



## Planning Committee

Anderson Room, City Hall  
6911 No. 3 Road

Wednesday, December 7, 2011  
4:00 p.m.

Pg. #      ITEM

### MINUTES

**PLN-7**      *Motion to adopt the minutes of the meeting of the Planning Committee held on Tuesday, November 22, 2011.*



### NEXT COMMITTEE MEETING DATE

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

### PLANNING & DEVELOPMENT DEPARTMENT

**PLN-11**      1.      **APPLICATION BY GRAHAM MACFARLANE FOR REZONING AT 140 WELLINGTON CRESCENT FROM SINGLE DETACHED (RS1/E) TO COACH HOUSE (ZS20) - BURKEVILLE**  
(File Ref. No. 12-8060-20-8794, **RZ 11-562552**) (REDMS No.3251975)

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See Page **PLN-11** of the Planning agenda for full hardcopy report

*Designated Speaker: Brian J. Jackson*

STAFF RECOMMENDATION

*That Bylaw No. 8794, for the rezoning of 140 Wellington Crescent from “Single Detached (RS1/E)” to “Coach House (ZS20) - Burkeville”, be introduced and given first reading.*



- PLN-25**      2.      **APPLICATION BY 0897099 BC LTD. AND WEI CHEN FOR REZONING AT4911/4931 MCLURE AVENUE FROM SINGLE DETACHED (RS1/E) TO SINGLE DETACHED (RS2/B)**  
(File Ref. No. 12-8060-20-8833, RZ 11-582017) (REDMS No. 3395803)

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See Page **PLN-25** of the Planning agenda for full hardcopy report

*Designated Speaker: Brian J. Jackson*

STAFF RECOMMENDATION

*That Bylaw No. 8833, for the rezoning of 4911/4931 McLure Avenue from “Single Detached (RS1/E)” to “Single Detached (RS2/B)”, be introduced and given first reading.*



- PLN-39**      3.      **YAMAMOTO ARCHITECTURE INC. HAS APPLIED TO THE CITY OF RICHMOND FOR PERMISSION TO REZONE 9431, 9451 AND 9471 ALBERTA ROAD AND SURPLUS PORTION OF ALDER STREET ROAD ALLOWANCE FROM “SINGLE DETACHED (RS1/F)” TO “HIGH DENSITY TOWNHOUSES (RTH1)” IN ORDER TO DEVELOP A 34 UNIT THREE-STOREY TOWNHOUSE COMPLEX.**  
(File Ref. No. 12-8060-20-8834, RZ 11-562986) (REDMS No. 3397590)

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See Page **PLN-39** of the Planning agenda for full hardcopy report

*Designated Speaker: Brian J. Jackson*

STAFF RECOMMENDATION

*That Bylaw No. 8834 for the rezoning of 9431, 9451, and 9471 Alberta Road and surplus portion of Alder Street road allowance from “Single Detached, (RS1/F)” to “High Density Townhouses (RTH1)”, be introduced and given first reading.*





**PLN-67 4. APPLICATION BY HARPREET JOHAL FOR A REZONING AT 10131 BRIDGEPORT ROAD FROM SINGLE DETACHED (RS1/D) TO COMPACT SINGLE DETACHED (RC2)**

(File Ref. No. 12-8060-20-8836, RZ 11-578325) (REDMS No. 3406432)

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See Page PLN-67 of the Planning agenda for full hardcopy report

*Designated Speaker: Brian J. Jackson*

STAFF RECOMMENDATION

- (1) *That the following recommendation be forwarded to Public Hearing:*
- (a) *Single-Family Lot Size Policy 5448 for the area bounded by Bridgeport Road on the south, River Drive on the north, Shell Road on the east and No. 4 Road on the west (Section 23-5-6), adopted by Council on September 16, 1991, be amended to permit:*
  - (b) *Properties along Bridgeport Road between No. 4 Road and McKessock Avenue to rezone and subdivide in accordance with the provisions of Compact Single Detached (RC2) or Coach Houses (RCH) provided there is lane access (as shown on Attachment 3 to the report dated November 15, 2011 from the Director of Development).*
- (2) *That Bylaw No. 8836, for the rezoning of 10131 Bridgeport Road from "Single Detached (RS1/D)" to "Compact Single Detached (RC2)", be introduced and given first reading.*



**PLN-91 5. APPLICATION BY AM-PRI CONSTRUCTION LTD. FOR REZONING AT 7600 GARDEN CITY ROAD FROM SINGLE DETACHED (RS1/F) TO TOWN HOUSING (ZT50) – SOUTH MCLENNAN (CITY CENTRE)**

(File Ref. No. 12-8060-20-8843, RZ 11-565948) (REDMS No. 3398963)

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See Page PLN-91 of the Planning agenda for full hardcopy report

*Designated Speaker: Brian J. Jackson*

STAFF RECOMMENDATION

*That Bylaw No. 8843, for the rezoning of 7600 Garden City Road from "Single Detached (RS1/F)" to "Town Housing (ZT50) – South McLennan (City Centre)", be introduced and given first reading.*



Pg. #      ITEM

- PLN-117**    6.    **HAMILTON AREA PLAN UPDATE OPTIONS**  
(File Ref. No.) (REDMS No. 3414839)

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See Page **PLN-117** of the Planning agenda for full hardcopy report

*Designated Speakers: Terry Crowe and Mark McMullen*

STAFF RECOMMENDATION

*That, as outlined in the staff report dated November 29, 2011 from the General Manager, Planning and Development, entitled: “Hamilton Area Plan Update Options”, Option 1 be endorsed.*



COMMUNITY SERVICES DEPARTMENT

- PLN-139**    7.    **OPERATOR SELECTION FOR THE HAMILTON CHILD CARE FACILITY**  
(File Ref. No.) (REDMS No. 3408574)

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See Page **PLN-139** of the Planning agenda for full hardcopy report

*Designated Speaker: Lesley Sherlock*

STAFF RECOMMENDATION

*That the Society of Richmond Children’s Centres be endorsed as the operator of the City-owned child care facility to be constructed at 23591 Westminster Highway.*



PLANNING AND DEVELOPMENT DEPARTMENT

- PLN-143**    8.    **ECOWASTE INDUSTRIAL PROPOSAL – ROAD OPENING AND DEVELOPMENT**  
(File Ref. No. 10-6360-08) (REDMS No. 3371247)

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See Page **PLN-143** of the Planning agenda for full hardcopy report

*Designated Speaker: Brian J. Jackson*

STAFF RECOMMENDATION

*That:*

- (1) *the opening and development of road works to extend Blundell Road from where it currently ends (on the east side of No. 7 Road) to Savage Road, be approved;*
- (2) *the opening and development of road works along Savage Road between Williams Road and Francis Road, be approved; and*
- (3) *authorization to Ecowaste Industries Ltd. to apply to the Agricultural Land Commission to open and develop Blundell Road between No. 7 Road and Savage Road as outlined in the staff report dated November 23, 2011 from the Director of Development be granted.*

9. **MANAGER'S REPORT**

ADJOURNMENT

Pg. #      ITEM



## Planning Committee

Date: Tuesday, November 22, 2011

Place: Anderson Room  
Richmond City Hall

Present: Councillor Bill McNulty, Chair  
Councillor Greg Halsey-Brandt, Vice-Chair  
Councillor Linda Barnes  
Councillor Sue Halsey-Brandt  
Councillor Harold Steves

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 8, 2011, be adopted as circulated.*

**CARRIED**

### NEXT COMMITTEE MEETING DATE

Wednesday, December 7, 2011, (tentative date) at 4:00 p.m. in the Anderson Room

### PLANNING & DEVELOPMENT DEPARTMENT

1. **APPLICATION BY KEVIN SANDHU FOR REZONING AT 10511 NO.1 ROAD FROM SINGLE DETACHED (RS1/E) TO COACH HOUSES (RCH)**  
(File Ref. No. 12-8060-20-8827, RZ 11-589493) (REDMS No. 3387030)

It was moved and seconded

*That Bylaw No.8827, for the rezoning of 10511 No.1 Road from "Single Detached (RS1/E)" to "Coach Houses (RCH)", be introduced and given first reading.*

**CARRIED**

2. **APPLICATION BY KNS ENTERPRISES LTD. FOR REZONING AT 9040 RAILWAY AVENUE FROM SINGLE DETACHED (RS1/E) TO SINGLE DETACHED (RS2/B)**

(File Ref. No. 12-8060-20-8835, RZ 11-583027) (REDMS No. 3394959)

A brief discussion ensued between staff and Committee, and advice was provided that the proposed development includes no driveway access from Railway Avenue, as access to the site is provided from the lane at the rear of the site.

It was moved and seconded

*That Bylaw No. 8835, for the rezoning of 9040 Railway Avenue from "Single Detached (RS1/E)" to "Single Detached (RS2/B)", be introduced and given first reading.*

**CARRIED**

3. **GBL ARCHITECTS INC. HAS APPLIED TO THE CITY OF RICHMOND FOR A TEXT AMENDMENT TO THE LOW RISE APARTMENT (ZLR24) ZONE AND PERMISSION TO REZONE 9500 CAMBIE ROAD FROM SINGLE DETACHED (RS1/F) TO LOW RISE APARTMENT (ZLR24) – ALEXANDRA NEIGHBOURHOOD (WEST CAMBIE) IN ORDER TO PERMIT A FOUR (4) STOREY RESIDENTIAL DEVELOPMENT CONSISTING OF APPROXIMATELY 135 UNITS**

(File Ref. No. 12-8060-20-8826, RZ 10-557519) (REDMS No. 3177518)

In response to queries Planning Department staff advised that:

- the LEED checklist outlines the criteria to achieve a silver rating, and the applicant's decision to hook up to the district energy source ensures this rating;
- accessible design measures are outlined in the City's Zoning Bylaw, they do not relate to a LEED rating, but do relate to accessibility; and
- staff encourages developers to include an indoor amenity space, as opposed to contributing funds.

Brian J. Jackson, Director of Development, advised that staff could prepare information to give to Council regarding LEED project checklists.

The Chair announced that this application would be going to the December, 2011 Public Hearing, that is to be held on Tuesday, December 20.

It was moved and seconded

*That Bylaw No. 8826 to amend the "Low Rise Apartment (ZLR24) – Alexandra Neighbourhood (West Cambie)" Zone for the rezoning of 9500 Cambie Road from "Single Detached (RS1/F)" to "Low Rise Apartment (ZLR24) – Alexandra Neighbourhood (West Cambie)" be introduced and given first reading.*

**CARRIED**



4. **REVISED ACE TERMS OF REFERENCE**  
(File Ref. No. ) (REDMS No. 3397500)

A brief discussion ensued between staff and Committee with regard to advisory committee attendance, quorums, expectations, level of activity, and procedures to remove advisory committee members with attendance issues.

A comment was made that some advisory committees might not have enough activity to sustain monthly meetings, and it was noted that as part of the 10 Year Social Planning Strategy, committees would be reviewed.

It was moved and seconded

*That the revised Advisory Committee on the Environment (ACE) Terms of Reference to amend Section 8 (d), to reduce the meeting quorum requirement from eight (8) to seven (7) members, be approved, as per the General Manager, Planning and Development Department report dated November 9, 2011.*

**CARRIED**

5. **MANAGER'S REPORT**

Before Manager's Reports were given, a comment from the Chair regarding single family, as well as coach house, lot size coverage led to a discussion regarding: (i) the height of residences; and (ii) the footprint of residences.

Joe Erceg, General Manager, Planning and Development Department, stated that having received direction from Council, with regard to the Official Community Plan, staff is looking at: (i) granny flat and coach house guidelines and approval processes for Burkeville and Edgemere neighbourhoods; (ii) the allowance of small lots on arterial roads; and (iii) that staff can also look at options for residential house size, lot coverage footprint and heights.

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

It was moved and seconded

*That staff explore the feasibility and benefits of reducing the footprint of (i) single-family lot sizes, and (ii) coach house lot sizes, in exchange for a larger third storey.*

**CARRIED**

**(i) Granny Flats and Coach Houses**

In response to a query, Mr. Jackson advised that Council direction was followed when notices were sent to each resident of Burkeville when two coach house applications were received from that unique neighbourhood.

**Planning Committee**  
**Tuesday, November 22, 2011**

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Terry Crowe, Manager, Policy Planning, added that as a result of analysis by staff following consultation, open houses and surveys, staff is drafting coach house and granny flat guidelines for consideration by Committee.

Mr. Erceg stated that an incentive to keep current houses, with an added coach house or granny flat, will be explored as part of the draft guidelines for granny flats and coach houses in the Burkeville and Edgemere neighbourhoods.

***(ii) Upcoming Staff Reports***

Mr. Erceg advised that some of the reports directed to Planning Committee meetings in the coming months include: the draft Terms of Reference for the No. 5 Road Backlands Policy Review, a cellular tower protocol, parking on River Road properties, and a draft Environmentally Sensitive Areas (ESAs) Strategy.

***(iii) Lots Vacated by Gasoline Stations***

A comment was made that when gasoline stations close at prominent corner lots throughout the City, the lots are left devoid of structures and landscaping elements.

A brief discussion ensued regarding how staff could call the former owners of the vacated sites, and request that an effort be made to enhance the appearance of the lots, until a new occupant takes over.

**ADJOURNMENT**

It was moved and seconded  
***That the meeting adjourn (4:40 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 22, 2011.

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Councillor Bill McNulty  
Chair

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Sheila Johnston  
Committee Clerk





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**To:** Planning Committee **Date:** November 17, 2011  
**From:** Brian J. Jackson, MCIP **File:** RZ 11-562552  
Director of Development  
**Re:** **Application by Graham Macfarlane for Rezoning at 140 Wellington Crescent  
from Single Detached (RS1/E) to Coach House (ZS20) - Burkeville**

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**Staff Recommendation**

That Bylaw No. 8794, for the rezoning of 140 Wellington Crescent from “Single Detached (RS1/E)” to “Coach House (ZS20) - Burkeville”, be introduced and given first reading.

Brian J. Jackson, MCIP  
Director of Development

ES:blg  
Att.

FOR ORIGINATING DEPARTMENT USE ONLY		
<b>ROUTED TO:</b>	<b>CONCURRENCE</b>	<b>CONCURRENCE OF GENERAL MANAGER</b>
Affordable Housing	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	

## Staff Report

### Origin

Graham Macfarlane has applied to the City of Richmond for permission to rezone 140 Wellington Crescent from “Single Detached (RS1/E)” to “Coach House (ZS20)-Burkeville”, to permit a coach house above a detached garage on the property, with vehicle access to the existing rear lane (**Attachment 1**). There is an existing single detached house and attached garage already on the site, which will be retained, and an existing detached garage, which will be modified to accommodate the coach house.

### Background

This is the third rezoning application to permit a coach house on an existing single-family lot in Burkeville. The “Coach House (ZS20)-Burkeville” zone was introduced in response to the first rezoning application of this kind in Burkeville in 2009 at 3051 Catalina Crescent, and was specifically designed with potential neighbourhood concerns in mind (i.e. no secondary suite is permitted in the primary dwelling, and sensitivity to the surrounding area with respect to building mass, height, siting, access and landscaped open space).

For the first and second rezoning applications in Burkeville, the notification area for the respective Public Hearings was expanded to include all properties in the neighbourhood. As there was no opposition expressed from the public at the Public Hearings for these applications, and, as a result of community input as to the general acceptability of coach houses, staff do not believe that the expanded notification area is still warranted. The standard notification process will be followed.

### Findings of Fact

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

### Surrounding Development

The subject property is located in Burkeville, which is an established and unique residential neighbourhood on Sea Island in close proximity to Vancouver International Airport. Burkeville consists of a mix of older and newer character dwellings on larger lots zoned “Single Detached (RS1/E)”.

To the north, immediately across Wellington Crescent, are older dwellings on lots zoned “Single Detached (RS1/E)”;

To the east and west, are older dwellings on lots zoned “Single Detached (RS1/E)”; and

To the south, across the rear lane, is a property recently rezoned “Coach House (ZS20)-Burkeville” and an older dwelling zoned “Single Detached (RS1/E)” fronting Douglas Crescent.

## **Related Policies & Studies**

### OCP Designation

There is no Area Plan for this neighbourhood. The Official Community Plan's (OCP) Generalized Land Use Map designation for this property is "Neighbourhood Residential", and the Specific Land Use Map Designation is "Low-Density Residential". This redevelopment proposal is consistent with these designations.

### OCP Aircraft Noise Sensitive Development Policy

The subject property is located within *Area 2 – High Aircraft Noise Area* of the OCP Aircraft Noise Sensitive Development (ANSD) Policy, in which all aircraft noise sensitive land uses may be considered, except new single-family detached development. This development proposal conforms to the intent of this Policy, as it does not result in the creation of a new single-family dwelling on the site or an increase in allowable density. This development proposal to create a coach house above a garage on the same site as the existing single-family dwelling is essentially the same as the creation of a secondary suite on the site, which is permitted outright in all single-family residential zoning districts in the City without rezoning.

As a condition of rezoning, an aircraft noise covenant is required to be registered on Title, in accordance with the ANSD Policy, to address public awareness and to ensure aircraft noise mitigation is incorporated into the residential design and construction.

### Affordable Housing Strategy

Under the Affordable Housing Strategy approved by Council on May 28, 2007, all single-family rezoning applications to increase the allowable density or to facilitate subdivision are required to either:

- a) Provide a secondary suite in all single-family residential zoning districts;
- b) Provide a coach house unit above a garage where permitted; or
- c) Provide a cash-in-lieu contribution based on \$1.00/ft<sup>2</sup> of total buildable area to the City's Affordable Housing Reserve Fund.

Although the Affordable Housing Strategy does not apply to this development proposal (as the allowable density will not be altered), it conforms to Richmond's Affordable Housing Strategy as the rezoning will enable a coach house to be built on the property.

### Lot Size Policy

There is no Lot Size Policy for this area.

## **Staff Comments**

### Background

Burkeville has not been an active area of redevelopment through rezoning or subdivision. Aside from this development proposal, there has been limited rezoning in the neighbourhood. This is the third rezoning application to permit a coach house on an existing single-family lot in Burkeville.



### Conceptual Site Plan

The Applicant has submitted a conceptual site plan showing the current location of the existing house and the proposed location of the modified detached garage and coach house addition (**Attachment 3**). There are no changes proposed to the existing house or lot grade.

The applicant proposes to extend the foundation of the existing detached garage by 42.7 m<sup>2</sup> (100 ft<sup>2</sup>) and add a second storey coach house dwelling. The ground floor area of the proposed new detached garage area is approximately 53.9 m<sup>2</sup> (580 ft<sup>2</sup>), while the second storey coach house area will be a maximum of 42.7 m<sup>2</sup> (460 ft<sup>2</sup>), providing for some articulation in the vertical building mass. At future development stage, a Building Permit must be obtained by the applicant and the final building design must comply with all City regulations. This development proposal complies with the maximum floor area ratio of 0.55 required in the proposed zone.

### Trees & Landscaping

A Tree Survey submitted by the applicant shows the location of two (2) trees on the subject property and one (1) off-site tree on City property (**Attachment 4**). A Certified Arborist's Report was not required for this rezoning application because:

- Both on-site trees were confirmed by the Arborist to be undersized; and
- There are no potential impacts anticipated to the undersized off-site tree during construction, as the proposed coach house is to be located in the rear yard well away from the tree located on City property.

### Site Servicing & Vehicle Access

There are no servicing concerns with rezoning.

As a condition of rezoning, a restrictive covenant is required to be registered on Title to ensure that if the existing house is demolished at some time in the future that vehicle access for both the house and the coach house would be restricted to the existing rear lane only, with no access permitted to/from Wellington Crescent.

### Flood Management

Registration of a Flood Indemnity Covenant on Title is required prior to final adoption of the rezoning bylaw.

### **Analysis**

This development proposal complies with all land use designations contained within the Official Community Plan (OCP) and other City policies.

The OCP and Affordable Housing Strategy encourage a variety of housing forms including secondary suites in single-family residential zones and coach houses, where zoning permits. This rezoning application will allow a coach house above a detached garage instead of a secondary suite, with no change in allowable building area or unit density from the existing zone.

The Coach House (ZS20)-Burkeville zone has been designed to address liveability and sustainability, and to address potential adjacency concerns by ensuring sensitivity to and compatibility with the surrounding area with respect to building mass, height, siting, access and landscaped open space.

This is the third rezoning application requesting this housing form in Burkeville. Anyone wishing to pursue a similar development proposal would require a rezoning approved by Council.

**Financial Impact or Economic Impact**

None.

**Conclusion**

This rezoning application to permit a coach house above a new detached garage complies with all applicable policies and land use designations contained within the Official Community Plan (OCP) and other City policies. The list of rezoning conditions is included as **Attachment 5**, which has been agreed to by the applicant (signed acceptance on file). On this basis, staff support the application.



Erika Syvokas  
Planning Technician  
(604-276-4108)

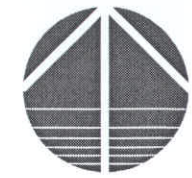
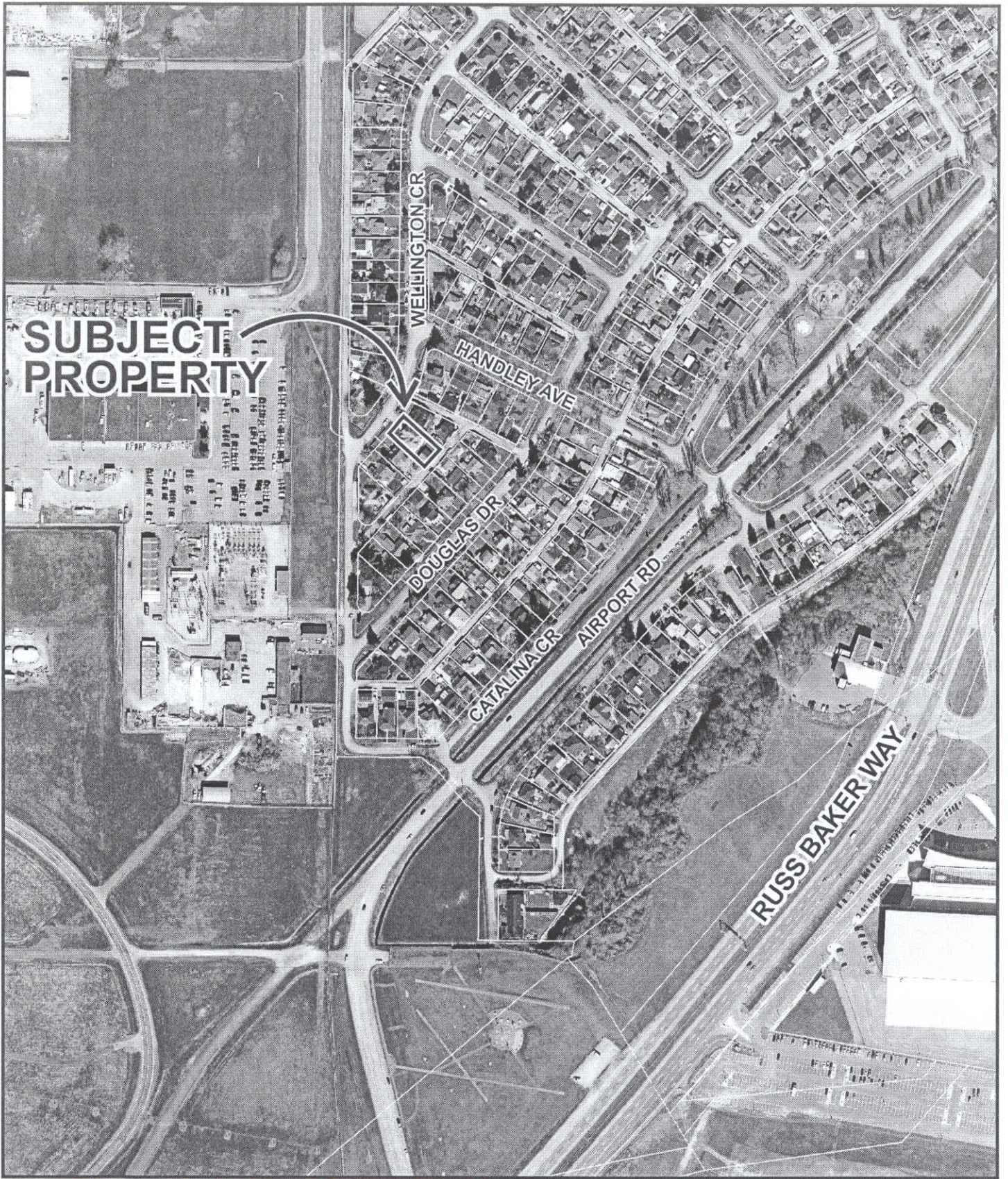
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- Attachment 1: Location Map/Aerial
- Attachment 2: Development Application Data Sheet
- Attachment 3: Conceptual Development Plan
- Attachment 4: Tree Survey
- Attachment 5: Rezoning Considerations Concurrence









RZ 11-562552

PLN - 17

Original Date: 09/11/11

Revision Date:

Note: Dimensions are in METRES





**City of Richmond**

6911 No. 3 Road  
 Richmond, BC V6Y 2C1  
 www.richmond.ca  
 604-276-4000

**Development Application  
 Data Sheet**

**RZ 11562552**

**Attachment 2**

Address: 140 Wellington Crescent

Applicant: Graham Macfarlane

Planning Area(s): Sea Island (Burkeville)

	Existing	Proposed
<b>Owner:</b>	Graham Macfarlane	No change
<b>Site Size (m<sup>2</sup>):</b>	515.4 m <sup>2</sup> (5547.7 ft <sup>2</sup> )	No change
<b>Land Uses:</b>	One (1) single-family dwelling & accessory building	One (1) single-family dwelling & one (1) coach house above an accessory building
<b>OCP Designation:</b>	Low-Density Residential	No change
<b>Area Plan Designation:</b>	N/A	N/A
<b>702 Policy Designation:</b>	N/A	N/A
<b>Zoning:</b>	Single-Detached (RS1/E)	Coach House (ZS20) - Burkeville
<b>Other Designations:</b>	The subject property is located within Area 2 – High Aircraft Noise Area of the Aircraft Noise Sensitive Development Policy, in which all aircraft noise sensitive land uses may be considered, except new single-family residential development.	No change

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.55	Max. 0.55	none permitted
Lot Coverage – Building:	Max. 45%	Max. 45%	none
Lot Size (min. dimensions):	450 m <sup>2</sup>	515.4 m <sup>2</sup>	none
Setback – Front & Rear Yards (m):	Min. 6 m	Min. 6 m	none
Setback –Side Yards (m):	Min. 1.2 m	Min. 1.2 m	none



On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Height (m):	2.5 storeys – Principal Building 2 storeys – Accessory Building	2.5 storeys – Principal Building 2 storeys – Accessory Building	none

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

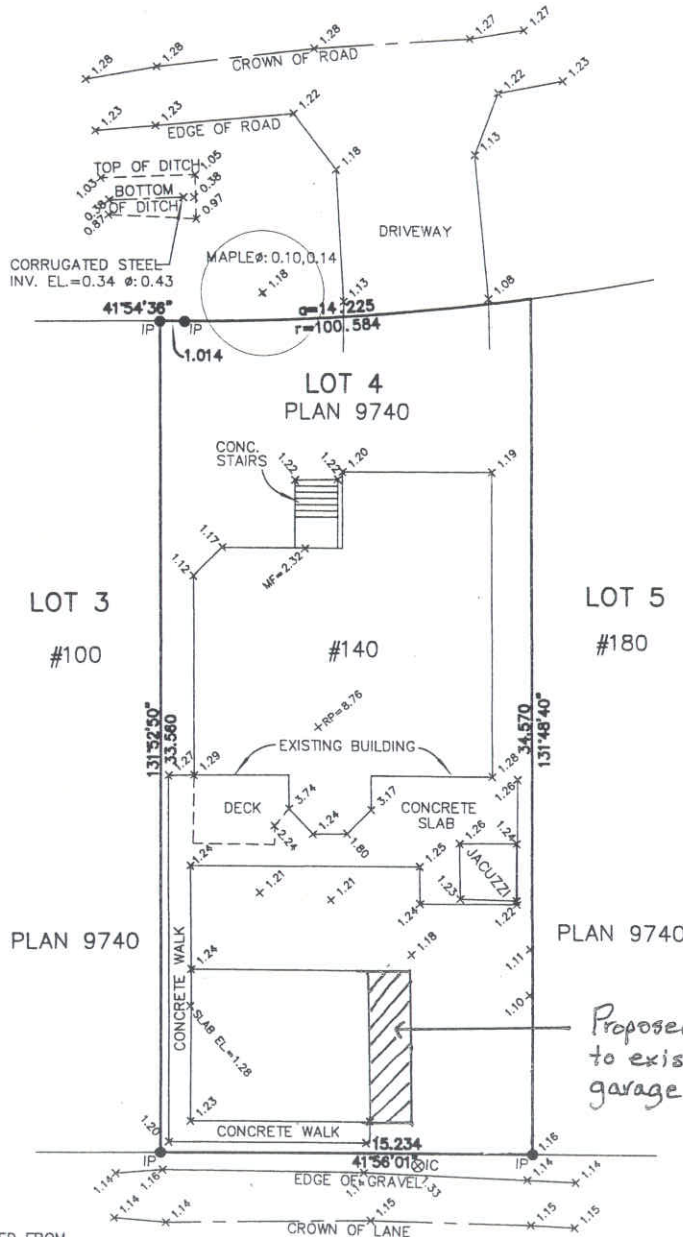
**SURVEY PLAN OF LOT 4 BLOCK "D"  
SECTION 30 BLOCK 5 NORTH RANGE 6 WEST  
NEW WESTMINSTER DISTRICT PLAN 9740**

CIVIC ADDRESS:  
#140 WELLINGTON CRESCENT  
RICHMOND, B.C.

**WELLINGTON CRESCENT**



*\* REVISED \*  
Nov. 3<sup>rd</sup> 2011*



*Proposed extension to existing detached garage.*

**NOTES:**

- ELEVATIONS ARE IN METRES AND ARE DERIVED FROM CITY OF RICHMOND HPN MONUMENT #196 (77H4790) WITH AN ELEVATION OF 1.793 METRES.
- PROPERTY LINE DIMENSIONS ARE DERIVED FROM LAND TITLE OFFICE RECORDS AND FIELD SURVEYS.
- ALL DESIGNATED TREES AS DEFINED BY CITY OF RICHMOND BYLAW NO. 8057, ARE SHOWN HEREON.

**LANE  
(GRAVEL)**

**LEGEND  
SCALE 1:200**



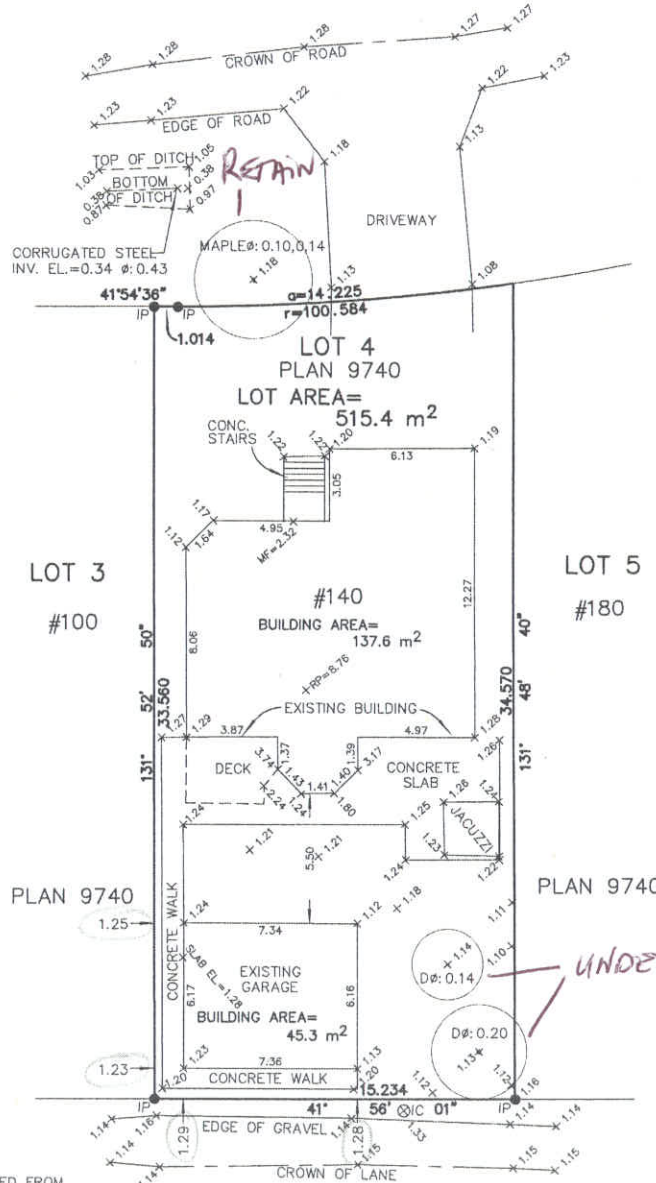
- ALL DISTANCES ARE IN METRES.
- +1.32 INDICATES SPOT ELEVATION
  - IP INDICATES IRON POST FOUND
  - IC INDICATES INSPECTION CHAMBER
  - ∅ INDICATES DIAMETER
  - D INDICATES DECIDUOUS TREE
  - MF INDICATES MAIN FLOOR
  - RP INDICATES ROOF

**PLAN - 20**

**SURVEY PLAN OF LOT 4 BLOCK "D"  
SECTION 30 BLOCK 5 NORTH RANGE 6 WEST  
NEW WESTMINSTER DISTRICT PLAN 9740**

CIVIC ADDRESS:  
#140 WELLINGTON CRESCENT  
RICHMOND, B.C.

**WELLINGTON CRESCENT**



**NOTES:**

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- PROPERTY LINE DIMENSIONS ARE DERIVED FROM LAND TITLE OFFICE RECORDS AND FIELD SURVEYS.
- ALL DESIGNATED TREES AS DEFINED BY CITY OF RICHMOND BYLAW NO. 8057, ARE SHOWN HEREON.

**LANE**  
(GRAVEL)

**LEGEND**

SCALE 1:200



ALL DISTANCES ARE IN METRES.

- x1.32 INDICATES SPOT ELEVATION
- IP INDICATES IRON POST FOUND
- IC INDICATES INSPECTION CHAMBER
- φ INDICATES DIAMETER
- D INDICATES DECIDUOUS TREE
- MF INDICATES MAIN FLOOR
- RP INDICATES ROOF PEAK

CERTIFIED CORRECT  
THIS 14TH DAY OF JULY, 2011

*Sturges*

B.C.L.S.

© COPYRIGHT

**MATSON PECK & TOPLISS**  
SURVEYORS & ENGINEERS

#320 - 11120 HORSESHOE WAY  
RICHMOND, B.C., V7A 5H7  
PH: 604-270-9331  
FAX: 604-270-4137

CADFILE: 16534-001-TPG-000.DWG

R-10-16534-TPG

CLIENT REF: GRAHAM MAC **PLN - 21**

DATES OF SURVEY: OCTOBER 25-26, 2010

**Rezoning Considerations**  
**140 Wellington Crescent**  
**RZ 11-562552**

Prior to final adoption of Zoning Amendment Bylaw 8794, the developer is required to complete the following:

1. Registration of an aircraft noise sensitive use covenant on Title to address public awareness and to ensure aircraft noise mitigation is incorporated into the residential design and construction.
2. Registration of a restrictive covenant on Title to ensure that that if the existing house is demolished at some time in the future that vehicle access for both the house and the coach house would be restricted to the existing rear lane only, with no access permitted to/from Wellington Crescent.
3. Registration of a flood indemnity covenant on Title.

[Signed original on file]

\_\_\_\_\_  
Signed

\_\_\_\_\_  
Date



Richmond Zoning Bylaw 8500
Amendment Bylaw 8794 (RZ 11-562552)
140 WELLINGTON CRESCENT

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

- 1. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following area and by designating it COACH HOUSE (ZS20) – BURKEVILLE.

P.I.D. 011-422-483

Lot 4 Block "D" Section 30 Block 5 North Range 6 West New Westminster District Plan 9740

- 2. This Bylaw may be cited as "Richmond Zoning Bylaw 8500, Amendment Bylaw 8794".

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER DEVELOPMENT REQUIREMENTS SATISFIED

ADOPTED

Horizontal lines for recording dates and readings.



\_\_\_\_\_  
MAYOR

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







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**To:** Planning Committee **Date:** November 7, 2011  
**From:** Brian J. Jackson, MCIP **File:** RZ 11-582017  
Director of Development  
**Re:** **Application by 0897099 BC Ltd. and Wei Chen for Rezoning at  
4911/4931 McLure Avenue from Single Detached (RS1/E) to Single Detached  
(RS2/B)**

---

**Staff Recommendation**

That Bylaw No. 8833, for the rezoning of 4911/4931 McLure Avenue from “Single Detached (RS1/E)” to “Single Detached (RS2/B)”, be introduced and given first reading.

Brian J. Jackson, MCIP  
Director of Development

ES:blg  
Att.

FOR ORIGINATING DEPARTMENT USE ONLY		
<b>ROUTED TO:</b>	<b>CONCURRENCE</b>	<b>CONCURRENCE OF GENERAL MANAGER</b>
Affordable Housing	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	

## Staff Report

### Origin

0897099 BC Ltd. and Wei Chen have applied to the City of Richmond for permission to rezone 4911/4931 McLure Avenue from “Single Detached (RS1/E)” to “Single Detached (RS2/B)”, to permit the property to be subdivided to create two (2) lots (**Attachment 1**). There is currently an existing strata-titled duplex on the subject site, which is proposed to be demolished.

### Findings of Fact

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

### Surrounding Development

The area is an established residential neighbourhood that contains a mix of older and newer single-family dwellings on large lots zoned Single Detached (R1/E).

- To the north, are single detached dwellings zoned “Single Detached (RS1/E)”;
- To the east, across Montana Road, are single detached dwellings zoned “Single Detached (RS1/E)”;
- To the south, are single detached dwellings zoned “Single Detached (RS1/E)”;
- To the west are single detached dwellings zoned “Single Detached (RS1/E)”.

### Related Policies & Studies

#### Official Community Plan (OCP) Designation

There is no Area Plan for this neighbourhood. The Official Community Plan (OCP) Generalized Land Use Map designation for this project is “Neighbourhood Residential”, and the Specific Land Use Map designation is “Low-Density Residential”. This redevelopment proposal is consistent with these designations.

#### Lot Size Policy

The subject property is not located within a Lot Size Policy area.

### Staff Comments

#### Background

This neighbourhood has seen limited redevelopment through rezoning and subdivision in recent years. There are two (2) other duplex lots on Cabot Road zoned Two-Unit Dwellings (RD1) which have the potential to rezone and subdivide.



### Trees & Landscaping

A Certified Arborist's Report was submitted by the applicant, which identifies tree species, assesses the structure and condition of trees, and provides recommendations on tree retention and removal relative to the development proposal. The Report identifies and assesses:

- three (3) bylaw-sized trees on the subject property; and
- three (3) bylaw-sized trees on the neighbouring property to the west.

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

- Retain and protect two (2) bylaw-sized trees (Trees #154 and #155) on the subject property and the three (3) trees (Trees A, B & C) located on the neighbouring property to the west (4891 McLure Avenue).
- Remove and replace one (1) bylaw-sized tree (Tree # 156) on the subject property which is in very poor condition.

Tree protection fencing must be installed to City standard prior to demolition of the existing dwelling on-site and must remain in place until construction and landscaping on the future lots is completed.

The Final Tree Retention Plan, which reflects the final outcome of tree protection and removal, is included as **Attachment 3**.

Based on the 2:1 tree replacement ratio goal in the Official Community Plan (OCP), and the size requirements for replacement trees in the City's Tree Protection Bylaw, a total of two (2) replacement trees are required to be planted and maintained on the future lots with a minimum sizes/height of 6 cm deciduous calliper/2.5 m coniferous height.

A Landscaping Security of \$1,000 (\$500/tree) is required prior to rezoning adoption to ensure the proposed number of replacement trees are planted and maintained.

To ensure the survival of protected trees, the applicant must submit the following prior to rezoning adoption:

- A Contract with a Certified Arborist for on-site supervision of all works to be conducted at development stage within close proximity to the tree protection zones of trees to be retained. The Contract must include the proposed number of site monitoring inspections (e.g. demolition, excavation, perimeter drainage etc.), as well as a provision for the Arborist to submit a post-construction impact assessment report for the City to review; and

- A Tree Survival Security to the City in the amount of \$3,000 to ensure that on-site trees (Trees #154 & #155) and off-site trees (Trees A, B & C) will be protected. The City will release 90% of the security after construction and landscaping on the future lots are completed, inspections are approved, and an acceptable post-construction impact assessment report is received. The remaining 10% of the security would be released one year later subject to inspection.

### Affordable Housing

Richmond's Affordable Housing Strategy requires a suite on 50% of new lots, or a cash-in-lieu contribution of 1.00/ft<sup>2</sup> of total building area towards the City's Affordable Housing Reserve Fund for single-family rezoning applications.

The applicant proposes to provide a cash-in-lieu contribution. The voluntary contribution would be required to be submitted prior to final adoption of the rezoning bylaw, and would be based on \$1.00/ft<sup>2</sup> of total building area of the single detached dwellings (i.e. \$5,669).

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

### **Analysis**

The subject property is located within an established residential neighbourhood consisting of single-detached housing and a few duplexes. This redevelopment proposal would allow for the creation of two (2) lots fronting McLure Avenue, each with an average width of approximately 14.94 m and 491.7 m<sup>2</sup> and 489.7 m<sup>2</sup> in area. A restrictive covenant will be required at subdivision stage to ensure vehicular access for the proposed corner lot is from McLure Avenue, at or near the proposed west property line of the corner lot.

Consistent with the Zoning Bylaw provisions regarding the rezoning and subdivision of duplexes (**Attachment 4**), there is potential for other properties with duplexes in this neighbourhood to apply to rezone and subdivide.

### **Conclusion**

This rezoning application to permit subdivision of an existing large lot into two (2) smaller lots complies with Richmond Zoning Bylaw 8500 and all applicable policies and land use designations contained within the Official Community Plan (OCP).

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

On this basis, staff support the application.

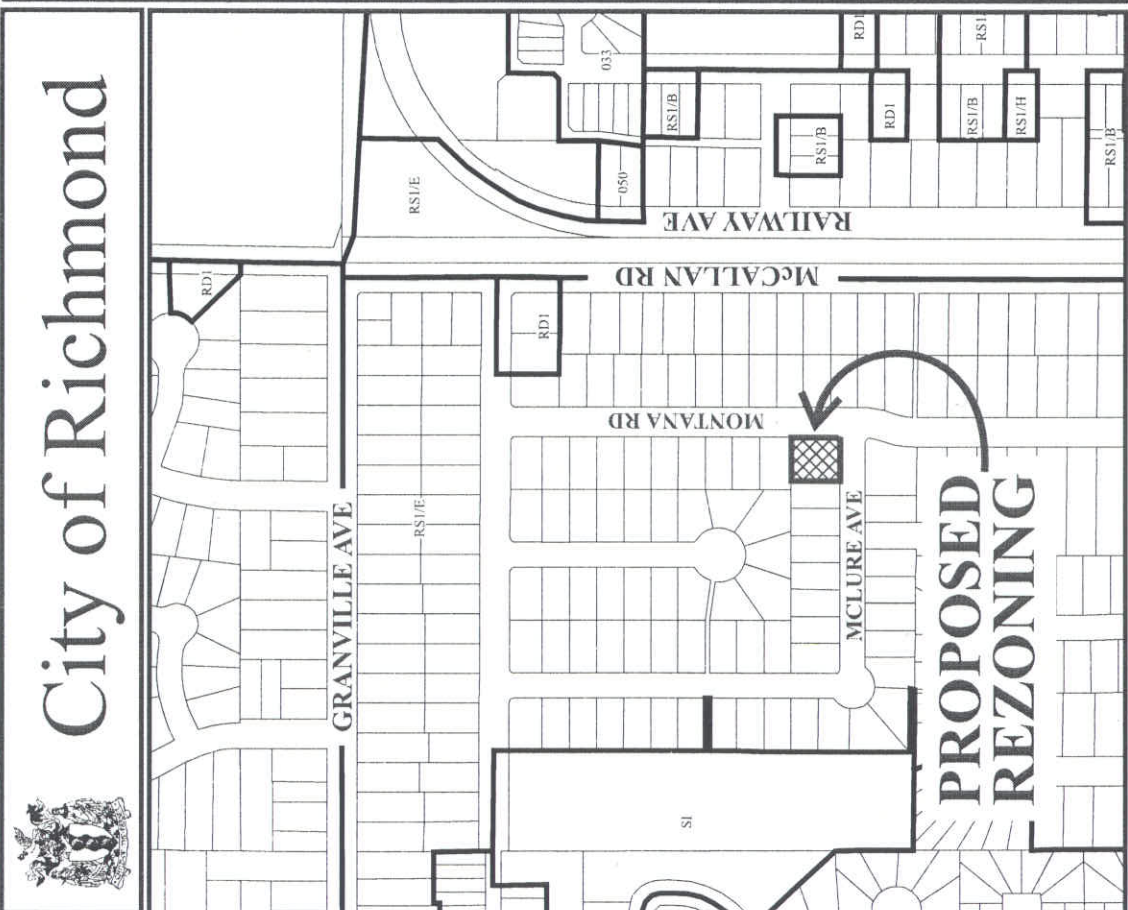
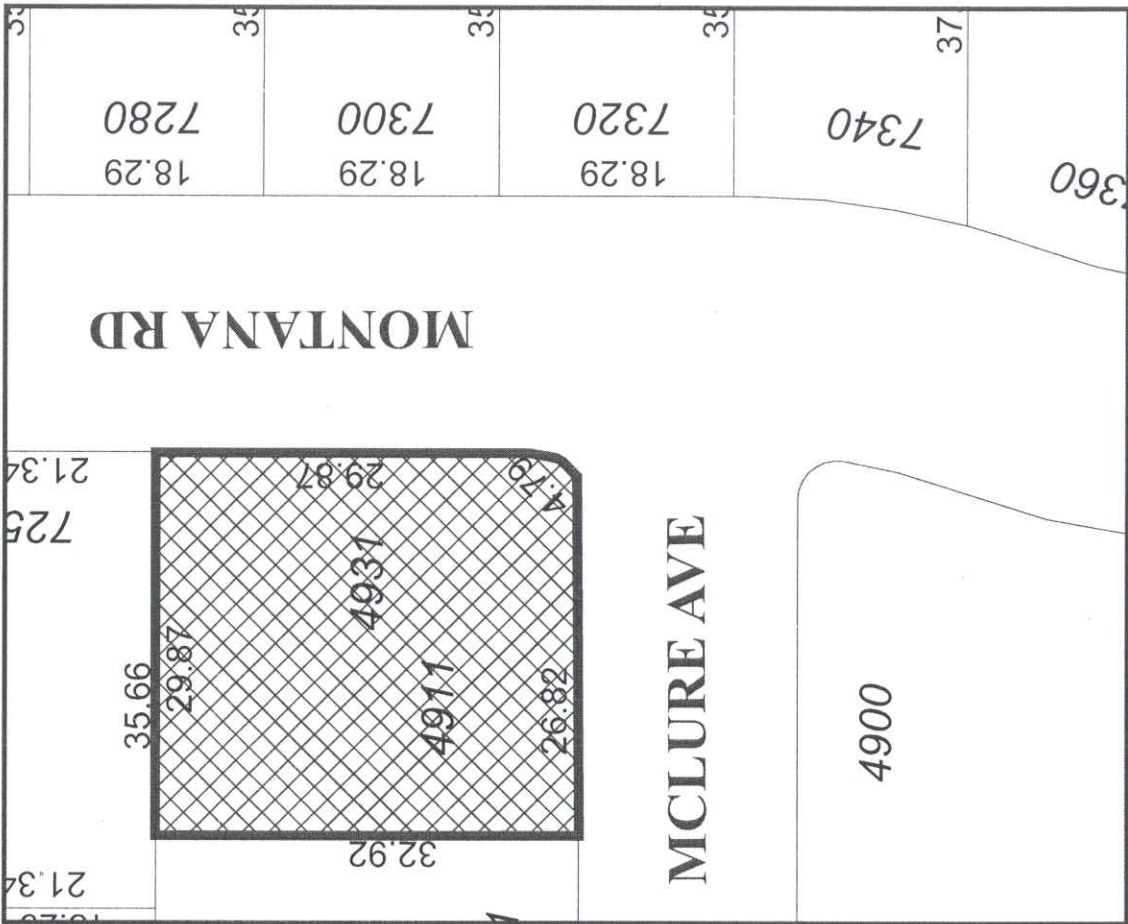
A handwritten signature in dark ink, appearing to read "Erika Syvokas". The signature is fluid and cursive, with a large initial "E".

