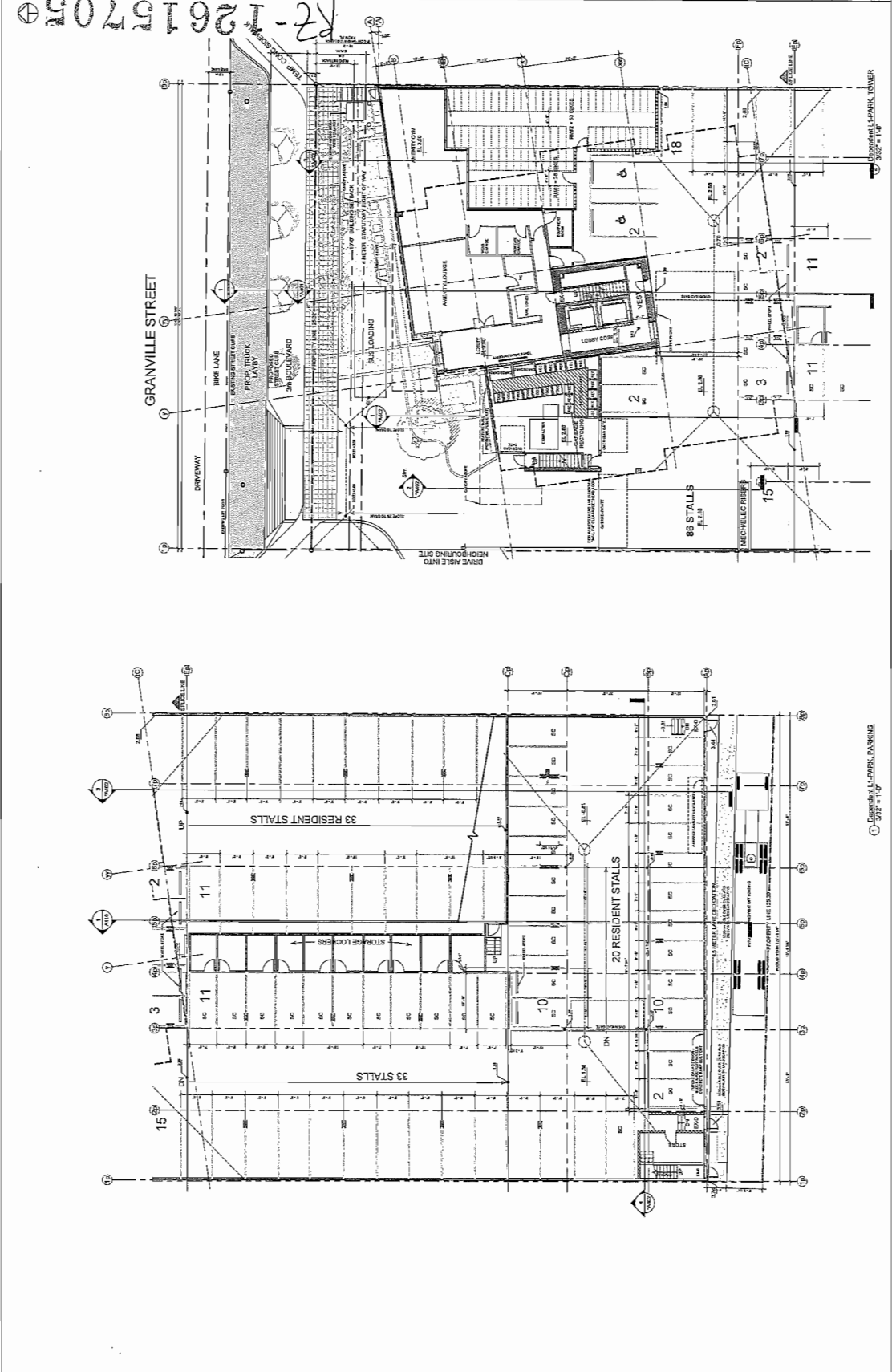
On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Gross Floor Area: m ² (ft ²)	-	10,150.9 m ² (109,263 ft ²)	-
Net Floor Area: (m ²) (ft ²)	9,462.6 m ² (101,854.6 ft ²) base	9,732.4 m ² (104,759 ft ²)	none permitted
Floor Area Ratio:	2.0 FAR (Base FAR) +0.1 FAR for Amenity Space Max. 3.0 FAR - Affordable Housing	3.0 FAR	none permitted
Lot Coverage – Building:	Max. 90%	80.7%	none
Setback – Granville Avenue (m):	Min. 3.0 m	5.0 m	none
Setback – Side & Rear Yards (m):	Min. 0.0 m	Min. 0.0 m	none
Height (m):	47.0 m	46.4 m	none
Off-street Parking Spaces – Regular (R) / Visitor (V):	1.2 (R) and 0.2 (V) per unit	135 (R) and 25 (V) per unit	none
Off-street Parking Spaces – Total:	174	160 including 10% reduction	none
Class 1 Bicycle Parking Spaces:	158	162	none
Amenity Space – Indoor:	100 m ² (1,076 ft ²)	166 m ² (1,783 ft ²)	none
Amenity Space – Outdoor:	756 m ² (8,137.5 ft ²)	1,484 m ² (15,980.26 ft ²)	none

Other: Tree replacement compensation required for loss of significant trees.

PLN - 92

Attachment 3 – Concept Design Drawings





[illegible]

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SUITE ONE
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VANCOUVER BC
V6Z 2Y9 CANADA

RAFFI ARCHITECTS INC.

TOWNLINE

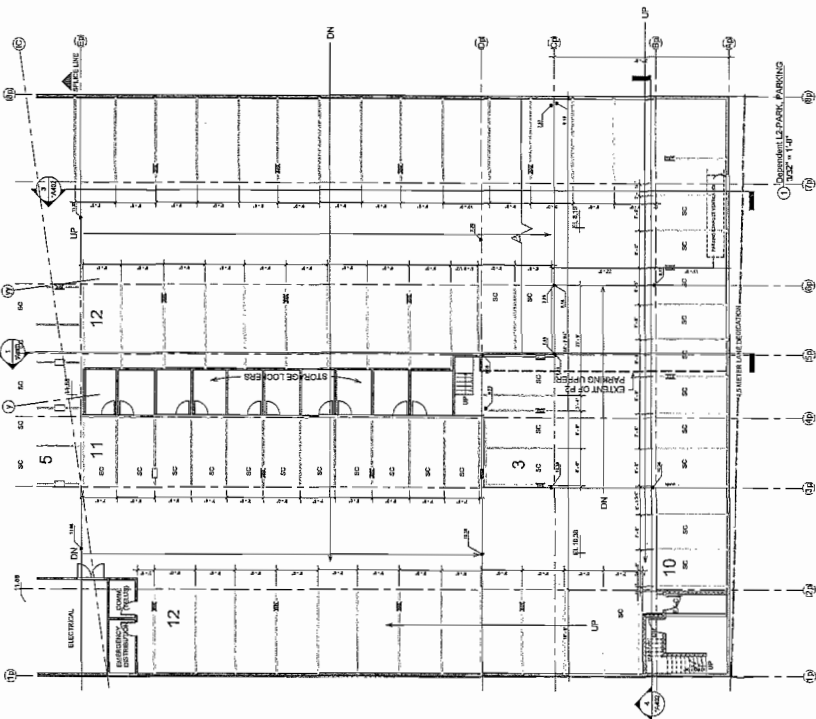
Project
8280 & 8300
GRANVILLE AVE.

Part 1 FULL PLAN

Project No.	11-12	Drawing No.	*A203
Sheet No.	10/20/12 1.31.4 PFA	Scale	1" = 1'-0"
Author	Design By:	Check By:	14
Revised		to name:	

PLN - 94

Date:	11-12	Project No.
Scale:	1/2" = 1'-0"	Drawing No.
Drawn By:	JSN	*A204
File name:		File:



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Drawn: J. Smith
Checked: J. Smith
Reviewed: J. Smith
Date: OCT 15 2012

RAFI ARCHITECTS INC.

