



## Planning Committee

Anderson Room, City Hall  
6911 No. 3 Road

Tuesday, December 4, 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, November 20, 2012.*



### NEXT COMMITTEE MEETING DATE

Tuesday, December 18, 2012, (tentative date) at 4:00 p.m. in the Anderson Room

### PLANNING & DEVELOPMENT DEPARTMENT

1. **REPEAL AND REPLACEMENT OF DEVELOPMENT APPLICATION FEES BYLAW NO. 7984, AMENDMENTS TO CONSOLIDATED FEES BYLAW NO. 8636 AND HERITAGE PROCEDURES BYLAW NO. 8400**  
(File Ref. No. 12-8060-20-8636/8400) (REDMS No. 3667121)

**PLN-11**

See Page **PLN-11** for full report

*Designated Speaker: Barry Konkin*

STAFF RECOMMENDATION

- (1) *That Development Application Fees Bylaw No. 8951 be introduced and given first, second and third readings;*
- (2) *That Consolidated Fees Bylaw No. 8636, Amendment Bylaw No. 8959 be introduced and given first, second and third readings; and*
- (3) *That Heritage Procedures Bylaw No. 8400, Amendment Bylaw No. 8964 be introduced and given first, second and third readings.*



2. **2012 RIVER ROAD AND NO. 7 ROAD TRAFFIC COUNTS AND APPLICATION BY DAGNEAULT PLANNING CONSULTANTS LTD. FOR REZONING AT 16700 RIVER ROAD FROM AGRICULTURE (AG1) TO INDUSTRIAL STORAGE (IS1)**

(File Ref. No. 12-8060-20-8979, RZ 12-603740) (REDMS No. 3701187)

PLN-35

See Page PLN-35 for full report

*Designated Speakers: Wayne Craig and Victor Wei*

STAFF RECOMMENDATION

- (1) *That the Interim Action Plan (amended by council in 2008) continue to be endorsed to allow for the consideration of rezoning applications for commercial truck parking, outdoor storage and supporting uses in the 16,000 block of River Road; and*
- (2) *That Bylaw 8979, for the rezoning of 16700 River Road from “Agriculture (AG1)” to “Industrial Storage (IS1)”, be introduced and given first reading.*



3. **APPLICATION BY INTERFACE ARCHITECTURE INC. FOR REZONING AT 6711, 6771 AND 6791 WILLIAMS ROAD FROM SINGLE DETACHED (RS1/E) TO LOW DENSITY TOWNHOUSES (RTL4)**

(File Ref. No. 12-8060-20-8967, RZ 12-598701) (REDMS No. 3618406)

PLN-65

See Page PLN-65 for full report

*Designated Speaker: Wayne Craig*

STAFF RECOMMENDATION

*That Bylaw 8967, for the rezoning of 6711, 6771 and 6791 Williams Road from “Single Detached (RS1/E)” to “Low Density Townhouses (RTL4)”, be introduced and given first reading.*



4.    **APPLICATION BY RONALD HERMAN, ANITA HERMAN AND TAMMIA BOWDEN FOR REZONING AT 10251 BIRD ROAD FROM SINGLE DETACHED (RS1/E) TO SINGLE DETACHED (RS2/B)**  
(File Ref. No. 12-8060-20-8970, RZ 12-615299) (REDMS No. 3696232)

**PLN-95**

See Page **PLN-95** for full report

*Designated Speaker: Wayne Craig*

STAFF RECOMMENDATION

*That Bylaw 8970, for the rezoning of 10251 Bird Road from “Single Detached (RS1/E)” to “Single Detached (RS2/B)”, be introduced and given first reading.*



5.    **APPLICATION BY YAMAMOTO ARCHITECTURE INC. FOR REZONING AT 9431, 9451, 9471 AND 9491 WILLIAMS ROAD FROM SINGLE DETACHED (RS1/E) TO MEDIUM DENSITY TOWNHOUSES (RTM2)**  
(File Ref. No. 12-8060-20-8972, RZ 11-586280) (REDMS No. 3702424)

**PLN-111**

See Page **PLN-111** for full report

*Designated Speaker: Wayne Craig*

STAFF RECOMMENDATION

*That Bylaw 8972, for the rezoning of 9431, 9451, 9471 and 9491 Williams Road from “Single Detached (RS1/E)” to “Medium Density Townhouses (RTM2)”, be introduced and given first reading.*



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ITEM

## ADJOURNMENT







## Planning Committee

Date: Tuesday, November 20, 2012

Place: Anderson Room  
Richmond City Hall

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

Also Present: Councillor Linda McPhail (arrived at 4:01 p.m.)

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, November 6, 2012, be adopted as circulated.*

**CARRIED**

### NEXT COMMITTEE MEETING DATE

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

## PLANNING & DEVELOPMENT DEPARTMENT

1. APPLICATION BY MATTHEW CHENG ARCHITECT INC. TO REZONE 7451 AND 7471 NO. 4 ROAD, A NO ACCESS PROPERTY ON GENERAL CURRIE ROAD, AND A LANE TO BE CLOSED FROM "SINGLE DETACHED (RS1/B) AND (RS1/F)" TO "MEDIUM DENSITY TOWNHOUSES (RTM3)" IN ORDER TO DEVELOP A 20 UNIT TOWNHOUSE COMPLEX

(File Ref. No. 12-8060-20-8198/ 8968; RZ 11-582929) (REDMS No. 3680513)

It was moved and seconded

- (1) *That Richmond Zoning and Development Bylaw 5300, Amendment Bylaw 8198 be abandoned; and*
- (2) *That Bylaw 8968 for the rezoning of 7451 No 4 Road, a No Access Property on General Currie Road, and a Lane to be closed from "Single Detached, (RS1/B)" and 7471 No. 4 Road from "Single Detached (RS1/F)" to "Medium Density Townhouses (RTM3)", be introduced and given first reading.*

CARRIED

*Councillor McPhail entered the meeting (4:01 p.m.).*

2. APPLICATION BY CRESSEY (GILBERT) DEVELOPMENT LLP FOR REZONING AT 5640 HOLLYBRIDGE WAY FROM INDUSTRIAL BUSINESS PARK (IB1) TO RESIDENTIAL/LIMITED COMMERCIAL (RCL3)

(File Ref. No. 12-8060-20-8957, RZ 12-602449 ) (REDMS No. 3699353 v. 2)

Wayne Craig, Director of Development, highlighted that the proposed development would provide a 5,000 square foot child care facility and frontage improvements along all sides of the subject site.

In reply to a query from Committee, Mr. Craig stated that although the City prefers to see affordable housing units dispersed throughout a proposed development, it is not a requirement of the City's Affordable Housing Policy.

Discussion ensued and Committee expressed concern regarding (i) the location of the proposed affordable housing units, (ii) access to the indoor amenity space for occupants of the proposed affordable housing units, and (iii) the quality of materials utilized for the proposed affordable housing units.

Also, it was requested that a proposed outdoor amenity space include adult play equipment.

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In response to comments from Committee, Joe Erceg, General Manager, Planning and Development, advised that staff are currently reviewing the City's Affordable Housing Policy, and noted that (i) the location of, (ii) access to amenity spaces, and (iii) materials used for affordable housing units could be reviewed as part of this process. Also, Mr. Erceg stated that the concerns raised in relation to the proposed affordable housing units should be addressed prior to the application proceeding to Public Hearing.

In reply to a query from Committee, Mr. Craig, advised that a provider for the proposed child care facility has not been selected. Also, Mark McMullen, Senior Coordinator – Major Projects, commented on the proposed rain garden. Also, it was noted that the Applicant is committed to connecting to the proposed City Centre District Energy Utility.

Hani Lammam, Vice President, Development and Land Acquisitions, Cressey Development Group, stated that the proposed affordable housing units have been grouped together to maximize efficiencies. Also, he stated that the same quality of materials and finishes would be used for the proposed affordable housing units. In response to comments regarding access to the indoor amenity space for occupants of the proposed affordable housing units, Mr. Lammam stated that it was determined that no access would be provided in an effort to keep costs to a minimum. Mr. Lammam advised that by grouping the proposed affordable housing units together, an independent strata corporation could be created, which then could better manage its own costs. Mr. Lammam stated that the Applicant is open to providing access to the indoor amenity space for occupants of the proposed affordable housing units.

Discussion ensued and Committee queried the efficiencies between developments with affordable housing units scattered throughout with market units as opposed to developments with affordable housing units grouped together, separated from market units. In response to a query from Committee, Mr. Lammam advised that he would provide Committee with information related to the efficiencies of separate strata corporations.

Discussion further ensued and in reply to a query from Committee, Mr. Craig advised that there are existing developments that have grouped affordable housing units.

As a result of the discussions, the following **referral** was introduced:

It was moved and seconded

***That the application by Cressey (Gilbert) Development LLP to rezone 5640 Hollybridge Way from "Industrial Business Park (IB1)" to "Residential / Limited Commercial (RCL3)" be referred back to:***

- (1) integrate affordable housing units with market units throughout the project;***

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- (2) *maintain the same quality of materials and finishes for the affordable housing units as those utilized for the market units; and*
- (3) *provide affordable housing units access to the indoor amenity space.*

The question on the **referral** was not called as discussion ensued regarding the efficiencies of separate strata corporations. The question on the **referral** was then called and it was **CARRIED**.

3. **AMENDMENT TO SINGLE-FAMILY LOT SIZE POLICY 5467 IN SECTION 23-4-7 APPLICATION BY VANLUX DEVELOPMENT INC. FOR A REZONING AT 4691, 4731 AND 4851 FRANCIS ROAD FROM SINGLE DETACHED (RS1/E) AND LAND USE CONTRACT (LUC061) TO SINGLE DETACHED (ZS21) - LANCELOT GATE (SEAFAIR)**

(File Ref. No. 12-8060-20-8965, RZ 12-617436) (REDMS No. 3656893)

It was moved and seconded

- (1) *That Single-Family Lot Size Policy No. 5467 in Section 23-4-7, adopted by Council on March 15, 1999, be amended to exclude those properties fronting Francis Road between Lancelot Gate and Railway Avenue as shown on Attachment 4 to the report dated October 23, 2012, from the Director of Development; and*
- (2) *That the provisions of "Land Use Contract 061" be discharged from 4851 Francis Road and that Bylaw 8965, to create "Single Detached (ZS21) – Lancelot Gate (Seafair)", and for the rezoning of 4691, 4731 and 4851 Francis Road from "Single Detached (RS1/E) and Land Use Contract (LUC061)" to "Single Detached (ZS21) – Lancelot Gate (Seafair)", be introduced and given first reading.*

**CARRIED**

4. **MANAGER'S REPORT**

(i) *Upcoming Applications*

Mr. Craig provided Committee with an update on future applications.

(ii) *Drive-Throughs*

Discussion ensued regarding the provision of drive-throughs in the Richmond Zoning Bylaw 8500 and how this provision relates to the City's anti-idling initiatives. As a result of the discussion, the following **referral** was introduced:

It was moved and seconded

*That staff report back to Committee on removing drive-throughs in the Zoning Bylaw for new applications.*

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The question on the **referral** was not called as staff was requested to provide Council with the number of existing drive-throughs in Richmond. The question on the **referral** was then called and it was **CARRIED**.

**(iii) *Fill Deposit on Agricultural Reserve Lands***

Discussion ensued regarding the City's authority to ban the dumping any type of fill on agricultural reserve land. Mr. Erceg advised that Community Bylaws staff can examine the situation. As a result of the discussion, the following **referral** was introduced:

It was moved and seconded

***That staff examine a bylaw to ban the dumping of any type of fill deposit on agricultural reserve land.***

The question on the **referral** was not called as discussion ensued regarding the City's Soil Removal and Fill Deposit Regulation Bylaw. The question on the referral was then called and it was **CARRIED**.

**ADJOURNMENT**

It was moved and seconded

***That the meeting adjourn (4:39 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, November 20, 2012.

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Councillor Bill McNulty  
Chair

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Hanieh Berg  
Committee Clerk





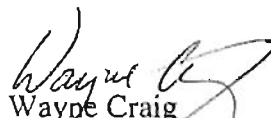
# City of Richmond

## Report to Committee Planning and Development Department

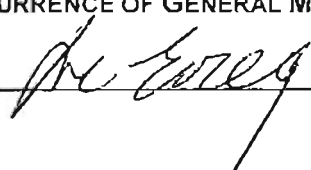



**To:** Planning Committee  
**From:** Wayne Craig  
Director of Development  
**Date:** November 6, 2012  
**File:** 08-4105-00/Vol 01  
**Re:** Repeal and Replacement of Development Application Fees Bylaw No. 7984,  
Amendments to Consolidated Fees Bylaw No. 8636 and Heritage Procedures  
Bylaw No. 8400.

### Staff Recommendation

1. That Development Application Fees Bylaw No. 8951 be introduced and given first, second and third readings;
2. That Consolidated Fees Bylaw No. 8636, Amendment Bylaw No. 8959 be introduced and given first, second and third readings; and
3. That Heritage Procedures Bylaw No. 8400, Amendment Bylaw No. 8964 be introduced and given first, second and third readings.

  
Wayne Craig  
Director of Development  
(604-276-4625)

WC:bk  
Att.

REPORT CONCURRENCE			
<b>ROUTED TO:</b>	<b>CONCURRENCE</b>	<b>CONCURRENCE OF GENERAL MANAGER</b>	
Law	<input checked="" type="checkbox"/>		
Business Licencing	<input checked="" type="checkbox"/>		
Finance	<input checked="" type="checkbox"/>		
Policy Planning	<input checked="" type="checkbox"/>		
<b>REVIEWED BY SMT SUBCOMMITTEE</b>	<b>INITIALS:</b> 	<b>REVIEWED BY CAO</b> 	<b>INITIALS:</b> 

## **Staff Report**

### **Origin**

Staff proposes that Development Application Fees Bylaw No. 7984 be repealed and replaced by Development Application Fees Bylaw No. 8951. This Development Application Fees Bylaw would:

- Remove the reference to the dollar value for application fees and refer to the Consolidated Fees Bylaw No. 8636 for determining application fees;
- Remove the out-dated provisions for Neighbourhood Public Houses which are no longer required
- Update wording on temporary changes to liquor license applications
- Update bylaw text for signage and notification for liquor licences;
- Add requirements for heritage-related applications (previously contained in Heritage Procedures Bylaw No. 8400); and
- Remove the maximum limit for development permit application fees.

Staff also proposes amendments to Consolidated Fees Bylaw No. 8636 as follows:

- add a schedule of Development Application fees to the bylaw which would include fees for Heritage Alteration Permit and Heritage Revitalization Agreement applications;
- Add new fees for comfort letters;
- Increase all development application fees by two (2) per cent; and
- Reduce the fee for a Land Use Contract Discharge application to \$1,000.

Staff further propose that Heritage Procedures Bylaw No. 8400 be amended to delete any reference to fees for Heritage Revitalization Agreements and Heritage Alteration Permits, and that these fees be included in the Schedule of Development Application Fees proposed for addition to Consolidated Fees Bylaw No. 8636.

### **Findings of Fact**

Fees for various City applications are generally collected through an arrangement of two bylaws: the first bylaw establishes processing requirements; the bylaw then refers to the Consolidated Fees Bylaw No. 8636 for the amounts of any required fees. Examples of this are Business Licence Bylaw No. 7360 and Sign Bylaw No. 5560.

The Development Application Fees Bylaw No. 7984 does not follow this format, as the bylaw contains both the procedural requirements for development applications and prescribes the dollar value for required fees in the text of the bylaw.

The existing Development Application Fees Bylaw No. 7984 contains procedural requirements and fees for applications for neighbourhood public houses and Licensee Retail Stores. The requirements for these applications are spelled out in provincial licensing regulations and a number of Council-adopted policies. In addition, in order to use a site for a neighbourhood public house or a Licensee Retail Stores, a rezoning application is required. These applications follow standard rezoning procedures.



The existing Development Application Fees Bylaw No. 7984 does not contain procedures or fees for temporary amendments to existing liquor licenses.

The existing Development Application Fees Bylaw No. 7984 does not contain application fees for heritage-related applications, as these fees are contained in Heritage Procedures Bylaw No. 8400.

The Development Application Fees Bylaw does not have a specific administrative fee for the preparation of information letters (comfort letters) for general land use and building permit information.

There have been a number of amendments in the past to add new fees as required, but there has not been a general increase in fees, consistent with the Consumer Price Index (CPI) in some time.

### **Staff Comments**

#### Proposed Amendments

#### **Proposed Bylaw No. 8951 – Development Application Fees Bylaw**

Proposed Development Application Fees Bylaw No. 8951 would repeal and replace Development Application Fees Bylaw No. 7984. The new bylaw would have no reference to specific fee values, and would refer to Consolidated Fees Bylaw No. 8636 for the actual required fees. New application types and processing requirements would also be included in this bylaw.

Development Application Fees Bylaw No. 7984 currently specifies a maximum fee payable for a Development Permit. In the case of larger applications anticipated in the City, this fee limit can have implications on the level of resources available for processing these large development projects. Proposed Development Application Fees Bylaw No. 8951 and the new Fee Schedule for the Consolidated Fees Bylaw No. 8959 do not contain this maximum fee.

#### **Proposed Bylaw No. 8964 – Heritage Procedures Bylaw Amendment**

Fees for heritage-related applications are currently contained in Schedule C of Heritage Procedures Bylaw No. 8400. Proposed Bylaw No. 8964 would amend Heritage Procedures Bylaw No. 8400 by deleting references to the required fees in the bylaw, and by deleting Schedule C in its entirety. The requirement to pay fees for heritage – related applications would be included in the Development Application Fees Bylaw No. 8951, with the fee amounts included in the proposed schedule of development application fees to be added to Consolidated Fees Bylaw No. 8636.

#### **Proposed Bylaw No. 8959 – Consolidated Fees Bylaw Amendment**

Proposed Bylaw 8959 would add a new schedule of development application fees to the Consolidated Fees Bylaw No. 8636. The use of a fee schedule in Bylaw No. 8636 would be consistent with other fee-generating bylaws, and would simplify future amendments to development application fees as required.

**2 Percent Increase in Fees**

Proposed Bylaw No. 8959 includes a two (2) per cent increase to all development application fees. The proposed increase in fees is in line with the Consumer Price Index for 2012, and with the two (2) per cent fee increase to all application fees currently in the Consolidated Fees Bylaw No. 8636 adopted by Council on November 13, 2012.

**Changes to Procedures and Requirements for Liquor-Related Applications**

It is proposed to delete the process requirements and the application fee for neighbourhood public houses as Provincial licensing regulations and a number of Council-adopted policies dictate the rezoning requirements, and these applications are treated in the same manner as any other rezoning application.

Bylaw No. 8951 also proposes minor changes to update signage and public notification requirements consistent with British Columbia Liquor Control and Licensing Branch regulations. New application and fee requirements are proposed for temporary changes to existing liquor licences.

**New Application Types**

Two new application types are proposed to be included in Development Application Fees Bylaw No. 8951, with specific fees included in the schedule proposed for addition to Consolidated Fees Bylaw No. 8636. These application types are:

- Information Letter (comfort letter) for land use information; and
- Information Letter (comfort letter) for building information.

Information Letters (Comfort Letter) Fees: The provision of information letters is a common practice for municipalities. These letters are often sought during the land purchase process, to provide potential buyers with a summary of the land use regulations applicable to a property. Similar letters are also provided in response to queries regarding building permits and applicable regulations. These letters are not currently identified in the Development Applications Bylaw No. 7984, and there is no fee defined for this service. Proposed Development Application Fees Bylaw No. 8951 would add the procedural requirements for these letters, and include a fee for the service in the proposed Development Application Fees schedule to be included in Consolidated Fees Bylaw No. 8636.

**Reduction to Land Use Contract Discharge Application Fee**

It is proposed to reduce the application fee for discharge of a Land Use Contract from the current \$2,040 to \$1,000 as an incentive to property owners to discharge land use contracts wherever possible.

**Analysis**

The bylaws proposed in this report would ensure that the practice of establishing fees for development applications is consistent with the City's other fee-generating bylaws, and centralizes information on development-related fees into the Consolidated Fees Bylaw No. 8636.

The proposed bylaws would also facilitate future fee increases (as required) by allowing staff to present simple amendments to the schedules of Consolidated Fees Bylaw No. 8636, rather than cumbersome amendments required when fees are 'buried' within the text of the bylaw.

The proposed two (2) per cent increase for development application fees is consistent with the two per cent fee increase for all fees as adopted by Council on November 13, 2012.

### **Financial Impact**

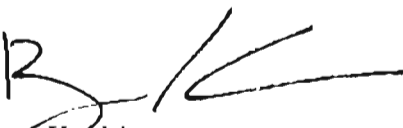
The proposed two (2) per cent increase is consistent with the CPI increase to the other fees in the consolidated fee bylaw, and is consistent with Council policy that user fees be adjusted to reflect the CPI. Council has also directed that staff ensure that new fees proposed are charged for services provided and reflective of required staff resources and associated costs.

### **Conclusion**

Proposed Development Application Fees Bylaw No. 8951 together with Consolidated Fees Bylaw Amendment No. 8959 would repeal and replace Development Application Fees Bylaw No. 7984 and make the changes identified in this staff report.

Proposed Heritage Procedures Bylaw No. 8400 Amendment Bylaw No. 8964 would amend Heritage Procedures Bylaw No. 8400 to remove the reference to application fees. The requirement to pay these fees and the fee amounts would be included in Development Application Fees Bylaw No. 8951 and the new schedule to the Consolidated Fees Bylaw No. 8636.

Staff recommend that Bylaw Nos. 8951, 8959 and 8964 be given introduced and given first, second, and third readings.



Barry Konkin  
Planner

BK:cas



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## Development Application Fees Bylaw No. 8951

The Council of the City of Richmond enacts as follows:

### PART ONE – ESTABLISHMENT OF FEES

#### 1.1 Council Confirmation of Fees

- 1.1.1 Council declares that the application fees established in this Part are accurate estimates of the costs to the **City**, of processing, inspecting and undertaking public notification, if applicable, in connection with the various types of applications shown.

#### 1.2 Zoning Amendments

- 1.2.1 Every **applicant** for an amendment to:

- (a) the text of the **Zoning Bylaw** must pay the applicable fee specified in the Consolidated Fees Bylaw No. 8636;
- (b) the **Zoning Bylaw** land use designation of a property must pay the applicable fee specified in the Consolidated Fees Bylaw No. 8636;

- 1.2.2 The application fee specified in subsection 1.2.1 includes any required amendment to the **Official Community Plan** if such applications are submitted simultaneously.

- 1.2.3 Where an application for an amendment to the **Zoning Bylaw** must be submitted to a second or subsequent **public hearing** because of:

- (a) a failure by the **applicant** to comply with a requirement of the **City**; or
- (b) other actions on the part of the **applicant**,

in connection with the application, such **applicant** must pay the applicable fee specified in the Consolidated Fees Bylaw No. 8636 for a second and each subsequent **public hearing** required.

- 1.2.4 Notwithstanding the provisions of subsection 1.2.1, an **applicant** is entitled to a refund of 50% of the application fee paid pursuant to subsection 1.2.1 if:

- (a) the application is withdrawn prior to being submitted to a **public hearing**; and
- (b) the **City** does not incur any costs associated with such **public hearing**.

- 1.2.5 Where **City** staff and the **applicant** agree on an expedited timetable for an application to amend the **Zoning Bylaw** land use designation of a property, the **applicant** must pay the applicable fee specified in the Consolidated Fees Bylaw No. 8636 to take advantage of the agreed to expedited timetable, except that this additional application fee shall not apply to an application where the entire building(s) or development consists of **affordable subsidized rental housing units**.

### 1.3 Official Community Plan Amendments

- 1.3.1 Every **applicant** for an amendment to the **Official Community Plan** must pay the applicable fee specified in the Consolidated Fees Bylaw No. 8636 where an application for an amendment to the **Zoning Bylaw** is either not required, or not submitted at the same time.
- 1.3.2 Where an application for an amendment to the **Official Community Plan** must be submitted to a second or subsequent **public hearing** because of:
- (a) a failure by the **applicant** to comply with a requirement of the **City**; or
  - (b) other actions on the part of the **applicant**,
- in connection with the application, such **applicant** must pay the applicable fee specified in the Consolidated Fees Bylaw No. 8636 for a second and each subsequent **public hearing** required.
- 1.3.3 Notwithstanding the provisions of subsection 1.3.1, an **applicant** is entitled to a refund of 50% of the application fee paid pursuant to subsection 1.3.1 if:
- (a) the application is withdrawn prior to being submitted to a **public hearing**; and
  - (b) the **City** does not incur any costs associated with such **public hearing**.

### 1.4 Development Permits

- 1.4.1 Every **applicant** for a **Development Permit**, other than a Development Permit referred to in Sections 1.4.2 and 1.4.3, must pay the applicable fee specified in the Consolidated Fees Bylaw No. 8636.
- 1.4.2 Every **applicant** for a **Development Permit** for a **coach house** or **granny flat** must pay the applicable fee specified in the Consolidated Fees Bylaw No. 8636.
- 1.4.3 Where an application for a **Development Permit** is required solely by reason that the property is:
- (a) designated in the **Official Community Plan** as an Environmentally Sensitive Area (ESA); or
  - (b) located within, or adjacent to, the Agricultural Land Reserve (ALR),

the **applicant** must pay the applicable fee specified in the Consolidated Fees Bylaw No. 8636.

1.4.4 Every **Development Permit** holder requesting a General Compliance Ruling on a **Development Permit** must pay the applicable fee specified in the Consolidated Fees Bylaw No. 8636.

1.4.5 Where **City** staff and the **applicant** agree on an expedited timetable for an application for a **Development Permit**, the **applicant** must pay the applicable fee specified in the Consolidated Fees Bylaw No. 8636 to take advantage of the agreed to expedited timetable, except that this additional application fee shall not apply to an application where the entire building(s) or development consists of **affordable subsidized rental housing units**.

## 1.5 Development Variance Permits

1.5.1 Every **applicant** for a **Development Variance Permit** must pay the applicable fee specified in the Consolidated Fees Bylaw No. 8636.

## 1.6 Temporary Use Permits

1.6.1 Every **applicant** for a **Temporary Use Permit** or for renewal of a **Temporary Use Permit** must pay the applicable fee specified in the Consolidated Fees Bylaw No. 8636.

## 1.7 Land Use Contract Amendments

1.7.1 Every **applicant** for an amendment to a Land Use Contract must pay the applicable fee specified in the Consolidated Fees Bylaw No. 8636.

## 1.8 Reviews of Applications Related to Liquor Licences

1.8.1 Every **applicant** seeking approval from the **City** in connection with:

- (a) a licence to serve liquor under the *Liquor Control and Licensing Act and Regulations*; or
- (b) any of the following in relation to an existing licence to serve liquor:
  - (i) addition of a patio;
  - (ii) relocation of a licence;
  - (iii) change of hours; or
  - (iv) patron participation

must proceed in accordance with subsection 1.8.2.

1.8.2 Pursuant to an application under subsection 1.8.1, every **applicant** must:

- (a) pay the applicable fee specified in the Consolidated Fees Bylaw No. 8636;
- (b) post and maintain on the subject property a clearly visible sign which indicates:

- (i) type of licence or amendment application;
  - (ii) proposed person capacity;
  - (iii) type of entertainment (if application is for patron participation entertainment); and
  - (iv) proposed hours of liquor service; and
- (c) publish a notice in at least three consecutive editions of a newspaper that is distributed at least weekly in the area affected by the application, providing the same information required in subsection 1.8.2(b) above.

1.8.3 The sign specified in clause (b) of subsection 1.8.2 must:

- (a) be at least 1.2 metres by 2.4 metres in size;
- (b) contain block lettering that is at least 5 cm high on a background of contrasting colour;
- (c) be located in a location which has been approved by the City;
- (d) be posted for at least 30 days following the first publication of the notice in the newspaper under clause (c) of subsection 1.8.2;
- (e) specify an expiry date for receipt of public input which is at least 30 days after:
  - (i) the date the sign is posted on the property; or
  - (ii) the date the first notice is published in the newspaper,whichever is later; and
- (f) be in the form set out in Schedule A of this bylaw.

1.8.4 The notice specified in clause (c) of subsection 1.8.2 must:

- (a) be at least 12 cm wide and 15 cm long in size;
- (b) specify an expiry date for receipt of public input which is at least 30 days after:
  - (i) the date the sign is posted on the property; or
  - (ii) the date the first notice is published in the newspaper,whichever is later; and
- (c) be in the form set out in Schedule A.

1.8.5 In the case of an application for temporary changes to a licence to serve liquor, every **applicant** must submit to the City at least 30 days prior to the proposed date of change:

- (a) a copy of the completed Liquor Control and Licencing Branch application; and

(b) pay the applicable fee specified in the Consolidated Fees Bylaw No. 8636.

## **1.9 Subdivision and Consolidation of Property**

- 1.9.1 Every **applicant** for the subdivision of property which does not include an air space subdivision or the consolidation of property must pay the applicable fee specified in the Consolidated Fees Bylaw No. 8636.
- 1.9.2 Where an **applicant** requests an extension or amendment of a preliminary approval for the subdivision of property, the applicable fee specified in the Consolidated Fees Bylaw No. 8636 must be paid.
- 1.9.3 Where a road closure or road exchange is required as the result of the subdivision of property, the applicable fee specified in the Consolidated Fees Bylaw No. 8636 must be paid in addition to the application fee specified in subsection 1.9.1.
- 1.9.4 Every **applicant** for an air space subdivision must pay the applicable fee specified in the Consolidated Fees Bylaw No. 8636.
- 1.9.5 Every **applicant** for the consolidation of property, where no further subdivision of such property is undertaken, must pay the applicable fee specified in the Consolidated Fees Bylaw No. 8636.

## **1.10 Strata Title Conversion of Existing Buildings**

- 1.10.1 Every **applicant** for a Strata Title Conversion of an existing building must:
  - (a) pay the applicable fee specified in the Consolidated Fees Bylaw No. 8636 for a **two-family dwelling**; and
  - (b) pay the applicable fee specified in the Consolidated Fees Bylaw No. 8636 for **multi-family dwellings**, and commercial and industrial buildings.

## **1.11 Phased Strata Title Subdivision Applications**

- 1.11.1 Every **applicant** for a phased strata title subdivision must pay the applicable fee specified in the Consolidated Fees Bylaw No. 8636 per phase.

## **1.12 Servicing Agreements for Off-Site Engineering Works & Services**

- 1.12.1 Every **applicant** for a servicing agreement for off-site engineering works and services must pay a processing fee and an inspection fee as specified in the Consolidated Fees Bylaw No. 8636.
- 1.12.2 Notwithstanding the provisions of subsection 1.12.1, where the inspection fee payable pursuant to subsection 1.12.1 exceeds an amount of \$2,000, the processing fee paid pursuant to that subsection will be applied as a credit towards any amount over \$2,000.



**1.13 Civic Address Changes**

- 1.13.1 Every **applicant** for a civic address change must pay the applicable fee specified in the Consolidated Fees Bylaw No. 8636.

**1.14 Telecommunication Antenna Consultation and Siting Protocol Fees**

- 1.14.1 Every **applicant** under the **Telecommunication Antenna Consultation and Siting Protocol** must pay the applicable fee specified in the Consolidated Fees Bylaw No. 8636.

**1.15 Heritage Alteration Permits and Heritage Revitalization Agreements**

- 1.15.1 Every **applicant** for a **heritage alteration permit** must pay the applicable fee specified in the Consolidated Fees Bylaw No. 8636.
- 1.15.2 Every **applicant** for a **heritage revitalization agreement** must pay the applicable fee specified in the Consolidated Fees Bylaw No. 8636.