Erika Syvokas  
Planning Technician  
(604-276-4108)

ES:blg

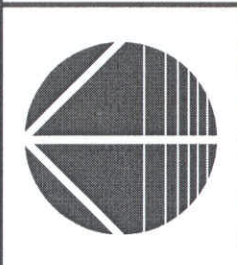
- Attachment 1: Location Map/Aerial Photo
- Attachment 2: Development Application Data Sheet
- Attachment 3: Tree Retention Plan
- Attachment 4: Richmond Zoning Bylaw 8500 (Excerpt)
- Attachment 5: Rezoning Considerations Concurrence



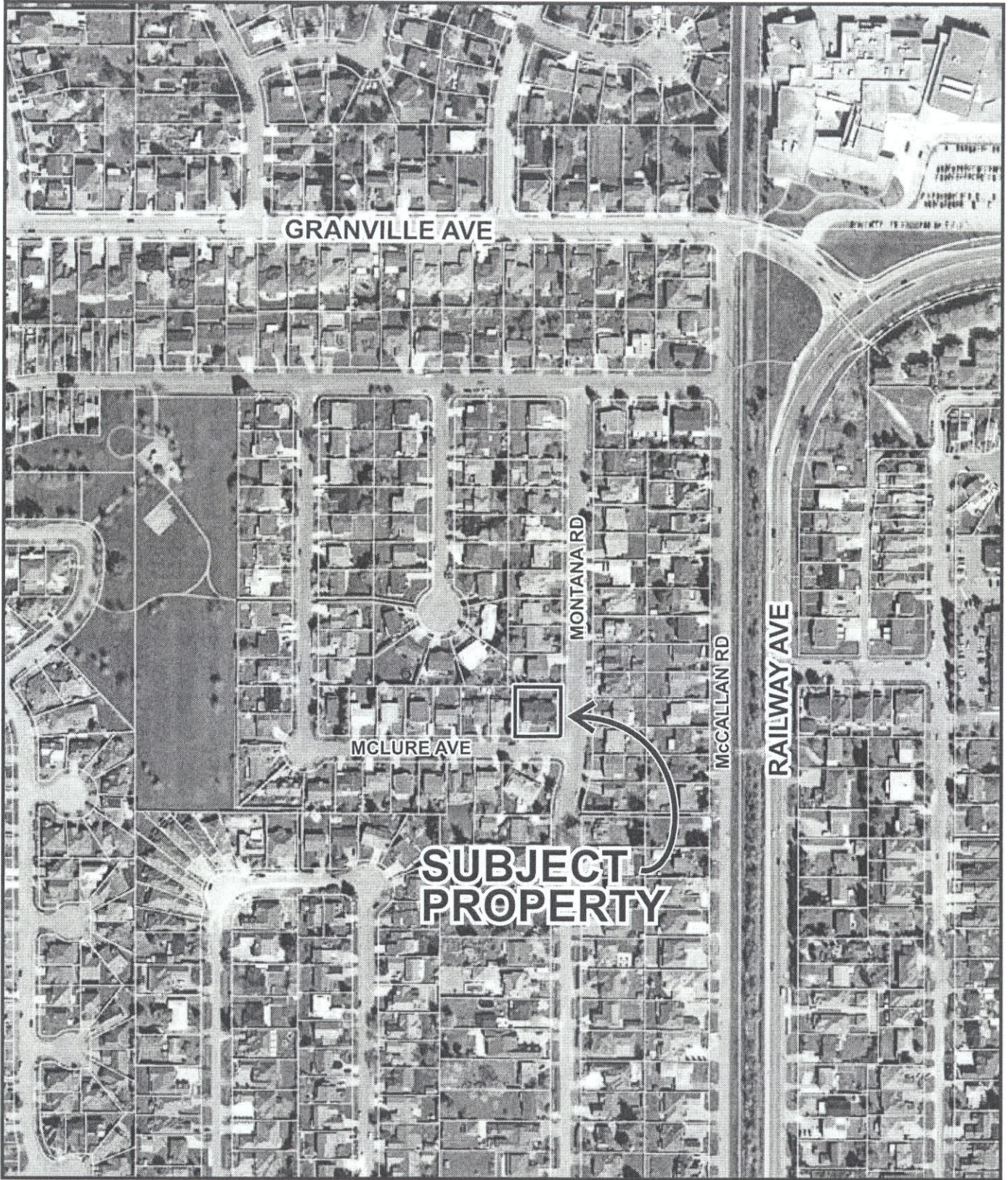


Original Date: 06/15/11  
 Revision Date: 11/17/11  
 Note: Dimensions are in METRES

**RZ 11-582017**







RZ 11-582017

Original Date: 06/15/11

Amended Date:

Note: Dimensions are in METRES





**City of Richmond**

6911 No. 3 Road  
 Richmond, BC V6Y 2C1  
 www.richmond.ca  
 604-276-4000

**Development Application  
 Data Sheet**

**RZ 11-582017**

**Attachment 2**

Address: 4911/4931 McLure Avenue

Applicant: 0897099 BC Ltd. and Wei Chen

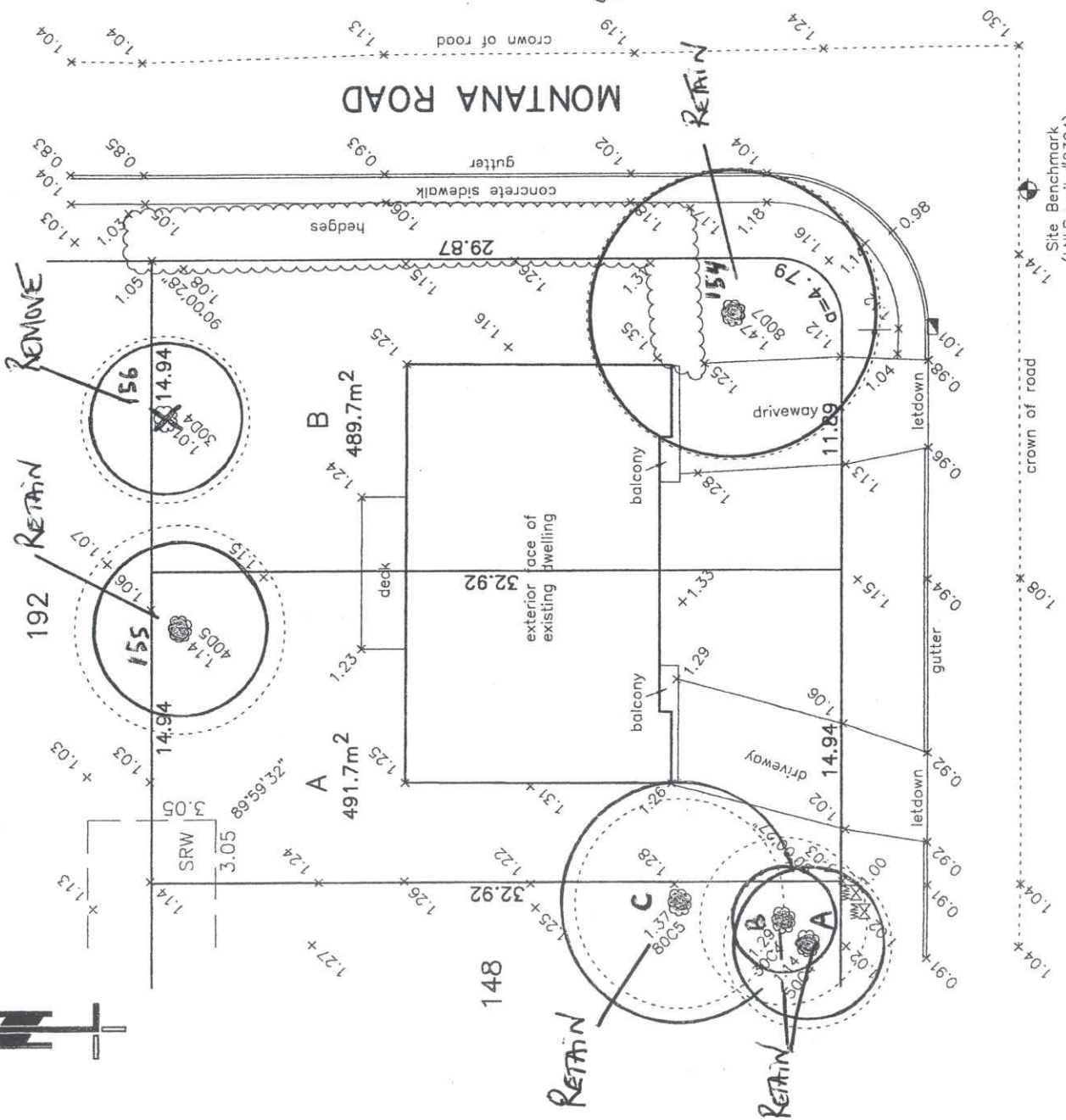
Planning Area(s): Seafair

	Existing	Proposed
<b>Owners:</b>	Strata Lot 1 - 0897099 B.C. Ltd. Strata Lot 2- Wei Chen	To be determined
<b>Site Size (m<sup>2</sup>):</b>	981.4 m <sup>2</sup> (10,564 ft <sup>2</sup> )	Two (2) lots 491.7 m <sup>2</sup> (5,293 ft <sup>2</sup> ) and 489.7 m <sup>2</sup> (5271 ft <sup>2</sup> )
<b>Land Uses:</b>	One (1) single detached dwelling	Two (2) single detached dwellings
<b>OCP Designation:</b>	<ul style="list-style-type: none"> <li>Generalized Land Use Map – Neighbourhood Residential</li> <li>Specific Land Use Map designation is "Low-Density Residential"</li> </ul>	No change
<b>Area Plan Designation:</b>	None	No change
<b>702 Policy Designation:</b>	None	No change
<b>Zoning:</b>	Single Detached (RS1/E)	Singe 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>	491.7 m <sup>2</sup> (5,293 ft <sup>2</sup> ) & 489.7 m <sup>2</sup> (5271 ft <sup>2</sup> )	none
Setback – Front Yard & Rear Yards (m):	Min. 6.0 m	Min. 6.0 m	none
Setback – Side Yard (m):	Min. 1.2 m / Min. 3.0 m along Montana Road	Min. 1.2 m / Min. 3.0 m along Montana Road	none
Height (m):	2.5 storeys	2.5 storeys	none

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

# Tree Location + Protection Plan



## Excerpt from Richmond Zoning Bylaw 8500

### 2.3. Applications for R1 Subdivision Areas

- 2.3.1. Where an **owner** of land which is zoned R1 submits a rezoning application to transfer the land from one **subdivision** area to another **subdivision** area within the **zone** (i.e., RS1/E to RS1/A), staff shall report to the appropriate standing committee, or where necessary, directly to **Council**, and recommend whether such an amendment should be more appropriately considered in the context of setting a policy respecting **lot** sizes for a larger area and, if so, staff shall recommend the boundaries of such larger area.
- 2.3.2. Subject to the provisions of the Council Procedure Bylaw, the Committee, having considered the staff report, shall make a recommendation to **Council** as appropriate.
- 2.3.3. Where **Council** determines that consideration of a larger area is appropriate, **Council** shall first consider and determine a **lot** size policy for the larger area for a period of not less than five years, prior to approval of the rezoning. All subsequent rezoning applications within that same area shall be considered in conjunction with or in the context of the policy.
- 2.3.4. Notwithstanding Section 2.3.3, where a rezoning application is contrary to a lot size policy for a larger area which has been adopted by **Council** within the preceding five years, the current rezoning application shall be submitted to **Council**, and **Council** shall either direct staff to process the application in conjunction with a reconsideration of the policy or deny the application.
- 2.3.5. Where a **lot** size policy is proposed or is being amended, the policy and proposed amending bylaw shall be submitted to a public hearing. Notice shall be given to all affected property **owners** and tenants within the **lot** size policy area.
- 2.3.6. After a **lot** size policy has been considered at a public hearing, **Council** may, without further notice, adopt, amend, rescind, reaffirm or amend and then adopt the subject policy, or deal with a policy recommendation in any other manner provided for in the Council Procedure Bylaw.
- 2.3.7. Section 2.3 does not apply to land which is the subject of the application if:
- a) the land is the **site** of a legal **two-unit housing unit** and is intended to be subdivided into no more than two **single detached housing lots**;
  - b) the land is located along an **arterial road** and not within a **lot** size policy area that has been adopted within the previous five years; or
  - c) the land is located within an Area Plan or Sub-Area Plan of the **Official Community Plan**.
- 2.3.8. For the purposes of Section 2.3, the RS1, RS2 and RS3 **zones** are deemed to be interpreted as complying with the R1/A-H or R1/J-K zones with regard to any existing or proposed **lot** size policy.
- 2.3.9. Where there is a rezoning application along an **arterial road** in an existing **lot** size policy area that has been in place over five years, **Council** will determine whether to remove all the properties in the block which front the subject **arterial road** from the applicable **lot** size policy when considering the rezoning application.



## Rezoning Considerations

**4911/4931 McLure Avenue  
RZ 11-582017**

Prior to final adoption of Zoning Amendment Bylaw 8833, the applicant is required to complete the following:

1. Submission of a Landscaping Security to the City in the amount of \$1,000 (\$500/tree) for the planting and maintenance of two (2) replacement trees with a minimum sizes/height of 6 cm deciduous calliper/2.5 m coniferous height.
2. Submission of a Contract entered into between the applicant and a Certified Arborist for supervision of any works to be conducted within the Tree Protection Zone of on-site trees to be retained (Trees #154 & #155) and the off-site trees to be protected (Trees A, B, & C) located on the neighbouring property to the west (4891 McLure Avenue). The Contract must include the scope of work to be undertaken, including: the proposed number of site monitoring inspections (e.g. demolition, excavation, perimeter drainage etc.) and a provision for the Arborist to submit a post-construction impact assessment report to the City for review.
3. Submission of a Tree Survival Security to the City in the amount of \$3,000 to ensure that on-site trees (Trees #154 & #155) and off-site trees (Trees A, B & C) are protected. The City will release 90% of the security after construction and landscaping on the future lots are completed, inspections are approved, and an acceptable post-construction impact assessment report is received. The remaining 10% of the security would be released one (1) year later subject to inspection.
4. Confirmation to the City that Strata Plan NW388 has been cancelled.
5. The City's acceptance of the applicant's voluntary contribution of \$1.00 per buildable square foot of the single-family developments (\$5,669) to the City's Affordable Housing Reserve Fund.

**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 proposal to build a secondary suite on one (1) of the two (2) future lots at the subject site. To ensure that a secondary suite is built to the satisfaction of the City in accordance with the Affordable Housing Strategy, the applicant is required to enter into a legal agreement registered on Title as a condition of rezoning, stating that no final Building Permit inspection will be granted until a secondary suite is constructed to the satisfaction of the City, in accordance with the BC Building Code and the City's Zoning Bylaw.

6. Registration of a flood indemnity covenant on Title.

At Demolition stage\*, the applicant will be required to:

- Install Tree Protection Fencing around Trees # 154, 155, A, B & C as per City of Richmond Tree Protection Barrier requirements. Tree protection fencing must be installed to City standard prior to demolition of the existing dwelling on-site and must remain in place until construction and landscaping on the future lots is completed.

At Subdivision stage\*, the applicant will be required to:

- Pay Servicing costs.
- Pay Servicing Design fee or hire a civil engineer to design service connections.
- Sign a restrictive access covenant to ensure vehicular access for the corner lot is from McLure Avenue, at or near the proposed west property line of the corner lot.

**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.

[Signed original on file]

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Signed

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Date



Richmond Zoning Bylaw 8500
Amendment Bylaw 8833 (RZ 11-582017)
4911/4931 MCLURE AVENUE

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

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

P.I.D. 001-318-837

Strata Lot 1 Section 14 Block 4 North Range 7 West New Westminster District Strata Plan NW388 TOGETHER WITH AN INTEREST IN THE COMMON PROPERTY IN PROPORTION TO THE UNIT ENTITLEMENT OF THE STRATA LOT AS SHOWN ON FORM 1

and

P.I.D. 001-318-845

Strata Lot 2 Section 14 Block 4 North Range 7 West New Westminster District Strata Plan NW388 TOGETHER WITH AN INTEREST IN THE COMMON PROPERTY IN PROPORTION TO THE UNIT ENTITLEMENT OF THE STRATA LOT AS SHOWN ON FORM 1

- 2. This Bylaw may be cited as "Richmond Zoning Bylaw 8500, Amendment Bylaw 8833".

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER DEVELOPMENT REQUIREMENTS SATISFIED

ADOPTED

Series of horizontal lines for recording readings and requirements.

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

MAYOR

CORPORATE OFFICER







To: Planning Committee  
From: Brian J. Jackson, MCIP  
Director of Development

Date: November 21, 2011  
File: RZ 11-562968

Re: **YAMAMOTO ARCHITECTURE INC. has applied to the City of Richmond for permission to rezone 9431, 9451 AND 9471 Alberta Road and surplus portion of Alder Street road allowance from "Single Detached (RS1/F)" to "High Density Townhouses (RTH1)" in order to develop a 34 unit three-storey townhouse complex.**

**Staff Recommendation**

That Bylaw No. 8834 for the rezoning of 9431, 9451, and 9471 Alberta Road and surplus portion of Alder Street road allowance from "Single Detached, (RS1/F)" to "High Density Townhouses (RTH1)", be introduced and given first reading.

Brian J. Jackson, MCIP  
Director of Development  
(604-276-4138)

FOR ORIGINATING DEPARTMENT USE ONLY		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Real Estate Services .....	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	
Affordable Housing .....	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	

## Staff Report

### Origin

YAMAMOTO ARCHITECTURE INC. has applied to the City of Richmond for permission to rezone 9431, 9451 and 9471 Alberta Road and surplus portion of Alder Street road allowance (**Attachment 1**) from “Single Detached (RS1/F)” to “High Density Townhouses (RTH1)” in order to develop a 34 unit, 3-storey townhouse development. (**Attachment 2**).

### Findings Of Fact

Please refer to the attached Development Application Data Sheet (**Attachment 3**) for a comparison of the proposed development data with the relevant Bylaw requirements.

### Surrounding Development

To the North: Across Hemlock Drive, a 232 unit, 5 storey apartment complex at 9373 Hemlock Drive, zoned “Low Rise Apartment (ZLR10) – North McLennan (City Centre)”. Also across Hemlock Drive, a 24 unit, 3 storey townhouse complex at 9420 Ferndale Road, zoned “Town Housing (ZT64) – North McLennan (City Centre)”.

To the East: Across Alder Street, a 97 unit, 3 storey townhouse complex at 6300 and 6388 Alder Street, zoned “Town Housing (ZT30) – North McLennan (City Centre)”.

To the South: Across Alberta Road, a combination of park space and Anderson Elementary School, zoned, ”School and Institutional (SI)” as well as single detached homes, zoned “Single Detached (RS1/F)”.

To the West: A 23 unit, 3 storey townhouse complex at 9391 Alberta Road, zoned “Town Housing (ZT50) – South McLennan (City Centre)”.

### Related Policies and Studies

#### Official Community Plan

OCP designation: City Centre Area, McLennan North Sub-Area Plan, Schedule 2.10C.

#### McLennan North Sub-Area Plan (Schedule 2.10C)

- Residential Area 2, which allows 2, 3 and 4 storey Townhouses and Low-rise apartments (4 storey maximum). 0.95 base FAR (**Attachment 4**).

#### Floodplain Management Implementation Strategy

In accordance with the City’s Flood Management Strategy, the minimum allowable elevation for habitable space is 2.9 m GSC or 0.3 m above the highest crown of the adjacent road. To ensure conformity, a Flood Indemnity Covenant for this site is to be registered on title prior to final adoption.



### Affordable Housing Strategy

The applicant has volunteered to make a contribution to the Affordable Housing Strategy reserve fund. Details are provided later in this report.

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

The site is located within Area 4 of the ANSD map, which allows consideration of all new aircraft noise sensitive uses, including townhouses. An Aircraft Noise Sensitive Use Restrictive Covenant must be registered on title prior to final adoption of this application. As well, at the time of making their application for a Development Permit, the applicant is to submit a report from an Acoustic Engineer to identify the measures that will be taken to mitigate impact of aircraft noise.

### **Public Input**

A notice board is posted on the subject property to notify the public of the proposed development and no public comments have been received to date.

### **Staff Comments**

Preliminary Architectural Drawings (site plan, and elevations) are enclosed for reference (**Attachment 2**). Separate from the rezoning process, the applicant is required to submit separate applications for Development Permit, Servicing Agreement and Building Permit.

### **Analysis**

#### Proposed Zoning to “High Density Townhouses (RTH1)”

The proposed rezoning from RS1/F to RTH1 reflects the anticipated changes to the community as set out in the McLennan North Sub-Area Plan to transition the once predominantly single family area to apartment buildings and townhouse complexes. The application for this subject site is in conformance with the Sub-Area Plan as well as the designation of the Land Use Map (Residential Area 2, allowing 2, 3 and 4 storey Townhouses and Low-rise apartments (4 storey maximum) as shown in **Attachment 4**).

The applicant is proposing a 3-storey townhouse complex with a FAR of 0.71, below the base density of 0.95 FAR in accordance to the land use map.

#### Sale of City land for the purpose of this development

The proposed site plan will need to include approximately 419 square feet (38.9m<sup>2</sup>) of surplus road allowance, located directly north of 9471 and west of 9451 Alberta Road. It was included as part of the road dedication to allow the rezoning of the current townhouse developments at 6300 and 6388 Alder Street. This triangular piece of property will allow the application to be in conformance of the Zoning Bylaw setbacks of the RTH1 zone. The applicant is working with the City to establish fair market value for the land and a separate report by the Manager of Real Estate Services outlines the sale of this portion of land.

The applicant is aware that the land will need to be purchased prior to the adoption of this rezoning application.

### Transportation and Site Access

This development will provide considerable new road development to not only provide access to the subject site, but will complete the full road width of Alder Street that connects Alberta Road and Hemlock Drive. The development will also continue the full width development of Hemlock Drive in accordance with the road network plan shown in the Land Use Map of the Sub-Area Plan (**Attachment 4**).

Vehicular access to and from the site is from the newly constructed part of Alder Street and along the internal drive aisle heading toward the outdoor amenity area before branching off to access the attached garages to each of the townhouse units. In addition to the land dedication requirements needed to construct the developer's portion of Alder Street and Hemlock Drive, the City requires a four meter by four meter (4m x 4m) corner cut at the corners of Alder Street and Ferndale Road to the north as well as Alder Street and Alberta Road to the south. Frontage improvements such as sidewalks, grass and treed boulevard and curb and gutter will be constructed by the developer as outlined in the upcoming Servicing Agreement (**Attachment 6**).

On-site parking is provided through two car garages, with one unit providing a side-by-side configuration with the remaining units in a tandem configuration. Seven (7) visitor parking stalls are supplied and scattered throughout the site to provide easy access to all the units. Included in the visitor parking count is one stall to accommodate wheelchair accessibility. The tandem parking configuration will require a variance at the Development Permit stage and a restrictive covenant will need to be registered to prevent the conversion of the garage space to habitable floor space.

The number of parking stalls (including visitor parking) meets the requirements of the parking requirements of Zoning Bylaw 8500.

Pedestrian access to the site is achieved by various points from the street, including three from Alder Street and one each off of Alberta Road and Hemlock Drive. This is in addition to the vehicular access point and the direct access to each of the units that front the street (**Attachment 2**).

Internal movement for pedestrians is well identified by a walkway to allow the pedestrians a sense of territory when walking within the site. The type of path will be determined at the Development Permit stage, however the path does connect to all the internal units of Building 5 as well as the outdoor amenity area.

The applicant is proposing 3x3 meter corner cuts along the internal drive-aisle to help ensure manoeuvrability of larger vehicles.

### Trees

An Arborist Report and site survey (**Attachment 5**) was submitted with the application to assess the existing location and condition of the existing on-site trees for the purpose of possible retention. The submitted report recommended that all 21 on-site trees are to be removed.

Upon a visual site review by City staff, two (2) of the 21 trees on the property are recommended for retention and one (1) tree is a good candidate for relocation within the site by incorporating it into the landscaping plan. One tree of significance would require the removal of two townhouse units if this was to be retained. Staff is recommending that compensation of either a minimum 5 meter high coniferous or a 12 cm calliper deciduous tree be planted in lieu of retention.



All of these trees are to be incorporated within the upcoming landscaping plan as part of the Development Permit. The remaining 17 trees on the site are to be removed.

**Tree Summary Table**

Item	Number of Trees	Tree Compensation Rate	Tree Compensation Required	Comments
<b>Total On Site Trees</b>	21	-	-	-
<b>To be removed due to poor health</b>	17	2:1	34	To be removed, due to conflicts with proposed building locations, flood bylaw requirements, poor health or structure of the trees.
<b>Tree of significance to be removed</b>	1	2:1	2	One tree of significance is located within the building footprint and would require the removal of two townhouse units should it be retained. Compensation of one of the two trees is to meet minimum requirements of a 5 meter high coniferous or a 12 cm calliper deciduous tree.
<b>Trees for retention</b>	2	-	-	Applicant to incorporate them into the landscape plan as part of the DP.
<b>Trees for relocation within the site</b>	1	-	-	To be relocated and incorporated with the landscape plan as part of the DP

Of the 18 total trees that are to be removed, they would need to be replaced in accordance with the City's 2 for 1 replacement policy. A review of the new tree plantings will be conducted at the Development Permit stage where it will be determined if the number of trees proposed on the submitted landscape drawings meet the replacement requirements. If not, a cash-in-lieu of the shortfall can be applied to allow the City to plant trees where needed.

#### Amenity Space

The outdoor amenity space is located in a central location of the subject site, along the western property line, and will be easily identified as it is located at the end of the internal drive-aisle as one enters the site (**Attachment 2**). The space is intended for a children's play area and benches for sitting. A more detailed review will be conducted at the Development Permit stage when landscaping drawings will be submitted with more detailed information. A voluntary cash-in-lieu contribution of \$49,000.00 will be made in lieu of the provision of indoor amenity space prior to final adoption of this application.

#### Design

The proposed three storey townhouses provide an array of different unit types that result in an elevation plan that will compliment the existing townhouse developments in the area (**Attachment 2**). The three bedroom units proposed provide good articulation to the building massing and are further accented by the use of the façade materials and tones. The Development Permit application will provide more information and detail regarding the form and character of the proposal in addition to the landscaping and design of the outdoor amenity area.

### Affordable Housing

The applicant will be making a voluntary cash contribution to the affordable housing reserve fund in accordance with the City's Affordable Housing Strategy.

With respect to townhouse developments, the applicant has agreed to a voluntary contribution of \$2.00 per allowable square foot based on the FAR of the zone (\$86,428.50). This is payable prior to the adoption of this rezoning application.

### Public Art

The applicant is considering providing a piece of public art and will contact the City's Public Art Coordinator to begin the process should they decide to head in that direction. Should the applicant decide not to go ahead, the applicant has agreed to provide a voluntary contribution in the amount of \$0.75 per square foot of developable area for the development. The amount of the contribution would be \$32,410.70.

### Garbage and Recycling Servicing

The applicant is supplying an on-site garbage and recycling enclosure, directly to the left upon entry to the site. Staff have reviewed the proposal and are satisfied with the number of bins and access to and from the enclosure for proper pick-up.

### Utilities and Site Servicing

A site servicing review has been conducted by the applicant's Engineering consultant and reviewed by the City's Engineering Department. Issues to be worked out on the Servicing Agreement is the water main on Hemlock Drive will need to connect to Alder Street and the sewer line will need to be connected and properly sized.

### Servicing Agreement

Prior to the adoption of the rezoning application, the developer shall enter into the City's standard Servicing Agreement to design and construct:

1. Hemlock Drive - complete Hemlock Street to a 11.2m road surface. Continue the 1.5m sidewalk and 1.2m grass and treed blvd connecting to works done via SA08-449137. Trees & lighting to match existing. Complete the water main and storm sewer connecting the systems on Hemlock to the systems on Alder.
2. Alder Street - complete Alder to an 11.2m road surface for the entire length. Establish a 2m sidewalk along the new PL which should leave room for a 1.7m grass & treed blvd. Trees and lighting to match existing.
3. Alberta Road - complete Alberta to an 11.2m road surface. Continue the 2m sidewalk and 2.45m grass and treed blvd connecting to works done via SA08-449137. Trees & lighting to match existing.

### Development Permit

A separate Development Permit application would be required with a specific landscaping plan to include the following:

- a) Elevations to the units and unit clusters that meet the form and character requirements of the McLennan North Sub-Area Plan.
- b) Design of the outdoor amenity area, including the design of a children's play area.



- c) Submit a site plan to show the manoeuvrability of larger vehicles (i.e. SU-9) within the site to the satisfaction of the Director of Transportation.
- d) A context plan to show the form and character of the townhouse units and how they address adjacent properties.
- e) Verification of parking stall clearances when abutted against a solid wall greater than 0.3 meters high.
- f) Identify and design for units that can be easily converted to universal access.
- g) An Acoustic Engineer's report, to identify noise mitigation measures to be taken to lessen aircraft noise (doors and windows closed), to the following criteria using the ASHRAE 55-2004 standard and any subsequent updates as they occur.

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

### Financial Impact

None expected.

### Conclusion

The proposed 34 unit townhouse rezoning meets the requirements of the OCP as well as the zoning requirements set out in the "High Density Townhouses (RTH1)" zone for the McLennan North neighbourhood plan. Staff believe that the design requirements meet the character of the neighbourhood and are confident the outstanding conditions will be met prior to final adoption. Staff recommend that rezoning application RZ 11-562968 proceed to first reading.



David Johnson  
Planner  
(604-276-4193)

DJ:cas

### List of Attachments

- Attachment 1 Location Map, Zoning Site Map, Site Context and Aerial View of the Site
- Attachment 2 Site Plan and Preliminary Architectural Drawings
- Attachment 3 Development Application Data Sheet
- Attachment 4 McLennan North Sub-Area Land Use Map
- Attachment 5 Arborist Report - Tree Survey Plan
- Attachment 6 Conditional Rezoning Requirements



**City of Richmond**

6911 No. 3 Road  
 Richmond, BC V6Y 2C1  
 www.richmond.ca  
 604-276-4000

**Development Application  
 Data Sheet**

**RZ 11-562968**

Address: 9431, 9451 and 9471 Alberta Road

Applicant: Yamamoto Architecture Inc.

Planning Area(s): City Centre – McLennan North Sub-Area (Schedule 2.10C)

	<b>Existing</b>	<b>Proposed</b>
<b>Civic Address:</b>	9431, 9451 and 9471 Alberta Road	To Be Determined
<b>Owner or Applicant:</b>	Yamamoto Architecture Inc.	No Change
<b>Site Size (m<sup>2</sup>):</b>	6,493.0m <sup>2</sup>	5,314.0m <sup>2</sup> (after land dedication)
<b>Land Uses:</b>	Single-Family	Townhouse Residential
<b>OCP Area Plan Designation:</b>	Residential Area 2 0.95 base F.A.R. 2, 3-and 4 storey Townhouses, Low-rise apartments	No Change
<b>Zoning:</b>	Residential Single Detached, Subdivision F (RS1/F)	High Density Townhouses (RTH1)  Permits Townhouses at 0.75 F.A.R.
<b>Number of Units:</b>	1 Single-Family Dwelling per lot	34 – 3 storey Townhouse Units

	<b>Bylaw 8500 Requirements</b>	<b>Proposed</b>	<b>Variance</b>
Density (FAR):	Site Area =5,353.0m <sup>2</sup> (0.75) = 4,014.7.0m <sup>2</sup> Max.	<b>3,801.2m<sup>2</sup> (0.71 FAR)</b>	none permitted
Lot Coverage – Building:	45% Max.	<b>37%</b>	none
Setback: Alberta Road:	4.5m Min.	<b>5.0m</b>	none
Setback: Alder Street	4.5m Min.	<b>4.5m</b>	none
Setback: Hemlock Drive	4.5m Min.	<b>4.5m</b>	none
Setback: East	1.2m Min.	<b>3.0m</b>	none
Height:	12.0m and no more than 3 stories maximum	<b>12.0m and 3 stories</b>	none
Parking Requirements - Resident	1.4 x 34 = 47.6 <b>48 stalls</b>	<b>68 stalls</b>	none
Visitor Parking:	0.2 x 34 =6.8 <b>7 visitor stalls</b>	<b>7 stalls</b>	none



	<b>Bylaw 8500 Requirements</b>	<b>Proposed</b>	<b>Variance</b>
Tandem Parking Spaces:	No tandem parking within the RTH1 zone	33 units x 2 = <b>66 spaces</b>	<b>33 tandem stalls or 66 spaces</b>
Amenity Space – Indoor:	70 m <sup>2</sup> or cash-in-lieu payment	Cash-in-lieu payment totalling <b>\$49,000.00</b>	none
Amenity Space – Outdoor:	6 m <sup>2</sup> minimum per unit x 20 units = 120.0m <sup>2</sup>	<b>210.0m<sup>2</sup></b>	none

**Conditional Rezoning Requirements**  
**9431, 9451 and 9471 Alberta Road**  
**RZ 11-562968**

Prior to adoption of Zoning Amendment Bylaw 8834, the developer is required to complete the following requirements to the satisfaction of the Director of Development.

1. The developer shall be required to enter into a purchase and sale agreement with the City for the acquisition of the 38.9 m<sup>2</sup> (419 ft<sup>2</sup>) of surplus road, identified in “Schedule A attached to and forming of Bylaw 8834”, which is currently City owned property. The primary business terms of the PSA shall be approved by Council as outlined in the staff report by Real Estate Services;
2. Consolidation of the three lots and the surplus road in this development proposal into one legal lot.
3. Dedication of 10 meter wide strip along the northern edge of 9431 Alberta Road for road, boulevard and sidewalk improvements to complete the development of Hemlock Drive.
4. Dedicate lands across the entire east edge of the development site to complete the Alder Street corridor. The road width is to be a consistent 20.4m from Hemlock to Alberta with 4m x 4m corner cuts at both intersections;
5. The applicant shall be required to enter into a standard Servicing Agreement\* that will include the design, with the intent to construct works on all three frontages that include, but not limited to:
  - a) Hemlock Drive - complete Hemlock Street to a 11.2m road surface. Continue the 1.5m sidewalk and 1.2m grass and treed blvd connecting to works done via SA08-449137. Trees & lighting to match existing. Complete the water main and storm sewer connecting the systems on Hemlock to the systems on Alder.
  - b) Alder Street - complete Alder to an 11.2m road surface for the entire length. Establish a 2m sidewalk along the new PL which should leave room for a 1.7m grass & treed blvd. Trees and lighting to match existing.
  - c) Alberta Road - complete Alberta to an 11.2m road surface. Continue the 2m sidewalk and 2.45m grass and treed blvd connecting to works done via SA08-449137. Trees & lighting to match existing.
  - d) The design is also to provide service connections and show capacity analysis results.
6. Registration of a Flood Indemnity Restrictive Covenant on Title.
7. Registration of an Aircraft Noise Sensitive Use Restrictive Covenant on Title.
8. Registration of a legal agreement prohibiting the conversion of the Tandem Parking area into habitable space.
9. Voluntary contribution of \$49,000 cash-in-lieu of on-site indoor amenity space.
10. Secure a location and commit to a piece of Public Art in accordance with City Policy or make a voluntary contribution to the Public Art reserve fund in the amount of \$32,410.70.
11. Voluntary contribution of \$86,428.50 towards the City’s Affordable Housing Reserve Fund.

12. The submission and processing of a Development Permit\* completed to a level of acceptance by the Director of Development. In addition to the standard review, the applicant is to provide information pertaining to:
- a) Elevations to the units and unit clusters that meet the form and character requirements of the McLennan North Sub-Area Plan.
  - b) Design of the outdoor amenity area, including the design of a children’s play area.
  - c) Submit a site plan to show the manoeuvrability of larger vehicles (i.e. SU-9) within the site to the satisfaction of the Director of Transportation.
  - d) A context plan to show the form and character of the townhouse units and how they address adjacent properties.
  - e) Verification of parking stall clearances when abutted against a solid wall greater than 0.3 meters high.
  - f) Identify and design for units that can be easily converted to universal access.
  - g) An Acoustic Engineer’s report, to identify noise mitigation measures to be taken to lessen aircraft noise (doors and windows closed), to the following criteria using the ASHRAE 55-2004 standard and any subsequent updates as they occur.

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

\* Note: This requires a separate application

Prior to issuance of Building Permit\*, submission of a Construction Parking and Management Plan.

\* Note: This requires a separate application

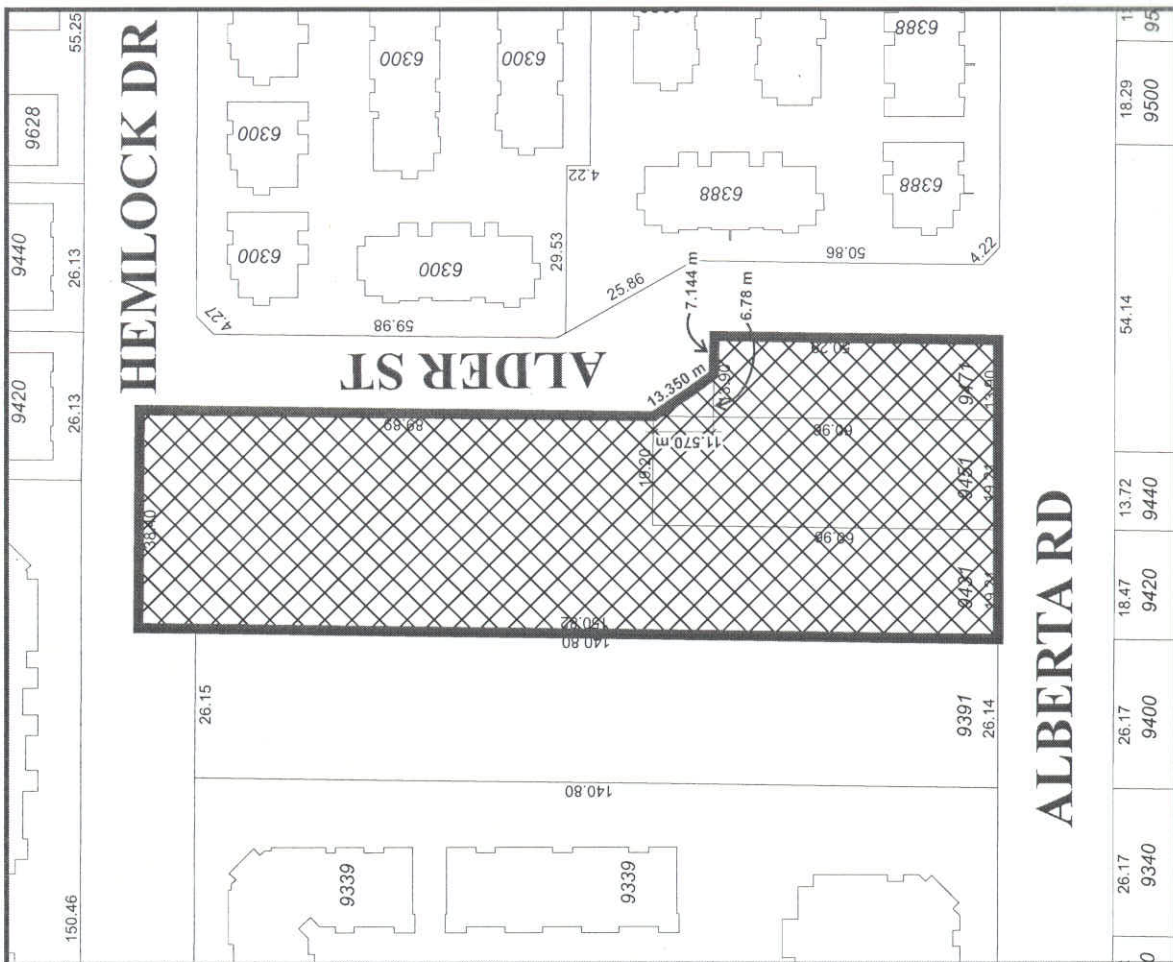
- Where the Director of Development deems appropriate, the preceding agreements are to be drawn not only as personal covenants of the property owner but also as covenants pursuant to Section 219 of the Land Title Act. All agreements to be registered in the Land Title Office shall have priority over all 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.