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TOWNLINE

8280 & 8300
GRANVILLE AVE.

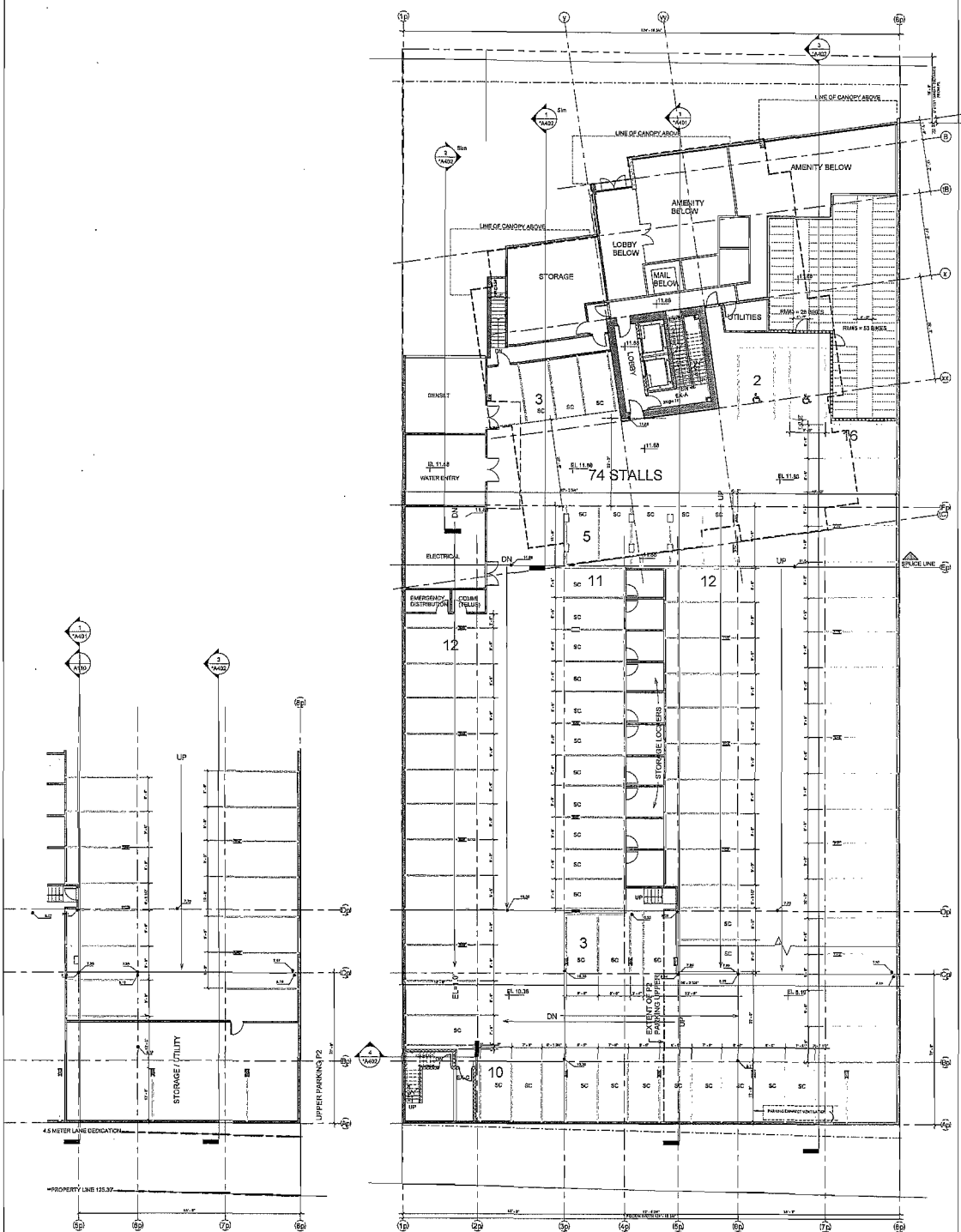
P2 FULL PLAN

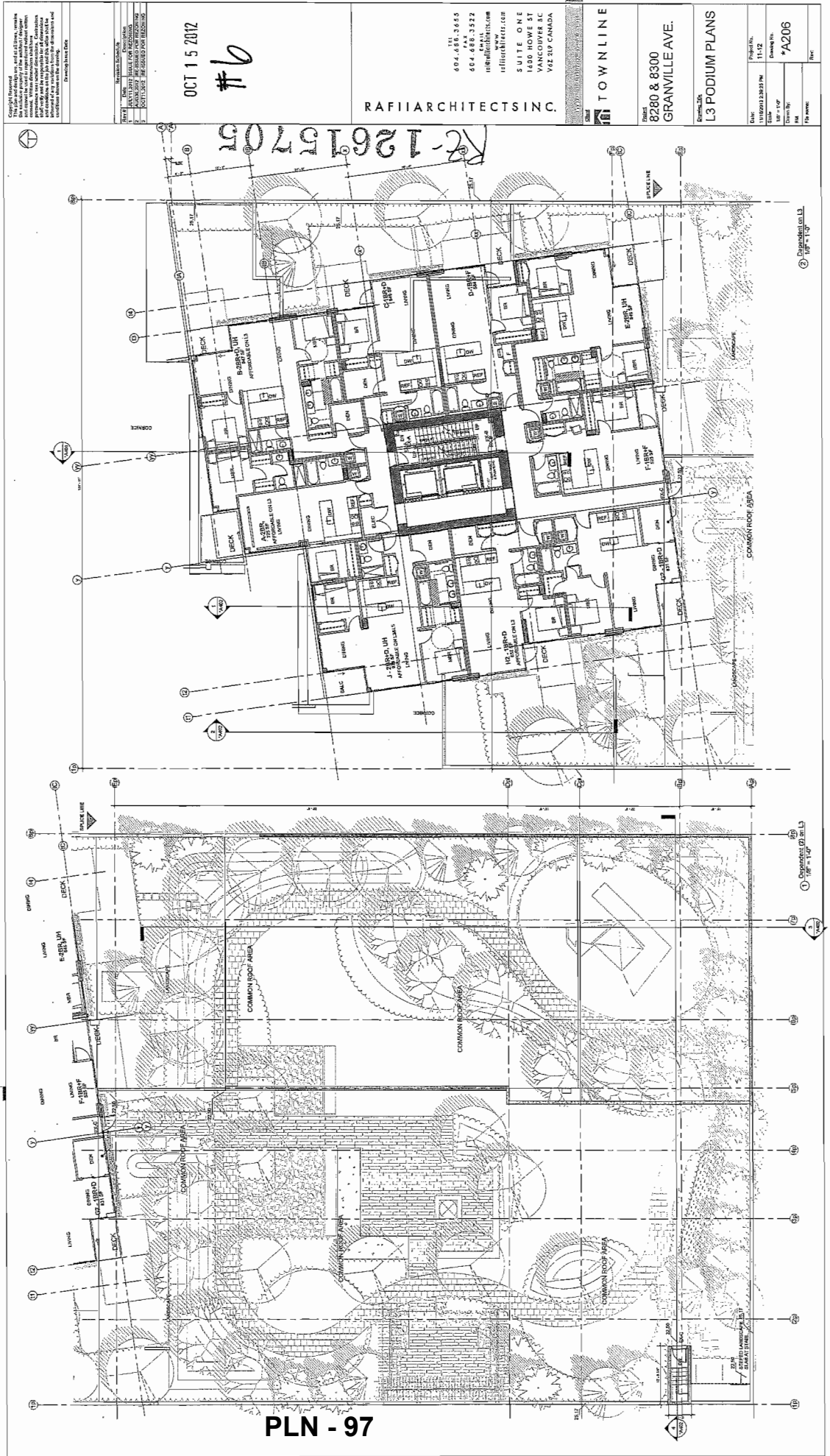
Project No.: 11000011-100-0000
Scale: 1/8" = 1'-0"
Drawing No.: *A205

