



Planning Committee

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

**Tuesday, March 7, 2017
4:00 p.m.**

Pg. # ITEM

MINUTES

PLN-5 *Motion to adopt the **minutes** of the meeting of the Planning Committee held on February 21, 2017.*



NEXT COMMITTEE MEETING DATE

March 21, 2017, (tentative date) at 4:00 p.m. in the Anderson Room

PLANNING AND DEVELOPMENT DIVISION

1. **APPLICATION BY INTERFACE ARCHITECTURE INC. FOR REZONING AT 11671 AND 11691 CAMBIE ROAD FROM “SINGLE DETACHED (RS1/E)” ZONE TO “LOW DENSITY TOWNHOUSES (RTL4)” ZONE**

(File Ref. No. RZ 12-8060-20-009293; 14-670471) (REDMS No. 5304096 v. 3)

PLN-13

See Page PLN-13 for full report

Designated Speaker: Wayne Craig

STAFF RECOMMENDATION

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9293, for the rezoning of 11671 and 11691 Cambie Road from “Single Detached (RS1/E)” zone to “Low Density Townhouses (RTL4)” zone, be introduced and given first reading.



2. **APPLICATION BY MATTHEW CHENG ARCHITECT INC. FOR REZONING AT 8480 NO. 5 ROAD FROM “AGRICULTURE (AG1)” TO “ASSEMBLY (ASY)”**

(File Ref. No. 12-8060-20-009537; RZ 14-674068) (REDMS No. 4929297 v. 8)

PLN-74

[See Page PLN-74 for full report](#)

Designated Speaker: Wayne Craig

STAFF RECOMMENDATION

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9537, for the rezoning of 8480 No. 5 Road from “Agriculture (AG1)” to “Assembly (ASY)”, be introduced and given first reading.



3. **APPLICATION BY HARJ JOHAL FOR REZONING AT 9051 AND 9071 STEVESTON HIGHWAY FROM “SINGLE DETACHED (RS1/E)” TO “COMPACT SINGLE DETACHED (RC2)”**

(File Ref. No. 12-8060-20-009646; RZ 16-728719) (REDMS No. 5223594)

PLN-119

[See Page PLN-119 for full report](#)

Designated Speaker: Wayne Craig

STAFF RECOMMENDATION

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9646, for the rezoning of 9051 and 9071 Steveston Highway from the “Single Detached (RS1/E)” zone to the “Compact Single Detached (RC2)” zone, be introduced and given first reading.



4. **APPLICATION BY 1056023 HOLDINGS LIMITED PARTNERSHIP FOR REZONING AT 12320 TRITES ROAD (FORMERLY 12280/12320 TRITES ROAD) FROM “LIGHT INDUSTRIAL (IL)” ZONE TO “SINGLE DETACHED (ZS23) – STEVESTON” ZONE**

(File Ref. No. 12-8060-20-009675; RZ 16-723761) (REDMS No. 5267412 v. 2)

PLN-138

[See Page PLN-138 for full report](#)

Designated Speaker: Wayne Craig

STAFF RECOMMENDATION

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9675, for the rezoning of 12320 Trites Road (Formerly 12280/12320 Trites Road) from the “Light Industrial (IL)” zone to the “Single Detached (ZS23) – Steveston” zone, be introduced and given first reading.



5. **APPLICATION BY BENN PANESAR FOR REZONING AT 10140 AND 10160 FINLAYSON DRIVE FROM “SINGLE DETACHED (RS1/D)” TO “SINGLE DETACHED (RS2/B**

(File Ref. No. 12-8060-20-009684; RZ 15-713737) (REDMS No. 5303933)

PLN-173

[See Page PLN-173 for full report](#)

Designated Speaker: Wayne Craig

STAFF RECOMMENDATION

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9684, for the rezoning of 10140 and 10160 Finlayson Drive from “Single Detached (RS1/D)” to “Single Detached (RS2/B)”, be introduced and given first reading.



6. **APPLICATION BY ZHAO XD ARCHITECT LTD. FOR REZONING AT 9880 GRANVILLE AVENUE AND 7031 NO. 4 ROAD FROM “SINGLE DETACHED (RS1/F)” ZONE TO “MEDIUM DENSITY TOWNHOUSES (RTM2)” ZONE**

(File Ref. No. 12-8060-20-009868; RZ 15-708960) (REDMS No. 5235558 v. 2)

PLN-192

[See Page PLN-192 for full report](#)

Designated Speaker: Wayne Craig

STAFF RECOMMENDATION

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9686, for the rezoning of 9880 Granville Avenue and 7031 No. 4 Road from “Single Detached (RS1/F)” zone to “Medium Density Townhouses (RTM2)” zone, be introduced and given first reading.

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7. **MANAGER’S REPORT**

ADJOURNMENT

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Planning Committee

Date: Tuesday, February 21, 2017

Place: Anderson Room
Richmond City Hall

Present: Councillor Linda McPhail, Chair
Councillor Bill McNulty
Councillor Chak Au (entered at 4:03 p.m.)
Councillor Alexa Loo (entered at 4:01 p.m.)
Councillor Harold Steves

Also Present: Councillor Carol Day

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 February 7, 2017, be adopted as circulated.

CARRIED

It was moved and seconded

That the agenda be amended to consider Item No. 3 last.

CARRIED

Cllr. Loo entered the meeting (4:01 p.m.).

NEXT COMMITTEE MEETING DATE

March 7, 2017, (tentative date) at 4:00 p.m. in the Anderson Room

Cllr. Au entered the meeting (4:03 p.m.).

Planning Committee
Tuesday, February 21, 2017

COMMUNITY SERVICES DIVISION

1. RICHMOND INTERCULTURAL ADVISORY COMMITTEE 2017-2022 INTERCULTURAL STRATEGIC PLAN, 2016 ANNUAL REPORT, 2017 WORK PROGRAM, AND THE COMMITTEE'S TERMS OF REFERENCE

(File Ref. No. 07-3300-01) (REDMS No. 5250533 v. 2)

Alan Hill, Cultural Diversity Coordinator, commented on the Richmond Intercultural Advisory Committee "Hi Neighbour" initiative which encourages practical connections between neighbours.

It was moved and seconded

- (1) That the Richmond Intercultural Advisory Committee (RIAC), Draft Intercultural Strategic Plan - 2017-2022, be adopted by Council;*
- (2) That the RIAC 2016 Annual Report and 2017 Work Program be adopted by Council; and*
- (3) That the RIAC Terms of Reference be referred to staff for review and that any recommended changes are brought back to Council to ensure that the committee continues to be an effective resource for Council and the community.*

CARRIED

2. NAMING OF CHILD CARE FACILITY - 5688 HOLLYBRIDGE WAY (CRESSEY CADENCE)

(File Ref. No. 07-3070-01) (REDMS No. 5296583 v. 2)

It was moved and seconded

That the City's child care facility being constructed at 5688 Hollybridge Way (Cressey Cadence) be named the Willow Early Care and Learning Centre.

CARRIED

3. RCSAC MUNICIPAL RESPONSES TO CHILD AND YOUTH POVERTY REPORT

(File Ref. No. 11-7000-01) (REDMS No. 5127996 v. 5)

Please see page 6 for action on this matter.

PLANNING AND DEVELOPMENT DIVISION

4. **APPLICATION BY CHRISTOPHER BOZYK ARCHITECTS LTD. FOR A ZONING TEXT AMENDMENT TO THE “INDUSTRIAL RETAIL (IR1)” ZONE TO ALLOW “VEHICLE SALE/RENTAL” ON UP TO 10% OF THE GROSS FLOOR AREA AS AN ADDITIONAL USE AT 4331 AND 4431 VANGUARD ROAD**

(File Ref. No. 12-8060-20-009670; ZT 16-740866) (REDMS No. 5210355 v. 4)

David Brownlee, Planner 2, reviewed the application, noting that the proposed zoning text amendment would allow for approximately 10,000 square feet of the proposed building to be used for a retail sales vehicle showroom.

It was moved and seconded

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9670, for a Zoning Text Amendment to the “Industrial Retail (IR1)” zone to allow “vehicle sale/rental” limited to a maximum of 10% of the gross floor area as an additional use at 4331 and 4431 Vanguard Road, be introduced and given first reading.

CARRIED

5. **APPLICATION BY FOCUS CONSTRUCTION LTD. FOR REZONING AT 9760 SEALILY PLACE FROM “SINGLE DETACHED (RS1/E)” TO “SINGLE DETACHED (RS2/B)”**

(File Ref. No. 12-8060-20-009680; RZ 16-741423) (REDMS No. 5280131)

Jordan Rockerbie, Planning Technician, reviewed the application, noting that the applicant is proposing to build a secondary suite on both new lots.

It was moved and seconded

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9680, for the rezoning of 9760 Sealily Place from “Single Detached (RS1/E)” to “Single Detached (RS2/B)”, be introduced and given first reading.

CARRIED

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6. APPLICATION BY KAIMANSON INVESTMENTS LTD. FOR REZONING AT 4300, 4320, 4340 THOMPSON ROAD AND 4291, 4331, 4431 AND 4451 BOUNDARY ROAD FROM "SINGLE DETACHED (RS1/F)" AND "TWO-UNIT DWELLINGS (RD1)" TO "HIGH DENSITY TOWNHOUSES (RTH1)"

(File Ref. No. 12-8060-20-009681; RZ 15-713048) (REDMS No. 5304796 v. 3)

Mark McMullen, Senior Coordinator - Major Projects, briefed Committee on the application, noting that (i) the development site includes approximately three acres of Environmentally Sensitive Area (ESA), (ii) the proposed development will provide off-site habitat compensation including approximately 1200 trees planted and invasive plant species removed in the adjacent Hamilton Area Park, (iii) the proposed development will provide approximately \$900,000 towards the City's Hamilton Area Plan Amenity Reserve Fund, and (iii) the proposed development will be built to LEED Silver Standards.

In reply to queries from Committee, Wayne Craig, Director, Development and Mr. McMullen noted that (i) the proposed development complies with the City's Affordable Housing Strategy (AHS) and has not sought additional density, (ii) the proposed development will provide a cash-in-lieu contribution towards the Affordable Housing Reserve in keeping with the City's AHS, (iii) should the application proceed, staff can work with the applicant to improve accessibility in the Development Permit process, (iv) the City's floodplain requirements in the Hamilton area limit most of the proposed development's habitable area to the second floor or higher, (v) staff is in regular contact with Richmond School District No. 38, and through school site acquisition charges, staff will provide information on the proposed development to the District should it proceed to a building permit, and (vi) the off-site habitat compensation will utilize plant species native to the Fraser River Delta.

Discussion ensued with regard to (i) on-site tree planting, (ii) increasing the proposed development's setbacks, (iii) the proposed development's density, and (iv) allocating some of the proposed development's units for affordable housing.

In reply to queries from Committee, Melvin Yap and Taizo Yamamoto, representing Kaimanson Investments Ltd., noted that (i) the applicant can explore options to include secondary rental suites, (ii) increasing the density may reduce the proposed development's setbacks, and (iii) single-level units may not be possible due to the area's floodplain requirements.

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Discussion ensued with regard to the availability of affordable housing in the Hamilton area and Mr. Craig noted that under the current Affordable Housing Strategy, the proposed development is not required to provide units towards affordable housing; however the Strategy is under review to consider amending affordable housing threshold requirements.

In reply to queries from Committee, Joyce Rautenberg, Affordable Housing Coordinator, noted that availability of low-end market rental affordable housing is generally located in areas that allow for higher density and access to transit and amenities, such as the City Centre area. She added that it is anticipated that the Hamilton area will see demand for affordable housing and staff can work with the applicant to secure affordable housing units.