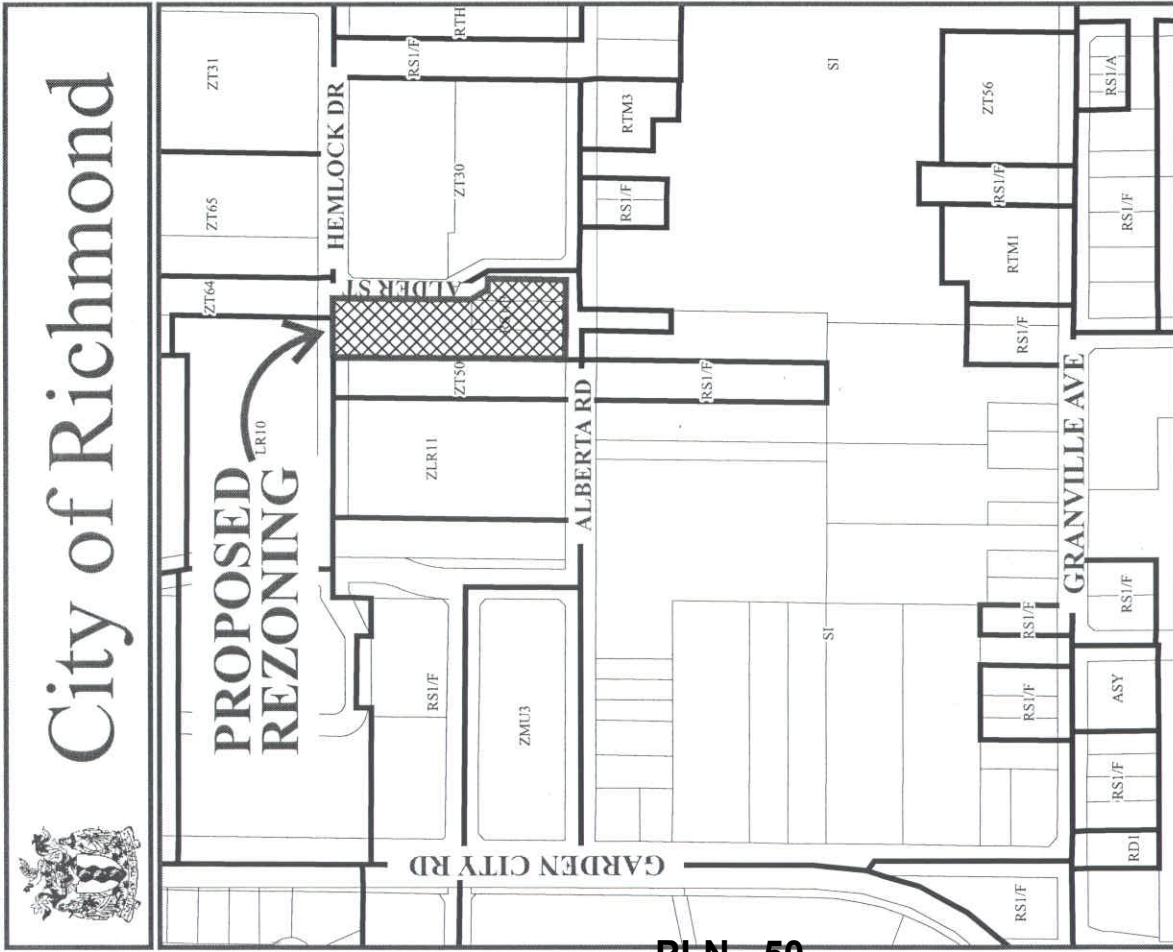
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Signed

\_\_\_\_\_  
Date

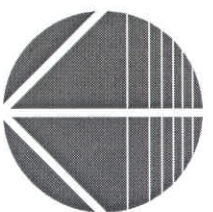




Original Date: 02/17/11  
 Revision Date: 11/18/11  
 Note: Dimensions are in METRES



RZ 11-562968







**SUBJECT  
PROPERTY**

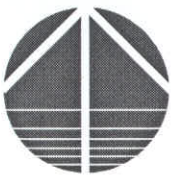
GARDEN CITY RD

HEMLOCK DR

ALDER ST

ALBERTA RD

GRANVILLE AVE



**RZ 11-562968**

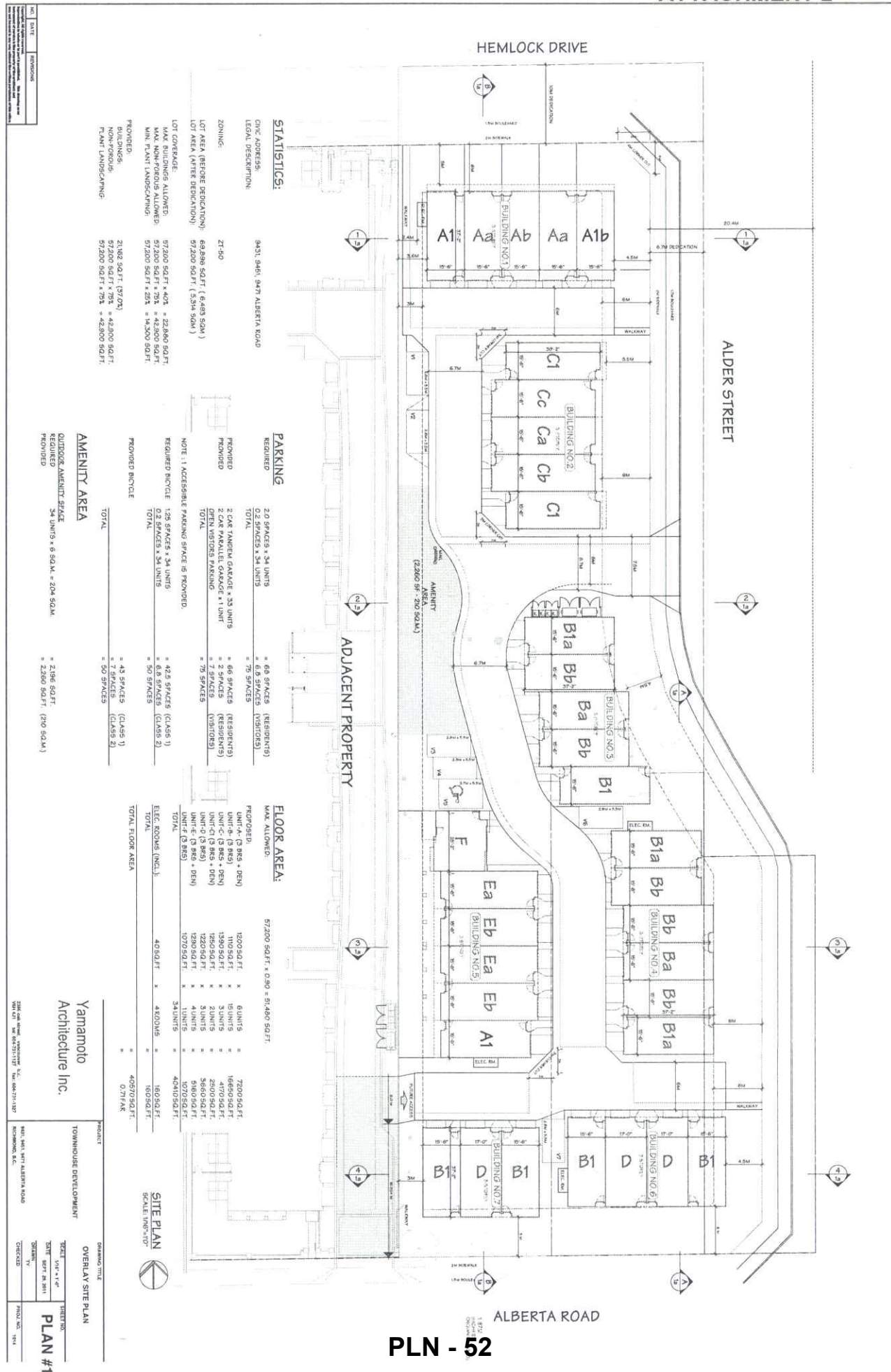
**PLN - 51**

Original Date: 02/25/11

Revision Date: 11/18/11

Note: Dimensions are in METRES





**STATISTICS:**

**CIVIC ADDRESS:** 9431, 9481, 9471 ALBERTA ROAD

**LEGAL DESCRIPTION:**

**ZONING:** Z1-90

**LOT AREA (BEFORE DEDICATION):** 68,898 SQ.FT. (6,483 SQ.M.)

**LOT AREA (AFTER DEDICATION):** 57,200 SQ.FT. (5,294 SQ.M.)

**LOT COVERAGE:**

**MAX. BUILDINGS ALLOWED:** 57,200 SQ.FT. x 40% = 22,880 SQ.FT.

**MAX. NON-POROUS ALLOWED:** 57,200 SQ.FT. x 75% = 42,900 SQ.FT.

**MIN. PLANT LANDSCAPING:** 57,200 SQ.FT. x 20% = 11,440 SQ.FT.

**PROPOSED:**

**BUILDINGS:** 21,182 SQ.FT. (1,972)

**NON-POROUS:** 57,200 SQ.FT. x 75% = 42,900 SQ.FT.

**PLANT LANDSCAPING:** 57,200 SQ.FT. x 20% = 11,440 SQ.FT.

**PARKING**

**REQUIRED:** 2.0 SPACES x 34 UNITS = 68 SPACES (RESIDENTS)

**PROVIDED:** 68 SPACES (RESIDENTS)

**REQUIRED:** 0.2 SPACES x 34 UNITS = 6.8 SPACES (VISITORS)

**PROVIDED:** 6.8 SPACES (VISITORS)

**REQUIRED:** 2 CAR PARALLEL GARAGE x 33 UNITS = 66 SPACES (RESIDENTS)

**PROVIDED:** 66 SPACES (RESIDENTS)

**REQUIRED:** 2 CAR PARALLEL GARAGE x 1 UNIT = 2 SPACES (RESIDENTS)

**PROVIDED:** 2 SPACES (RESIDENTS)

**REQUIRED:** OPEN VISITOR PARKING = 75 SPACES

**PROVIDED:** 75 SPACES

**NOTE: 1 ACCESSIBLE PARKING SPACE IS PROVIDED.**

**REQUIRED BICYCLE:** 125 SPACES x 34 UNITS = 4,250 SPACES (CLASS 1)

**PROVIDED:** 4,250 SPACES (CLASS 1)

**REQUIRED BICYCLE:** 0.2 SPACES x 34 UNITS = 6.8 SPACES (CLASS 2)

**PROVIDED:** 6.8 SPACES (CLASS 2)

**TOTAL:** 43 SPACES (CLASS 1)

**TOTAL:** 7 SPACES (CLASS 2)

**FLOOR AREA:**

**MAX. ALLOWED:** 57,200 SQ.FT. x 0.80 = 45,760 SQ.FT.

**PROPOSED:**

**UNIT-A (3 865 + DEN):** 1030 SQ.FT. x 15 UNITS = 15,450 SQ.FT.

**UNIT-B (3 865 + DEN):** 1100 SQ.FT. x 15 UNITS = 16,500 SQ.FT.

**UNIT-C (3 865 + DEN):** 1390 SQ.FT. x 3 UNITS = 4,170 SQ.FT.

**UNIT-D (3 865 + DEN):** 1290 SQ.FT. x 3 UNITS = 3,870 SQ.FT.

**UNIT-E (3 865 + DEN):** 1220 SQ.FT. x 3 UNITS = 3,660 SQ.FT.

**UNIT-F (3 865 + DEN):** 1070 SQ.FT. x 1 UNITS = 1,070 SQ.FT.

**TOTAL:** 44,170 SQ.FT.

**ELEC. ROOMS (INCL.):** 480 SQ.FT. x 48 ROOMS = 23,040 SQ.FT.

**TOTAL:** 180,520 SQ.FT.

**TOTAL FLOOR AREA:** 405,970 SQ.FT.

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



PLN - 52

**PROJECT:** TOWNHOUSE DEVELOPMENT

**CLIENT:** Yamanoto Architecture Inc.

**DATE:** 1/11/2011

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

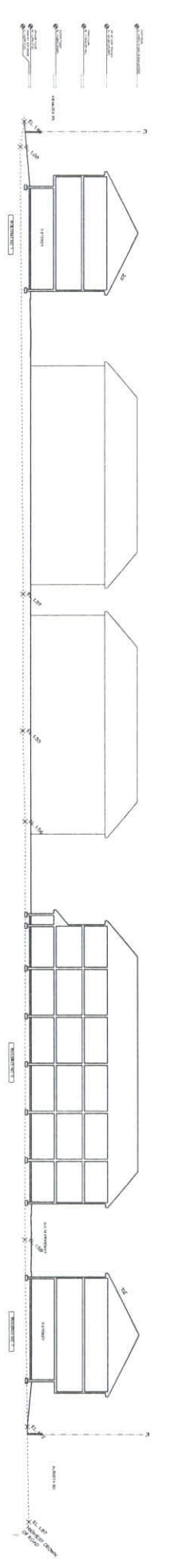
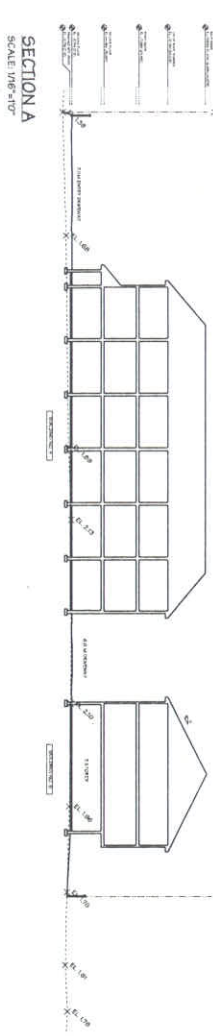
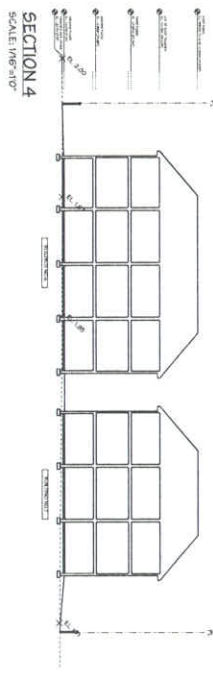
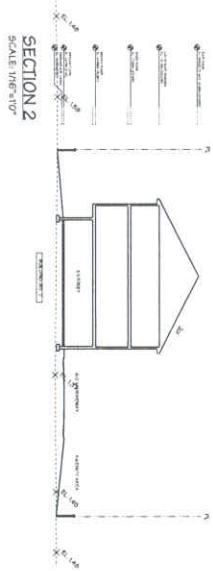
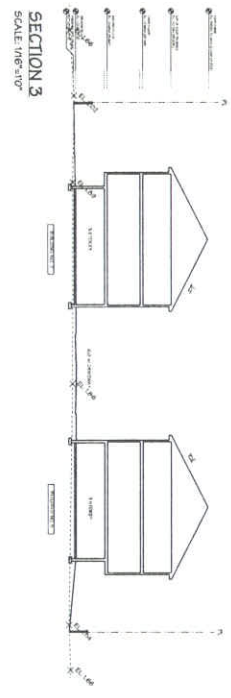
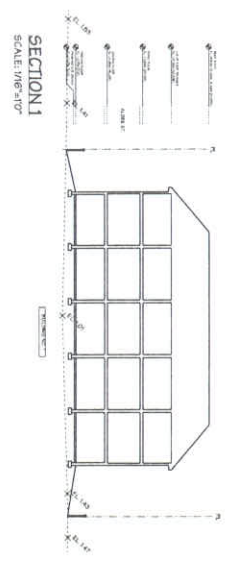
**PROJECT NO.:** PLAN #1

**DATE:** 1/11/2011

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

**PROJECT NO.:** PLAN #1





NO.	DATE	REVISIONS

**Yamamoto**  
Architectural Inc.

3288 49th Street, Vancouver, B.C. V6N 4J7 Tel: 604-271-1127 Fax: 604-271-1227

PROJECT: TOWNHOUSE DEVELOPMENT

DRAWING TITLE: OVERLAY SITE PLAN

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

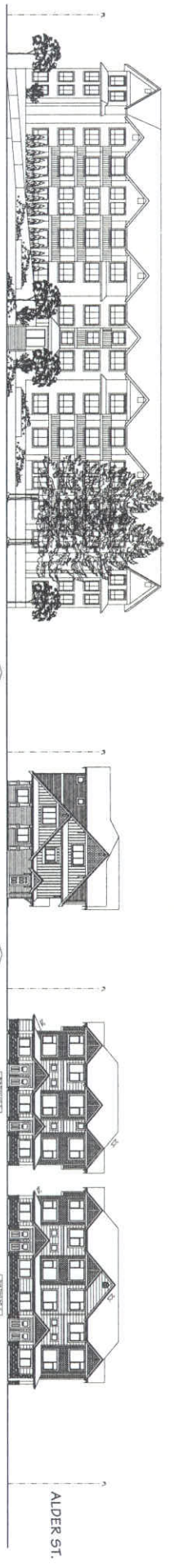
DATE: AUGUST 16, 2011

DESIGNER: YAMAMOTO ARCHITECTURAL INC.

CHECKED: [Signature]

PROJECT NO.: 1214

**PLAN #1e**



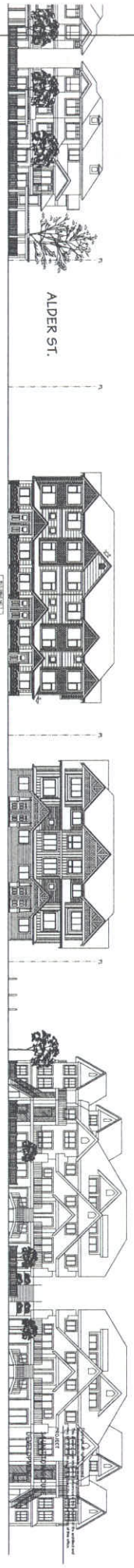
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SCALE: 1/8" = 1'-0"



**STREETSCAPE (ALDER ST.)**

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



**STREETSCAPE (HEMLOCK DR.)**

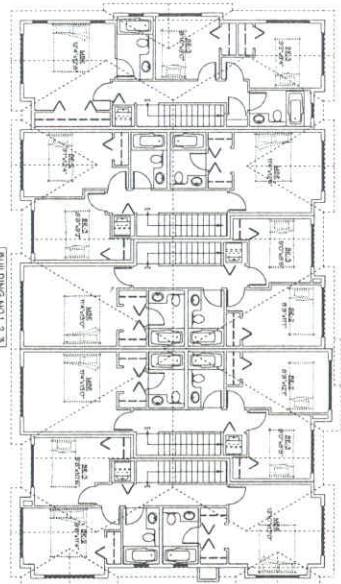
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NO.	DATE	REVISIONS

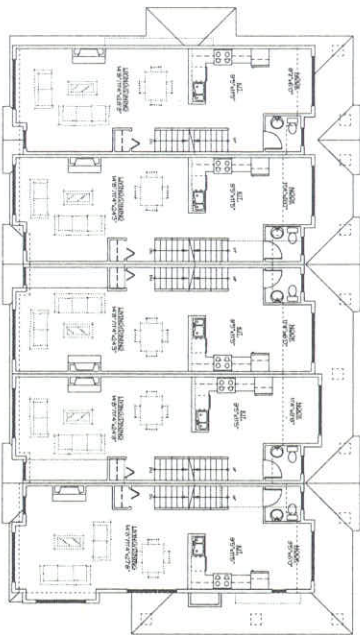
**PLN - 54**

9471, 9431, 9391, 9359  
ALBERTA ROAD, HEMLOCK  
Yamamoto  
Architecture Inc.

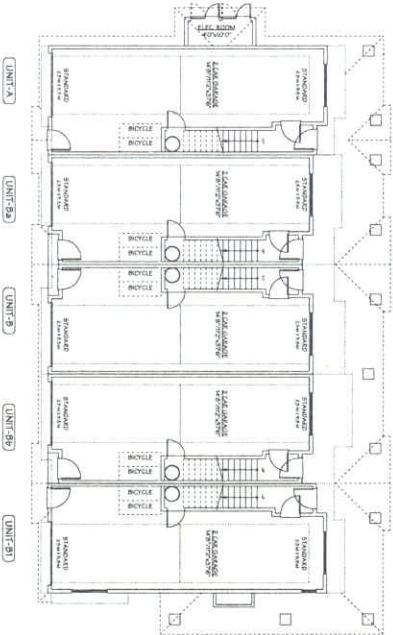
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DRAWN BY: J. YAMAMOTO  
CHECKED BY: J. YAMAMOTO  
SCALE: 1/8" = 1'-0"  
SHEET NO.: PLAN #4  
DATE: AUGUST 19, 2011  
DRAWN: JY  
CHECKED: JY  
SCALE: 1/8" = 1'-0"  
SHEET NO.: PLAN #4  
DATE: AUGUST 19, 2011  
DRAWN: JY  
CHECKED: JY



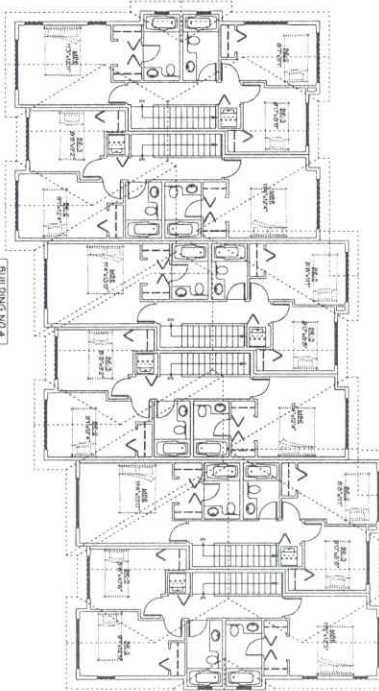
THIRD FLOOR PLAN  
BUILDING NO. 1, 2, 3  
SCALE 1/8" = 1'-0"



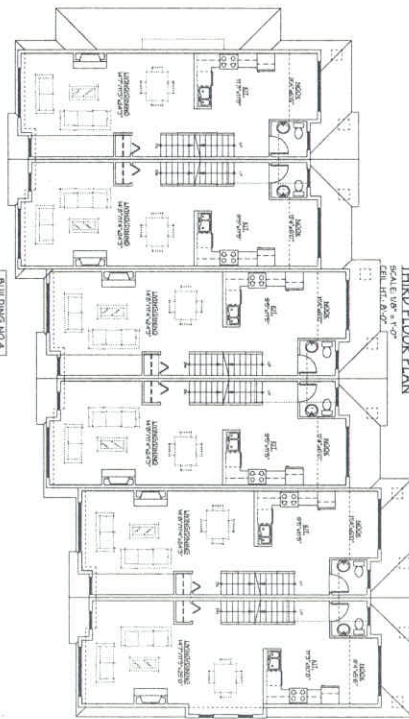
SECOND FLOOR PLAN  
BUILDING NO. 1, 2, 3  
SCALE 1/8" = 1'-0"



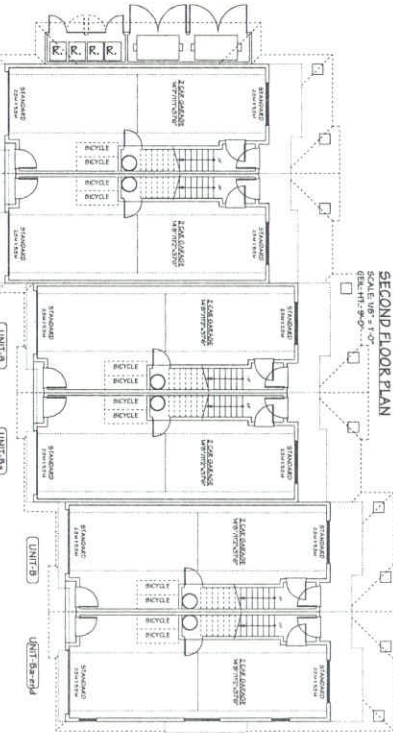
GROUND FLOOR PLAN  
BUILDING NO. 1, 2, 3  
SCALE 1/8" = 1'-0"



THIRD FLOOR PLAN  
BUILDING NO. 3  
SCALE 1/8" = 1'-0"



SECOND FLOOR PLAN  
BUILDING NO. 3  
SCALE 1/8" = 1'-0"



GROUND FLOOR PLAN  
BUILDING NO. 3  
SCALE 1/8" = 1'-0"

AGING IN PLACE FEATURES  
TO BE PROVIDED IN ALL UNITS:  
- ONE BATHROOM AND BATHROOM SHALL BE FALLEN FREE  
- ONE BATHROOM SHALL BE FALLEN FREE  
- ONE BATHROOM SHALL BE FALLEN FREE  
- ONE BATHROOM SHALL BE FALLEN FREE

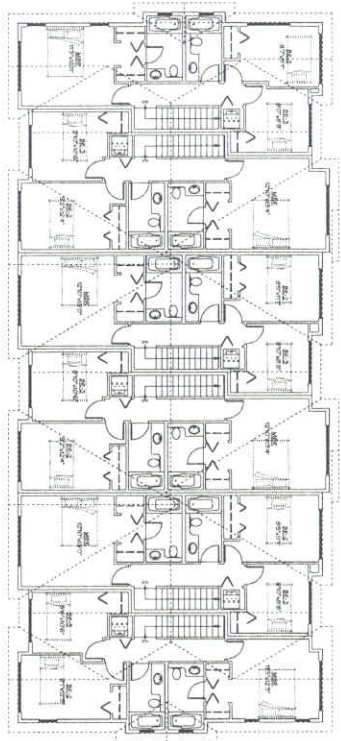
NO.	DATE	REVISIONS

PLN - 55

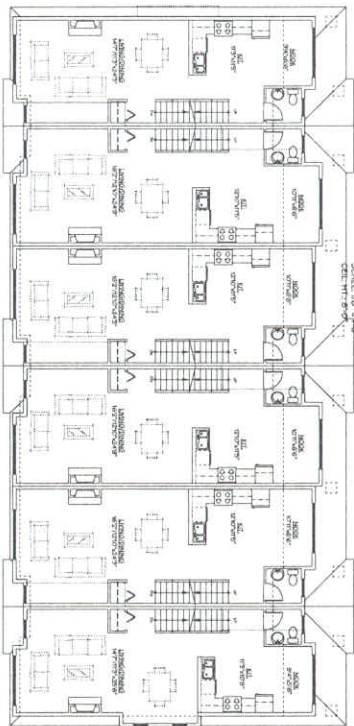
SCALE	1/8" = 1'-0"	SHEET NO.	PLAN #5
DATE	August 19, 2011	DRAWN BY	
CHECKED BY		DATE	

Yamamoto  
Architecture Inc.  
3611, 3613, 3615  
ALBERTA AVENUE, EDMONTON  
ALBERTA T6A 1K6, CANADA  
TEL: (780) 462-1111  
FLOOR PLANS

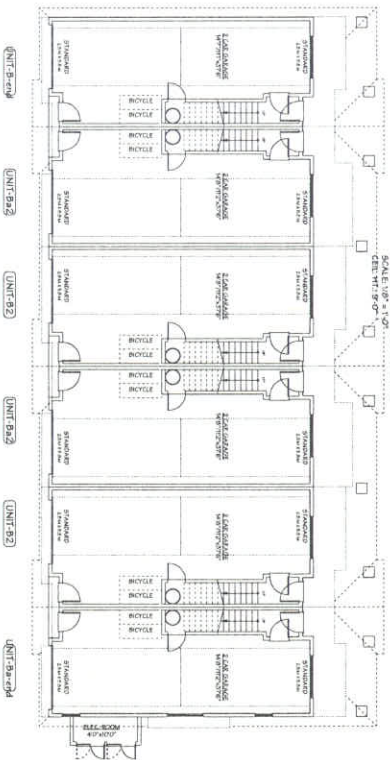




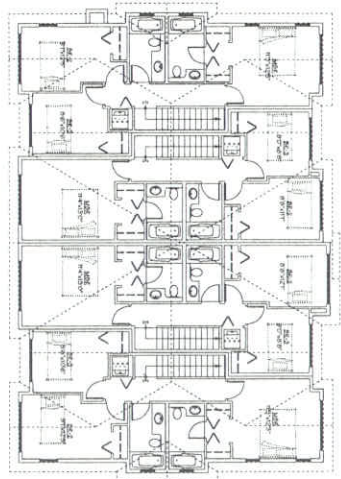
THIRD FLOOR PLAN  
BUILDING NO. 5  
SCALE: 1/8" = 1'-0"  
CEL. WT. 8'-0"



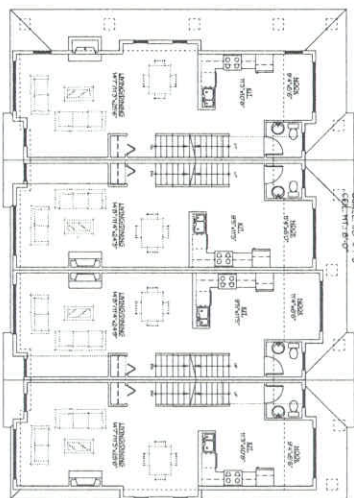
SECOND FLOOR PLAN  
BUILDING NO. 5  
SCALE: 1/8" = 1'-0"  
CEL. WT. 8'-0"



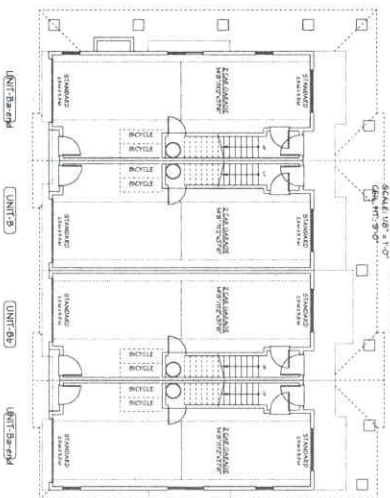
GROUND FLOOR PLAN  
BUILDING NO. 5  
SCALE: 1/8" = 1'-0"  
CEL. WT. 8'-0"



THIRD FLOOR PLAN  
BUILDING NO. 6  
SCALE: 1/8" = 1'-0"  
CEL. WT. 8'-0"



SECOND FLOOR PLAN  
BUILDING NO. 6  
SCALE: 1/8" = 1'-0"  
CEL. WT. 8'-0"



GROUND FLOOR PLAN  
BUILDING NO. 6  
SCALE: 1/8" = 1'-0"  
CEL. WT. 8'-0"

AGING IN PLACE FEATURES  
TO BE PROVIDED IN ALL UNITS:  
GRAB BARS, WALKING SURFACES,  
STAIRS WITH HANDRAILS, BATHING AND SHOWER CHAIRS.

NO.	DATE	REVISION

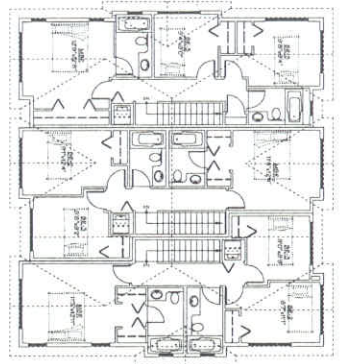
PLN - 56

TITLE	PLAN #6
DATE	
DRAWN	
CHECKED	

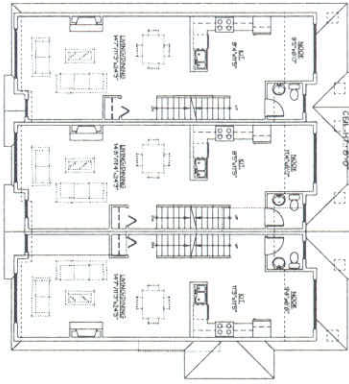
Yamamoto  
Architecture Inc.  
34 UNIT TOWNHOUSE  
DEVELOPMENT  
1001 10th St, N.W.  
ALBERTA HOLDINGS

2008-09-10  
1001 10th St, N.W.  
ALBERTA HOLDINGS

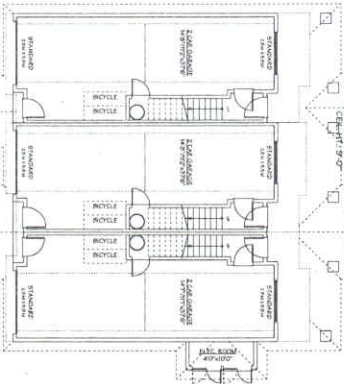
FLOOR PLANS



THIRD FLOOR PLAN  
BUILDING NO. 7



SECOND FLOOR PLAN  
BUILDING NO. 7



GROUND FLOOR PLAN  
BUILDING NO. 7

AGING IN PLACE FEATURES  
 (TO BE PROVIDED IN ALL UNITS):  
 - ONE BATHROOM AND KITCHEN MUST BE FACILITATED  
 - ONE BATHROOM MUST BE FACILITATED  
 - ONE BATHROOM MUST BE FACILITATED  
 - ONE BATHROOM MUST BE FACILITATED

NO.	DATE	REVISIONS

PLN - 57

Yanamoto  
 Architecture Inc.

31 UNIT TOWNHOUSE  
 DEVELOPMENT

SCALE: 1/8" = 1'-0"  
 DATE: AUGUST 19, 2011  
 SHEET NO.: PLAN #7  
 CHECKED: [Signature]



## City of Richmond

6911 No. 3 Road  
Richmond, BC V6Y 2C1  
www.richmond.ca  
604-276-4000

## Development Application Data Sheet

### RZ 11-562968

Address: 9431, 9451 and 9471 Alberta Road

Applicant: Yamamoto Architecture Inc..

Planning Area(s): City Centre – McLennan North Sub-Area (Schedule 2.10C)

	Existing	Proposed
<b>Civic Address:</b>	9431, 9451 and 9471 Alberta Road	To Be Determined
<b>Owner or Applicant:</b>	Yamamoto Architecture Inc.	No Change
<b>Site Size (m<sup>2</sup>):</b>	6,493.0m <sup>2</sup>	5,314.0m <sup>2</sup> (after land dedication)
<b>Land Uses:</b>	Single-Family	Townhouse Residential
<b>OCP Area Plan Designation:</b>	Residential Area 2 0.95 base F.A.R. 2, 3-and 4 storey Townhouses, Low-rise apartments	No Change
<b>Zoning:</b>	Residential Single Detached, Subdivision F (RS1/F)	High Density Townhouses (RTH1)  Permits Townhouses at 0.75 F.A.R.
<b>Number of Units:</b>	1 Single-Family Dwelling per lot	34 – 3 storey Townhouse Units

	Bylaw 8500 Requirements	Proposed	Variance
Density (FAR):	Site Area =5,353.0m <sup>2</sup> (0.75) = 4,014.7.0m <sup>2</sup> Max.	<b>3,801.2m<sup>2</sup></b> <b>(0.71 FAR)</b>	none permitted
Lot Coverage – Building:	45% Max.	<b>37%</b>	none
Setback: Alberta Road:	4.5m Min.	<b>5.0m</b>	none
Setback: Alder Street	4.5m Min.	<b>4.5m</b>	none
Setback: Hemlock Drive	4.5m Min.	<b>4.5m</b>	none
Setback: East	1.2m Min.	<b>3.0m</b>	none
Height:	12.0m and no more than 3 stories maximum	<b>12.0m</b> <b>and 3 stories</b>	none
Parking Requirements - Resident	1.4 x 34 = 47.6 <b>48 stalls</b>	<b>68 stalls</b>	none
Visitor Parking:	0.2 x 34 =6.8 <b>7 visitor stalls</b>	<b>7 stalls</b>	none

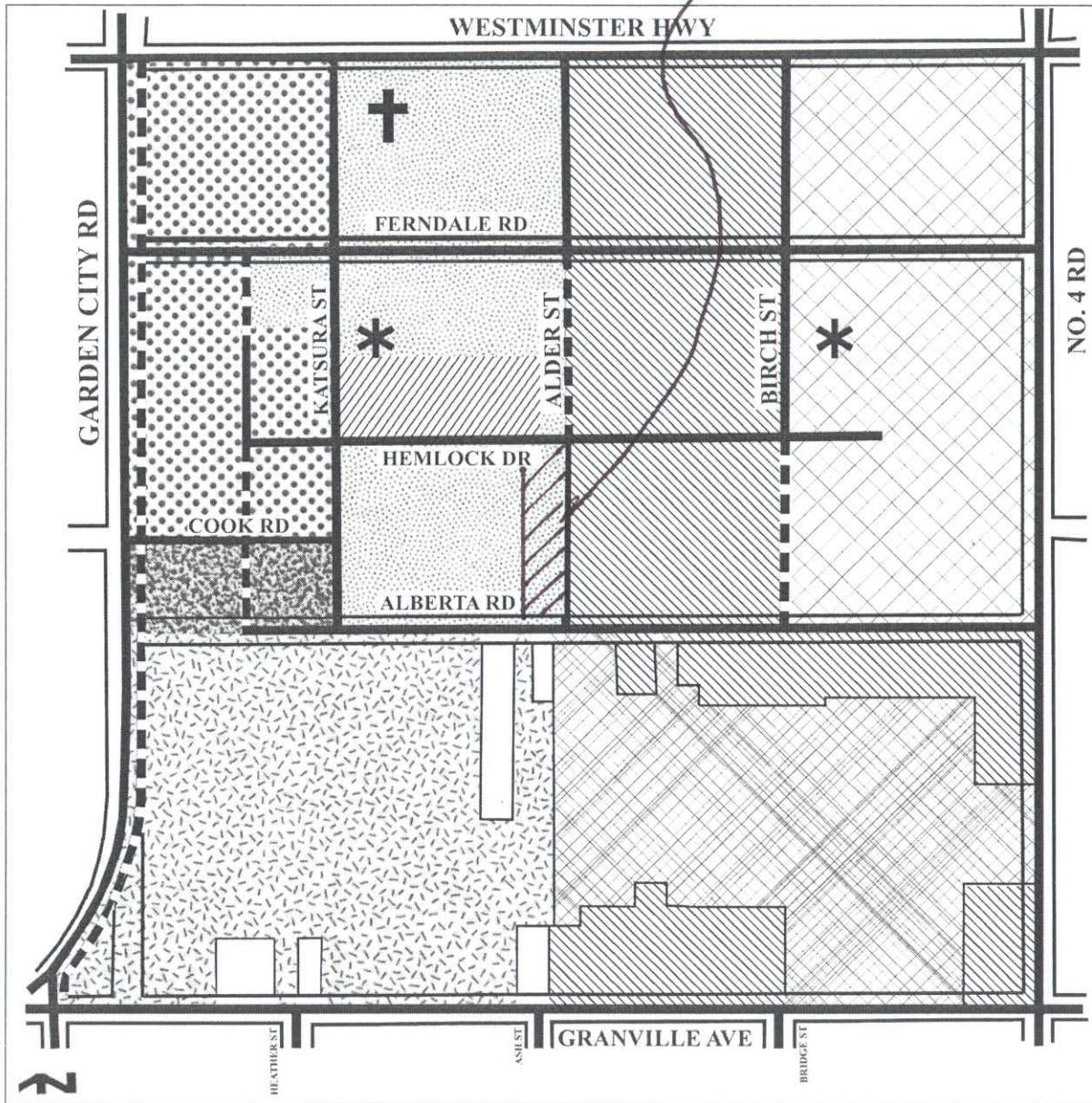


	<b>Bylaw 8500 Requirements</b>	<b>Proposed</b>	<b>Variance</b>
Tandem Parking Spaces:	No tandem parking within the RTH1 zone	33 units x 2 = <b>66 spaces</b>	<b>33 tandem stalls or 66 spaces</b>
Amenity Space – Indoor:	70 m <sup>2</sup> or cash-in-lieu payment	Cash-in-lieu payment totalling <b>\$49,000.00</b>	none
Amenity Space – Outdoor:	6 m <sup>2</sup> minimum per unit x 20 units = 120.0m <sup>2</sup>	<b>210.0m<sup>2</sup></b>	none

City of Richmond

Land Use Map *Bylaw 8630*  
2010/07/19

*SUBJECT SITE*



Residential Area 1 1.6 base F.A.R. 4-storey Th., Low-rise Apts. (4-storeys max.) / Mid-rise Apts. (Up to 8-storeys) / High-rise Apts. (Up to 45 m)	Residential Area 3 0.65 base F.A.R. Two-Family Dwelling / 2 & 3-storey Townhouses	Community Park
Residential Area 2 0.95 base F.A.R. 2, 3 & 4-storey Townhouses, Low-rise Apts. (4-storeys max.)	Residential Area 4 0.55 base F.A.R. One & Two-Family Dwelling & Townhouses (2 1/2-storeys typical, 3-storeys maximum where a maximum 30% lot coverage is achieved)	School
Residential Area 2A 0.95 base F.A.R. 2, 3 & 4 & 5-storey Townhouses, Low-rise Apts. (5-storeys max. Up to 19 m)	Residential Area 5 0.55 base F.A.R. One-Family Dwelling	Neighbourhood Parks
Mixed Residential/ Retail/Community Uses	Trail	Principal Roads
	Church	



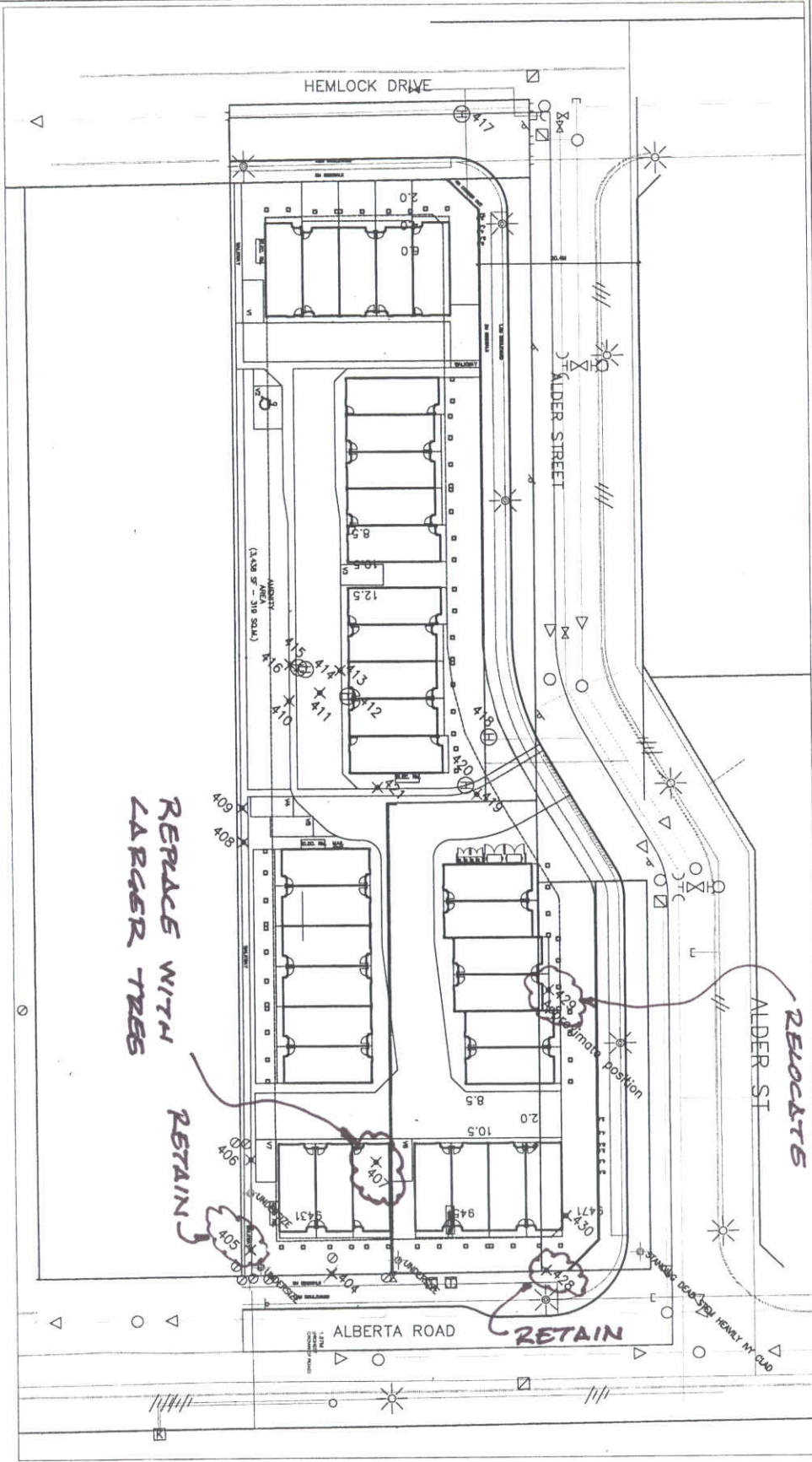
*\* ALL TREES TO BE REMOVED EXCEPT FOR THOSE IDENTIFIED.*

*REPLACE WITH LARGER TREES*

*RETAIN*

*RETAIN*

*RELOCATE*



**LEGEND - TREE RETENTION**

- denotes TREE NUMBER, refer to the Inventory for you.
- denotes size and condition data.
- denotes trees to be RETAINED.
- denotes trees to be REMOVED.
- denotes trees to be REMOVED for hazard mitigation.
- denotes UNDESIRABLE trees to be REMOVED.

\*Note: Refer to the attached site map and the location of trees shown on the site plan. The location of trees shown on the site plan is not intended to be a guarantee of the location of trees. The location of trees shown on the site plan is for information only. The location of trees shown on the site plan is not intended to be a guarantee of the location of trees. The location of trees shown on the site plan is for information only.

**ACL**  
 arbortech consulting ltd  
 Suite 200 - 3740 Chatham Street  
 Richmond, BC Canada V6E 2E3  
 P: 604 275 3484 F: 604 275 9554  
 email: trees@arbortech.bc.ca

TREE RETENTION PLAN	
Client:	MIKE KAYO - TYA
Project:	PROPOSED DEVELOPMENT
Address:	9471, 9451 & 9431 ALBERTA ROAD, RICHMOND
Date:	5 JULY 2011
Our File:	10252

Muni File: \_\_\_\_\_

Scale 1:500



**Conditional Rezoning Requirements  
9431, 9451 and 9471 Alberta Road  
RZ 11-562968**

Prior to adoption of Zoning Amendment Bylaw 8834, the developer is required to complete the following requirements to the satisfaction of the Director of Development.

1. The developer shall be required to enter into a purchase and sale agreement with the City for the acquisition of the 38.9 m<sup>2</sup> (419 ft<sup>2</sup>) of surplus road, identified in “Schedule A attached to and forming of Bylaw 8834”, which is currently City owned property. The primary business terms of the PSA shall be approved by Council as outlined in the staff report by Real Estate Services;
2. Consolidation of the three lots and the surplus road in this development proposal into one legal lot.
3. Dedication of 10 meter wide strip along the northern edge of 9431 Alberta Road for road, boulevard and sidewalk improvements to complete the development of Hemlock Drive.
4. Dedicate lands across the entire east edge of the development site to complete the Alder Street corridor. The road width is to be a consistent 20.4m from Hemlock to Alberta with 4m x 4m corner cuts at both intersections;
5. The applicant shall be required to enter into a standard Servicing Agreement\* that will include the design, with the intent to construct works on all three frontages that include, but not limited to:
  - a) Hemlock Drive - complete Hemlock Street to a 11.2m road surface. Continue the 1.5m sidewalk and 1.2m grass and treed blvd connecting to works done via SA08-449137. Trees & lighting to match existing. Complete the water main and storm sewer connecting the systems on Hemlock to the systems on Alder.
  - b) Alder Street - complete Alder to an 11.2m road surface for the entire length. Establish a 2m sidewalk along the new PL which should leave room for a 1.7m grass & treed blvd. Trees and lighting to match existing.
  - c) Alberta Road - complete Alberta to an 11.2m road surface. Continue the 2m sidewalk and 2.45m grass and treed blvd connecting to works done via SA08-449137. Trees & lighting to match existing.
  - d) The design is also to provide service connections and show capacity analysis results.
6. Registration of a Flood Indemnity Restrictive Covenant on Title.
7. Registration of an Aircraft Noise Sensitive Use Restrictive Covenant on Title.
8. Registration of a legal agreement prohibiting the conversion of the Tandem Parking area into habitable space.
9. Voluntary contribution of \$49,000 cash-in-lieu of on-site indoor amenity space.
10. Secure a location and commit to a piece of Public Art in accordance with City Policy or make a voluntary contribution to the Public Art reserve fund in the amount of \$32,410.70.
11. Voluntary contribution of \$86,428.50 towards the City’s Affordable Housing Reserve Fund.

12. The submission and processing of a Development Permit\* completed to a level of acceptance by the Director of Development. In addition to the standard review, the applicant is to provide information pertaining to:

- a) Elevations to the units and unit clusters that meet the form and character requirements of the McLennan North Sub-Area Plan.
- b) Design of the outdoor amenity area, including the design of a children's play area.
- c) Submit a site plan to show the manoeuvrability of larger vehicles (i.e. SU-9) within the site to the satisfaction of the Director of Transportation.
- d) A context plan to show the form and character of the townhouse units and how they address adjacent properties.
- e) Verification of parking stall clearances when abutted against a solid wall greater than 0.3 meters high.
- f) Identify and design for units that can be easily converted to universal access.
- g) An Acoustic Engineer's report, to identify noise mitigation measures to be taken to lessen aircraft noise (doors and windows closed), to the following criteria using the ASHRAE 55-2004 standard and any subsequent updates as they occur.

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

\* Note: This requires a separate application

Prior to issuance of Building Permit\*, submission of a Construction Parking and Management Plan.

\* 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.

\_\_\_\_\_  
Signed

\_\_\_\_\_  
Date





Richmond Zoning Bylaw 8500
Amendment Bylaw 8834 (RZ 11-562968)
9431, 9451 AND 9471 ALBERTA 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 "HIGH DENSITY TOWNHOUSES (RTH1)"

P.I.D. 016-956-729

Lot B Section 10 Block 4 North Range 6 West New Westminster District Plan NWP87759

P.I.D. 016-956-711

Lot A Section 10 Block 4 North Range 6 West New Westminster District Plan NWP87759

P.I.D. 004-265-181

Lot 102 Except: Part Subdivided By Plan LMP11710, Section 10 Block 4 North Range 6 West New Westminster District Plan 59904

The area shown in heavy outline on "Schedule A attached to and forming part of Bylaw 8834"

- 2. This Bylaw may be cited as "Richmond Zoning Bylaw 8500, Amendment Bylaw 8834".

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

Series of horizontal lines for recording council actions and dates.

CITY OF RICHMOND
APPROVED by
APPROVED by Director or Solicitor

Handwritten signatures in red ink.

MAYOR

CORPORATE OFFICER



"SCHEDULE A ATTACHED AND FORMING PART OF BYLAW 8834"

REFERENCE PLAN TO ACCOMPANY CITY OF RICHMOND  
 ROAD CLOSING AND REMOVAL OF ROAD DEDICATION BY-LAW No. 8844 OF  
 PART ROAD DEDICATED BY THE DEPOSIT OF PLAN LMP34701  
 SECTION 10 BLOCK 4 NORTH RANGE 6 WEST  
 NEW WESTMINSTER DISTRICT

BCGS 92G.015  
 PURSUANT TO SECTION 120 LAND TITLE ACT AND SECTION 40 COMMUNITY CHARTER

PLAN BCP

Deposited in the Land Title office  
 at New Westminster, B.C. this \_\_\_\_\_ day  
 of \_\_\_\_\_, 2011.



Deputy Registrar

Ref: \_\_\_\_\_

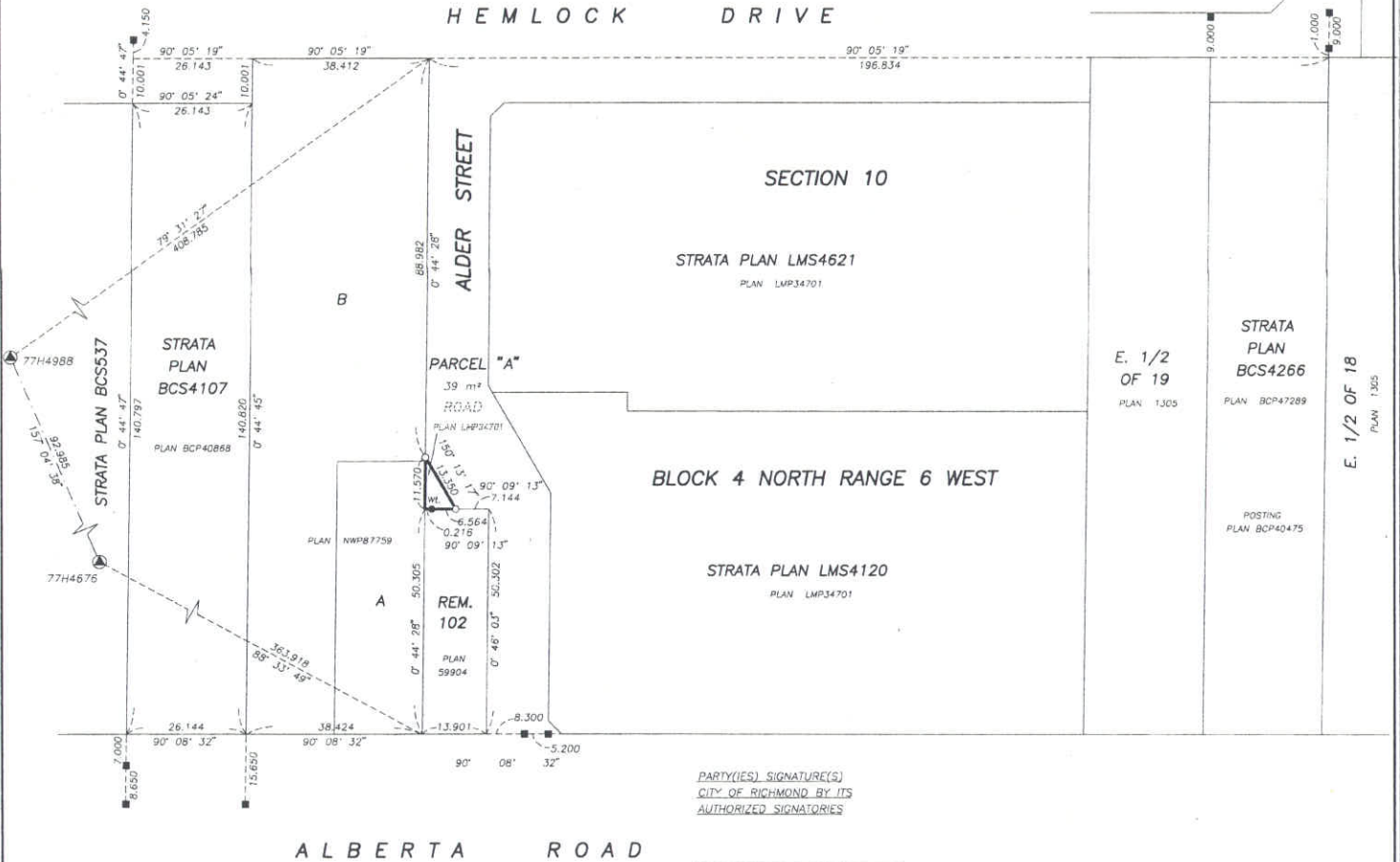
SCALE: 1:750



ALL DISTANCES ARE IN METRES AND DECIMALS  
 THEREOF UNLESS OTHERWISE INDICATED

STRATA  
 PLAN  
 BCS200  
 PLAN LMP54518

BIRCH  
 STREET



PARTY(IES) SIGNATURE(S)  
 CITY OF RICHMOND BY ITS  
 AUTHORIZED SIGNATORIES

MAYOR: MALCOLM D. BRODIE  
 AUTHORIZED SIGNATORY

CLERK:  
 AUTHORIZED SIGNATORY

OFFICER SIGNATURE(S)

Note:  
 This plan shows one or more witness posts  
 which are set along the production of the  
 property boundary unless otherwise noted.