Sheet: 1 of 1
Date: OCT 15 2012

File Name: P2 FULL PLAN

K7-12615705





PLN - 97

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Project Name: 8280 & 8300 GRANVILLE AVE.
Project No.: 11000123051 PM
Drawing No.: 11-12
Scale: 1/8" = 1'-0"
Drawn By: JAM
Date: 11/11/2012
Project Status: PRELIMINARY

DATE: 11/11/2012
TIME: 11:12
PROJECT: 8280 & 8300 GRANVILLE AVE.
DRAWING: L3 PODIUM PLANS
SHEET: #A206

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TOWNLINE
8280 & 8300
GRANVILLE AVE.
L3 PODIUM PLANS

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 CHECKED BY: [Name]
 PROJECT: [Name]
 SHEET: [Name]

OCT 15 2012
 #7

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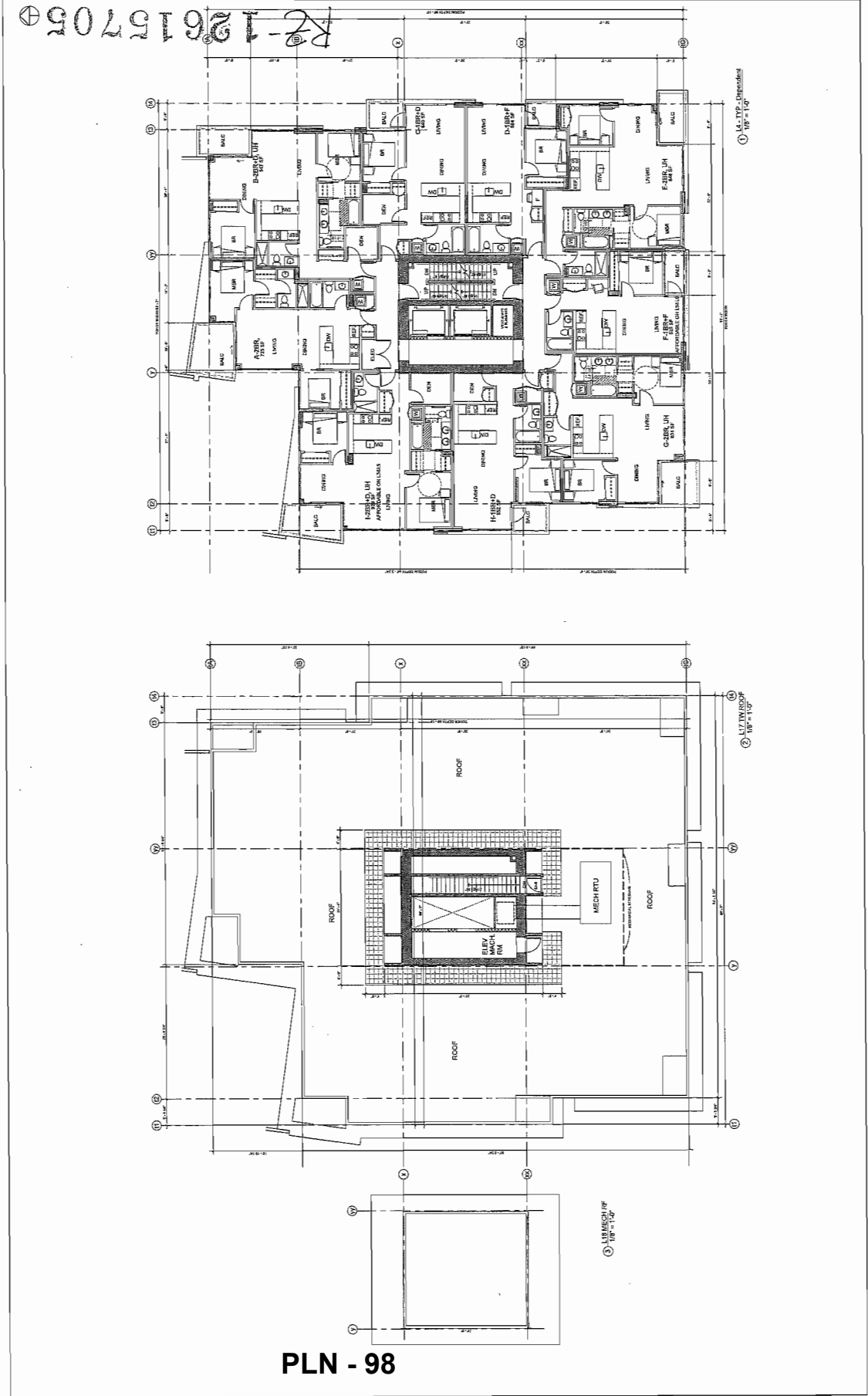
TOWNLINE

8280 & 8300
 GRANVILLE AVE.

15 - L19 TYPICAL &
 ROOF PLAN

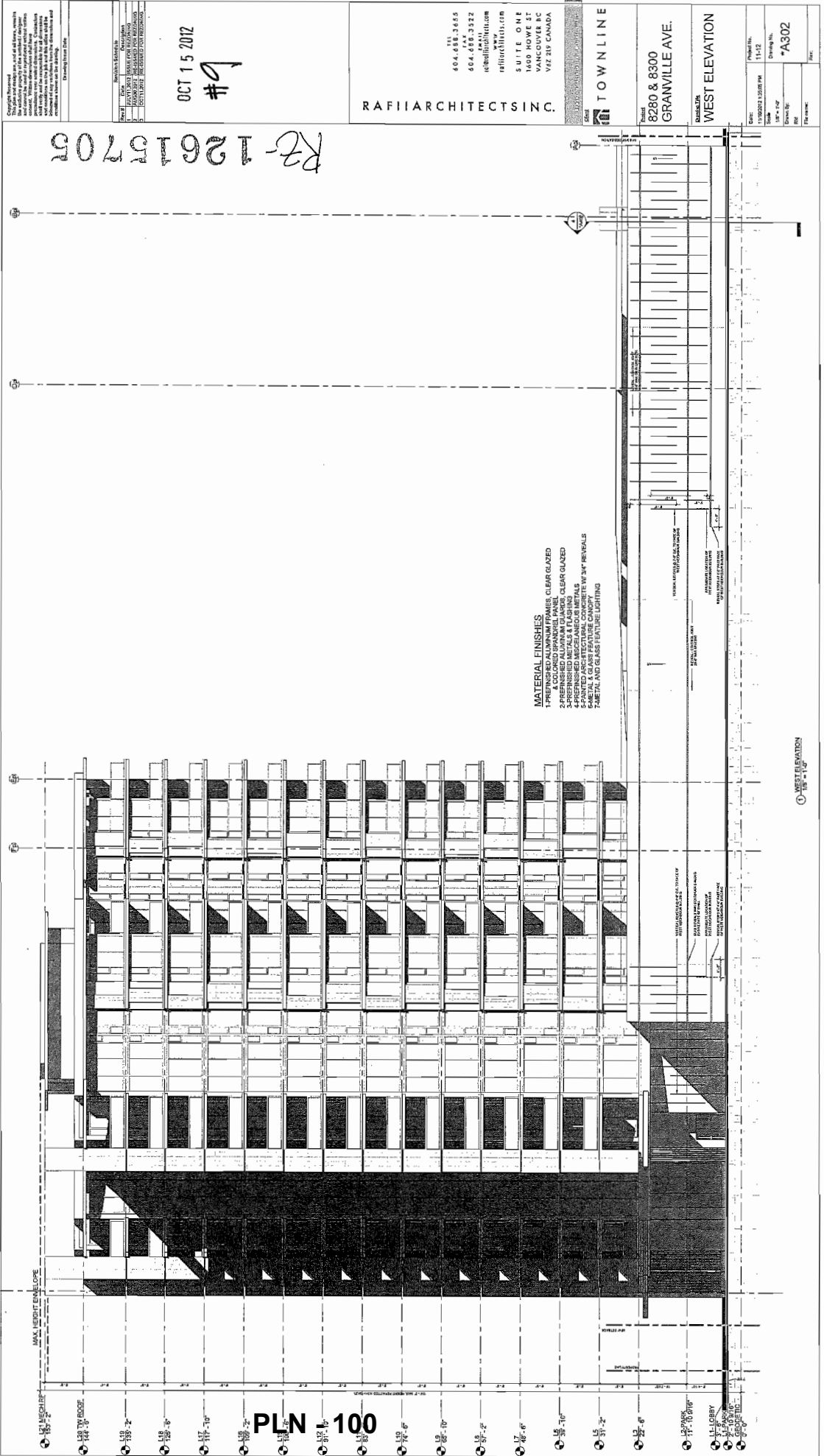
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 CHECKED BY: [Name]
 PROJECT: [Name]
 SHEET: [Name]