As a result of the discussion, staff were directed to discuss options to secure affordable housing units and enhance accessibility options with the applicant prior to the Regular Council meeting scheduled for February 27, 2017.

It was moved and seconded

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9681 to:

- (1) Include the Hamilton Area Plan density bonus and community amenity provisions within the "High Density Townhouses (RTH1)" zone; and*
- (2) Rezone 4300, 4320, 4340 Thompson Road, and 4291, 4331, 4431 and 4451 Boundary Road from "Single Detached (RS1/F)" and "Two-Unit Dwellings (RD1)" to "High Density Townhouses (RTH1)";*

be introduced and given first reading.

CARRIED

7. **APPLICATION BY INCIRCLE PROJECTS LTD. FOR REZONING AT 7760 GARDEN CITY ROAD FROM "SINGLE DETACHED (RS1/F)" TO "TOWN HOUSING (ZT49) - MOFFATT ROAD, ST. ALBANS SUB AREA AND SOUTH MCLENNAN SUB-AREA (CITY CENTRE)"**

(File Ref. No. 12-8060-20-009682; RZ 15-701939) (REDMS No. 5271445 v. 2)

It was moved and seconded

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9682, for the rezoning of 7760 Garden City Road from "Single Detached (RS1/F)" to "Town Housing (ZT49) – Moffatt Road, St. Albans Sub-Area and South McLennan Sub-Area (City Centre)", be introduced and given first reading.

CARRIED

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8. APPLICATION BY AMAN HAYER FOR REZONING AT 3411/3431 LOCKHART ROAD FROM “SINGLE DETACHED (RS1/E)” TO “SINGLE DETACHED (RS2/B)”

(File Ref. No. 12-8060-20-009683; RZ 15-716841) (REDMS No. 5302073)

Cynthia Lussier, Planner 1, reviewed the application, highlighting that the proposed development will provide secondary suites on both proposed lots.

It was moved and seconded

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9683, for the rezoning of 3411/3431 Lockhart Road from the “Single Detached (RS1/E)” zone to the “Single Detached (RS2/B)” zone, be introduced and given first reading.

CARRIED

3. RCSAC MUNICIPAL RESPONSES TO CHILD AND YOUTH POVERTY REPORT

(File Ref. No. 11-7000-01) (REDMS No. 5127996 v. 5)

Deidre Whalen, representing the Richmond Poverty Response Committee, read from her submission (attached to and forming part of these minutes as Schedule 1), and spoke on developing a poverty reduction strategy for the city.

Discussion ensued with regard to (i) the City’s living wage policies and composition of regular and contract staff, (ii) the living wage policies of other municipalities, (iii) measuring the levels of poverty in the city and the statistics from the 2016 Census, (iv) City programs and policies that target poverty reduction, and (v) the role of higher levels of government in poverty reduction.

Brenda Denchfield, representing the Canadian Federation of University Women, read from her submission (attached to and forming part of these minutes as Schedule 2), and expressed support for developing a poverty reduction strategy for the city.

Deanna Ogle, representing the Living Wage for Families Campaign, encouraged the City to work towards living wage certification and spoke on other municipalities that have received certification and the living wage certification process for organizations.

Alex Nixon, Co-Chair, RCSAC, expressed support for the City’s poverty reduction efforts and commented on (i) advocating senior levels of government for support on poverty reduction initiatives, (ii) the poverty reduction efforts at the municipal level, and (iii) developing a poverty reduction strategy for Richmond.

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It was suggested that the RCSAC report on “Municipal Responses to Child and Youth Poverty” be sent to Richmond Members of Parliament and Members of the Legislative Assembly.

It was moved and seconded

- (1) *That the Richmond Community Services Advisory Committee (RCSAC) Report on “Municipal Responses to Child and Youth Poverty”, identified in Attachment 1 of the staff report titled “RCSAC Municipal Responses to Child and Youth Poverty Report”, dated January 30, 2017, from the General Manager, Community Services be received for information; and*
- (2) *That the Richmond Community Services Advisory Committee (RCSAC) Report on “Municipal Responses to Child and Youth Poverty”, identified in Attachment 1 of the staff report titled “RCSAC Municipal Responses to Child and Youth Poverty Report”, dated January 30, 2017, from the General Manager, Community Services, be sent to the Premier, Leader of the Opposition, Richmond Members of Parliament, Richmond Members of the Legislative Assembly, and Richmond Members of the Legislative Assembly candidates.*

CARRIED

Discussion then ensued with regard to the City’s wage policies and composition of regular and contract staff, and as a result of the discussion, the following **referral motion** was introduced:

It was moved and seconded

That staff provide a report on the wages of contracted services within the City.

CARRIED

9. MANAGER’S REPORT

- (i) *Public Consultation on House Size Regulations in the Agricultural Land Reserve (ALR)*

Terry Crowe, Manager, Policy Planning, briefed Committee on the upcoming public open house on ALR house size regulations scheduled for March 2, 2017 in City Hall. He noted that consultation materials have been sent to Council and will be available on the City’s website and Let’s Talk Richmond. He added that an information meeting with the Agricultural Advisory Committee and the Richmond Farmer’s Institute is scheduled on March 7, 2017 in City Hall.

Cllr. Au left the meeting (5:24 p.m.) and returned (5:26 p.m.).

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Discussion ensued with regard to simplifying information related to house size regulations in the ALR. Staff advised that, as the matter is technical, the information should not be shorted and that staff will be available to respond to queries in the upcoming public open house.

ADJOURNMENT

It was moved and seconded
That the meeting adjourn (5:28 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, February 21, 2017.

Councillor Linda McPhail
Chair

Evangel Biason
Legislative Services Coordinator



City of Richmond

Report to Committee Planning and Development Division

To: Planning Committee
From: Wayne Craig
Director, Development

Date: February 24, 2017

File: RZ 14-670471


Re: Application by Interface Architecture Inc. for Rezoning at 11671 and 11691 Cambie Road from "Single Detached (RS1/E)" Zone to "Low Density Townhouses (RTL4)" Zone

Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9293, for the rezoning of 11671 and 11691 Cambie Road from "Single Detached (RS1/E)" zone to "Low Density Townhouses (RTL4)" zone, be introduced and given first reading.

jc
Wayne Craig
Director, Development

EL:blg
Att. 9

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

Staff Report

Origin

Interface Architecture Inc. has applied to the City of Richmond for permission to rezone 11671 and 11691 Cambie Road (Attachment A) from “Single Detached (RS1/E)” zone to “Low Density Townhouses (RTL4)” zone in order to permit the development of 20 townhouse units with vehicle access from Cambie Road (Attachment B). A Report to Committee (Attachment C) was taken to Planning Committee on September 22, 2015.

The original proposal was to rezone the subject site to permit the development of 21 townhouse units with vehicle access from Mellis Drive. To address Committee comments and in response to comments from a public delegation related to on-street vehicle parking, traffic and pedestrian conditions in the vicinity of the development on Mellis Drive, the Planning Committee directed staff to:

“Examine options to address matters related to:

- (1) On-street parking along Mellis Drive;*
- (2) Traffic flow along Mellis Drive and Borgen Drive; and*
- (3) Pedestrian traffic in the area.”*

This supplemental report is being brought forward now to:

- Address the Planning Committee referral with respect to the traffic and parking conditions in the vicinity of the proposed development near Mellis Drive; east of Borgen Drive; in the east Cambie area of Richmond.
- Provide a summary of revisions made to the proposal, details of the public consultation undertaken, and updated staff comments on the revised proposal.

Finding of Fact

Please refer to the attached updated Development Application Data Sheet (Attachment D) for a comparison of the development data with the relevant bylaw requirements. Please refer to the original Staff Report dated September 10, 2015 (Attachment C) for information pertaining to related City’s policies and studies, pre-Planning Committee public input, as well as staff comments on site servicing and frontage improvements, covenants and easements currently registered on Title, tree retention and replacement, and requested variances.

Analysis

Assessment of On-Street Parking

In response to the Planning Committee referral, Transportation and Community Bylaws staff visited the surrounding area of the 11670-block of Cambie Road on three consecutive dates between September 29, 2015 and October 1, 2015 between the hour of 7:30 p.m. to 8:30 p.m. Figure 1 indicates the study area. Table 1 provides detailed counts of the observed parked vehicles.

Bergen Drive

Between Cambie Road and Mellis Drive, parking on Bergen Drive is restricted on the east side of the street from 7:00 a.m. to 6:00 p.m. on weekdays for capacity reasons. The visual surveys conducted indicated very few vehicles parked on Bergen Drive in the evenings on the west side; with minimal to no vehicles observed parked on the east side. The maximum number of vehicles observed parked was two on the west side of the street. None of the vehicles were parked illegally and traffic was observed to flow smoothly on Bergen Drive during the surveys.

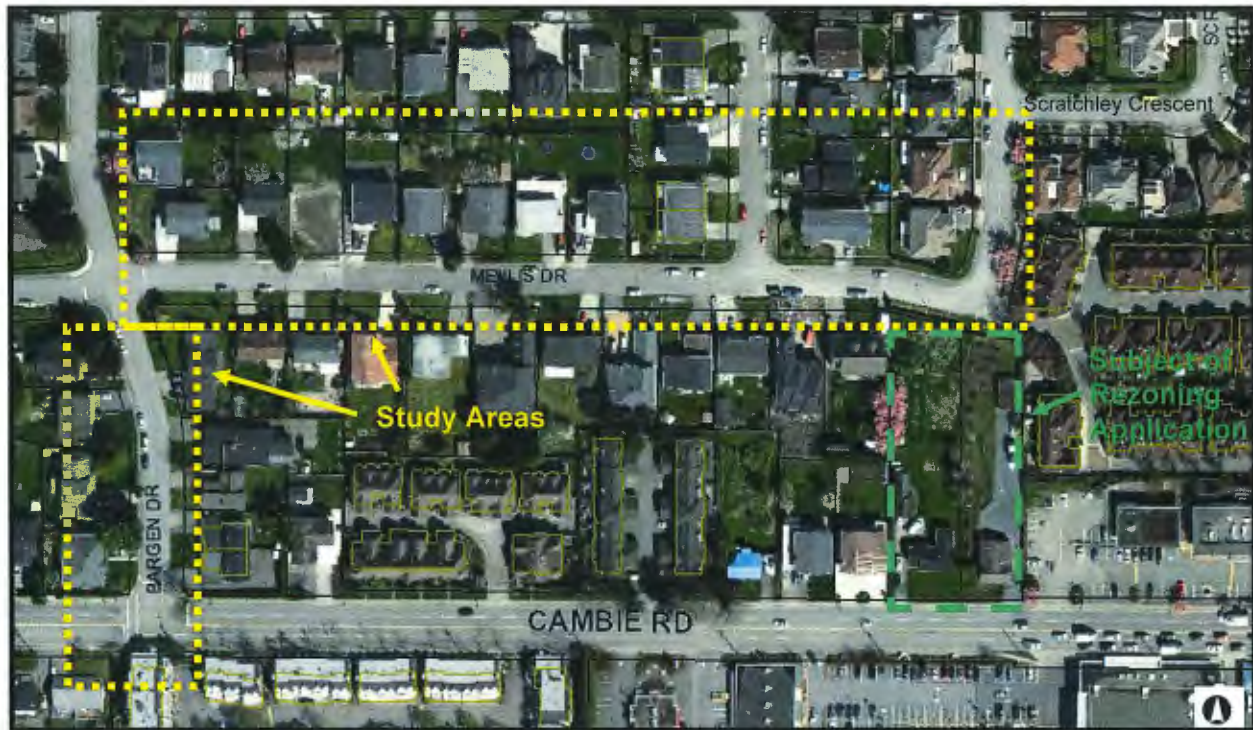


Figure 1: Traffic and Parking Study Area

Mellis Drive

On-street parking is permitted on Mellis Drive between Bergen Drive and the subject site. The on-street parking is typically utilized at approximately 64% on the south side, and up to four vehicles parked on the north side. There is no parking permitted in front of the subject site and along the curved section of the Mellis Drive, as the roadway turns north, due to sightline and wheel path requirements. No parking violations or safety concerns were noted during the surveys and traffic was observed to flow smoothly in this section of roadway as well.

| Date | Time | Bergen Drive | | Mellis Drive | | |
|---------------------------------|---------|--------------|--------------------------|--------------|------------|--------------------------|
| | | West Side | East Side ⁽²⁾ | South Side | North Side | West Side ⁽¹⁾ |
| Tuesday, September 29, 2015 | 7:30 pm | 2 | 0 | 8 | 4 | 3 |
| Wednesday, September 30, 2015 | 7:30 pm | 2 | 0 | 6 | 4 | 2 |
| Thursday, October 1, 2015 | 8:30 pm | 1 | 0 | 9 | 0 | 2 |
| On Street Parking Supply | | 4 | 2 | 14 | 14 | 3 |

(1) Mellis Drive in this section to Scratchley Crescent runs north-south.