LEGEND:

- ▲ Control Monument Found
- Standard Iron Post Found
- Standard Iron Post Placed
- Lead Plug Found
- Wt. denotes witness.

BOOK OF REFERENCE

PARCEL "A" Area = 39 m²

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. 4140  
 F3-198 P77  
 Drawn By: KA

Grid bearings are derived from observations between  
 control monuments 77H4676 and 77H4988.  
 Integrated Survey Area No. 18, (RICHMOND), NAD83 (CSRS)  
 This plan shows horizontal ground-level measured distances  
 except where otherwise noted. To compute grid distances,  
 multiply ground level distances by combined factor of 0.99960385.  
 This plan lies within the Greater Vancouver Regional District.

COMMISSIONER FOR  
 TAKING AFFIDAVITS FOR B.C.  
 CITY OF RICHMOND  
 6911 NUMBER 3 ROAD  
 RICHMOND, B.C.  
 V6Y 2C1  
 PHONE: (604) 276-4000  
 AS TO THE SIGNATURE OF

THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 2011

OFFICER CERTIFICATION: YOUR SIGNATURE CONSTITUTES A  
 REPRESENTATION THAT YOU ARE A SOLICITOR, NOTARY PUBLIC  
 OR OTHER PERSON AUTHORIZED BY THE EVIDENCE ACT,  
 R.S.B.C. 1996, C. 124, TO TAKE AFFIDAVITS FOR  
 USE IN BRITISH COLUMBIA AND CERTIFIES THE  
 MATTERS SET OUT IN PART 5 OF THE LAND TITLE ACT  
 AS THEY PERTAIN TO THE EXECUTION OF THIS INSTRUMENT.

I, Johnson C. Tam, a British Columbia  
 Land Surveyor, certify that I was  
 present at and personally superintended  
 the survey represented by this plan, and  
 that the survey and plan are correct.  
 The field survey was completed on the  
 14th day of November, 2011. The plan was  
 completed and checked, and the checklist  
 filed under #129930, on the 16th day  
 of November, 2011.

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

DWG No. 4140-REF





**To:** Planning Committee **Date:** November 15, 2011  
**From:** Brian J. Jackson, MCIP **File:** RZ 11-578325  
 Director of Development  
**Re:** **Application by Harpreet Johal for a Rezoning at 10131 Bridgeport Road from Single Detached (RS1/D) to Compact Single Detached (RC2)**

**Staff Recommendation**

1. That the following recommendation be forwarded to Public Hearing:

Single-Family Lot Size Policy 5448 for the area bounded by Bridgeport Road on the south, River Drive on the north, Shell Road on the east and No. 4 Road on the west (Section 23-5-6), adopted by Council on September 16, 1991, be amended to permit:

Properties along Bridgeport Road between No. 4 Road and McKessock Avenue to rezone and subdivide in accordance with the provisions of Compact Single Detached (RC2) or Coach Houses (RCH) provided there is lane access (as shown on **Attachment 3** to the report dated November 15, 2011 from the Director of Development).

2. That Bylaw No. 8836, for the rezoning of 10131 Bridgeport Road from "Single Detached (RS1/D)" to "Compact Single Detached (RC2)", be introduced and given first reading.

Brian J. Jackson, MCIP  
 Director of Development

ES:blg  
 Att.

FOR ORIGINATING DEPARTMENT USE ONLY		
<b>ROUTED TO:</b>	<b>CONCURRENCE</b>	<b>CONCURRENCE OF GENERAL MANAGER</b>
Affordable Housing	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	 <hr style="width: 100%;"/>



## Staff Report

### Origin

Harpreet Johal has applied to rezone a 1083.9 m<sup>2</sup> (11,667 ft<sup>2</sup>) site consisting of one (1) lot located at 10131 Bridgeport Road from Single Detached (RS1/D) to Compact Single Detached (RC2) for the purpose of creating two (2) single-family lots approximately 12.573 m (41.25 ft.) wide.

This application is contrary to the existing Single-Family Lot Size Policy 5448, which has been in effect for over five years. Prior to being able to consider this rezoning application, the existing Single-Family Lot Size Policy 5448 must be amended to allow properties fronting Bridgeport Road between No. 4 Road and McKessock Avenue within this Policy area to be rezoned and subdivided as per Compact Single Detached (RC2) or Coach Houses (RCH) provided there is lane access.

**Attachment 1** shows the location of the subject application.

### Related Policies & Studies

#### OCP Designation

The Official Community Plan's (OCP) Generalized Land Use Map designation for this property is "Neighbourhood Residential".

#### Lot Size Policy 5448

The subject property lies within an area affected by Single Family Lot Size Policy 5448, which was adopted by Council on September 16, 1991 (**Attachment 2**). This Policy currently restricts rezoning and subdivision of properties along Bridgeport Road to Single Detached (RS1/D) unless there is lane or internal road access in which case Single Detached (RS1/B) is permitted.

#### Lane Establishment and Arterial Road Redevelopment Policies

The subject application is consistent with the City's Lane Establishment and Arterial Road Redevelopment Policies which encourages single-family residential and coach house development on properties along arterial roads where access to a fully operational municipal lane is available.

#### Aircraft Noise Sensitive Development Policy

The subject site is located within the Aircraft Noise Sensitive Development (ANSD) Policy Area within a designation (Area 2) that permits new single-family development that is supported by an existing Lot Size Policy. As a condition of rezoning, the applicant is required to register a restrictive covenant on Title to address aircraft noise mitigation and public awareness.

### **Part 1 – Proposed Amendment to Lot Size Policy 5448**

The proposed amendment to Lot Size Policy 5448 (**Attachment 3**) would permit properties fronting Bridgeport Road between No. 4 Road and McKessock Avenue within this policy area to be rezoned and subdivided as per Compact Single Detached (RC2) or Coach Houses (RCH) provided there is lane access.

#### **Consultation**

In early October 2011, a letter regarding the proposed amendment to the Single-Family Lot Size Policy for this area (**Attachment 4**) was sent to all those properties within Lot Size Policy 5448 in Section 23-5-6. In response to this letter, four (4) phone calls and two (2) letters/e-mails (1 support, 1 opposing) were received from area residents (**Attachment 5**). Inquiries were primarily regarding the implications for their properties associated with the Single Family Lot Size Policy. Concerns included densification along the perimeter of the neighbourhood, lack of green space on small lots, increased traffic, and exclusion of the properties along Bridgeport Road between McKessock Avenue and Shell Road from the proposed lot size policy amendment. These concerns are discussed in the staff comments below.

#### **Staff Comments**

##### Denser Form of Development

The City has been encouraging infill in the form of small lot single-family and coach house developments along arterial roads on the condition that a rear lane is provided. The existing Single-Family Lot Size Policy 5448 limits rezoning along Bridgeport Road to Single Detached (RS1/D) (minimum 15 m wide), unless there is a lane or internal road access then Single Detached (RS1/B) (minimum 12 m wide) is permitted.

The proposed amendment would allow rezoning along the north side of Bridgeport Road, where access is provided from a lane to Compact Single Detached (RC2) and Coach House District (R9) (minimum 9 m wide).

Compact lots and coach houses are appropriate along the arterial roads in this neighbourhood because of the proximity to commercial services, the bus service along Bridgeport Road, and the opportunity to introduce a new form of housing in the neighbourhood. The slightly narrower lot width and additional Floor Area Ratio (FAR) permitted will also address the financial viability of redevelopment of these properties given the land dedication and construction requirements for the rear lane.



### Landscaping and Green space

A minimum amount of green space is a requirement of Zoning Bylaw 8500, which states that in RC2 and RCH zones no more than 70% of a lot may be occupied by buildings, structures and non-porous surfaces. In addition, the front yards of the future developments must be enhanced. A landscape plan prepared by a Registered Landscape Architect will be required for all developments along Bridgeport Road. A minimum of two (2) trees and a combination of shrubs and ground covers must be accommodated within the front yards.

### Access and Traffic

Staff concluded that the additional traffic from the proposed lot size policy amendment could be accommodated in the existing capacity of the fronting arterial roadways. All single-family lot subdivisions or rezonings in the area highlighted in this proposed policy shall access off the existing rear lanes in order to minimize the number of driveways and conflict points on the fronting arterial road. The developers will be required to enter into Servicing Agreements for lane design and construction where necessary.

### Implications for other properties along Bridgeport Road between McKessock Avenue and Shell Road

Properties fronting on Bridgeport Road between McKessock Avenue and Shell Road within this Policy area are not included in the proposal because it will be difficult for the development to connect to an operational lane. In addition, this section has been identified for a comprehensive review to determine how the area can develop due to the existing lot geometry (large lots) and future potential plans to extend McKessock Place further south. The existing lot size policy allows these properties to rezone and subdivide to Single Detached (RS1/B) provided there is internal road or lane access. The potential rezoning and subdivision of the lot that raised this comment would not have sufficient width to create three (3) RC2 or RCH lots as asserted in the attached letter (**Attachment 5**) as corner lots must be 2m wider.

### **Option 1: Retain the existing Single Family Lot Size Policy 5448 (*Not Recommended*).**

Under this option:

- Rezoning and subdivision within the proposed amendment area would only be permitted as per the existing Single Detached (RS1/D) unless there is a lane or internal road access then Single Detached (RS1/B).
- Only two (2) of the lots within this section would be large enough to subdivide without consolidation, which may limit the potential to extend the lanes that have already been started in this area.

### **Option 2: Amend Lot Size Policy 5448 to permit rezoning and subdivision for properties along Bridgeport between No. 4 Road and McKessock Avenue as per Single Detached (RC2) or Coach Houses (RCH) (*Recommended*).**

Under this option:

- Rezoning and subdivision would be permitted as per Compact Single Detached (RC2) or Coach Houses (RCH) on properties along Bridgeport Road between No. 4 Road and McKessock Avenue.



- The proposed amendment would make increase the potential for redevelopment on an individual lot basis without land assembly due to the existing lot geometry and would result in continuation of the existing rear lane system started to date.
- Lane extensions will be more financially viable as slightly smaller lot widths and the additional FAR permitted will offset the land dedication and lane construction requirements.
- The amended Single-Family Lot Size Policy 5448 would be implemented for a minimum of five years (to 2017).

**Option 3: Expand Single Family Lot Size Policy 5448 Area to include properties fronting Bridgeport Road between McKessock Avenue and Shell Road (Not Recommended).**

Under this option:

- Rezoning and subdivision would be permitted as per Compact Single Detached (RC2) or Coach Houses (RCH) on properties along Bridgeport Road between McKessock Avenue and Shell Road.
- Due to the existing lot geometry along this section, it would be difficult for development to connect to an operational lane.
- This section has been identified for a comprehensive review to determine how the area can develop.

The Planning and Development Department supports **Option 2** for the following reasons:

- The reduction being sought to 9 m wide lots will not result in a significant increase in the overall number of lots within the quarter section.
- There is more likelihood that the lane will be extended adjacent to Bridgeport Road for the length of the proposed amendment area, thereby removing vehicle access from Bridgeport Road.

## **Part 2 – Proposed Rezoning of 10131 Bridgeport Road**

Harpreet Johal has applied to rezone the subject 1083.9 m<sup>2</sup> (11,667 ft<sup>2</sup>) site consisting of one (1) lot located at 10131 Bridgeport Road in the study area from Single Detached (RS1/D) to Compact Single Detached (RC2) for the purpose of creating two (2) single-family lots approximately 12.573 m (41.25 ft.) wide.

### **Findings of Fact**

A Development Application Data Sheet providing details about the development proposal is attached (**Attachment 6**).

### **Surrounding Development**

- To the north, are single-family lots zoned Single Detached (RS1/D);
- To the east, are two (2) single-family lots zoned Single Detached (RS1/B);
- To the south, across Bridgeport Road is a lot zoned Auto-Oriented Commercial (CA); and

- To the west, are single-family lots zoned Single Detached (RS1/D).

## Staff Comments

### Trees & Landscaping

A Certified Arborist's Report was submitted by the applicant, which identifies tree species, assesses the structure and condition of trees, and provides recommendations on tree retention and removal relative to the development proposal. The Report identifies and assesses:

- One (1) bylaw-sized tree on the neighbouring property to the west (10111 Bridgeport Road);
- One (1) bylaw-sized tree on the subject property; and
- One (1) bylaw-sized tree shared between the subject property and the neighbouring property to the west.

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

- Retain and protect the bylaw-sized tree on the neighbouring property to the west (Tree #1), the bylaw-sized tree on the subject property which is currently fenced off as part of the adjacent property to the west (Tree #2), and the bylaw-sized tree which is shared between the subject property and the neighbouring property to the west (Tree #3).
- Tree protection fencing must be installed as per the Arborist Report dated July 2, 2011 as follows:
  - Tree #1: 4 m from base of stem on the east and south sides.
  - Tree #2: 1.5 m from base of stem on the northeast and south sides.
  - Tree #3: 2 m from base of stem on the northeast and south sides.

The Final Tree Retention Plan, which reflects the final outcome of tree protection and removal, is included as **Attachment 7**.

Council Policy adopted in 1995, encourages property owners to plant and maintain at least two (2) trees on every lot in recognition of the many benefits derived from urban trees. Consistent with this Policy, the applicant has agreed to plant and maintain three (3) trees [one (1) tree on Lot 1, two (2) trees on Lot 2 (minimum 6 cm calliper/2.5 m coniferous height)].

As a condition of rezoning, the applicant must submit a Landscape Plan, prepared by a Registered Landscape Architect, for the two (2) future lots along with a Landscaping Security (100% of the cost estimate provided by the Landscape Architect, including installation costs) to ensure that the three (3) replacement trees are planted and maintained, and that the front yard of the future lots will be enhanced.

To ensure the survival of protected trees, the applicant must submit the following prior to rezoning adoption:

- A Contract with a Certified Arborist for on-site supervision of all works to be conducted at development stage within close proximity to the tree protection zones of trees to be retained (including removal of the existing garage slab). The Contract must include the proposed number of site monitoring inspections (e.g. demolition, excavation, perimeter



drainage etc.), as well as a provision for the Arborist to submit a post-construction impact assessment report for the City to review; and

- A Tree Survival Security to the City in the amount of \$3,000 (to reflect the 2:1 replacement ratio at \$500/tree) to ensure that Trees #1, 2 and 3 will be protected. The City will release 90% of the security after construction and landscaping on the future lots are completed, inspections are approved, and an acceptable post-construction impact assessment report is received. The remaining 10% of the security would be released one year later subject to inspection.

#### Affordable Housing

Richmond's Affordable Housing Strategy requires a suite on 50% of new lots, or a cash-in-lieu contribution of 1.00/ft<sup>2</sup> of total building area towards the City's Affordable Housing Reserve Fund for single-family rezoning applications.

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

Should the applicant change their mind prior to rezoning adoption about the affordable housing option selected, a voluntary contribution to the City's Affordable Housing Reserve Fund in-lieu of providing the secondary suite will be accepted. In this case, the voluntary contribution would be required to be submitted prior to final adoption of the rezoning bylaw, and would be based on \$1.00/ft<sup>2</sup> of total building area of the single detached dwellings (i.e. \$6,013).

#### Flood Management

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

#### Site Servicing and Vehicle Access

There are no servicing concerns with rezoning.

Vehicular access to Bridgeport Road is not permitted in accordance with Bylaw 7222. Access to the site at future development stage is to be from the proposed rear lane only.

#### Subdivision

At future subdivision stage, the applicant will be required to:

1. Enter into a standard Servicing Agreement for the design and construction of the proposed lane extension. The lane design to include but is not limited to: Storm sewer, sand/gravel base, roll curb and gutter (both sides), asphalt pavement, and lane lighting. Note: the design should also include water, storm and sanitary sewer service connections for both lots.



2. Pay Development Cost Charges (City and GVS & DD), School Site Acquisition Charge and Address Assignment Fee.

### **Analysis**

Based on the low level of public opposition to the proposed amendment and the Lane Establishment and Arterial Road Development Policies in the Official Community Plan (OCP) an amendment to Lot Size Policy 5448 is proposed. The amended Policy effectively supports rezoning and subdivision to Compact Single Detached (RC2) and Coach Houses (RCH) - 9 m (29.5 ft.) wide lots along the north side of Bridgeport Road between No. 4 Road and McKessock Avenue.

Access to all the single-family or coach house lots fronting Bridgeport Road affected by the proposed amendment will be via a rear lane. All the relevant technical issues appear to be addressable.

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

None.

### **Conclusion**

1. The proposal is to rezone one large lot to Single Detached (RC2) for the purpose of creating two (2) single-family lots.
2. The Planning and Development Department supports the subject application because it is consistent with the Single-Family Lot Size Policy for the area recommended in the this report and it complies with Richmond Zoning Bylaw 8500 and all other applicable policies and land use designations contained within the Official Community Plan (OCP).

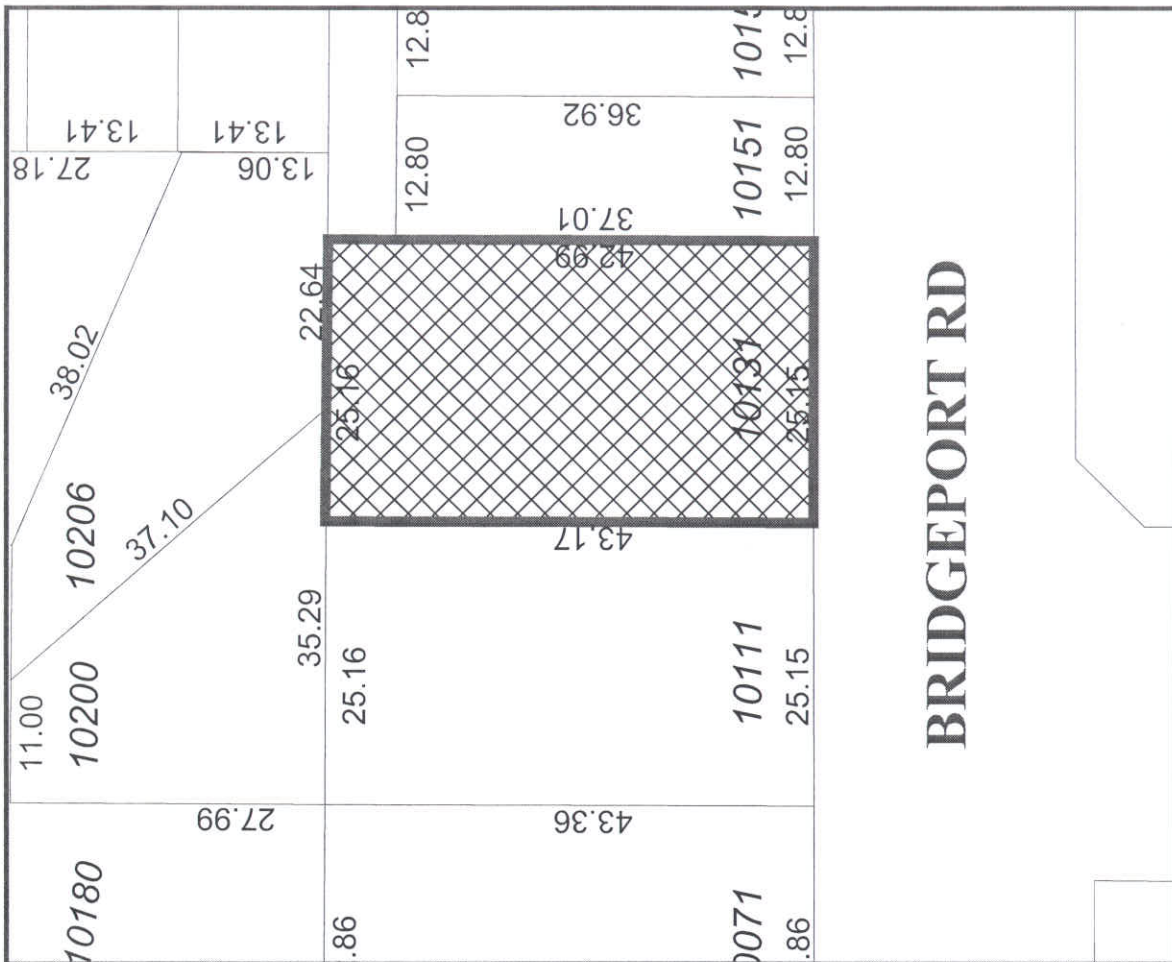
The list of rezoning considerations is included as **Attachment 8**, which has been agreed to by the applicant (signed concurrence on file).



Erika Syvokas  
Planning Technician  
(604-276-4108)

ES:blg

- Attachment 1: Location Map/Aerial Photo
- Attachment 2: Existing Single-Family Lot Size Policy 5448
- Attachment 3: Proposed Single-Family Lot Size Policy 5448
- Attachment 4: Neighbourhood Consultation Letter
- Attachment 5: Letters Received
- Attachment 6: Development Application Data Sheet

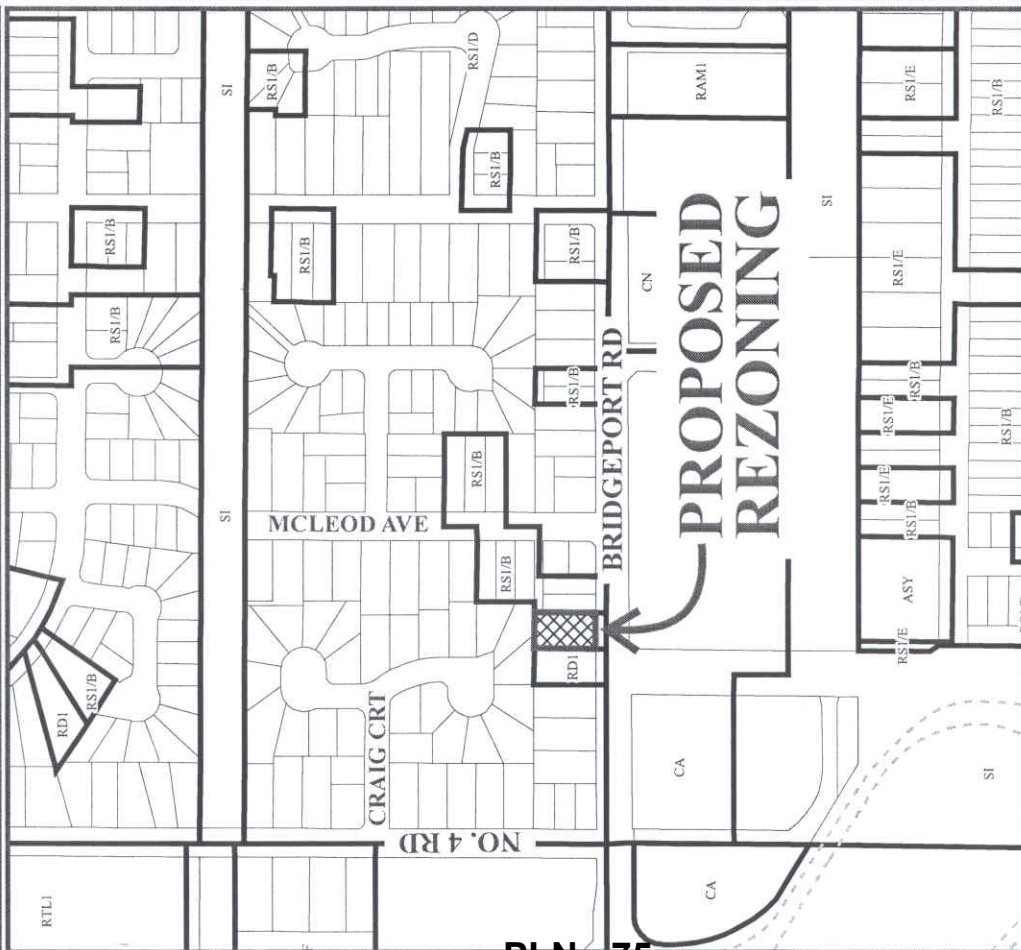


Original Date: 05/11/11

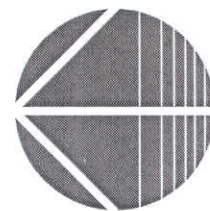
Revision Date:

Note: Dimensions are in METRES

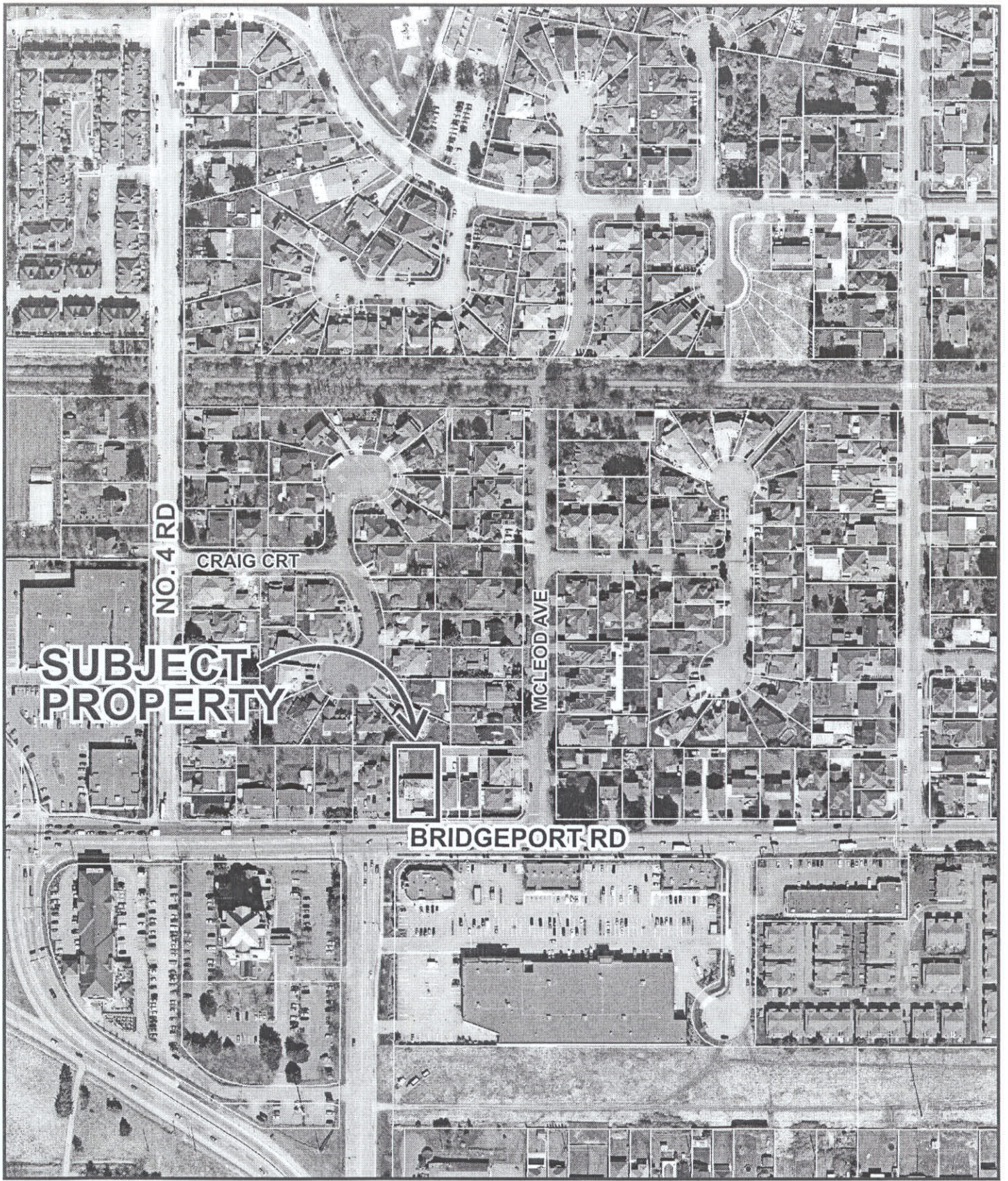
# City of Richmond



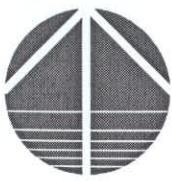
## RZ 11-578325







**SUBJECT  
PROPERTY**



RZ 11-578325

**PLN - 76**

Original Date: 05/12/11

Revision Date:

Note: Dimensions are in METRES





# City of Richmond

# Policy Manual

Page 1 of 2

Adopted by Council: September 16, 1991

**POLICY 5448**

File Ref: 4045-00

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

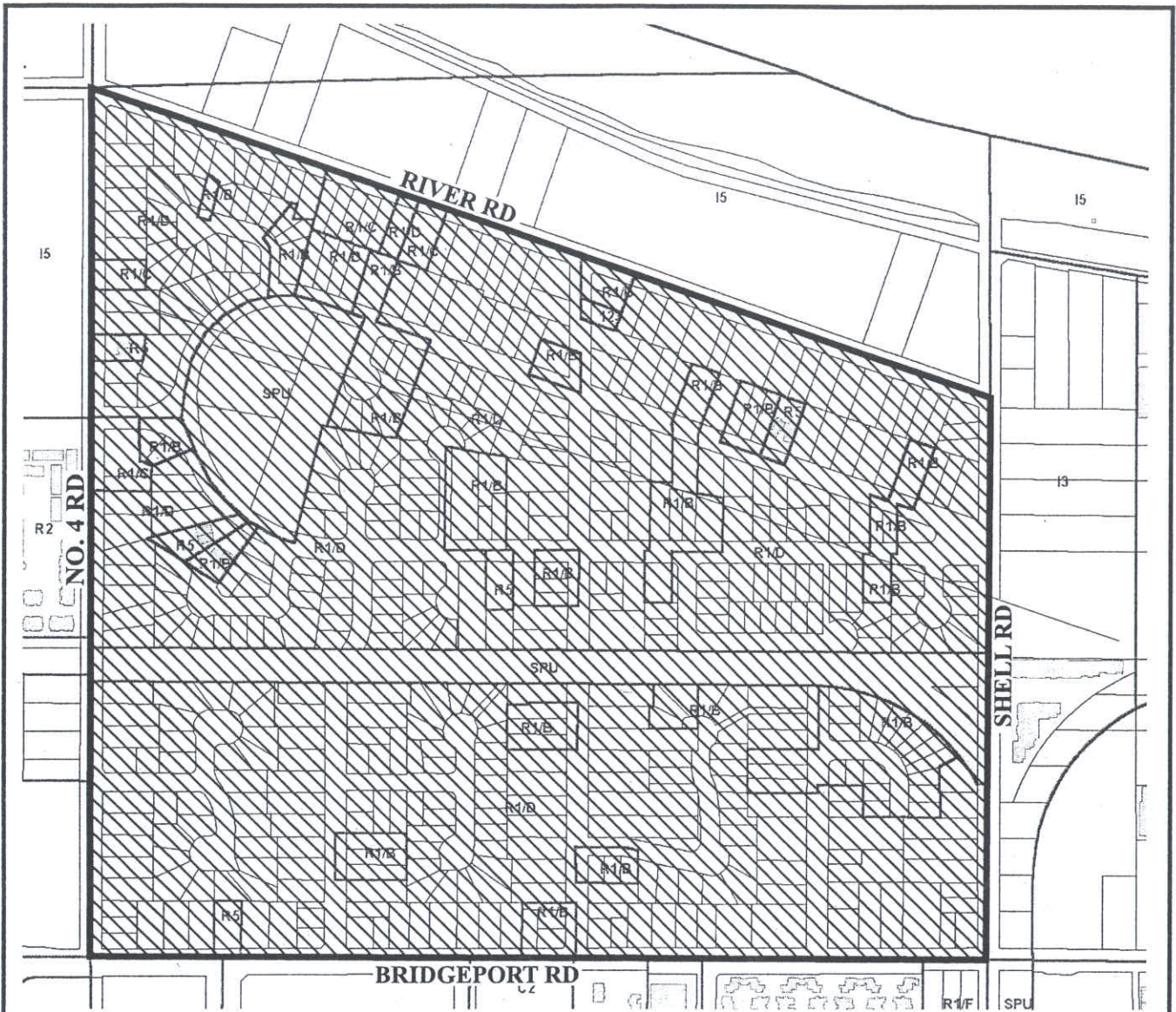
## **POLICY 5448:**

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

That properties within the area bounded by Bridgeport Road on the south, River Drive on the north, Shell Road on the east and No. 4 Road on the west, in a portion of Section 23-5-6, be permitted to subdivide in accordance with the provisions of Single-Family Housing District (R1/B) in Zoning and Development Bylaw 5300, with the following provisions:

- (a) Properties along Bridgeport Road and Shell Road will be restricted to Single-Family Housing District (R1/D) unless there is lane or internal road access in which case Single-Family Housing District (R1/B) will be permitted,
- (b) Properties along No. 4 Road and River Drive will be restricted to Single-Family Housing District (R1/C) unless there is lane or internal road access in which case Single-Family Housing District (R1/B) will be permitted;

and that this policy, as shown on the accompanying plan, be used to determine the disposition of future single-family rezoning applications in this area, for a period of not less than five years, unless changed by the amending procedures contained in the Zoning and Development Bylaw.



Subdivision permitted as per **R1/B** except:

1. River Drive: **R1/C** unless there is a lane or internal road access, then **R1/B**.
2. Shell Road: **R1/D** unless there is a lane or internal road access, then **R1/B**.
3. No. 4 Road: **R1/C** unless there is a lane or internal road access then **R1/B**.
4. Bridgeport Road: **R1/D** unless there is a lane or internal road access then **R1/B**.



## POLICY 5448 SECTION 23, 5-6

Adopted Date: 09/16/91

Amended Date:





# City of Richmond

# Policy Manual

Page 1 of 2

Proposed Single Family Lot Size Policy 5448

POLICY 5448

File Ref: 4045-00

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

## POLICY 5448:

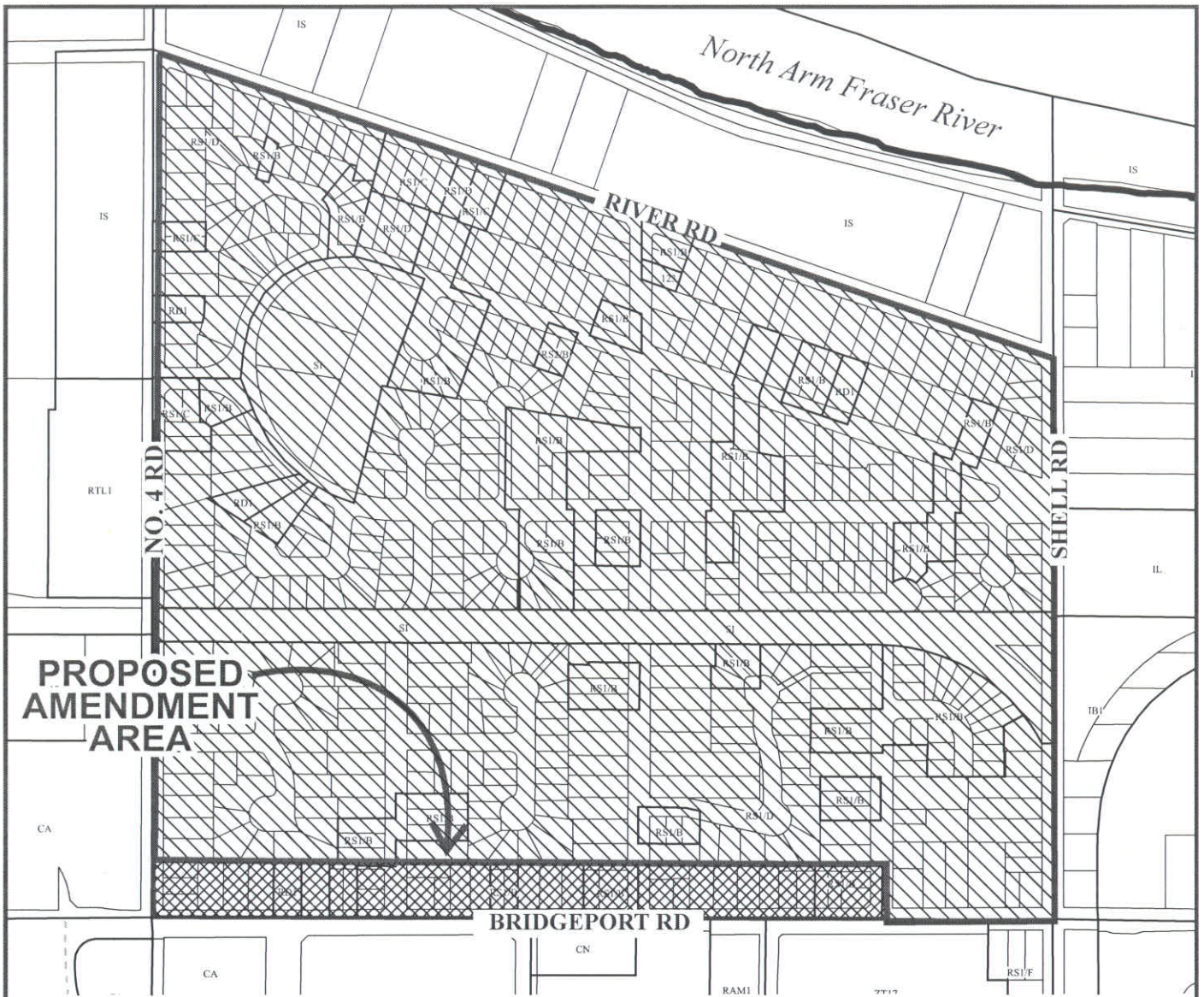
The following policy establishes lot sizes in a portion of Section 23-5-6, bounded by the **Bridgeport Road, Shell Road, No. 4 Road and River Drive:**

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

- (a) Properties along Bridgeport Road (between McKessock Avenue and Shell Road) and along Shell Road will be restricted to Single Detached (RS1/D) unless there is lane or internal road access in which case Single Detached (RS1/B) will be permitted;
- (b) Properties along Bridgeport Road between No. 4 Road and McKessock Avenue will be restricted to Single Detached (RS1/D) unless there is lane access in which case Compact Single Detached (RC2) and Coach Houses (RCH) will be permitted;
- (c) Properties along No. 4 Road and River Drive will be restricted to Single-Family Housing District (R1/C) unless there is lane or internal road access in which case Single-Family Housing District (R1/B) will be permitted;

and that this policy, as shown on the accompanying plan, be used to determine the disposition of future single-family rezoning applications in this area, for a period of not less than five years, unless changed by the amending procedures contained in the Zoning and Development Bylaw.





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

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



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



## Proposed Amendment to Policy 5448 Section 23, 5-6

Adopted Date: 09/16/91

Amended Date:





## City of Richmond

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

Telephone (604) 276-4000

www.city.richmond.bc.ca

October 3, 2011  
File: 11-578325

Planning and Development Department  
Policy Planning  
Fax: 604-276-4052

Dear Owner/Resident:

**Re: Proposed Amendment to Single-Family Lot Size Policy 5448  
to Permit 10131 Bridgeport Road to Subdivide to Single Detached (RC2) Lots**

The purpose of this letter is to inform you of a proposed amendment to the Single-Family Lot Size Policy 5448 for your area and a rezoning application for 10131 Bridgeport Road under consideration by the City.

**Rezoning Application for 3491 No. 5 Road**

Harpreet Johal has applied to the City of Richmond for permission to rezone 10131 Bridgeport Road from "Single Detached (RS1/D)" to "Compact Single Detached (RC2)" in order to permit a subdivision to create two (2) single-family lots. This application is being processed under City file No. RZ 11-578325. A condition of this rezoning is that a lane is required to be established on the subject properties to provide access.

**Single Family Lot Size Policy 5448**

In 1991, City Council adopted Lot Size Policy 5448 (see **Attachment 1**). This Policy currently permits rezoning and subdivision of single-family lots in your area to Single Detached (RS1/B), except for specific areas along the major exterior roads where lots without lane or internal road access are restricted to Single Detached (RS1/C) and Single Detached (RS1/D). The table below lists the minimum lot dimension, area and density of the zones permitted in certain areas covered under Policy 5448:

Zone	Min. Width	Min. Depth	Min. Area	Max. FAR
RS1/B	12 m (39.527 ft.)	24 m (78.740 ft)	360 m <sup>2</sup> (3,875.13 ft <sup>2</sup> )	0.55 applied to a max. of 464.5 m <sup>2</sup> of the lot area, together with 0.30 applied to the balance of the lot area in excess of 464.5 m <sup>2</sup> .
RS1/C	13.5 m (44.291 ft.)	24 m (78.740 ft)	360 m <sup>2</sup> (3,875.13 ft <sup>2</sup> )	
RS1/D	15 m (49.291 ft.)	24 m (78.740 ft)	450 m <sup>2</sup> (4,843.92 ft <sup>2</sup> )	

**Proposed Amendment**

Since 2001, the City has been encouraging small single-family developments along arterial roads on the condition that a rear lane access is provided.

An amendment has been proposed by the applicant to Policy 5448 for Council's consideration that would allow properties fronting Bridgeport Road between Mckessock Avenue and No. 4 Road, including 10131 Bridgeport Road, to rezone and subdivide in accordance with Compact Single Detached (RC2) and Coach Houses (RCH). New parcels which may be created in the RC2 and RCH zones must be a minimum of:

Zone	Min. Width	Min. Depth	Min. Area
RC2	9 m (29.527 ft.)	24 m (78.740 ft)	270 m <sup>2</sup> (2,906.35 ft <sup>2</sup> )

The proposed amended Policy is shown in **Attachment 2**.

The intent is to allow for smaller lots at a slightly higher density on properties fronting Bridgeport Road in accordance with the City's Official Community Plan which encourages that type of development.

This amendment would enable the City to consider other similar rezoning applications along this section of Bridgeport Road. It should be emphasized that the proposed amendment to Policy 5448 would only apply to the properties along Bridgeport Road between No. 4 Road and Mckessock Avenue and would not change the zoning permitted elsewhere in the neighbourhood.

You are being advised of this proposal because this is the first rezoning application along Bridgeport Road that requires a change to Single-Family Lot Size Policy 5448.

**Process**

Please review the accompanying materials. Please forward any comments or concerns with either the proposed amendment to Single Family Lot Size Policy 5448, or the proposed rezoning of 10131 Bridgeport Road from Single Detached (RS1/D) to Compact Single Detached (RC2) to the undersigned at the address above before **October 28<sup>th</sup>, 2011**.

Following receipt of public comments, staff will complete a report to Planning Committee. It is proposed that the amendment to Single-Family Lot Size Policy 5448 and the rezoning application at 10131 Bridgeport Road be considered concurrently by the Planning Committee and City Council in the near future once the staff review is complete. If supported by the Planning Committee, both items would then be subsequently considered by Council at a Public Hearing. You will be provided with the opportunity to address Council on both the proposed amendment to Single-Family Lot Size Policy 5448 and the rezoning application at 10131 Bridgeport Road at this Public Hearing.

Please note that the applicant's proposed amendment to Lot Size Policy 5448 does not imply that staff and/or Council automatically support the in-stream or future rezoning applications for properties along Bridgeport Road within this area. All rezoning applications will continue to receive the same attention and scrutiny and are required to go through a Public Hearing process.

If you have any questions or require further explanation, please do not hesitate to contact the undersigned by phone at 604-276-4018, via email at [esyvokas@richmond.ca](mailto:esyvokas@richmond.ca), or in writing.

Yours truly,



Erika Syvokas  
Planning Technician

- Att.(4): Attachment 1 - Existing Single-Family Lot Size Policy 5448
- Attachment 2 – Proposed Amended Single-Family Lot Size Policy 5448
- Attachment 3 – Location Map of Rezoning Application at 10131 Bridgeport Road
- Attachment 4 – Proposed Subdivision Plan of 10131 Bridgeport Road



10697 Mckessock Place,  
Richmond, B.C.,  
V6X 3Y3

October 25, 2011

File: 11-578325

**Re: Proposed Amendment to Single-Family Lot Size Policy 5448  
To Permit 10131 Bridgeport Road to Subdivide to Single Detached (RC2) Lots**

I am writing to object to the above zoning amendments.

By allowing such a sample of 10131 Bridgeport Road to subdivide to single detached lots, which will also open up opportunity for other big lots owners in our neighborhood for them to subdivide their big lot into lots of smaller lots. This will lead to more traffic to our neighborhood and put pressure on the parents when taking care of their children while they play in the yard. Adding a back lane is also dangerous to the owners of nearby properties since thefts like to find places to hide and back lane is a good sample of hiding place.

Overall, I feel the amendment that would allow this to take place is not in the best interest of the citizens of Bridgeport, and I strongly urge you to reconsider your decision.

Sincerely,



Shiu Ying Chan

A Concerned Home Owner

**Syvokas, Erika**

---

**From:** brian cray [briancray@hotmail.com]  
**Sent:** October 13, 2011 4:31 PM  
**To:** Syvokas, Erika  
**Subject:** File 11-578325

**Subject:** File 11-578325

Dear Ms. Syvokas:

We have chatted a couple of times on the phone and this email is to put into more detail about this rezone for the area on Bridgeport road from Mckessock ave. to No 4 road N/s.

I am not against this rezone. But I have a few concerns regarding my zoning.

I live at 10651 Bridgeport Road at Mckessock. This rezone comes right up to me at Mckessock drive. At present we are all in the same existing policy(5448). The properties affected are all like mine...with minimal depth, and different widths. They could apply to go R1B as I can. Instead they are asking to go RC2 that gives different widths. I would be able to get 2 lots as min lot width is 12m (39.527ft).

All I am asking is to be rezoned like the rest of Bridgeport road with zone RC2. That would enable me to go from R1B with min lot width of 12m(39.527ft), to a min lot width of 9m (29.527ft). It would enable me to get 3 lots instead of 2 and would be in keeping with the area if this rezone included me. All that is needed is to extend the map one more property. I would still have to put a lane in, but I would have to do that now.

After talking with you, I get the impression the City of Richmond planners are lumping me in with the large lots next to me. While there is a possibility that a developer could come in and also acquire my lot with those large lots because it is next to theirs, I believe it much more likely that I would want to develop my lot like it is currently zoned...a lane with lots. The only question would be, would I be able to get 2 lots or 3 that this rezone would give next to me.

I would like to be included in the change of policy 5448 and rezone of Bridgeport road be extended by one property. My property's size, corner location, easement, and proximity to this proposed rezone makes RC2 a natural fit.