15 - L19 TYPICAL &
 ROOF PLAN



MATERIAL FINISHES

- 1-PREFINISHED ALUMINUM FRAMES, CLEAR GLAZED
- 2-PREFINISHED ALUMINUM GUARDS, CLEAR GLAZED
- 3-PREFINISHED METALS & FLASHING
- 4-PREFINISHED MISCELLANEOUS METALS
- 5-PAINTED ARCHITECTURAL CONCRETE W/ 3/4" REVEALS
- 6-METAL & GLASS FEATURE CANOPY
- 7-METAL & GLASS FEATURE LIGHTING



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Rev	Date	Revised By	Description
1	JAN 13 2012	RAFI	ISSUED FOR PERMITTING
2	OCT 15 2012	RAFI	REVISED FOR PERMITTING

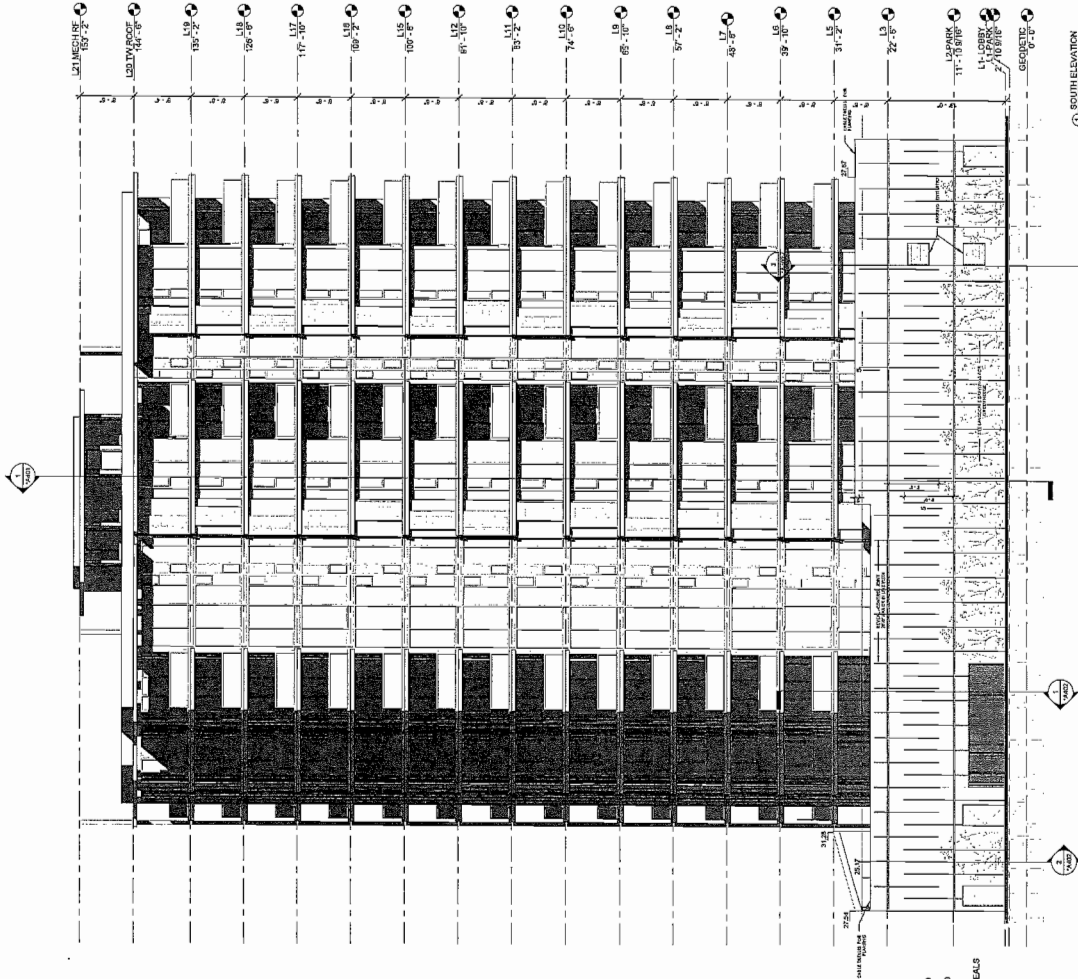
12615705
#10
OCT 15 2012

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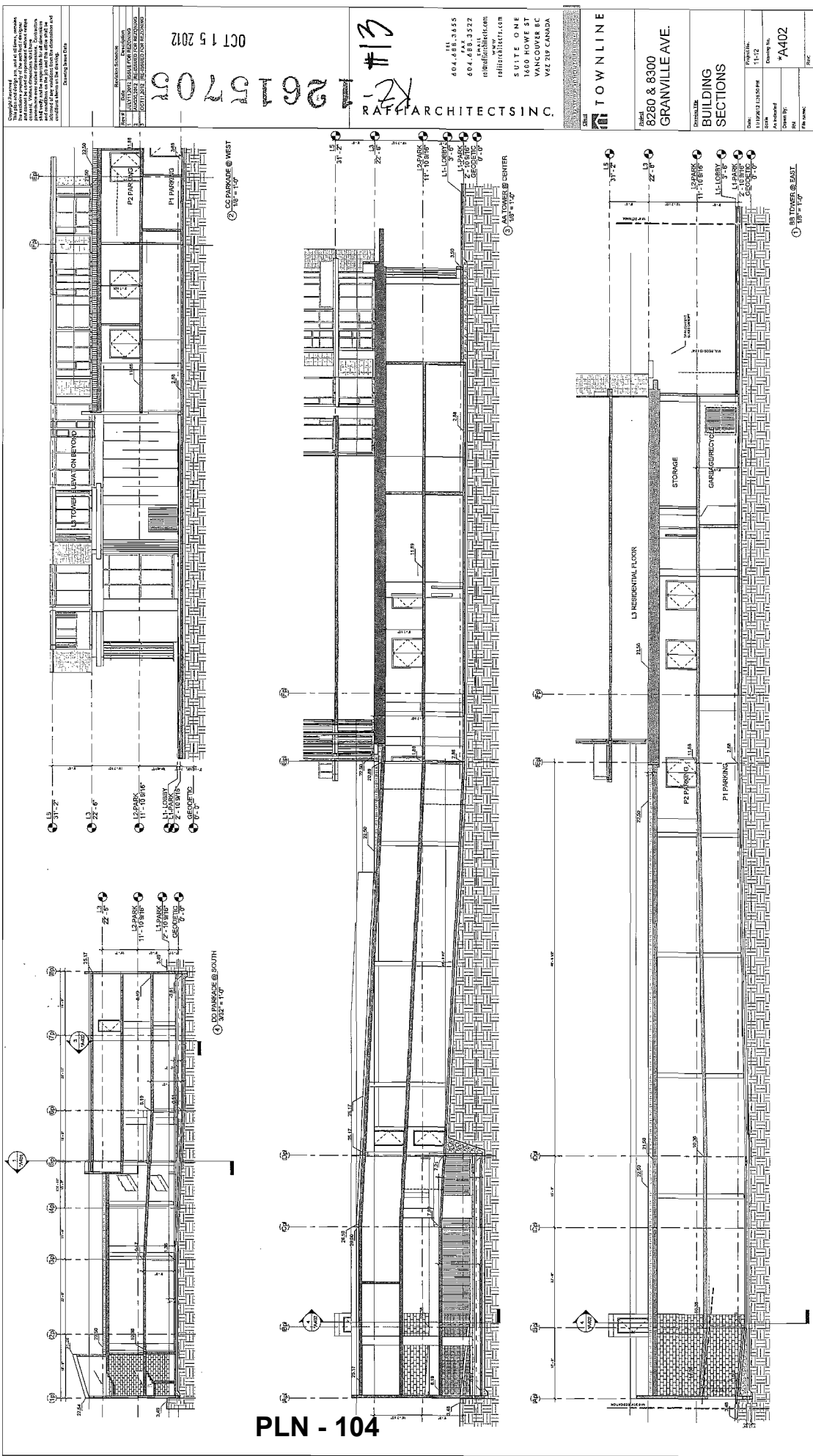
TOWNLINE
8280 & 8300
GRANVILLE AVE.