(2) Parking Restriction 7 a.m.-6 p.m. Monday-Friday.

Mellis Drive Speed Surveys

Traffic speed counters were installed on Mellis Drive from October 1, 2015 to October 6, 2015 in both directions of traffic. Two locations were studied: the first; along the straight portion of the street (11700-block), and the second one; to capture the vehicle speeds at the east end of Mellis Drive; where it curves north (11900-block). For the straight section of Mellis Drive in the 11700-block; the average speed in both directions was 35 km/h; which is well within the permitted posted speed of 50 km/h. Along the curved section of roadway in the 11900-block; the average speeds were 34 km/h in the southbound direction, and 29 km/h in the eastbound direction. Again, the vehicle speeds were within the posted speed limit. Based on these results, staff conclude that no notable speeding activities exist on this section of Mellis Drive, and no speed mitigation measures are warranted at this time.

Bergen Drive and Cambie Road Intersection – Pedestrian Movements

The Bergen Drive-Cambie Road intersection currently has a pedestrian signal controlled crosswalk across the west leg of the intersection; providing pedestrians the ability to cross Cambie Road on walk indication; with a red traffic signal facing Cambie Road when the pedestrian pushbutton is pressed. The crosswalk is located on the west leg of the intersection to reduce the potential conflicts with vehicles; particularly left-turn vehicles, making the southbound to east bound left turn from Bergen Drive.

To evaluate the operation and assess any concerns with pedestrian and vehicle conflicts at this intersection, vehicular and pedestrian counts were conducted on Tuesday November 3, 2015 in the morning and afternoon peak hours. Based on the number of pedestrian and vehicular traffic movements at the intersection, an upgrade from the pedestrian signal to a full traffic signal is not warranted at this time. Staff support the installation of vehicle detection loops on Bergen Drive which will change the traffic lights on Cambie Road from green to red to better address the demand of vehicles on the local street during the peak hours. Further, no safety concerns or conflicts were observed for motorists turning right (westbound) from Bergen Drive to Cambie Road during the pedestrian walk phase (i.e., when the traffic on Cambie Road is stopped to allow pedestrians to cross). As noted earlier, motorists turning left (eastbound) from Bergen Drive to Cambie Road do not create any conflicts with pedestrians, as the crosswalk is on the west side of the intersection.

Traffic Study Conclusion

The traffic studies conducted on Mellis Drive and Bergen Drive in the study area indicate no traffic or pedestrian safety issues that would require further improvements at this time. As well, as there were no traffic violations or excessive number of vehicles parked on the street during the site visits, no immediate actions are recommended at this time. Staff will continue to monitor this location to determine if any changes to the traffic and parking conditions require further actions.

Staff note that while the traffic studies were conducted in late 2015, there have been no major changes to land use or density in the area to suggest that the results are no longer valid. Staff are of the opinion that the results of the studies still accurately reflect on-street parking and vehicle speed in the area.

Site Access

In response to comments from the Planning Committee and the public delegation at the Planning Committee held September 22, 2015, the applicant is proposing to relocate the single site access from Mellis Drive to Cambie Road. Transportation staff supports the proposed access as it will be located as far away from the No. 5 Road/Cambie Road intersection as possible and be restricted to right-in/right-out movements from Cambie Road to the site. This access will be located at the west end of site's Cambie Road frontage. This vehicular access would also be secured by a Public Right-of-Passage (PROP) Statutory Right-of-Way (SRW) in favour of the adjacent properties to the west of the site, and could be utilized by the adjacent sites when they apply to redevelop into a townhouse development. Registration of a legal agreement on Title ensuring vehicle access is limited to Cambie Road only (with no vehicle access to or from Mellis Drive) will also be required prior to final adoption of the rezoning bylaw.

Site Layout

The site layout has also been revised to accommodate the vehicle access from Cambie Road. One unit in the townhouse cluster fronting Cambie Road and one visitor parking stall have been eliminated. The number of townhouse units proposed has been reduced from 21 units to 20 units. The number of visitor parking stalls provided on site has been reduced from five spaces to four spaces, which meets the minimum requirement of Richmond Zoning Bylaw 8500. The entry driveway off Mellis Drive has also been removed and replaced by a landscape feature. The design details of the landscape feature will be reviewed through the Development Permit application process as part of the review of the overall landscape design.

Affordable Housing Strategy

Consistent with the current Affordable Housing Strategy, the applicant will make a cash contribution to the Affordable Housing Reserve Fund at \$4.00 per buildable square foot for a contribution of \$97,077.28.

Public Art

The applicant will provide a contribution in the amount of \$0.83 per buildable square foot (2017 rate) to the City's Public Art Fund. The amount of the contribution would be \$20,143.54.

Indoor Amenity Space

The applicant is proposing a contribution in-lieu of on-site indoor amenity space in the amount of \$21,000 (based on a 20-unit townhouse development) as per the Official Community Plan (OCP) and Council Policy.

Variances Requested

The proposed development is generally in compliance with the "Low Density Townhouses (RTL4)" zone other than the variances noted below. Based on the review of the current plans for the project, the following variances are being requested:

- Reduce the minimum lot width from 50.0 m to 43.0 m on major arterial road;

- Reduce the front yard setback (Cambie Road) from 6.0 m to 4.5 m; and
- Reduce the rear yard setback (Mellis Drive) from 6.0 m to 4.5 m.

Staff support the requested variances recognizing that a wider side yard setback is provided on the east side to accommodate the pedestrian walkway, and a 2 m road dedication is required along the entire Cambie Road frontage. These variances will be reviewed in the context of the overall detailed design of the project; including architectural form, site design and landscaping at the Development Permit stage.

Public Consultation

Open House

An Open House was held on October 5, 2016 at the Cambie Community Centre regarding the revised development proposal. An Open House flyer was delivered by the applicant to approximately 203 households (see Attachment E for a map of the Notification Area) 10 days prior to the Open House.

Two options were presented at the Open House:

- Option A with two 2-storey end units fronting on Mellis Drive (Attachment F).
- Option B with a 6-unit townhouse cluster (2 to 3-storey units) fronting on Mellis Drive (Attachment G).

Four residents attended the Open House; all attendees reside within the notification area. Staff attended the Open House to observe the meeting and answer policy or process-related questions. Comment sheets were provided to all the attendees. Three completed comment sheets were received (Attachment H). Two attendees were in favour of Option A and generally support the driveway to the proposed townhouse development being relocated to take access from Cambie Road. The applicant is proposing to proceed with Option A.

Rezoning Sign

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

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

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

Financial Impact or Economic Impact

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

Conclusion

In response to Planning Committee comments and delegation comments at the Planning Committee held September 22, 2015, the applicant has revised the proposal to reduce the number of units proposed from 21 to 20 townhouse units with sole vehicle access to and from Cambie Road. The proposal is consistent with the 2041 Official Community Plan (OCP) and East Cambie Area Plan land use designations. Further review of the project design is required to ensure a high quality project and design consistency with the existing neighbourhood context, and this will be completed as part of the Development Permit application review process.

The applicant has agreed to the list of rezoning considerations (signed concurrence on file) outlined in Attachment I.

On this basis, it is recommended that Zoning Bylaw 8500, Amendment Bylaw 9293, be introduced and given first reading.

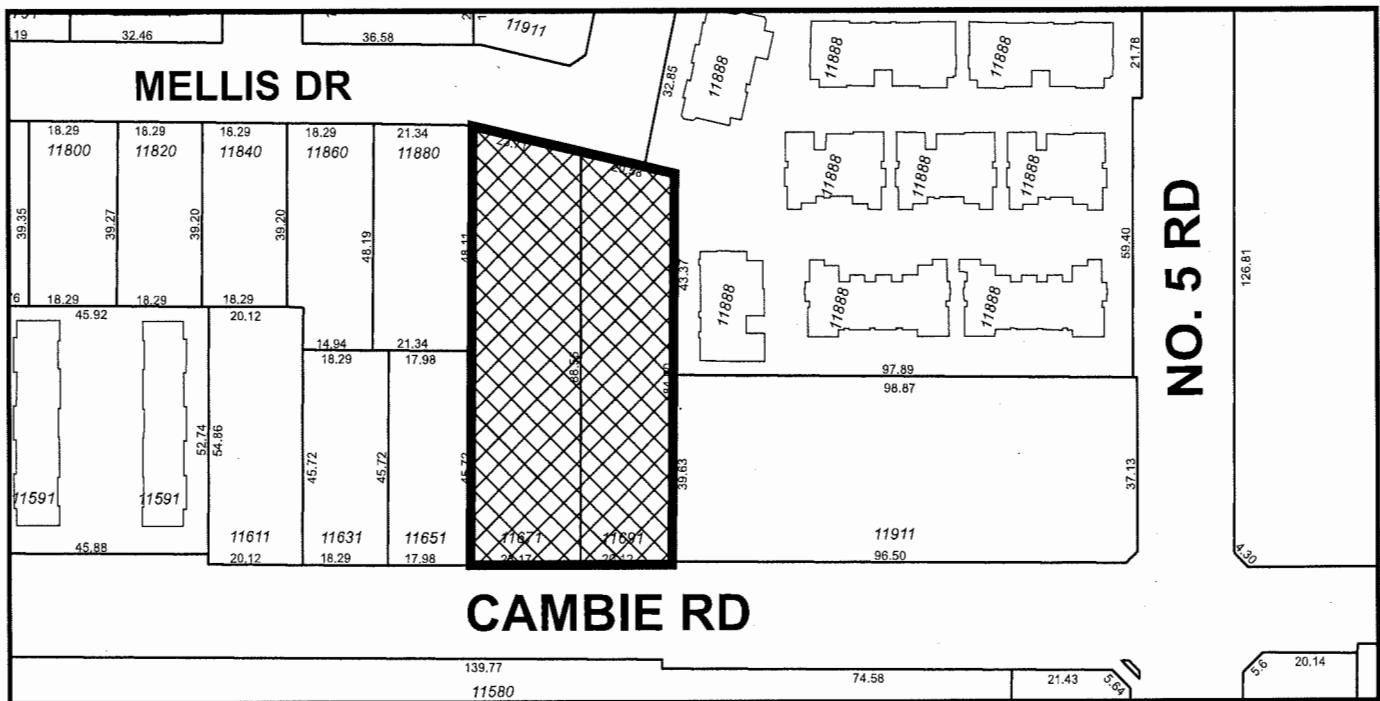


Edwin Lee
Planner 1
(604-276-4121)