**1.16 Administration Fees**

- 1.16.1 Where an **applicant** for any application subject to this bylaw submits information to indicate a change in ownership of any of the land involved in the application or requesting a change in the authorized agent for the application, the applicable fee specified in the Consolidated Fees Bylaw No. 8636 must be paid.
- 1.16.2 Where an **applicant** for any application subject to this bylaw submits information to indicate a change to the mailing address of the property owner, the applicant or the authorized agent for the application, the applicable fee specified in the Consolidated Fees Bylaw No. 8636 must be paid.
- 1.16.3 Where an **applicant** for any application subject to this bylaw submits new information, after the original application submission, that results in an increase in the proposed density or to add or delete properties involved in the application, the applicable fee specified in the Consolidated Fees Bylaw No. 8636 must be paid.
- 1.16.4 Where an **applicant** requires the Approving Officer for the **City** to sign or re-sign a legal plan, the applicable fee specified in the Consolidated Fees Bylaw No. 8636 must be paid for each legal plan.
- 1.16.5 Where an **applicant** for any application subject to this bylaw is required to submit a Site Profile, the applicable fee specified in the Consolidated Fees Bylaw No. 8636 must be paid for each Site Profile submitted.
- 1.16.6 Where an **applicant** requests an amendment or discharge of a legal agreement that does not require approval from **City Council**, the applicable fee specified in the Consolidated Fees Bylaw No. 8636 must be paid for each legal agreement.
- 1.16.7 Where an **applicant** requests an amendment or discharge of a legal agreement that requires approval from **City Council**, the applicable fee

specified in the Consolidated Fees Bylaw No. 8636 must be paid for each legal agreement.

- 1.16.8 Where an **applicant** for any application subject to this bylaw requires a second or subsequent landscape inspection prior to the release of a landscape security because of a failure by the **applicant** to comply with a requirement of the **City**, the applicable fee specified in the Consolidated Fees Bylaw No. 8636 must be paid for a second and each subsequent landscape inspection.
- 1.16.9 Where an **applicant** requests a letter of information on a property (a comfort letter) with general land use information, the applicable fee specified in the Consolidated Fees Bylaw No. 8636 must be paid for each property.
- 1.16.10 Where an **applicant** requests a letter of information on a property (a comfort letter) for building permit matters, the applicable fee specified in the Consolidated Fees Bylaw No. 8636 must be paid for each property.

## PART TWO: INTERPRETATION

2.1 In this bylaw, unless the context otherwise requires:

**AFFORDABLE SUBSIDIZED  
RENTAL HOUSING UNITS**

means not for profit rental housing, including supportive living housing, which is owned and operated by the City, government agencies or non-profit residential housing societies.

**APPLICANT**

means a person who is an owner of the property which is the subject of an application, or a person acting with the written authorization of the owner.

**CITY**

means the **City** of Richmond.

**COACH HOUSE**

means a self-contained dwelling that:

- a) is accessory and either attached or detached to the single detached housing unit, except in the Edgemere neighbourhood where it must be detached from the principal dwelling unit;
- b) has at least 75% of its floor area located above the garage, except in the Edgemere neighbourhood where a maximum of 60% of its floor area must be located above a detached garage;
- c) has cooking, food preparation, sleeping and bathing facilities that are separate from those of the principal dwelling unit located on the lot;
- d) has an entrance separate from the entrance to the garage; and
- e) is a separate and distinct use from a secondary suite, and does not include its own secondary suite.

<b>COUNCIL</b>	means the <b>Council</b> of the <b>City</b> .
<b>DEVELOPMENT PERMIT</b>	means a <b>Development Permit</b> authorized under Section 920 of the <i>Local Government Act</i> .
<b>DEVELOPMENT VARIANCE PERMIT</b>	means a <b>Development Variance Permit</b> authorized under Section 922 of the <i>Local Government Act</i> .
<b>GRANNY FLAT</b>	means a self-contained dwelling that: <ul style="list-style-type: none"><li>a) is accessory to and detached from the single detached housing unit;</li><li>b) is located totally on the ground floor in the rear yard of a single detached housing lot;</li><li>c) has cooking, food preparation, sleeping and bathing facilities that are separate from those of the principal dwelling unit located on the lot;</li><li>d) has an entrance separate from the entrance to the garage; and</li><li>e) is a separate and distinct use from a secondary suite, and does not include its own secondary suite.</li></ul>
<b>HERITAGE ALTERATION PERMIT</b>	means a <b>Heritage Alteration Permit</b> pursuant to Heritage Procedures Bylaw No. 8400 authorizing alterations or other actions in relation to protected heritage property or property within a heritage conservation area under Section 972 of the <i>Local Government Act</i> .
<b>HERITAGE REVITALIZATION AGREEMENT</b>	means an agreement pursuant to Heritage Procedures Bylaw No. 8400 between the <b>City</b> and owner of heritage property under Section 966 of the <i>Local Government Act</i> .
<b>MULTI-FAMILY DWELLING</b>	means a detached, multi-floor building containing three or more residential dwelling units;
<b>OFFICIAL COMMUNITY PLAN</b>	means the current <b>Official Community Plan</b> of the <b>City</b> .
<b>PUBLIC HEARING</b>	means a Regular Council meeting for public hearings specified under Section 1.2 of the Council Procedure Bylaw No. 7560.
<b>TELECOMMUNICATION ANTENNA CONSULTATION AND SITING PROTOCOL</b>	means the current policy adopted by <b>City Council</b> that identifies the <b>City</b> process for managing consultation and providing siting guidelines for telecommunications antenna proposals under a protocol pursuant to the <i>Federal Radiocommunications Act</i> .

**TEMPORARY USE PERMIT**

means a temporary use permit authorized under Section 921 of the *Local Government Act*.

**TWO-FAMILY DWELLING**

means a detached building used exclusively for residential purposes containing two dwelling units only, which building is not readily convertible into additional dwelling units and the plans for which have been filed with the Building inspector showing all areas of the building finished, the design of the building conforming to one of the following classifications:

- (a) each dwelling unit consisting of one storey only, not set upon another storey or upon a basement; or
- (b) each dwelling unit consisting of two storeys only, the upper storey not containing a kitchen; not set upon another storey or upon a basement; or
- (c) each dwelling unit consisting of a split level arrangement of two storeys only, the upper storey not containing a kitchen; not set upon another storey or upon a basement.

**ZONING BYLAW**

means the current **Zoning Bylaw** of the **City**.

**PART THREE: SEVERABILITY AND CITATION**

- 3.1 If any part, section, sub-section, clause, or sub-clause of this bylaw is, for any reason, held to be invalid by the decision of a Court of competent jurisdiction, such decision does not affect the validity of the remaining portions of this bylaw.
- 3.2 **Development Application Fees Bylaw No. 7984** is hereby repealed.
- 3.3 This bylaw comes into force and effect on January 1, 2013.

3.4 This bylaw is cited as "Development Application Fees Bylaw No. 8951.

FIRST READING

SECOND READING

THIRD READING

ADOPTED

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CITY OF  
RICHMOND

APPROVED  
by

APPROVED  
by Director  
or Solicitor



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MAYOR

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CORPORATE OFFICER

## SCHEDULE A to BYLAW 8951

[NEW LIQUOR LICENCE APPLICATION] OR  
[LIQUOR LICENCE AMENDMENT APPLICATION]

Notice of Intent

Under the Liquor Control and Licensing Act

An application has been received by the Liquor Control and Licensing Branch, Victoria, B.C. and by the City of Richmond from:

\_\_\_\_\_ *[Company name] operating the*  
 \_\_\_\_\_ *[Name of Establishment] at*  
 \_\_\_\_\_ *[Address of Establishment], Richmond, BC*  
*Type of Licence or Amendment Application* \_\_\_\_\_  
*Proposed Person Capacity* \_\_\_\_\_  
*Type of Entertainment (if applicable)* \_\_\_\_\_  
*Proposed Hours of Liquor Service* \_\_\_\_\_

Residents, property owners and business owners may comment on this proposal by writing to:

THE CITY OF RICHMOND  
 PERMITS SECTION  
 LIQUOR LICENCE APPLICATIONS  
 6911 NO. 3 RD  
 RICHMOND, BC, V6Y 2C1

To ensure the consideration of your views, your letter must be received on or before *[expiry date]*. Your name and address must be included on your letter.

Please note that your comments may be made available to the applicant where disclosure is necessary to administer the licensing process.



**Consolidated Fees Bylaw No. 8636, Amendment Bylaw 8959**

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

1. The Consolidated Fees Bylaw No. 8636, as amended, is further amended by adding Schedule A of this bylaw as a schedule to the Consolidated Fees Bylaw No. 8636, in alphabetical order.
2. This Bylaw comes into force and effect on January 1, 2013.
3. This Bylaw may be cited as "Consolidated Fees Bylaw No. 8636, Amendment Bylaw No. 8959".

FIRST READING

SECOND READING

THIRD READING

ADOPTED

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\_\_\_\_\_

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

\_\_\_\_\_  
MAYOR

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

## Schedule A to Bylaw 8959

**SCHEDULE – DEVELOPMENT APPLICATION FEES**

<u>Section</u>	<u>Application Type</u>	<u>Base Fee</u>	<u>Incremental Fee</u>
<b><i>Zoning Amendments</i></b>			
Section 1.2.1 (a)	Zoning Bylaw Text Amendment	\$1,640	Not Applicable
Section 1.2.1 (b)	Zoning Bylaw Designation Amendment for Single Detached (RS) – no lot size policy applicable	\$2,085	Not Applicable
	Zoning Bylaw Designation Amendment for Single Detached (RS) – requiring a new or amended lot size policy	\$2,605	Not Applicable
	Zoning Bylaw Designation Amendment for 'site specific zones'	\$3,125	For residential portion of development: <ul style="list-style-type: none"> <li>• \$41 per dwelling unit for first 20 dwelling units and \$21 per dwelling unit for each subsequent dwelling unit</li> </ul>
			For non-residential building area: <ul style="list-style-type: none"> <li>• \$26 per 100 m<sup>2</sup> of building area for the first 1,000 m<sup>2</sup> and \$16 per 100 m<sup>2</sup> thereafter</li> </ul>
	Zoning Bylaw Designation Amendment for all other zoning districts	\$2,085	For residential portion of development: <ul style="list-style-type: none"> <li>• \$21 per dwelling unit for first 20 dwelling units and \$11 per dwelling unit for each subsequent dwelling unit</li> </ul>
			For non-residential building area: <ul style="list-style-type: none"> <li>• \$16 per 100 m<sup>2</sup> of building area for the first 1,000 m<sup>2</sup> and \$6 per 100 m<sup>2</sup> thereafter</li> </ul>



Section 1.2.3	Additional Public Hearing for Zoning Bylaws Text or Designation Amendments	\$785	\$785 for each subsequent Public Hearing required
Section 1.2.5	Expedited Timetable for Zoning Designation Amendment (Fast Track Rezoning)	\$1,045	Not Applicable
<b>Official Community Plan Amendments</b>			
Section 1.3.1	Official Community Plan Amendment without an associated Zoning Bylaw Amendment	\$3,125	Not Applicable
Section 1.3.2	Additional Public Hearing for Official Community Plan Amendment	\$785 for second public hearing	\$785 for each subsequent Public Hearing required
<b>Development Permits</b>			
Section 1.4.1	Development Permit for other than a Development Permit referred to in Sections 1.4.2 and 1.4.3 of the Development Application Fees No. 8951	\$1,565	<p>\$540 for the first 464.5 m<sup>2</sup> of gross floor area plus:</p> <ul style="list-style-type: none"> <li>\$110 for each additional 92.9 m<sup>2</sup> or portion of 92.9 m<sup>2</sup> of gross floor area up to 9,290 m<sup>2</sup>; plus</li> <li>\$21 for each additional 92.9 m<sup>2</sup> or portion of 92.9 m<sup>2</sup> of gross floor area over 9,290 m<sup>2</sup></li> </ul>
Section 1.4.2	Development Permit for Coach House or Granny Flat	\$1,000	Not Applicable
Section 1.4.3	Development Permit, which includes property: <ol style="list-style-type: none"> <li>designated as an Environmentally Sensitive Area (ESA); or</li> <li>located within, or adjacent to the Agricultural Land Reserve (ALR)</li> </ol>	\$1,565	Not Applicable
Section 1.4.4	General Compliance Ruling for an issued Development Permit	\$525	Not Applicable

Section 1.4.5	Expedited Timetable for a Development Permit (Fast Track Development Permit)	\$1,045	Not Applicable
<b><i>Development Variance Permits</i></b>			
Section 1.5.1	Development Variance Permit	\$1,565	Not Applicable
<b><i>Temporary Use Permits</i></b>			
Section 1.6.1	Temporary Use Permit	\$2,085	Not Applicable
	Temporary Use Permit Renewal	\$1,045	Not Applicable
<b><i>Land Use Contract Amendments</i></b>			
Section 1.7.1	Land Use Contract Amendment	\$1,000	Not Applicable
<b><i>Liquor-Related Permits</i></b>			
Section 1.8.2 (a)	Licence to serve liquor under the <i>Liquor Control and Licensing Act and Regulations</i> ; or change to existing license to serve liquor	\$525	Not Applicable
Section 1.8.5 (b)	Temporary changes to existing liquor licence	\$275	Not Applicable
<b><i>Subdivision and Consolidation of Property</i></b>			
Section 1.9.1	Subdivision of property that does not include an air space subdivision or the consolidation of property	\$785	\$110 for the second and each additional parcel
Section 1.9.2	Extension or amendment to a preliminary approval of subdivision letter	\$265	\$265 for each additional extension or amendment
Section 1.9.3	Road closure or road exchange	\$785 (in addition to the application fee for the subdivision)	
Section 1.9.4	Air Space Subdivision	\$6,125	\$155 for each air space parcel created
Section 1.9.5	Consolidation of property without a subdivision application	\$105	Not Applicable

<b>Strata Title Conversion of Existing Building</b>			
Section 1.10.1 (a)	Strata Title Conversion of existing two-family dwelling	\$2,085	Not Applicable
Section 1.10.1 (b)	Strata Title Conversion of existing multi-family dwellings, commercial buildings and industrial buildings	\$3,125	Not Applicable
<b>Phased Strata Title Subdivisions</b>			
Section 1.11.1	Phased Strata Title	\$525 for first phase	\$525 for each additional phase
<b>Servicing Agreements</b>			
Section 1.12.1	Servicing Agreement	Processing fee of \$1,045	Subject to Section 1.12.2 of Development Application Fees Bylaw No. 8951, an inspection fee of 4% of the estimated value of the approved off-site works and services
<b>Civic Address Changes</b>			
Section 1.13.1	Civic Address change associated with the subdivision or consolidation of property	\$265	Not Applicable
	Civic Address change associated with a new building constructed on a corner lot	\$265	Not Applicable
	Civic Address change due to personal preference	\$1,045	Not Applicable
<b>Telecommunication Antenna Consultation and Siting Protocol</b>			
Section 1.14.1	Telecommunication Antenna Consultation and Siting	\$2,085	Not Applicable
<b>Heritage Applications</b>			
Section 1.15.1 (a)	Heritage Alteration Permit (no Development Permit or Rezoning application)	\$225	Not Applicable
	Heritage Alteration Permit (with Development Permit or Rezoning application)	20% of the total applicable development permit or rezoning fee (whichever is greater)	Not Applicable

Section 1.15.1 (b)	Heritage Revitalization Agreement (no Development Permit or Rezoning application)	\$225	Not Applicable
	Heritage Revitalization Agreement (with Development Permit or Rezoning application)	20% of the total applicable development permit or rezoning fee (whichever is greater)	Not Applicable
<b>Administrative Fees</b>			
Section 1.16.1	Change in property ownership or authorized agent.	\$265	Not Applicable
Section 1.16.2	Change in mailing address of owner, applicant or authorized agent.	\$50	Not Applicable
Section 1.16.3	Submission of new information that results in any of the following changes: a. increase in proposed density; or b. addition or deletion of any property associated with the application	\$265	Not Applicable
Section 1.16.4	Approving Officer legal plan signing or re-signing fee	\$55 per legal plan	Not Applicable
Section 1.16.5	Site Profile submission	\$55 per site profile	Not Applicable
Section 1.16.6	Amendment to or discharge of legal agreement that does not require City Council approval	\$265 per legal agreement	Not Applicable
Section 1.16.7	Amendment to or discharge of legal agreement that requires City Council approval	\$1,045 per legal agreement	Not Applicable
Section 1.16.8	Additional Landscape inspection because of failure to comply with City requirements	\$110 for second inspection	\$110 for each additional inspection required
Section 1.16.9	Preparation of Information Letter (Comfort Letter) for general land use	\$65 per property	Not Applicable

Section 1.16.10	Preparation of Information Letter (Comfort Letter) for Building Issues	\$65 per property	Not Applicable
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**Heritage Procedures Bylaw No. 8400,  
Amendment Bylaw No. 8964**

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

1. The Heritage Procedures Bylaw No. 8400 is amended by:
  - i) deleting Section 7.4 and Section 8.3 in their entirety and marking them as "REPEALED"; and
  - ii) deleting Schedule C of the bylaw in its entirety and marking it as "REPEALED".
2. This bylaw comes into force and effect January 1, 2013.
3. This Bylaw may be cited as "**Heritage Procedures Bylaw No. 8400, Amendment Bylaw No. 8964**".

FIRST READING

SECOND READING

THIRD READING

ADOPTED

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\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

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  
**From:** Wayne Craig  
Director of Development

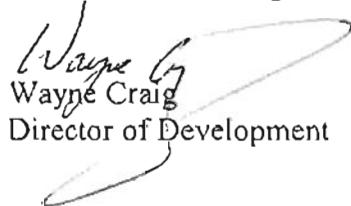
**Date:** November 20, 2012  
**File:** RZ 12-603740


Victor Wei, P. Eng.  
Director, Transportation

**Re:** 2012 River Road and No. 7 Road Traffic Counts and Application by Dagneault Planning Consultants Ltd. for Rezoning at 16700 River Road from Agriculture (AG1) to Industrial Storage (IS1)

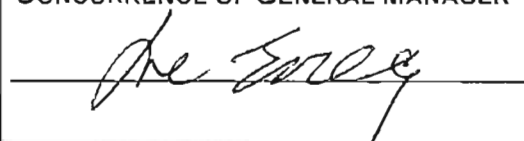
### Staff Recommendation

1. That the Interim Action Plan (amended by Council in 2008) continue to be endorsed to allow for the consideration of rezoning applications for commercial truck parking, outdoor storage and supporting uses in the 16,000 block of River Road.
2. That Bylaw 8979, for the rezoning of 16700 River Road from "Agriculture (AG1)" to "Industrial Storage (IS1)", be introduced and given first reading.

  
Wayne Craig  
Director of Development

  
Victor Wei, P. Eng.  
Director, Transportation

WC:ke

REPORT CONCURRENCE		
<b>ROUTED TO:</b>	<b>CONCURRENCE</b>	<b>CONCURRENCE OF GENERAL MANAGER</b>
Community Bylaws RCMP	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	

## Staff Report

### Purpose

This report:

1. Informs Council on truck traffic counts taken in 2012 along River Road (east of Nelson Road) and No. 7 Road (between Bridgeport Road and River Road) and examines the Interim Action Plan to determine if any revisions to permitted interim uses (i.e., truck parking) are necessary as directed by Council on January 23, 2012.
2. Brings forward an application at 16700 River Road to rezone the subject site to allow commercial truck parking and outdoor storage in compliance with the provisions of the Interim Action Plan (recommended for continued endorsement by Council with no revisions).

### Background Information – Council Referrals for the 16,000 Block of River Road

On January 23, 2012, the following Council referral was made in relation to the 16,000 block of River Road:

*That:*

1. *The "Interim Truck Parking Action Plan (Interim Action Plan), as amended by Council in February 2008, be continued until the end of 2012 to allow for consideration of further rezoning applications for commercial vehicle parking and storage within the plan area in the 16,000 block of River Road;*
2. *A daily traffic count be undertaken over two (2) one-week periods on No. 7 Road (between Bridgeport Road and River Road) and on River Road (East of Nelson Road) in 2012 either by the City or by future applicants' consultants, to the satisfaction of City staff, as part of the rezoning applications that facilitate commercial vehicle parking and storage within the Plan area;*
3. *Staff report back to Planning Committee with an update on such a daily traffic count trends by the end of 2012 to consider the option of amending the Interim Action Plan to allow only commercial outdoor storage and not commercial vehicle parking in the short term, depending on the City's review of traffic counts in 2012;*
4. *The existing 1999 OCP "Business and Industry" designation and policies allowing for a range of long-term intensive industrial uses for the 16,000 block of River Road as well as the agri-industrial uses set out in the Long-Term Action Plan be considered for inclusion in the proposed, updated OCP; and*
5. *The City send a letter to Port Metro Vancouver regarding the shortage of truck parking in the City of Richmond, inquiring about opportunities for truck parking on Port land.*

The first section of this report addresses the first three (3) parts of the Council referral.

Staff have confirmed that the 2041 Official Community Plan designates the 16,000 block of River Road for industrial uses (which includes allowances for agri-industrial uses) over the long-term, which responds to item 4 of the Council referral.

In response to Item 5 of the Council referral, City staff have contacted Port Metro Vancouver (PMV) staff about commercial truck parking opportunities on Port land. PMV staff noted that



they have liaised with existing tenants and parking companies to establish a truck parking facility; however, preliminary investigations do not show economic viability for such an activity. PMV staff also identified that some commercial trucks have been illegally parking on Port land in the past and that a program to evict and monitor this has been implemented. In the long-term, it is not envisioned that PMV will be engaging in leasing land or future development sites for commercial truck parking or storage.

#### **Timeline and Rezoning Applications for Truck Parking in the 16,000 Block of River Road**

- 2008 – Richmond City Council approves the Interim and Long-Term Action Plan for the 16,000 block of River Road, to process and consider rezoning applications for interim uses, such as truck parking and unenclosed outdoor storage. These interim uses are considered appropriate for this area as it is designated for “Industrial” in the 2041 Official Community Plan, with the potential for intensive light industrial development (manufacturing and warehousing) when the necessary City services and transportation infrastructure is available.
- September 2010 – Richmond City Council approves unrestricted truck parking for 16780 River Road.
- 2011 – City staff undertake a Council directed review of the Interim Action Plan and overall truck parking strategy in the 16,000 block of River Road.
- November 2011 – Richmond City Council approves truck parking (with restriction on number and type of trucks) and a limited area light industrial building for 16540 River Road.
- January 2012 – Richmond City Council reaffirms the Interim Action Plan for truck parking and outdoor storage rezoning applications in the 16,000 block of River Road as a result of the City staff review conducted in 2011. Staff were also directed to undertake traffic counts and report back to Council.
- July 2012 – Approval of a Zoning Text amendment for 16540 River Road (ZT 12-610945) that removes the previous truck parking restrictions (i.e., maximum of 40 trucks; linkage to Richmond agricultural operation; prohibition of parking of dump trucks) placed on the subject site.

#### **Findings of Fact**

##### Rezoning Applications in the 16,000 Block of River Road

The map contained in **Attachment 1** outlines the approved and in process rezoning applications in the 16,000 block of River Road. A total of four (4) applications have been submitted in this area to date. Two (2) rezoning applications are currently in process at 16700 River Road (RZ 12-603740; being brought forward in this report) and 16360 River Road (RZ 10-523713; Berane application in process).

##### Community Bylaw – Commercial Vehicle Enforcement Measures Along River Road

On May 28, 2012, Council considered and endorsed a report that provided information on commercial vehicles along River Road and No. 7 Road and related enforcement measures being undertaken by Community Bylaws and the RCMP (refer to **Attachment 2** for a copy of the report from Community Bylaws). The information and recommendations contained in this report on traffic counts and rezoning proposal at 16700 River Road does not impact any of the initiatives and enforcement measures being undertaken by Community Bylaws.

### 1. Traffic Count Data: River Road and No. 7 Road

This section of the report provides information on traffic counts for River Road (east of Nelson Road) and No. 7 Road (between Bridgeport Road and River Road) in 2012. Refer to **Attachment 3** for a map of traffic count locations and surrounding road network map for reference purposes. Through the Interim Action Plan for truck parking on River Road properties, traffic control measures were implemented for each approved site to ensure that commercial truck movements did not utilize the following routes to get to and from truck parking sites:

- River Road east of 16,000 block (existing vehicle weight restrictions in place).
- No. 7 Road south of River Road (existing westbound-to-southbound truck turning restrictions in place at No. 7 Road / River Road).

Trucks travelling to and from approved truck parking sites in the 16,000 block of River Road would therefore utilize River Road, travelling west of No. 7 Road to No. 6 Road, which enables access to other transportation thoroughfares and highways.

#### River Road and No. 7 Road Traffic Count Data

##### *River Road east of Nelson Road*

Date	Average Daily Total Number of Trucks (24 hour period)
April 2006 (7 day period)	68
September 2010 – Rezoning approved for 16780 River Road	
January 2011 (7 day period)	59
November 2011 – Rezoning approved for 16540 River Road	
April 28, 2012 to May 5, 2012 (7 day period)	35
September 27, 2012 to October 4, 2012 (7 day period)	59

##### *No. 7 Road between Bridgeport Road and River Road*

Date	Average Daily Total Number of Trucks (24 hour period)
March 2010 (7 day period)	26
September 2010 – Rezoning approved for 16780 River Road	
September 2011 (7 day period)	19
November 2011 – Rezoning approved for 16540 River Road	
April 28, 2012 to May 5, 2012 (7 day period)	16
September 27, 2012 to October 4, 2012 (7 day period)	14

#### Assessment of Traffic Data

Based on the two weekly truck traffic counts undertaken in 2012, there is no observed increase in truck movements along River Road east of Nelson Road or No. 7 Road (between Bridgeport Road and River Road). In fact, the truck traffic numbers show some decrease compared to

traffic counts conducted in April 2006 and January 2011 for River Road and March 2010 and September 2011 for No. 7 Road.

The traffic data for River Road in 2012 indicated that truck movements have remained steady and decreased overall from 68 trucks per day in April 2006 to 35 (49% reduction) and 59 (13% reduction) trucks per day in April/May 2012 and September/October 2012 respectively.

The traffic data for No. 7 Road in 2012 indicate that truck movements have reduced overall since data collected in March 2010 from 26 trucks per day to 16 and 14 trucks per day counted during the two periods in 2012, which is an approximate 40% reduction since traffic data collection commenced in March 2010 for No. 7 Road. Furthermore, the volume of trucks on River Road and No. 7 Road is not considered to be high compared to truck volumes on other major roads.

### **Analysis of Truck Traffic Data and Approved Truck Parking Sites**

Two rezoning applications (16780 and 16540 River Road) have been approved for truck parking along this portion of River Road. 16780 River Road has been utilized for commercial truck parking since the rezoning was approved in September of 2010. Although 16540 River Road was approved for truck parking in November 2011, this site has not been used intensively for this activity because of existing truck parking limitations imposed through the rezoning when it was first approved in November 2011. As a result of the Zoning Text (ZT 12-610945) amendment approved in July 2012, the previous truck parking limitations were removed. Based on recent site visits at 16540 River Road, a small number of trucks were parked on the site, but is not yet being intensively used for truck parking. Staff anticipate that use of 16540 River Road for vehicle parking will increase in the near future.

For 16780 and 16540 River Road, traffic control measures using physical channelization at the access points were implemented to ensure all trucks utilizing these properties for parking and storage only travelled on portions of River Road west of the driveway entrance for each site out to No. 6 Road.

Therefore, three separate traffic counts were conducted on River Road and No. 7 Road since the first truck parking application was rezoned in September 2010. The traffic data indicates that there has been no increase in truck volumes on either River Road or No. 7 Road. In fact, there had been slight decreases in volume observed. As a result, the traffic data indicates that trucks parking on approved sites in the 16,000 block of River Road are adhering to routes to and from the west along River Road to No. 6 Road and that the traffic control measures implemented for each rezoned site are working effectively.

### **Future Traffic Counts**

In the 16,000 block of River Road, staff anticipate that additional truck parking operations will continue based on the existing sites already rezoned and two in-process applications at 16700 River Road (RZ 12-603740) and 16360 River Road (RZ 10-523713). As a result, Transportation staff will continue to undertake traffic counts at the same locations on River Road east of Nelson Road and No. 7 Road between Bridgeport Road and River Road for the next two years (i.e., 2013 and 2014). Future traffic data collected will be examined based on previous trends and also

compared to approved and operational truck parking sites. Staff will update Council of any significant changes or increases in truck traffic volumes along these routes.

### **Traffic Data and the Interim Action Plan for Truck Parking**

The direction from Council at the January 23, 2012 Council meeting was to continue to utilize the Interim Action Plan to process proposals for truck parking and outdoor storage until the end of 2012 and also gather truck traffic data through 2012 to determine if provisions of the Interim Action Plan require revision to only allow uses that do not generate daily truck traffic (i.e., outdoor storage uses only).

Based on the traffic data collected for 2012 and comparing it to previous years, there is no indication that truck traffic volumes are increasing on the subject sections of River Road and No. 7 Road as a result of approved truck parking sites in the 16,000 block of River Road. In fact, traffic data shows a decrease in truck traffic volumes for both areas. Future traffic counts conducted in 2013 and 2014 will also assist staff to determine if truck traffic volumes continue to decline or remain stable as exhibited from past traffic counts. As a result, there is no justification to revise the Interim Action Plan to limit or restrict truck parking activities.

### **Summary Analysis and Recommendations**

No observed increase in truck traffic is evident along River Road (east of Nelson Road) and No. 7 Road (between Bridgeport Road and River Road) since approval of the first truck parking rezoning at 16780 River Road in September 2010.

The commercial vehicle trucking sector has consistently identified the need for designated truck parking sectors within Richmond and support the 16,000 block of River Road as an area that can accommodate truck parking as an interim use. The commercial trucking sector is also supportive of implementing traffic control measures to ensure travel of vehicles is along appropriate routes.

Therefore, staff recommend that no revisions be made to the truck parking strategy in this area and Council continue to endorse the Interim Action Plan to process rezoning proposals for interim uses (truck parking, outdoor storage, limited support buildings) for the 16,000 block of River Road.

If future traffic counts present a significantly different pattern and increase in truck volumes on the subject sections of River Road and No. 7 Road from previous years, City staff will update Council and present options on the Interim Action Plan for consideration by Council.

## **2. Rezoning Application at 16700 River Road (RZ 12-603740)**

Dagneault Planning Consultants Ltd. has applied to the City of Richmond for permission to rezone 16700 River Road (**Attachment 4**) from Agriculture (AG1) to Industrial Storage (IS1) to permit commercial vehicle truck parking and outdoor storage on the subject site.

### **Project Description**

The subject property contains an existing 1 storey building (trailer home) on the north portion of the property along River Road. A 15 m Riparian Management Area also exists along the site's River Road frontage due to the open canal running between the subject site and River Road. The

remainder of the site is primarily vacant and has been elevated from past fill activities, which have been confirmed by the owner and environmental consultant that conducted an environmental assessment on the property. A majority of the property contains fill that has been graded level, compacted and covered with gravel (**Attachment 5 – Site Plan**).