If this is not acceptable to the City of Richmond, then I would be very interested in what they have in mind for my block in the future in regards to zoning potential and my property in particular. I would be happy to have a meeting with your planners to discuss this.

Thank you.

Brian Cray  
604-273-3363





**City of Richmond**

6911 No. 3 Road  
 Richmond, BC V6Y 2C1  
 www.richmond.ca  
 604-276-4000

**Development Application  
 Data Sheet**

**RZ 11-578325** **Attachment 6**

Address: 10131 Bridgeport Road

Applicant: Harpreet Johal

Planning Area(s): Bridgeport (2.12)

	Existing	Proposed
<b>Owner:</b>	Alfred and Marjanne Vlasveld	To be determined
<b>Site Size (m<sup>2</sup>):</b>	1083.9 m <sup>2</sup>	Two (2) lots, 467 m <sup>2</sup> and 466 m <sup>2</sup>
<b>Land Uses:</b>	One (1) single detached dwelling	Two (2) single detached dwellings
<b>OCP Designation:</b>	Generalized Land Use Map Designation – “Neighbourhood Residential”	No change
<b>Area Plan Designation:</b>	Residential (Single-Family)	No change
<b>702 Policy Designation:</b>	Single Detached (RS1/D) unless there is a lane or internal road access then Single Detached (RS1/B)	Compact Single Detached (RC2)
<b>Zoning:</b>	Single Detached (RS1/D)	Compact Single Detached (RC2)
<b>Other Designations:</b>	The OCP Lane Establishment and Arterial Road Redevelopment Policies permit residential redevelopment where there is access to an existing operational rear lane.	No change

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.6	Max. 0.6	none permitted
Lot Coverage – Building:	Max. 50 %	50%	none
Lot Size (min. dimensions):	270 m <sup>2</sup>	Lot 1- 467 m <sup>2</sup> Lot 2- 466 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 significant trees.

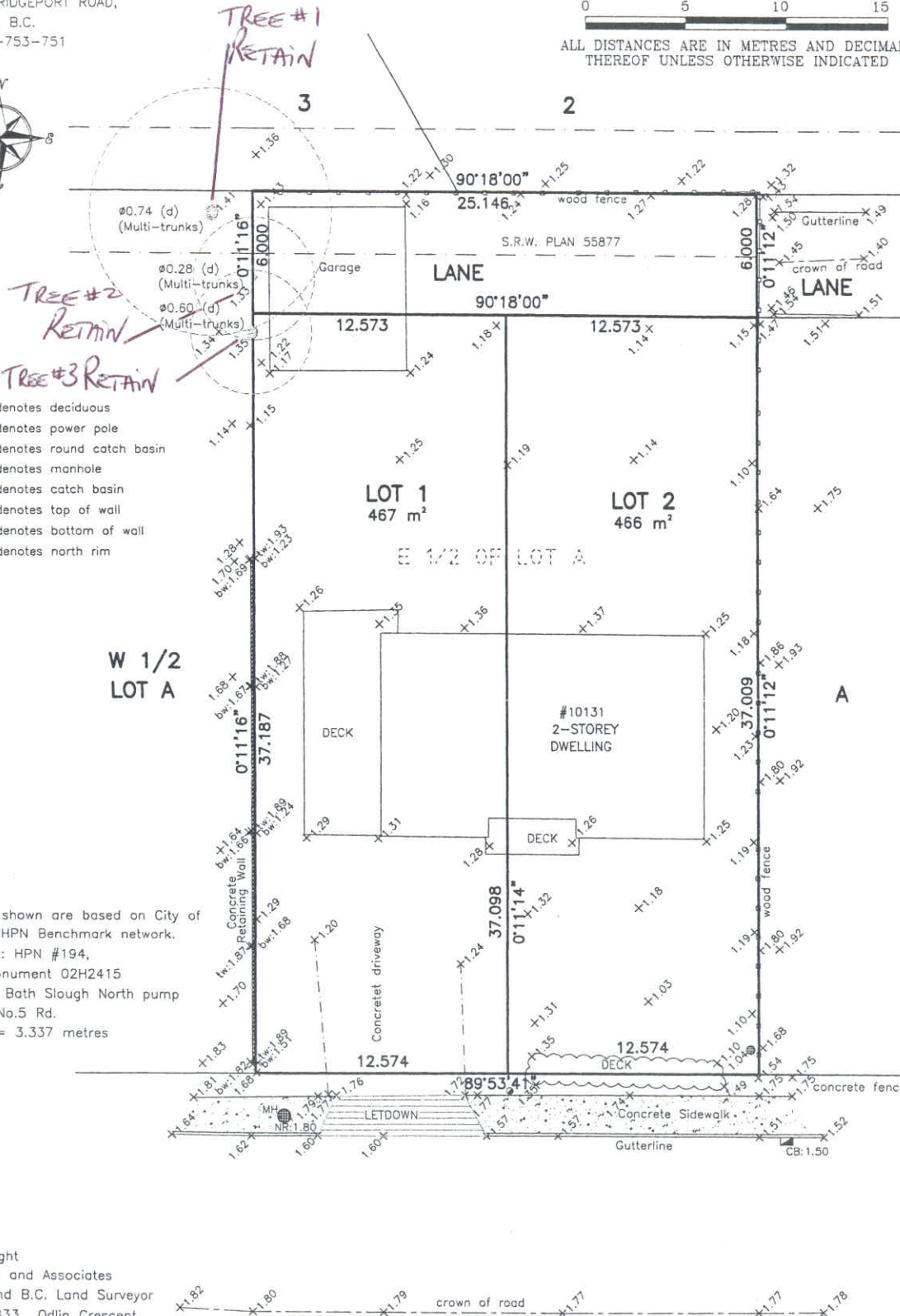
**TOPOGRAPHIC SURVEY AND PROPOSED SUBDIVISION OF EAST PART LOT "A"**  
**SECTION 23 BLOCK 5 NORTH RANGE 6 WEST NEW WESTMINSTER**  
**DISTRICT PLAN 21944**

#10131 BRIDGEPORT ROAD,  
 RICHMOND, B.C.  
 P.I.D 003-753-751

SCALE: 1:200



ALL DISTANCES ARE IN METRES AND DECIMALS  
 THEREOF UNLESS OTHERWISE INDICATED



LEGEND: TREE #3 RETAIN

- (d) denotes deciduous
- denotes power pole
- denotes round catch basin
- MH denotes manhole
- CB denotes catch basin
- tw denotes top of wall
- bw denotes bottom of wall
- NR denotes north rim

NOTE:  
 Elevations shown are based on City of Richmond HPN Benchmark network.  
 Benchmark: HPN #194,  
 Control Monument 02H2415  
 In slab of Bath Slough North pump  
 stn E of No.5 Rd.  
 Elevation = 3.337 metres

© copyright  
 J. C. Tam and Associates  
 Canada and B.C. Land Surveyor  
 115 - 8833 Odlin Crescent  
 Richmond, B.C. V6X 3Z7  
 Telephone: 214-8928  
 Fax: 214-8929  
 E-mail: office@jctam.com  
 Website: www.jctam.com  
 Job No. 4395  
 FB-180 P6-7  
 Drawn By: MY

BRIDGEPORT ROAD

PLN - 86

CERTIFIED CORRECT:  
 LOT DIMENSION ACCORDING TO  
 FIELD SURVEY.

*Johnson C. Tam*  
 JOHNSON C. TAM, B.C.L.S.

MARCH 31st, 2011.

DWG No. 4395-TOPO



## Rezoning Considerations

### 10131 Bridgeport Road RZ 11-578325

Prior to final adoption of Zoning Amendment Bylaw 8836, the applicant is required to complete the following:

1. Adoption of Lot Size Policy Amendment 5448.
2. Provincial Ministry of Transportation and Infrastructure approval.
3. Submission of a Landscape Plan, prepared by a Registered Landscape Architect, to the satisfaction of the Director of Development, and deposit of a Landscaping Security based on 100% of the cost estimate provided by the Landscape Architect, including installation costs. The Landscape Plan should:
  - Comply with the guidelines of the OCP's Lane Establishment and Arterial Road Redevelopment Policies and should not include hedges along the front property line;
  - Include a mix of coniferous and deciduous trees; and
  - Include the required three (3) trees [one (1) tree on Lot 1, two (2) trees on Lot 2] with a minimum size height of 6 m deciduous calliper/2.5 m coniferous height.
4. Submission of a Contract entered into between the applicant and a Certified Arborist for supervision of any works to be conducted within the Tree Protection Zone (including removal of the existing garage slab) of the off-site tree (Tree #1) to be protected located on the neighbouring property to the west (10111 Bridgeport Road), the on-site tree to be retained (Tree # 2), and the shared tree (Tree #3) located on the west property line of the subject property. The Contract must include the scope of work to be undertaken, including: the proposed number of site monitoring inspections (e.g. demolition, excavation, perimeter drainage etc.) and a provision for the Arborist to submit a post-construction impact assessment report to the City for review.
5. Submission of a Tree Survival Security to the City in the amount of \$3,000 for Trees # 1, 2 & 3. The City will release 90% of the security after construction and landscaping on the future lots are completed, inspections are approved, and an acceptable post-construction impact assessment report is received. The remaining 10% of the security would be released one (1) year later subject to inspection.
6. 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. \$6,013) to the City's Affordable Housing Reserve Fund in-lieu of registering the legal agreement on Title to secure a secondary suite.

7. Registration of a flood indemnity covenant on Title.
8. Registration of an aircraft noise sensitive covenant on Title.

At Demolition stage\*, the applicant will be required to:

- Install Tree Protection Fencing as per Arborist Report dated July 2, 2011 as follows:
  - Tree #1: 4 m from base of stem on the east and south sides.
  - Tree #2: 1.5 m from base of stem on the northeast and south sides.
  - Tree #3: 2 m from base of stem on the northeast and south sides.

Tree protection fencing must be installed to City standard prior to demolition of the existing dwelling on-site and must remain in place until construction and landscaping on the future lots is completed.

At Subdivision stage\*, the applicant will be required to:

1. Enter into a standard Servicing Agreement for the design & construction of the proposed lane extension. The lane design to include, but is not limited to: storm sewer, sand/gravel base, roll curb & gutter (both sides), asphalt pavement, and lane lighting. Note: the design should also include water, storm and sanitary sewer service connections for both lots.
2. Pay Development Cost Charges (City and GVS & DD), School Site Acquisition Charge and Address Assignment Fee.

**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.

[Signed original on file]

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Signed

---

Date





Richmond Zoning Bylaw 8500
Amendment Bylaw 8836 (RZ 11-578325)
10131 BRIDGEPORT ROAD

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

- 1. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following area and by designating it COMPACT SINGLE DETACHED (RC2).

P.I.D. 003-753-751

East Part Lot "A" Section 23 Block 5 North Range 6 West New Westminster District Plan 21944

- 2. This Bylaw may be cited as "Richmond Zoning Bylaw 8500, Amendment Bylaw 8836".

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE APPROVAL

OTHER DEVELOPMENT REQUIREMENTS SATISFIED

ADOPTED

Series of horizontal lines for signatures and dates corresponding to the reading stages.

Official stamp: CITY OF RICHMOND APPROVED by [signature] APPROVED by Director of Solicitor [signature]

\_\_\_\_\_  
MAYOR

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







---

**To:** Planning Committee **Date:** November 14, 2011  
**From:** Brian J. Jackson, MCIP **File:** RZ 11-565948  
Director of Development  
**Re:** **Application by Am-Pri Construction Ltd. for Rezoning at**  
**7600 Garden City Road from Single Detached (RS1/F) to Town Housing (ZT50)**  
**– South McLennan (City Centre)**

---

**Staff Recommendation**

That Bylaw No. 8843, for the rezoning of 7600 Garden City Road from "Single Detached (RS1/F)" to "Town Housing (ZT50) – South McLennan (City Centre)", be introduced and given first reading.

Brian J. Jackson, MCIP  
Director of Development

SB:blg  
Att.

FOR ORIGINATING DEPARTMENT USE ONLY		
<b>ROUTED TO:</b>	<b>CONCURRENCE</b>	<b>CONCURRENCE OF GENERAL MANAGER</b>
Affordable Housing	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	

## Staff Report

### Origin

Am-Pri Construction Ltd. has applied to the City of Richmond for permission to rezone 7600 Garden City Road (**Attachment 1**) from “Single Detached (RS1/F)” to “Town Housing (ZT50) – South McLennan (City Centre)” in order to construct a 23-unit three-storey townhouse infill development on the subject orphan lot.

The developer is required to enter into a Servicing Agreement as a requirement of rezoning for the design and construction of road widening of Turnill Street to its ultimate width, greenway extension along the Garden City Road frontage, and a storm sewer upgrade along Garden City Road.

### Findings of Fact

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

### Surrounding Development

The subject City Centre McLennan South Sub-Area site is an orphan lot in the ‘A’ character area, surrounded by townhouse and apartment development, specifically:

- To the north, is a newer townhouse development fronting onto Turnill Street and Garden City Road, zoned Town Housing (ZT55) – South McLennan (City Centre);
- To the east, across Turnill Street, is a newer townhouse development fronting onto Turnill Street and Heather Street, zoned Town Housing (ZT55) – South McLennan (City Centre). This development and the neighbouring development to the north were built as part of the same project;
- To the south, is a newer townhouse development fronting onto Turnill Street, Garden City Road and Jones Road, zoned Town Housing (ZT33) – South McLennan (City Centre); and
- To the west, across Garden City Road and in the City Centre St. Alban’s Sub-Area, is a four-storey apartment development, zoned Medium Density Low Rise Apartments (RAM1).

### Related Policies & Studies

#### Official Community Plan

The proposed development is located within the Richmond Official Community Plan (OCP), City Centre Area Plan, McLennan South Sub-Area Plan. The subject site is an orphan lot located along the eastern side of Garden City Road in the highest density multiple-family area designed under the McLennan South Sub-Area Plan. The proposed land use complies with the designated “Residential, Townhouse up to three (3) storeys over one (1) parking level” land use on the McLennan South Land Use Map (**Attachment 3**).



### Development Permit Guidelines: 'A' Character Area (McLennan South Sub-Area Plan)

A village character is sought, with the community's more intense clusters of family-oriented homes and a densely wooded component, so that landscaping and greenways become a focus. Development needs to meet the special challenges of higher permitted densities, providing a strong landscaping element, and complementing the St. Albans's edge of Garden City Road, while contributing to McLennan South's unique overall identity. This is achieved through building form and character, placement of buildings, and landscaping.

### **Public Input**

A development sign has been posted on-site as public notification of the intent to rezone this site. No concerns have been received regarding the rezoning.

### **Staff Comments**

Preliminary site plan, elevations and landscape plan are enclosed for reference (**Attachments 4 and 5**). Separate from the rezoning process, the applicant is required to submit separate applications for Development Permit, Servicing Agreement and Building Permit.

### **Analysis**

The site proposal consists of a 23-unit townhouse infill development on an orphan lot with access to Turnill Street. The existing site will provide road dedication to complete Turnill Street to its ultimate 15.5 m width.

### Land Use

The proposed development complies with the intent of the Richmond OCP McLennan South Sub-Area Plan – Neighbourhood C2 Character Area and generally follows the development pattern of this neighbourhood and cross-access pattern established through the adjacent townhouse development to the north. The residential Character Area C2 includes a 2½-storey typical building height (3-storeys maximum).

### Density and Form

- The proposed floor area ratio (FAR) of 0.8 under Town Housing (ZT50) - South McLennan (City Centre) is appropriate. The 0.05 FAR increase above the Sub-Area Plan designated base density of 0.75 FAR fits within the range of surrounding development approvals in the Neighbourhood "A" Character Area of 0.65 to 0.93 FAR. The increased density is accompanied by the provision of Turnill Street road widening with land dedication, an extension of the Garden City greenway, participation in the City's Public Art Program and Affordable Housing Strategy.
- The proposed development achieves a scale and pedestrian-orientation, which is consistent with developments in the neighbourhood.
- The proposed three-storey massing on the subject orphan lot is consistent with the neighbouring developments to the north and south. Design development is required through the Development Permit application process to strengthen traditional design elements such as gable and shed roof elements, gable end dormers, covered porches and decks. These elements work towards achieving the village character objective for the Character Area.

- The proposal will be presented to the Advisory Design Panel through the future Development Permit application review process.

Transportation

- Sole vehicular access will be from Turnill Street.
- The application includes road dedication as a requirement of rezoning for the completion of Turnill Street to its ultimate 15.5 m width.
- The applicant will design and construct transportation infrastructure through a Servicing Agreement as a condition of rezoning (**Attachment 6**). Transportation works include greenway frontage improvements along Garden City Road and widening of Turnill Street to ultimate width.
- A pedestrian route is provided to Garden City Road.
- Vehicle parking and bicycle storage is provided on-site, complies with the Zoning Bylaw requirement and is accessed from the internal drive aisles. Visitor parking is located throughout the site in surface parking spaces. Class 2 bicycle rack space is provided in the central outdoor amenity area. Resident parking and Class 1 bicycle storage is provided in individual unit garages.
- Mailboxes are provided in the central outdoor amenity area.

Tree Management and Site Vegetation

	Existing	To be Retained	Compensation
On-site trees	16	0	2:1 replacement ratio, planting of larger specimen trees, \$500 for each replacement tree not planted, or an appropriate combination.
On-site trees under joint ownership with neighbour to North	5	5	To be protected with tree protection barriers through construction
Off-site City trees	1	1	To be protected with tree protection barriers through construction

- The City has received a preliminary tree preservation plan prepared by a registered arborist and a tree survey. The table above includes the findings of the arborist’s report and compensation sought by staff.
- The City’s Tree preservation staff have visited the site and agree with the consulting registered arborist regarding which trees are viable for retention due to either existing poor structural condition (co-dominant leaders with severe included bark, crowns falling apart, previous topping), or significant trunk lean due to soil/root failure.



- There are six (6) existing trees identified for retention. Five (5) of the existing trees are located on neighbouring property line to the north (under joint ownership), specifically, a flowering Cherry (#1898), an English Oak (#1899), and three (3) Austrian Pines (#1900, 1901 & 1902). One (1) Red Maple (#OS1) is located on the neighbouring property to the south in a utility right-of-way.
- A Preliminary Landscape Plan (**Attachment 5**) proposes to plant approximately 33 new replacement trees on-site. The number, location and size of trees will be reviewed through the future Development Permit.
- The applicant has agreed to plant new street trees along their Garden City Road and Turnill Street frontages through a separate required Servicing Agreement.
- The proximity of buildings, overhangs, retaining walls, fill and landscaping to the existing trees to be protected along the north property line will be reviewed through the future Development Permit.
- As a requirement of rezoning, the applicant has agreed to enter into a contract with a Certified Arborist for the protection of the six (6) retention trees, including: site monitoring inspections, supervision of any on-site works conducted within the tree protection zone, and a provision of a post-construction assessment report.
- The single-family detached home was recently demolished due to safety concerns and a recent fire on the property. Protective fencing was installed around the house perimeter to allow for the demolition. Installation of specific tree protection barriers around the tree protection zones of the six (6) retention trees is required before construction activities commence or the rezoning is approved (refer to Information Bulletin Tree-03 “Protection of Existing Trees During Demolition and Construction”).

#### Amenity Space

- The applicant is proposing a contribution in-lieu of on-site indoor amenity space as per the Official Community Plan (OCP) and Council Policy. The contribution amount for 23 townhouse units is \$27,000.
- Outdoor amenity space is proposed on-site at a central location and meets the OCP requirements for size, location, visual surveillance and access. The landscape design details will be refined as a part of the separate Development Permit application.

#### Affordable Housing

- The applicant has agreed to a voluntary contribution of \$2.00 per buildable ft<sup>2</sup> (e.g., \$55,163) towards affordable housing as a requirement of rezoning. This complies with the Richmond Affordable Housing Strategy.

#### Public Art

- The applicant has agreed to a voluntary contribution of \$0.75 per buildable ft<sup>2</sup> (e.g. \$20,686) to Public Art, or participation in the City’s Public Art Program in accordance with Council Policy as a requirement of rezoning.

### Accessible Housing

- The applicant will provide one (1) three-storey unit that is designed with conversion for universal accessibility in mind. Conversion would require installation of an elevating device. This unit will include an adaptable bathroom on the third floor. Details of opportunities for providing enhanced accessibility and aging in place will be reviewed at the Development Permit Application stage.

### Servicing Capacity

- Storm Sewer: The City has reviewed the developer's storm drainage capacity analysis and upgrades have been identified. Through the required Servicing Agreement, the developer is required to design and construct an upgrade from 750 mm diameter to 1200 mm diameter (approximately 28 m between manholes STMH 1093 and a new proposed manhole aligned approximately with the south property line).
- Sanitary Sewer: The City has reviewed the developer's sanitary capacity analysis and upgrades have not been identified. Analysis calculations to be included in the required Servicing Agreement.
- Water service: Using the OCP 2021 Maximum Day Model, there is 687 L/s available at 20 psi residual. At the future Building Permit stage, developer to submit fire flow calculations signed and sealed by a professional engineer based on the Fire Underwriter Survey to confirm that there is adequate available water service flow.

### Flood Plain Management

- The Flood Plain Designation and Protection Bylaw No. 8204 identifies that the subject development site is located in Area A, where the minimum flood construction level is 0.3 m above the highest level of the crown of any road that is adjacent to the parcel.
- A flood indemnity restrictive covenant is required as a condition of rezoning.
- The ground floor elevation for the townhouses complies with the flood construction level requirement and along with landscape design details, will be refined as a part of the separate Development Permit application.



### Design Review and Future Development Permit Application Considerations

The applicant has developed a preliminary design for this site (**Attachment 4**). A Development Permit Application for the proposed townhouse development is required to be processed to the satisfaction of the Director of Development as a condition of rezoning. Review by the Advisory Design Panel will be required as part of the Development Permit process.

The following items will be further investigated at the Development Permit stage:

- Detailed review of building form and architectural character and their compliance with the OCP McLennan South Sub-Area Design Guidelines. Design refinement is required to strengthen traditional design elements such as gable roof elements, overhangs, bracket details, covered porches and decks to work towards achieving the village character sought in the character area guidelines. Design refinement is also required to complement the existing townhouse design surrounding the subject orphan lot, including consideration of providing substantial projecting bays and gable end elements, strong entry features, covered porch and deck elements and breaking up main roof lines.
- There are no anticipated variances associated with the proposal.
- Review of a sustainability strategy for the development proposal.
- Review of the one (1) unit providing opportunity for conversion for accessibility and review of opportunity to provide aging in place features in all units (including providing blocking in bathroom walls for future installation of grab rails).
- Detailed dimensions of parking stalls on plans, with a minimum 11 m clear space for stalls in tandem arrangement within a garage (e.g., a small car stall in tandem arrangement within a garage will not be accepted). Stall dimensions, including accessible spaces, to be in accordance with the Richmond Zoning Bylaw.
- Detailed landscaping design. Design refinement is required to provide the dense landscaping and greenways focus sought in the character area guidelines, and to strengthen the pedestrian entry from Garden City Road.
- Comprehensive tree preservation plan, including careful review of the proximity of buildings, overhangs, retaining walls, fill and landscaping treatment to the existing trees to be protected along the north property line.

Guidelines for the issuance of Development Permits for multiple-family housing are contained within Section 2.10 and 2.10D of Bylaw 7100 (City Centre Area Plan and McLennan South Sub-Area Plan).

### **Financial Impact**

No financial impact is anticipated as a result of the proposed development.

**Conclusion**

The subject development conforms with City-wide, City Centre, and McLennan South policies and objectives for development. The proposed use of Town Housing (ZT50) – South McLennan (City Centre) is consistent with the McLennan South Sub-Area Plan. Overall, the project will be a good fit with the neighbourhood. On this basis, staff recommend that the proposed development be approved.



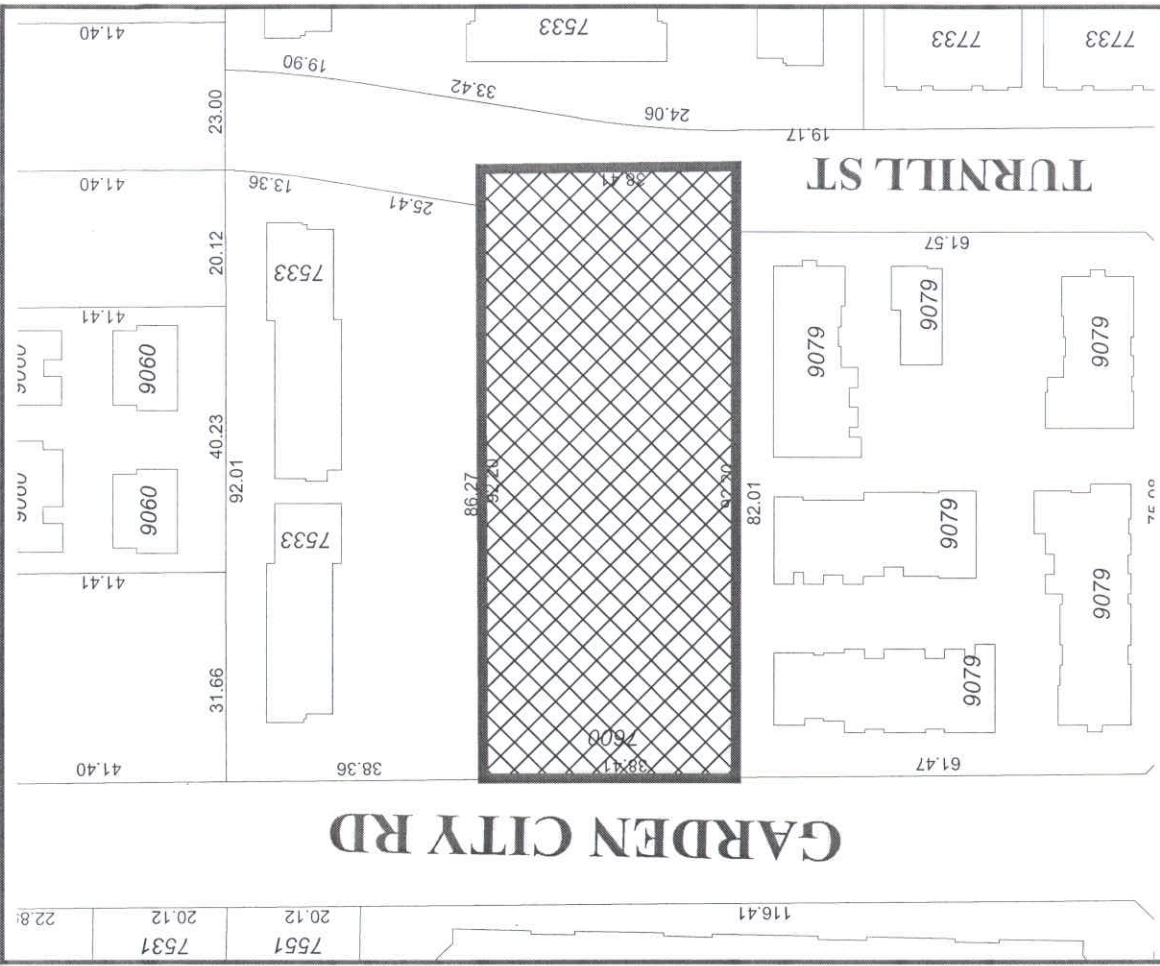
Sara Badyal, M. Arch, MCIP  
Planner 1  
(604-276-4282)

SB:blg

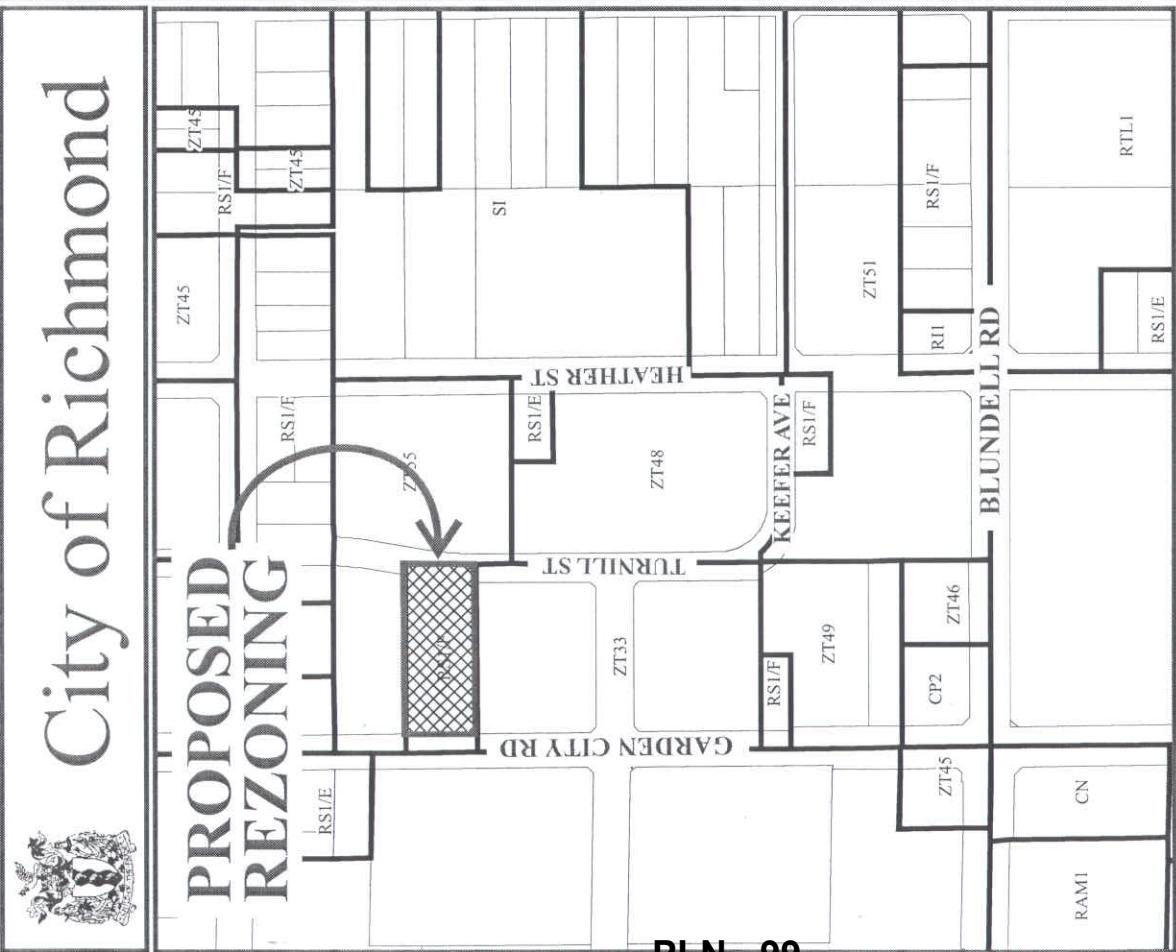
**Attachments**

- Attachment 1: Location Map and Site Context – GIS 2007 Aerial Photo
- Attachment 2: Development Application Data Sheet
- Attachment 3: McLennan South Sub-Area Site Context Map
- Attachment 4: Preliminary Architectural Drawings
- Attachment 5: Preliminary Landscape Plan
- Attachment 6: Rezoning Considerations

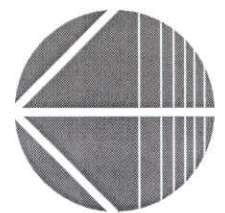




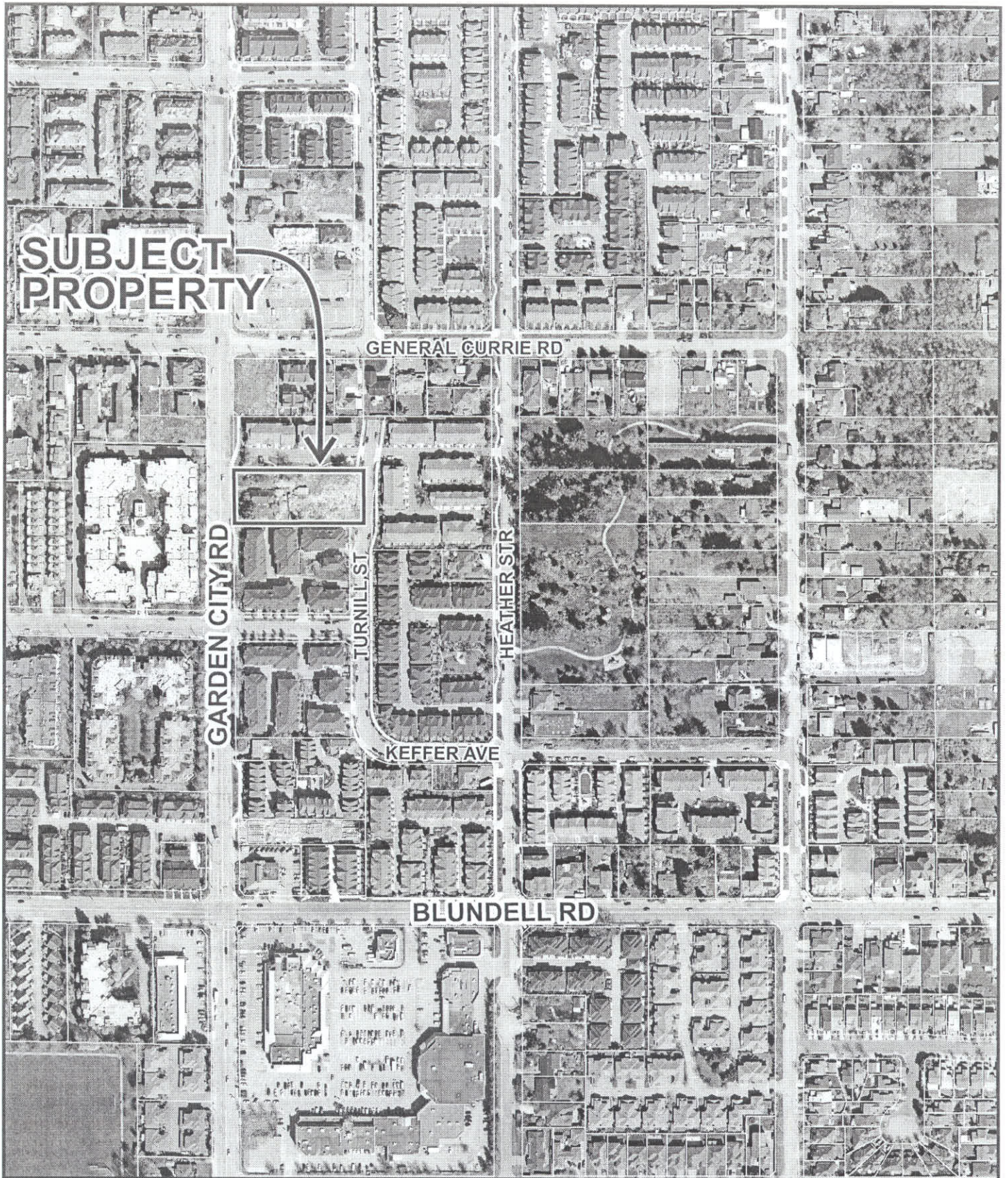
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 Revision Date:  
 Note: Dimensions are in METRE



RZ 11-565948







**SUBJECT  
PROPERTY**

GENERAL CURRIE RD

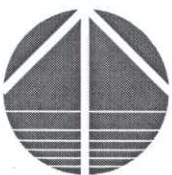
GARDEN CITY RD

TURNILL ST

HEATHER STR

KEFFER AVE

BLUNDELL RD



**RZ 11-565948**

**PLN - 100**

Original Date: 03/17/11

Revision Date:

Note: Dimensions are in METRES





**City of Richmond**

6911 No. 3 Road  
 Richmond, BC V6Y 2C1  
 www.richmond.ca  
 604-276-4000

**Development Application  
 Data Sheet**

**RZ 11-565948** **Attachment 2**

Address: 7600 Garden City Road

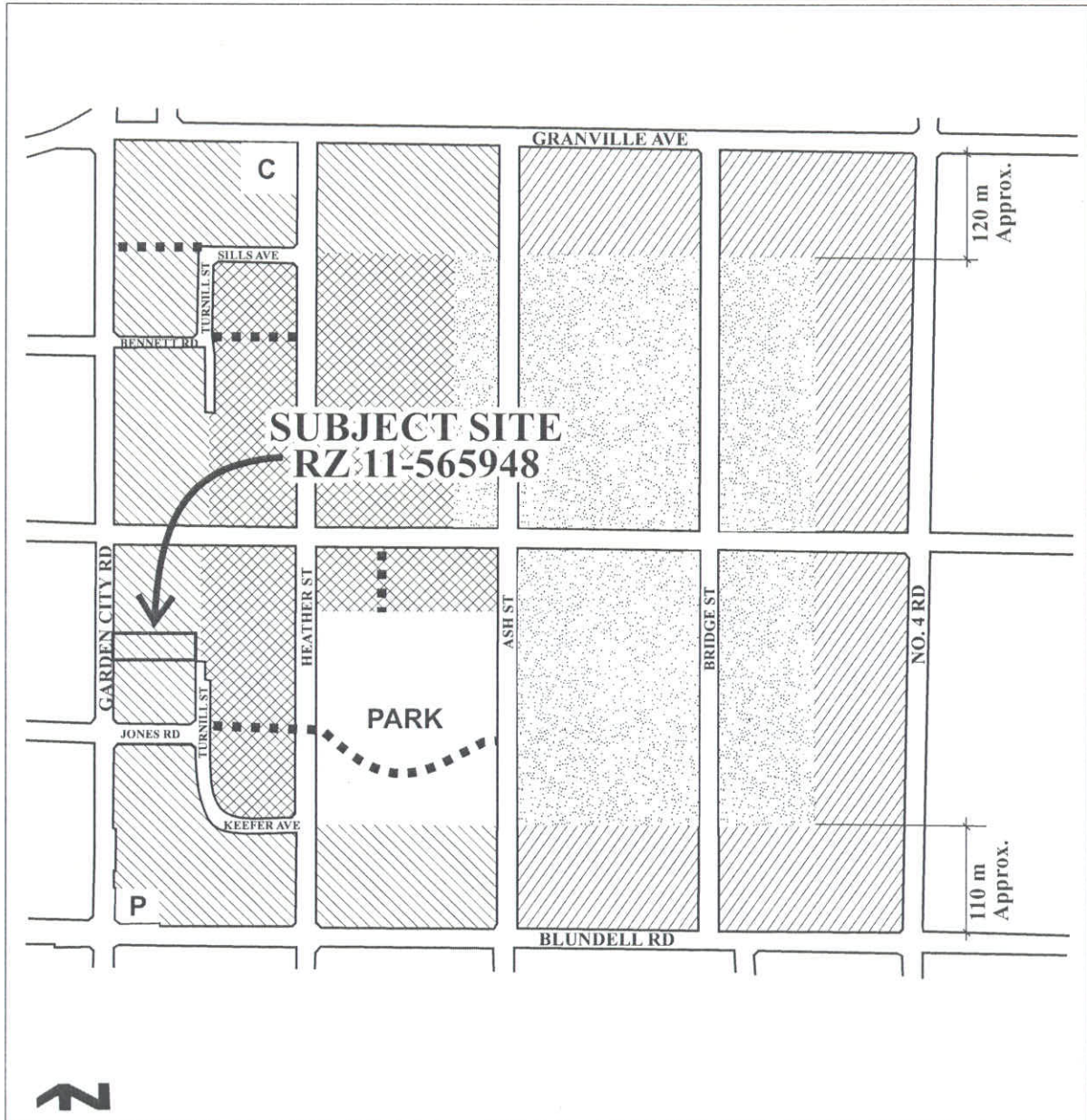
Applicant: Am-Pri Construction Ltd.

Planning Area(s): South McLennan (City Centre)

	Existing	Proposed
<b>Owner:</b>	Am-Pri Developments (2011) Ltd.	No change
<b>Site Size (m<sup>2</sup>):</b>	3,528 m <sup>2</sup>	3,203 m <sup>2</sup> after road dedication
<b>OCP Designation:</b>	Neighbourhood Residential	Complies
<b>Area Plan Designation:</b>	Residential 3-storey over parking 0.75 base FAR	Complies
<b>Zoning:</b>	Single Detached (RS1/F)	Town Housing (ZT50) – South McLennan (City Centre)
<b>Number of Units:</b>	1 single-family house	23 town houses

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.8	0.8	None permitted
Lot Coverage – Building:	Max. 40%	38.5%	None
Lot Size:	Min. 1,600 m <sup>2</sup>	3,203 m <sup>2</sup>	None
Setback – Garden City Turnill St.	Min. 6 m Min. 4.57 m	9 m Min. 4.79 m	None
Setback – Side Yard	Min. 3.0 m	Min. 3.75 m	None
Height (m):	Max. 12 m & three-storey	11.4 m & three-storey	None
Off-street Parking Spaces – Resident Visitor Accessible Total	33 5 (1) 38	38 5 (1) 43	None
Tandem Parking Spaces:	Permitted	30 spaces in 15 units	None
Amenity Space – Indoor:	Min. 70 m <sup>2</sup>	Cash-in-lieu	None
Amenity Space – Outdoor:	Min. 138 m <sup>2</sup>	139 m <sup>2</sup>	None

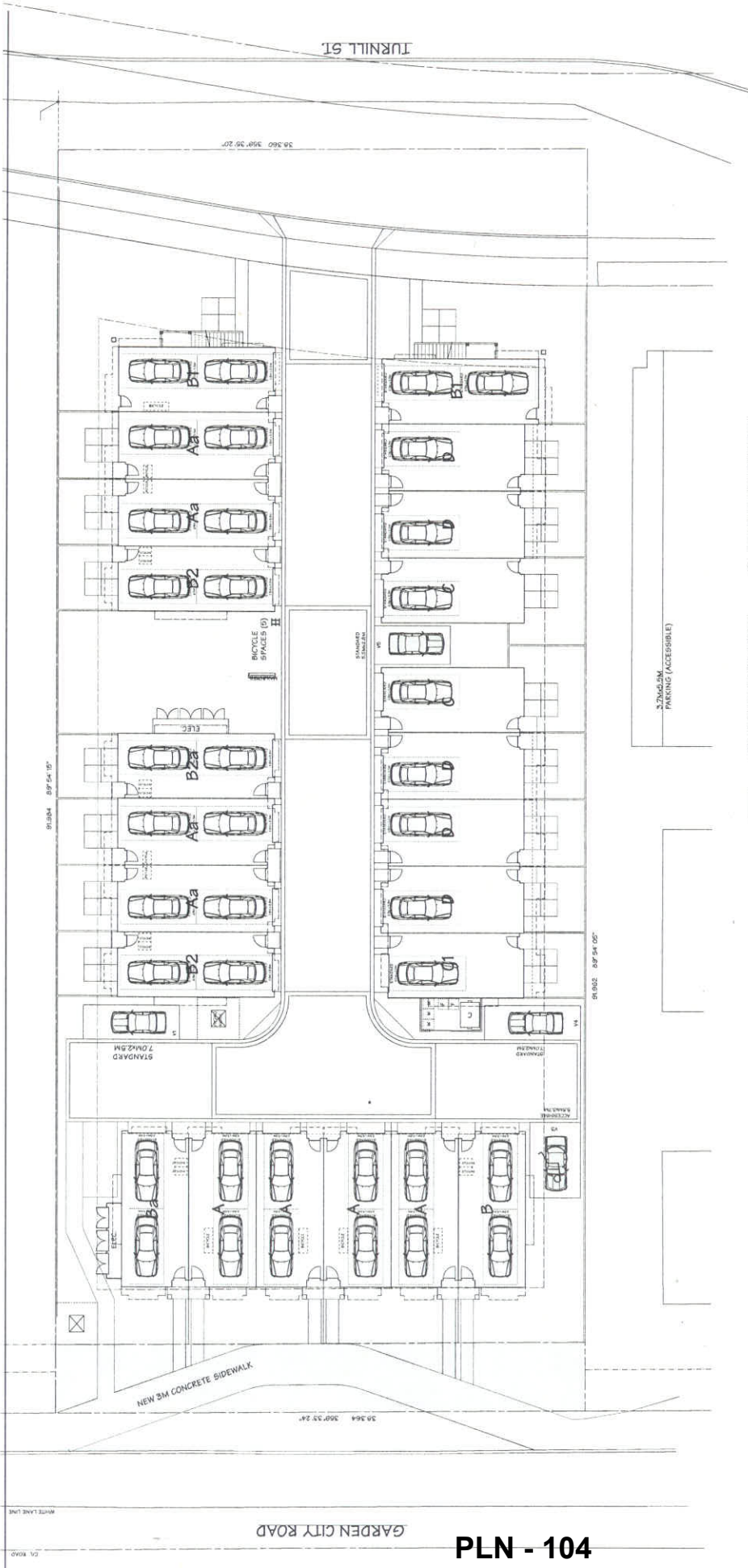
McLennan South Sub-Area Site Context and Land use Map



	<b>Residential</b> Townhouse up to 3 storeys over 1 parking level, Triplex, Duplex, Single-Family 0.75 base F.A.R.		<b>Residential</b> , 2 ½ storeys typical (3 storeys maximum), predominantly Triplex, Duplex, Single-Family 0.55 base F.A.R.		Trail/Walkway
	<b>Residential</b> , 2 ½ storeys typical (3 storeys maximum) Townhouse, Triplex, Duplex, Single-Family 0.60 base F.A.R.		<b>Residential</b> , Historic Single-Family, 2 ½ storeys maximum 0.55 base F.A.R.	<b>C</b>	Church
				<b>P</b>	Neighbourhood Pub



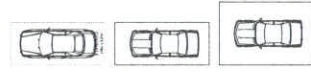




**PARKING PLAN**  
SCALE: 1/16" = 1'-0"



- STANDARD PARKING SPACE (GARAGE)  
2.5M x 5.5M
- VERTICAL BICYCLE SPACE (GARAGE)  
0.6M x 1.0M
- HORIZONTAL BICYCLE SPACE (GARAGE)  
0.6M x 1.8M
- ACCESSIBLE  
3.7M x 5.5M



VEHICLE PARKING  
STANDARD  
2.5M x 5.5M

ACCESSIBLE  
3.7M x 5.5M

3.7M x 5.5M  
PARKING (ACCESSIBLE)

GARDEN CITY ROAD

TURMILL ST

**PLN - 104**

PROJECT	26 UNIT TOWNHOUSE DEVELOPMENT
DRAWING TITLE	PARKING PLAN CONTEXT PLAN
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DRAWN	MM
CHECKED	MM
PROJECT NO.	1102

Yamamoto  
Architecture Inc.

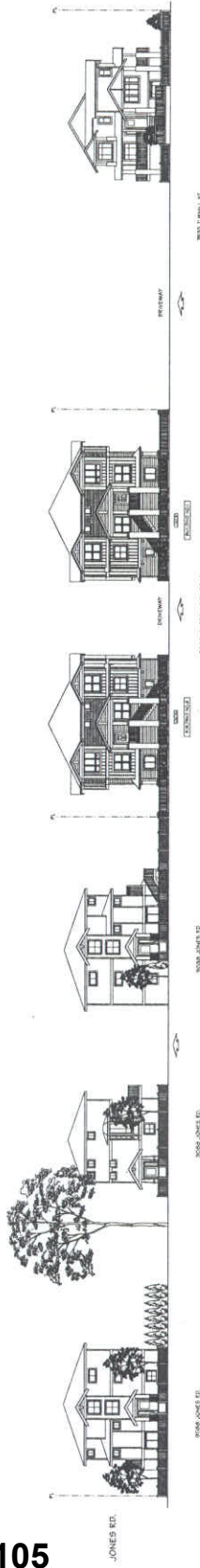
**PLAN #2**

NO.	DATE	REVISIONS





STREETSCAPE- GARDEN CITY RD.  
SCALE: 1/8" = 1'-0"



STREETSCAPE- TURNILL ST.  
SCALE: 1/8" = 1'-0"

NO.	DATE	REVISION
		COMPLETION

PROJECT  
25 UNIT TOWNHOUSE DEVELOPMENT

2500 BAYVIEW CITY ROAD  
ROCKHURST, N.C.

Yamamoto  
Architecture Inc.