EL:blg

Attachment A: Location Map
Attachment B: Conceptual Development Plans
Attachment C: Report to Committee dated September 10, 2015
Attachment D: Development Application Data Sheet
Attachment E: Open House Notification Area
Attachment F: Option A Presented at the Open House
Attachment G: Option B Presented at the Open House
Attachment H: Completed Comment Sheets Received at the Open House
Attachment I: Rezoning Considerations

PROPOSED REZONING



Note: Dimensions are in METRES



City of Richmond



RZ 14-670471

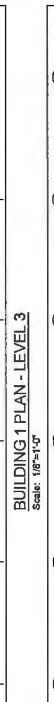
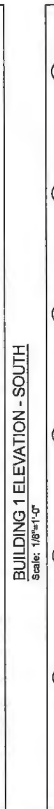
Original Date: 09/04/14

Revision Date:

Note: Dimensions are in METRES

PLN 23

| | |
|--|---|
| PROJECT | Proposed 20 Unit Townhouse Development 1977 / 1971 Cordale Road Raintree, B.C. |
| PROJECT NO. | 1412 |
| SCALE | As Noted |
| DATE | Aug. 1, 2014 |
| DRAWN BY | KYC SRL, B.L. |
| CHECKED BY | KYC |
| SHEET TITLE | |
| BUILDING PLANS & ELEVATIONS: BUILDING 1 | |
| DRAWINGS | A3.1 |



EXTERIOR FINISHES

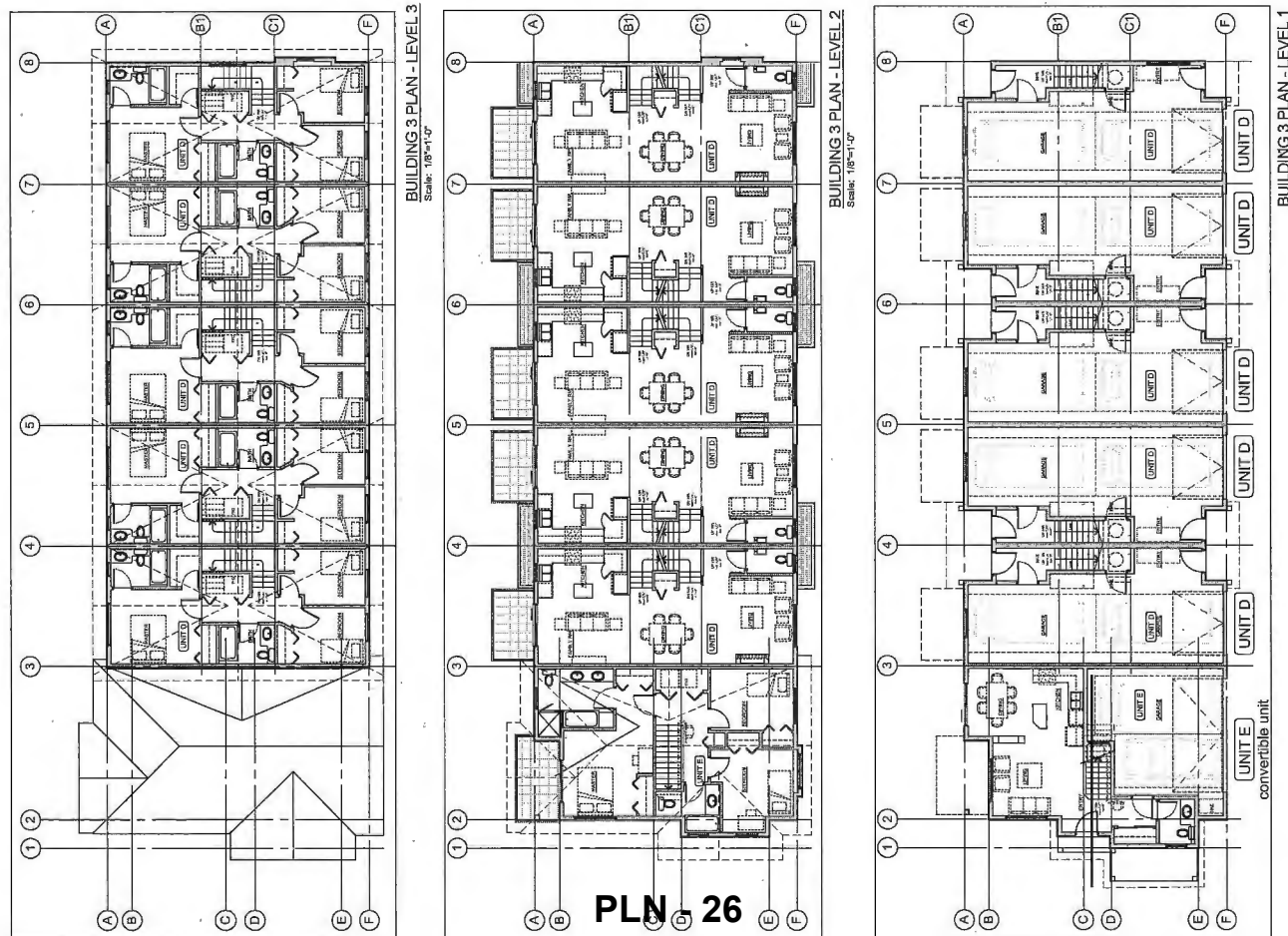
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B - Color: BM C270 (Dove White)
- 2 HORIZONTAL HARDY PLANK CEDAR/MILL BIDDING
A - Color: BM C270 (Dove White)
B - Color: BM C270 (Dove White)
- 3 HORIZONTAL HARDY PLANK CEDAR/MILL BIDDING
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B - Color: BM C270 (Dove White)
- 4 HORIZONTAL HARDY PLANK CEDAR/MILL BIDDING
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- 15 HORIZONTAL HARDY PLANK CEDAR/MILL BIDDING
A - Color: BM C270 (Dove White)
B - Color: BM C270 (Dove White)

BUILDING 2 & 5 FRONT ELEVATION
Scale: 1/8"=1'-0"

BUILDING 2 & 5 SIDE ELEVATION
Scale: 1/8"=1'-0"

BUILDING 2 & 5 PLAN - LEVEL 2
Scale: 1/8"=1'-0"

PLN 25



| | | |
|-------------------|--|------|
| 14th Street, B.C. | PROJECT NO. | 1412 |
| SCALE | As Noted | |
| DATE | Aug. 1, 2014 | |
| DRAWN BY | KYC SHS, E.L. AL | |
| CHECKED BY | KYC | |
| SHEET TITLE | BUILDING PLANS & ELEVATIONS; BUILDING 4 | |
| DRAWING | A3.4 | |

Architectural drawing of Building 4 Elevation - East. The drawing shows a two-story building with a gabled roof, multiple windows, and a large garage door. The elevation is marked with grid lines 1 through 14. The building is colored in light blue and white.

This architectural drawing shows a section of a two-story building facade. The building features a gabled roof with a central dormer. The facade is divided into three vertical sections by two vertical lines. The leftmost section is labeled 'Level 1' and 'Level 2'. The middle section is labeled 'Level 1' and 'Level 2'. The rightmost section is labeled 'Level 1' and 'Level 2'. The drawing includes various architectural details such as windows, doors, and roof lines. A scale bar at the bottom indicates a length of 100 feet. The drawing is oriented horizontally on the page.

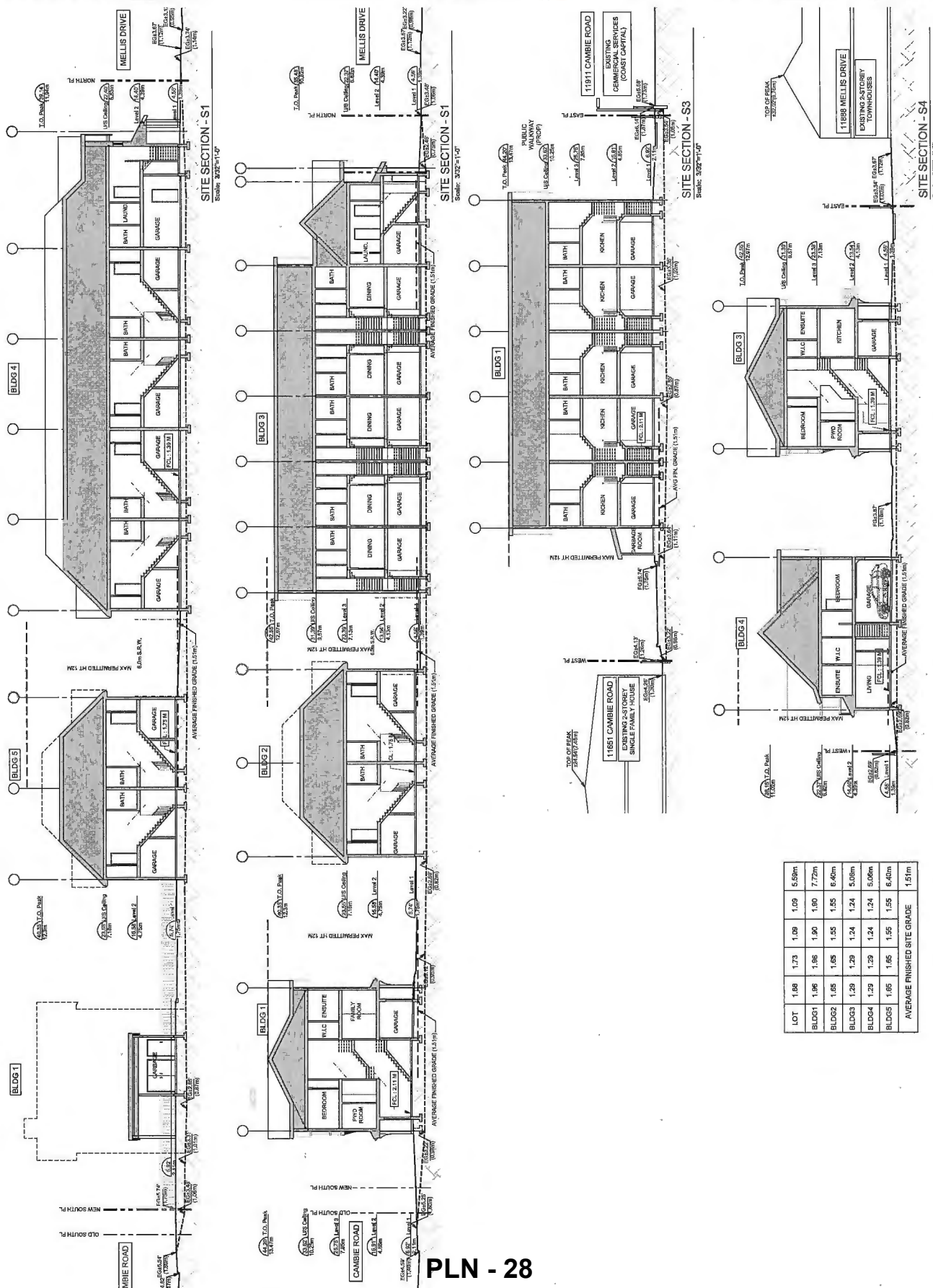
| REVISIONS | | |
|--------------|----------------------------|--|
| AUG 1, 2014 | Issued for PZ Application | |
| MAY 27, 2014 | Issued for Review | |
| DEC 04, 2014 | Issued for Review | |
| JAN 03, 2015 | Minor Revisions for Review | |
| AUG 27, 2015 | PC No. Submittal | |
| FEB 24, 2017 | PC No. Submittal | |
| CONSULTANTS | | |

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INTERFACE
 11888 Cambie Road
 Richmond, BC V6X 3Z5
 T 604 881 1183
 F 604 881 1148
 www.interfacearchitects.com

PROJECT
 Proposed 2-Unit
 Townhouse Development
 11888 Cambie Road
 Richmond, B.C.