The total area of the site is 16,567 sq.m (4.1 acres). There is an existing culvert crossing providing access to the property from River Road. The rezoning proposal involves use of the site for commercial vehicle parking of trucks, tractor-trailers and dump trucks primarily and longer-term, outdoor storage of recreational vehicles, boats, construction equipment, shipping containers and other goods.

Based on the total size of the property, the applicant estimates that a maximum of approximately 100 vehicles (combination of trucks, trailers, recreational vehicles) can be stored on the property at one time. However, the applicant's proposal estimates that approximately 60% of these vehicles will consist of trucks, tractor-trailers and dump trucks to be parked on the site, with the remaining balance being utilized for longer term outdoor storage of boats, recreational vehicles, containers and general goods. The ratio of the site to be utilized for truck parking (with daily traffic movements) and long-term storage will fluctuate based on the demand for each use and operational decisions of the owners.

There is also a single-storey residential building located on the north portion of the property that will be utilized as a residential security operator unit to support the proposed activities. This building was constructed with appropriate building permits for residential use in 1996 and is currently occupied by a tenant, who oversees the property. As a result, no upgrades or additional work to the building are required based on continued use as a residential caretaker unit.

### **Findings of Fact**

A Development Application Data Sheet providing details about the development proposal is contained in **Attachment 6**.

Community Bylaws staff have confirmed that the subject property is in compliance with Agriculture (AG1) zoning. No commercial vehicles or trucks have been stored on the property during the processing of the rezoning application.

### **Surrounding Development**

To the North: River Road and the foreshore of the Fraser River.

To the East: An Industrial Storage (IS1) zoned property that contains a truck parking operation and supporting residential security operator unit at 16780 River Road (RZ 09-503308; Approved in September 2010).

To the South: An existing rail right-of-way and active rail line. Further south are Agriculture (AG1) zoned properties contained in the Agricultural Land Reserve.

To the West: A Light Industrial (IL) zoned property that contains some commercial vehicle parking uses and a single-family dwelling being utilized as a residential security operator unit at

16540 River Road (RZ 10-524476; Approved in November 2011). To the northwest of the subject site, a property containing a single-family dwelling zoned Agriculture (AG1).

### **Related Policies & Studies**

#### Official Community Plan

The proposed land use designation in the 2041 Official Community Plan is “Industrial”. The truck parking and outdoor storage uses proposed in the rezoning is consistent with the “Industrial” land use designation contained in the 2041 OCP.

#### Agricultural Land Reserve Status

The subject property and entire 16,000 block of River Road is not contained in the Agricultural Land Reserve (ALR). An ALR block exclusion for properties within the 16,000 block was approved in 2000. Remnant Agriculture (AG1) zoning exists for properties that were excluded from the ALR as it is up to each individual property owner to submit applications to rezone.

#### Interim and Long-Term Action Plan (16,000 Block of River Road)

Truck parking and outdoor storage uses are consistent with the Interim Action Plan strategy for this area originally approved by Council in 2008 (**Attachment 7**). As a result of a staff review of the strategy in 2011, Council agreed to continue processing rezoning applications for interim truck parking and outdoor storage uses in accordance with the provisions of the strategy and report back at the end of 2012 on traffic counts and to determine if any necessary revisions to the overall strategy are required. This was addressed in the first section of this report, which recommended no revisions to the Interim Action Plan and that rezoning applications continue to be reviewed in accordance with the provisions of the strategy. Therefore, the rezoning proposal at 16700 River Road complies with the allowance of interim land uses (truck parking and outdoor storage) so long as the proposal addresses all relevant components of the Interim Action Plan to be discussed in forthcoming sections of this report.

The Interim Action Plan requires individual rezoning applications to be submitted for interim uses. In the future, the Long-Term Action Plan and zoning restrictions implemented now as part of the interim use strategy will require additional rezoning applications to be submitted for more intensive light industrial uses when City services and supporting transportation infrastructure can be implemented in conjunction with development.

The Interim Action Plan also required rezoning applications to submit the necessary traffic impact and assessment study, environmental assessment and preliminary landscape buffer plan completed by the appropriate professionals. Staff confirm that the above referenced studies and materials have been submitted to the satisfaction of City staff.

### **Examination of Issues**

#### Proposed Zoning

The subject site is proposed to be rezoned to the Industrial Storage (IS1) zoning district, which is a subzone that only allows commercial vehicle parking, outdoor storage, a residential security operator unit and accessory uses (i.e., supporting office) as permitted uses. This zoning approach enables the property to be utilized for the above referenced interim uses, while restricting other forms of intensive industrial development and activities.

Proposed zoning also places a restriction on density at 0.08 Floor Area Ratio (FAR) and 8% lot coverage, to limit the amount of building related development on the subject site. Based on the large total area of the subject parcel, the 0.08 FAR permits a maximum buildable area of approximately 1,200 sq. m (12,917 sq. ft). However, any new buildings to be developed on the subject site are required to comply with the limited uses (i.e., residential caretaker and/or accessory office).

Restrictions on the type of goods that can be stored outside are also included in the Industrial Storage (IS1) subzone. In particular, outdoor storage activities cannot exceed a height of 4.5 m (15 ft.) and materials that are hazardous, capable of being transferred by the elements and that would pose a negative impact to surrounding areas are not permitted.

The Industrial Storage (IS1) zoning district was implemented on the neighbouring property to the east at 16780 River Road (Quadra Coast Carriers; RZ 09-503308), which is used for commercial truck parking.

#### Engineering Capacity Analysis

An engineering capacity analysis is not required for this rezoning application as minimal buildings and site modifications are required that would impact City services (storm, water and sanitary). City sanitary sewer service does not currently service this area; therefore no analysis is required.

#### Statutory Right-of-Way for Dike and Utility Purposes

A 10 m wide statutory right-of-way (SRW) for dike and utility purposes is also required along the subject site's entire north property line (River Road frontage). The existing dike is generally aligned with River Road at this location. The 10 m wide SRW is being secured through this rezoning proposal in the event that the City requires dike or utility related works in the future. A small portion of the existing building on the property will encroach into the SRW to be secured through the rezoning. Provisions to address the encroachment are discussed in a forthcoming section of the report.

#### Transportation Requirements

A traffic impact and assessment study was submitted by the consulting transportation engineer in support of the truck parking and outdoor storage proposal. City Transportation staff support the recommendations of the report to implement traffic control measures to restrict commercial vehicle movements to and from the subject site. The following is a summary of transportation requirements associated with the rezoning at 16700 River Road based on the provisions of the Interim Action Plan, submitted traffic study and issues specific to the proposal.

- Modification of the access to the subject site to only permit eastbound to southbound (right-in) and northbound to westbound (left-out) for all commercial trucks, tractor-trailers and dump-trucks to prevent truck travel on River Road east of the site's driveway.
  - Submission and approval (by Transportation staff) of an access design that adheres to the above conditions.
  - The approved access design is required to be constructed and inspected by Transportation Division staff.

- Preliminary design work was conducted by the proponent's transportation consultant to determine the extent of works required to the River Road access to implement the traffic control measures. Based on the existing culvert crossing's geometry and width, the consultant has identified that a new crossing or significant widening of the existing structure will be required.
- 20 m wide road dedication along the subject site's entire south property line for the purposes of a future new industrial road to service properties in the 16,000 block of River Road. Implementation and construction of a new industrial road within this dedication is a long-term objective and will be sequenced with future industrial redevelopment.
- Registration of a legal agreement on title of the subject property to identify that the existing vehicle access/driveway from River Road must be removed at the sole cost of the property owner, once the new industrial road proposed along the south edge of the site is fully constructed, operational and services the subject site.
- Voluntary contribution of \$1,000 for the generation and posting of necessary traffic control signs along River Road by City Transportation staff.
- Voluntary contribution of \$11,500 for the future City examination of River Road taking into account broad OCP and transportation objectives relating to use of River Road by vehicles, bikes and pedestrians and implementing the necessary supporting infrastructure. This study will also take into account the future parallel running industrial service road to be established in the 16,000 block of River Road to take industrial traffic off River Road in the future. The terms of reference for the River Road study will be determined in the future once it is feasible to complete. The contribution amount for 16700 River Road is based on the total area of site and proportionate to other contributions made through previous applications in this area.

#### Riparian Management Area (15 m)

A 15 m Riparian Management Area (RMA) along the site's River Road frontage has been surveyed from the high-water mark of the existing watercourse north of the property. The survey indicates that an existing building (trailer home constructed with appropriate City permits in 1996) partially encroaches into the RMA 15 m setback. The construction of the trailer home in 1996 on the subject site occurred before the establishment of the Provincial Riparian Area Regulations in 2005 and subsequent City Riparian Management Area response in 2006 that designated both 15 m and 5 m RMA's along various identified watercourses throughout Richmond, which explains the minor encroachment.

New development within the existing RMA will be for the works to expand or construct a new culvert crossing for the access from River Road to ensure that the proper traffic control measures are implemented. Compensation for this new development in the RMA as well as taking into account the potential removal or relocation of the existing building in the future is being proposed by the proponent and will be in the form of enhancement plantings implemented in the RMA. A plan prepared by the appropriate environmental consultant is required to be reviewed and approved by City and Department of Fisheries staff and submission of a security bond to ensure implementation of the enhancement plan is a rezoning consideration attached to the proposal. Environmental Sustainability staff note that enhancement plantings, consisting of native species only, is considered an appropriate approach to off-set new development within the RMA.



### Preliminary Landscape Plan

A preliminary landscape plan was also prepared by the proponent to demonstrate how a 3 m (10 ft.) wide buffer would be implemented along on the north edge of the site adjacent to River Road as required in the Interim Action Plan (**Attachment 8**). The buffer plan is established outside of the existing 15 m Riparian Management Area directly to the south to avoid any further disturbance in this area. Planting will consist of groundcovers and shrubs in combination with equally spaced trees. A solid fence is also proposed in behind the plantings. The final landscape plan is required to consist of only native plant species to integrate with the enhancement plantings proposed in the RMA. As the existing building will remain at the north portion of the site, the landscape plan will be implemented around the structure. In the event that the existing building is removed or relocated in the future, there will also be the requirement for the landscape buffer screen to be implemented across the area previously occupied by the building and will consist of the same buffer already established on the subject site. To address the minor encroachment of the building into the 15 m RMA, plantings are required to be implemented in the RMA previously encroached upon by the building in accordance to the enhancement plan secured in conjunction with the new/expanded culvert crossing. To secure the landscape buffer screen and additional RMA plantings to be implemented now and in future in conjunction with the removal of the building, submission and approval of a final landscape plan and RMA enhancement plan (including submission of a security bond for landscaping to be implemented now and in future) is a rezoning consideration attached to this proposal

The 3 m wide buffer is also implemented around the perimeter of the northwest portion of the subject site to provide screening to the neighbouring single-family dwelling and will generally consist of a similar planted screen and fencing proposed adjacent to River Road.

### Existing Building

The owners have confirmed that the existing 1 storey building located on the north side of the property will remain for the time being and used as a supporting residential security operator unit to oversee truck parking and outdoor storage activities on the site. As noted earlier in the staff report, the existing building (trailer home) was constructed in 1996 and a minor portion (northeast corner of the building) encroaches into the 15 m RMA and future 10 m wide SRW to be secured across the frontage of the property. In response to questions from staff about removing or relocating the existing building now as part of this proposal, the proponent indicates that the building is currently tenanted and would be costly to remove now without any revenue being generated from the property. If the proponents decide to remove or relocate the existing building or build a new support building on the property, the following is required:

- Demolition or removal of the existing building that currently encroaches into the existing RMA and future SRW to be secured on the north edge of the site along River Road.
- If the City requires access to the 10 m wide SRW in future, the existing building is required to be removed/relocated at the owners sole cost.
- No significant external modifications or building expansion will be permitted to the existing building (except for general maintenance).
- Once the existing building is removed or demolished, the 3 m wide landscape buffer screen along River Road is required to fill the area vacated by the building. Additional

plantings to enhance the area disturbed by the building's removal or relocation is required and will comply with the overall enhancement plan to be secured over the entire RMA.

- Any new building that supports the interim uses is required to comply with zoning, RMA designation and SRW's registered on the property.
- The above provisions will be included in the legal agreements to be registered on the subject property securing the 10 m wide SRW (Dike and Utility purposes) and requirement to remove the existing building upon development of any new building on the site.
- The final landscape and RMA enhancement plans to be submitted and approved to fulfill the rezoning considerations will also take into account the above requirements.  
(Attachment 9 – Rezoning Considerations).

#### Environmental Assessment Report

An Environmental Site Assessment report (Phase 1 and 2) was conducted by the proponent's consultant to determine the existence of any site contaminants due to previous fill and use activities undertaken on the subject property, as required in the Interim Action Plan. The study concluded that the site does not contain any contaminants and as a result, no previous activities posing contamination risks likely occurred on the subject property. Furthermore, the environmental report concludes that no further site investigations are required should the property be rezoned to allow future industrial uses.

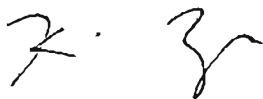
#### Flood Plain Covenant

Registration of a Flood Plain Covenant on title of the subject site identifying a minimum flood construction level of 3.1 m is required as a rezoning consideration on the subject application.

#### **Conclusion**

This report responds to the January 23, 2012 direction from Council to continue to process rezoning applications in the 16,000 block of River Road in accordance with the Interim Action Plan and also undertake traffic counts in the surrounding area and report back the results and impacts to the truck parking strategy. Data from traffic counts done in 2012 actually identified a decrease in number of trucks based on counts collected from previous years and staff will continue to undertake traffic counts for this area and report any significant truck traffic increases to Council. As a result, staff recommend that:

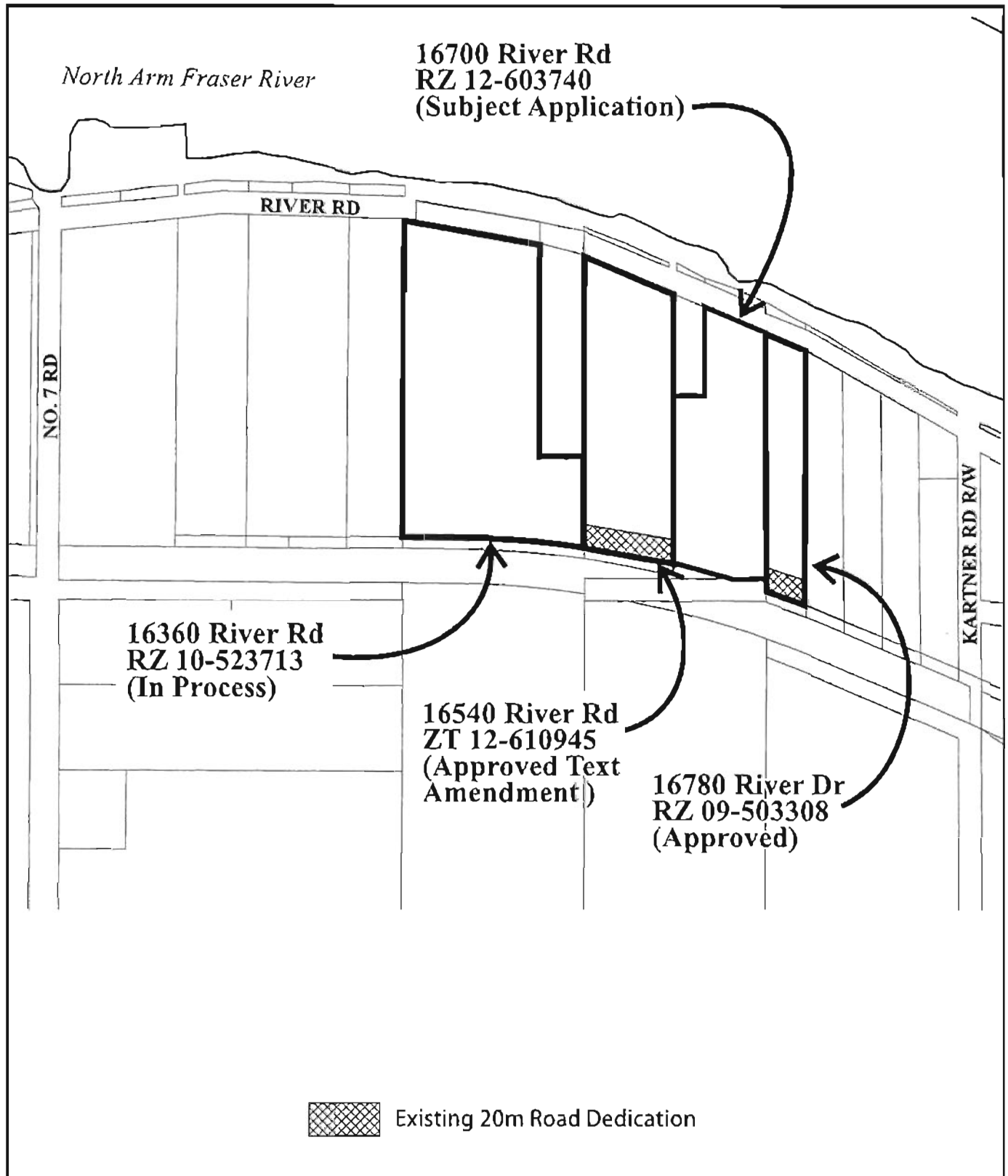
- No revisions be made to the truck parking strategy in this area and Council continue to endorse the Interim Action Plan to process rezoning proposals for interim uses (truck parking, outdoor storage, limited support buildings) for the 16,000 block of River Road.
- The rezoning application for 16700 River Road for commercial truck parking and outdoor storage be supported in conjunction with the rezoning considerations attached to the proposal.



Kevin Eng  
Planner 1

KE:cas

Attachment 1: 16,000 Block River Road Context Map  
Attachment 2: Report from Community Bylaws on River Road Truck Enforcement  
Attachment 3: Road Network Map and Traffic Count Locations  
Attachment 4: Location Map – 16700 River Road (RZ 12-603740)  
Attachment 5: Conceptual Site Plan  
Attachment 6: Development Data Sheet  
Attachment 7: Interim and Long-Term Action Plan – 16,000 Block of River Road  
Attachment 8: Preliminary Landscape Plan  
Attachment 9: Rezoning Considerations



## Rezoning Applications in the 16000 Block of River Road

Original Date: 03/31/09

Amended Date: 11/23/12

Note: Dimensions are in METRES



City of  
Richmond

# Report to Committee

TO CS-MCM 15 2012

To: Community Safety Committee  
 From: Phyllis L. Carlyle  
 General Manager, Law & Community Safety  
 Re: Commercial Vehicle Traffic – 16000 Blk of River Road

Date: April 2, 2012

File:

## Staff Recommendation

That the proposed control and enforcement measures related to commercial vehicles on River Road as outlined in the staff report (dated April 2, 2012 by the General Manager of Law and Community Safety) be endorsed.

Phyllis L. Carlyle  
 General Manager, Law & Community Safety  
 (604.276.4104)

FOR ORIGINATING DEPARTMENT USE ONLY			
ROUTED TO:	CONCURRENCE		CONCURRENCE OF GENERAL MANAGER
Transportation	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>		
RCMP – Richmond Detachment	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>		
REVIEWED BY TAG	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>	REVIEWED BY CAO Deputy YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>

## Staff Report

### Origin

During the open Council meeting of February 28, 2011, Council considered and adopted the following resolution:

*Enforcement matters related to trucks in the vicinity of 16540 River Road, on River Road or No. 7 Road, be referred to staff with a report back through the Community Safety Committee.*

The City of Richmond has received ongoing complaints in the area of the 16000 block of River Road and No. 7 Road for a number of years. Numerous collaborative steps have been taken by the RCMP and City staff to alleviate these ongoing issues with some success but the residents in the area are still noticing speeding vehicles, vehicles crossing the center line to turn and, in particular, large commercial vehicles disobeying a no turning sign at No. 7 Road.

### Analysis

Specifically, Council has in discussion identified the following items for consideration in this report:

1. Truck traffic on River Road
2. Overweight vehicles on River Road
3. Speeding vehicles on River Road
4. Trucks turning left from westbound River Road onto southbound No. 7 Road
5. Trucks crossing the solid center line and potentially into oncoming traffic

To mitigate some of these issues several measures have been taken by the City. The opening of the Nelson Road Interchange has triggered truck access restrictions in the area as well as speed reductions on Westminster Highway. These restrictions have become enforceable by the RCMP and City Bylaw Officers. This is in addition to the turning restrictions into and out of some businesses, weight restrictions and traffic calming speed humps already in place on River Road.

A number of these issues were referred to the RCMP for enforcement action with the collaborative assistance of the City's Community Bylaws staff. Several joint enforcement projects were undertaken by the RCMP and Community Bylaws in an attempt to address these issues.

River Road in the area of the 16000 block is a two-lane asphalt municipal roadway that allows for vehicle traffic in an easterly and westerly direction. The two opposing traffic lanes are divided by a double solid yellow line with a short section in the 19,000 block delineated by a broken centerline. The roadway for the most part from No. 6 Road easterly to No 7 Road and beyond has no shoulder and, in many areas, is bordered by a large, water-filled ditch on the south side and businesses or housing directly adjacent to the north edge. There is a single painted white line to define the roadway edges on both sides. The road surface is generally in good repair and is flat with some curves.

The area is not conducive to effective enforcement activities as there are very few areas to safely stop vehicles of any size especially large commercial vehicles.

In reference to the specific complaint areas:

### **1. Truck Traffic on River Road**

This particular stretch of River Rd has several legitimate businesses along the south side most catering to or requiring the attendance of large commercial vehicles. There are also a number of like businesses on the north side. During the regular work week, a wide variety of commercial vehicles do utilize this roadway. The overwhelming majority access the area via northbound No. 6 Road and exit the area via the same route.

- Recommendation to retain present access on this issue.

### **2. Overweight vehicles on River Road**

Between the intersections with No. 6 Road and No. 7 Road, there is no weight limit imposed on vehicles traveling on River Road. There is a 9-ton weight limit on River Road east of No. 7 Road for vehicles traveling through the area but this restriction does not apply to vehicles that are making local deliveries or pick ups. However, these vehicles are required to travel by the shortest route to the destination within the weight limited segment of River Road. As mentioned, the area does not allow for the safe stopping or weighing of vehicles due to the narrow roadways. In our enforcement activities there were no commercial vehicles stopped that did not have legitimate business on the roadway. Although there may be vehicles using this roadway that do not have business there, it is so sporadic that enforcement would have little affect on it.

- Recommendation to continue random enforcement of commercial vehicles in this area using RCMP and Community Bylaws staff.

### **3. Speeding vehicles on River Road**

The speed limit on River Road between No. 6 Road and No. 7 Road is posted 50 km/h for all vehicles. East of No. 7 Road there is a speed limit of 30 km/h for commercial vehicles only and a small stretch of residential properties that is posted 30 Km/h for all vehicles. This residential area has several speed humps installed as well. Several roving and static speed enforcement operations have been conducted along River Road. A number of violations have been issued mostly to private vehicles with few large commercial vehicles found in violation. The number of speeding violations noted is relatively small compared with the number of vehicles traveling the roadway.

- Recommendation to continue random enforcement operations for speed limits along this portion of River Road.

#### 4. Trucks turning left to southbound No. 7 Road (from westbound River Road)

Commercial trucks over 9t are permitted to turn left from River Road to No.7 Road (westbound to southbound). There is no signage in place to restrict this movement. However, because of the new weight restriction on Westminster Hwy (between No.6 Road and Nelson Road), any southbound commercial truck on No. 7 Road must turn right onto Cambie Road and head westbound so that they do not continue to Westminster Hwy. Appropriate regulatory signage to direct this movement was installed last year.

- Recommendation to continue active enforcement of regulations at No. 7 Road and Cambie Road.

#### 5. Trucks crossing the center line and into oncoming traffic.

This is a common type complaint with large commercial vehicles. On multiple lane roadways it is less of a problem; however, people often complain about trucks occupying multiple lanes to negotiate turns. River Road at this location is very narrow and the driveways into many of the businesses are bordered by large ditches making entering and exiting these businesses quite difficult for large trucks. The *Motor Vehicle Act* permits large commercial vehicles to occupy oncoming and adjacent lanes in order to safely negotiate corners. Often this is the only way a vehicle can make turns without striking a fixed object or ending up in a ditch.

- Recommendation to continue on-going enforcement to ensure that large commercial vehicles are using this procedure in a safe and proper manner.

#### Financial Impact

None

#### Conclusion

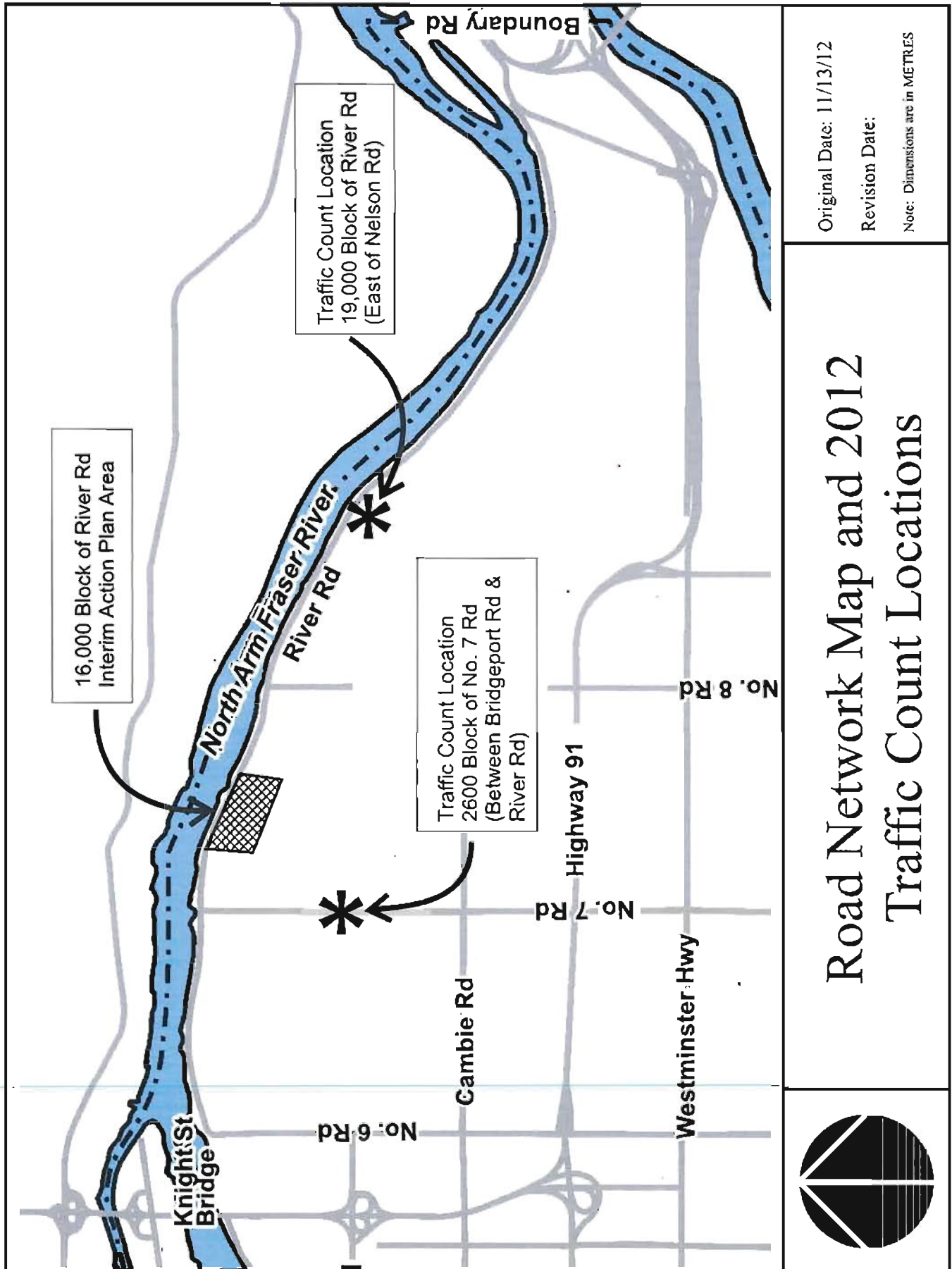
The Richmond detachment of the RCMP will continue to provide collaborative enforcement on a random basis along with staff from Community Bylaws in order to regulate the use of River Road and connecting roadways by commercial vehicles.