SOUTH ELEVATION

Scale	1/8" = 1'-0"
Drawn By	RAFI
Checked By	RAFI
Project No.	11-12
Sheet No.	*A303



- MATERIAL FINISHES**
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 - 2-PREFINISHED ALUMINUM GUARDS, CLEAR GLAZED
 - 3-PREFINISHED ALUMINUM GUARDS, CLEAR GLAZED
 - 4-PREFINISHED METAL & GLASS PANELS
 - 5-PREFINISHED METAL & GLASS PANELS
 - 6-PAINTED ARCHITECTURAL CONCRETE W/ 3/4" REVEALS
 - 7-METAL AND GLASS FEATURE LIGHTING



PLN - 104

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Drawn: [Name]
Checked: [Name]
Date: [Date]

Project: 8280 & 8300 GRANVILLE AVE.
Building Sections
Drawing No. *A402
Scale: 1/8" = 1'-0"

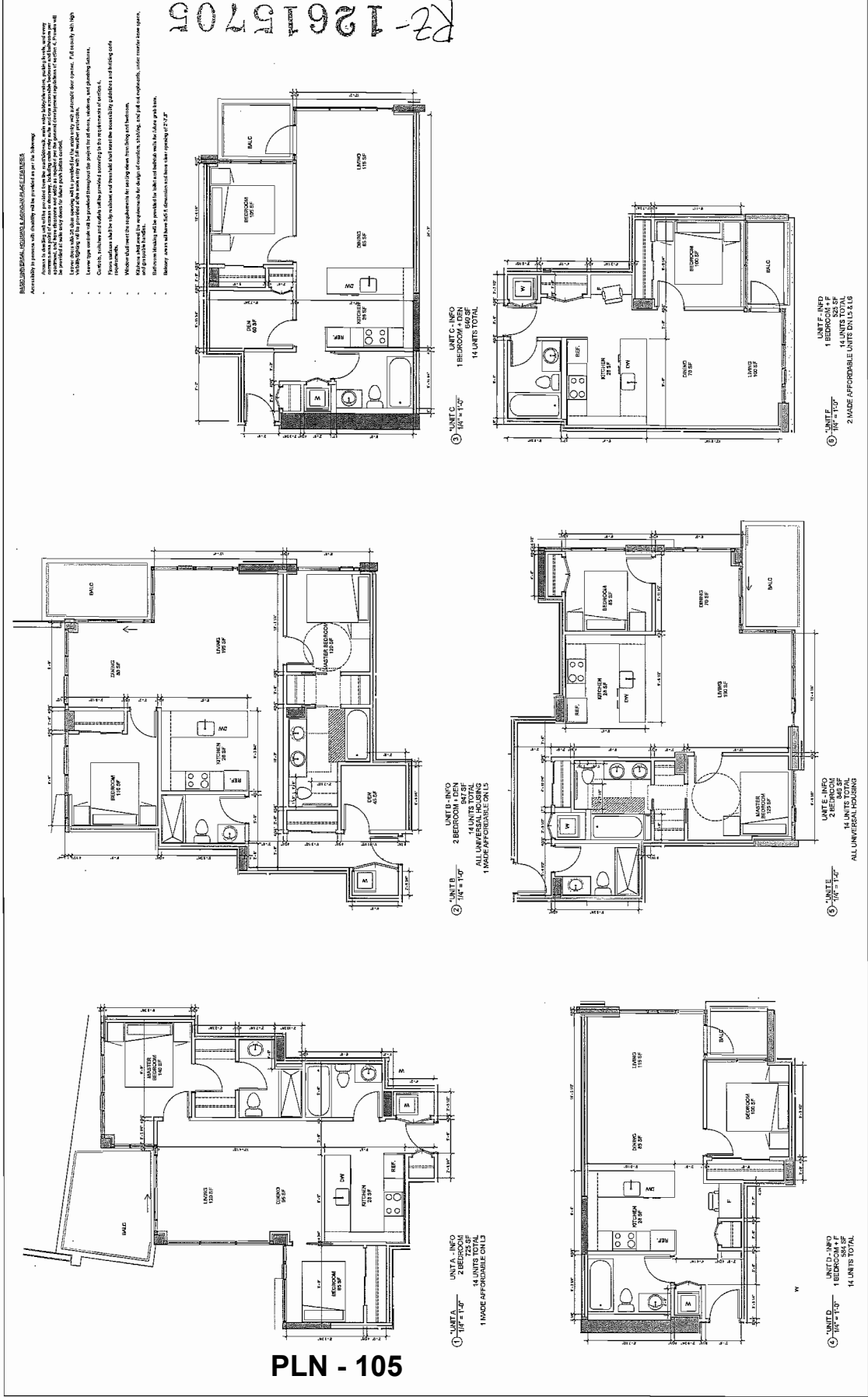
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TOWNLINE
8280 & 8300 GRANVILLE AVE.
BUILDING SECTIONS
SECTION 10 PARK @ SOUTH
SECTION 10 PARK @ WEST
SECTION 10 PARK @ EAST

Project: 8280 & 8300 GRANVILLE AVE.
Building Sections
Drawing No. *A402
Scale: 1/8" = 1'-0"

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TOWNLINE
8280 & 8300 GRANVILLE AVE.
BUILDING SECTIONS
SECTION 10 PARK @ SOUTH
SECTION 10 PARK @ WEST
SECTION 10 PARK @ EAST