PROJECT NO. 1412
SCALE As Noted
DATE Aug. 1, 2014
DRAWN BY KYC, SRS, B.L.
CHECKED BY KYC
SHEET TITLE SITE SECTIONS
DRAWING A5.2





City of Richmond

Report to Committee

Planning and Development Division

To: Planning Committee

Date: September 10, 2015

From: Wayne Craig
Director of Development

File: RZ 14-670471

Re: Application by Interface Architecture Inc. for Rezoning at 11671 and 11691
Cambie Road from Single Detached (RS1/E) to Low Density Townhouses (RTL4)

Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9293, for the rezoning of 11671 and 11691 Cambie Road from "Single Detached (RS1/E)" to "Low Density Townhouses (RTL4)", be introduced and given first reading.

Wayne Craig
Director of Development

WC:mp
Att.

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

Staff Report

Origin

Interface Architecture Inc. has applied to the City of Richmond for permission to rezone 11671 and 11691 Cambie Road from “Single Detached (RS1/E)” zone to “Low Density Townhouses (RTL4)” zone in order to develop 21 townhouse units. Single family houses that previously occupied the site have been demolished. A location map is provided in Attachment 1.

Project Description

The two properties, with a total frontage of 43.3 m, are proposed to be consolidated into one development parcel. The proposed 21 townhouse units are distributed in five buildings arranged around a T-shaped internal driveway with access from Mellis Drive. The six units fronting onto Cambie Road will have direct pedestrian access from the street and garage access from the rear, and the units in the interior buildings will have both their front entrances and garages from the internal driveway.

The two buildings along the west property line and the duplex located in the middle of the site along the east property line are two storeys in height. The building fronting onto Cambie Road and the building at the northeast corner are three storeys in height, but both buildings step down to two storeys where it adjoins the existing two-storey house on the west side and the street (i.e., Mellis Drive) to the north. A wider east side yard setback of 8.2 m is provided to the three-storey building at the northeast corner to reduce any potential impacts on the existing townhouse development to the east.

A common outdoor space is proposed in the middle of the site, and five visitor parking spaces are distributed around the site. The development also includes a 3.5m-wide Public Right-of-Passage (PROP) statutory right-of-way along the eastern edge of the site to provide a pedestrian link between Mellis Drive and Cambie Road.

A preliminary site plan, building elevations and landscape plan are contained in Attachment 2.

Findings of Fact

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

Surrounding Development

To the North: Across Mellis Drive are single-family homes on lots zoned “Single Detached (RS1/E)”.

To the South: Across Cambie Road is a shopping centre on a lot zoned “Community Commercial (CC)”.

To the East: A commercial development on a lot zoned "Neighbourhood Commercial (CN)", which is currently occupied by a financial institution, and a 33-unit townhouse development on a lot zoned "Low Density Townhouses (RTL1)" with vehicular access from Mellis Drive.

To the West: To the west are single family homes on lots zoned "Single Detached (RS1/E)". The properties fronting onto Cambie Road are designated "Residential", which may include multiple family housing, and the properties fronting onto Mellis Drive are designated "Residential (Single-Family Only)" in the East Cambie Area Plan (Attachment 4).

Related Policies & Studies

2041 Official Community Plan

The subject properties are designated "Neighbourhood Residential (NRES)" in the 2041 Official Community Plan (OCP), and "Residential", which permits multiple family housing, in the East Cambie Area Plan. The East Cambie Area Plan land use designation permitting multiple family housing encompasses the entire site. The townhouse proposal is consistent with these designations.

Floodplain Management Implementation Strategy

The applicant is required to comply with the requirement of Richmond Flood Plain Designation and Protection Bylaw 8204. A Flood Indemnity Restrictive Covenant is required to be registered on title prior to adoption of the rezoning bylaw.

Townhouse Energy Efficiency and Renewable Energy Policy

The applicant has committed to achieving an EnerGuide Rating System (ERS) score of 82 or higher and providing pre-ducting for solar hot water for the proposed development. A legal agreement specifying all units are to be built and maintained to the ERS82 or higher, and all units are to be solar-hot-water ready is required prior to rezoning bylaw adoption. As part of the Development Permit application process, the developer is also required to retain a Certified Energy Advisor (CEA) to complete an Evaluation Report to confirm details of construction requirements needed to achieve the rating.

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 is to be registered on title prior to final adoption of the rezoning bylaw. Also, the applicant is to submit a report for indoor noise mitigation and climate control measures as part of the Development Permit application.

Public Input

The applicant has forwarded confirmation that two development signs have been posted on the site. In addition, the applicant distributed notification to 41 adjacent properties (including properties along Mellis Drive and Bergen Drive located outside of the standard 50m notification

area) to seek input on the proposed development, and invite the residents to a public information meeting. The map showing the properties notified of the proposed development is included in Attachment 5.

The public information meeting was held at 7:00 pm on September 9, 2015 at Cambie Community Centre. The meeting was formatted as an open house to allow attendees to walk around the room, read information on display boards with the conceptual development plans and colour illustrations, and ask questions and/or provide comments. The developer, project architect, landscape architect and traffic consultant were in attendance, and Planning staff also attended the meeting to observe and answer questions about the application process.

Two households at 11880 Mellis Drive and 11720 Mellis Drive were represented at the public information meeting. The meeting attendees were generally supportive of the proposed development and appreciated its high quality design and provision of the proposed pedestrian walkway connecting Mellis Drive and Cambie Road. However, there were concerns regarding potential traffic impact in the established single-family neighbourhood to the north and parking spill-over onto Mellis Drive. The meeting attendees also provided written comments, which are attached to this report.

In addition to the written comments from the meeting attendees, two additional written submissions were received; one resident (no address provided, identified himself as a resident in the Mellis neighbourhood) expressing concerns about traffic increase and parking spill-over onto Mellis Drive, and a resident at 3920 Barga Drive expressing concerns regarding traffic impacts at the Barga Drive and Cambie Road intersection. (The proposed site access and traffic impacts are discussed in detail in the "Analysis" section of the report.)

A total of five written submissions (two submissions are from the same resident at 11720 Mellis Drive) received from residents are included in Attachment 6. Should the rezoning application proceed, a Public Hearing will provide opportunity for additional public input.

Analysis

OCP Compliance

The proposed rezoning is consistent with the 2041 OCP and East Cambie Area Plan land use designations which permit various housing types including townhouses along Cambie Road. Also, the proposed development is generally consistent with the Development Permit Guidelines for multiple-family developments contained in the 2041 OCP.

As identified in the 2041 OCP, a 3.5m-wide public walkway (a 2 m-wide hard-surfaced path with landscaping on both sides) will be provided along the east property line. The proposed walkway would significantly improve the neighbourhood connection by providing a direct pedestrian link from Mellis Drive to Cambie Road.

Transportation and Site Access

Vehicular access is to be from Mellis Drive. Considering potential concerns from residents regarding traffic intrusion in the adjacent area that is predominantly characterized by single

detached homes, the applicant has submitted a Traffic Impact Assessment report prepared by Creative Transportation Solutions Ltd. in support of the proposed access. Based on the data collection and analysis, the consultant has concluded that the traffic impact of the proposed development on the adjacent roads would have a marginal increase in traffic volume over the existing condition.

Transportation staff have accepted that the traffic impacts presented in the report, and support the access from Mellis Drive with a condition that the developer agrees to upgrade traffic signals at the intersection of Barga Drive and Cambie Road, and to provide a partial cash contribution of \$20,000 for future provision of Accessible Pedestrian Signal (APS) and illuminated street signs at the intersection of Cambie Road and No.5 Road.

As part of the off-site roadworks to be secured through a Servicing Agreement (SA), the north leg of Barga Drive at Cambie Road will be upgraded to include vehicle detection devices, which will allow the existing pedestrian signal to transition to a red light on Cambie Road when a vehicle on Barga Drive is waiting at the intersection.

Staff support the proposed access from Mellis Drive based on the following:

- The Traffic Impact Assessment demonstrates that the impacts of the proposed development would be manageable.
- Traffic signal upgrades will be provided at the Cambie Road and Barga Drive intersection, and the developer has also agreed to provide a cash contribution for future improvements at the intersection of Cambie Road and No.5 Road as a condition of rezoning approval.
- The traffic signal upgrades at the intersection of Cambie Road and Barga Drive will improve traffic circulation for area residents that exit the neighbourhood via this intersection.
- The pedestrian walkway will encourage walking by improving connectivity and access to the neighbourhood and help reduce the reliance on private vehicles for short trips.
- Allowing access from Mellis Drive will limit driveway access that would impede through-traffic flow on the major road (i.e., Cambie Road) and help reduce conflicts between vehicular and pedestrian movements.
- A pedestrian-friendly streetscape can be achieved by avoiding vehicular access from Cambie Road.
- The Mellis Drive access will allow full movement access to/from the site for convenience of future residents.

Transportation staff have noted that, should Council wish to pursue access from Cambie Road, the site design could be adjusted through the DP process. If access to Cambie Road is to be accommodated, design features will need to be incorporated to limit turning movements at the site access to right-in and right-out only due to its proximity to the No.5 Road and Cambie Road intersection. As well, a restrictive covenant limiting turning movements may need to be required to be registered on title.

Public Right-of-Passage (PROP)

A Public Right-of-Passage (PROP) statutory right-of-way over the internal driveway will be secured prior to final adoption of the rezoning bylaw to provide an access option from Mellis Drive for a future development to the west along Cambie Road. Should the City receive a development application for the adjacent sites to the west, access to the future development will be assessed by staff at the time of application.

Site Servicing and Frontage Improvements

Prior to final adoption of the rezoning bylaw, the developer is required to enter into a SA for the design and construction of required frontage improvements on Cambie Road and Mellis Drive including new sidewalk and treed boulevard as well as any traffic signal modifications, utility relocations or upgrades. The SA will also include the design of construction of the pedestrian walkway including installation of way-finding signage, and a 2 m road dedication required along the entire Cambie frontage for future road widening.

Existing Legal Encumbrance

A statutory right-of-way (registration number RD32263) for sanitary sewer runs east-west across the subject site. No permanent structure will be allowed on the right-of-way.

Tree Retention and Replacement

A Tree Survey and a Certified Arborist's Report were submitted in support of the application. The City's Tree Preservation Coordinator has reviewed the Arborist Report and provided the following comments:

- Seven (7) trees located on the development site are all in poor condition and have been previously topped or exhibit structural defects such as cavities at the main branch union and co-dominant stems with inclusions. As a result, these trees are not good candidates for retention and should be replaced.
- Nine (9) trees located on neighbouring properties are to be retained and protected as per Arborist report specifications.

Based on the 2:1 tree replacement ratio goal stated in the OCP, 14 replacement trees are required for the removal of 7 trees. According to the preliminary landscape plan, the developer is proposing to plant over 20 new trees on-site. The size and species of replacement trees and a detailed landscape design will be reviewed at the Development Permit stage.

Tree protection fencing has been installed to City standards prior to the demolition of the houses that previously occupied the site in order to ensure the trees on the neighbouring properties are protected. The tree protection plan is included in Attachment 7. Prior to final adoption of the rezoning bylaw, proof that the owner has entered into a contract with a Certified Arborist to monitor all works to be done near or within the tree protection zones will be required.

Requested Variances

The proposed development is generally in compliance with the “Low Density Townhouses (RTL4)” zone other than the variances noted below. Based on the review of the current plans for the project, the following variances are being requested:

- Reduce the front yard setback (Mellis Drive) from 6.0 m to 4.5 m.
- Reduce the rear yard setback (Cambie Road) from 6.0 m to 4.5 m.

Staff support the requested variances recognizing that a wider side yard setback is provided on the east side to accommodate the pedestrian walkway, and a 2 m road dedication is required along the entire Cambie Road frontage. These variances will be reviewed in the context of the overall detailed design of the project, including architectural form, site design and landscaping at the Development Permit stage.