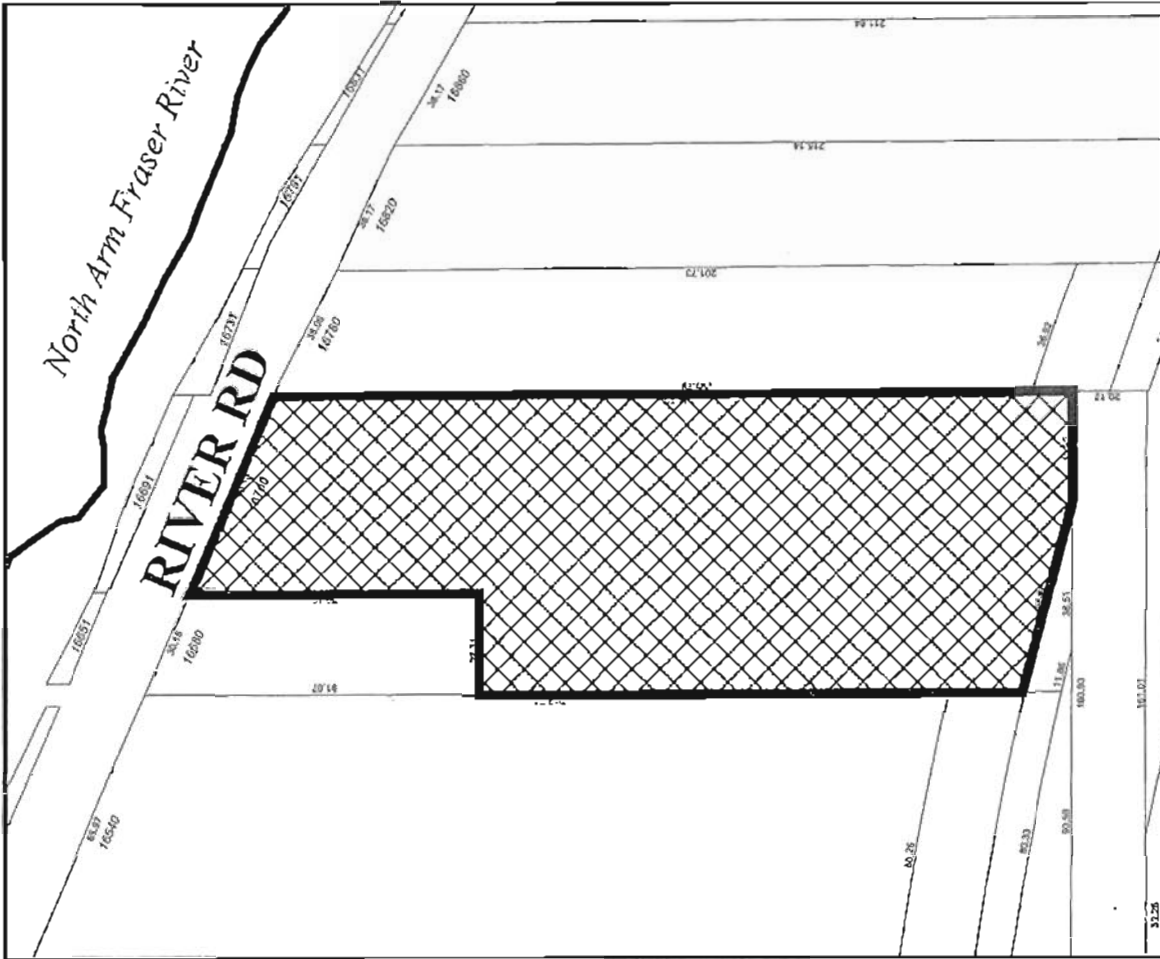
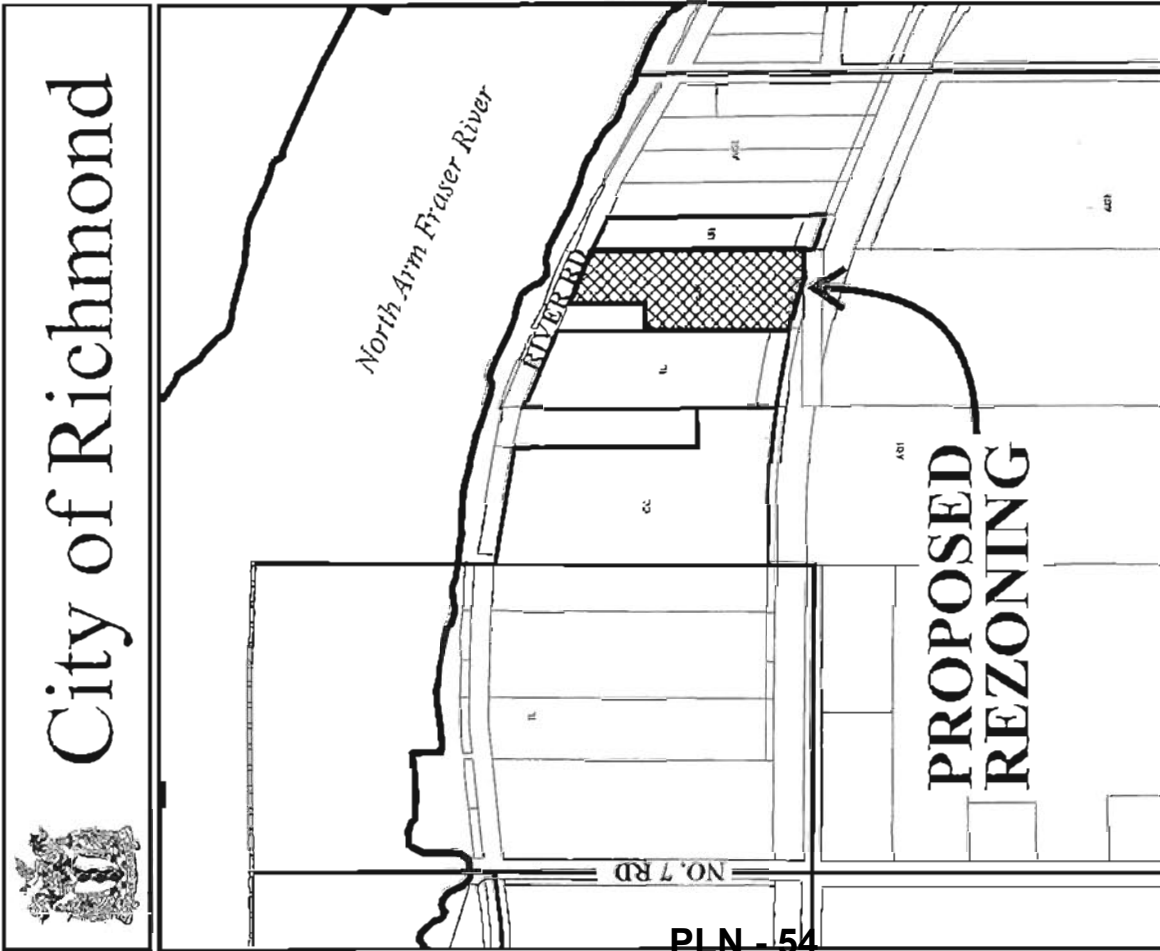


Wayne G. Mercer  
Manager, Community Bylaws  
(604.247.4601)

WGM:wgm





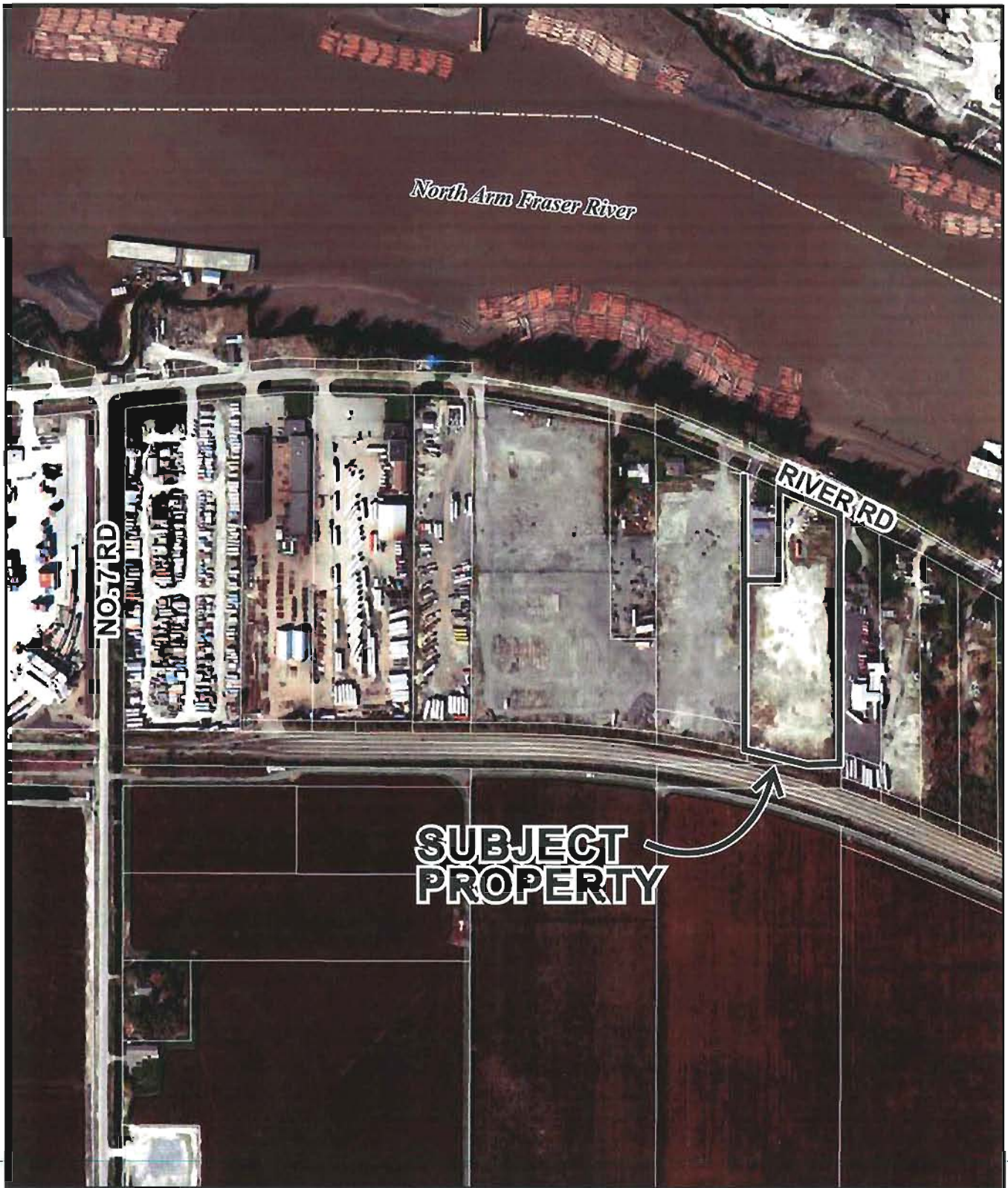


RZ 12-603740

Original Date: 04/12/12

Revision Date:

Note: Dimensions are in METRES

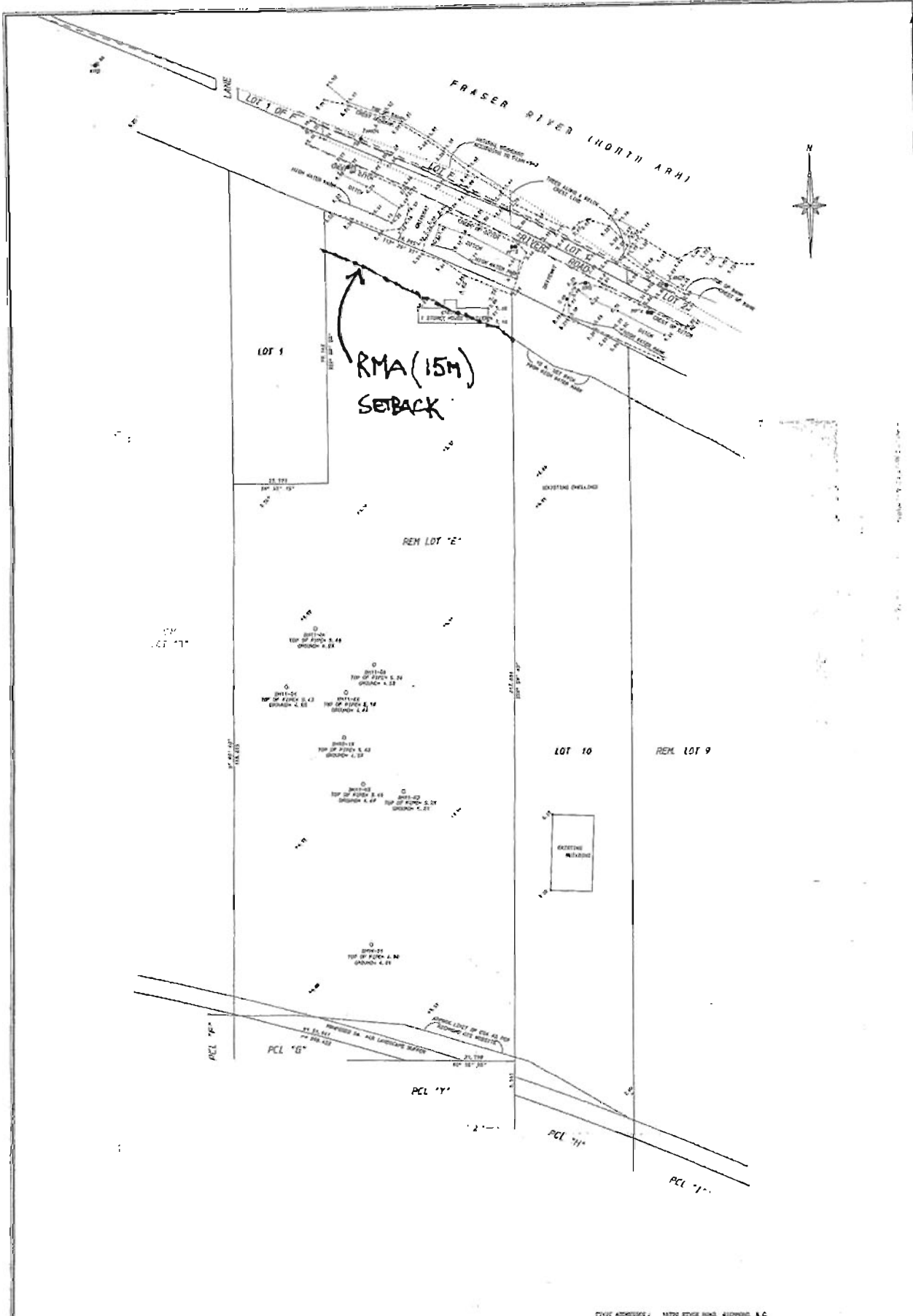


RZ 12-603740

Original Date: 04/12/12

Amended Date:

Note: Dimensions are in METRES



STEPHEN D. AYLER  
S.D. LARSEN SURVEYOR  
4150-5007 414 JORDAN  
DALLAS, TEXAS 75219  
TEL: 972-344-1744  
FAX: 972-344-1745

DATE: 11/11/11  
BY: S.D. AYLER  
SCALE: 1"=40'

NOTES:  
ELEVATIONS ARE IN METERS  
AND ARE DERIVED FROM THE 1985 NORTH AMERICAN DATUM  
1985 1985 DATUM = 4,329 M

--- BOUNDARY CENTERLINE  
--- BOUNDARY CORNER  
--- BOUNDARY POINT  
--- BOUNDARY CORNER  
--- BOUNDARY CORNER

PLN - 56

PLAN SHOWING BORE HOLES ON  
LOT "E" EXCEPT FIRSTLY PLAN 1770, SECONDLY REM. PLAN 9804  
THIRDLY SRM PLAN 71603, SEC. 14 & 20, B.S.H. & S.W., HND  
CITY OF RICHMOND  
SCALE: 1"=40' METRIC  
FIELD SURVEY COMPLETED: MARCH 30, 2011  
FILED: 10/11  
MAP





**RZ 12-603740**

**Attachment 6**

Address: 16700 River Road

Applicant: Dagneault Planning Consultants Ltd.

	Existing	Proposed
Owner:	Best Lumber and Supplies Ltd.	No change
Site Size (m <sup>2</sup> ):	16,567 m <sup>2</sup>	15,009 m <sup>2</sup> (approximately after road dedication)
Land Uses:	Vacant parcel with existing 1 storey building (caretaker residence) on-site.	Commercial vehicle truck parking, outdoor storage and residential caretaker unit.
OCP Designation:	Business and Industrial (1999 OCP) Industrial (2041 OCP 2041)	No change – proposal complies with land use designation.
Zoning:	Agriculture (AG1)	Industrial Storage (IS1) Floor area ratio 0.08 – complies Lot coverage 8% – complies Uses restricted to truck parking and outdoor storage only.

**The City of Richmond**  
**Interim Action Plan**  
**16,000 Block of River Road**  
*(Revised based on Public Consultation Feedback)*

#### Land Use

- ❑ The 16,000 block of River Road:
  - Is currently designated for 'Business and Industry' in the City's Official Community Plan (OCP).
  - Outdoor parking and storage of vehicles and goods would be consistent with the existing OCP land use designation.
  - This land is not within the Agricultural Land Reserve.
  - Agri-Industrial service activities (operations that support or are directly related to a farm) can also be considered as a potential land use under the "Business and Industry" designation.
- ❑ The 17,000 block of River Road:
  - No land use changes are proposed as part of the Interim Action Plan as the properties are contained within the Agricultural Land Reserve and designated for "Agriculture" in the existing OCP.

#### Proposed Approach to Rezoning Applications

- ❑ The City is proposing a restrictive Comprehensive Development District zone in this area. This will allow (if permitted) outdoor storage and parking of vehicles and goods under a set of regulations and conditions – Fencing; Screening; Storage Setbacks; Permeable surface treatment.
- ❑ The proposed Comprehensive Development District zone will limit the uses and restrict the amount and size of buildings.

#### Technical Objectives and Issues

##### Engineering

- ❑ The 16,000 block of River Road is currently **not** adequately serviced by City storm and sanitary systems to sufficiently support intensive light industrial activities involving warehousing/manufacturing buildings or agri-industrial service uses.
- ❑ Rezoning proposals proposing outdoor vehicle storage and parking can be considered, as this use would have minimal impacts on City services.

##### Transportation

- ❑ Vehicle access for traffic generated from proposed uses (i.e., commercial vehicle parking and storage) is to be arranged to mitigate the use and related impact of truck traffic on River Road.
- ❑ City staff have recommended that the applicants explore a shared vehicle access across the properties under rezoning application to limit truck and vehicle use of River Road.
- ❑ Appropriate traffic assessments and upgrades to applicable portions of River Road and No. 7 Road must be undertaken.

##### Existing Soil/Fill Conditions

- ❑ Confirmation from the Ministry of Environment that any fill previously located on the sites does not pose a contamination risk or negative impact to surrounding areas. A report prepared by the appropriate professional is required to be submitted to the Ministry of Environment to confirm this. The rezoning applicants are to undertake this process, keeping City staff informed of progress and approvals.

### **Rezoning Considerations (To be completed by the rezoning applicants)**

- ❑ Submit an acceptable fence and landscape buffer scheme.
- ❑ Registration on title legal agreements securing shared vehicle access by rezoned properties and restricting access to River Road based on the recommendations set out in the traffic assessment and approved by the City (*additlional consideration based on public feedback*).
- ❑ Complete a traffic assessment of **River Road** from No. 7 Road to the eastern extent deemed to be impacted by traffic generated by properties along River Road (16,000 Block).
- ❑ Complete a traffic assessment of **No. 7 Road** from Westminster Highway to River Road by traffic generated by properties along River Road (16,000 Block)(*additional consideration based on public feedback*).
- ❑ Any traffic control measures, joint access infrastructure or road upgrades, including any traffic calming features to minimize the truck impacts in the area, identified as part of the traffic assessment of applicable portions of River Road and No.7 Road (reviewed and approved by City staff) will be the responsibility of the rezoning applicants to complete (*additional consideration based on public feedback*).
- ❑ Dedication of a 20 metre wide strip of land along the south property line of each property to facilitate the creation of a new road.

### **Forthcoming Process**

- ❑ Rezoning applicants will be given a deadline of March 31, 2008 to complete the necessary studies and plans and submit the following materials to City staff for review:
  - Traffic assessments for applicable portions of River Road and No. 7 Road (*additional consideration based on public feedback*).
  - Geotechnical reports, which have been forwarded to the Ministry of Environment for review and approval, to confirm that the sites do not pose any contamination risk or negative impact to surrounding areas.
  - A buffer and landscaped screen plan for the properties under rezoning application.
- ❑ Should Council approve the staff recommendation, this decision will be integrated into the forthcoming City wide review of the OCP.

**The City of Richmond  
Long-Term Action Plan  
16,000 Block of River Road**

*(Revised based on Public Consultation Feedback)*

**Land Use Examination**

- ❑ Monitor outdoor vehicle and goods parking/storage to ensure compliance to regulations and Interim Action Plan provisions.
- ❑ Future rezoning applications will be required, should property owners wish to undertake more intensive light industrial activities or agri-industrial service activities.
- ❑ Intensive light industrial uses or agri-industrial service activities is consistent with the existing City's Official Community Plan (OCP) 'Business & Industry' land use designation.
- ❑ Review agri-industrial service operations to determine if specialized zoning provisions are required.

**Technical Objectives and Issues**

*Traffic and Transportation*

- ❑ Establishment of a new road access east of No. 7 Road to serve as the future vehicle access to potential light industrial activities.
- ❑ The proposed alignment for a new road east of No. 7 Road is along the south property line of the River Road properties (a 20 metre wide future road dedication will be secured through current rezoning applications).
- ❑ Design and construction of a new road east of No. 7 Road would be undertaken when the road can be made functional.

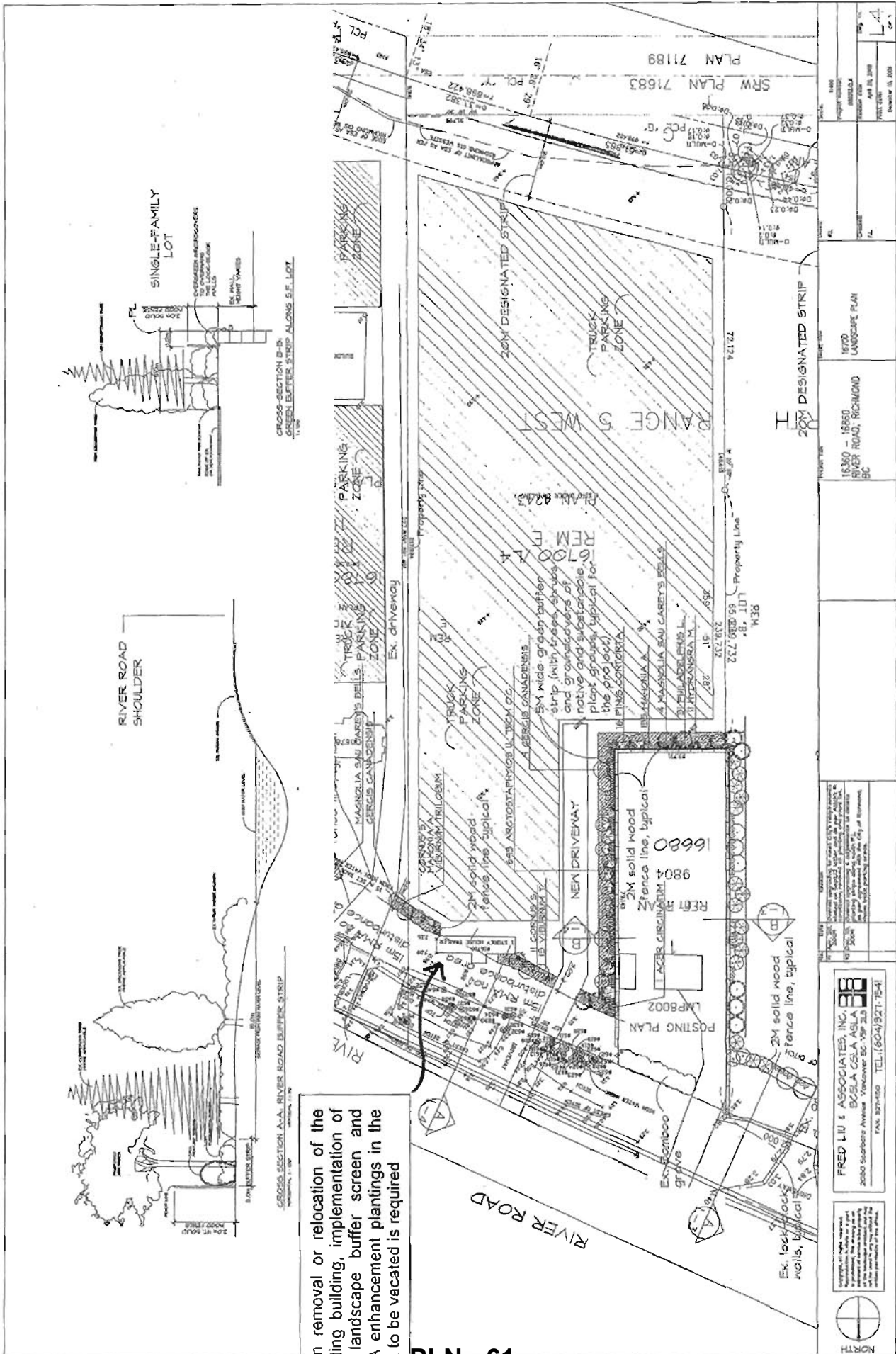
*City Servicing*

- ❑ Intensive light-industrial uses and agri-industrial service activities will require the appropriate servicing infrastructure (sanitary, storm and water systems), which entails significant works to be undertaken.
- ❑ Resolution of City servicing constraints will be required through future rezoning applications in this area to more intensive light industrial uses.

**Forthcoming Process**

- ❑ Should Council approve the staff recommendation, this decision will be integrated into the forthcoming City wide review of the OCP.





Upon removal or relocation of the existing building, implementation of the landscape buffer screen and RMA enhancement plantings in the area to be vacated is required.

**PLN - 61**



Address: 16700 River Road

File No.: RZ 12-603740

**Prior to final adoption of Zoning Amendment Bylaw 8979, the developer is required to complete the following:**

1. 20 m wide dedication of land along the entire southern edge of the subject property for the purposes of a future new road (aligning with existing land dedications secured to the immediate east and west of the site).
2. The granting of a 10 m wide Statutory Right of Way (SRW) along the subject site's River Road frontage for dike and utility purposes. The legal agreement to secure the SRW is to include provisions to:
  - a) Identify that the existing building that currently encroaches into the proposed 10 m wide SRW area can remain (as it is currently being used and configured) and that no expansion or significant modification can occur to the building; and
  - b) Existing building must be removed at the sole cost of the owner should the City require access to the 10 m wide SRW in the future.
3. Registration of a legal agreement on title of the subject property identifying that the existing structure located on the north portion of the property along River Road is required to be relocated or demolished upon development of any new buildings on the site that support the truck parking and outdoor storage activities and that the vacant area of the structure (either removed or demolished) be replaced with a buffer and plantings consistent with the existing landscape and fencing treatment and RMA enhancement to be implemented parallel to River Road. This legal agreement will also indicate that the existing structure cannot be expanded or significantly modified (except for routine maintenance).
4. Registration of a legal agreement on title identifying that the existing vehicle access and culvert crossing providing access to the subject site from River Road must be removed at the sole cost of the property owner once the new road, running south of and parallel to River Road, servicing the subject site is constructed and operational.
5. Registration of a legal agreement on title identifying that the parking of commercial trucks and trailers with refrigeration units are not permitted to be operational while parked on the subject site.
6. Registration of a Flood Plain Covenant on title identifying a minimum Flood Construction Level of 3.1 m.
7. Submission and approval from City staff of an enhancement planting plan (prepared by the appropriate professional consultant) for the Riparian Management Area (RMA) (15 m) running along the north portion of the site for the purposes of mitigating proposed modification and development within the existing RMA for the proposed new driveway crossing to service the subject site. Additional components of the enhancement plan will require:
  - a) Consist of native plant species only;
  - b) Require Federal Department of Fisheries approval;
  - c) Provisions for replanting of the disturbed area if the existing building that partially encroaches into the 15 m RMA is removed or relocated.
  - d) Submission of a bond/security based on the estimated costs of the enhancement plan to secure implementation of the works and plantings now as part of the new/modified driveway crossing to the site and for future implementation of enhancement plantings upon removal or relocation of the existing building.

8. Submission and approval from City staff of a landscape plan (from a professional landscape architect) to implement a 3 m wide buffer plan along the north portion of the site adjacent to River Road. The buffer plan is required to:
  - a) Be situated outside and directly south of the existing RMA (15 m) as confirmed by a survey of the high-water mark by a professional BC Land Surveyor;
  - b) Consist only of native trees, shrubs and groundcovers;
  - c) Include installation of a 1.8 m (6 ft.) fence to the south of the plantings to provide a solid visual screen;
  - d) Include provisions for a landscape buffer (consisting of similar width, plantings and fencing) to be installed across the vacant area upon removal or relocation of the existing building; and
  - e) Submission of a bond/security based on the estimated costs of the enhancement plan to secure implementation of the landscape buffer now and for future installation of the buffer upon removal or relocation of existing building.
9. Submission and approval (from the Director of Transportation) of a finalized design (prepared by the appropriate professional transportation engineer) and completion of construction for a driveway vehicle access design to the subject site from River Road that prohibits right-out (northbound to eastbound) and left-in (westbound to southbound) commercial vehicle turning movements to and from the subject site as recommended by the applicant's Traffic Impact Assessment.
  - Completion of construction of the approved access design and traffic control measures and follow-up inspection and approval by City Transportation staff is required prior to final adoption of the rezoning.
  - Submission and approval of an appropriate ditch/culvert-crossing permit based on the approved River Road vehicle access design for installation of associated structures and works (to be required if driveway access design requires a new culvert crossing or widening of the existing culvert crossing).
10. Voluntary contribution of \$1,000 for the generation and posting of the necessary traffic control signs and structures as recommended in the applicant's Traffic Impact Assessment and approved and implemented by the City of Richmond's Transportation Division.
11. Voluntary contribution of \$11,500 for the purposes of undertaking future City examination of River Road.

**Note:**

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

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

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

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

- Signed Copy on File -

Signed

Date



**Richmond Zoning Bylaw 8500  
Amendment Bylaw 8979 (RZ 12-603740)  
16700 River 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 **INDUSTRIAL STORAGE (IS1)**.

P.I.D. 005-480-922

Lot "E" Except Firstly: Part on Plan 4720; Secondly: Parcel "One" (Reference Plan 9804); Thirdly: Part on SRW Plan 71683; Sections 14 and 23 Block 5 North Range 5 West New Westminster District Plan 4243

2. This Bylaw may be cited as "**Richmond Zoning Bylaw 8500, Amendment Bylaw 8979**".

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

DEVELOPMENT REQUIREMENTS SATISFIED

ADOPTED

_____
_____
_____
_____
_____
_____

CITY OF RICHMOND
APPROVED by <i>HR</i>
APPROVED by Director or Solicitor <i>lll</i>

\_\_\_\_\_  
MAYOR

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



# City of Richmond

## Report to Committee Planning and Development Department

To: Planning Committee

Date: November 8, 2012

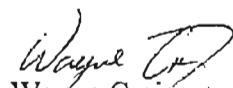
From: Wayne Craig  
Director of Development

File: RZ 12-598701

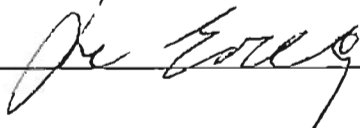
Re: Application by Interface Architecture Inc. for Rezoning at 6711, 6771 and 6791  
Williams Road from Single Detached (RS1/E) to Low Density Townhouses (RTL4)

### Staff Recommendation

That Bylaw 8967, for the rezoning of 6711, 6771 and 6791 Williams Road from "Single Detached (RS1/E)" to "Low Density Townhouses (RTL4)", be introduced and given first reading.

  
Wayne Craig  
Director of Development

WC:blg  
Att.

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

## Staff Report

### Origin

Interface Architecture Inc. has applied to the City of Richmond for permission to rezone 6711, 6771 and 6791 Williams Road (**Attachment 1**) from Single Detached (RS1/E) to Low Density Townhouses (RTL4) in order to permit the development of 14 townhouse units. A preliminary site plan, building elevations, and landscape plan are contained in **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 & East: Older single-family homes on cul-de-sac lots in Land Use Contact (LUC063).

To the South: Across Williams Road, a 12-unit townhouse complex, two (2) single-family homes on lots zoned Single Detached (RS1/E) and the entrance to London Secondary School.

To the West: A single-family home on a lot zoned Single Detached (RS1/E), and two (2) duplexes on lots zoned Two-Unit Dwellings (RD1).

### Related Policies & Studies

#### Arterial Road Policy

The 2041 OCP Bylaw 9000 Arterial Road Redevelopment Policy is supportive of multiple-family residential developments along certain arterial roads with these sites being identified on the Aerial Road Development Map. Although the subject site is not specifically identified in the Aerial Road Development Map for townhouse development, it meets the locational criteria set out in the OCP for additional new townhouse areas; i.e., within 800 m of a Neighbourhood Centre (Boradmoor Shopper Centre), within 400 m of a Public School, and within 400 m of a Park. In addition, this application does not represent the only townhouse development endorsed by Council along the north side of Williams Road between No. 2 Road and Gilbert Road. Furthermore, the subject site is located across from an existing townhouse development on the south side of Williams Road.

Based on the Arterial Road Policy and the townhouse developments in the surrounding area, this application is being brought forward on its own merits.

### 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 \$35,640.00.

### Public Art

The applicant has agreed to provide a voluntary contribution in the amount of \$0.77 per square foot of developable area for the development to the City's Public Art fund. The amount of the contribution would be \$13,721.40.

### **Public Input**

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

### **Staff Comments**

#### Trees Retention and Replacement

A Tree Survey and a Certified Arborist's report were submitted in support of the application; 30 trees were identified and assessed:

- 15 trees located on the development site;
- Nine (9) trees located on the development site comprising a hedgerow; and
- Six (6) trees located on neighbouring property.

#### *On-site Trees*

- A 40 cm cal Birch tree, a 34 cm cal Maple tree, a 32 cm cal Crimson King Maple tree, and a 60 cm cal Maple tree are all in good condition and identified for retention.
- A 31cm cal Black Locust tree is in fair condition; however it is located within the middle of the proposed building envelope. To successfully retain this tree, two (2) townhouse units would need to be deleted from the proposal. Recommend removal and replacement of these trees.
- A 31 cm cal Apple tree is recommended for retention in the Arborist Report, however, a site inspection of this tree revealed a basal cavity. This structural defect in conjunction with the impacts of required grade changes to meet the Flood Plain Bylaw requirements would further limit the tree's viability. This tree is to be removed and replaced.