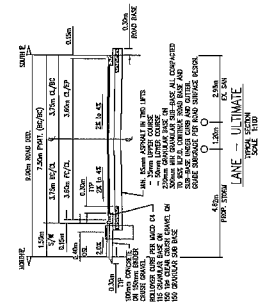
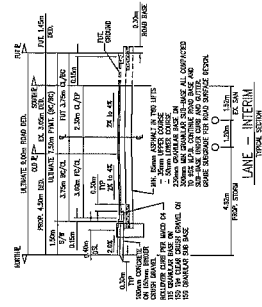
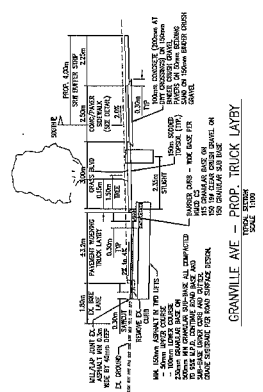
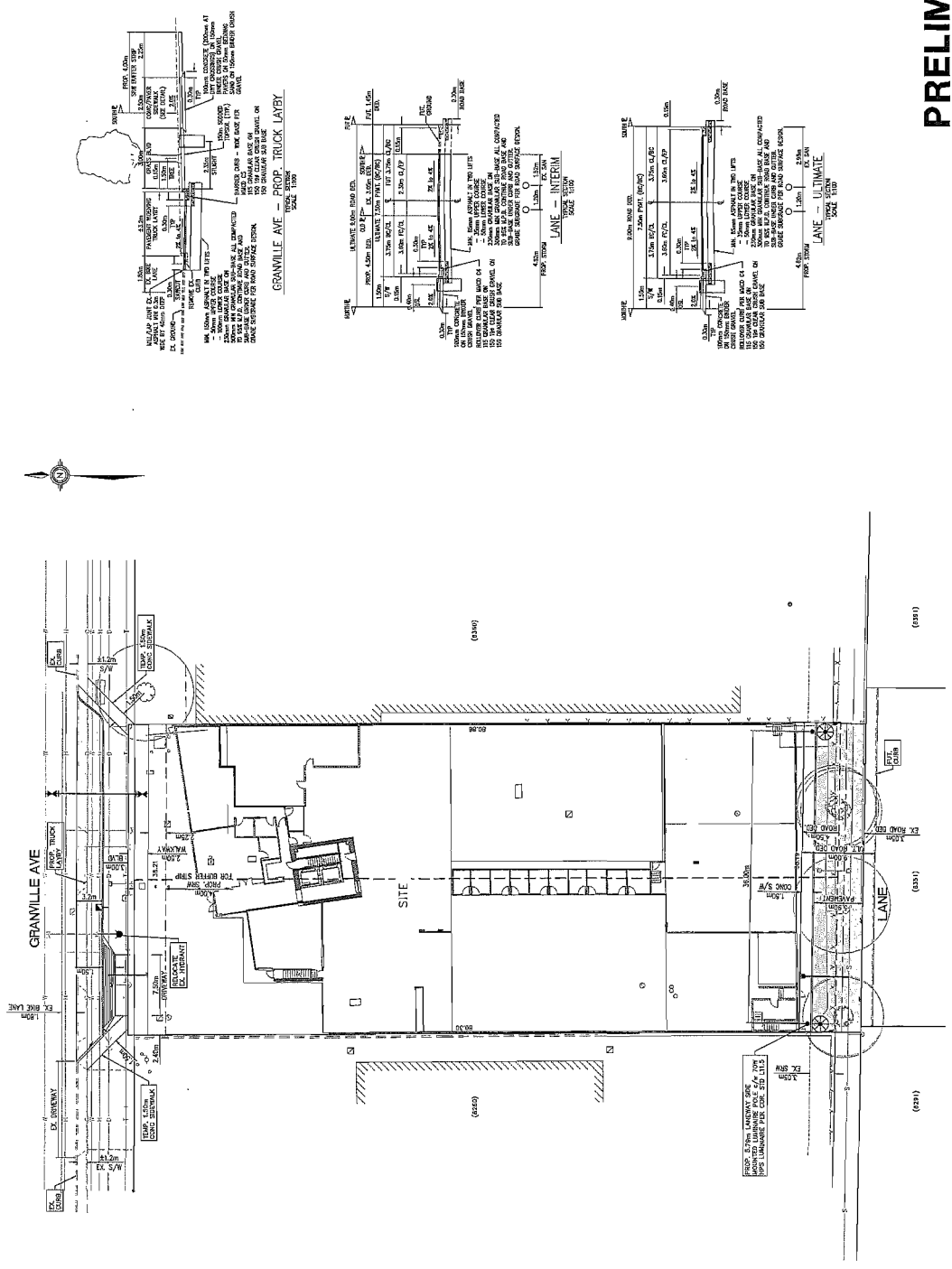
PLN - 107

RZ-12615705

OCT 15 2012

#10

PRELIMINARY



CITY OF RICHMOND
1011 N. 3RD AVE
RICHMOND, VA 23211

KEYPLAN
8280 and 8300 GRANVILLE AVE
CITY FILE: RZ12-615705

REVISION: C.N. DATE: 05/10/12
DRAWN: T.L. DATE: 05/10/12
CHECKED: C.N. SCALE: 1:500
ENGINEER: C.N. SEC. NO.: 18-4-8 SPT. NO.: 1 OF 1

REVISIONS

NO.	DATE	BY	CHK.	DESCRIPTION
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2	05/10/12	T.L.	C.N.	PRELIMINARY PLAN
3	05/10/12	T.L.	C.N.	PRELIMINARY PLAN
4	05/10/12	T.L.	C.N.	PRELIMINARY PLAN
5	05/10/12	T.L.	C.N.	PRELIMINARY PLAN
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9	05/10/12	T.L.	C.N.	PRELIMINARY PLAN
10	05/10/12	T.L.	C.N.	PRELIMINARY PLAN

PROPERTY ACQUISITION

NO.	DATE	BY	CHK.	DESCRIPTION
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10	05/10/12	T.L.	C.N.	PRELIMINARY PLAN

REMARKS

NO.	DATE	BY	CHK.	DESCRIPTION
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7	05/10/12	T.L.	C.N.	PRELIMINARY PLAN
8	05/10/12	T.L.	C.N.	PRELIMINARY PLAN
9	05/10/12	T.L.	C.N.	PRELIMINARY PLAN
10	05/10/12	T.L.	C.N.	PRELIMINARY PLAN

TOWNLINE
120-1215 COMMERCIAL PARKWAY
RICHMOND, VA 23211
10/10/12-2012

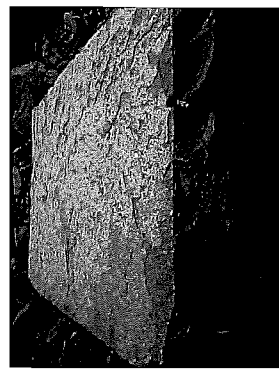
CoreGroup
CONSTRUCTION MANAGEMENT & SERVICES
2000 N. 10TH AVE, SUITE 100
RICHMOND, VA 23211
TEL: (804) 788-1100 FAX: (804) 788-1101