Affordable Housing Strategy

Consistent with the Affordable Housing Strategy, the applicant has agreed to make a cash contribution to the Affordable Housing Reserve Fund at \$2.00 per buildable square foot for a contribution of \$48,534.40.

Public Art

The applicant has agreed to provide a voluntary contribution in the amount of \$0.77 per buildable square foot (2014 rate) to the City’s Public Art Fund. The amount of the contribution would be \$18,685.70.

Indoor Amenity Space

The applicant is proposing a contribution in-lieu of on-site indoor amenity space in the amount of \$23,000 as per the OCP and Council Policy.

Outdoor Amenity Space

Outdoor amenity space will be provided on-site. Based on the preliminary design, the size of the proposed outdoor amenity space meets the Official Community Plan (OCP) requirement of 6 m² per unit. Staff will work with the applicant at the Development Permit stage to ensure the configuration and design of the outdoor amenity space meets the Development Permit Guidelines in the 2041 OCP.

Design Review and Future Development Permit Considerations

A Development Permit will be required to ensure that the proposed development is sensitively integrated with adjacent developments. The rezoning conditions will not be considered satisfied until a Development Permit application is processed to a satisfactory level. In association with the Development Permit, the following issues will be further examined in relation to the site.

- Compliance with Development Permit Guidelines for multiple-family developments contained in Section 14 of the 2041 OCP

- Refinement of building form and architectural character
- Provision of a convertible unit and design of other accessibility/aging-in-place features
- Details of the proposed sustainability features
- Landscaping and open space design: enhancement of the outdoor amenity area, Cambie Road and Mellis Drive frontages.
- Design details of the pedestrian walkway, including paving material, lighting, fencing and planting
- Opportunities to maximize permeable surface areas and better articulate hard surface treatment
- Use of Crime Prevention Through Environmental Design (CPTED) to minimize opportunities for crime and promote a sense of security

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

Financial Impact or Economic Impact

None

Conclusion

The proposed 21-unit townhouse development is consistent with the 2041 Official Community Plan and East Cambie Area Plan land use designations. Further design review will be conducted as part of the Development Permit application process to ensure a high quality project and consistency with the Development Permit Area guidelines.

It is recommended that Zoning Bylaw 8500, Amendment Bylaw 9293 be introduced and given first reading.