- Nine (9) trees are in poor condition - either dead, dying (sparse canopy foliage), have been previously topped or exhibit structural defects such as cavities at the main branch union and co-dominant stems with inclusions. As a result, these trees are not good candidates for retention and should be replaced.
- Nine (9) trees comprising the hedgerow have been previously topped and are located within the proposed building footprint. These trees are not good candidates for retention and no replacement trees are required.

Based on the 2:1 tree replacement ratio goal stated in the Official Community Plan (OCP), 22 replacement trees are required for the removal of 11 bylaw-sized trees on-site. According to the Preliminary Landscape Plan (**Attachment 2**), the developer is proposing to plant 37 new trees on-site. Size of replacement trees and landscape design will be reviewed in detailed at the Development Permit stage.

#### *Off-site Trees*

The developer is proposing to remove three (3) neighbouring trees located along the west property line due to their existing structural defects. A consent letter from the property owners of 6691 Williams Road is on file. The City's Tree Preservation Coordinator has no concern regarding the proposed removal. A separate Tree Cutting Permit and associated replacement planting/compensation will be required at Tree Cutting Permit stage.

Three (3) trees located on the adjacent properties to the north are to be retained and protected (see Tree Preservation Plan in **Attachment 4**).

#### *Tree Protection*

Tree protection fencing is required to be installed to City standards prior to any construction activities occurring on-site. In addition, a contract with a Certified Arborist to monitor all works to be done near or within the tree protection zone will be required prior to Development Permit issuance.

In order to ensure that the four (4) protected trees will not be damaged during construction, a Tree Survival Security will be required as part of the Landscape Letter of Credit at Development Permit stage to ensure that these trees will be protected. No Landscape Letter of Credit will be returned until the post-construction assessment report confirming the protected trees survived the construction, prepared by the Arborist, is reviewed by staff.

#### Heritage Review – Yarmish House at 6711 Williams Road

Yarmish House located at 6711 Williams Road is listed on the Heritage Inventory for information purposes only and does not mean that the City will buy it or that it will be preserved. The Statement of Significance of the Yarmish House can be found in **Attachment 5**. The highest heritage value of the house, as identified in the City of Richmond Heritage Inventory, is its association with the Ukrainian Catholic Church. The Yarmish family allowed the church to use the home for meetings, before the congregation was able to build their own church.



Staff have requested the developer to explore a number of redevelopment options:

- retention on original foundations;
- retention with relocation to other parts of the consolidated parcel;
- retention with exterior restoration and adaptive re-use (e.g., 2-3 strata dwelling units);
- relocation within Richmond; and
- relocation by Nickels Brothers Movers (if feasible economically for Nickels).

A Heritage Review Report (**Attachment 6**) was submitted in support of the application. The architect has stated that, in his opinion, the house cannot be saved because of:

- Conflict with proposed internal roadway;
- Successive renovations have altered the structure and compromised the architectural integrity of the original craftsman-style dwelling;
- Construction has been done using a variety of building material quality, including the use of salvaged building materials;
- Adaptive re-use – the architect feels it is not viable to relocate the house on site and re-use the building as a part of the townhouse project, due to structural issues with relocating the house on site;
- As an example of craftsman style, the house has minimal value;
- The structure would likely not survive a long relocation to a different property in Richmond, and costs to take down hydro and telephone service lines would be prohibitive; and
- Nickel Bros., who specialize in re-sale of older homes, are not interested in removing and selling the house;

The City's Heritage Planner has reviewed the Heritage Review Report and has no concern with the proposed demolition of the Yarmish House due to the issues with the structure identified in the report, provided that the developer:

- not to apply for a demolition permit until the proposed rezoning application is approved by Council;
- retain the services of a professional heritage consultant to undertake the documentation (written report and photographs) of the house prior to demolition;
- allow the Ukrainian Catholic Church to salvage materials from the Yarmish House after the documentation report is provided and reviewed by staff; and
- make references to the Arts and Crafts nature of the Yarmish House in the form and character of the proposed townhouse development.

The developer has agreed to the above requirements and the Heritage Commission has no concerns with the proposal.

### Site Servicing and Frontage Improvements

Storm analysis is not required, however, the frontage from existing manhole STMH2700 (approximately 6 m west of west property line of 6711 Williams Road) to existing manhole STMH2701 (approximately 17 m east of east property line of 6791 Williams Road) with a length of approximately 78 m must be upgraded to a minimum 600 mm by the developer, as per City requirements.

Sanitary analysis and upgrades are not required. A site analysis will be required on the servicing agreement drawings (for site connection only).

Additional hydrant(s) required to achieve minimum 75 m spacing for multiple-family areas.

A new 1.5 m sidewalk along the property line with a 1.42 m grass and treed boulevard is required. There is an existing fire hydrant and a small power pole that will need to be relocated into the new boulevard.

Prior to final adoption, the developer is required to consolidate the three (3) lots into one (1) development parcel and enter into the City's standard Servicing Agreement to design and construct the required infrastructure upgrades and frontage beautification (see **Attachment 7** for details).

### Vehicle Access

One (1) driveway off Williams Road is proposed. The long-term objective is for the driveway access established on Williams Road to be utilized by adjacent properties to the west if they ultimately apply to redevelop. A Public Right of Passage (PROP) will be secured as a condition of rezoning to facilitate this vision.

### Indoor Amenity Space

The applicant is proposing a contribution in-lieu of on-site indoor amenity space in the amount of \$14,000 as per the Official Community Plan (OCP) and Council Policy.

### Outdoor Amenity Space

Outdoor amenity space will be provided on-site and is adequately sized based on Official Community Plan (OCP) guidelines. The design of the children's play area and landscape details will be refined as part of the Development Permit application.

## **Analysis**

### Arterial Road Redevelopment Policy

The subject application was submitted in January 2012 under the previous Arterial Road Redevelopment Policy contained in OCP Bylaw 7100. The proposal is generally in compliance with the development guidelines for multiple-family residential developments under the Arterial Road Redevelopment Policy.

The proposed height, siting and orientation of the buildings respect the massing of the existing neighbouring single-family homes. All rear units along the north property line are two (2) storeys; the end units of the street fronting building are stepped down from three (3) storeys to 2½ storeys at the side yards and the entry driveway. The building height and massing will be controlled through the Development Permit process.

#### Development Potential of Adjacent Properties

##### *6631/6633 and 6651/6671 Williams Road*

Located at the corner of Williams Road and Sheridan Road are two (2) lots at 6631/6633 and 6651/6671 Williams Road, with each lot having a duplex on it. According to Lot Size Policy 5444, each of these two (2) lots could later be split into two (2) single-family lots (to a total of 4 lots). According to the Arterial Road Policy, a townhouse development on a consolidation of the two (2) duplex lots may be considered because it would meet the assembly requirements and locational criteria for townhouse development.

##### *6691 Williams Road*

Located between the two (2) duplex lots and the subject site, the property at 6691 Williams Road contains an older single-family home and has no subdivision potential on its own under the current Lot Size Policy 5444. However, according to the Arterial Road Policy, a townhouse development may be considered if this lot is consolidated with the adjacent properties to create a development site with at least 40 m frontage.

6691 Williams Road has a similar lot configuration as the lots included in the subject proposal - all of the four (4) lots have a 50.29 m lot depth. The applicant made attempts to acquire 6691 Williams Road to extend the development proposal, but was unable to come to an agreement with the current owners. In order to proceed with the subject development proposal, a development concept plan for 6691 Williams Road has been prepared and is on file, in order to enable this small lot to be converted to townhouse uses under a separate rezoning application. Due to the small size of 6691 Williams Road, if rezoned to townhouse uses, the outdoor amenity space, as well as the garbage/recycling facilities at the subject site, would be shared by the subject development and the future development at 6691 Williams Road. A cross-access easement/agreement will be secured as a condition of rezoning to facilitate this.

#### Requested Variances

The proposed development generally complies with the Low Density Townhouses (RTL4) zone. Based on the review of current site plan for the project, a variance to allow for a total of 16 tandem parking spaces in eight (8) of the townhouse units is being requested. Transportation Division staff have reviewed the proposal and have no concerns. The proposed number of on-site visitor parking is in compliance with the bylaw requirement. A restrictive covenant to prohibit the conversion of garage areas into habitable space is required prior to final adoption.

### Design Review and Future Development Permit Considerations

A Development Permit will be required to ensure that the development at 6711, 6771 and 6791 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:

- Building form and architectural character (Arts and Crafts).
- Provision of a convertible unit and design of other accessibility/aging-in-place features.
- Location, size and manoeuvring capacity of visitor parking stalls and landscape buffer adjacent to neighbouring back yards.
- Site grade to ensure the survival of protected trees.
- Landscaping design and enhancement of the outdoor amenity area to maximize use.
- Opportunities to maximize permeable surface areas and articulate hard surface treatment.

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

### **Financial Impact or Economic Impact**

None.

### **Conclusion**

The proposed 14-unit townhouse development is consistent with the Official Community Plan (OCP) regarding developments along minor arterial roads. Overall, the proposed land use, site plan, and building massing complement the surrounding neighbourhood. Further review of the project design is required to ensure a high quality project and design consistency with the existing neighbourhood context, and this will be completed as part of the Development Permit application review process. The list of rezoning considerations is included as **Attachment 7**, which has been agreed to by the applicants (signed concurrence on file). On this basis, staff recommend that the proposed rezoning be approved.



Edwin Lee  
Planner 1  
(604-276-4121)

EL:blg

**Attachments**

Attachment 1: Location Map

Attachment 2: Conceptual Development Plans

Attachment 3: Development Application Data Sheet

Attachment 4: Tree Preservation Plan

Attachment 5: Statement of Significance - Yarmish House

Attachment 6: Heritage Review Report

Attachment 7: Rezoning Considerations Concurrence

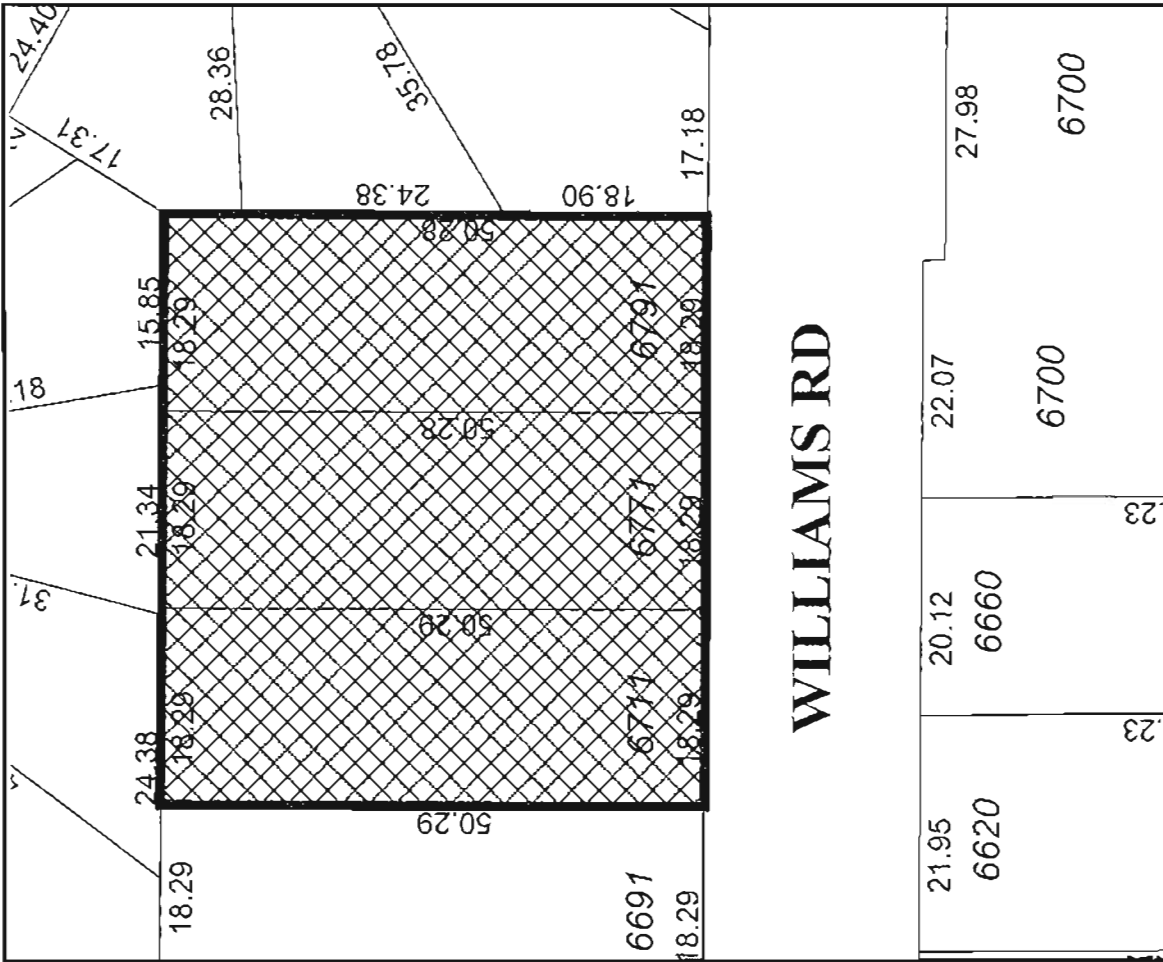
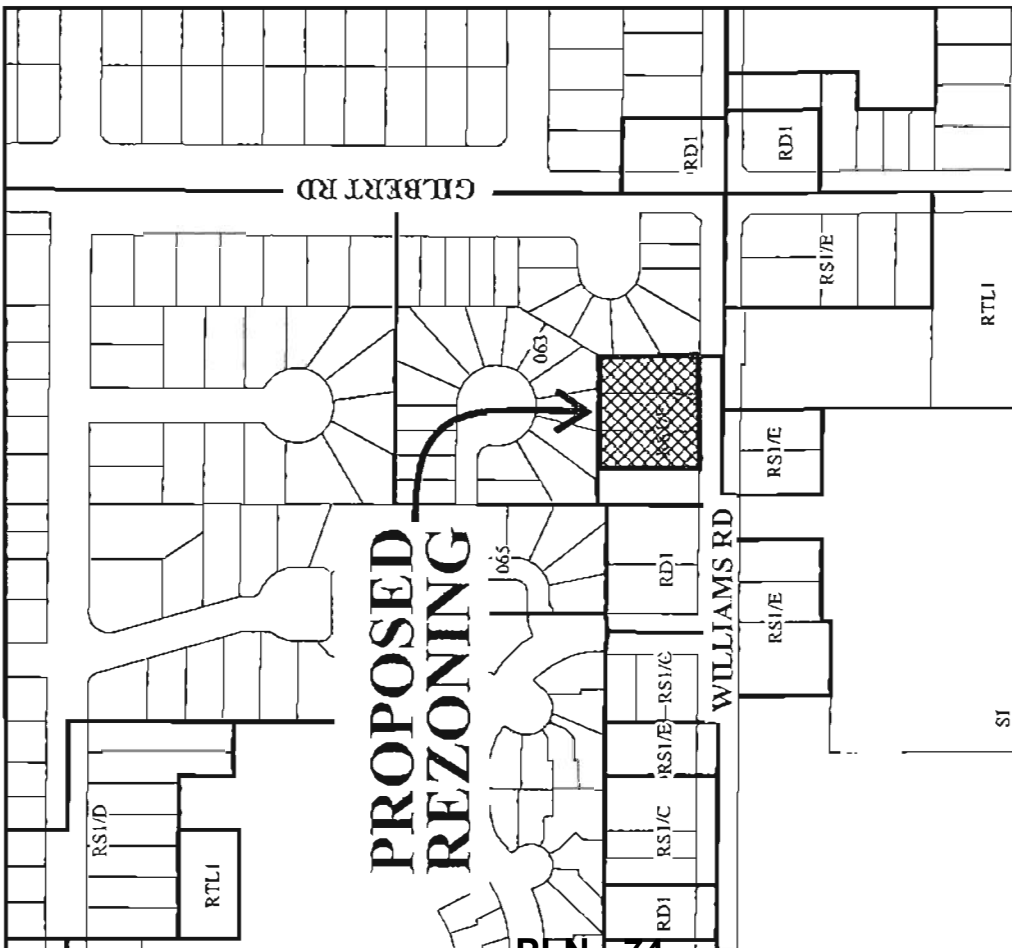
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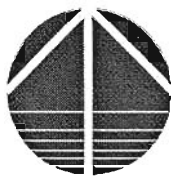


# City of Richmond

# PROPOSED REZONING

**PEN-74**





RZ 12-598701

PLN - 75

Original Date: 01/26/12

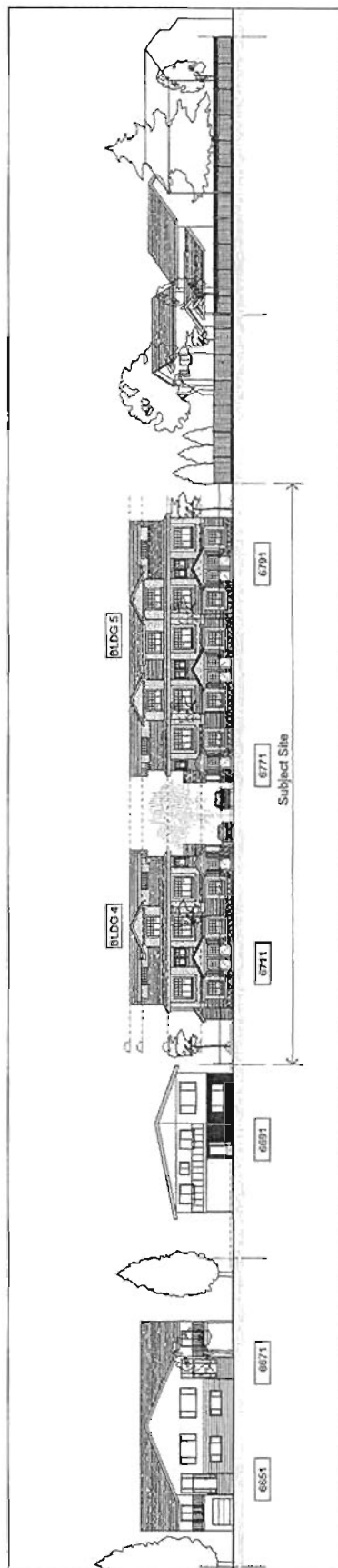
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Note: Dimensions are in METRES

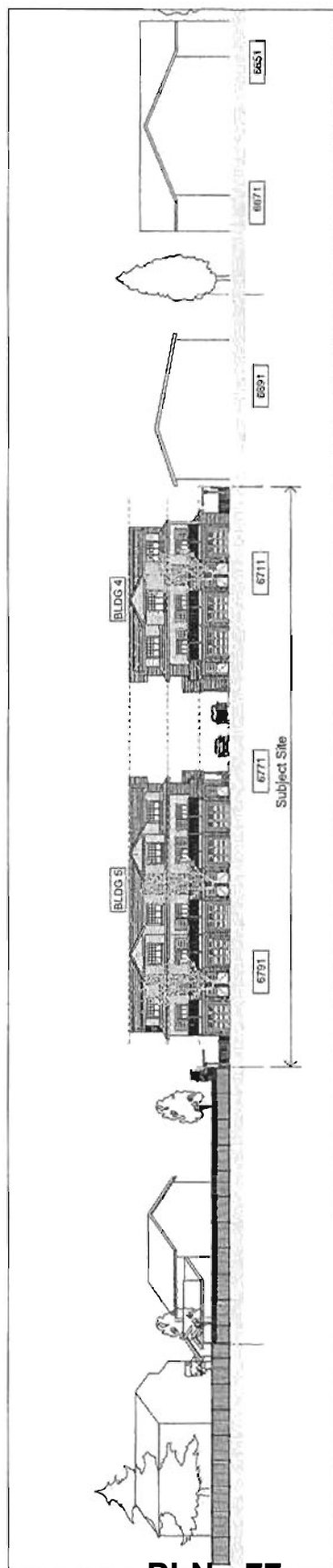




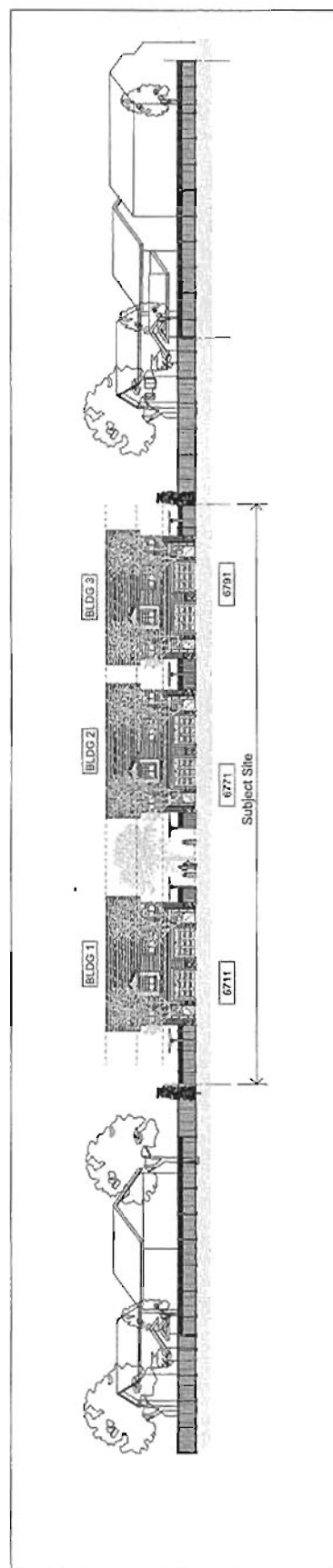




WILLIAMS ROAD STREETSCAPE (LOOKING NORTH)



DRIVE AISLE STREETSCAPE (LOOKING SOUTH)



DRIVE AISLE STREETSCAPE (LOOKING NORTH)

**PLN - 77**

## INTERFACE

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1. **Introduction**  
 2. **Methodology**  
 3. **Results and Discussion**  
 4. **Conclusion**  
 5. **References**

105

Proposed 14-Urb  
Transportation Development  
SP11 Williams Road

578

1000

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1 Aug 88

**Fig. 1** Continued

**References**

Form 278, 2011

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## 5 TRACK ESCAPE

VIEWS

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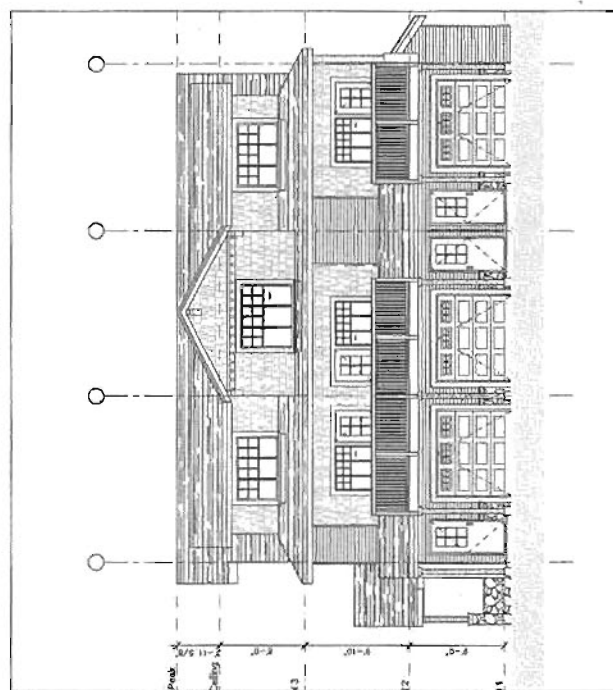
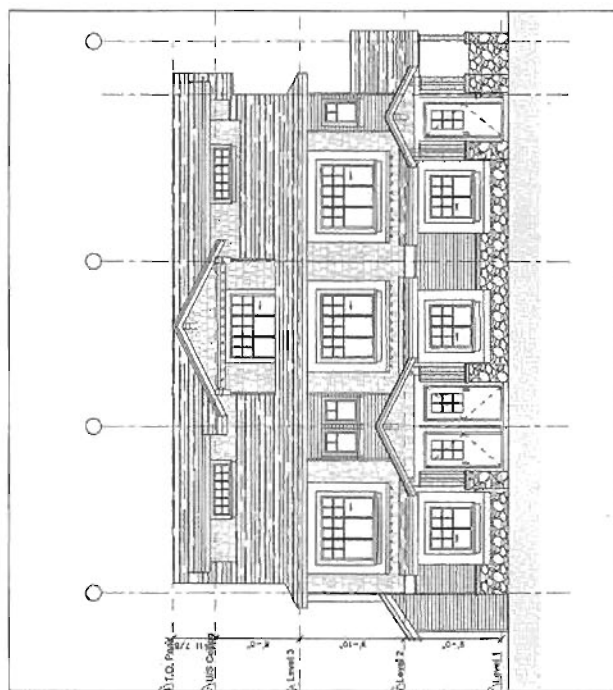
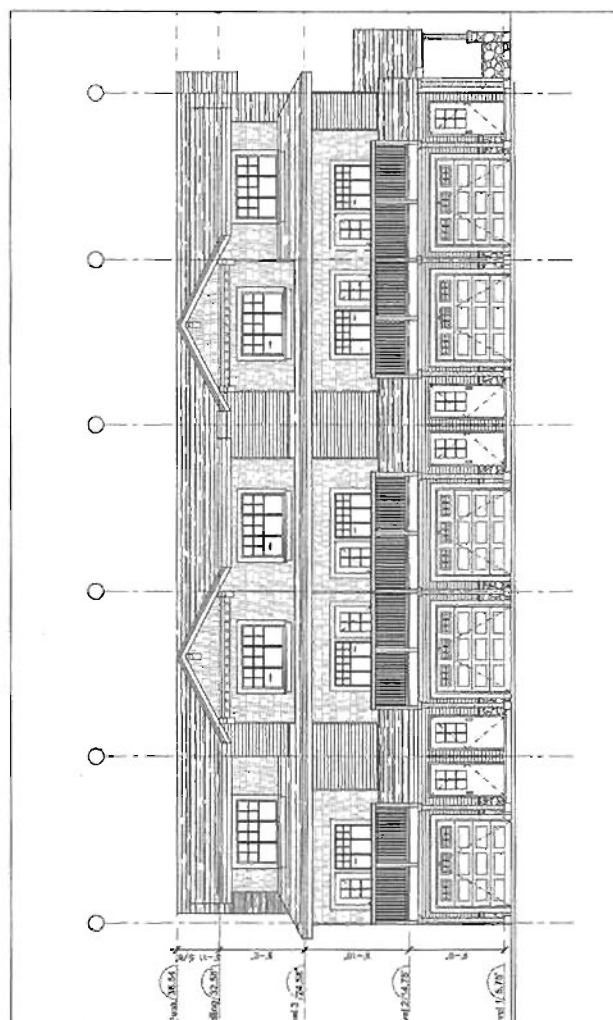
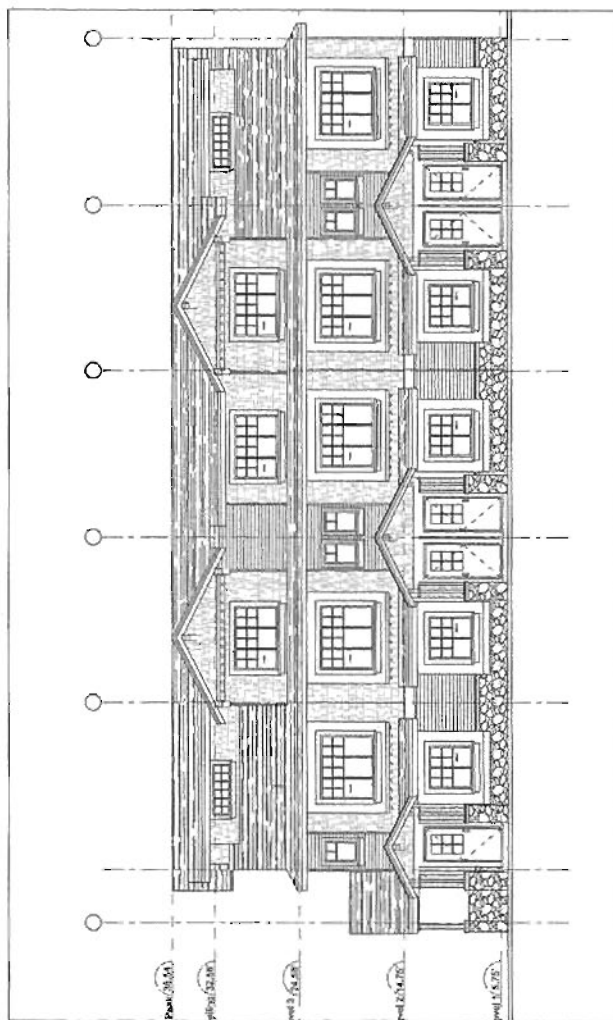
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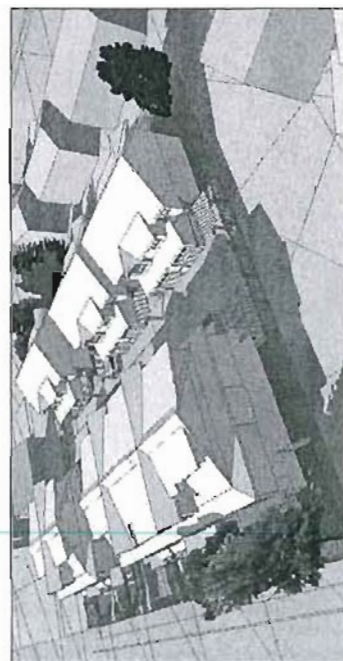
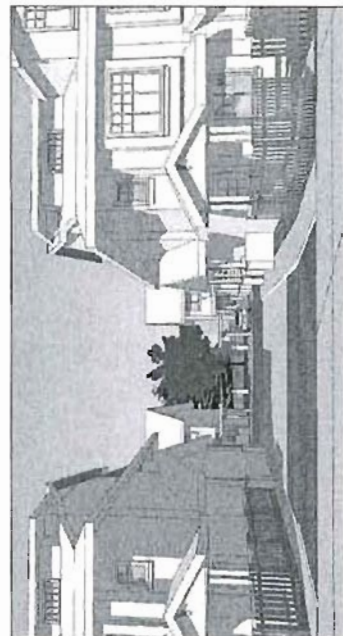
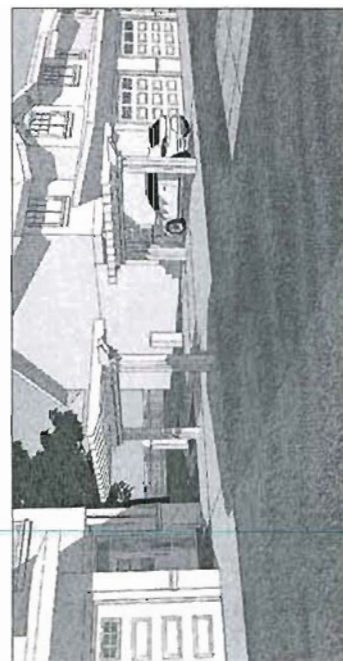
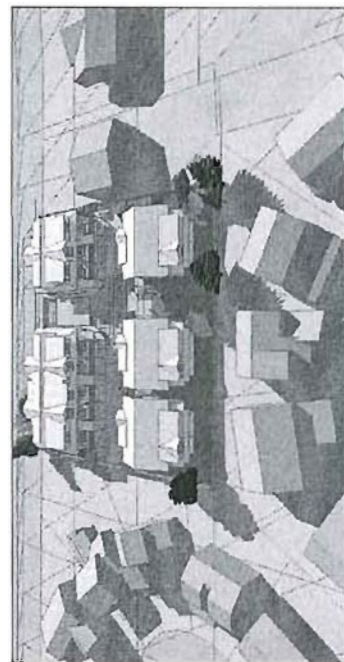
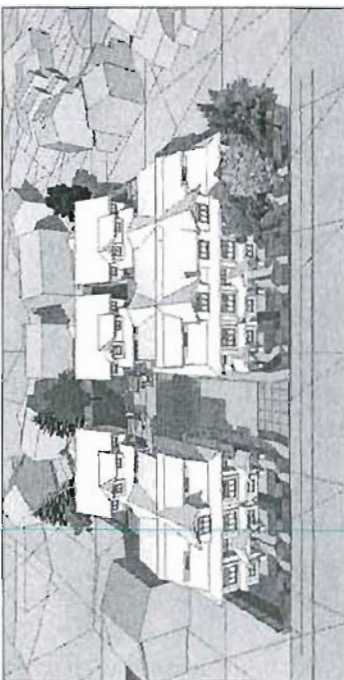