1000 JONES RD., SUITE 100  
ROCKHURST, N.C. 27688  
TEL: 704.399.1111  
WWW.YAMAMOTOARCHITECTURE.COM

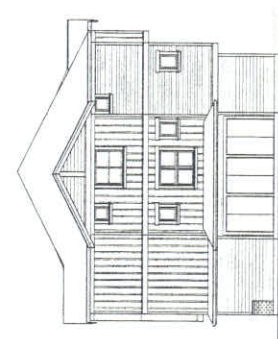
STREETSCAPE

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DATE	JAN. 26, 2011	
DRAWN	TY	
CHECKED		
		PKWT. NO.
		1108

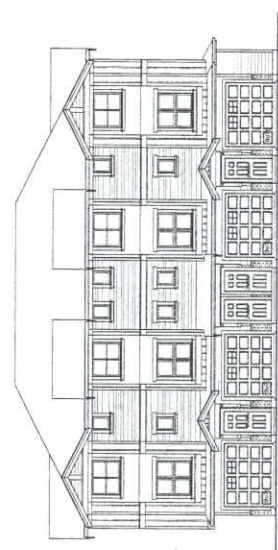
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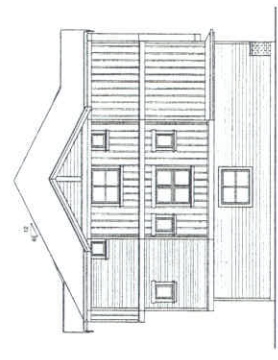




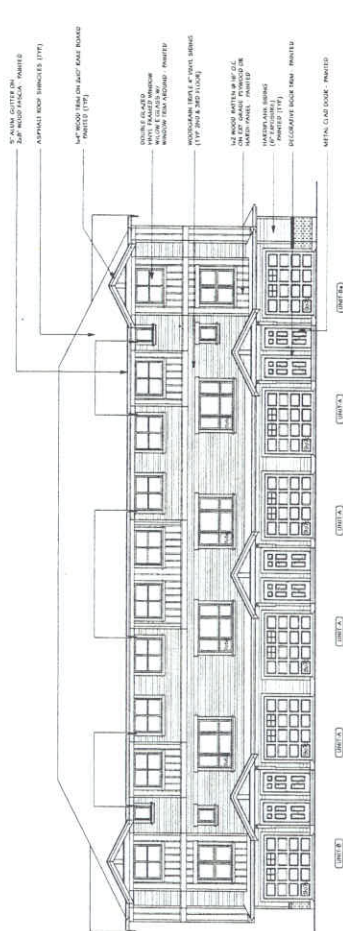
BUILDING NO. 2  
EAST ELEVATION



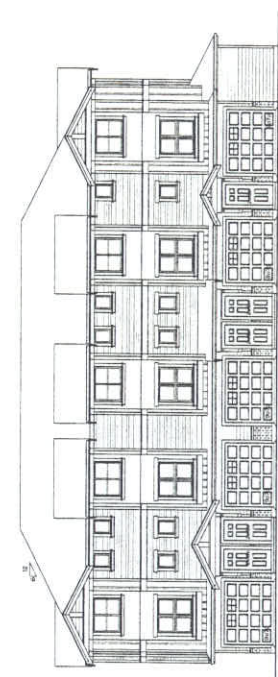
BUILDING NO. 2  
SOUTH ELEVATION



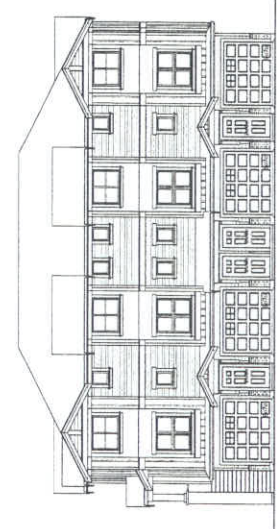
BUILDING NO. 2  
WEST ELEVATION



BUILDING NO. 3  
EAST ELEVATION



BUILDING NO. 4  
NORTH ELEVATION



BUILDING NO. 5  
NORTH ELEVATION

- 1. 2x4 STUDS @ 16" O.C.
- 2. 2x6 ROOF TRUSSES @ 24" O.C.
- 3. 1/2" GYPSUM BOARD
- 4. 1/2" GYPSUM BOARD
- 5. 1/2" GYPSUM BOARD
- 6. 1/2" GYPSUM BOARD
- 7. 1/2" GYPSUM BOARD
- 8. 1/2" GYPSUM BOARD
- 9. 1/2" GYPSUM BOARD
- 10. 1/2" GYPSUM BOARD

- 1. 2x4 STUDS @ 16" O.C.
- 2. 2x6 ROOF TRUSSES @ 24" O.C.
- 3. 1/2" GYPSUM BOARD
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- 10. 1/2" GYPSUM BOARD

- 1. 2x4 STUDS @ 16" O.C.
- 2. 2x6 ROOF TRUSSES @ 24" O.C.
- 3. 1/2" GYPSUM BOARD
- 4. 1/2" GYPSUM BOARD
- 5. 1/2" GYPSUM BOARD
- 6. 1/2" GYPSUM BOARD
- 7. 1/2" GYPSUM BOARD
- 8. 1/2" GYPSUM BOARD
- 9. 1/2" GYPSUM BOARD
- 10. 1/2" GYPSUM BOARD

NO.	DATE	REVISIONS
1	10/15/10	ISSUED FOR PERMITS
2	11/15/10	ISSUED FOR PERMITS
3	12/15/10	ISSUED FOR PERMITS

CONTRACTOR  
 DEVELOPER  
 ARCHITECT

33 UNIT TOWNHOUSE  
 DEVELOPMENT

1000 GARDEN CITY ROAD  
 RICHMOND, VA

Yamamoto  
 Architecture Inc.

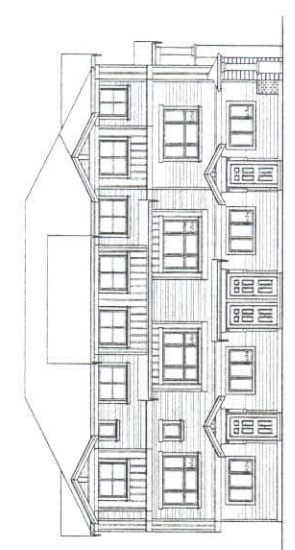
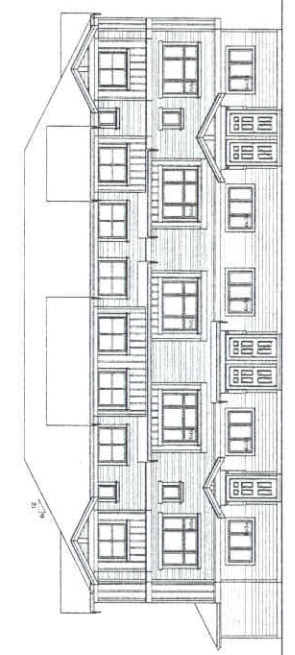
2000 W. MAIN ST., SUITE 100  
 RICHMOND, VA 23220

ELEVATIONS

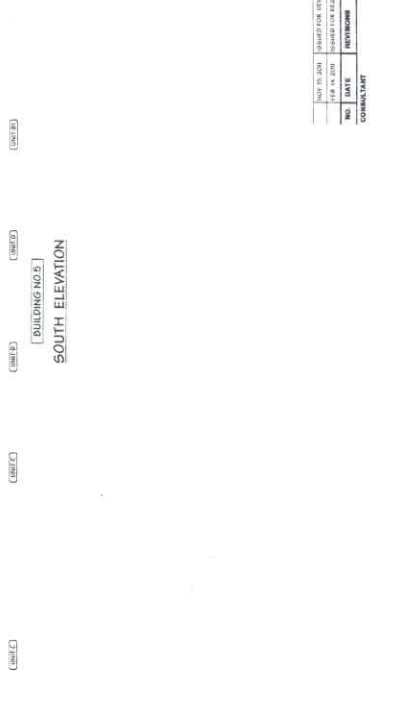
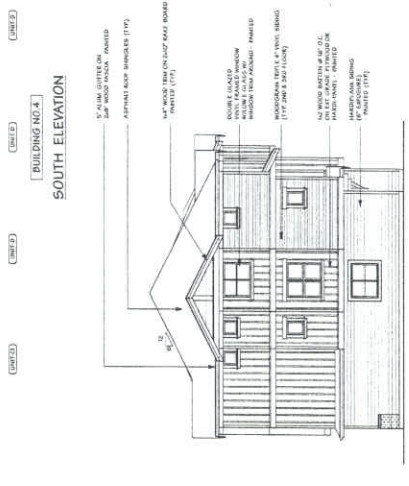
SCALE	1/4" = 1'-0"
DATE	JAN 18, 2011
DESIGNER	YAM
CHECKED	YAM
SHEET NO.	1102

PLAN #6

- ROOF BRICK  
1" - 12" (1/2" MIN)
- 1ST FLOOR  
1" - 12" (1/2" MIN)
- 2ND FLOOR  
1" - 12" (1/2" MIN)
- 3RD FLOOR  
1" - 12" (1/2" MIN)
- GROUND FLOOR  
1" - 12" (1/2" MIN)



- ROOF BRICK  
1" - 12" (1/2" MIN)
- 1ST FLOOR  
1" - 12" (1/2" MIN)
- 2ND FLOOR  
1" - 12" (1/2" MIN)
- GROUND FLOOR  
1" - 12" (1/2" MIN)



**PLAN # 108**

NO.	DATE	REVISIONS
1	NOV 15, 2011	ISSUED FOR PERMIT - A/C
2	FEB 15, 2012	ISSUED FOR PERMIT - A/C

PROJECT  
23 UNIT TOWNHOUSE DEVELOPMENT

NEW ARLING CITY ROAD  
RICHMOND, B.C.

Yamamoto  
Architecture Inc.

SCALE  
1/4" = 1'-0"

SCALE	DATE	DRAWN	CHECKED
1/4" = 1'-0"	JAN. 16, 2011	ESB	

**PLAN #7**

PROJECT  
23 UNIT TOWNHOUSE DEVELOPMENT

NEW ARLING CITY ROAD  
RICHMOND, B.C.

Yamamoto  
Architecture Inc.

SCALE  
1/4" = 1'-0"

SCALE	DATE	DRAWN	CHECKED
1/4" = 1'-0"	JAN. 16, 2011	ESB	



Nov 13, 2011  
 ITO & ASSOCIATES  
 Landscape Architects  
 1942 E 3th Ave  
 Vancouver, BC V5M 1M2  
 T: (604) 255-0089  
 Email: info@itofac.com

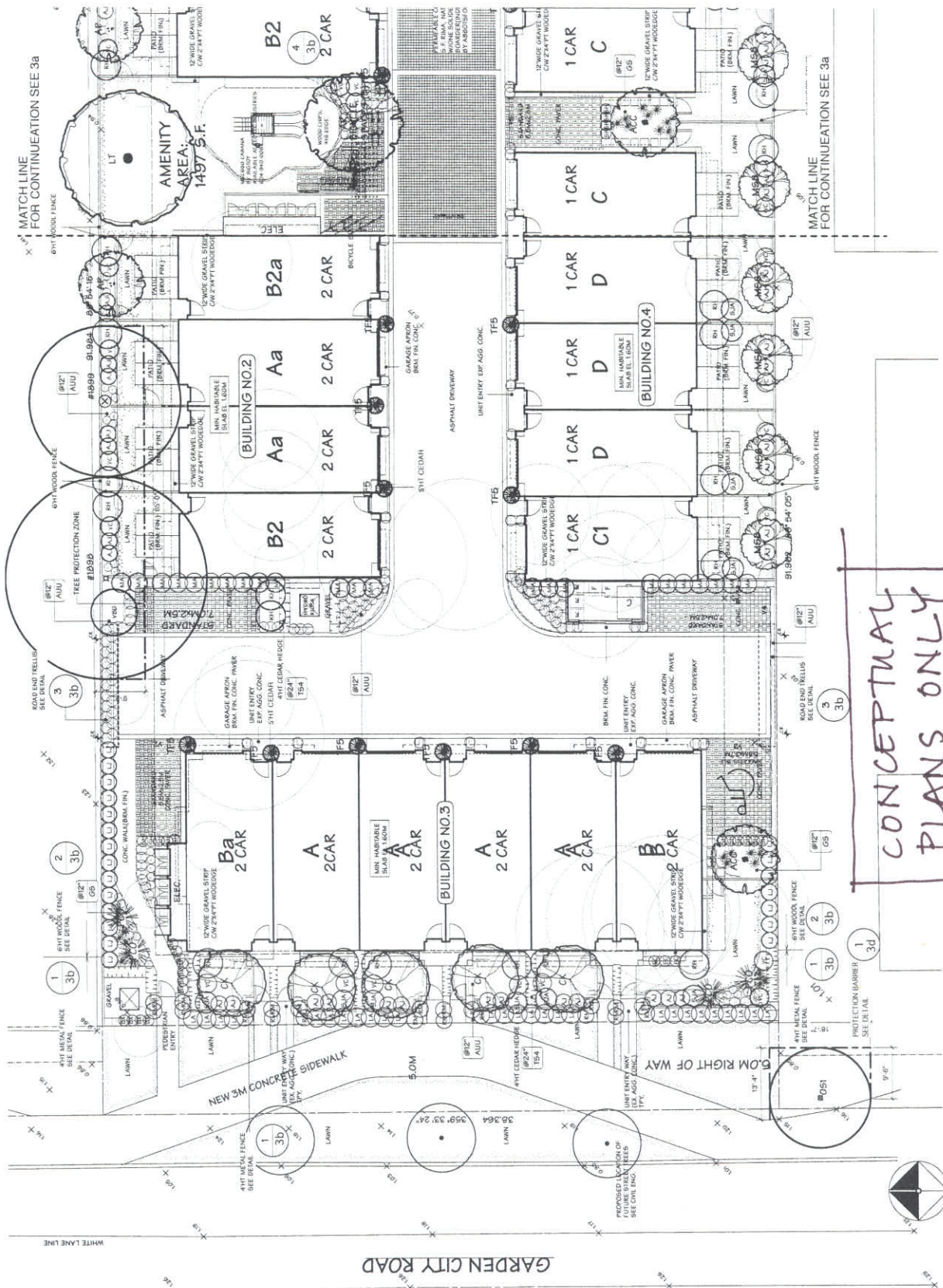


Project:  
 7600 GARDEN CITY RD.  
 RICHMOND B.C.

Arch: Ph

Grading: Yes  
 LANDS

NO.	DATE	DESCRIPTION
1	11/13/11	ISSUED FOR PERMIT
2		
3		
4		
5		



CONCEPTUAL  
 PLANS ONLY

GARDEN CITY ROAD

Nov 15, 2011  
 Revised: 11/15/11  
 Dec 24, 2011  
 11/22/11  
 11/22/11  
 11/22/11  
 11/22/11



**ITO**  
 & ASSOCIATES  
 ARCHITECTS  
 1609 E 5th Ave  
 Vancouver, BC V5M 1A6  
 T: (604) 255-5009  
 Email: i@iworldinc.com

Project

7600 GARDEN CITY RD  
 RICHMOND B.C.

Architect

Am-Ph Construction

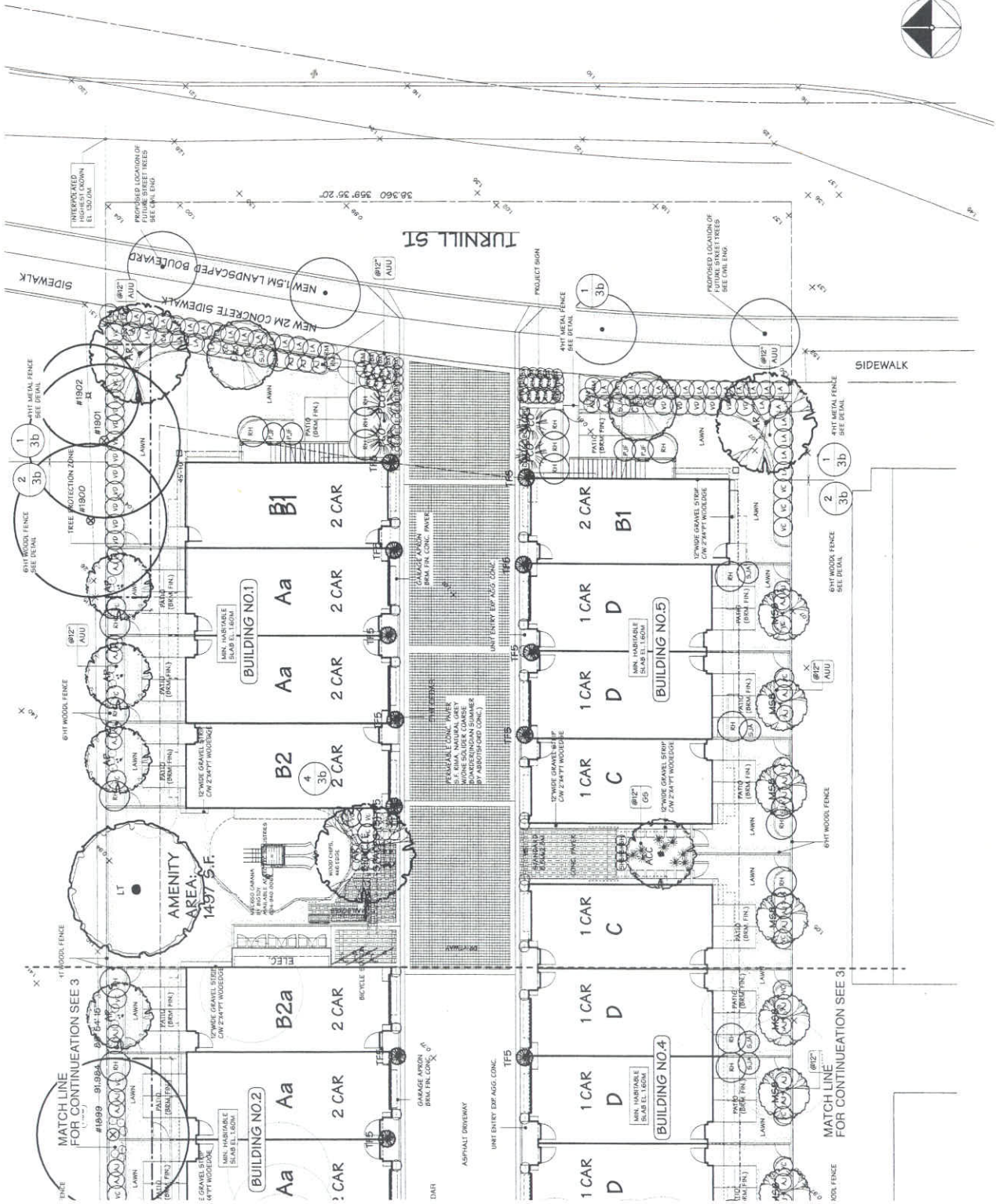
Contractor

Landscaping

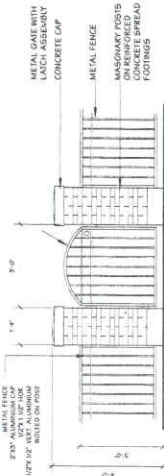
LANDSCAPE PLAN

Scale	1/8" = 1'-0"
Sheet	3a
Checked	11/22/11
Date	11/22/11
Drawn	11/22/11
Sheet	3a

3a

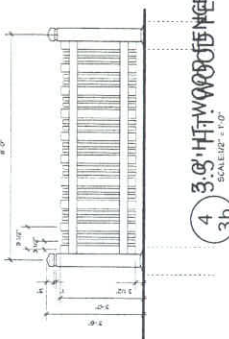




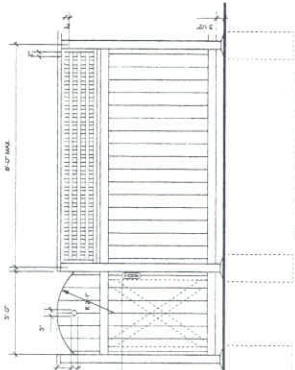


1 METAL FENCE  
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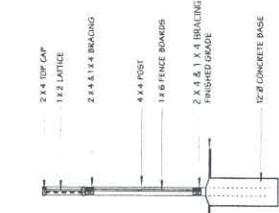
SEE STRUCTURAL ENGINEER FOR  
GATE LATCH AND  
FOUNDATION DETAILING



4 3'-0" HT. WOOD FENCE  
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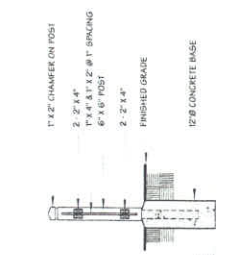


2 6' HT. WOOD FENCE  
SCALE: 1/2" = 1'-0"

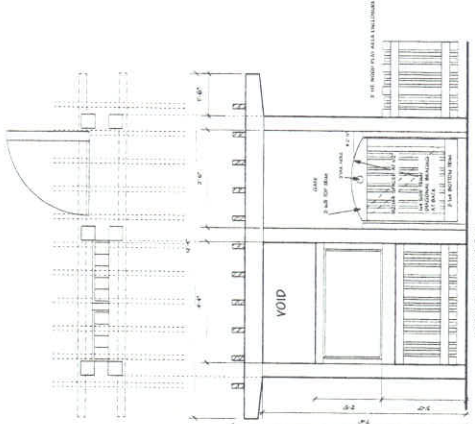


3 3'-0" HT. WOOD FENCE  
SCALE: 1/2" = 1'-0"

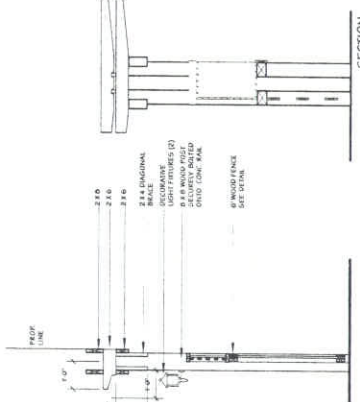
NOTE:  
ALL WOOD USED FOR DETAILS IN THIS  
DRAWING SET SHALL BE S-4S, PRESSURE  
TREATED HEMLOCK, DOUGLASS FIR OR SPRUCE  
WITH A MINIMUM TYPICAL GRADE  
CONDITIONS TO BE DETERMINED AT A LATER  
DATE.  
SUPPLY DECORATIVE METAL LATCH  
FOR ALL GATES WHITE  
APPLICABLE.  
ALL NAILS AND OTHER METAL COMPONENTS  
SHALL BE GALVANNELED.



1/2" DIA. HOLE IN POST  
2x4 POST  
1x4x1x2 #1 SPACING  
2x4 POST  
2x4 POST  
FINISHED GRADE  
1/2" CONCRETE BASE



5 MAIL KIOSK  
SCALE: 1/2" = 1'-0"



3 ROAD END TRELLIS  
SCALE: 1/2" = 1'-0"

SECTION

INSIDE ELEVATION

Rev. 15 (2011)  
March 2, 2012  
025 24.2011  
Issued for Archiving  
REVISED/ISSUES

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& ASSOCIATES  
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info@itovancouver.com

Project  
7600 GARDEN CITY RD.  
RICHMOND B.C.

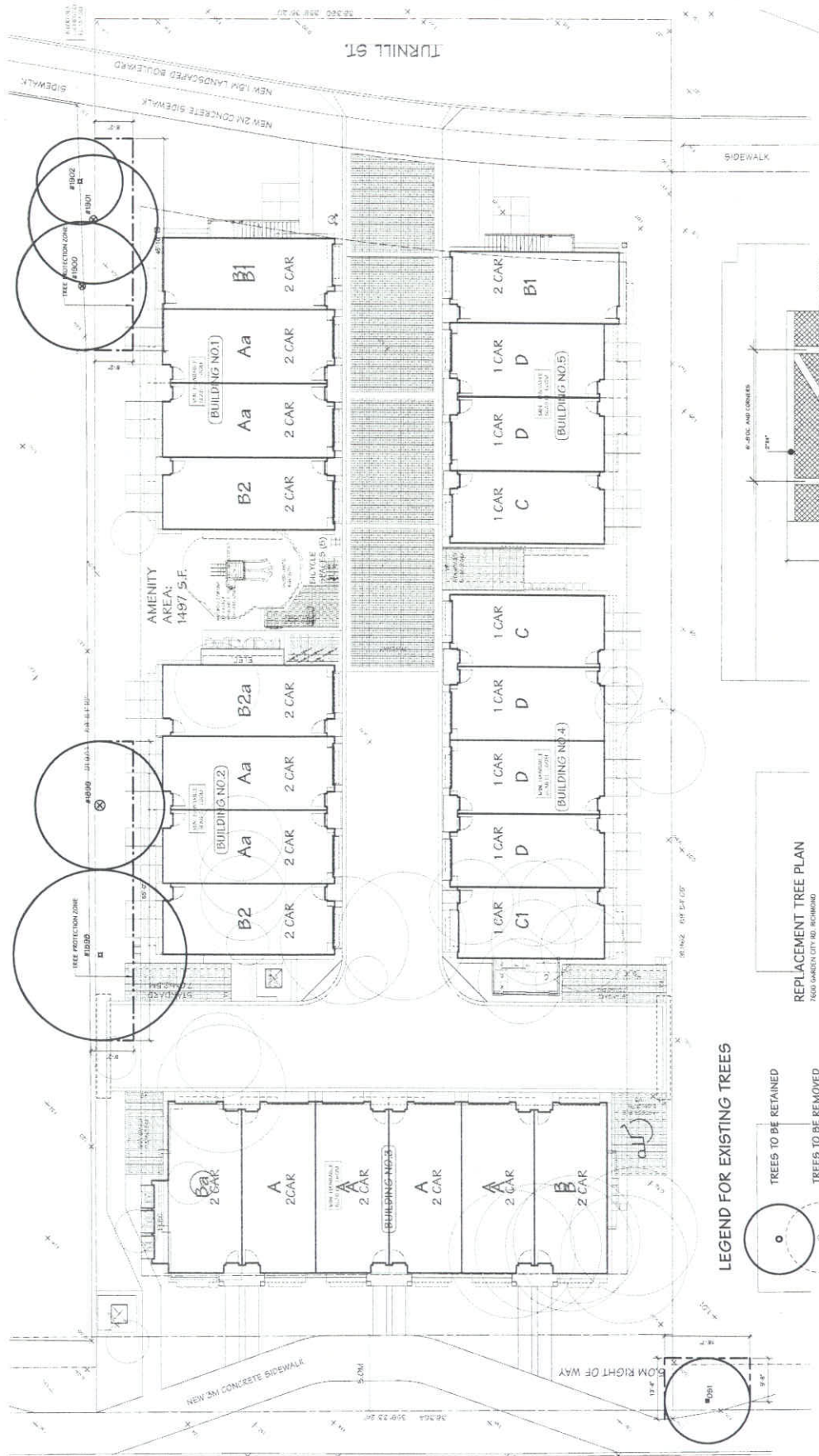
Am-Pri Construction

Client Name  
DETAILS

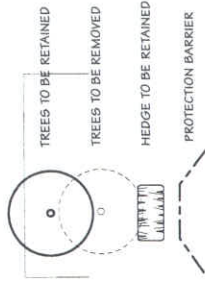
Author	Rev. 15 (2011)
Checked	025 24.2011
Drawn	025 24.2011
Date	11/11/12
Sheet	3b







LEGEND FOR EXISTING TREES



REPLACEMENT TREE PLAN

7600 GARDEN CITY RD. RICHMOND

SIZE OF REMOVED TREE (DBH)	SIZE OF REPLACEMENT TREE (DBH)	REMOVED QTY	REPLACEMENT QTY	REPLACEMENT TREE BALANCE
4	4	1	1	0
5	5	1	1	0
6	6	1	1	0
7	7	1	1	0
8	8	1	1	0
9	9	1	1	0
10	10	1	1	0
11	11	1	1	0
12	12	1	1	0
13	13	1	1	0
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15	15	1	1	0
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47	47	1	1	0
48	48	1	1	0
49	49	1	1	0
50	50	1	1	0



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

Nov 15, 2011  
 Issued for I/P  
 Oct 14, 2011  
 Issued for Review  
 REVIEWER / ISSUE

**ITO**  
 & ASSOCIATES  
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 Email: info@itoaac.com

Project  
 7600 GARDEN CITY RD.  
 RICHMOND B.C.  
 Architect  
 Am-PH Construction  
 Drawing Title  
 PRESERVATION PLAN

Scale	1" = 10'
Sheet	001
Client	AM-PH
Drawn	MM
Checked	MM
Date	OCT 17, 2011
Job	11-113
Sheet	3d

## **Rezoning Considerations**

**7600 Garden City Road**  
**RZ 11-565948**

Prior to final adoption of Zoning Amendment Bylaw 8843, the developer is required to complete the following:

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. 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. Installation of appropriate tree protection fencing around all trees to be retained as part of the development prior to any construction activities, including building demolition, occurring on-site.
3. Road dedication along the entire Turnill Street frontage. Dedication for the balance of lands required to complete Turnill Street to its ultimate 15.5 m width, as determined necessary by the Director of Transportation. This is a geometric taper.
4. The granting of a 5 m wide statutory public-rights-of-passage right-of-way along the Garden City property line for the public Garden City greenway, pedestrians, and utilities.
5. Registration of a flood indemnity covenant on title (Area A).
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 \$0.75 per buildable square foot to Public Art (e.g. \$20,686), or participation in the City's Public Art Program in accordance with Council Policy.
8. City acceptance of the developer's offer to voluntarily contribute \$2.00 per buildable square foot to Affordable Housing (e.g. \$55,163) in accordance with Council Policy.
9. Provision of on-site indoor amenity space or contribution of cash-in-lieu of in accordance with the OCP and Council Policy (e.g. \$27,000 for 23 units).
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 road widening, greenway construction, and storm sewer upgrade. Works include, but may not be limited to:
- a) Turnill Street road widening – complete Turnill Street to its FULL ultimate configuration. Works to coordinate with adjacent works (SA 04-266458 & ROW BCP10487), including a 1.75 m sidewalk at property line, 1.5 m grass boulevard with street trees, curb and gutter, and road-widening to the ultimate road width of 8.5 m.
  - b) Garden City greenway – complete the greenway established to the north (SA 04-266458) and south (SA 98-153627). Sidewalk and boulevard widths will vary to suit design and tree retention and the new works should tie into the adjacent sidewalks.
  - c) Garden City storm sewer upgrade – upgrade to 1200mm diameter pipe from Manhole 10 m south of the north property line to a new manhole at the south property line.

Prior to Building Permit Issuance, the developer 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.
- Incorporation of accessibility measures in BP plans as determined via the Development Permit processes.
- Obtain a 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 BP. 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.

[Signed original on file]

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Signed

---

Date



Richmond Zoning Bylaw 8500
Amendment Bylaw 8843 (RZ 11-565948)
7600 GARDEN CITY 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 TOWN HOUSING (ZT50) – SOUTH MCLENNAN (CITY CENTRE)

P.I.D. 004-111-044

Lot 3 Block "H" Section 15 Block 4 North Range 6 West New Westminster District
Plan 1207

- 2. This Bylaw may be cited as "Richmond Zoning Bylaw 8500, Amendment Bylaw 8843".

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED

Series of horizontal lines for recording readings and requirements.

Approval stamp: CITY OF RICHMOND, APPROVED by [signature], APPROVED by Director or Solicitor [signature]

\_\_\_\_\_  
MAYOR

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





**To:** Planning Committee  
**From:** Joe Erceg, MCIP  
General Manager, Planning and Development  
**Re:** **Hamilton Area Plan Update Options**

**Date:** November 29, 2011  
**File:**

**Staff Recommendation**

That, as outlined in the staff report dated November 29, 2011 from the General Manager, Planning and Development, entitled: "Hamilton Area Plan Update Options", Option 1 be endorsed.

Joe Erceg, MCIP  
General Manager, Planning and Development

Att. 6

FOR ORIGINATING DEPARTMENT USE ONLY			
<b>ROUTED TO:</b>		<b>CONCURRENCE</b>	<b>CONCURRENCE OF GENERAL MANAGER</b>
Parks		Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	
Engineering		Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	
Transportation		Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	
Development Applications		Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	
Environmental Sustainability		Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	
Community Social Development		Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	
<b>REVIEWED BY TAG</b>	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>	<b>REVIEWED BY CAO</b>
			YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>

## Staff Report

### Origin

At the July 5<sup>th</sup> and 19<sup>th</sup>, 2011 Planning Committee meetings, the Committee and staff discussed options for undertaking a community planning process to update the Hamilton Area Plan aimed at densifying the Hamilton Neighbourhood Shopping Centre and Sub-Areas 2 and 3. Staff indicated that a report would be brought to Planning Committee in the Fall 2011. This report presents the context, details and options to update the Hamilton Area Plan.

### Finding Of Fact

#### Planning Context

The context to update the Hamilton Area Plan involves the:

1. 1995 Hamilton Area Plan,
2. April 2011, Council endorsed 2041 OCP Update Concept, and
3. June 2011 proposal from Oris Development (Hamilton) Corporation which has redevelopment interests in and around the Hamilton Bridgeview Shopping Centre.

#### The 1995 Hamilton Area Plan

The 1995 Hamilton Area Plan requires that, before re-development occurs in residential Sub-Areas 1, 2 and 3 (**Attachment 1**), more public consultation and detailed planning are to be undertaken, to better clarify:

- the community's land use and amenity preferences,
- the type and amount of preferred new development,
- the required servicing capacity to support new development, and
- the Richmond elementary school capacity to support new development.

As the above requirements have been met for Sub Area 1, which has since been developed, the focus is on ensuring that the above requirements are also met for Sub Areas 2 and 3.

#### The 2041 OCP Update Concept: Densifying Neighbourhood Shopping Centres

As part of the 2041 OCP Update Concept, with public support, in April 2011, Council endorsed undertaking more detailed planning to densify the Hamilton, East Cambie, Blundell and Garden City neighbourhood shopping centres (e.g. 400 metres [+/-] around each shopping centre), after the 2041 OCP update is completed in 2012. The 2041 OCP Update Concept anticipates that with Council's direction, staff will lead and undertake a planning process first for the Hamilton Neighbourhood Shopping Centre, as the Hamilton community strongly supports such a process. Then, City staff would focus on the East Cambie, Blundell and Garden City shopping centres, with Council setting the sequence of plan preparation. Each process is anticipated to take approximately one year.

In addition, the 2041 OCP Concept provides flexibility as it enables Council to consider having developers, with City supervision, undertake and pay for the planning processes for the Blundell and Garden City Shopping Centre areas. This flexibility is provided as it worked successfully in Broadmoor and enables the timely redevelopment of that shopping centre and provision of community benefits.



Oris Development (Hamilton) Corporation's Proposal

On June 15, 2011, the Oris Development (Hamilton) Corporation, offered to undertake a densification planning process around the Hamilton Bridgeview Shopping Centre, under the City's direction, instead of having the City do the planning, as intended in the Council endorsed 2041 OCP Concept (**Attachment 2**). Oris is proposing to do this, as it has interests in the Hamilton Bridgeview Shopping Centre and lands to the north and west, and wishes to have them re-planned and rezoned to densify them in an "expeditiously as possible" manner (see **Attachment 3** for current Oris land interests). The affected planning area would involve Sub Area 3, a 400 metre (+/-) area around the shopping centre, and lands to the south of the Centre.

At Oris' initiative (not the City's), two community stakeholder focus meetings were held on May 26, 2011 and July 26, 2011, to see what the community's ideas and concerns were. The preliminary community feedback indicated that the community might prefer:

- a compact community, community policing office, library, more day care space and improved health care services,
- more effective safe walkable, pedestrian and bicycle options (e.g., traffic calming), to overcome the fact that Westminster Highway divides the community, creates an obstacle to pedestrians, and leads to an unsafe feeling that causes many people to drive short distances to access nearby shopping and other community amenities,
- a broader range of retail stores such as bakeries and butcher shops, and
- an improved public realm (e.g. sidewalks to improve walkability and cycling).

The Oris offer was generally discussed at the July 5 and 19, 2011 Planning Committee meetings and, at that time, Planning Committee did not appear to favour his approach. The Committee's concerns included that City staff, not the developer should either: undertake the whole planning process, or oversee and manage the developer's work and undertake the community consultation part of the process, so that the community would receive a full range of information and options, and its wishes and feedback would be fully presented to Council. As well, Committee was concerned that starting the process before the 2041 OCP is finalized may not be in the best interests of the City or Hamilton community, as it may generate uncertainty as to what the City's and Hamilton's long term priorities are for Hamilton.

**Analysis**

Status of Hamilton Area Plan: Sub-Areas 1, 2 and 3

The current Hamilton Area Plan states that, before redevelopment can occur in Sub-Areas 1, 2 and 3, there must be more community consultation, and consideration of infrastructure and elementary school capacity. The status of the three Area Plan Sub-Areas is as follows:

- Sub-Area 1: As this Sub-Area has met the above Area Plan policy requirements and is nearly built out, to redevelop the remaining small area, no extra community consultation or studies are required beyond those required during the rezoning process,
- Sub-Sub-Area 2: This Sub-Area is isolated on the Richmond / New Westminster boundary and requires more consultation, planning and consideration of infrastructure and elementary school capacity,
- Sub-Sub-Area 3: This Sub-Area requires more consultation, planning and consideration of infrastructure and elementary school capacity.



Existing Land Use Characteristics of Sub-Areas 1, 2 and 3

The following describes the general characteristics of Sub-Areas 1, 2 and 3.

- Sub-Area 1:  
Land Use: Residential development in Area 1 (Lower Westminster Sub-Area) is approaching build out, as approximately at 80% of the total permitted 700 dwelling units are either constructed or under application for redevelopment (e.g., townhouse). It will continue in accordance with the existing Hamilton Area Plan policies.  
Services: Most of this area is serviced by City water, sanitary and storm drainage, but further upgrades are required for site specific developments.
- Sub-Areas 2 and 3 - Land Use:  
A majority of the existing land uses in Sub-Areas 2 and 3 consist of single-family residential on lots ranging in size from 0.25 to 2 acres. In Sub-Area 3, there is a parcel owned by the City, which is designated for "School/Park". A majority of the remaining lots are owned by separate individuals and are designated for "Residential (mixed multiple and single-family)" in the Hamilton Area Plan Land Use Map.
- Sub-Area 2 Services: Water: This area is serviced by City water, but further upgrades may be required for specific developments. Sanitary: Existing, private on-site septic sewage disposal systems service many of the existing residential dwellings in the area. Sanitary works have been installed through the City's Capital Program to allow gravity sewer service expansion in Sub-Area 2. Future developers in Sub-Area 2 will be required to undertake the necessary works in order to connect to the sanitary system through the rezoning process. In March 2010, Council endorsed the Hamilton Area Sanitary Servicing Strategy for public consultation. The Strategy outlines the necessary works to facilitate the implementation of sanitary sewer service to Sub-Area 2. The Strategy will be considered in replanning the Sub-Area. Drainage: Consists of storm drainage in the form of open ditches and requires additional study.
- Sub-Area 3 - Services: Water: This area is serviced by City water, but further upgrades may be required for specific developments. Sanitary: The implementation of sanitary sewer works in Sub-Area 3 will occur in the future and be funded by development and City Development Cost Charges (details TBD in the area planning process). Drainage: Requires additional study.

City Staff - Richmond School Board Staff Consultation

To ensure City - Richmond School Board co-ordination, City and School Board staff have already have met several times, to discuss the planning of Sub-Areas 2 and 3. Richmond School Board staff welcome the opportunity and offered the following comments:

- Regarding Richmond Hamilton Elementary School Capacity  
Currently, the Hamilton Elementary School has over 400 students enrolled, which is near the school's current capacity. The Richmond School Board submits a five-year capital plan proposal to the BC Ministry of Education on an annual basis, which includes a proposal to expand the Hamilton elementary school from current capacities. If funded, the proposed expansion will add elementary school capacity; however, until the proposed Hamilton planning program is undertaken, it is unknown if the proposed school expansion is sufficient.



- Regarding Richmond Hamilton High School Capacity  
The Richmond School Board staff advises that there is no high school in Hamilton, so high school students are bussed to their catchment school - Matthew McNair Secondary. McNair currently has excess capacity, but until the proposed Hamilton planning program is undertaken, it is unknown if the current capacity available at McNair will be sufficient.

The options for accommodating any increase in elementary or high school students include utilizing existing school capacities, portables, or possibly new facilities will be explored. While portables are not preferred they enable new students to enrol which may actually assist the BC Ministry of Education in funding elementary school improvements, as the Ministry funds actual (not theoretical) school aged children demand.

Richmond Consultations with City of New Westminster and New Westminster School Board Staff

City of New Westminster: As the New Westminster community of Queensborough lies east of and adjacent to Hamilton, Richmond planning staff met with New Westminster City planning staff to discuss the opportunity to co-ordinate planning between the two neighbourhoods.

New Westminster Schools: While most Richmond school children attend Richmond schools, some attend New Westminster schools. To attend a New Westminster school, New Westminster School Board must approve Richmond students annually and may refuse if they don't have the capacity. Thus, the Richmond School Board needs to plan to accommodate Richmond students. Richmond City staff have consulted with the New Westminster (School District No. 40) staff to learn about Queensborough elementary, middle and high school capacities, and they advise of the following:

- Elementary School: There is currently one elementary school (Queen Elizabeth Elementary - K to Grade 4) and one middle school (Queensborough Middle School Grade 5 to 8) located in Queensborough. Neither of these schools currently utilizes or needs portables for classrooms to accommodate children. Both the elementary and middle school are not at full capacity with sufficient space available to accommodate additional children based on preliminary enrolment projections supplied by New Westminster School District staff. It is unknown how many Richmond elementary and middle school students currently attend or will attend New Westminster schools and this will be explored during the Hamilton area planning process.
- High School: It is unknown how many Richmond high school students currently attend or will attend New Westminster high schools and this will be explored during the Hamilton area planning process.

While consultation with the New Westminster Council and School Board is proposed, it is to be clearly noted that it is the Richmond City Council who will determine the contents of the Hamilton Area Plan Update.

### Main Issues

In light of the Hamilton Area Plan requirements, the current proposed 2041 OCP Concept and the Oris proposal to undertake densification replanning around the Bridgeview Shopping Centre, the following planning issues require clarification:

- Exactly what Hamilton areas require replanning?
- Should there be one or two planning processes?
- Who and how will the planning process be managed?
- When will the planning process start?
- What will be the Terms of Reference for the planning process?

These issues are addressed below:

### The Specific Proposed Hamilton Planning Areas (Attachment 4)

The following two Sub-Areas are proposed for replanning:

- Sub-Area 2: This area is on the Richmond - New Westminster border,
- Sub-Area 3 (Expanded): Includes both the current Sub-Area 3 and the Bridgeview Shopping Centre which both require more planning and consultation. Staff recommend that they be combined and also include lands to the south of the shopping centre. This approach will achieve planning and consultation efficiencies.

### One Planning Processes

City staff considered if there should be one planning process for Sub Areas 2 and 3 (expanded), or two separate planning process at different times. After review, staff recommend that there be one simultaneous planning process for the above identified Sub-Area 2 and Sub-Area 3 (expanded), for the following reasons:

- Both areas require replanning,
- Developers are interested in redeveloping both Sub-Areas and the shopping centre,
- As Sub-Area 2 will benefit by the new TransLink sanitary sewer updates starting in 2012, developers are already inquiring when they can redevelop in Sub-Area 2,
- Oris is offering to undertake the planning for Sub-Area 3 and lands to the west and south, so it can redevelop sooner than later,
- Hamilton and Queensborough residents will only need to participate in one planning process, not two processes, and
- City staff will only need to manage one planning process.

For these reasons, one planning process is recommended for the above identified Sub-Area 2 and Sub-Area 3 (expanded).



Who Is To Manage and Undertake The Planning Work

City staff have identified the following options for planning Sub-Areas 2 and 3 (Expanded):

<b>Re-Planning Options Hamilton Sub-Areas 2 and 3 (Expanded)</b>	
<b>Options</b>	<b>Description / Comments</b>
<b>Option 1 Recommended</b>	<ul style="list-style-type: none"> <li>- <b>Theme: City Supervised - Developer Does All Work – Start Before 2041 OCP is Done</b></li> <li>- <b>How is the planning process to be managed?</b> <ul style="list-style-type: none"> <li>- The City will supervise all work, including technical processes, issue scoping and public consultation, via the Terms of Reference (see below),</li> <li>- The developer will do and pay for all the studies and administrative work under the oversight of the City,</li> <li>- If approved, City staff would finalize the study Terms of Reference.</li> </ul> </li> <li>- <b>When is the planning process to start?</b> <ul style="list-style-type: none"> <li>- The work would start in January 2012 and take approximately a one year to complete.</li> </ul> </li> <li>- <b>Who pays?</b> <ul style="list-style-type: none"> <li>- The developer pays for all studies, in order to start the planning process early as City staff cannot start in January 2011, as they must first complete the 2041 OCP.</li> </ul> </li> <li>- <b>Prior Example</b> <ul style="list-style-type: none"> <li>- This option was successfully done for the Broadmoor Shopping Centre densification plan.</li> </ul> </li> </ul> <hr/> <ul style="list-style-type: none"> <li>- <b>Pros</b> <ul style="list-style-type: none"> <li>- Enables the City to manage the process.</li> <li>- Enables the developer to begin earlier (e.g., in Jan 2012) than initially intended (after the 2041 OCP is completed).</li> <li>- Developer pays for studies.</li> </ul> </li> <li>- <b>Con</b> <ul style="list-style-type: none"> <li>- May not satisfy Planning Committee's concern that City staff should lead and undertake all the work, or at least manage the developer's work and lead all community consultations.</li> </ul> </li> </ul>
<b>Option 2 Not Recommended</b>	<ul style="list-style-type: none"> <li>- <b>Theme: City Undertakes All The Work - Start After The 2041 OCP Is Done</b></li> <li>- <b>How is the planning process to be managed?</b> <ul style="list-style-type: none"> <li>- The City will supervise and do all work via Terms of Reference.</li> <li>- The developer will not do the work, as this option has no early start option for him.</li> <li>- If approved, City staff will refine the study Terms of Reference and begin the work.</li> </ul> </li> <li>- <b>When is the planning process to start?</b> <ul style="list-style-type: none"> <li>- This option aims at having City staff, as intended in the endorsed 2041 OCP Concept, undertake the Hamilton Area planning work, starting after the 2041 OCP is completed. It is anticipated that the work would take approximately one year to complete.</li> </ul> </li> <li>- <b>Who pays?</b> <ul style="list-style-type: none"> <li>- The developer does not pay for the work, as there is no early start time for him.</li> </ul> </li> <li>- <b>Prior Example:</b> <ul style="list-style-type: none"> <li>- This option was successfully done for the West Cambie and City Centre Area Plans.</li> </ul> </li> </ul> <hr/> <ul style="list-style-type: none"> <li>- <b>Pro:</b> <ul style="list-style-type: none"> <li>- Enables the City to manage and lead the process.</li> <li>- City would begin the process as initially intended, after the 2041 OCP is completed.</li> <li>- City's pays for all work, which is within City budgets.</li> </ul> </li> <li>- <b>Con:</b> <ul style="list-style-type: none"> <li>- Not the developer's preference,</li> <li>- Would delay the re-development in these areas for approximately a year.</li> </ul> </li> </ul>

Summary Option 1 - Theme: City Supervised - Developer Does The Work (**Recommended**)

Option 1 is recommended as it enables City staff to continue to give proper attention to completing Council's existing priorities (e.g., 2041 OC P Update), enables a developer to start the planning process for both Sub-Areas 2 and 3 (expanded) earlier than intended and supports timely re-development in Hamilton.