ENGINEER

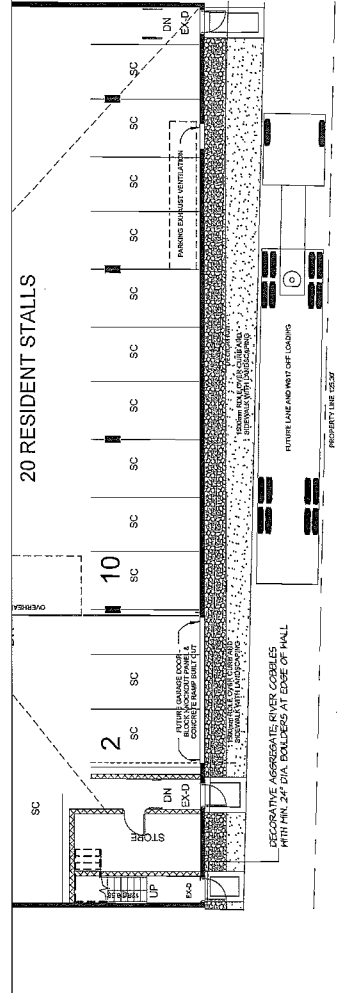
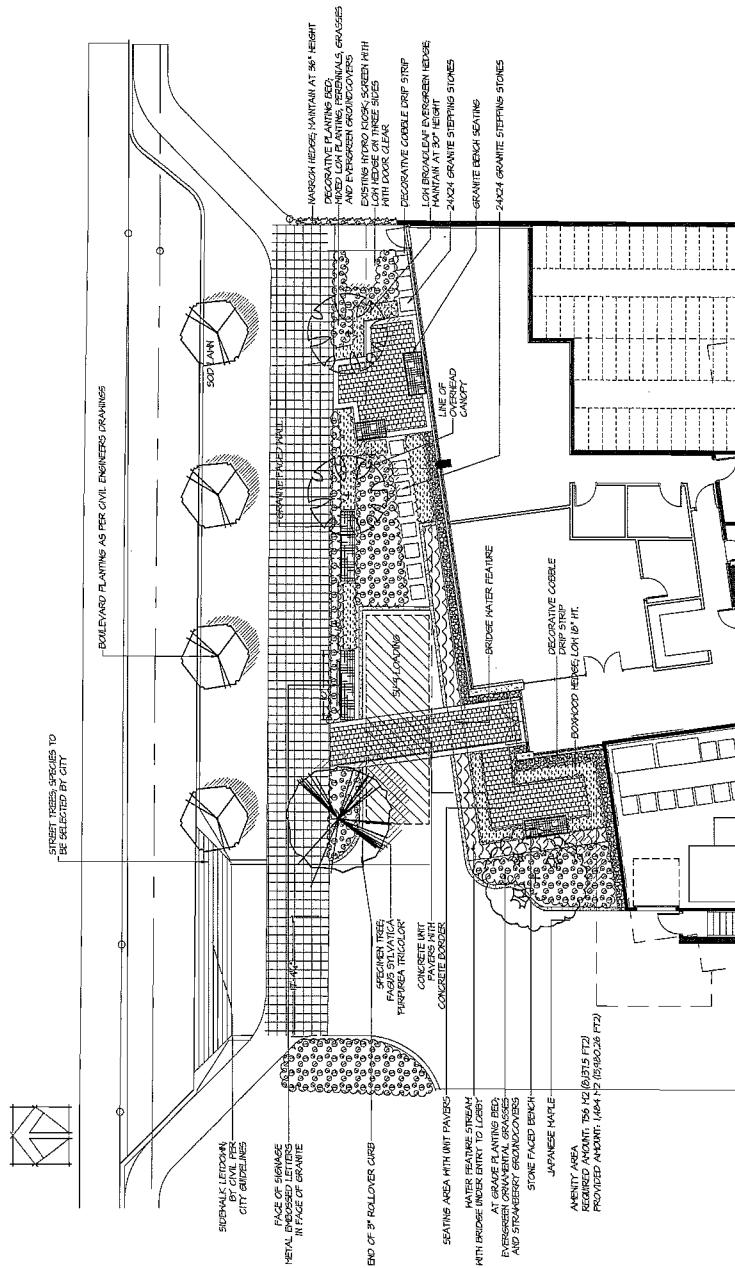
KZ-12615705



4X8 PAVER STRIPS IN AUTOCOURT



GRANITE BLOCK SIGNAGE WALL





Address: 8280 and 8300 Granville Avenue **File No.:** RZ 12-615705

Prior to final adoption of Zoning Amendment Bylaw 8958, the developer is required to complete the following:

1. Ministry of Environment (MOE) Certificate of Compliance or alternative approval to proceed granted from MOE regarding potential site contamination issues. This approval is required prior to dedication of land or road to the City if applicable.
2. A 4.5 m wide lane dedication along the entire south property line for the creation of a future lane. There is an existing 3.0 m wide SRW for lane and utility purposes. The existing 3.0 m wide lane SRW together with the proposed 4.5 m wide lane dedication will be developed in the future to establish an interim (7.5 m wide) lane.
3. A minimum 4.0 m wide Public Rights of Passage – Statutory Right of Way (PROP-SRW) along the entire Granville Avenue frontage for road (layby) and greenway purposes, to be confirmed by survey, subject to detailed design and acceptable to the Director of Transportation. For details regarding the required frontage improvements see the Servicing Agreement requirements below. The maintenance and liability of the entire greenway corridor width including paving and landscape treatment to be the responsibility of the City.
4. Consolidation of all the lots into one development parcel (which will require the demolition of the existing buildings).
5. Registration of a flood indemnity covenant on title identifying a minimum habitable elevation of 2.9 m GSC or a minimum of 300 mm above the highest crown elevation along the Granville Avenue frontage.
6. Registration of a legal agreement on title ensuring that the garages be constructed in such a manner as to allow immediate vehicle access to the lane once it becomes operational.
7. Registration of a legal agreement on title ensuring that the means of a permanent vehicle access/egress to/from Granville Avenue via a right- and right-out only driveway with future vehicle access/egress to/from the lane along the south property line when the lane is eventually constructed.
8. Registration of a cross-access easement that varies in width from a maximum of 9.9 m from the west property line at Granville Avenue and a minimum of 6.0 m wide from the west property line at the parkade vehicle entry, subject to the detailed design and the approval by the Director of Development and/or any other legal agreements as determined necessary by the City over the on-site driveway access between Granville Avenue and the proposed parkade entry in favour of 8260 and 8240 Granville Avenue (as a consolidated future redevelopment site) to the satisfaction and final approval of the Director of Development.
9. Registration of a legal agreement/covenant on title in the Land Title Office for the provision of electric vehicle infrastructure specifying that 20% of parking stalls shall be provided with 120 volt, electrical vehicle plug-in charging equipment and further stipulating that an additional 25% of parking stalls shall be pre-ducted for future electrical vehicle plug-in charging equipment, as part of the Transportation Demand Management (TDM) package in consideration for the maximum 10% reduction in the residential parking requirement.
10. City acceptance of the developer's offer to voluntarily contribute \$0.77 per buildable residential gross floor area minus the affordable housing area equals \$79,926.00 (i.e., 109,263 ft² - 5,463 x \$0.77 per ft²) to the public art fund or the provision of a public art installation on the subject site of equivalent value that is supported by the Public Art Advisory Committee and approved by the City Council.

11. Provision of a cash contribution for the removal of the layby and reinstatement of the existing Granville Avenue curb alignment including the reconfiguration of Granville Avenue boulevard improvements (i.e., greenway and associated enhancements), based on a suitably detailed design and detailed cost estimate utilizing City rates prepared by a professional civil engineer via the Servicing Agreement subject to the satisfaction and final approval by the Director of Development, prior to final adoption of the rezoning.
12. Provision of a cash contribution for the construction of the future interim lane based on a suitably detailed design and detailed cost estimate utilizing City rates prepared by a professional civil engineer via the Servicing Agreement subject to the satisfaction and final approval by the Director of Development, prior to final adoption of the rezoning. There is an existing 3.0 m wide SRW for lane and utility purposes. The existing 3.0 m wide lane SRW together with the proposed 4.5 m wide lane dedication will be developed in the future to establish an interim (7.5 m wide) lane. The interim and ultimate lane designs provided by the applicant will be required to accommodate the WB-17 loading in the future lane.
13. Provision of a cash contribution in the amount of \$25,000.00 for a bus shelter in the vicinity of the site, as part of the Transportation Demand Management (TDM) package in consideration for the maximum 10% reduction in the residential parking requirement.
14. Provision of a cash contribution in the amount of \$15,300.00 for Audible Pedestrian Signal (APS) up-grades at the Granville Avenue and St. Albans Road intersection, as part of the Transportation Demand Management (TDM) package in consideration for the maximum 10% reduction in the residential parking requirement..
15. Provision of a cash contribution in the amount of \$19,040.00 for the upgrade of the sewer from STMH2498 to STMH2491 as there is inadequate capacity under the ultimate OCP development scenario.
16. Registration of the City's standard Housing Agreement to secure 507.54 m² (5,463.15 ft²) of residential floor area for 7 affordable housing units, the combined habitable floor area of which shall comprise at least 5% of the subject development's total residential building area. Occupants of the affordable housing units subject to the Housing Agreement shall enjoy full and unlimited access to and use of all on-site indoor and outdoor amenity spaces. The terms of the Housing Agreements shall indicate that they apply in perpetuity and provide for the following:

Unit Type	Number of Units	Minimum Unit Area	Maximum Monthly Unit Rent**	Total Maximum Household Income**
1-bedroom units plus 1-bedroom + den units	3 units	50 m ² (535 ft ²)	\$925.00 per 1-bedroom units	\$37,000.00 or less
2-bedroom units plus 2-bedroom + den units	4 units	80 m ² (860 ft ²)	\$1,137.00 per 1-bedroom units	\$45,500.00 or less

** May be adjusted periodically as provided for under adopted City policy.

17. The submission and processing of a Development Permit* completed to a level deemed acceptable by the Director of Development.
18. Enter into a Servicing Agreement* for the design and construction of frontage and site service connection. Works include, but may not be limited to:
 - .1 Frontage Improvement Requirements:
 - .1 Granville Avenue:
 - .1 South from the back of the existing Granville Avenue curb, a 3.2 m wide on-street layby complete with transitions that may extend beyond the subject site frontage and new curb and gutter (south of the existing 1.8 m wide eastbound bike lane) according to detailed design drawings that are signed and sealed by a professional civil engineer via the Servicing Agreement subject to the satisfaction and final approval by the Director of Development, prior to final adoption of the rezoning,
 - .2 South of the new layby curb, a 3.0 m wide boulevard planting strip complete with street trees, boulevard planting automatic irrigation and street furnishings, according to detailed design drawings that are signed and sealed by a professional civil engineer via the Servicing Agreement subject to the satisfaction and final approval by the Director of Development, prior to final adoption of the rezoning,

- .3 South from the south side of the boulevard planting strip, a 2.5 m wide walkway with decorative paving according to detailed design drawings that are signed and sealed by a professional civil engineer via the Servicing Agreement subject to the satisfaction and final approval by the Director of Development, prior to final adoption of the rezoning,
- .4 South from the south side of the walkway, a 2.0 m wide strip for landscape buffer planting where possible to separate the walkway from the proposed development according to detailed design drawings that are signed and sealed by a professional civil engineer via the Servicing Agreement subject to the satisfaction and final approval by the Director of Development, prior to final adoption of the rezoning,
- .5 Installation of a minimum 1 City standard bench complete with a concrete pad within the proposed 4.0 m wide SRW along Granville Avenue, as part of the Transportation Demand Management (TDM) package in consideration for the maximum 10% reduction in the residential parking requirement, as part of the Transportation Demand Management (TDM) package in consideration for the maximum 10% reduction in the residential parking requirement, according to detailed design drawings that are signed and sealed by a professional civil engineer via the Servicing Agreement subject to the satisfaction and final approval by the Director of Development, prior to final adoption of the rezoning.
- .6 Supply and installation of illuminated street name signs at all approaches to the Granville Avenue and St. Albans Road intersection, as part of the Transportation Demand Management (TDM) package in consideration for the maximum 10% reduction in the residential parking requirement, according to detailed design drawings that are signed and sealed by a professional civil engineer via the Servicing Agreement subject to the satisfaction and final approval by the Director of Development, prior to final adoption of the rezoning.

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

1. Compliance with the appropriate design guidelines to the satisfaction and approval of the Director of Development prior to final Council approval of the Development Permit including consideration of the following:
 - Official Community Plan (OCP) Schedule 2.10 – City Centre Area Plan (CCAP) 3.1: General Guidelines; and
 - OCP Schedule 2.10 – CCAP 3.2.7 Sub-Area B.3: Mixed Use High-Rise Residential, Commercial & Mixed Use.
2. Further architectural and landscape architectural design development of the proposed built form and landscape improvements to the satisfaction and approval of the Director of Development prior to final Council approval of the Development Permit.
3. Submission of a public art plan prepared by a public art consultant for review by the Public Art Advisory Committee as part of the Development Permit application stage and to the satisfaction and approval of the Director of Development prior to final Council approval of the Development Permit. The value of the public art contribution is estimated to be approximately \$79,926.00 (i.e., 109,263 ft² - 5,463 x \$0.77 per ft²) that includes the 5% of total contribution toward the City's public art administration.
4. Submission of a Landscape Plan, prepared by a Registered Landscape Architect, to the satisfaction of the Director of Development, and deposit of a Landscape Security based on 100% of the cost estimate provided by the Landscape Architect, including installation costs. The Landscape Plan should:
 - Comply with the guidelines of the OCP's Lane Establishment and Arterial Road Redevelopment Policies and should not include hedges along the front property line;
 - Include a mix of coniferous and deciduous trees;

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

3. Incorporation of accessibility measures in Building Permit (BP) plans as determined via the Rezoning and/or Development Permit processes.
4. Obtain a Building Permit (BP) for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Division at 604-276-4285.

Note:

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

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

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

- Additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering may be required including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.

Signed

Date



High Rise Apartment (ZHR13) - St Albans (City Centre)

The Council of the City of Richmond enacts as follows:

1. Richmond Zoning Bylaw 8500, as amended, is further amended by inserting Section 19.13 thereof the following:

“19.13 High Rise Apartment (ZHR13) – St Albans (City Centre)

19.13.1 Purpose

The **zone** provides for **high rise apartment** use.

19.13.2 Permitted Uses

- **housing, apartment**

19.13.3 Secondary Uses

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

19.13.4 Permitted Density

1. The maximum **floor area ratio** is 2.0, together with an additional 0.1 **floor area ratio** provided that it is entirely used to accommodate **amenity space**.
2. Notwithstanding Section 19.13.4.1, the reference to a maximum **floor area ratio** of “2.0” in relation to a **building** used for multiple-family residential purposes is increased to a higher **density** of “3.0” on **sites** zoned ZHR13, if prior to the first occupancy of the **building** the **owner**:
 - a) provides in the **building** not less than four **affordable housing units** and the combined **habitable space** of the total number of **affordable housing units** would comprise at least 5% of the total **building area**; and
 - b) enters into a **housing agreement** with respect to the **affordable housing units** and registers the **housing agreement** against the title to the **lot**, and files a notice in the Land Title Office.

19.13.5 Permitted Lot Coverage

1. The maximum **lot coverage** is 90% for **buildings**.

19.13.6 Yards & Setbacks

1. The minimum public **road setback** along the north **property line** is 3.0 m.
2. The minimum **side yard setback** along the east **property line** is 0.0 m.

3. The minimum **side yard setback** along the west **property line** is 0.0 m.
4. The minimum **rear yard setback** along the south **property line** is 0.0 m.

19.13.7 Permitted Heights

1. The maximum **height** for **buildings** is 47.0 m geodetic.
2. The maximum **height** for **accessory buildings** and **structures** is 10.0 m.

19.13.8 Subdivision Provisions/Minimum Lot Size

1. There are no minimum **lot width**, **lot depth** or **lot area** requirements.

19.13.9 Landscaping & Screening

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

19.13.10 On-Site Parking And Loading

1. On-site **vehicle** and bicycle parking and loading shall be provided according to the standards set out in Section 7.0, except that:

19.13.11 Other Regulations

1. In addition to the regulations listed above, the General Development Regulations in Section 4.0 and the Specific Use Regulations in Section 5.0 apply.
2. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following area and by designating it **“High Rise Apartment (ZHR13) – St Albans (City Centre)”**:

P.I.D. 003-554-619

Parcel “A” (RD43490E) Lot 8 Block “A” Section 16 Block 4 North Range 6 West New Westminster District Plan 1262

P.I.D. 004-033-817

Lot 9 Except Part on Reference Plan 6590 Block “A” Section 16 Block 4 North Range 6 West New Westminster District Plan 1262

3. This Bylaw is cited as “Richmond Zoning Bylaw 8500 Amendment Bylaw 8958”.

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

OTHER REQUIREMENTS

ADOPTED

CITY OF RICHMOND
APPROVED for content by originating dept. 
APPROVED for legality by Solicitor 

MAYOR

CORPORATE OFFICER