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PROJECT	PROJECT NO.	DATE	PROJECT TITLE
Proposed Village Transit/Bus Development 3711 Williams Street, Baltimore, B.C.	113	Nov. 25, 2011	BUILDINGS & ELEVATIONS
SCALE	As noted	DESIGNED BY	Drawn
		06/02/2011	
		BY	

**BUILDING 5: WEST ELEVATION (Drive Aisle)**





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LANDSCAPE ARCHITECTS  
PMLG ARCHITECTS, INC.  
1000 W. 10TH AVE., SUITE 100  
DENVER, CO 80202  
P: 303.733.1111 F: 303.733.1112

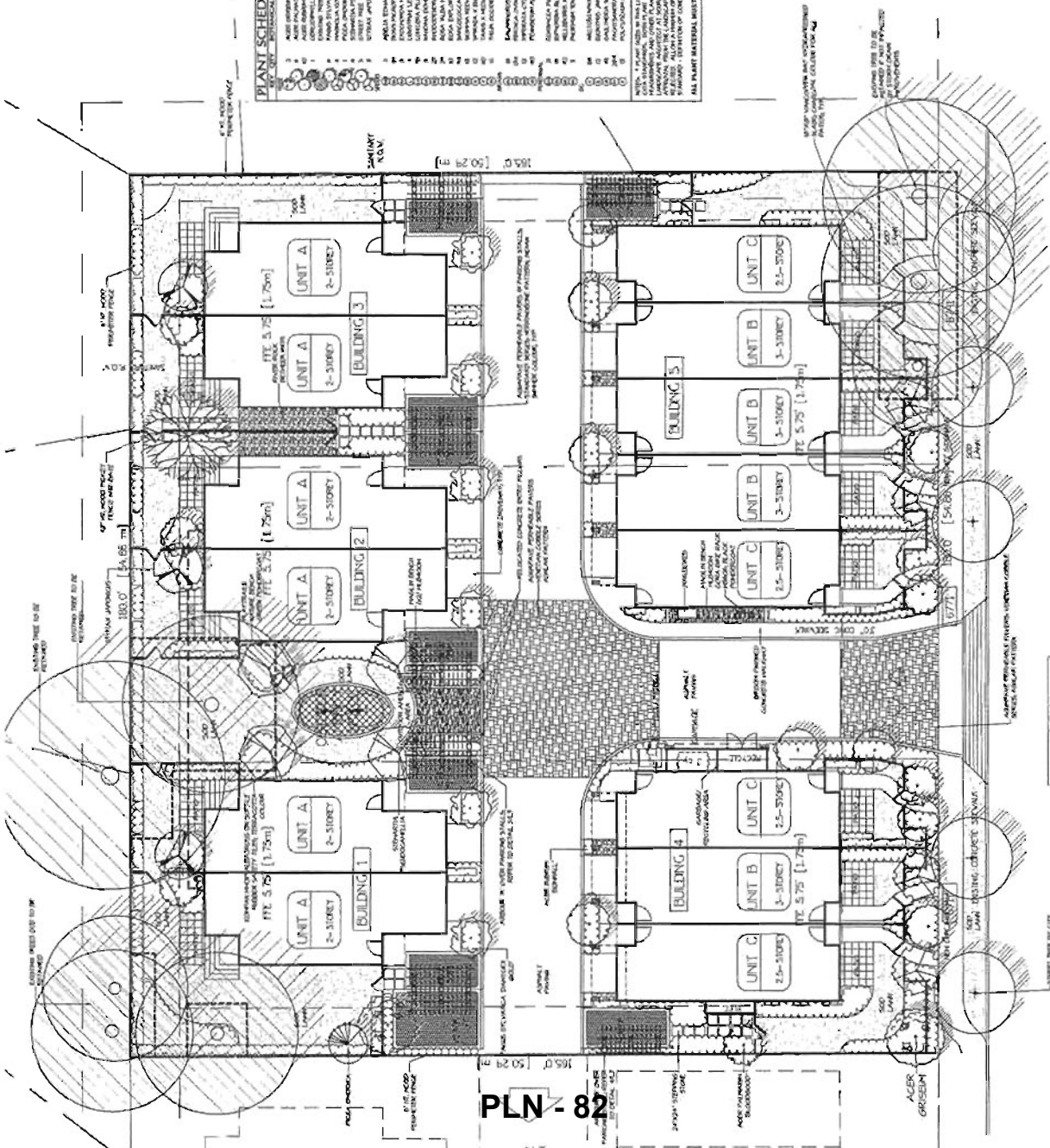
2024

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PROJECT  
**14 UNIT TOWNHOUSE DEVELOPMENT**  
8711, 8713, 8715 WILLIAMS RD  
RICHMOND

DATE: 11/11/2024  
DRAWN BY: [Name]  
CHECKED BY: [Name]  
SCALE: 1"=10'-0"

PROJECT TITLE  
**LANDSCAPE PLAN**  
SHEET NO. 1 OF 5  
DATE: 11/11/2024



PLN-82



**RZ 12-598701**

**Attachment 3**

Address: 6711, 6771 and 6791 Williams Road

Applicant: Interface Architecture Inc.

Planning Area(s): Blundell

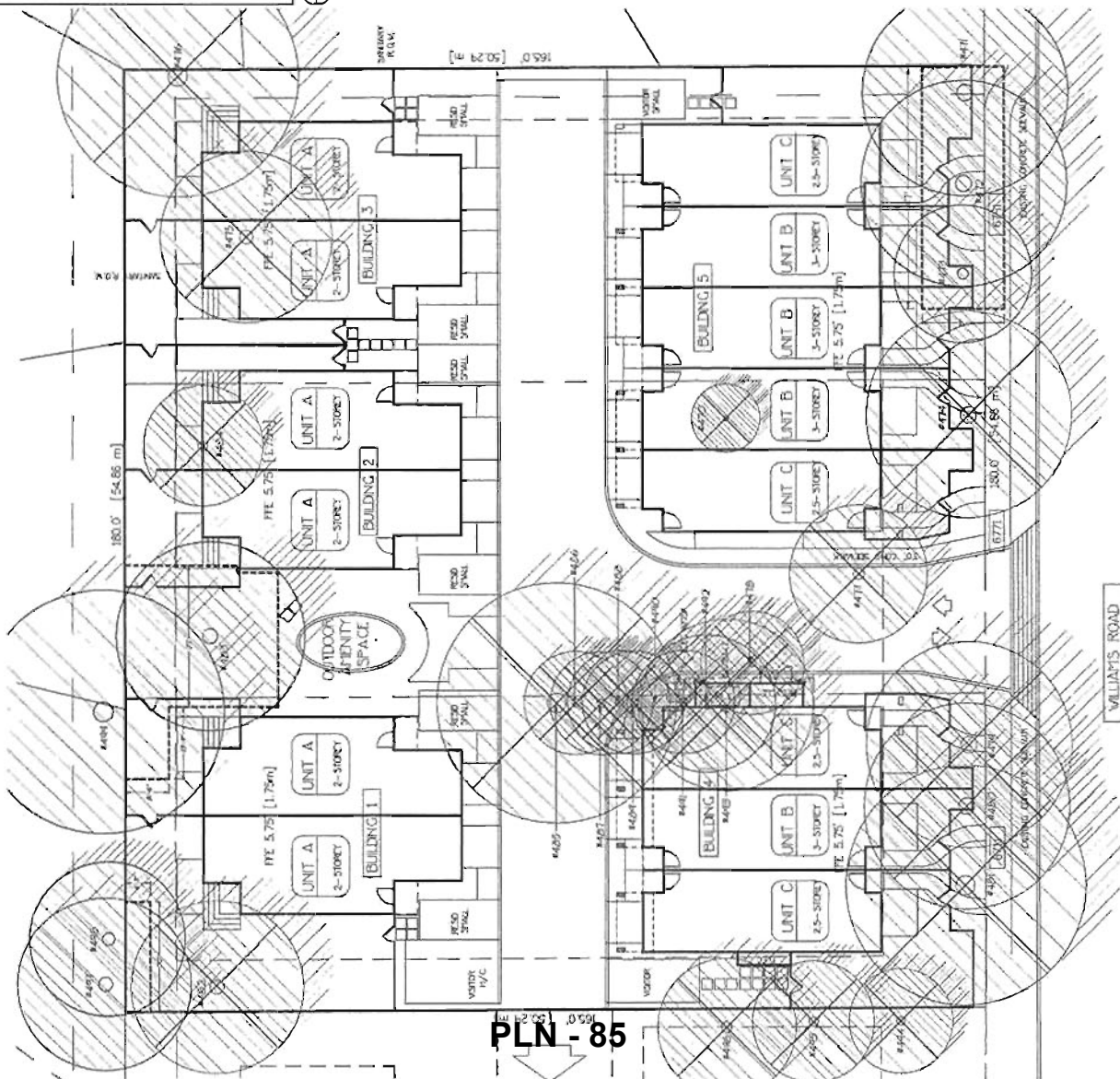
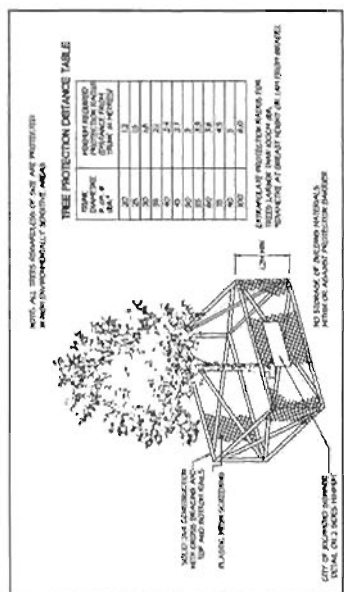
	Existing	Proposed
Owner:	Garry West Holdings Inc.	No Change
Site Size (m <sup>2</sup> ):	2,759.2 m <sup>2</sup>	No Change
Land Uses:	Single-Family Residential	Multiple-Family Residential
OCP Designation:	Neighbourhood Residential	No Change
Area Plan Designation:	N/A	No Change
Lot Size Policy Designation:	Single Detached (RS2/C) – not applicable for multiple-family development	No Change
Zoning:	Single Detached (RS1/E)	Low Density Townhouses (RTL4)
Number of Units:	3	14
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%	35%	none
Lot Coverage – Non-porous Surfaces:	Max. 65%	65%	none
Lot Coverage – Landscaping:	Min. 25%	35%	none
Setback – Front Yard (m):	Min. 6.0 m	6.15m	none
Setback – East Side Yard (m):	Min. 3.0 m	3.0 m	none
Setback – West Side Yard (m):	Min. 3.0 m	3.1 m	none
Setback – Rear Yard (m):	Min. 3.0 m	4.6 m	none
Height (m):	Max. 12.0 m (3 storeys)	12.0 m (3 storeys) Max.	none
Lot Width:	Min. 40.0 m	54.86 m	none
Off-street Parking Spaces – Regular (R) / Visitor (V):	2 (R) and 0.2 (V) per unit	2 (R) and 0.21 (V) per unit	none
Off-street Parking Spaces – Total:	31	31	none

<b>On Future Subdivided Lots</b>	<b>Bylaw Requirement</b>	<b>Proposed</b>	<b>Variance</b>
Tandem Parking Spaces:	Not permitted	16	variance required
Small Car Parking Spaces	Max. 50% x 31 stalls = 15 stalls	6	none
Handicap Parking Spaces:	1	1	none
Amenity Space – Indoor:	Min. 70 m <sup>2</sup> or Cash-in-lieu	Cash-in-lieu	none
Amenity Space – Outdoor:	Min. 6 m <sup>2</sup> x 14 units = 84 m <sup>2</sup>	120 m <sup>2</sup>	none

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







City of Richmond  
British Columbia, Canada

## Yarmish House

### General Information

Type of Resource: Building  
Common Name (if different than official name):  
Address: 6711 Williams Road  
Neighbourhood (Planning Area Name): Blundell  
Construction Date: 1923  
Current Owner: Private  
Designated: No



Click on the picture  
to see full image

### Statement of Significance

Description of Site: The house is a late Craftsman style home situated in a residential neighbourhood on Williams Road. The house has a large front yard providing a separation from the street, with a concrete wall and entry columns between the front yard and the sidewalk.

Statement of Values: The heritage value of the Yarmish house lies in its historical association to the Ukrainian Catholic Church in Richmond, established to serve the Ukrainian cultural community as Richmond's population continued to diversify. Church services were held in the house before the congregation was able to build a church of its own. The house speaks to a time period in Richmond when the first suburban developments were occurring during the early 20th century. The house also has aesthetic value as a good example of the late Craftsman building style, and its large front yard with mature trees speaks to the early suburban nature of the site.

Character Defining Elements: Key elements that define the heritage character of the site include: · The Craftsman style and design of the entire house, as illustrated by triangular eave brackets, exposed rafter ends, shed dormers, and an open verandah with twinned columns · Mature landscape features, including foundation planting and two original cherry trees located in the front yard · Early concrete block perimeter wall with decorative concrete entry columns.

### History

History: The house of Dr. Ivan and Mary Yarmish was host to services of the Ukrainian Catholic Church before the congregation was able to build a church of their own. Reverend James Bartman, who lived with the Yarmish family, ministered to the congregation. The church was established to serve its particular cultural group, an indication of the continued diversification of Richmond's population.

### Architectural Significance

Architectural Style: Late Craftsman

### Building Type:

### Name of Architect or Builder:

Design Features: The house exhibits many features of the Late Craftsman style, notably triangular eave brackets and exposed rafter ends. It is rectangular in plan, with a concrete foundation and symmetrical massing. The roof is a side gable with a large gable dormer at the front, with a shed dormer on either side. The roof cover is asphalt shingle, documented as being new. The cladding consists of stucco on the first floor, horizontal clapboard on the basement, and double coursed shingles on the second storey. There is a full, open front verandah at the front of the house, supported by double square columns, one side possibly having been filled in. The windows are wooden sash casement; the windows in the gable dormer have coloured glass in a multi-paned transom. The gable dormer has possibly been filled in, and has a row of

**PLN - 86**

casement windows.

**Construction Method:** Wood frame construction.

**Landscape Significance**

**Landscape Element:** Mature trees; concrete wall

**Design Style:**

**Designer / Creator:**

**Design Attributes:** Large original cherry trees are located in the front yard of the house. An early concrete block wall with columns demarcates the front property line of the house. The house has some foundation planting of indeterminate age.

**Construction Method:**

**Integrity**

**Alterations:** A number of minor alterations have altered the appearance of the house, but appear to be reversible. These include new siding on the front facade, the filling in of the dormer balcony and the possible filling in of the east side of the verandah, a new roof installed in 1977, and alterations to the front gable bargeboard.

**Original Location:** Yes

**Condition:** The house appears to be in fair to good condition, requiring some upkeep

**Lost:** No

**Documentation**

**Evaluated By:** Denise Cook BLA, PBD (Public History)

**Date:** Sunday, September 24, 2000

**Documentation:** Inventory Sheets by Foundation Group Designs, January 1990 "Heritage Inventory Phase II" by Foundation Group Designs May 1989

# INTERFACE:

## COMMUNICATION

March 21, 2012 (updated July 9, 2012)

Edwin Lee  
Planning Department  
City of Richmond  
6911 No. 3 Road  
Richmond, BC V6Y 2C1

Dear Edwin:

Re: 14-Unit Townhouse Proposal: 6711 Williams Rd – Heritage Review Comments

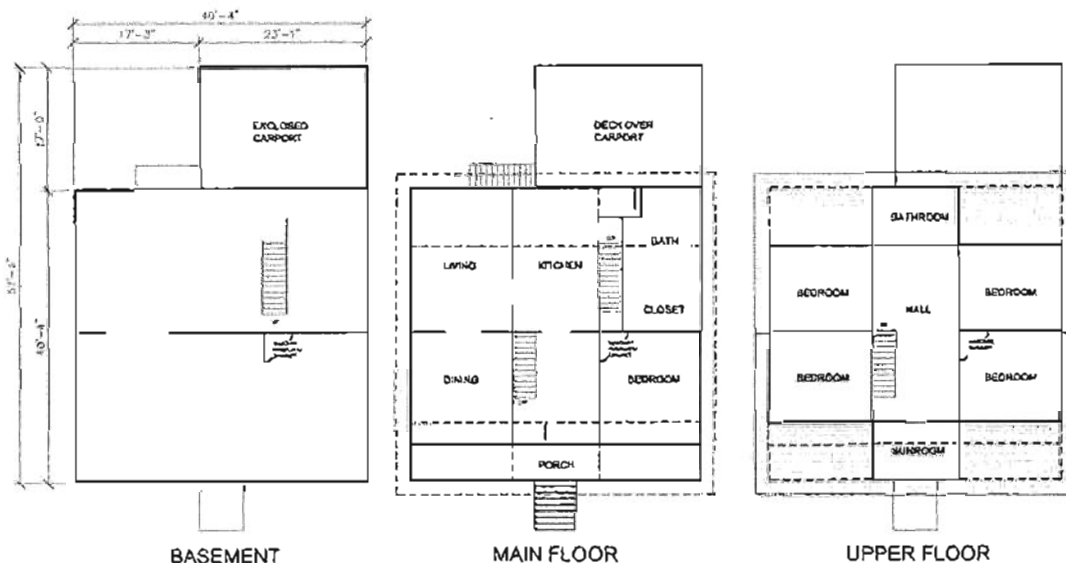
In response to the Heritage Review Comments (emailed to us March 6<sup>th</sup>), we have looked into the suggested redevelopment options for the 1923 structure. After our analysis, we conclude that the only reasonable option is to demolish the house. However, we have made contact with the local Ukrainian Catholic Church, who has expressed interest in reviewing the house and perhaps salvaging parts of it before demolition.



Front view of house



Rear view of house



INTERFACE ARCHITECTURE INC.

Suite 230, 11550 Cambie Road, Richmond BC Canada V6X 3Z5  
T 604 821 1162 : F 604 821 1146 : [www.interfacearchitecture.com](http://www.interfacearchitecture.com)

A MEMBER OF THE AIBC

PLN - 88

# INTERFACE:

## Heritage Merit

As a building of some cultural significance, the owner would consider donating the structure for relocation offsite. However, as the house had been constructed and renovated in piecemeal fashion over the years, it is not clear which areas of the house were culturally significant over its history. Also, as described in more detail below, relocating it would not be a feasible proposition.

Architecturally, there are some apparently interesting exterior and interior details worth noting but they are few in number and not of enough significance to relocate or restore. The upper floor front dormer gable (only) has an ornamental fascia, dentiling and knee-brackets which have endured much weathering. The front parlour room window has some coloured glass inserts but is not particularly special in any way.

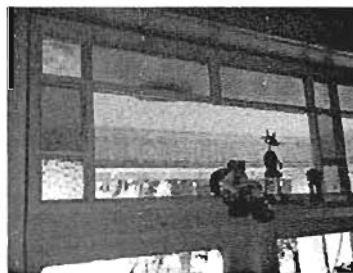
In the parlour, there is some interesting hand-plastering work at the ceiling: a lamp rosette and ceiling edge coving. The value in keeping or restoring these elements is dubious, and it is doubtful that they would survive any house relocation (since house framing 'flexes and creaks a lot' (owner statement)).



Hand-plastered rosette



Hand-plastered ceiling cove



Coloured glass transom panel

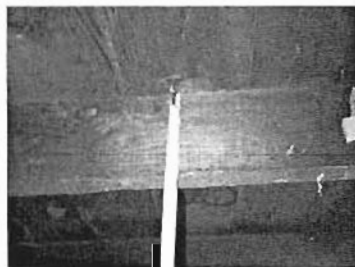
## Redevelopment options

I toured the house with the previous 30-year owner (Mike) and current owner (Jessy) on March 16<sup>th</sup>. We discussed the renovation history of the house, as well as its current physical condition.

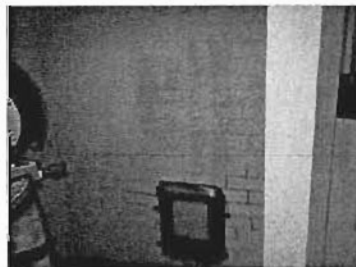
To best of Mike's knowledge, the original house has been added to, and renovated, in various stages and at various (unknown) dates over its long history. The additions included: (i) the back half of the house, (ii) the upper floor, (iii) and the carport. The joists supporting the upper floor are 'at different heights' and the work was not 'done to code'. Main floor joists are only 2x6's. Some wall framing are '2x4's on flat'.

And there is a 3-storey masonry chimney in the center of the house (which is significant).

The renovation history is unclear, but 'someone' had further excavated the basement floor and replaced with a 'concrete skim coat' to create a full-height basement. This resulted in constant flooding issues together with the accompanying wet/dry rot issues. Also, the previous owner 'worked at the Ebume sawmill and brought back salvaged lumber' for various renovations. The house may not be in sound structural shape. Indeed, Mike says the house 'creaks & flexes' a lot.



2x6 Main floor joists



Masonry chimney (3 levels)



Basement fdn sill (below grade)

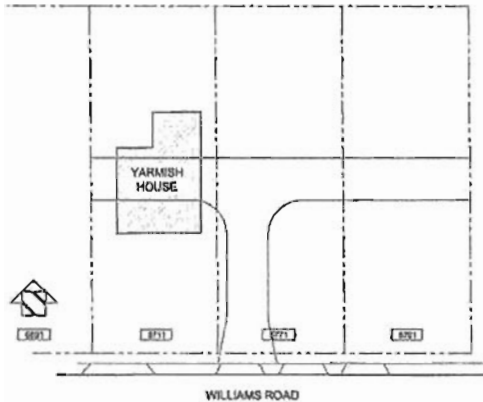
INTERFACE ARCHITECTURE INC.

Suite 230, 11590 Cambie Road, Richmond BC Canada V6X 3Z5  
T 604 821 1162 ; F 604 821 1146 ; [www.interfacearchitecture.com](http://www.interfacearchitecture.com)

A MEMBER OF THE AIBC

# INTERFACE:

- a) Retention on original foundations: Not viable. First, the concrete foundations likely require full replacement due to its history of ad hoc basement slab renovations. Secondly, leaving the house in the original position drastically compromises the viability of the project: (i) it also sits in the middle of the site where a double-loaded drive aisle would permit two rows of dwelling units, and (ii) it sits on the west side of the assembled 3 parcels, making potential future expansion to the three western parcels virtually impossible.



Yarmish House footprint relative to drive aisle



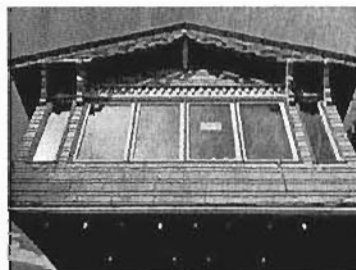
Proposed site plan with internal drive aisle

- b) Retention with relocation on-site: Not viable. We have discussed this with Nickel Bros. (March 16<sup>th</sup> & 19<sup>th</sup>). George Dueck emailed that the move on the same site would be at least \$30,000. Owner would also add for any demolition, construction work, and permits. Plus, the Nickel Bros. website says that 'building codes no longer allow fireplaces/chimneys to be moved with buildings'.
- c) Retention, exterior restoration and adaptive re-use: Not viable.

[Tried to contact Teresa Murphy, 604-277-5869, Heritage Committee. Then spoke with Wozny Laurie, 604-274-7748, on March 22.] He focused on the historic value of the house as a early church meeting hall and recommended that we contact the local Ukrainian Church (see below). He indicated that it was not a particularly good example of Craftsman design.



Shingle cladding at side gables



Ornamentation at front dormer



Dormer/upper floor shingle cladding

- d) Relocation within Richmond: Impossible. George Dueck (604-649-7148, Nickel Bros.) also says moving the structure offsite involves larger costs, depending on the degree of difficulty involved and distance moved. Aside from the immovability of the masonry chimney, the adjacent roads have typically low wiring and traffic signage/lights which can easily involve '50 to 100 thousand dollars' to the City to temporarily remove.

We guesstimate the height of top 2 floors with joists to be 26-ft, so that the actual transport height for the top 2 storeys, with supporting beams and trailer, will be about 30-ft. The house is 40' wide.

- e) Relocation by Nickel Bros. Movers: Impossible. On March 19<sup>th</sup>, Nickel Bros. said they would swing by to inspect the house, since they may be interested in reselling it. They have not called back so I emailed them again for his comments.

# INTERFACE:



Williams Road looking west of site



Low overhead wiring at site



Williams Road looking east

## Contact with the Richmond Ukrainian Catholic Church

I spoke with Father Edward Evanko June 27, 2012. His contact info:

Assumption of the Blessed Virgin Mary  
Ukrainian Catholic Church  
8700 Railway Avenue  
Richmond BC  
Tel: (604) 448-1760

He was already aware of the historical significance of the house as an early meeting place for the Church. He doubts they would want to relocate it but would love to visit the house, take pictures, and perhaps salvage some parts. The developer will arrange for this to take place at a suitable time and considering the privacy of the current tenant.

--

Per: Ken Chow, MAIBC

INTERFACE ARCHITECTURE INC.

Suite 230, 11590 Cambie Road, Richmond BC Canada V6X 3Z5  
T 604 821 1162 : F 604 821 1146 : [www.interfacearchitecture.com](http://www.interfacearchitecture.com)

A MEMBER OF THE AIBC

PLN - 91



Address: 6711, 6771 and 6791 Williams Road

File No.: RZ12-598701

**Prior to final adoption of Zoning Amendment Bylaw 8967 , the developer is required to complete the following:**

1. Consolidation of all the lots into one development parcel (which will require the demolition of the existing dwellings).
2. Registration of a flood indemnity covenant on Title.
3. Registration of a Public Rights-of-Passage (PROP) statutory rights-of-way (ROW), and/or other legal agreements or measures, as determined to the satisfaction of the Director of Development, over the internal drive-aisle in favour of future townhouse developments to the west. Language should be included in the ROW document that the City will not be responsible for maintenance or liability within this ROW.
4. Registration of a cross-access easement agreement over the outdoor amenity space and garbage/recycling facility (design as per Development Permit for 6711, 6771 and 6791 Williams Road), in favour of the future multiple-family development at 6691 Williams Road, allowing access to/from the outdoor amenity space and garbage/recycling facility at the development site.
5. Registration of a legal agreement on Title prohibiting the conversion of the tandem parking area into habitable space.
6. City acceptance of the developer's offer to voluntarily contribute \$0.77 per buildable square foot (e.g. \$13,721.40) to the City's Public Art fund.
7. City acceptance of the developer's offer to voluntarily contribute \$2.00 per buildable square foot (e.g. \$35,640.00) to the City's affordable housing fund.
8. Contribution of \$1,000 per dwelling unit (e.g. \$14,000) in-lieu of on-site indoor amenity space.
9. Submission of a documentation report (written report and photographs) of the Yarmish House located at 6711 Williams Road. This report must be prepared by a professional heritage consultant.

**Note:**

- All prints should be at 8" x 10" on proper photographic paper stock. If negatives are created, original negatives should be turned over and submitted. In addition, scans from original negatives should be submitted on a CD and be created as high resolution TIF files, resolution being determined by the size of negative used. For 35 mm negatives, scans should be done at 1200 dpi. For larger negatives, scans should be done at a minimum resolution of 300dpi.
  - If digital photography is carried out (rather than the creation of photonegatives) photographs should be taken at a high resolution ("raw" or "fine" setting on most professional cameras). The original files should be submitted on a CD in the format used at the time of the picture taking. In addition, 8" x 10" prints on proper photographic paper stock should be submitted, along with a CD of high resolution TIF files generated directly from the original digital files.
  - A release of ownership of the materials to the City of Richmond is required.
10. The submission and processing of a Development Permit\* completed to a level deemed acceptable by the Director of Development.
  11. Enter into a Servicing Agreement\* for the design and construction of servicing upgrades and frontage beautification. Works include, but may not be limited to,
    - a) Upgrade the existing storm sewer along the frontage from existing manhole STMH2700 (approx. 6 m west of west property line of 6711 Williams Road) to existing manhole STMH2701 (approx. 17 east of east property line of 6791 Williams Road), with a length of approx. 78 m, to a min. 600 mm; and
    - b) Removal of the existing sidewalk, creating a 1.42m grass and treed blvd (species TBD), and pouring a new 1.5 m sidewalk along the property line.

**Note:**

- There is an existing fire hydrant and a small power pole that will need to be relocated into the new boulevard;



- A site analysis (sanitary) will be required on the servicing agreement drawings (for site connection only); and
- Additional hydrant(s) required to achieve minimum 75 m spacing for multiple-family areas.

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

1. Submission of a Contract entered into between the applicant and a Certified Arborist for supervision of any on-site works conducted within the tree protection zone of the trees to be retained on site and on adjacent properties. The Contract should include the scope of work to be undertaken, including: the proposed number of site monitoring inspections, and a provision for the Arborist to submit a post-construction assessment report to the City for review.
2. Submission of a Tree Survival Security to the City as part of the Landscape Letter of Credit for the four (4) protected trees to be retained on site. No Landscape Letter of Credit will be returned until the post-construction assessment report confirming the protected trees survived the construction, prepared by the Arborist, is reviewed by staff.

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

1. Approval of Rezoning Bylaw 8967.
2. Allow the Ukrainian Catholic Church to salvage materials from the Yarmish House after the documentation report is provided and reviewed by staff.