Minhee Park
Planner 1

MP:cas

Attachment 1: Location Map

Attachment 2: Conceptual Development Plans

Attachment 3: Development Application Data Sheet

Attachment 4: East Cambie Area Plan Land Use Map

Attachment 5: Public Information Meeting Notification Area

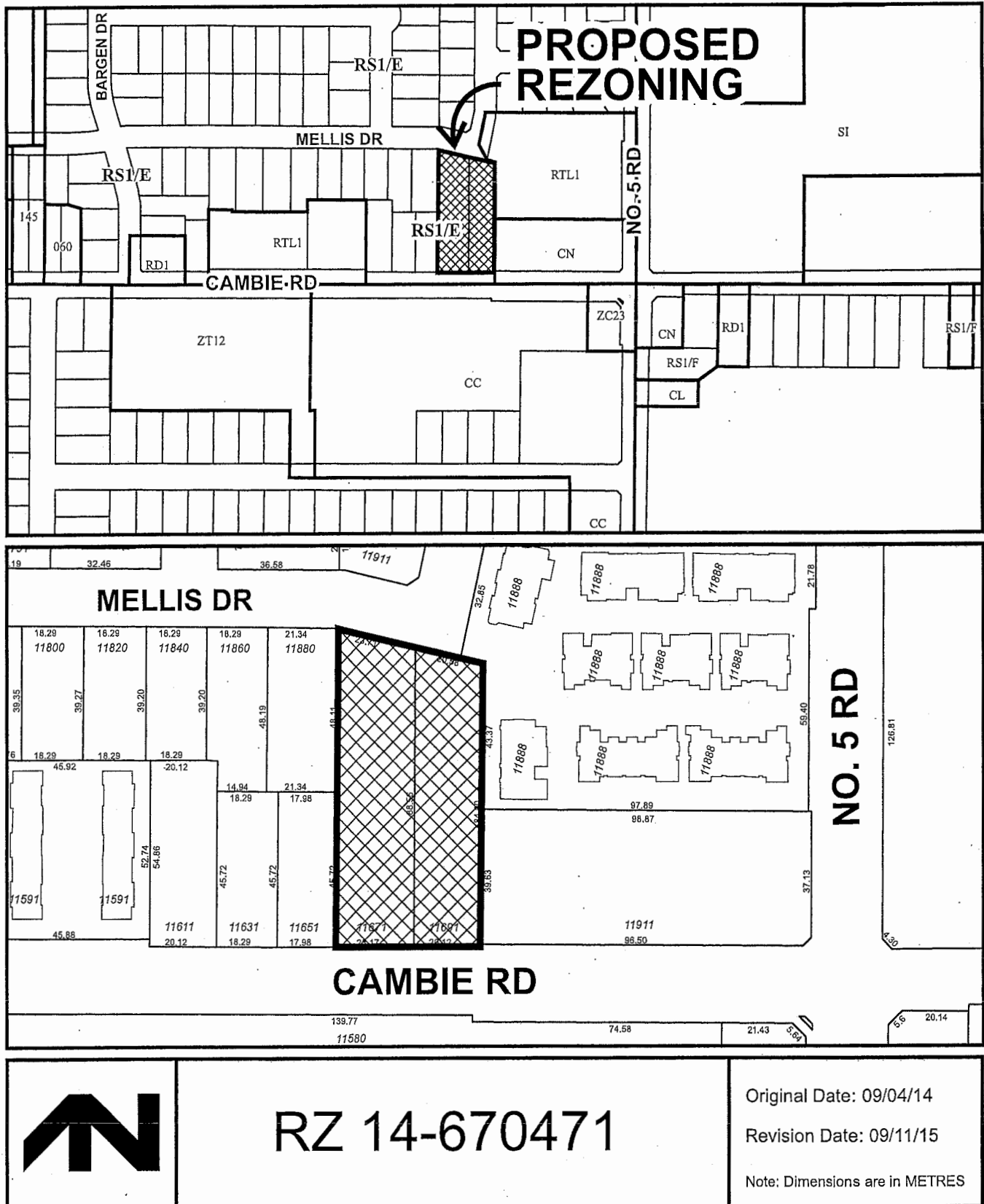
Attachment 6: Comments from Residents

Attachment 7: Tree Management Plan

Attachment 8: Rezoning Considerations

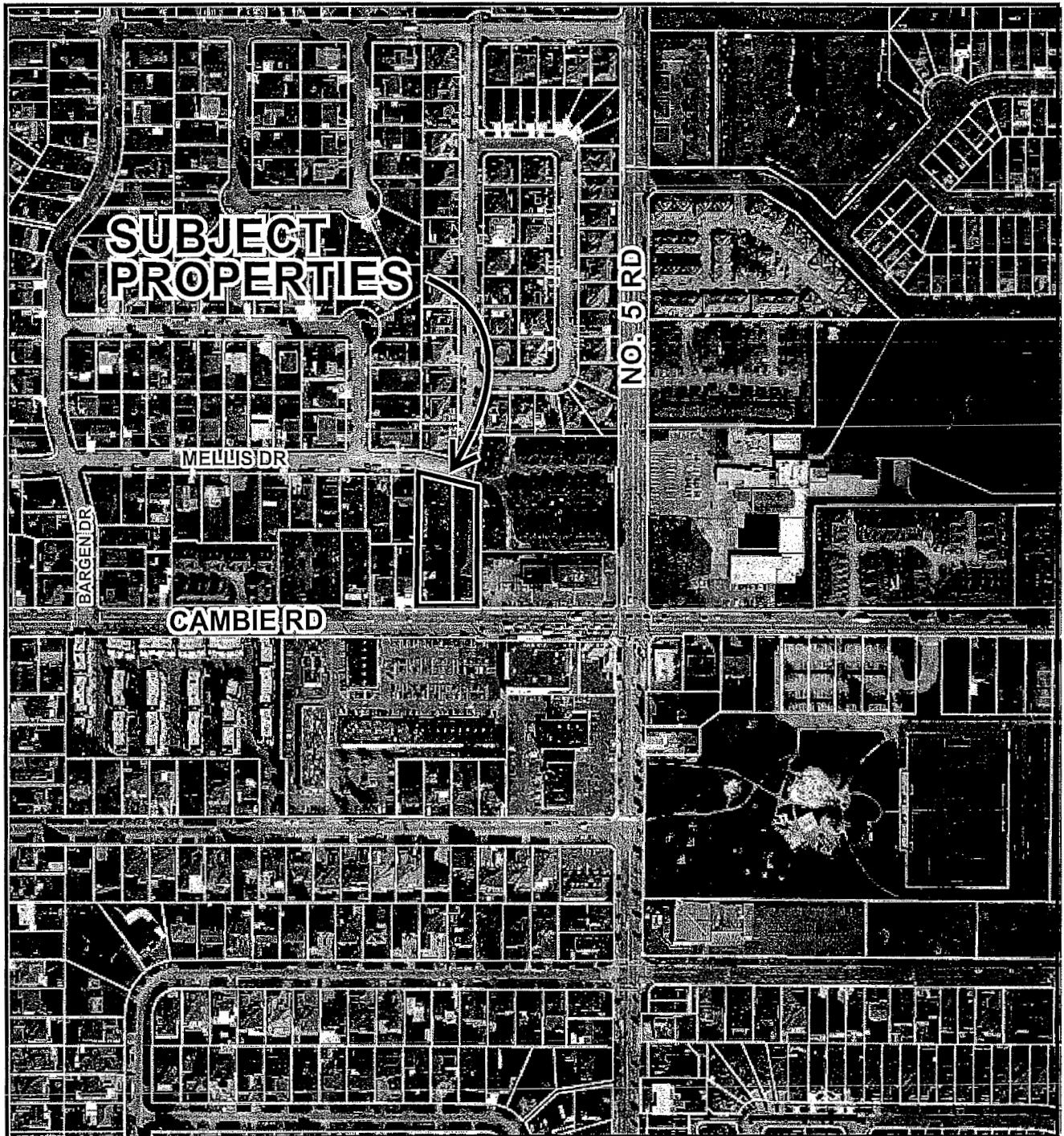


City of
Richmond





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Richmond

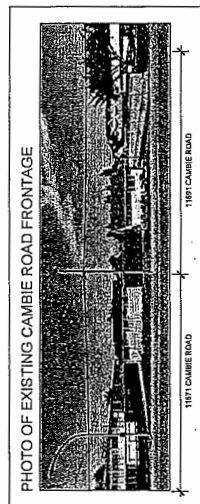
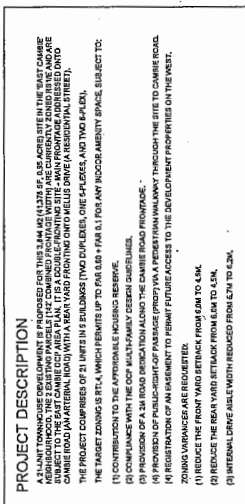
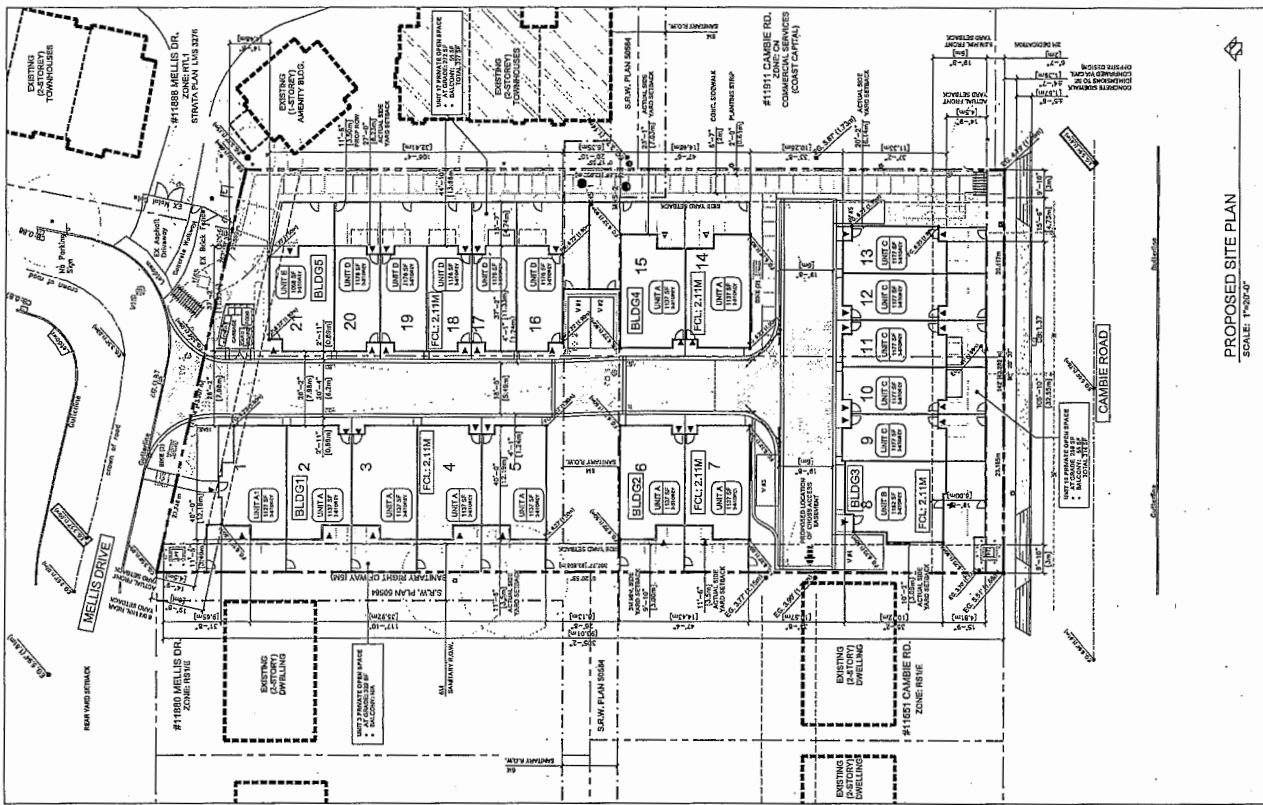


RZ 14-670471

Original Date: 09/04/14

Revision Date:

Note: Dimensions are in METRES

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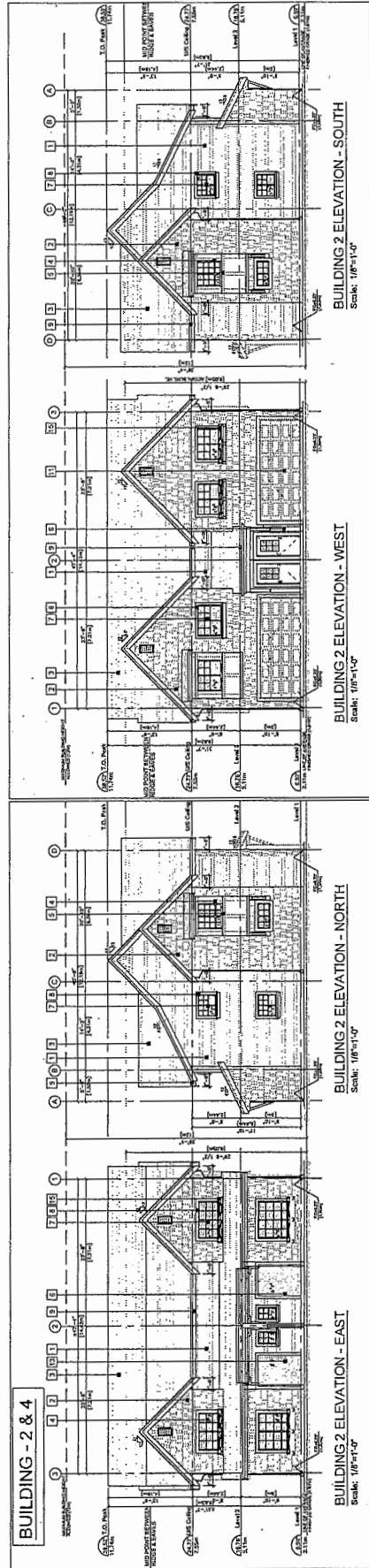
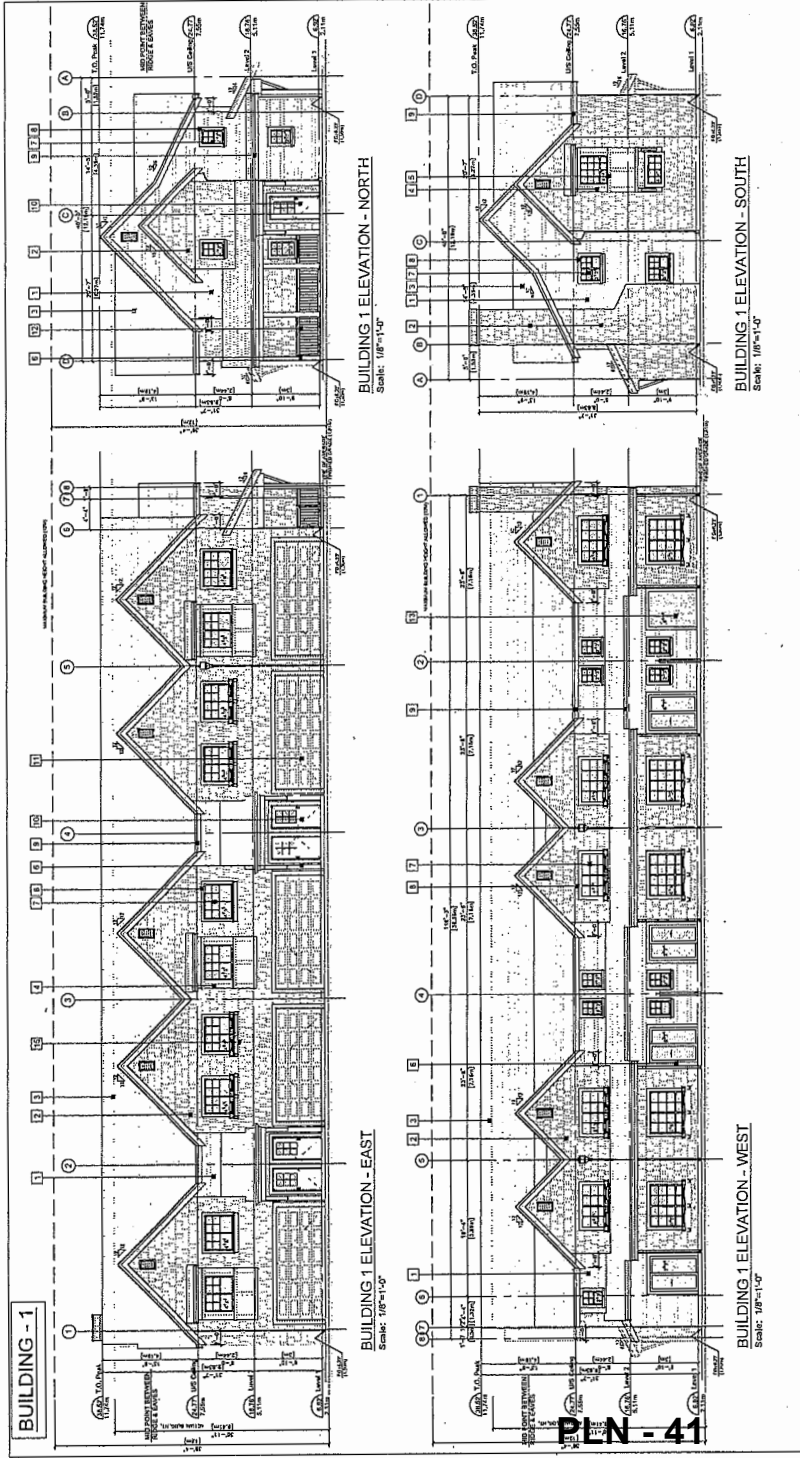
Suite 230
11590 Cambie Road
Richmond BC
Canada V6X 3Z5
T 604 821 1162
F 604 621 1146
www.interiorarchitecture.com

| | |
|--------------------------------|---|
| PROJECT | Proposed 21 Unit Townhouse Development at Carmel Island Redmond, N.C. |
| PROJECT NO. | 1412 |
| SCALE | As Noted |
| DATE | Aug. 1, 2014 |
| DESIGNED BY | SEE EL |
| CHECKED BY | SEE EL |
| IN CHARGE | NYC |
| SHEET TITLE | |
| ELEVATIONS: BUILDING 1721/4 | |
| DOORING | |

A3.1

EXTERIOR FINISHES

- | | |
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| 4 | VERTICAL PLANK SINGLES Color: BM 2123-G (Night) |
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| 7 | 14 TRAIL BOARD ON 3X2 BOARD Color: BM C270 (Dove White) |
| 8 | BUILT UP POST - REFER TO DETAILS Color: BM C270 (Dove White) |
| 9 | WANT-FRAMED DOUBLE-GUZED VANOMAS Variable or Custom Color. Anodized Aluminum |
| 10 | 2X6 VANOMAS TRAIL BOARD - PAINTED Color: BM C270 (Dove White) |
| 11 | CEILING - IMPACTIC (Panel Channel) Color: BM C270 (Dove White) |
| 12 | ENTRY SLOOT BOARD WITH SLOOTLIGHT Door Color: BM 2009-10 (Retiree) |
| 13 | ENTRY SLOOT BOARD WITH SLOOTLIGHT Door Color: BM 784 (Aquatic) |
| 14 | OVERHEAD WOOD PANEL GARAGE DOOR Color: BM 2122P (Snow White) |
| 15 | METAL RAILING Color: BM 2122P (Snow White) |
| 16 | DOUBLE GLAZED VINT. SLIDING DOOR Color: Anodized Aluminum |
| 17 | ELECTRICAL ROOM DOOR Color: BM 2122P (Snow White) |
| 18 | PLASTER BOX Color: BM 2009-10 (Retiree) |