The proposed Hamilton Area Planning Option 1 process will not be like the recent Cornerstone 3531 Bayview heritage zoning application, or the Oris River Drive multi family rezoning process, nor the recently proposed Leung townhouse rezoning proposal at the corner of No 2 Road and Maple Road. The proposed Option 1 approach will be City supervised, involve much more comprehensive planning and community consultation than was done for the Bayview, River Drive, and No. 2 and Maple Road rezoning proposals. The proposed Hamilton Area Plan update process will be a consultative, comprehensive and complete process similar to that undertaken for Broadmoor which was appreciated by the community and successful.

In lieu of Option 1, Option 2 is advisable, as originally intended in the endorsed 2041 OCP Concept. City staff suggested that it is not practical for City staff to lead and begin the Hamilton Area Plan Update in January 2012, as other Council priorities take precedence (e.g., completing the 2041 OCP, beginning the No 5 Road Backlands Policy Review).

*Proposed Hamilton Public Consultation Area (Attachment 5):*

Whichever Option is chosen, City staff propose that the whole Hamilton community be consulted when planning the above-identified Sub-Areas 2 and 3 (expanded). As well, when planning Sub-Area 2, staff propose that Queensborough residents be invited to comment with the clear understanding that Richmond Council will make the final decisions regarding any Area Plan policy changes.

The community consultation process will involve consultation with the residents, businesses and property owners to determine their interests and preferences for the above identified Sub-Area 2 and 3 (expanded). The range of public consultation approaches will include public open houses, stakeholder meetings, surveys and the City's Web site. A social media tool will be considered.

*Terms of Reference for Planning Hamilton Sub Areas 2 and 3 (Expanded)*

**Attachment 6** includes a draft Terms of Reference (ToR) for based on Option 1 being chosen. The proposed ToR aim at preparing a comprehensive Area Plan update for Sub-Areas 2 and 3 (expanded). The highlights of the ToR include preparing: a 2041 vision, goals, objectives, improved sustainability (e.g., green buildings, infrastructure), land use, density, building height, traffic, safety, street beautification, economic viability, engineering, servicing, environmental and recreations policies, and design guidelines, as necessary. As part of undertaking a planning process based on the Option 1 ToR, the following professionals would be engaged by the developer to provide advice with the oversight of the City:

- Planner – Land use, density and building form,
- Architect – Design guidelines for buildings and open spaces,
- Environmental Consultant – Riparian / other environmentally-sensitive areas, parks,
- Geotechnical Engineer – Soil conditions for buildings and servicing,
- Servicing Engineer – Water, sanitary and storm sewer services,
- Transportation Engineer – Major road improvements and local road network, road standards, cycling and pedestrian network; and
- Other, as necessary.

Area 2 Planning Considerations: In undertaking the proposed Option 1 planning process in Area 2, the proposed land uses and densities will need to consider existing Area 3 land uses and densities and what exists and is planned for the adjacent area of Queensborough. The New



Westminster OCP designates the area adjacent to Area 2 for a range of relatively low to medium density residential uses, from single-family to detached townhouses, and low to medium density multi-family. Some of the Queensborough area further to the east at Gifford Street and Ewan Road has been recently been redeveloped, into residential and mixed-use townhouse projects between 0.70 to 0.90 Floor Area Ratios (FAR).

Area 3 Planning Considerations: In undertaking the proposed Option 1 planning process, in Area 3 (expanded), the proposed land uses and densities will need to complement:

- the existing single-family and townhouse uses in the adjacent areas to the west and south where the existing single family developments are relatively new and have somewhat larger lots (an average of 500 sq. m.) than rather than 360 sq. m. lot sizes allowed elsewhere in Hamilton, and
- the newer townhouse development (approximately 12 units/acre) to the south of the Bridgeview Shopping Centre which have a .055 Floor Area Ratio (FAR).

If Option 2 is chosen, the City would refine the ToR after the 2041 OCP is finalized.

City staff recommend that until the Hamilton Area Plan update is completed, no rezoning applications will be processed.

Next Steps

Once Council provides direction, City staff will either:

- For Option 1, finalize the ToR work program in late 2011, and in 2012 supervise the developer's work, or
- For Option 2, await the completion of the 2041 OCP Concept in 2012, refine the ToR as necessary and begin the work.

**Financial Impact**

Either option can be undertaken within the current City budget.

**Conclusion**

The 1995 Hamilton Area Plan and the endorsed 2041 OCP Update Concept require more planning and community consultation in the above identified Sub-Areas 2 and 3 (expanded) which includes the Bridgeview Shopping Centre, before redevelopment can begin.

As developers are expressing an interest in redeveloping and planning in Hamilton, City staff have identified two planning preparation options and recommend Option 1 where the City supervises the work and the developer undertakes and pays for the work.

  
Terry Crowe, Manager,  
Policy Planning  
(604-276-4139)

TTC:cas

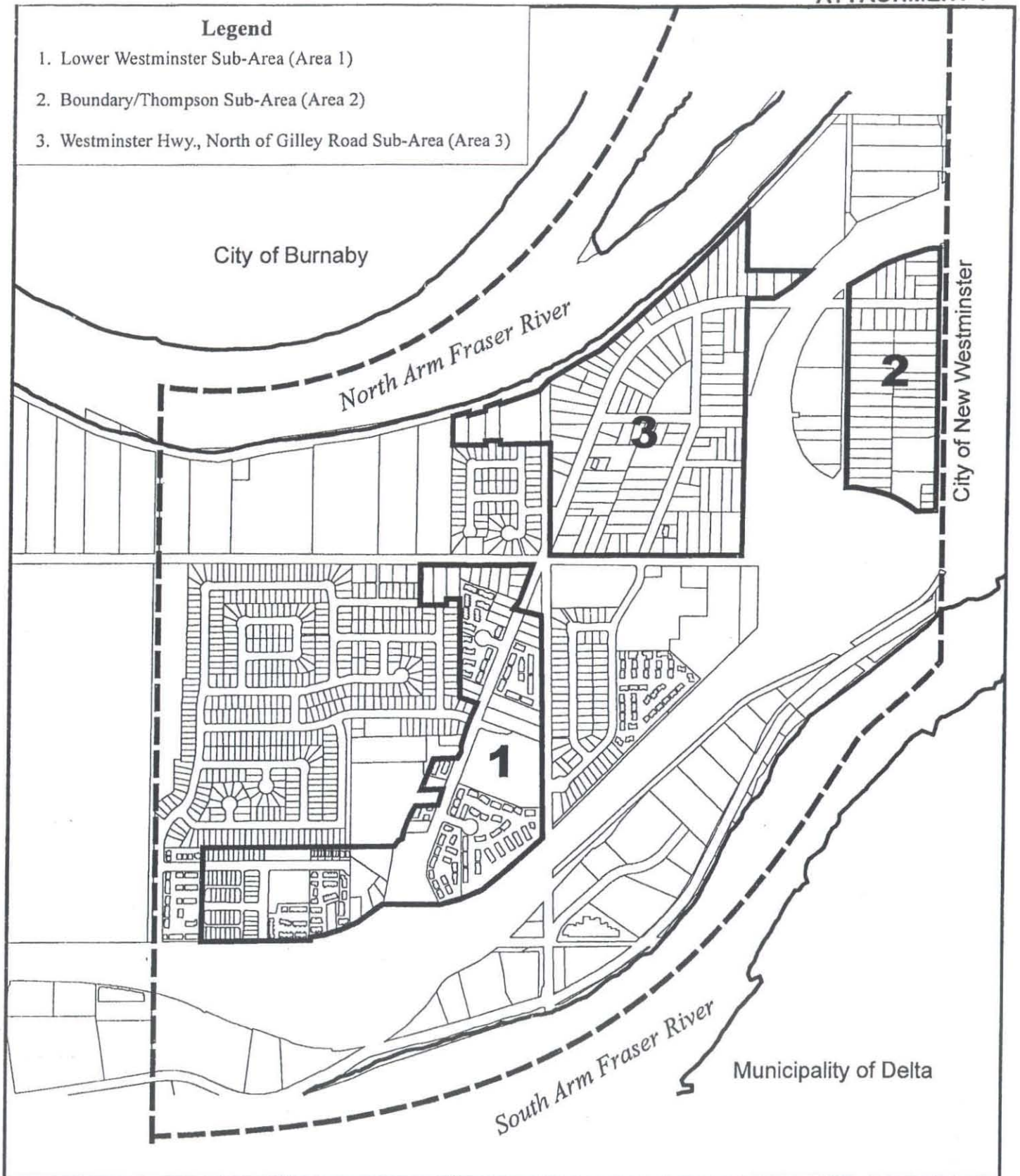
   
Mark McMullen, Senior Coordinator,  
Major Projects  
(604-276-4173)

<b>Attachment 1</b>	Map of the Existing Hamilton Area Plan: Sub-Areas 1, 2 and 3
<b>Attachment 2</b>	Oris Development (Hamilton) Ltd.'s Letter
<b>Attachment 3</b>	Map Showing Oris Development (Hamilton) Corporation's Land Interests
<b>Attachment 4</b>	Map of Proposed Hamilton Planning Areas: Sub-Area 2 and Sub-Area 3 (expanded)
<b>Attachment 5</b>	Map of Proposed Hamilton Consultation Area (Queensborough residents are to be consulted in replanning Sub-Area 2)
<b>Attachment 6</b>	Draft Terms of Reference for Option 1 To Plan Hamilton Sub-Areas 2 and 3



**Legend**

- 1. Lower Westminster Sub-Area (Area 1)
- 2. Boundary/Thompson Sub-Area (Area 2)
- 3. Westminster Hwy., North of Gilley Road Sub-Area (Area 3)



# Hamilton Sub-Areas 1, 2 & 3

Original Date: 04/19/10

Amended Date:

Note: Dimensions are in METRES



Oris Development (Hamilton) Corp.  
12235 - No. 1 Road  
Richmond, BC  
V7E 1T6

June 15, 2011

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

Attention: Terry Crowe, Manager, Policy Planning

**Re: OCP Review for Hamilton**

Dear Terry:

As previously discussed with both yourself and Mr. Brian Jackson, Oris has acquired the northeast corner of Westminster Highway and Gilley to 23140 Westminster Highway. We intend to proceed with neighborhood consultation to rezone this property to a Comprehensive Development District zoning reflecting the City's and the community's desire to increase density around the existing shopping centre on the south side of Gilley. We have reached an agreement with Amana Developments Ltd., owners of the shopping centre at 23180 and 23200 Gilley Road, to represent their interests. We understand that the City is holding an OCP review meeting with the community on June 16<sup>th</sup>, 2011. The intent is, in part, to confirm the desire of the community for densification. Oris intends to attend this meeting representing our interests and those of Amana Developments Ltd.

It is our understanding that City staff intends to provide a report to Council informing them of the interest that Oris has expressed in executing a neighbourhood consultation process based on the Broadmoor Shopping Centre terms of reference. It is our intent to proceed with this process as expeditiously as possible. To advance this process, I would ask you to provide a link to any "needs assessment" documents the City may have related to the area. Of principle interest are assessments of the need for daycare, a community policing station and a library. However, any other studies undertaken to determine the community needs would be appreciated. As well, it would be helpful to know of any transportation, transit improvements and public space improvements planned for the area under the Transportation Department, Engineering Department or Parks Department.

As you are aware, Oris has held a community focus group meeting (Thursday, May 26<sup>th</sup>, 2011 at the Bethany Baptist Church). Some of the preliminary comments we have received involved the opportunity to provide space for:

- a community police station
- a library.
- additional daycare space to augment the daycare operated in the Bethany Baptist Church.

**Community Policing Office**

I understand there has been discussion with the community about a Community Policing Office. I understand the new community centre presently provides space for the RCMP. I have spoken with Phyllis Carlyle about this issue and would appreciate the opportunity to discuss further what the needs of community might be and what impact our project might have on those needs.

Telephone: 604.241.4657 / [www.orisconsulting.ca](http://www.orisconsulting.ca)

**PLN - 128**





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### Library

With regard to a possible library, the community focus group expressed an interest in having such a facility in the area. In conversation with Greg Buss, it was suggested that a facility of approximately 4000 square feet would be the appropriate size for the Hamilton community. Provided that the development proposal achieves a level of density to support the contribution of this amount of space, we would like to continue the dialogue about a library with the Library Board and the City to determine if this would be desirable from the City's perspective.

### Daycare

I understand from John Foster that the daycare in the Translink facility will be owned by the City and operated by a not for profit society. I would request that a meeting between ourselves, the Bethany Child Care operator and City staff to assess the needs of the community and to ensure that there is coordination between the R.F.P. the City intends to issue for the Translink facility, the existing daycare and any additional space or support that our project may contribute.

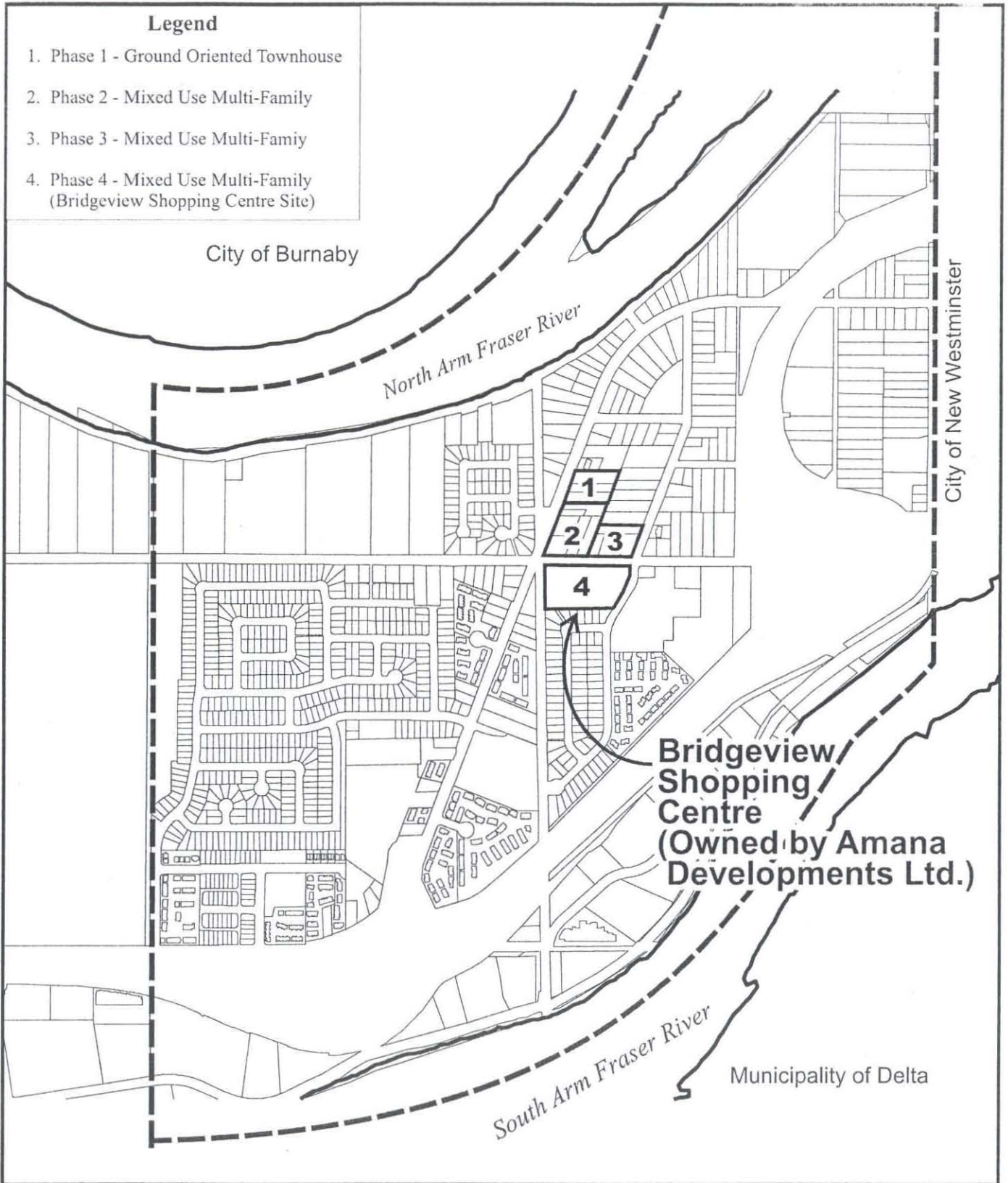
Some discussion was had about the possibility of relocating some of the health care services displaced from the former Mitchell School site. I would appreciate any information the City has on what services were housed there and if there is a need for a facility to house those services and if the Hamilton area is an appropriate location for them.

As we progress in our conversation with the community, I am sure that other ideas will surface. I look forward to working with the City and the community stakeholders to prioritize these needs and to ensure that the development contributes an appropriate level of support relative to the scale of the development. Oris will be holding a second focus group meeting in July. As soon as a date and location are confirmed, I will ensure you have that information. I would appreciate any feedback you can provide prior to that meeting with a view to ensuring Oris does not misrepresent the possibilities to our focus group.

Sincerely,

Dana Westermarck  
President  
**Oris Development (Hamilton) Corp.**

Cc: Brian Jackson, Director of Planning  
John Foster, Manager of Community Social Development  
Phyllis Carlyle, General Manager, Law and Community Safety  
Greg Buss, Chief Librarian  
Simon Ho, Oris Consulting Ltd.



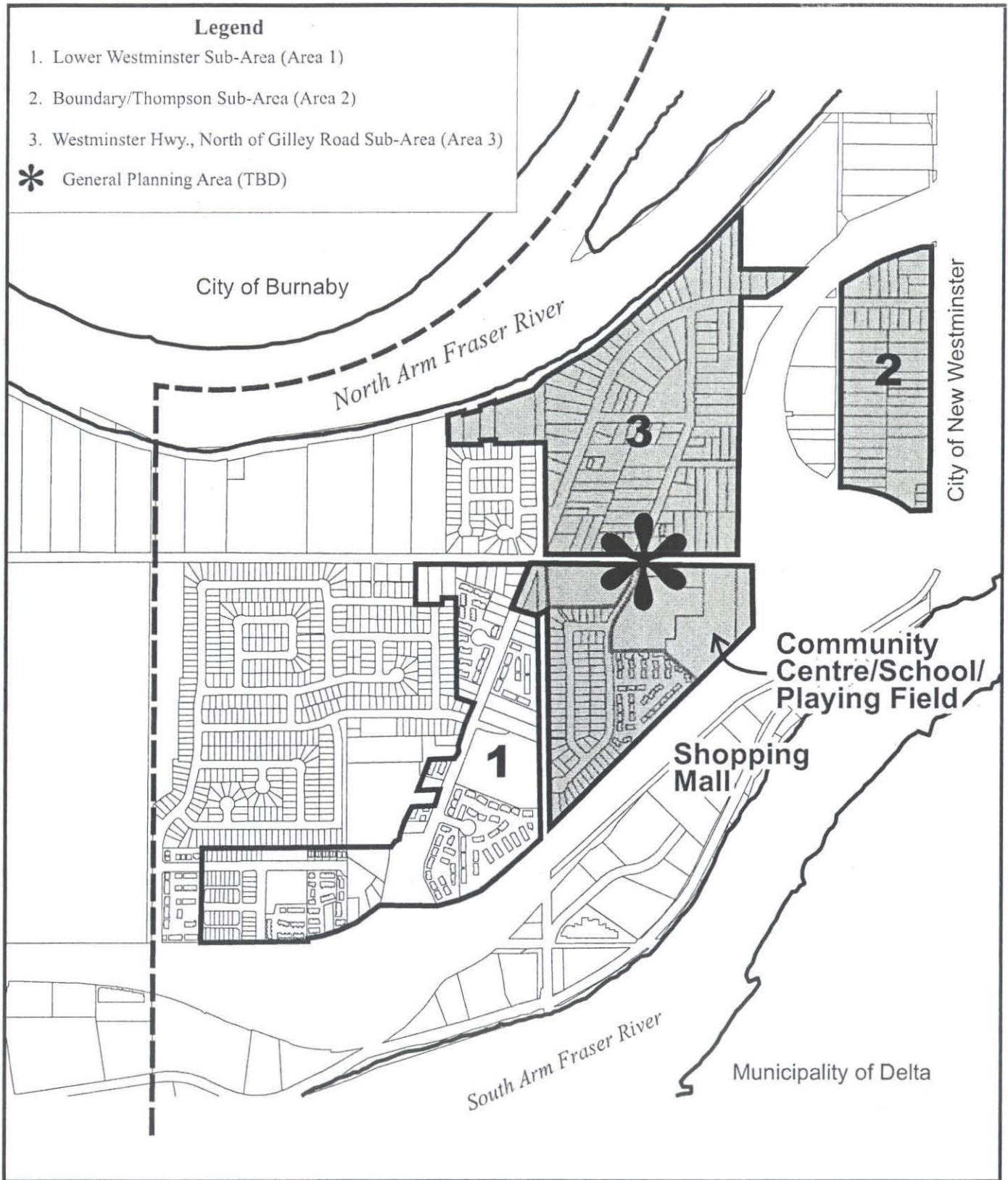
Oris Development (Hamilton) Corp's  
Current Land Interests  
Hamilton Neighbourhood

Original Date: 11/16/11

Amended Date:

Note: Dimensions are in METRES



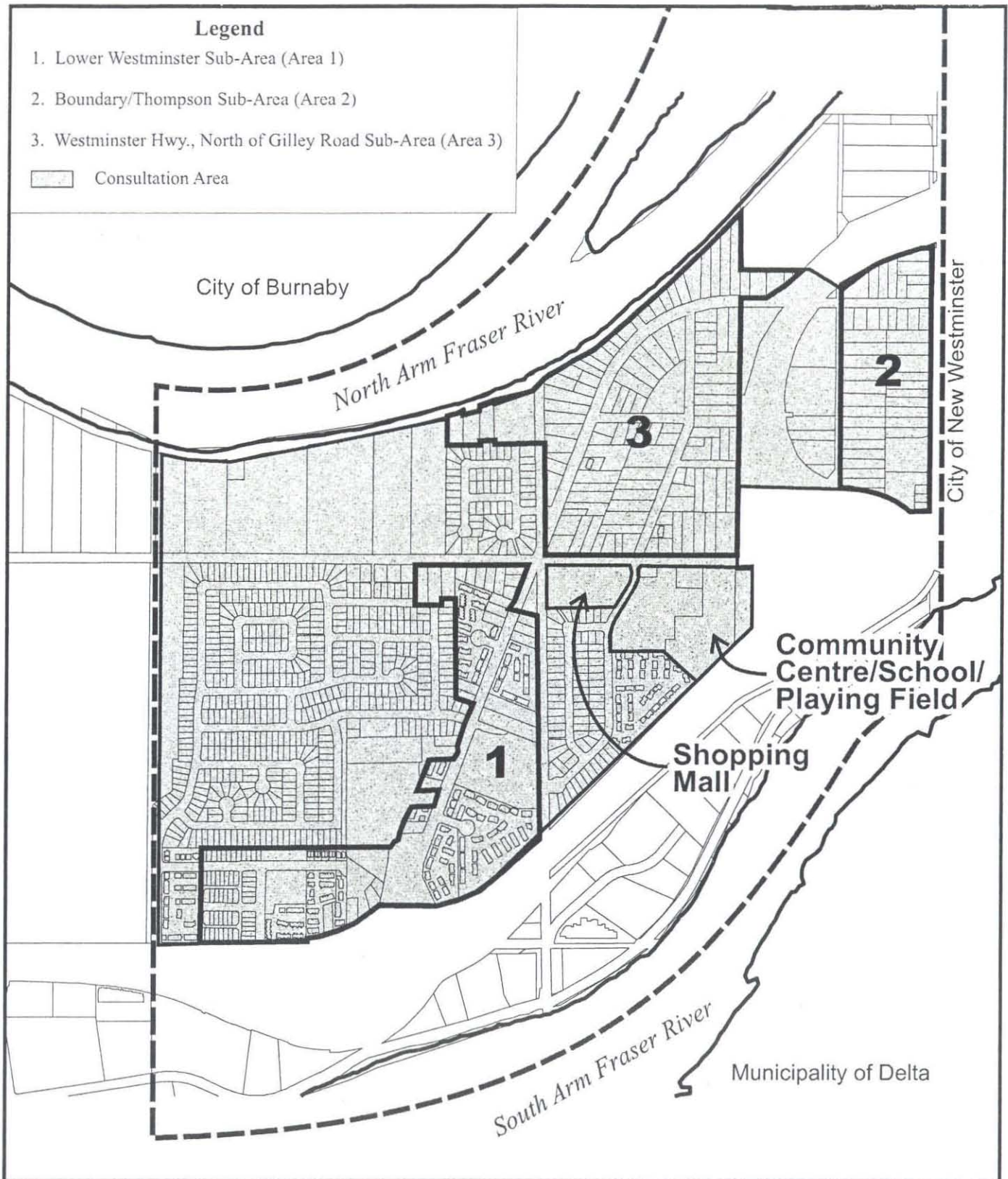


Hamilton Planning Areas  
(Shaded Areas)

Original Date: 04/19/10

Amended Date: 11/09/11

Note: Dimensions are in METRES



## Hamilton Neighbourhood Centre Planning Consultation Area

Original Date: 04/19/10

Amended Date: 06/14/11

Note: Dimensions are in METRES



November 29, 2011

**DRAFT Terms of Reference  
For Option 1 To Plan Hamilton Sub-Areas 2 and 3 (Expanded)**

**1. Status**

- These draft Terms of Reference will be modified based on Council's direction.
- **These Terms Of Reference are to be read in conjunction with the November 23, 2011 Hamilton Area Plan - Planning Options Report to Council.**

**2. Purpose**

The purpose of the Terms of Reference (TOR) is to provide the City and developers with certainty by which:

- A developer, under City supervision, can undertake a planning and public consultation process for Hamilton Sub-Areas 2 and 3 (Expanded).
- After the Hamilton Area Plan is updated, developers may submit development applications to redevelop the Sub-areas.

In this manner, there will be an appropriate planning framework which reflects community preferences and can be used to assess the appropriateness of specific development applications.

**3. Consultation Considerations**

The planning consultation area is to be all of Hamilton and for Sub-area 2 include Queensborough residents.

The Richmond School District, the City of New Westminster and the New Westminster School Board are to be consulted. The following school matters are to be addressed

- Review the existing capacities at the Hamilton Elementary School for school aged children.
- The Richmond School District will be consulted throughout the development of the Master Plan.
- Residential growth will be aligned with options to provide appropriate space for school age children within existing facilities. The Richmond School District and Province will determine if school expansion (through temporary – portables or permanent school expansion) is necessary based on the growth of school-aged children in the area.

**4. Hamilton Area Plan Requirements**

The Hamilton Area Plan (HAP) requires that, before re-development occurs in the Sub-Areas 2 and 3 (expanded)

- Additional public consultation is to occur, to learn the community's land use preferences;
- More detailed planning is to occur, to better clarify and manage the type and amount of preferred development;
- The City's infrastructure capacity to service new development is to be clarified; and
- The Richmond and New Westminster School Board's ability to provide elementary schools is to be clarified.

**5. Existing 1999 Official Community Plan (OCP) Policies for All Neighbourhood Centres**

An objective of the OCP is to maintain a hierarchy of retail and personal service locations in the City (e.g., City Centre, neighbourhood centres, local commercial centres). The neighbourhood centres and local commercial centres are outside the City Centre and are intended to meet community-wide and neighbourhood needs. The OCP identifies seven "Neighbourhood Centre" locations one of which is the Hamilton Neighbourhood Centre.

The existing broad OCP Neighbourhood shopping centre development policies emphasize:

- Fostering a "village" character for neighbourhood retail districts outside the City Centre;
- Enhancing neighbourhood shopping centres by:
  - Supporting their development and use as neighbourhood service centres by encouraging neighbourhood services and amenities to cluster in their vicinity,
  - Improving the pedestrian, bike, wheelchair and scooter-friendliness of these centers, to achieve a "main street" gathering place for the surrounding neighbourhood;
- Encourage the development of small, pedestrian-friendly, streetfront convenience and personal service facilities on major roads to complement neighbourhood service centres and meet the needs of surrounding residents; and
- Limit strip retail and large warehouse-style "big box" retail to specific locations identified for auto-oriented commercial use, paying special attention to design and traffic circulation.

#### 6. **Relevant OCP Policies for the Hamilton Area Neighbourhood Shopping Centre Area**

The relevant OCP policies for the Hamilton Neighbourhood Shopping Centre Area are:

- Provide opportunities for viable commercial development within the established commercial core to serve the day to day needs of the area residents and workers;
- Keep Hamilton's commercial core in its present central location;
- Evaluate the need for additional commercial space when the populations of Hamilton and Queensborough grow;
- Recognize the physical impact of business activity on Hamilton by acknowledging travel patterns in transportation improvements and by controlling design impacts through design guidelines; and
- Minimize impacts between proposed business uses and established residential neighbourhoods.

Note: Other OCP policies (e.g., growth management, housing choice, neighbourhood characteristics and design, transportation, the natural environment, parks and open space, community facilities and services, city infrastructure, flood protection) in Schedule 2.14, "Hamilton Area Plan", are also to be considered.

#### 7. **Hamilton Neighbourhood Shopping Centre Area Planning Considerations**

The following principles are to be addressed in the Hamilton Neighbourhood Shopping Centre Master Plan:

- Emphasize Sustainability (e.g., social, economic and environmental, the City's Green Building policies, infrastructure);
- Achieve a Compact Community:
  - Better integrate development with the surrounding urban fabric,
  - Foster a pedestrian-friendly, mixed-use (e.g., residential, office, commercial) neighbourhood,
  - Allow new uses including interior and exterior oriented retail uses,
  - Encourage street-oriented retail and the development of a 'high-street' concept along Gilley Road,
- Improve connectivity and transit to and from the shopping centre;
- Encourage a more integrated access network of street, bicycle and pedestrian paths to enhance non-car land uses;
- Improve linkages to the surrounding neighbourhood (including improved pedestrian crossing of Gilley at relevant locations);
- Improve transportation including circulation, parking and loading areas, and pedestrian and cycling connections;
- Encourage alternatives to the car (e.g., bus passes, bicycle facilities, and walking), within a 5 to 10 minute walking distance (400 to 800 metres; 1,200 to 2,500 feet);
- Improve pedestrian and traffic safety;
- Improve economic viability for existing and proposed business uses;
- Community benefits provided by developers to provide community amenities that are commensurate with the development and do not compromise economic viability of developments.

The proposed land uses and densities in Areas 2 and 3 should complement the existing single-family and townhouse uses in the adjacent areas of Hamilton to the west and south, and across Boundary Road in Queensborough to the east.

The current Bridgeview Shopping Centre site should be redeveloped into an urban mixed-use neighbourhood with a variety of building forms which complement adjacent areas and consider:

- The building forms and a mix of 3 storey townhouse and 4-storey mid-rise buildings (All-Residential or Mixed Multiple-Family Residential/Commercial),
- Buildings of varied heights, and
- Mixed use and commercial buildings with a mix of interior-oriented retail and street-oriented retail along Gilley Road (Main Street).

#### 8. **General Considerations For Sub-Areas 2 and 3 (Expanded)**

The following concerns are to be considered and addressed in the planning process:

- A Community Vision:
  - An overall area Neighbourhood shopping centre vision and character statement (e.g., retail and residential streetscapes, Gilley Road, New Westminster Highway and Smith Drive streetscape).
- Mixed Use Types and Quantities:
  - The land use types and amounts that are needed and likely to be achieved in this location.



- Density and Land Use
 

From the proposed 2041 OCP Concept, the following density framework has been prepared as a guide and may be changed during the planning process.

  - Sub Area 2
 

This area is envisioned to be primarily townhouse and possible duplex and triplex multiple-family residential.
  - Sub-Area 3 - Neighbourhood Shopping Centre Inner Core
 

The inner core would include commercial, townhouse and apartment multiple-family, mixed-use and institutional uses.
  - Sub-Area 3 - Neighbourhood Shopping Centre Outer Core
 

The outer core is the area within a 5 minute walk to the inner core and would include commercial and townhouse multiple-family uses.
- Building Heights
  - Within the Bridgeview Shopping Centre and along Gilley Road ("Main Street"), the building heights are to be varied and the maximum building height is to be no more than 4 storeys above parking.
  - Buildings with affordable housing or institutional uses may be higher than 4 storeys up to 6 storeys above parking.
- Building Form:
  - For all uses, a variety of building forms;
  - For residential uses, 3 storey townhouses, mid-rise buildings and townhouses.
- Urban Design
  - Public safety (CPTED) must be incorporated into building and landscaping designs.
  - Provide community focal points and elements to give a sense of place.
  - Improve streetscape and the public realm (e.g., medians, boulevards, street furniture).
- Amenities
  - Identify any current gaps in community amenities (e.g., childcare, parks) and the anticipated need for them.
  - Provide more built affordable housing and child care facilities.
  - Enhance parks, trails, community facilities, recreation and public plazas.
  - Public art.
- Transportation
  - Transit – Enhance transit service to the neighbourhood shopping centre that provide linkages to regional centres and other neighbourhood centres in Richmond. Ensure transit stops and related infrastructure (pedestrian linkages) are integrated in to Master Plan.
  - Pedestrians – Provide a safe, convenient and integrated walking environment to facilitate pedestrian movements to and from the neighbourhood shopping centre and surrounding areas (e.g., school/community centre, surrounding residential areas).
  - Cycling – Enhance cycling infrastructure and maximize opportunities to promote cycling as a mode of transportation to/from the neighbourhood shopping centre and promote linkages to existing established cycling routes;
  - Street network – Improve circulation and accessibility by reviewing the existing street network to ensure it safely accommodates multiple modes of transportation (car, bike, pedestrian) and requiring new roads, frontage and road upgrades in conjunction with development proposals.
  - Access to Arterial Roads – Access for new developments to Westminster Highway (Major Arterial) and River Road (Local Arterial) should be limited and existing accesses removed when possible and designed to address site specific concerns.
- Engineering Planning and Services
  - Infrastructure Upgrades (water, sanitary sewer, storm drainage):
    - The existing water, sanitary sewer, storm drainage capacities are to be identified; and
    - The proposed improvements to accommodate new land uses are to be identified.
  - Developments will provide the necessary infrastructure needed (sanitary, water and storm) based on existing City servicing plans (e.g. sanitary) or develop servicing plans for approval by the City. In addition to servicing works being undertaken by developers, the City will review capital works and DCC programs to determine any appropriate projects for the area due to possible changes in DCC – funded services resultant from proposed changes in land use.

- Parks
  - Establish linkages for pedestrian movements to and from community destinations (school, community centre, neighbourhood centre), parks, trails through the neighbourhood shopping centre area and surrounding area and facilitate linkages through way-finding signage.
  - Provide strong linkages to the waterfront for both development proposals and public trails.
- Environmental Sustainability
  - Sustainability: Maximize opportunities for sustainability and ensure that all developments incorporate sustainability measures,
  - Ecological Resources: Manage existing ecological resources in the area (e.g., RMAs [e.g., Queens Canal], waterfront, ESAs) and integrate park related developments and infrastructure within this context.
  - Important Water Elements: Water Recognize that watercourses, canals and the waterfront as strong, defining components of Hamilton's natural landscape,
  - Stewardship: Foster community environmental stewardship.
  - Riparian Design Considerations: Incorporate the riparian element into the character and design of new development (e.g., the shopping centre, residential, parks)
  - Provincial Contaminated Sites Regulation: Address contaminated sites.
  - Enhance: Protect, restore and enhance ESAs / RMAs.
- Flood Protection – as per City policies and bylaws

#### 9. An Implementation Program

An Implementation Program is required and is to include:

- effective planning polices and design guidelines;
- zoning and building requirements;
- a Financing Program which shows:
  - Costing and paying for desired public amenity and infrastructure upgrades (e.g., amenities, public realm improvements, streetscape upgrades, public art);
  - How much each element (e.g., infrastructure, amenities, public realm improvements, streetscape upgrades) will costs, on site and off site;
  - Identifies sources and timing of revenue for the improvements, including:
    - Direct development payments for works adjacent to redevelopment sites (e.g. sidewalks, street lighting, landscaping);
    - Current and additional DCC payments at subdivision and building permit (open space improvements, street works, servicing upgrades and daycares);
    - Amenity costs generally at rezoning (e.g. required and voluntary contributions);
    - Amenity costs at rezoning for a density bonus.
    - a public amenity and infrastructure phasing plan;
- measure to ensure that City costs related to new development and associated amenities are to be zero or minimal.

#### 10. Process, Studies and Schedule

- City Staff Team and Role  
A City staff team will be responsible for the overall management of the process, supervising the developer and ensuring that the Terms of Reference are addressed. The City staff team membership will include staff from Planning, Development Applications, Transportation, Economic Development, Engineering, Parks and Environmental Sustainability.
- Developer Proponent Role  
Proponents will be responsible for doing all the work at their expense. The proponent will undertake necessary studies including:
  - Demographics
  - Land use (residential, commercial, office)
  - Economic: a study of the market potential of proposed developments in the Master Plan at the existing Bridgeview Shopping Centre location and proposed Gilley Road Main Street and financial feasibility of redevelopment (e.g. opportunities and constraints to new development, including residential and retail/service uses).
  - Urban design (e.g. neighbourhood fit, character and streetscape)
  - Engineering
  - Flood Protection
  - Traffic and transportation



- Financing
- Proposed City and private land ownership
- Other issues identified during the course of the planning process

The proponent will engage the services of the following professionals to undertake the work:

- Planner – Land use, density and building form,
  - Architect – Design guidelines for buildings and open spaces,
  - Environmental Consultant – Riparian / other environmentally-sensitive areas and parks,
  - Geotechnical Engineer – Soil conditions for buildings and servicing,
  - Servicing Engineer – Water, sanitary and storm sewer services,
  - Transportation Engineer – Major road improvements and local road network, road standards, cycling and pedestrian network; and
  - Others, as necessary.
- Public Consultation Considerations
    - Consult with residents, property owners, tenants, businesses, community groups and stakeholders particularly by using a variety of City approved methods (e.g., open houses, mail in surveys, random telephone surveys).
    - All City residents are also to be invited to provide comments.
    - An initial open house and survey is required to provide an opportunity to identify issues and opportunities, and solutions.
    - The proponent will ensure that community needs are addressed via the creation of draft options for further review by the public and Council.
    - A follow-up open house will be held to provide an overview of the options and survey results.
    - Refinements will be made to the draft Plan based on comments received on the draft options from Council and the public at the second open house.
  - Schedule
    - The specific work schedule will be refined in discussions between City staff and the developer.

#### 11. The Products

The study products are to include:

- survey result summaries,
- Background information and technical reports,
- Draft amendments to the Hamilton Area Plan, including: a vision, goals, objectives, policies and design guidelines;
- An Implementation Program

#### 13. Time

The planning process is anticipated to take approximately a year.

Prepared By Policy Planning, City of Richmond.







To: Planning Committee

Date: November 14, 2011

From: Cathryn Volkering Carlile  
General Manager - Community Services

File:

Re: **Operator Selection for the Hamilton Child Care Facility**

**Staff Recommendation**

That the Society of Richmond Children's Centres be endorsed as the operator of the City-owned child care facility to be constructed, pending rezoning, at 23591 Westminster Highway.

Cathryn Volkering Carlile  
General Manager - Community Services

FOR ORIGINATING DEPARTMENT USE ONLY					
<b>ROUTED TO:</b>		<b>CONCURRENCE</b>		<b>CONCURRENCE OF GENERAL MANAGER</b>	
Project Development		Y <input checked="" type="checkbox"/> N <input type="checkbox"/>			
Financial Services/Purchasing		Y <input checked="" type="checkbox"/> N <input type="checkbox"/>			
<b>REVIEWED BY TAG</b>		YES	NO	<b>REVIEWED BY CAO</b>	
		<input checked="" type="checkbox"/>	<input type="checkbox"/>		
				<input checked="" type="checkbox"/>	

## Staff Report

### Origin

As part of a rezoning agreement with TransLink to develop a Bus Operations and Maintenance Facility at Westminster Highway and Boundary Road, the City negotiated the transfer of 2.43 acres plus a monetary contribution of approximately \$1,770,000 for community amenities, and an additional \$50,000 for trail development.

In June 2010 Council endorsed the use of these lands and funds for the establishment of a City-owned child care facility on the understanding that, prior to opening the facility, traffic safety concerns will be addressed as outlined in the recommendations. A rezoning report to Council to ensure an appropriate land use designation to accommodate the facility is anticipated in early 2012. This report will include information regarding traffic safety improvements.

### Findings Of Fact

To ensure that the City-owned facility is designed to optimize its use and suitability for the intended age groups and programs, staff sought to secure an operator for the centre prior to facility design. Involving the operator in design helps to ensure that the layout is well suited for its purpose. As an architect for the project has been engaged by Project Development staff, the provider selection process was initiated so that design may proceed.

On June 30, 2011, a Request for Expressions of Interest (RFEOI) was published on BC Bid and the City website. It was also sent to Child Care Licensing (Vancouver Coastal Health) and the Richmond Child Care Resource and Referral Centre for distribution to their networks. A closing date of September 16, 2011 provided eleven weeks for submission preparation. One Expression of Interest (EOI), submitted by the Society of Richmond Children's Centres (SRCC), was received by the closing date. The complete submission is on file with the City's Purchasing Department.

A panel consisting of City staff plus a representative of the Child Care Development Advisory Committee and the Hamilton Community Association participated in the selection process. The process involved completing an evaluation matrix of the submission and a follow-up interview with the SRCC Executive Director. The proponents' understanding of the submission requirements, community context, operating vision, experience, proposed programming and human resource/financial capacity were assessed.

### Analysis

#### 1. RFEOI Response

The limited response to the RFEOI, whereby only one submission was received, may reflect a number of factors. Child care operators face a number of administrative challenges, including attracting and retaining staff; remaining financially viable with the introduction of full school-day kindergarten; and offering care to priority age groups (infant/toddler and/or school age care) while maintaining financial viability.

Another set of limitations pertain to the capacity of child care operators to meet the RFEOI requirements. Although eleven weeks were provided to complete the EOI, many child care



providers are challenged to prepare submissions due to limited staff time and experience with such processes. To provide the type and extent of information required by the RFEOI, experience in starting up and operating child care facilities is needed, as well as sufficient time and expertise to provide the required information and documentation. The CCDAC representative indicated that, while other providers may have considered preparing submissions, requirements were such that potential applicants were discouraged.

While challenging, staff consider that the RFEOI requirements realistically reflect the skills and experience required to successfully plan, open and operate the new centre. To identify ways of increasing child care provider capacity, CCDAC will be asked to consider roles that various stakeholders might play to enhance providers' capacity to participate in future RFEOIs.

## 2. SRCC Submission

Based on a submission review and interview results, the selection panel unanimously recommended the SRCC as the child care provider for the Hamilton facility, based on their philosophy, programming, operational practices, experience in planning and opening new facilities, and history of providing quality care in Richmond. However, the panel acknowledged that logistical challenges, as identified by the SRCC and outlined below, must be addressed for successful implementation.

The SRCC identified constraints related to their ability to open two centres in anything less than a six-month window, in terms of both human resource and financial capacity. As the SRCC will be operating the City-owned facility at the Oris "Remy" development, estimated to open in January 2013, their first commitment is to successfully open that facility.

Following rezoning approval of the community amenity land, site preparation will commence. A pre-load period of at least six months is anticipated. As the facility will be modular, construction of the building may occur simultaneously with site pre-loading, resulting in a time saving of several months. If no unforeseen delays occur, the facility would likely be ready to open in January 2013, coinciding with the Remy facility opening. Rather than delaying the schedule, staff propose that facility construction proceed, following rezoning approval, to avoid rising construction costs. As a September opening is preferred by the operator to ensure full enrolment, staff propose that the facility opening be adjusted accordingly. This opening date reflects the timeframe anticipated in the RFEOI.

## 3. Options

(1) Select the SRCC as the operator of the Hamilton Child Care Facility (Recommended).

Pros:

The SRCC:

- was the sole responder to the RFEOI and met the requirements,
- is experienced in facility planning and opening new centres,
- has a well-established reputation for providing quality care,
- is committed to providing infant/toddler and/or school age care in the Hamilton facility,
- was unanimously endorsed by the selection panel.

Cons:

- No other child care providers submitted EOIs.
- SRCC is unable to open two new centres in less than six months due to human resource and financial constraints, and their first commitment is to open the Remy facility.
- The Hamilton facility opening will be delayed by several months.

(2) Re-issue the RFEOI to see if submissions from other child care providers might be received.

Pros:

- Child care providers would be given another opportunity to prepare submissions.
- Opening two new centres simultaneously is unlikely to be a concern for other providers.
- It is unlikely that the opening schedule would need to be amended to accommodate a prior commitment (e.g., to the Remy facility).

Cons:

- There is no assurance that additional submissions would be received.
- The scope of work and submission requirements identified in the current RFEOI would have to be significantly changed, before re-issuing the RFEOI, which is not recommended.
- Facility design would be delayed.
- As a September opening is optimal for any child care provider, and the facility will not be ready in September 2012, opening may be postponed until September 2013 regardless of the provider selected.

As re-issuing the RFEOI would not benefit the City nor the Hamilton community in a substantive way, and the SRCC has a history of providing quality, affordable, accessible care, staff recommend that the SRCC be selected as the operator of this facility.

If the staff recommendation is endorsed, Real Estate Services will bring forward a report detailing property lease terms at a future date.

### **Financial Impact**

There is no financial impact at this time.

### **Conclusion**

Staff recommend that Council endorse the selection of the SRCC as the operator of the Hamilton child care facility.



Lesley Sherlock  
Social Planner  
(604-276-4220)  
LS:ls





**To:** Planning Committee **Date:** November 23, 2011  
**From:** Brian J. Jackson, MCIP **File:** 10-6360-08/2011-Vol 01  
 Director of Development  
**Re:** Ecowaste Industrial Proposal – Road Opening and Development

**Staff Recommendations:**

1. That the opening and development of road works to extend Blundell Road from where it currently ends (on the east side of No. 7 Road) to Savage Road, be approved.
2. That the opening and development of road works along Savage Road between Williams Road and Francis Road, be approved.
3. That authorization to Ecowaste Industries Ltd. to apply to the Agricultural Land Commission to open and develop Blundell Road between No. 7 Road and Savage Road as outlined in the staff report dated November 23, 2011 from the Director of Development be granted.

Brian J. Jackson, MCIP  
Director of Development

BJ:ke  
Att.

FOR ORIGINATING DEPARTMENT USE ONLY			
<b>ROUTED TO:</b>	<b>CONCURRENCE</b>	<b>CONCURRENCE OF GENERAL MANAGER</b>	
Engineering .....	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>		
Policy Planning .....	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>		
Transportation.....	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>		
Parks .....	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>		
<b>REVIEWED BY TAG</b>	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>	<b>REVIEWED BY CAO</b>	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>

## Staff Report

### Origin

Ecowaste Industries Ltd. intends on developing approximately 170 acres (69 ha) of Industrial (I) zoned and designated land they own directly to the west of Port Metro Vancouver lands (**Attachment 1** – Location Map). To facilitate this significant light industrial development, new roads and City services are required to be extended to the area. Opening of existing road allowances to permit the construction of road works along Blundell Road (No. 7 Road to Savage Road) and Savage Road (Williams Road to Francis Road) requires Council approval. Blundell Road, between No. 7 Road and Savage Road, is fully contained within the Agricultural Land Reserve (ALR), therefore approval from the Agricultural Land Commission (ALC) is required to open and develop Blundell Road (**Attachment 2** – Road Allowances Proposed to be Developed).