**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. 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 original on file]

Signed

Date  
**PLN - 93**



**Richmond Zoning Bylaw 8500  
Amendment Bylaw 8967 (RZ 12-598701)  
6711, 6771 and 6911 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. 004-347-951

Lot 110 Except:

Firstly: Part Subdivided by Plan 41102

Secondly: Part Subdivided by Plan 42946

Section 30 Block 4 North Range 6 West New Westminster District Plan 38204

P.I.D. 001-302-043

Lot 122 Section 30 Block 4 North Range 6 West New Westminster District Plan 41102

P.I.D. 005-930-669

Lot 121 Section 30 Block 4 North Range 6 West New Westminster District Plan 41102

2. This Bylaw may be cited as “**Richmond Zoning Bylaw 8500, Amendment Bylaw 8967**”.

FIRST READING

A PUBLIC HEARING WAS HELD ON

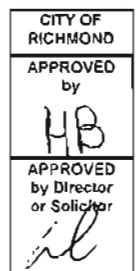
SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED

_____
_____
_____
_____
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\_\_\_\_\_  
MAYOR

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



# City of Richmond

## Report to Committee Planning and Development Department

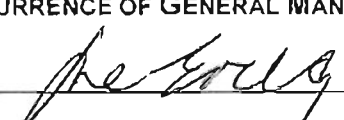
**To:** Planning Committee **Date:** November 14, 2012  
**From:** Wayne Craig **File:** RZ 12-615299  
Director of Development  
**Re:** Application by Ronald Herman, Anita Herman and Tammia Bowden for Rezoning  
at 10251 Bird Road from Single Detached (RS1/E) to Single Detached (RS2/B)

### Staff Recommendation

That Bylaw 8970, for the rezoning of 10251 Bird Road from "Single Detached (RS1/E)" to "Single Detached (RS2/B)", be introduced and given first reading.

  
Wayne Craig  
Director of Development

CL:kt/blg  
Att.

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

## **Staff Report**

### **Origin**

Ronald Herman, Anita Herman, and Tammia Bowden have applied to the City of Richmond for permission to rezone 10251 Bird Road from “Single Detached (RS1/E)” to “Single Detached (RS2/B)”, to permit the property to be subdivided into two (2) lots (**Attachment 1**).

### **Findings of Fact**

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

### **Surrounding Development**

The subject property is a large lot located on the north side of Bird Road, between St. Edwards Drive and Shell Road, in an existing residential neighbourhood that has undergone redevelopment to smaller lot sizes through rezoning and subdivision in recent years. Existing development immediately surrounding the site is as follows:

- To the North, is an east-west hydro line corridor and trail on a provincially-owned parcel zoned “School & Institutional Use (SI)”. Further north, there are commercial uses at the corner of St. Edwards Drive and Bridgeport Road on a lot zoned “Auto-Oriented Commercial (CA)”;
- To the East, are two (2) newer dwellings on lots zoned “Single Detached (RS1/B)” (RZ 06-330144, SD 06-330146);
- To the South, directly across Bird Road, is a series of newer dwellings on lots rezoned and subdivided to “Single Detached (RS1/B)” in the early 2000’s; and
- To the West, are two (2) dwellings on lots zoned “Single Detached (RS1/B)”, created in the early 1990’s.

### **Related Policies & Studies**

#### Official Community Plan (OCP) Designation

The subject property is located in the East Cambie Planning Area. The OCP’s Land Use Map designation for this property is “Neighbourhood Residential”. The East Cambie Area Plan’s Land Use Map designation for this property is “Residential (Single-Family Only)”. This redevelopment proposal is consistent with these designations.

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

The ANSD Policy applies to the subject site, which is located within the “Aircraft Noise Notification Area (Area 4)”. In accordance with this Policy, all aircraft noise sensitive land uses may be considered. Prior to rezoning adoption, the applicants are 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.

### Lot Size Policy 5424

The subject property is located within the area covered by Lot Size Policy 5424, adopted by City Council in 1989 (**Attachment 3**). The Lot Size Policy permits properties on Bird Road to rezone and subdivide in accordance with "Single Detached (RS2/B)". This redevelopment proposal would allow for the creation of two (2) lots, each approximately 12 m wide and approximately 685 m<sup>2</sup> in area, which is consistent with the Lot Size Policy.

### 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/ft<sup>2</sup> of total building area toward the City's Affordable Housing Reserve Fund for single-family rezoning applications.

The applicants propose 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 applicants are 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 a condition of rezoning adoption. This agreement will be discharged from title (at the initiation of the applicants) on the lot where the secondary suite is not required by the Affordable Housing Strategy after the requirements are satisfied.

Should the applicants change their minds 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 rezoning adoption, and would be based on \$1.00/ft<sup>2</sup> of total building area of the single detached dwellings (i.e. \$6,927).

### Flood Management

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

### **Public Input**

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

### **Staff Comments**

#### Background

Numerous similar applications to rezone and subdivide properties to the proposed "Single Detached (RS2/B)" zone have been approved within this block of Bird Road since the early 1990's. Other lots on the north side of this block have redevelopment potential in accordance with the existing Lot Size Policy.

### Trees & Landscaping

A tree survey submitted by the applicant shows the location of:

- Four (4) bylaw-sized trees on the subject property;
- Three (3) bylaw-sized trees on city-owned property in the boulevard along Bird Road;
- Two (2) bylaw-sized trees on the adjacent lot to the west (10235 Bird Road); and
- One (1) undersized tree on the adjacent lot to the east (10271 Bird Road).

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 redevelopment proposal.

The Report recommends retention of the three (3) Maple trees on City-owned property (identified as Trees # 46, 47, 48), as well as the three (3) off-site trees on adjacent lots (identified as Trees # 1, 2, and 3). Specifications for Tree Protection Fencing are also proposed by the Arborist. The Report also recommends removal of:

- One (1) on-site tree (identified as Tree # 49) due to poor condition;
- Two (2) on-site trees (identified as Trees # 97 and 98) due to their location within the building envelope; and
- One (1) dead Birch tree on-site.

The City's Tree Preservation Coordinator has reviewed the Arborist's Report and conducted a Visual Tree Assessment (VTA). The City's Tree Preservation Coordinator concurs with the Arborist's recommendations for the removal of the dead birch tree and Tree # 49 (based on poor condition), and Trees # 97 and 98 (based on location within the building envelope and limited ability to adjust the building due to existing rights-of-ways over a significant portion of the rear yard). However, the City's Tree Preservation Coordinator recommends:

- That the specifications for Tree Protection Fencing for off-site trees must be consistent with the City's Tree Protection Information Bulletin (Bulletin TREE-03), rather than as specified in the Arborist's report.

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

Tree Protection Fencing for the off-site trees identified as Trees # 46, 47, 48, 1, 2, and 3 must be installed to City standard prior to demolition of the existing dwelling and must remain in place until construction and landscaping on the future lots is completed.

Prior to final adoption of the rezoning bylaw, the applicants are required to submit a Contract with a Certified Arborist to supervise any on-site works within the Tree Protection Zones of off-site trees that encroach into the subject site. The Contract must include the proposed number of monitoring inspections at specified stages of construction, and a provision for the Arborist to submit a post-construction impact assessment report to the City for review.

Based on the 2:1 tree replacement ratio goal in the OCP, and the size requirements for replacement trees in the City's Tree Protection Bylaw, a total of eight (8) replacement trees are required to be planted and maintained on the future lots [four (4) per future lot], with the following minimum sizes:

# Replacement Trees	Min. calliper of deciduous tree	or	Min. height of coniferous tree
5	6 cm		3.5 m
2	9 cm		5 m
1	conifer tree at 5 m high (for replacement of Tree # 97)		

To ensure that the eight (8) replacement trees are planted and maintained on the future lots, the applicants are required to submit Landscaping Securities to the City prior to rezoning adoption in the amounts of:

- \$3,500 for the seven (7) standard replacement trees (\$500/tree). The City will release 100% of this security after construction and landscaping on the future lots is completed, inspections are approved, and an acceptable Arborist's post-construction impact assessment report of off-site tree protection is received;
- \$5,000 for the one (1) large coniferous replacement 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 the tree has survived.

#### Existing Utility Right-of-Way

There is an existing 6 m wide utility right-of-way (ROW) that runs east-west through the rear portion of the subject site. The applicants have been advised that no encroachment into the ROW is permitted. This includes no building construction, planting of trees, placement of fill and non-cast-in-place retaining walls above 0.9 m (3 ft) in height.

#### Site Servicing & Vehicle Access

There are no servicing concerns with rezoning.

Vehicular access to the site at redevelopment stage will be from Bird Road.

#### Subdivision

At Subdivision stage, the applicants 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.

#### **Analysis**

The subject property is located in an established residential neighbourhood that has seen redevelopment to smaller lot sizes through rezoning and subdivision in recent years, consistent with the Lot Size Policy for this neighbourhood. This redevelopment proposal would allow for the creation of two (2) lots, each approximately 12 m wide and 685 m<sup>2</sup> in area, which is consistent with the Lot Size Policy.

### **Financial Impact**

None.

### **Conclusion**

This rezoning application to permit subdivision of an existing large lot into two (2) smaller lots complies with applicable policies and land use designations contained within the OCP and the Lot Size Policy, and is consistent with the established pattern of redevelopment in the surrounding area.

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

On this basis, staff recommends support for the application.



Cynthia Lussier  
Planning Technician  
(604-276-4108)

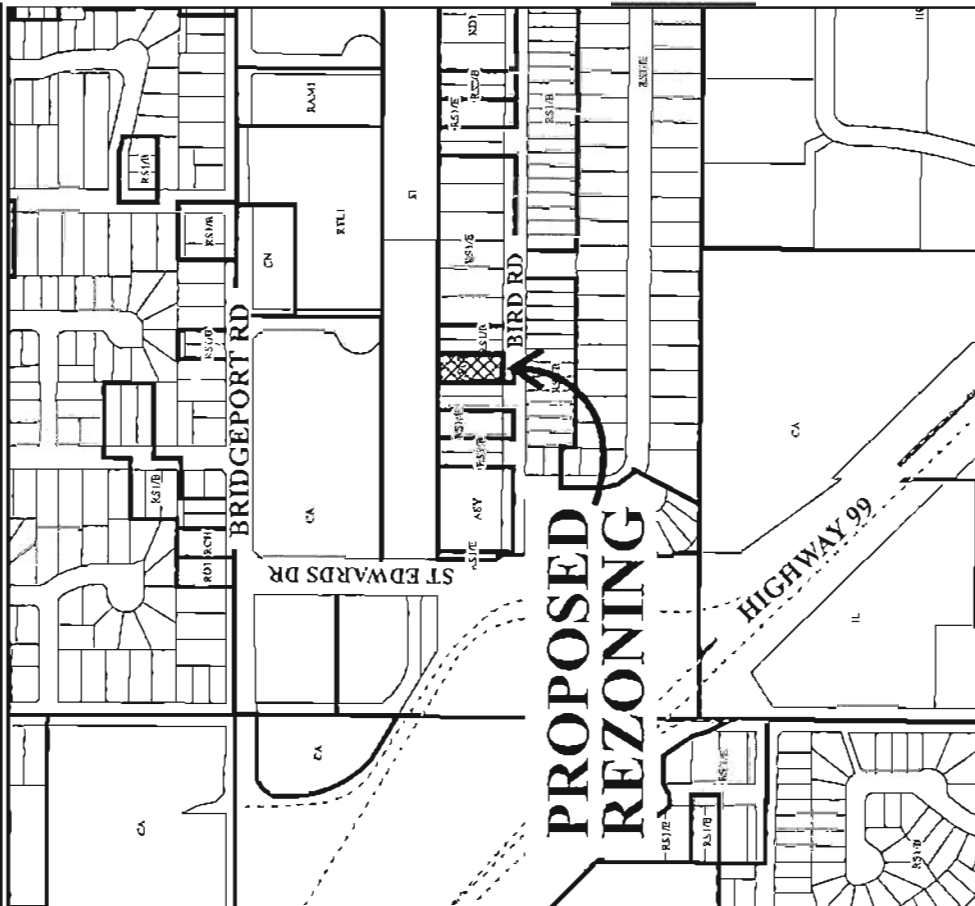
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- Attachment 1: Location Map/Aerial Photo
- Attachment 2: Development Application Data Sheet
- Attachment 3: Lot Size Policy 5424
- Attachment 4: Tree Retention Plan
- Attachment 5: Rezoning Considerations Concurrence





# City of Richmond



## PLN - 101

[illegible]

RZ 12-615299

Original Date: 08/28/12

Revision Date:

Note: Dimensions are in METRES



RZ 12-615299

Original Date: 08/28/12

Amended Date:

Note: Dimensions are in METRES



**RZ 12-615299**

**Attachment 2**

Address: 10251 Bird Road

Applicant: Ronald Herman, Anita Herman and Tammia Bowden

Planning Area(s): East Cambie

	Existing	Proposed
Owner:	Ronald Herman, Anita Herman & Tammia Bowden	To be determined
Site Size (m <sup>2</sup> ):	1,371 m <sup>2</sup> (14,757 ft <sup>2</sup> )	West future lot - 685 m <sup>2</sup> (7,373 ft <sup>2</sup> ) East future lot - 686 m <sup>2</sup> (7,384 ft <sup>2</sup> )
Land Uses:	One (1) single detached dwelling	Two (2) single-family lots
OCP Designation:	Neighbourhood Residential	No change
Area Plan Designation:	Residential (Single-Family Only)	No change
702 Policy Designation:	Lot Size Policy 5424	No change
Zoning:	Single Detached (RS1/E)	Single Detached (RS2/B)

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 <sup>2</sup>	West future lot - 685 m <sup>2</sup> East future lot - 686 m <sup>2</sup>	none
Setback – Front & Rear Yards (m):	Min. 6 m	Min. 6 m	none
Setback – Side Yard (m):	Min. 1.2 m	Min. 1.2 m	none
Height (m):	2.5 storeys	2.5 storeys	none

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



Page 1 of 1

Adopted by Council: November 20, 1989

Policy 5424

File Ref: 4045-00

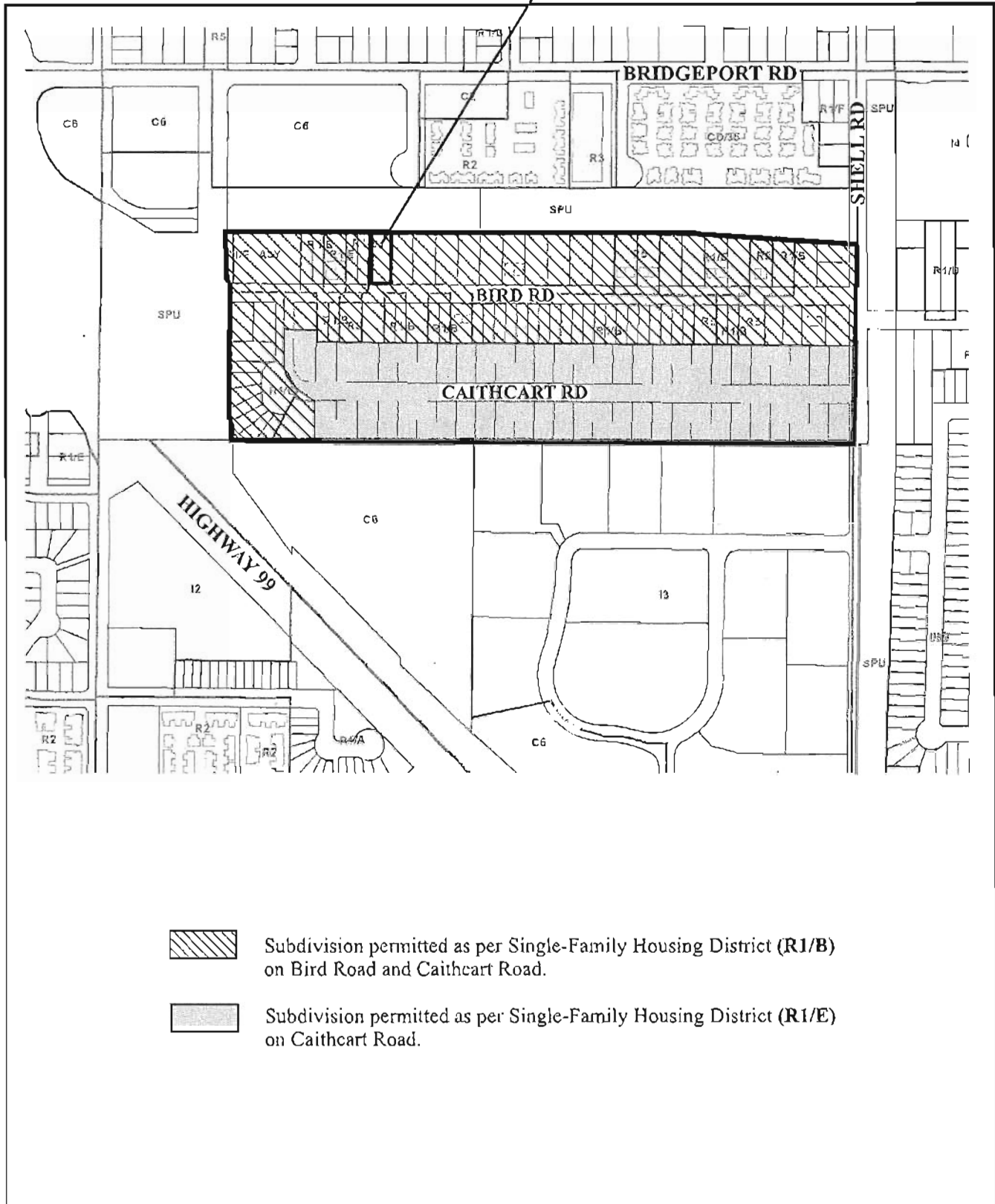
SINGLE-FAMILY LOT SIZE POLICY IN QUARTER-SECTION 26-5-6

**Policy 5424:**

The following policy establishes lot sizes in Section 26-5-6, located on **Bird Road and Calthcart Avenue:**

That properties located in a portion of Section 26-5-6, be permitted to subdivide on Bird Road and at the westerly end of Calthcart Road in accordance with the provisions of Single-Family Housing District (R1/B) and be permitted to subdivide on the remainder of Calthcart Road in accordance with the provisions of Single-Family Housing District (R1/E) in Zoning and Development Bylaw 5300, and that this policy, as shown on the accompanying plan, be used to determine the disposition of future rezoning applications in this area, for a period of not less than five years, unless changed by the amending procedures contained in the Zoning and Development Bylaw.

SUBJECT SITE



Subdivision permitted as per Single-Family Housing District (R1/B) on Bird Road and Caithcart Road.



Subdivision permitted as per Single-Family Housing District (R1/E) on Caithcart Road.



# **POLICY 5424** **SECTION 26, 5-6**

Adopted Date: 11/20/89

Amended Date:

**TOPOGRAPHIC SURVEY AND PROPOSED SUBDIVISION OF LOT 36  
BLOCK B SECTION 26 BLOCK 5 NORTH RANGE 6 WEST  
NEW WESTMINSTER DISTRICT PLAN 14105**

SCALE: 1:250

#10251 BIRD ROAD,  
RICHMOND, B.C.  
P.I.D 009-884-467

2 Off Site (#162) prunus  
spp.  
N/O existing fence.

0 5 10 20  
ALL DISTANCES ARE IN METRES AND DECIMALS  
THEREOF UNLESS OTHERWISE INDICATED

**LEGEND:**

- (c) denotes coniferous
- (d) denotes deciduous
- denotes power pole
- ⊙ denotes round catch basin
- ⊗ denotes inspection chamber
- denotes water valve
- TW denotes top of retaining wall
- BW denotes bottom of retaining wall



Portuguese laurel & cedar  
hedge. 6' tall, 6' wide.

© 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. 4908  
FB-MM 54-56  
Drawn By: TH

**NOTE:**

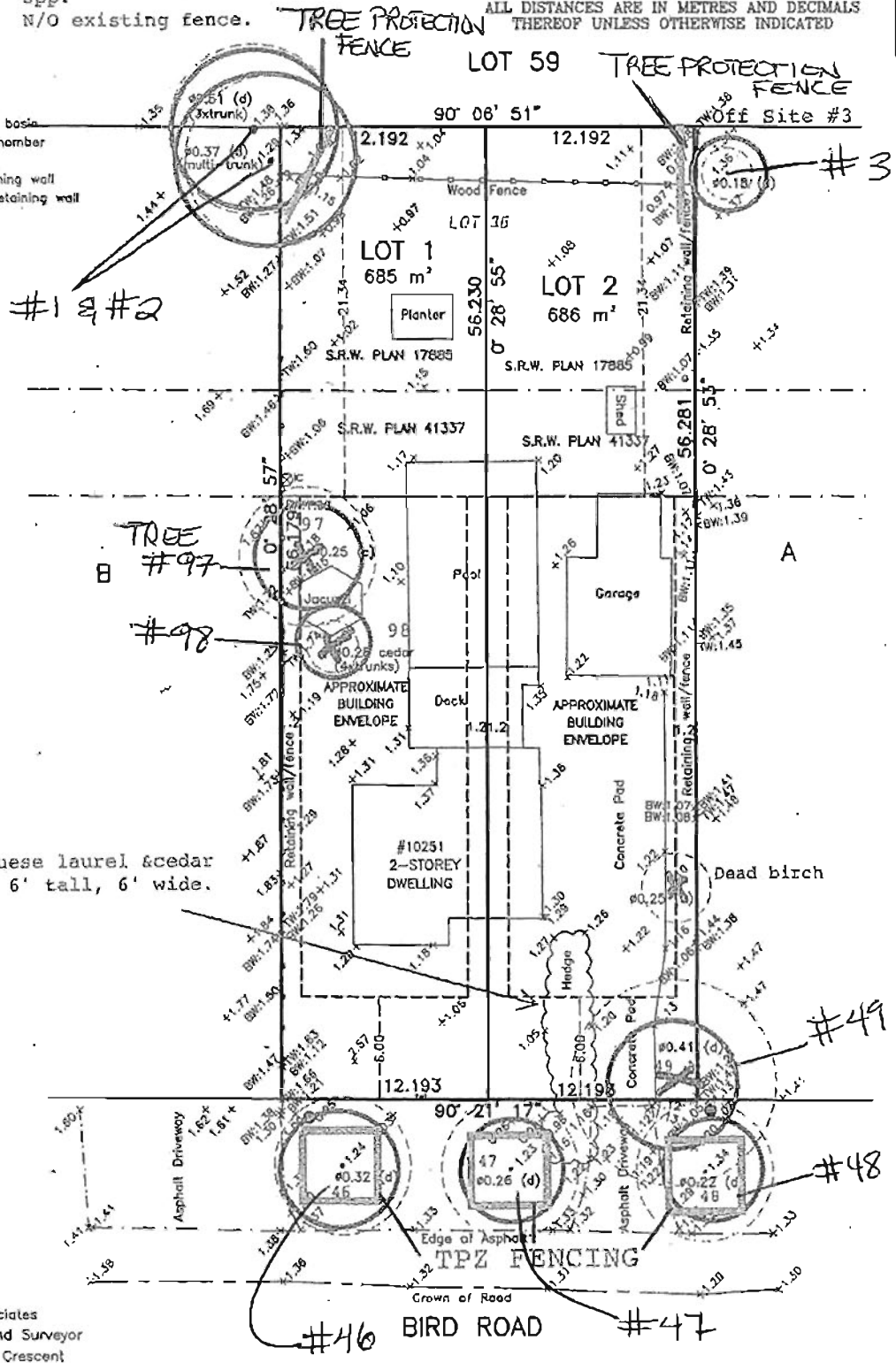
Elevations shown are based on City of Richmond HPN  
Benchmark network.  
Benchmark: HPN #194; Control Monument 02H2415  
In slab of Both Slough North pump.stn E of No.5 Rd.  
Elevation = 200.77 metres

**CERTIFIED CORRECT:**  
LOT DIMENSION ACCORDING TO  
FIELD SURVEY.

JOHNSON C. TAM, B.C.L.S.

JUNE 11th, 2012

DWG No. 4908-TOPO





**Address:** 10251 Bird Road

**File No.:** RZ12-615299

**Prior to final adoption of Zoning Amendment Bylaw 8970, the applicants are required to complete the following:**

1. Provincial Ministry of Transportation & Infrastructure Approval.
2. 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 off-site Trees # 46, 47, 48, 1, 2, 3. The Contract must include the scope of work to be undertaken, including: the proposed number of site monitoring inspections at specified stages of construction, and a provision for the Arborist to submit a post-construction impact assessment report to the City for review.
3. Submission of Landscaping Securities to the City in the amounts of:
  - a) \$3,500 (\$500/tree) to ensure that the seven (7) standard replacement trees are planted and maintained on the future lots. The City will release 100% of this security after construction and landscaping on the future lots is completed, inspections are approved, and an acceptable Arborist's post-construction impact assessment report of off-site tree protection is received; and
  - b) \$5,000 for the one (1) large coniferous replacement tree. The City will release 90% of this 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 this security will be released one (1) year later, subject to inspection, to ensure the tree has survived.

Replacement trees with the following minimum sizes are required to be planted and maintained:

# Replacement Trees	Min. calliper of deciduous tree	or	Min. height of coniferous tree
5	6 cm		3.5 m
2	9 cm		5 m
1	conifer tree at 5 m high (for replacement of Tree # 97)		

If required replacement trees cannot be accommodated on-site, a cash-in-lieu contribution in the amount of \$500/tree to the City's Tree Compensation Fund for off-site planting will be accepted.

4. Registration of an aircraft noise sensitive use covenant on title.
5. Registration of a flood indemnity covenant on title.
6. 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. \$6,927) to the City's Affordable Housing Reserve Fund in-lieu of registering the legal agreement on Title to secure a secondary suite.



**At Subdivision\* stage, the applicants must complete the following:**

- 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.

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

- Tree Protection Fencing for the off-site trees identified as Trees # 46, 47, 48, 97, 1, 2, and 3 must be installed to City standard and must remain in place until construction and landscaping on the future lots is completed.

**Prior to Building Permit\* issuance, the applicants 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 8970 (RZ 12-615299)  
10251 Bird Road

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

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

P.I.D. 009-884-467

Lot 36 Block B Section 26 Block 5 North Range 6 West  
New Westminster District Plan 14105

2. This Bylaw may be cited as “**Richmond Zoning Bylaw 8500, Amendment Bylaw 8970**”.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

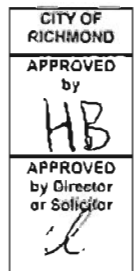
MINISTRY OF TRANSPORTATION &  
INFRASTRUCTURE APPROVAL

OTHER REQUIREMENTS SATISFIED

ADOPTED

\_\_\_\_\_  
MAYOR

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







# City of Richmond

## Report to Committee Planning and Development Department

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

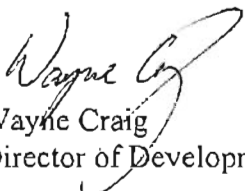
**Date:** November 6, 2012

**File:** RZ 11-586280

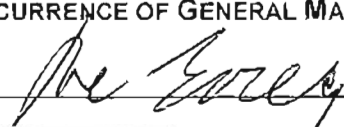
**Re:** Application by Yamamoto Architecture Inc. for Rezoning at 9431, 9451, 9471 and 9491 Williams Road from Single Detached (RS1/E) to Medium Density Townhouses (RTM2)

### Staff Recommendation

That Bylaw 8972, for the rezoning of 9431, 9451, 9471 and 9491 Williams Road from "Single Detached (RS1/E)" to "Medium Density Townhouses (RTM2)", be introduced and given first reading.

  
Wayne Craig  
Director of Development

WC:blg  
Att.

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 9431, 9451, 9471 and 9491 Williams Road (**Attachment 1**) from Single Detached (RS1/E) to Medium Density Townhouses (RTM2) in order to permit the development of 20 townhouse units on the site (**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 dwellings on lots zoned Single Detached (RS1/E) fronting Pinewell Crescent;
- To the East: Existing single-family dwellings on lots zoned Single Detached (RS1/E) fronting Williams Road;
- To the South: Existing single-family dwellings on lots zoned Single Detached (RS1/E) fronting Williams Road; then James Whiteside Elementary School zoned School and Institutional Use (SI);
- To the West: Existing single-family dwellings with coach house on lots zoned Coach House (RCH), then existing single-family dwellings on lots zoned Single Detached (RS1/E), fronting Williams Road.

### **Related Policies & Studies**

#### Arterial Road Redevelopment and Lane Establishment Policies

The Arterial Road Policy is supportive of multiple-family residential developments along arterial roads. The subject site is identified for “Arterial Road Town House Development” on the Arterial Road Development Map included in the Official Community Plan (OCP) Bylaw 9000.

#### 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 \$47,353.93.

### Public Art

The applicant has agreed to provide a voluntary contribution in the amount of \$0.75 per square foot of developable area for the development to the City's Public Art fund. The amount of the contribution would be \$17,757.72.

### **Consultation**

The applicant advised that consultation with the adjacent property owners has been undertaken. No concerns have been reported.

### **Public Input**

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

### **Staff Comments**

#### Tree Retention and Replacement

A Tree Survey and a Certified Arborist's Report were submitted in support of the application; 43 trees were identified and assessed.

#### *Tree Retention On-site*

A 65 cm cal Deodar Cedar, a 32 cm cal Spruce, an 82 cm cal Ginko Biloba, and a 70 cm cal multi-branching Maple on site are all in good condition and are identified for retention. A Tree Survival Security will be required as part of the Landscape Letter of Credit at Development Permit stage to ensure that these trees will be protected.

#### *Tree Removal*

The City's Tree Preservation Coordinator concurred with the Arborist's recommendations to remove 31 bylaw-size trees on-site:

- 18 trees are in poor condition; either dead, dying (sparse canopy foliage), have been previously topped, or exhibit structural defects such as cavities at the main branch union and co-dominant stems with inclusions; and

- A hedgerow comprised of 13 trees is in good condition; however it is located in the middle of the development site and the existing grade of the development site is approximately 1.0 m below the crown of the road.

Based on the 2:1 tree replacement ratio goal stated in the OCP, 62 replacement trees are required. According to the Preliminary Landscape Plan (**Attachment 2**), the developer is proposing to plant 29 new trees on-site. Considering the effort made by the applicant to retain four (4) bylaw-sized trees on site, staff recommend eight (8) replacement trees be exempted. The applicant has agreed to provide a voluntary contribution of \$12,500 to the City's Tree Compensation Fund in-lieu of planting the remaining 25 replacement trees.

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, install tree protection around trees to be retained, and submit the landscape security and tree compensation cash-in-lieu (i.e. \$51,000 in total) to ensure the replacement planting will be provided.

#### *Neighbouring Trees*

Two (2) trees on the neighbouring property to the east at 9511 Williams Road are recommended for removal in the Arborist Report due to their existing poor condition and conflicts with new construction. The City's Tree Preservation Coordinator has no concern on the proposed removal. Prior to removal, the applicant must obtain written permission from the adjacent property owners. A separate Tree Cutting Permit and associated replacement planting/compensation will be required at Tree Cutting Permit stage. If permission from the adjacent property owners to remove these two (2) trees cannot be obtained, these two (2) trees must be retained and protected in accordance to City's standards.

#### *City trees*

Five (5) trees located in the concrete sidewalk (in tree granites) are in good condition and should be retained; no tree protection barriers are required. One (1) tree located in an existing lane right-of-way (ROW) near the northwest corner of the site is situated far enough from the property line that it will not be impacted by the proposed development; no tree protection barriers are required. A Tree Preservation Plan is attached (**Attachment 4**).

#### Site Servicing and Frontage Improvements

An independent review of servicing requirements (storm) has been conducted by the applicant's Engineering consultant and reviewed by the City's Engineering Department. The Capacity Analysis concludes that storm upgrades to the existing system are required. As a condition of rezoning, the developer is required to enter into a standard Servicing Agreement for the design and construction of the storm upgrades as identified in the capacity analysis (please see **Attachment 5** for details).

Prior to final adoption, the developer is required to consolidate the four (4) lots into one (1) development parcel and grant an approximately 1.0 m wide right-of-way along the entire south property line for sidewalk and boulevard upgrades. As part of the Servicing Agreement, the

developer is also required to design and construct a new sidewalk and boulevard along the entire Williams Road frontage (please see **Attachment 5** for details). The existing street trees will be retained at the current location; the tree granites will be removed.

#### Vehicle Access

One (1) driveway is proposed at the eastern edge of the site. The long-term objective is for the driveway access established on this site to be utilized by adjacent properties if they ultimately apply to redevelop into multiple-family developments. A Public Rights-of-Passage (PROP) right-of-way (ROW) will be secured as a condition of rezoning to facilitate this purpose.

#### Indoor Amenity Space

The applicant is proposing a contribution in-lieu of on-site indoor amenity space in the amount of \$21,000 as per the Official Community Plan (OCP) and Council policy.

#### Outdoor Amenity Space

Outdoor amenity space will be provided on-site and is adequately sized based on OCP guidelines. The design of the children's play area and landscape details will be refined as part of the Development Permit application.

### **Analysis**

#### Arterial Road Redevelopment Policy

The subject application was submitted in July, 2011 under the previous Arterial Road Redevelopment Policy contained in OCP Bylaw 7100. The proposal is generally in compliance with the development guidelines for multiple-family residential developments under the Arterial Road Redevelopment Policy.

The proposed height, siting and orientation of the buildings respect the massing of the existing neighbouring single-family homes. All rear units along the north property line are two (2) storeys; the end units of the street fronting building are stepped down from three-storeys to two-storeys at the west side yard and the entry driveway. The building height and massing will be controlled through the Development Permit process.

#### Development Potential of Adjacent Properties

##### *9311 and 9411 Williams Road*

These two (2) coach house lots were created under the original Lane Establishment and Arterial Road Redevelopment Policies (2001). The rezoning application (RZ 04-270504) received Final Approval in April 2006, prior to the Lane Establishment and Arterial Road Redevelopment Policies being updated (June 2006) to allow this block of Williams Road (between Garden City Road and Ash Street) to be redeveloped into multiple-family uses. There is low immediate redevelopment potential on these two (2) new homes. There is no plan to open or extend the

existing back lane. Future redevelopments of these two (2) lots into multiple-family uses must include the lane right-of-way at the back (purchase of the land from the City is required).

#### *9511 and 9531 Williams Road*

These two (2) properties are located to the east of the subject site at the corner of Ash Street and Williams Road, and have older houses on them. Staff encouraged the applicant to acquire these two (2) properties in order to increase the site layout efficiency and to avoid a smaller site redevelopment in the future. The applicant had made attempts to acquire these properties to extend the development proposal, but was unable to come to an agreement with the current owners. In order to proceed with the subject development proposal, a development concept plan for 9511 and 9531 Williams Road has been prepared and is on file.

The proposed outdoor amenity space on the subject site is expected to be enlarged and consolidated with the outdoor amenity area of the future development to the east at 9511 and 9531 Williams Road, by a coordinated design and removal of the fence in between. Registration of a cross-access agreement over the outdoor amenity area is required to achieve this arrangement.

#### Medium Density Townhouses (RTM2)

The proposed zoning Medium Density Townhouses (RTM2) with a maximum density of 0.65 FAR complies with the Low-Density Residential land use designation contained in the old Official Community Plan (OCP) and with the Neighbourhood Residential land use designation in the new OCP. The base density for arterial road redevelopments is 0.6 FAR; a higher density at 0.65 FAR is being considered for the subject site based on the following:

- The subject site is in close proximity to South Arm Community Centre and is located across from James Whiteside Elementary School;
- Preservation of four (4) large specimen trees in the front yard and back yard, including one (1) tree located within the proposed outdoor amenity area;
- Provision of storm system upgrades and frontage improvements to create safer and more pedestrian friendly streetscape;
- Provision of a voluntary contribution to the City's Public Art fund.

#### Requested Variances

The proposed development is generally consistent with the Development Permit Guidelines for multiple-family projects contained in the Official Community Plan (OCP). Based on the review of current site plan for the project, a variance to allow for a total of 20 tandem parking spaces in the 10 three-storey townhouse units is being requested. Transportation Division staff have reviewed the proposal and have no concerns. The proposed number of on-site visitor parking spaces is in compliance with the bylaw requirement. A restrictive covenant to prohibit the conversion of the garage area into habitable space is required prior to final adoption.



### Design Review and Future Development Permit Considerations

A Development Permit will be required to ensure that the development at 9431, 9451, 9471 and 9491 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) of the old OCP (Bylaw 7100);
- Building form and architectural character;
- Location and design of the convertible unit and other accessibility features;
- Site grade to ensure the survival of protected trees;
- Landscaping design and enhancement of the outdoor amenity area to maximize use;
- Adequate private outdoor space in each unit and the relationship between the first habitable level and the private outdoor space; and
- Opportunities to maximize permeable surface areas and articulate hard surface treatment.

### **Financial Impact or Economic Impact**

None.

### **Conclusion**

The subject application is consistent with the Official Community Plan (OCP) regarding developments along major arterial roads. Overall, the project is attractive and a good fit with the neighbourhood. 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.



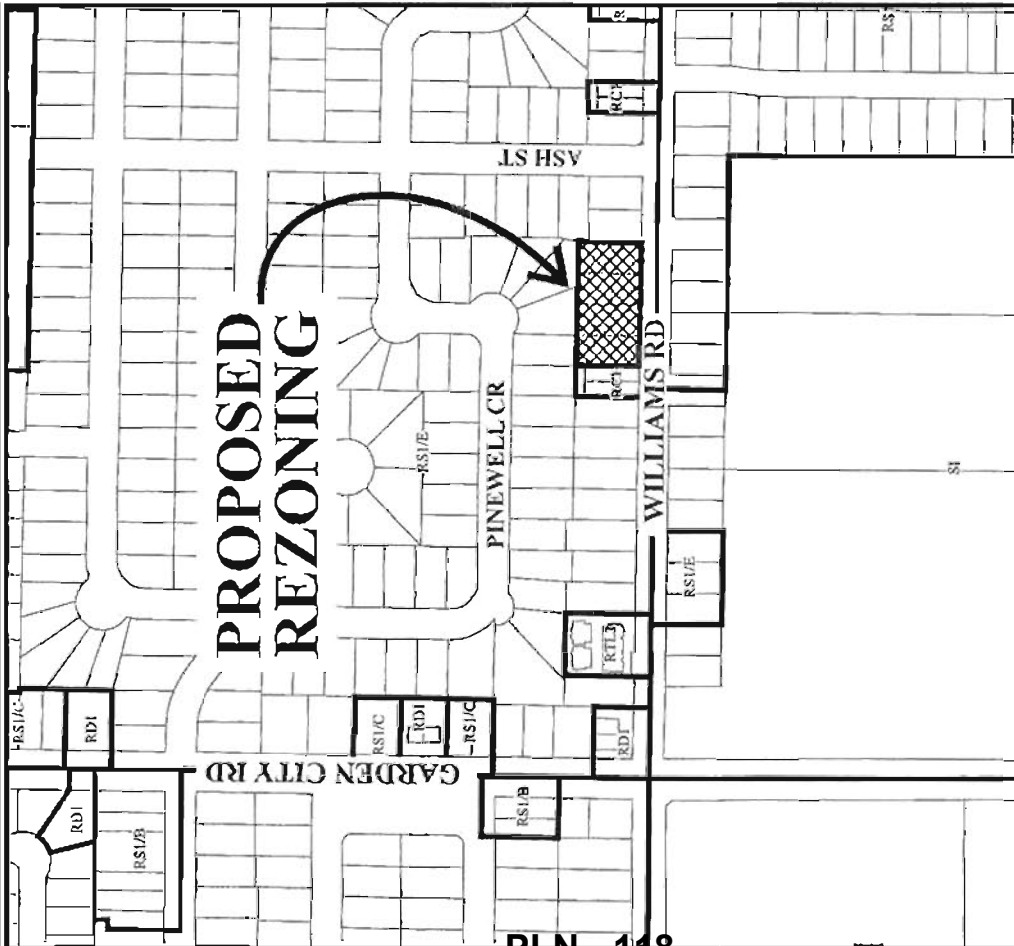
Edwin Lee  
Planner I  
(604-276-4121)

EL:blg

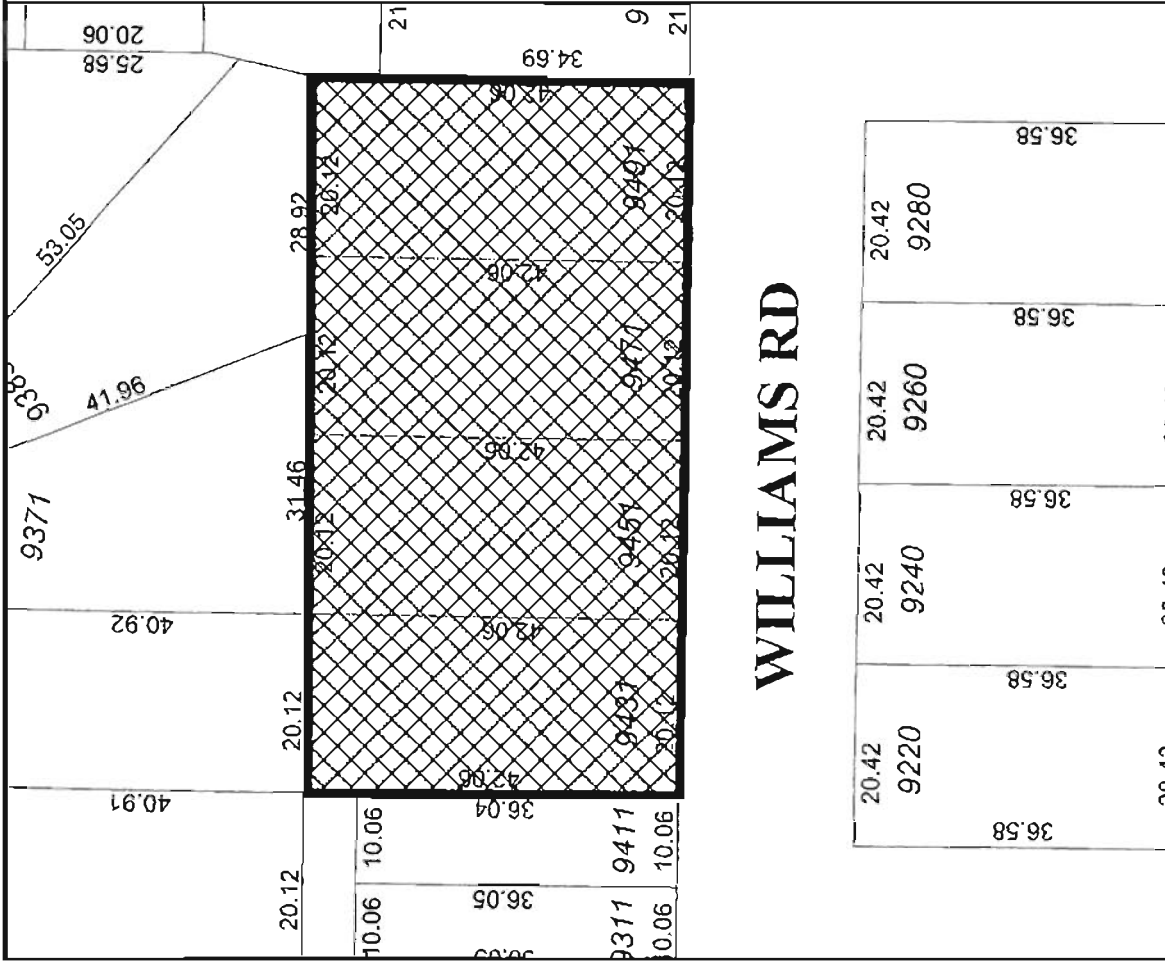
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Attachment 1: Location Map  
Attachment 2: Conceptual Development Plans  
Attachment 3: Development Application Data Sheet  
Attachment 4: Tree Preservation Plan  
Attachment 5: Rezoning Considerations Concurrence

# City of Richmond

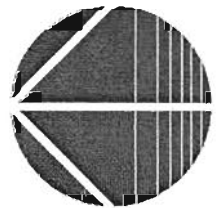


PLN - 118



WILLIAMS RD

RZ 11-586280



Original Date: 08/08/11

Revision Date:

Note: Dimensions are in METRES





RZ 11-586280

PLN - 119

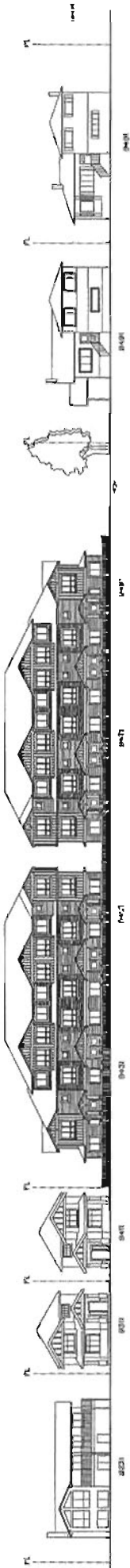
Original Date: 08/15/11

Amended Date:

Note: Dimensions are in METRES







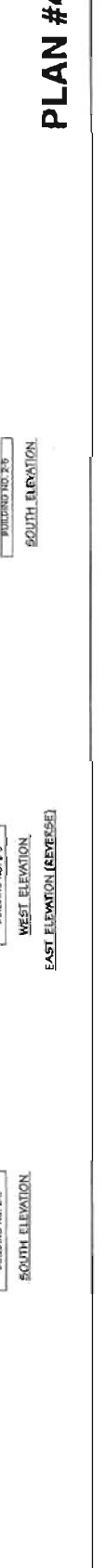
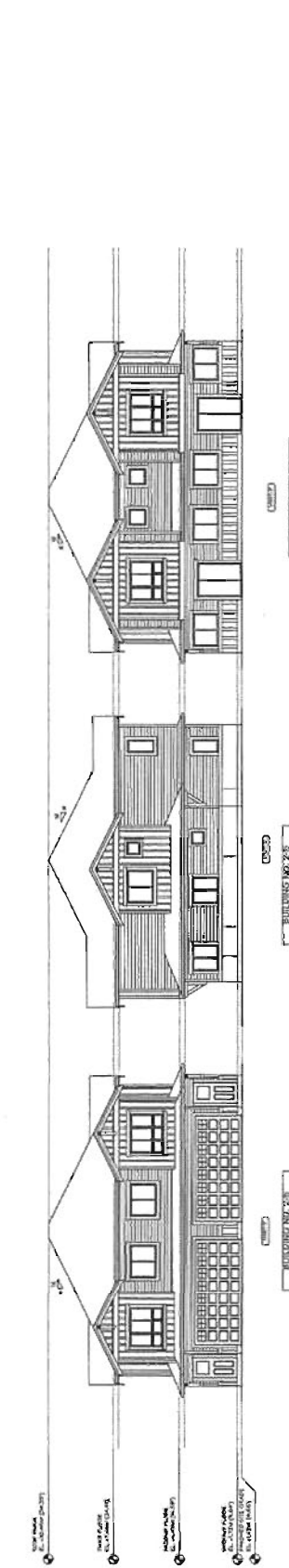
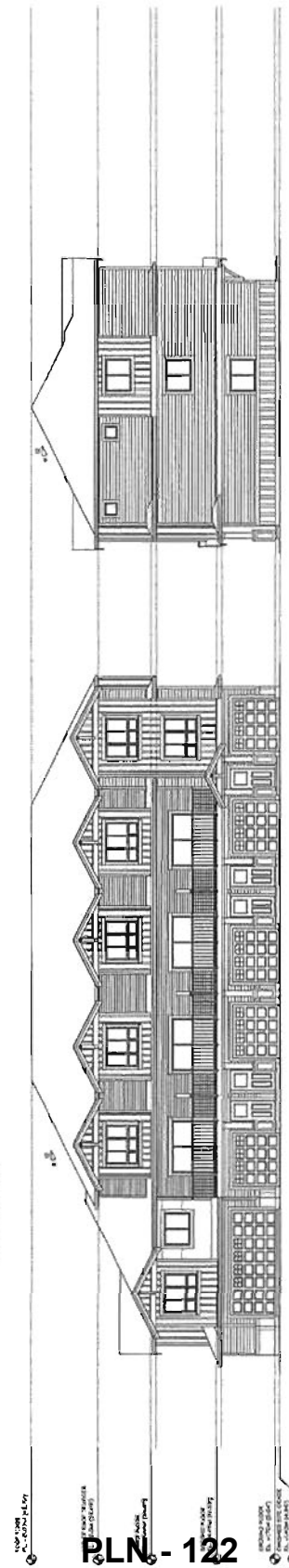
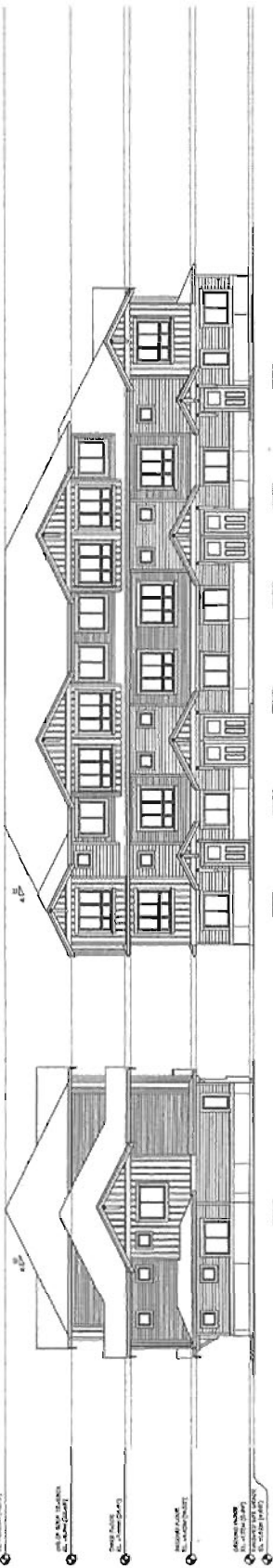
# STREETSCAPE (WILLIAMS RD.)

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

PLN - 121

PROJECT YAMAMOTO ARCHITECTURE INC.		CLIENT YAMAMOTO ARCHITECTURE INC.	
DATE 10/15/2013		DRAWN BY J. YAMAMOTO	
CHECKED BY J. YAMAMOTO		SCALE 1/8" = 1'-0"	
PROJECT NO. 1013-0000		SHEET NO. 1013-0000	

PLAN #4



PLN - 122

PLAN #4a

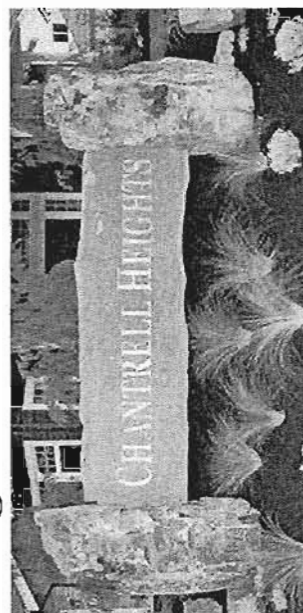
NO.	DATE	DESCRIPTION

TOPOGRAPHY  
DEVELOPMENT

Yamamoto  
Architecture Inc.

CLAVATIONS

SCALE	1" = 16'-0"
DATE	11-14-2020
PROJECT	CLAVATIONS
CLIENT	CLAVATIONS



ENTRY SIGNAGE (CONCEPT)

10/10/09

[illegible]

1. The first step in the process of developing a new product is to identify a market need. This is often done through market research, which can involve surveys, focus groups, and other methods of gathering information about potential customers. Once a market need has been identified, the next step is to develop a concept for a product that meets that need. This involves brainstorming ideas and selecting the most promising one. The third step is to create a prototype of the product, which allows the developer to test the concept and make any necessary adjustments. Finally, the product is launched into the market, and the developer monitors its performance and makes any necessary adjustments to ensure its success.



**RZ 11-586280**

**Attachment 3**

Address: 9431, 9451, 9471 and 9491 Williams Road

Applicant: Yamamoto Architecture Inc.

Planning Area(s): Broadmoor

	Existing	Proposed
Owner:	0846930 B C Ltd.	No Change
Site Size (m <sup>2</sup> ):	3,384 m <sup>2</sup> (36,426.1 ft <sup>2</sup> )	No Change
Land Uses:	Single-Family Residential	Multiple-Family Residential
OCP Designation:	Low-Density Residential (old OCP) Neighbourhood Residential (new OCP)	No Change
Area Plan Designation:	N/A	No Change
702 Policy Designation:	N/A	No Change
Zoning:	Single Detached (RS1/E)	Medium-Density Townhouses (RTM2)
Number of Units:	4	20
Other Designations:	Arterial Road Policy – Multiple Family Development	No Change

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.65	0.65 max.	none permitted
Lot Coverage – Building:	Max. 40%	40% max.	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 min.	none
Setback – Side Yard (East) (m):	Min. 3.0 m	3.0 m min.	none
Setback – Side Yard (West) (m):	Min. 3.0 m	3.0 m min.	none
Setback – Rear Yard (m):	Min. 3.0 m	4.5 m min.	none
Height (m):	Max. 12.0 m (3 storeys)	12.0 m (3 storeys) max.	none
Lot Size (min. dimensions):	Min. 30 m wide x 35 m deep	Approx. 80.48 m wide x 42.06 m deep	none
Off-street Parking Spaces – Resident (R) / Visitor (V):	2 (R) and 0.2 (V) per unit	2 (R) and 0.2 (V) per unit	none
Off-street Parking Spaces – Total:	44	44	none



<b>On Future Subdivided Lots</b>	<b>Bylaw Requirement</b>	<b>Proposed</b>	<b>Variance</b>
Tandem Parking Spaces:	not permitted	20	variance requested
Small Car Parking Spaces	Max. 50% x 44 stalls = 22 stalls	10	none
Handicap Parking Spaces:	1	1	none
Amenity Space – Indoor:	Min. 70 m <sup>2</sup> or Cash-in-lieu	\$21,000 cash-in-lieu	none
Amenity Space – Outdoor:	Min. 6 m <sup>2</sup> x 20 units = 120 m <sup>2</sup>	227 m <sup>2</sup>	none

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

Copyright reserved. This drawing and design is the property of the author and shall remain confidential and not be reproduced or used for other projects without the permission.

**pmg**  
LANDSCAPE ARCHITECTS  
Suite C-102 4400 360 Street Drive  
Vancouver, BC V6M 2K6  
Tel: 604.275.0011 Fax: 604.275.0002

DATE

NO.	DATE	REVISIONS/DESCRIPTION	BY
1	12/12/18	Issue for Review	PM
2	12/12/18	Issue for Review	PM
3	12/12/18	Issue for Review	PM
4	12/12/18	Issue for Review	PM
5	12/12/18	Issue for Review	PM
6	12/12/18	Issue for Review	PM
7	12/12/18	Issue for Review	PM
8	12/12/18	Issue for Review	PM
9	12/12/18	Issue for Review	PM
10	12/12/18	Issue for Review	PM

CHECKED

PROJECT

TOWNHOUSE DEV.  
34-31, 34-31, 34-31 & 34-31  
VICTORIA, B.C.  
BACHMANN, B.C.

DATE

**TREE MANAGEMENT PLAN**

DATE

**L2**

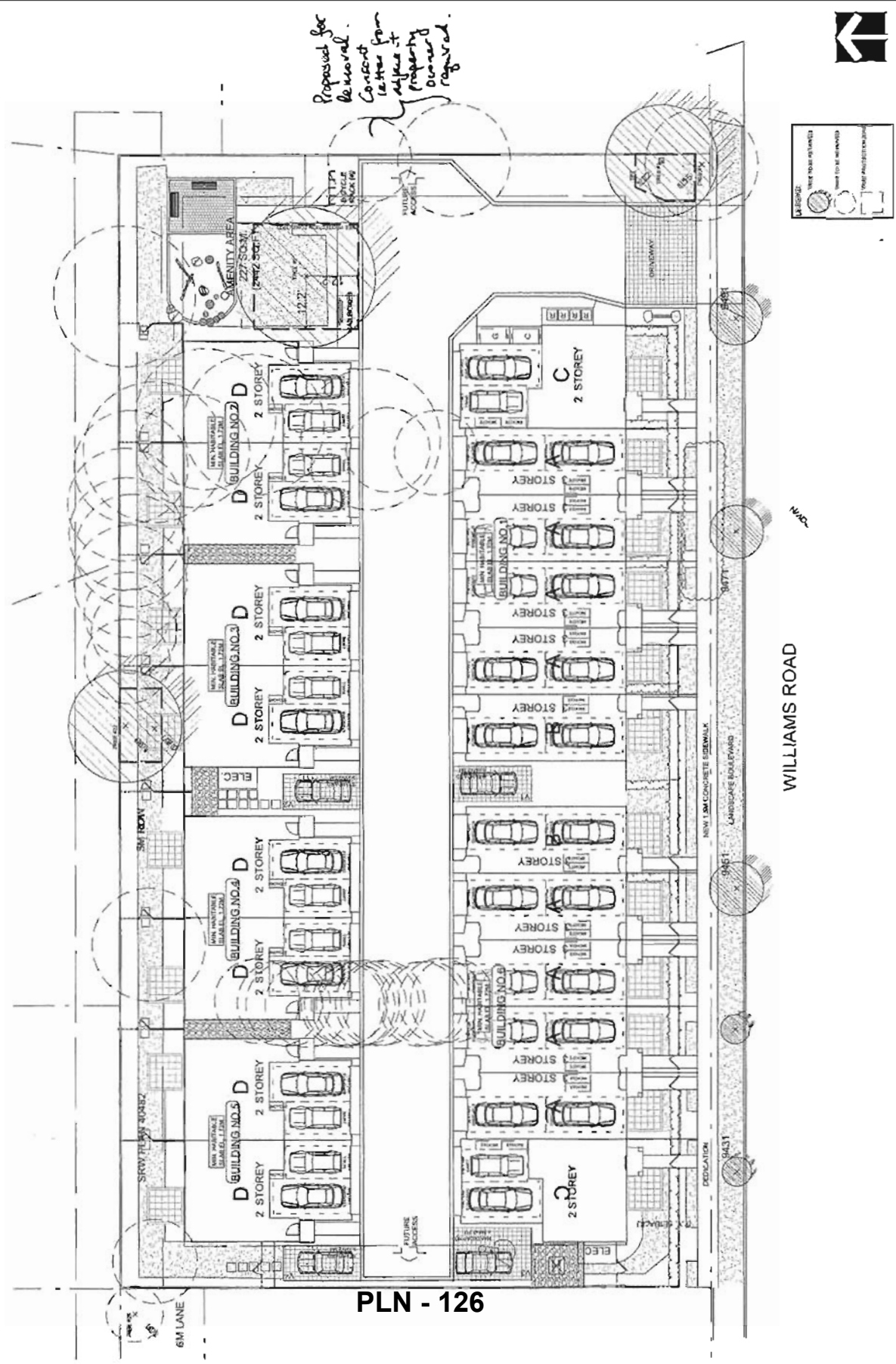
OF 1

12/12/18

PROJECT NUMBER

12/12/18

ATTACHMENT 4



PLN - 126



Address: 9431, 9451, 9471 and 9491 Williams Road

File No.: RZ11-586280

**Prior to final adoption of Zoning Amendment Bylaw 8972 , the developer is required to complete the following:**

1. Consolidation of all the lots into one development parcel (which will require the demolition of the existing dwellings).
2. Registration of a flood indemnity covenant on title.
3. The granting of an approximate 1.0 m wide statutory right-of-way along the entire south property line for sidewalk and boulevard upgrades. The exact width to be confirmed at the servicing agreement stage.
4. Registration of a Public Rights-of-Passage (PROP) statutory rights-of-way (ROW), and/or other legal agreements or measures, as determined to the satisfaction of the Director of Development, over the internal drive-aisle (design as per Development Permit for 9431, 9451, 9471 and 9491 Williams Road) in favour of future townhouse developments to the east and west. The agreement must include language should be included in the ROW document that the City will not be responsible for maintenance or liability within this ROW.
5. Registration of a cross-access easement over the outdoor amenity area (design as per Development Permit for 9431, 9451, 9471 and 9491 Williams Road) for shared use with the future development site to the east at 9511 and 9531 Williams Road. The agreement must include language to ensure that any fence installed between the outdoor amenity area of the subject site and the outdoor amenity area of the future development site to the east must be removed upon redevelopment of 9511 and 9531 Williams Road into multiple-family uses.
6. Registration of a legal agreement on title prohibiting the conversion of the tandem parking area into habitable space.
7. City acceptance of the developer's offer to voluntarily contribute \$2.00 per buildable square foot (e.g. \$47,353.93) to the City's affordable housing fund.
8. City acceptance of the developer's offer to voluntarily contribute \$0.75 per buildable square foot (e.g. \$17,757.72) to the City's public art fund.
9. City acceptance of the developer's offer to voluntarily contribute \$12,500.00 to the City's Tree Compensation Fund for the planting of 25 replacement trees within the City.
10. Submission of cash-in-lieu for the provision of dedicated indoor amenity space in the amount of \$21,000.
11. The submission and processing of a Development Permit\* completed to a level deemed acceptable by the Director of Development.
12. Enter into a Servicing Agreement\* for the design and construction of storm system upgrades and frontage improvements. Works include, but may not be limited to:
  - a) upgrade of the existing 300mm diameter storm sewer along the site frontage to 600mm diameter, between EXD01 (City manhole STMH2071 at common property line of 9511/9531 Williams Road) and the common property line of 9411/9431 Williams Road for a total length of approximately 102 m; and
  - b) a 1.5 m wide concrete sidewalk at southern property line and a minimum of 1.5 m wide landscaped boulevard fronting Williams Road.

Note:

- Servicing Agreement works shall include removing existing driveways fronting Williams Road and replacing them with matching curb and gutter; and
- Design should include Water, Storm & Sanitary connections for the proposed development.

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

1. Submission of a Contract entered into between the applicant and a Certified Arborist for supervision of any on-site works conducted within the tree protection zone of the trees to be retained on site and on adjacent properties. The Contract should include the scope of work to be undertaken, including: the proposed number of site monitoring inspections, and a provision for the Arborist to submit a post-construction assessment report to the City for review.
2. Submission of a Tree Survival Security to the City as part of the Landscape Letter of Credit for the four (4) protected trees to be retained on site. No Landscape Letter of Credit will be returned until the post-construction assessment report confirming the protected trees survived the construction, prepared by the Arborist, is reviewed by staff.

**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. 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 original on file]

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Signed

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Date



**Richmond Zoning Bylaw 8500**  
**Amendment Bylaw 8972 (RZ 11-586280)**  
9431, 9451, 9471 and 9491 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 **MEDIUM DENSITY TOWNHOUSES (RTM2)**.

P.I.D. 004-874-587

Lot 11 Block "G" Section 27 Block 4 North Range 6 West New Westminster District Plan 18110

P.I.D. 004-305-817

Lot 12 Block "G" Section 27 Block 4 North Range 6 West New Westminster District Plan 18110

P.I.D. 008-835-241

Lot 13 Block "G" Section 27 Block 4 North Range 6 West New Westminster District Plan 18110

P.I.D. 004-295-056

Lot 14 Block "G" Section 27 Block 4 North Range 6 West New Westminster District Plan 18110

2. This Bylaw may be cited as "**Richmond Zoning Bylaw 8500, Amendment Bylaw 8972**".

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED

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CITY OF RICHMOND
APPROVED by <b>HB</b>
APPROVED by Director or Solicitor <b>il</b>

\_\_\_\_\_  
MAYOR

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