A Development Permit application (DP 11-566011) is also required and has been submitted for the industrial development to address agricultural buffering and to mitigate proposed works along No. 7 Road canal, which is designated as a Riparian Management Area and Environmentally Sensitive Area. Prior to considering the Development Permit application, Council approval of the road openings must occur first. If Council and the ALC approve the road openings, staff will bring forward the Development Permit application when the review is complete. Future road and infrastructure construction will be undertaken through a Servicing Agreement required to be completed by the developer.

### Purpose

This staff report:

- Presents information related to the Ecowaste light Industrial development proposal and related request to open and develop City roads.
- Requests Council approval to open and develop Blundell Road (from just east of No. 7 Road to Savage Road) and Savage Road (from Williams Road to Francis Road).
- Requests authorization for Ecowaste Industries Ltd. to apply to the ALC for permission to open and develop road works and related City services (storm, sanitary, water) in Blundell Road (between No. 7 Road and Savage Road), which is contained in the ALR.

### Development Site Location, Context and Background Information

The site consists of two parcels generally bounded by the Blundell, Savage, Williams and No. 7 Road allowances. The northern development parcel is 140 acres and the smaller parcel south of the Francis Road allowance is 30 acres.

The north parcel is the site of the decommissioned Richmond Landfill, which has been operated by Ecowaste since 1971. The former landfill site is significantly higher in elevation than surrounding parcels due to the past fill activities. Generally, elevations of the former landfill site are highest in the middle portion of the 140 acre parcel with the grade decreasing slightly towards the outer edges of the uppermost elevation of the landfill. Around the perimeter of the site, elevations drop significantly to match existing grades.



To date, land clearing and sand/fill material storage has been the extent of modifications and activities on the smaller 30 acre parcel located between Williams and Francis Road.

Land uses surrounding the subject site consist of industrial and port related developments to the east and south. Land contained in the ALR is located to the north of Blundell Road and east of Savage Road. Ecowaste's active landfill operation (for which approvals have been granted by the ALC) is situated to the north. Land uses to the west consist of a golf course (Country Meadows), cranberry fields and naturally landscaped areas all within the ALR.

- To the North: Across the Blundell Road allowance, an Agricultural (AG1) zoned parcel in the ALR.
- To the East: Across the No.7 Road allowance/canal, Industrial (I) zoned parcels (Port Metro Vancouver).
- To the South: Across the rail right-of-way, Industrial (I) zoned parcels.
- To the West: Across the Savage Road right-of-way, parcels zoned for Agriculture (AG1) and Golf Course (GC).

#### Extent of Road Services in Area

Currently, the northern parcel is not serviced by a municipal standard road. Currently, Blundell Road ends approximately 100 m (328 ft.) east of No. 7 Road. The southern parcel has road frontage on the narrow portion of the subject site on Williams Road.

#### Background Information – Landfill Operations

The Richmond Landfill was decommissioned in 2000 and Ecowaste is required to maintain and manage the former landfill operation to Ministry of Environment standards for industrial development. Based on information submitted by Ecowaste, the Richmond Landfill received construction and demolition waste and excavation materials. The site is owned, managed and serviced by Ecowaste and has a variety of buildings, service roads and leachate control/treatment structures that monitor activities on the site.

#### **Summary of Light Industrial Development Proposal – Ecoridge Industrial Park**

Ecowaste is proposing to develop a 170 acre light industrial park. The development's (Ecoridge Industrial Park) primary activity will be light industrial businesses focussed on Port supporting and transport based shipping and logistics operations, which are permitted and comply with Industrial (I) zoning. Proposed buildings will cater to tenants that require large areas and will generally range in size from approximately 9,300 m<sup>2</sup> (100,000 ft<sup>2</sup>) to 93,000 m<sup>2</sup> (1,000,000 ft<sup>2</sup>).

Ecowaste has indicated that it will retain ownership of the entire 170 acre light industrial development and no further subdivision of the two existing parcels is planned. As a result, the Ecoridge industrial development will consist of a number of large areas leased on a long-term basis to individual tenants. Phasing and build-out of the Ecoridge development is proposed to take approximately 10 to 15 years, which is subject to change, depending on demand and market conditions. Generally, the initial phases of industrial development will occur first on the north

portion of the 140 acre parcel next to Blundell Road. Subsequent phases will proceed around the perimeter of the parcel with the final phase planned for the smaller 30 acre parcel south of Francis Road. Please refer to **Attachment 3** for a conceptual phasing plan of the Ecoridge development.

Road construction will be sequenced with the build-out of the Ecoridge development as outlined in the phasing plan. Blundell Road construction will occur first to provide access to the northern development lot. Private roads will then be developed within northern lot to provide access to buildings. Later stages of road construction in other City road allowances (Savage Road and Francis Road) will not happen until development of the southern 30 acre parcel occurs, which is targeted for build-out in 10-15 years based, on the proposed phasing plan and market conditions.

### **Related Policies & Studies**

#### Official Community Plan – Land Use Designation

The 170 acres of land is designated for Business and Industry in the Official Community Plan (OCP) Land Use Map and the proposed uses comply with the light industrial activities planned for the development (refer to **Attachment 4** for OCP Land Use Map).

#### Official Community Plan – Transportation

The OCP Transportation section contains objectives and policy statements that support the development of road infrastructure and traffic management to facilitate the movement of goods and services for commercial and industrial activities. To address the impact of the development on surrounding roads and identify required traffic routing and management measures, the proponent submitted a Traffic Impact Assessment that has been reviewed, with key recommendations supported by staff. Proposed opening and development of roads as outlined in this report complies with the transportation objectives and policies outlined in the OCP.

#### Council Policy 5013 – Property Fronting Undeveloped Roads (Construction Requirements)

This Council Policy ensures that properties to be developed are serviced by all necessary City infrastructure and roads. In situations where extensions of existing roads will service other properties, the Policy requires Council approval to open or extend the applicable roads (refer to **Attachment 5** for Policy 5013)

The northern development parcel (situated between Blundell, No. 7, Francis and Savage Road allowances) is not currently serviced by a municipal standard road or City services. Opening and development of Blundell Road results in services and access being available to the proposed Ecoridge development and requires Council approval (as per Policy 5013).

The southern development parcel (situated between Williams, Savage and Francis Road) is serviced by an existing, opened portion of Williams Road along the site's south frontage. Although this site has frontage and access to Williams Road, the proponent has indicated that development of a road along Savage Road from Williams to Francis Road is necessary to facilitate proper access to a parcel that is long and narrow. The opening of Savage Road is not the primary access to the southern parcel as it already has frontage on Williams Road. However, one property in the ALR immediately to the east of Savage Road would potentially have access to services with development of a road and therefore requires Council approval.



The impacts of road development in or adjacent to land in the ALR is discussed later in this report. Road development works on Francis Road (east of Savage Road), although required for the Ecoridge industrial development, does not require Council approval as road development along this portion of Francis Road does not result in servicing of any additional properties.

## **Consultation**

### Agricultural Advisory Committee

On July 14, 2011, the Agricultural Advisory Committee (AAC) reviewed the Ecoridge development proposal and related request to open and develop new roads required to service the project. The AAC supported the development and opening of the above mentioned roads based on the proponent's commitment to buffer its development to surrounding agricultural areas and the limited impact road development would have on surrounding agricultural operations.

In conjunction with support of road development along Blundell, Savage and portions of Francis Road, the AAC recommended that measures be implemented to ensure that a majority of the traffic associated with industrial development be routed to and from the north (via Blundell Road), which was a comment made in relation to mitigating impacts on the road network to the south (Williams Road; Steveston Hwy/Highway 99 Interchange). The AAC also provided feedback on minimizing light overspill and buffering to agricultural areas, which will be addressed in the Development Permit application required for this development due to proximity/adjacency to the ALR. An excerpt of the July 14, 2011 AAC meeting minutes is contained in **Attachment 6**.

### Department of Fisheries and Oceans

Initial consultation with Department of Fisheries and Oceans (DFO) has commenced in relation to works within the designated Riparian Management Area (15 m) along No. 7 Road canal (also designated as an Environmentally Sensitive Area – ESA), which requires DFO approval. Impact of proposed works and associated enhancement and compensation within the RMA and ESA will be addressed through the Development Permit application process, which will involve additional consultation with DFO staff.

### Port Metro Vancouver

Port Metro Vancouver (PMV) is aware of the proposed industrial development as representatives from Ecowaste and City staff have had direct communication with PMV staff on the project. PMV staff have been forwarded information on the 170 acre Ecowaste industrial development in conjunction with Traffic Impact Assessment (TIA) undertaken by Ecowaste's transportation consultant.

Specific comments from PMV on the submitted TIA have been communicated to City staff and the proponent. PMV comments generally relate to ensuring the TIA takes into account the most recent information on the Port's development plans and built out of remaining land within PMV's jurisdiction. A specific comment from the Port relates to the timing of both the Port and Ecowaste's industrial development and their impacts on traffic volumes. Ecowaste's consultants will be undertaking a sensitivity analysis to ensure their traffic model accounts for these timing concerns. In response, Ecowaste's transportation consultant is currently in the process of

revising the TIA where appropriate and preparing a separate addendum report for review and comment by PMV and City staff that responds to all technical questions raised by the Port. Applicable updates related to the revised TIA and addendum report will be provided in the forthcoming Development Permit application report.

City staff have also been communicating with PMV for an industrial project on PMV land (east of No. 7 Road) and have forwarded comments and relevant information on the proposed Ecowaste development and related infrastructure works so that the PMV industrial development takes into account future infrastructure works in the area.

### **Description of Preliminary Road Works**

This section provides a general overview of road development works based on the preliminary cross-section provided by Transportation staff. Refer to **Attachment 7** for a map of road development.

#### Blundell and Savage Road Works

For Blundell Road (Contained in ALR), works will consist of the construction of an industrial standard road aligned on the north side of the road allowance as an interim half-road based on the ultimate cross-section of works planned for Blundell Road when fully developed in the future. In conjunction with the paved road, construction will also include a sidewalk (south side of Blundell Road), shared bike/pedestrian path (north side of Blundell Road), street lighting, medians and curbs/gutter to the appropriate City standard. Based on the required cross-section for Blundell Road, additional land will need to be secured on both the north and south sides (approximately 2.2 m) and will be finalized in latter design stages of the road and development.

A bridge structure is also required for the No. 7 Road canal crossing which will be integrated with the proposed works within Blundell Road. Blundell Road works will extend as far west as possible, but will not extend all the way to the Savage Road allowance due to the significant drop in elevation associated with Ecowaste landfill operations at the western edge. The proposed extension of works along Blundell Road does not connect to any existing opened road in the Savage/Blundell Road vicinity nor does it introduce any additional development pressure on agricultural areas.

For Savage Road (Outside of the ALR), works will consist of an appropriately designed road within the existing road allowance between Williams and Francis Road. Pedestrian/bicycle infrastructure and treed boulevard treatments will be located on the east side of Savage Road next to the industrial development. The west side of Savage Road will integrate a fence and landscape buffer treatment because it abuts the ALR. Identified works for Savage Road will fit within the existing 20 m (66 ft.) wide road allowance. Additional land is required at the south end of Savage Road from the proponent's industrial site (east side only) to account for a 10 m (33 ft.) wide reduction of the existing road allowance. The final amount of land to be secured will be determined through the detailed road design process.



#### Additional Supporting Road Works

A number of additional road works are required that tie-in to portions of Blundell and Savage Road proposed to be opened and developed. A portion of Francis Road (approximately 210 m east of Savage Road) will be developed in the existing 20 m (66 ft.) wide road allowance with continuation of frontage works (pedestrian/bike paths; treed boulevard). A private road developed through the northern development site from Blundell to Francis Road (referred to as Graymont Blvd. in the applicant's plans) will serve as the primary north/south running road providing access and required infrastructure to light industrial tenants located in the 140 acre parcel.

Development of road works in Francis and Graymont Blvd. also facilitates the ability for traffic associated with development of the smaller parcel south of Francis to access/exit through Blundell Road. Information on the traffic study and specific measures to prohibit general and industrial traffic use of the road connection between Williams and Blundell Road is outlined later in the report.

#### Phasing of Road Development and Provisions for Secondary Emergency Vehicle Access

Initial road construction will be associated with development of the northern parcel. Construction of Blundell Road along with portions of Graymont Blvd coincides with the first phase of building construction. Subsequent buildings on the northern parcel will involve additional extension of other private service roads (including Graymont Blvd.), all with primary access/egress through the Blundell Road extension across the frontage of the Ecoridge development. Construction of Savage and Francis Road will not occur until the final phase of the Ecoridge development associated with build-out of the southern 30 acre parcel between Williams and Francis Road occurs.

Until the development of roads occurs along Savage and Francis Road, secondary access (for emergency vehicles) needs to be provided for the northern lot once buildings are constructed to account for an alternative access route in the event of a blockage on Blundell Road. The proponent has indicated that a network of existing internal service roads currently provides access throughout the 170 acre development site, including a means to access the entire Ecoridge development site from Williams Road. These roads are currently utilized by Ecowaste vehicles and large trucks for maintenance and monitoring of the former landfill site and access to the active landfill operation on the north side of Blundell Road. The proponent has indicated that these internal service roads will remain (for private maintenance use only – no public access) throughout the build-out of the Ecoridge development and can be utilized to provide for secondary emergency vehicle and fire access.

Through the forthcoming Development Permit, Servicing Agreement application and Building Permit application for each phase, secondary emergency vehicle access provisions and firefighting provisions will be identified, reviewed and approved by City staff, including Richmond Fire Rescue. Upon preliminary review, Richmond Fire Rescue staff have identified the following requirements to Ecowaste to assist in the preparation of a plan to address secondary emergency access provisions:

- Accessible at all times for all emergency response vehicles.



- Access points (from Williams Road) and routes through the site is clearly marked and signed where appropriate.
- All secondary emergency response routes be maintained to the appropriate standard as determined by Richmond Fire Rescue.
- A finalized plan is required to be reviewed and approved by City staff (Richmond Fire Rescue) through the forthcoming Development Permit application.

## **Staff Comments**

### Planning and Development

Based on the previous use of the development site as a landfill operation, the Ministry of Environment has notified both Ecowaste and the City that approval of any development application associated with the site (i.e., Development Permit) is suspended until a certificate of compliance or remediation agreement to demonstrate that the site is being properly managed and monitored is obtained by the proponent. The suspension of approval placed on the subject site by the Ministry of Environment does not impact or hold up the request to open and develop roads as outlined in this report. Confirmation of compliance and Ministry release will be a condition of the forthcoming Development Permit associated with this project.

If additional lands are required to be secured for City road works and services, additional investigation will need to be conducted by the proponent related to the presence of any existing or potential contaminants. Based on this investigation, the appropriate mechanism to secure the land (statutory right of way over dedication) will be identified in the development process.

### Engineering

As part of the report to request road opening, there is no requirement for the proponent to enter into agreements to construct the road works or City infrastructure (i.e. sanitary, storm and water) associated with the Ecowaste development. The forthcoming Development Permit will identify the required road works and City infrastructure requirements.

Based on the size of the proposed 170 acre industrial development by Ecowaste, the required works associated with City infrastructure (sanitary, storm and water) to service the project will be significant. In support of the forthcoming Development Permit application, the proponent has submitted a servicing strategy to the City that outlines the approach and required servicing works for sanitary, storm and water systems and road development works. Engineering staff are reviewing the servicing strategy so that all issues are resolved and necessary upgrades identified. The following is preliminary information on required City infrastructure works:

- Sanitary – There is no sanitary sewer service to the subject development parcel(s). Extension of the existing sanitary sewer system along Blundell Road from the development site to where it currently ends (approximately 400 m east of No. 7 Road) will be required. Additional upgrades including any new sewer pump stations and works to existing sanitary sewer infrastructure (i.e., sanitary pumpstations; forcemains; sewer lines) where new sanitary works will tie-in to may be required and will be determined through the review and approval of the servicing strategy. These works are not included in the Development Cost Charge (DCC) program.



- Storm – The No. 7 Road Drainage Pump Station is at capacity and fully subscribed by the existing uses and primarily serves as the main drainage station for farming in East Richmond. The drainage proposal involves routing storm water from the development site along Blundell Road to the No. 7 Road canal. Additional works may include construction of a new drainage pump station and upgrades and works to existing storm system infrastructure (i.e., storm pumpstations; canals) may be required and will be determined through the review and approval of the servicing strategy. These works are not included in the DCC program.
- Water – City water service will involve the extension of the existing line along Blundell Road. For development on the southern 30 acre parcel, connection to the existing water line along Williams Road is available. Any potential upgrades to existing water service in the area will be identified in the review and approval of the servicing strategy. The developer is responsible for ensuring adequate fire flow and any upgrades required.

On-site infrastructure works to service various phases of the 170 acre development proposal will be on private systems based on an on-site engineered design. All works involving City services or road development will require approval of a Servicing Agreement that will address the design and construction of works. Based on the large size of the Ecoridge development, it is anticipated that a number of Servicing Agreements will be required and sequenced with the phased build-out of the project. Additional information on specific City servicing works will be identified in the forthcoming Development Permit application.

All new storm, sanitary and water infrastructure works or upgrades required to existing City systems as a result of Ecowaste's industrial development proposal is required to be completed at the sole cost of the developer.

#### Transportation

City transportation staff and the proponent have been working together to determine the appropriate cross-sections and necessary works for road development to service the Ecoridge development. Transportation has identified the minimum road cross-sections for Blundell Road, bridge over No. 7 Road canal, Francis Road, Savage Road and the private road (Graymont Blvd) running through the northern development lot. Additional work on the functional road design will be undertaken by the proponent through the Servicing Agreement for relevant portions of road development.

The proponent has submitted a Traffic Impact Assessment (TIA) in relation to the proposed industrial development, which justified new road development and examined traffic related impacts specific to the project and surrounding road network. Transportation staff reviewed and concurs with key recommendations of the TIA report related to road opening and development. Any specific items (i.e., traffic control measures; upgrades) identified in the TIA will be implemented through the Servicing Agreement design submission process.

#### **Analysis of Issues – Road Opening**

##### Traffic Generation and Vehicle Routing



A key issue related to the opening of Blundell and Savage Road is determining how industrial and general vehicle traffic will access and exit the development site. For the Ecoridge development, the proponent has submitted a TIA to indicate that Blundell Road will be the primary access and egress for all vehicles upon redevelopment of the site and that the existing surrounding road network can accommodate the traffic generated from the light industrial activities. The TIA also confirms that the development will result in no net increase in traffic at the south end of the site at Williams Road. Based on the small amount of future building area requiring access to and from Williams Road, there will be no increase in traffic on the surrounding road network (including the Steveston Highway & Hwy 99 Interchange).

As recommended in the TIA and supported by Transportation staff and the proponent, a traffic control measure will be implemented as part of the road works to prevent a connection for general and industrial traffic between Williams and Blundell Road. This measure will prohibit general traffic through a specifically designed traffic control point, but will allow access for permitted vehicles (i.e., emergency vehicles, transit) and other users (i.e., pedestrians and cyclists). The conceptual design of the traffic control measure involves the following:

- Double cul-de-sac at each road end to enable commercial vehicle turn around.
- Controlled access lane connecting each cul-de-sac to allow for travel by permitted vehicles only and other non-motorized users.
- Signage, potential speed bumps and other traffic control measures determined through the design.
- Francis Road has been identified as the preliminary location of this traffic control measure; however the final location will be determined through the design process.
- At this time, the objective of these traffic measures is to not increase the traffic generated at the Steveston Hwy/Highway 99 Interchange until additional planning and transportation infrastructure upgrades occur along the Highway 99 corridor (including applicable highway interchanges).

#### Agricultural Impacts on or Adjacent to the ALR

Proposed road works involve Blundell Road along the site's northern frontage (fully contained in the ALR) and Savage Road between Williams and Francis Road (outside of the ALR).

For Blundell Road – application to and approval from the ALC is required for any road related works contained in the ALR. The site to the north of Blundell Road is the location of Ecowaste's active landfill operation and no further development or subdivision potential will result due to road works as the site is zoned and designated for agriculture. An extension of Blundell Road also does not facilitate additional access to properties west of the intersection at the Savage/Blundell Road allowances. ALR landscape buffering provisions has been incorporated on the industrial zoned site on the south side of Blundell Road, which will be reviewed and secured through the forthcoming Development Permit application. Therefore, impact on ALR land and agricultural activities will be minimal.

For Savage Road – no approval is required from the ALC for the road works. Only one property in the ALR on the west side of the road will be provided with new frontage as a result of the Savage Road works. However, no intensive development would be permitted as the site is zoned and designated for agriculture and therefore, further subdivision or redevelopment into other uses



would not be supported and requires Council approval. Similar to the approach for Blundell Road, the proponent has prepared a landscape buffer plan to be located on the industrial development site in conjunction with hedging and fencing within the Savage Road allowance on the east side directly adjacent to the ALR. This ALR buffer landscape plan will be reviewed and secured through the forthcoming Development Permit application.

#### Opportunities for Improved Pedestrian, Transit and Bicycle Connections

The proposed development of roads along Savage, Francis, Blundell and the private road (called Graymont Blvd. by the applicant) running north-south through the Ecoridge development will significantly improve and enhance transit, pedestrian and bicycle linkages between Williams and Blundell Road. The preliminary cross-sections of Savage, Francis and Blundell Road all include specific pedestrian and bicycle dedicated pathways designed to integrate and transition with established infrastructure in the surrounding area.

City staff and the proponent are also working on establishing an off-road pedestrian/bicycle pathway that would provide a linkage between Francis and Blundell Road and run along the south and east edge of the northern Ecoridge development lot. This pathway would utilize an existing private gravel service road used by Ecowaste to monitor the decommissioned landfill site. Both the proponent and City have expressed an interest in exploring and securing a public pathway along this general alignment subject to resolution of any technical issues. Staff will continue to work with Ecowaste to achieve this trail connection and can provide status updates when the Development Permit application is brought forward for consideration. If a path is secured and established, it would not be operational until the final phase of the Ecoridge development proceeds, which involves supporting pedestrian/bicycle pathway works in conjunction with road development along Savage and Francis Road.

#### **Future Process and Forthcoming Development Permit Application**

If Council approval is granted to open and develop Blundell Road between No. 7 and Savage Road, Ecowaste will file the appropriate application with the ALC along with all necessary supporting documentation from the City. ALC staff will review the application and contact the City for any additional comments on the proposal prior to the ALC making a decision.

A Development Permit application is required for the Ecoridge industrial development on both lots totalling 170 acres to address:

- Agricultural/ALR buffers to the north and west and the provision of a comprehensive landscape buffer plan.
- Mitigation and enhancement associated with all works done in RMA and/or ESA designated areas in conjunction with the No. 7 Road canal.


A Development Permit application has been submitted by Ecowaste (DP 11-566011), which is being reviewed by staff.

#### **Financial Impact**

None.

**Conclusion**

The opening and expansion of roads as outlined in this staff report is critical to the development of the Ecoridge industrial park. Road opening to facilitate continued growth and development of employment lands is supported by the OCP. All technical issues associated with road development have been addressed. Staff support the request to open and develop Blundell and Savage Road.



Kevin Eng  
Planner 1

KE:cas

Attachment 1: Location Map

Attachment 2: Road Allowances Proposed to be Developed

Attachment 3: Conceptual Ecoridge Industrial Park Phasing and Development Plan

Attachment 4: Official Community Plan Land Use Map

Attachment 5: Council Policy 5013 – Property Fronting Undeveloped Roads (Construction Requirements)

Attachment 6: Excerpt of July 14, 2011 AAC Meeting Minutes

Attachment 7: Conceptual Map of Road Development





# City of Richmond



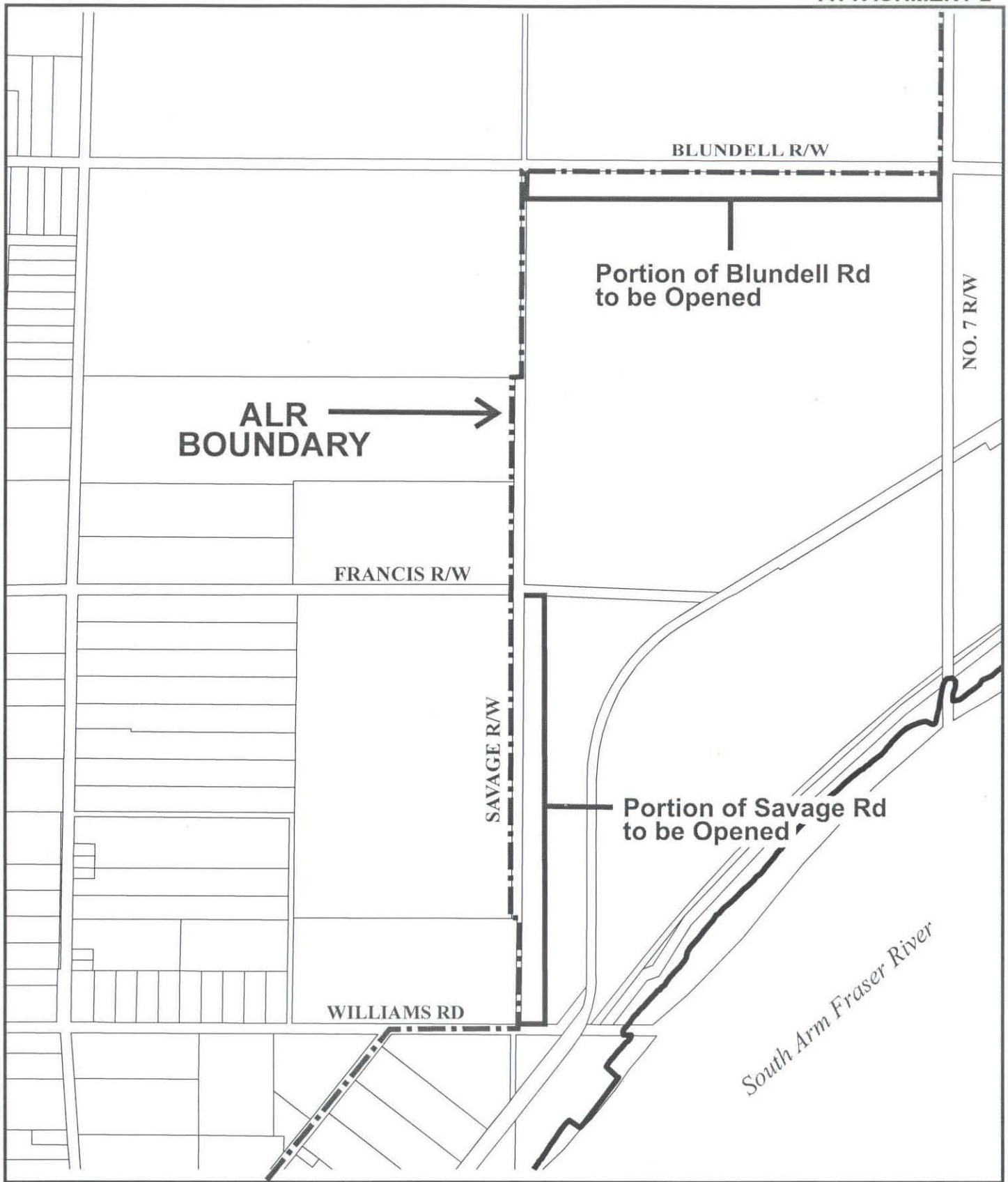
PLN-155



## LOCATION MAP ECORIDGE INDUSTRIAL DEVELOPMENT SITE

Original Date: 10/03/11  
 Revision Date:  
 Note: Dimensions are in METRES

ATTACHMENT 1



# Road Allowances Proposed to be Opened

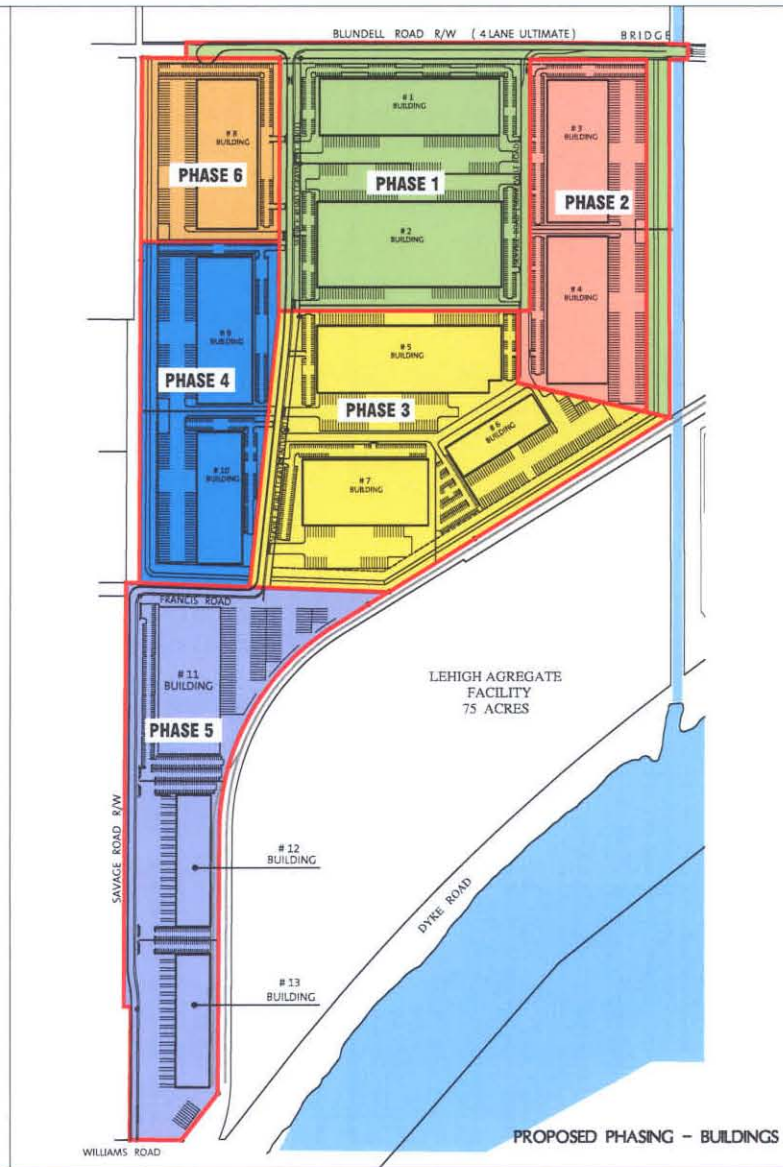
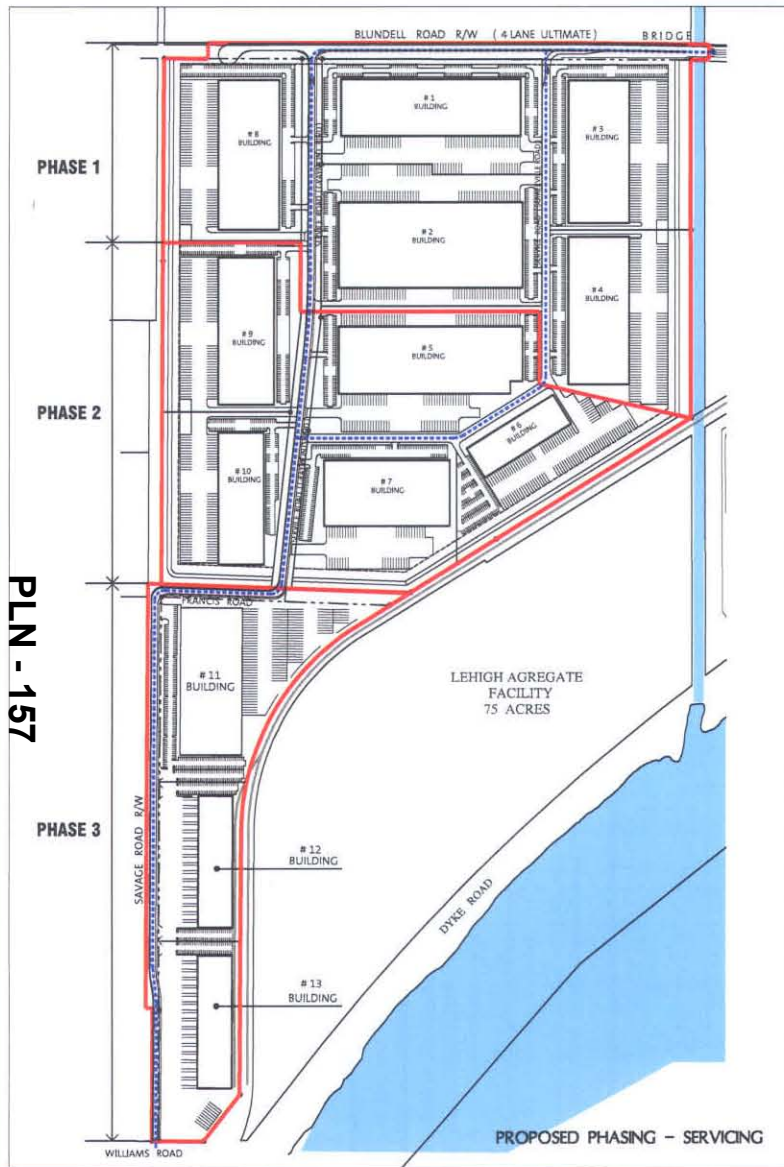
**PLN - 156**

Original Date: 10/03/11

Revision Date:

Note: Dimensions are in METRES





KEY PLAN

**PERTINENT DATA:**

**CIVIC ADDRESS:**  
Corner of BLUNDELL & No. 7 ROAD  
RICHMOND, B.C.

**LEGAL DESCRIPTION:**  
PORTION OF SECTIONS 22 AND 27, BLOCK 4  
NORTH RANGE 5 WEST, N.W.D.

**ZONING:** INDUSTRIAL (Zoning By Law 8500)

**SITE AREA:**  
AREA Approx. = 686,422 sqm (169.66 ac) 68.66 ha  
POTENTIAL LOT SIZES

PHASE	BUILDING	AREA		
		sqm	ac	ha
1	BUILDING # 1	53,246	13.16	5.32
	BUILDING # 2	67,686	16.78	6.78
2	BUILDING # 3	53,330	13.17	5.33
	BUILDING # 4	53,719	13.27	5.37
3	BUILDING # 5	59,853	14.74	5.98
	BUILDING # 7	43,228	10.68	4.32
4	BUILDING # 9	50,219	12.41	5.02
	BUILDING # 10	50,670	12.51	5.06
5	BUILDING # 11	45,985	11.28	4.59
	BUILDING # 12	55,400	13.69	5.54
6	BUILDING # 13	29,493	7.28	2.95
	BUILDING # 8	56,281	13.93	5.84
GROSS LOT AREA		852,596	161.22	65.25

**SITE COVERAGE:** 60.0% max. for Bldgs  
TOTAL BUILDING AREA = 2,625,310 sq ft (243,991.36m)  
243,991 / 686,442 = 36%

**HEIGHTS:**  
12.0m max.  
ACCESSORY STRUCTURES = 20.0m max.

**SETBACKS:**  
FRONT AND EXTERIOR SIDE YARD = 3.0m  
INTERIOR SIDE AND REAR YARD = 0.0m

**PARKING INFORMATION:**  
REQUIRED: 1/100th of GROSS LEASABLE AREA

**PARKING STALL & AISLE DIMENSIONS:**  
STANDARD STALL = 2.85m x 5.50m (9'-4" x 18'-0")  
AISLE = 7.50m (24'-6") min  
SMALL STALL = 2.40m x 5.00m (7'-10" x 16'-5")  
H/C CAR STALLS = 3.70m x 5.50m (12'-2" x 18'-0")

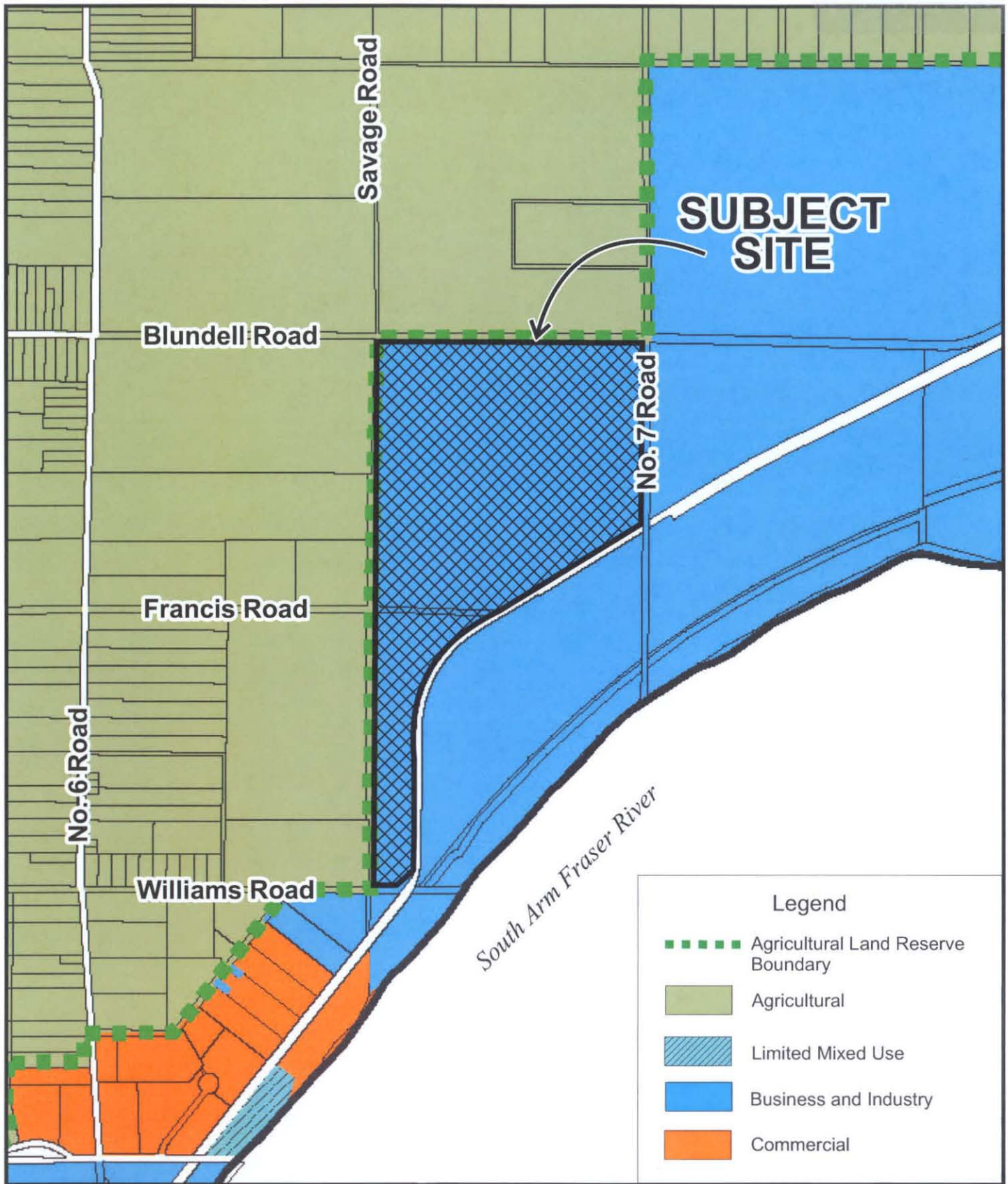
**LEGEND:**  
- - - - - PROPERTY LINE  
- - - - - SERVICING LINE



PROPOSED:  
**ECOWASTE MASTER PLAN**  
BLUNDELL ROAD & No. 7 ROAD, RICHMOND, B.C.

Drawing Title:	PROPOSED PHASING	Project Number:	10-10-126
Drawing Scale:		Date:	AUG. 18, 2011
		Drawing Number:	SK-08





# Richmond Official Community Plan Land Use Map

**PLN - 158**

Original Date: 10/11/11

Revision Date:

Note: Dimensions are in METRES





# City of Richmond

# Policy Manual

Page 1 of 1

Adopted by Council: Sept. 8/80

POLICY 5013

Re-affirmed: July 27/98

File Ref: 8350-00

## PROPERTY FRONTING UNDEVELOPED ROADS – CONSTRUCTION REQUIREMENTS

### POLICY 5013:

It is Council policy that:

Prior to property being utilized for any purpose requiring a building permit, the following requirements must be met:

1. The property must be legally registered as a single parcel of land in the Land Title Office.
2. The property must have frontage on a public road right-of-way containing City services across the total frontage of the property to the required standards for the zone and sized for future extensions. The services must be extended or improved to meet this criterion.
3. Where extensions of existing roads will open or will effectively service other properties, such extensions must receive Council approval.
4. A lot which is the site of an existing dwelling unit may be used as a site for a replacement dwelling, although the lot does not meet the requirements of this policy.
5. If the required services do not exist, they must be provided at the cost of the applicant.
6. This policy applies to all City zones.

(Urban Development Division)

Excerpt of Agricultural Advisory Committee Meeting Minutes  
July 14, 2011

**Development Proposal – Ecowaste Lands Proposal to Open Roads in/or Adjacent to the ALR**

Staff provided an overview of the summary table contained in the agenda packages and highlighted the following about the project:

- The subject lands are outside and adjacent to the ALR and are proposed for a light industrial development (170 total acres). This land use complies with existing OCP designations and zoning regulations.
- The proponents have identified that the development of roads along the Blundell Road allowance (along the site's northern frontage) and Savage Road allowance (west frontage between Williams Road and Francis Road allowance) is necessary to provide access to the development.
- The ALC have confirmed that the Blundell Road allowance is fully contained in the ALR (thus requiring an application and approval from the ALC to develop a road). Savage Road has been confirmed not to be in the ALR (boundary is on the west property line of the road allowance).
- Council policy requires that Council Approval is required for development of roads that would result in the servicing of properties. Therefore, Council approval is required based on the proposal to develop Blundell Road and portions of Savage Road. A small portion of Francis Road (not directly adjacent to the ALR) is also required to be opened to facilitate access to the southern "panhandle" portion of property.
- A Development Permit application would also be required to address ALR adjacencies and buffering and Environmentally Sensitive Area mitigation/enhancement and that this application would be brought to the AAC for review and comment at a future date. Detailed information on the preliminary ALR buffer concept was submitted in this submission to the AAC for comments as well.

Norm Laube and Tom Land presented additional background on the site and overall development plan and highlighted the following:

- The development site is a former landfill (primarily construction debris) site that closed approximately 6 years ago. The proposed development is consistent with the City land use and zoning designations for the area and represents the western extent of lands that would service Port Metro Vancouver.
- A majority of the vehicles and trucks will gain access to the site from Blundell Road to the north. A north-south connection through the site (via portions of Savage Road and Francis Road opening and internal road through site) is also proposed to service



the industrial development and provide improved transit service and bike/pedestrian connections through the area. It was also referenced that the north-south connection would facilitate the creation of a secondary emergency access to the site.

- The applicant provided an overview of the varying ALR buffer treatments and building setback to the ALR boundary for 3 adjacencies (1) Blundell Road; (2) Savage Road (between Francis and Blundell); (3) Savage Road (between Williams and Francis).

AAC members made the following comments on the proposal:

- A question was asked about if there was any drainage infrastructure in the vicinity of the Savage Road allowance. Committee members and staff commented that drainage infrastructure along Savage Road existed in conjunction with a cranberry farm near Savage and Francis Road intersection. AAC members suggested that if road works are proposed along Savage where drainage canals exists either in the road allowance or adjacent to it, all works need to accommodate and support agricultural drainage.
- Questions arose surrounding the leachate containment system on the subject development site. Ecowaste identified that a full leachate containment system was developed for the former landfill site and is operated in accordance with Ministry of Environment approvals. Any water that leaches through the landfill site is collected through a series of pipes and then treated appropriately. Ecowaste also highlighted that the development plan involves them remaining as the owner of the site and that they will be responsible for maintaining the leachate containment system as long as necessary.
- Impact of a light industrial development on the liveability of surrounding agricultural areas with single-family residences was a concern pertaining to the light overspill (from trucks, building mounted lights and lamp standards) and noise (rail) generated from the development. Additional comments were made that these factors need to be taken into consideration in the development so that the liveability of residences in the ALR is not diminished, thereby minimizing the impact on agricultural viability.
- A comment was made about if this development in conjunction with the extension of Blundell Road further west would result in development pressure west of Savage Road. Staff responded that lands west of Savage Road are in the ALR and designated for Agriculture in the OCP.
- Comments from members were made about how a connection to the industrial development to the south (via Williams Road) would have a huge impact on Steveston Highway (at the Highway 99 interchange) and that this should be considered a significant downside to the development as proposed. The applicant responded that the development is being designed so that the primary access/egress to the site will be through Blundell Road in order to connect to the Westminster Highway Interchange and newly constructed Nelson Road Interchange. Staff also advised that the north-south connection and issues surrounding vehicle access and

egress to the south at Williams Road has been identified as an issue by staff and in the applicant's traffic impact assessment study. Staff are reviewing the impacts of this and are in the process of working with the traffic consultant to determine options to limit vehicle access/egress from the south portion of the site; thereby requiring vehicles and commercial trucks to travel to the north.

- The applicant highlighted that construction along Blundell Road will remove truck traffic that currently comes from Williams Road to access the active landfill site on the north side of Blundell.
- A question was asked about the potential for rail to service the subject development site and whether buildings could be oriented to minimize impacts (i.e., noise). It was noted that rail service would not be technically feasible for the northern (130 acre) site due to grades. Rail service would be a possibility for the "panhandle" lot to the south, and that the proposal would involve buildings between the rail line and agricultural areas to lessen impact.
- The Blundell Road allowance consists of a gravel private access road utilized by Ecowaste for the operations of the landfill. No existing ditching or drainage canals are situated in the Blundell Road allowance. Due to the significant elevation change within the Blundell Road corridor between No. 6 Road and Savage Road, it would not be possible to create a drainage connection out to No. 6 Road.
- A reference was made to the proposed buffer scheme along Savage Road (between Francis and Blundell) and that Ministry guidelines established a 8m buffer that should include a solid planted screen to address issues related to sound transfer, light overspill and minimizing dust/odour transfer to neighbouring areas. Therefore, it was suggested that the adjacency along this portion of Savage Road should be considered for a planted buffer screen to address some of the agricultural adjacency and liveability concerns noted by AAC members. Staff identified that the use of Evergreen Huckleberry should be avoided.
- In response to questions about how the ALR buffer will be secured and forthcoming process, staff identified that as part of the Development Permit application process, a legal document, landscape plan and appropriate bonding will be secured to ensure implementation of the ALR buffer. The Development Permit application (ALR buffer and adjacency) will also be forwarded to the AAC at a future date for further review and comment.
- Clarification was provided that the application to the ALC pertaining to Blundell Road was not to exclude the land from the ALR. The application is a "Transportation Use" proposal in the ALR.








As a result of the discussion, the AAC forwarded the following motion:

*That the Agricultural Advisory Committee support the proposed development of roads to service Ecowaste industrial designated lands along Blundell Road (between No. 7 Road and Savage Road), Savage Road (between Williams Road and Francis Road) and a small portion of Francis Road immediately to the east of Savage Road subject to the following conditions:*

- *Vehicle and commercial truck traffic to the industrial development be routed to and from the site from the north via Blundell Road.*
- *Implementation of appropriate buffering, setbacks and planted screens along adjacencies to the ALR to address concerns about light overspill, maintaining liveability in agricultural areas and mitigate against typical farm activities that generate noise, odour or dust.*

*Carried Unanimously*

LEGEND

-  Road Development (Council Approval Required)
-  Road Development
-  Private Road (Public Access Permitted)
-  Potential Location of Traffic Control Measure
-  Potential Public Trail

BLUNDELL R/W

NO. 7 R/W

ALR   
BOUNDARY

FRANCIS R/W

SAVAGE R/W

WILLIAMS RD

South Arm Fraser River



# Conceptual Map of Road Development

PLN - 164

Original Date: 10/04/11

Revision Date:

Note: Dimensions are in METRES