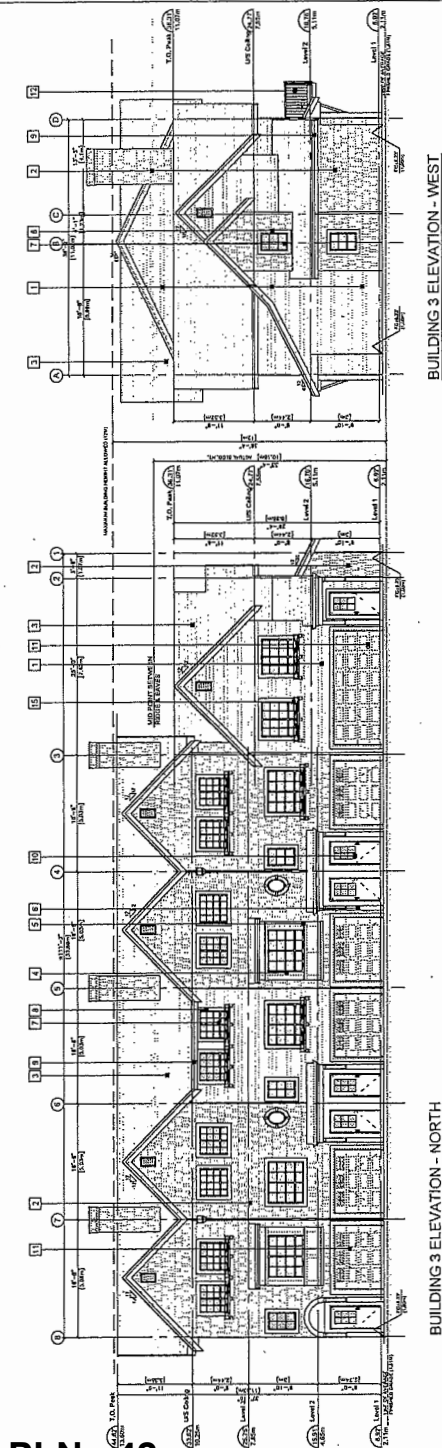
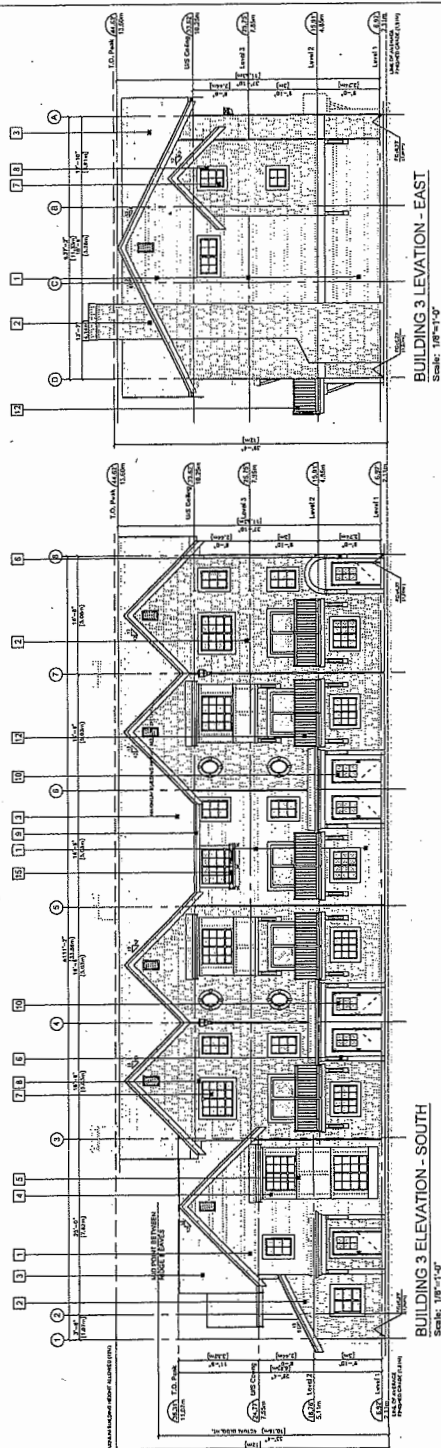


| | | |
|--|--------------|-----------------------------|
| REVISIONS | DATE | DESCRIPTION |
| | AUG 1, 2014 | Issued for I.D. Application |
| | NOV 27, 2014 | Issued for Review |
| | DEC 14, 2014 | Issued for Review |
| | JAN 28, 2015 | Minor Revisions for Review |
| | MAR 17, 2015 | 100% Re-Submission |
| CONSULTANTS | | |
| <p>INTERFACÉ</p> <p>Suite 230 11550 Cambie Road Vancouver, BC V6T 1K2 Canada V6C 3Z5 Tel: 604 271 1182 Fax: 604 271 1183 www.interfacearchitects.com</p> <p>PROJECT</p> <p>Proposed 21-Unit Townhouse Development 11671/11681 Cambie Road Richmond, B.C.</p> <p>ARCHITECT</p> <p>INTERFACÉ</p> <p>SCALE</p> <p>As Noted</p> <p>DATE</p> <p>Aug. 1, 2014</p> <p>DRAWN BY</p> <p>CHKD BY</p> <p>DESIGNED BY</p> <p>KYC</p> <p>SHEET TITLE</p> <p>ELEVATIONS: BUILDING 3</p> <p>DRAWING</p> <p>A3.2</p> | | |

EXTERIOR FINISHES

- 1 HORIZONTAL HERRINGBONE CEDAR MILL SIDING
A - Color: BM 2122-75 (Snow White)
- 2 HERRINGBONE CEDAR MILL SIDING
A - Color: BM 2122-75 (Snow White)
- 3 SHIP LAP SIDING
A - Color: BM 2122-75 (Snow White)
- 4 SHIP LAP SIDING
A - Color: BM 2122-75 (Snow White)
- 5 SHIP LAP SIDING
A - Color: BM 2122-75 (Snow White)
- 6 SHIP LAP SIDING
A - Color: BM 2122-75 (Snow White)
- 7 SHIP LAP SIDING
A - Color: BM 2122-75 (Snow White)
- 8 SHIP LAP SIDING
A - Color: BM 2122-75 (Snow White)
- 9 SHIP LAP SIDING
A - Color: BM 2122-75 (Snow White)
- 10 SHIP LAP SIDING
A - Color: BM 2122-75 (Snow White)
- 11 SHIP LAP SIDING
A - Color: BM 2122-75 (Snow White)
- 12 SHIP LAP SIDING
A - Color: BM 2122-75 (Snow White)
- 13 SHIP LAP SIDING
A - Color: BM 2122-75 (Snow White)
- 14 SHIP LAP SIDING
A - Color: BM 2122-75 (Snow White)
- 15 SHIP LAP SIDING
A - Color: BM 2122-75 (Snow White)

BUILDING - 3



BUILDING 3 ELEVATION - NORTH

PLN - 44

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3230 26 Lorne Mews
New Westminster, British Columbia
V3M 3L7
Tel: 604.553.0044
Fax: 604.553.0045
email: office@m2la.com

| NO. | DATE | REVISION DESCRIPTION | BY |
|-----|------------|------------------------|----|
| 1 | 2014.07.01 | ISSUED AS PER SET PLAN | SL |
| 2 | 2014.07.01 | ISSUED AS PER SET PLAN | SL |
| 3 | 2014.07.01 | ISSUED AS PER SET PLAN | SL |
| 4 | 2014.07.01 | ISSUED AS PER SET PLAN | SL |
| 5 | 2014.07.01 | ISSUED AS PER SET PLAN | SL |
| 6 | 2014.07.01 | ISSUED AS PER SET PLAN | SL |
| 7 | 2014.07.01 | ISSUED AS PER SET PLAN | SL |
| 8 | 2014.07.01 | ISSUED AS PER SET PLAN | SL |
| 9 | 2014.07.01 | ISSUED AS PER SET PLAN | SL |
| 10 | 2014.07.01 | ISSUED AS PER SET PLAN | SL |
| 11 | 2014.07.01 | ISSUED AS PER SET PLAN | SL |
| 12 | 2014.07.01 | ISSUED AS PER SET PLAN | SL |
| 13 | 2014.07.01 | ISSUED AS PER SET PLAN | SL |
| 14 | 2014.07.01 | ISSUED AS PER SET PLAN | SL |
| 15 | 2014.07.01 | ISSUED AS PER SET PLAN | SL |
| 16 | 2014.07.01 | ISSUED AS PER SET PLAN | SL |
| 17 | 2014.07.01 | ISSUED AS PER SET PLAN | SL |
| 18 | 2014.07.01 | ISSUED AS PER SET PLAN | SL |
| 19 | 2014.07.01 | ISSUED AS PER SET PLAN | SL |
| 20 | 2014.07.01 | ISSUED AS PER SET PLAN | SL |
| 21 | 2014.07.01 | ISSUED AS PER SET PLAN | SL |

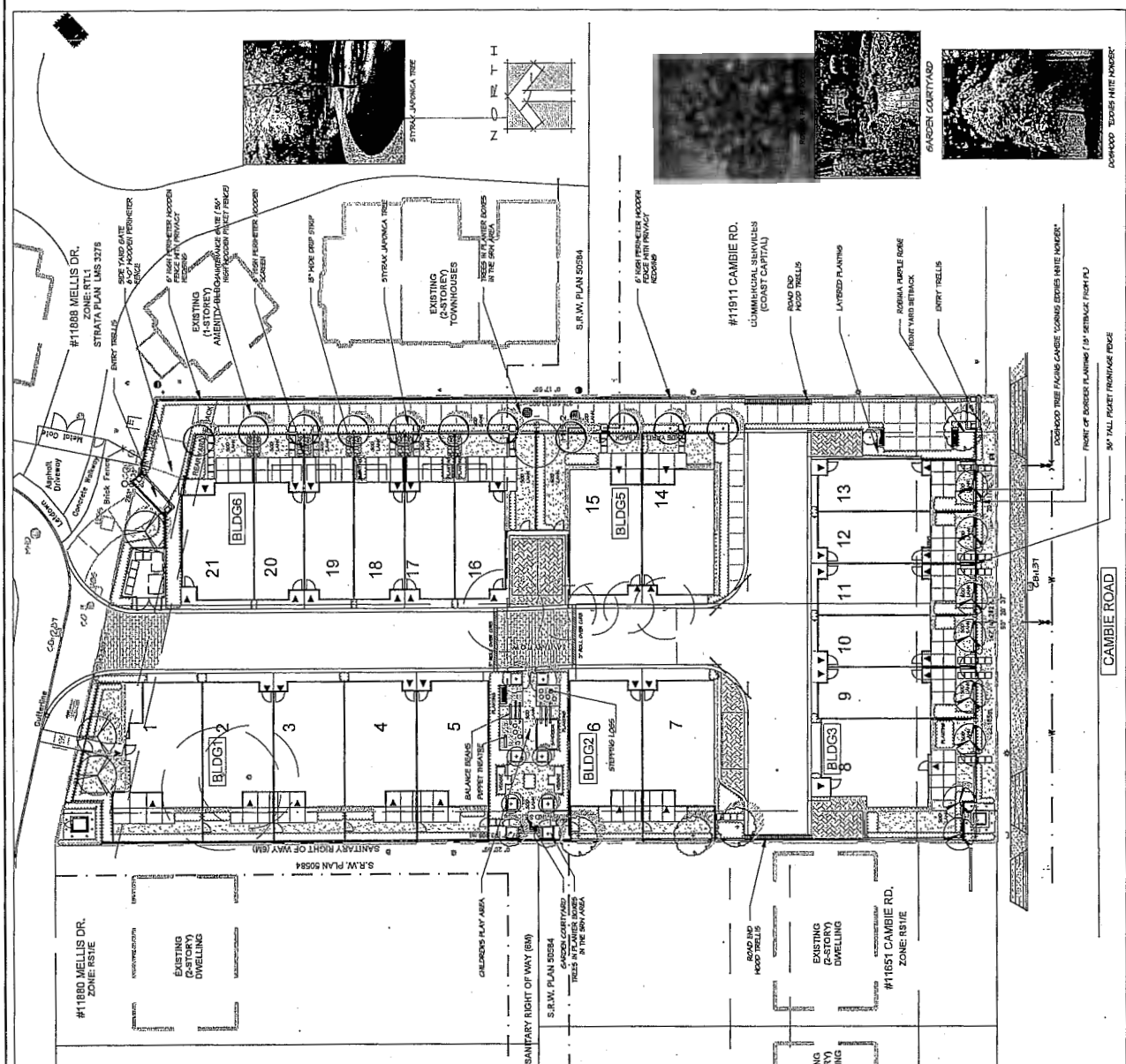
PROJECT:
MULTI RESIDENTIAL
11590 CAMBIE ROAD
RICHMOND

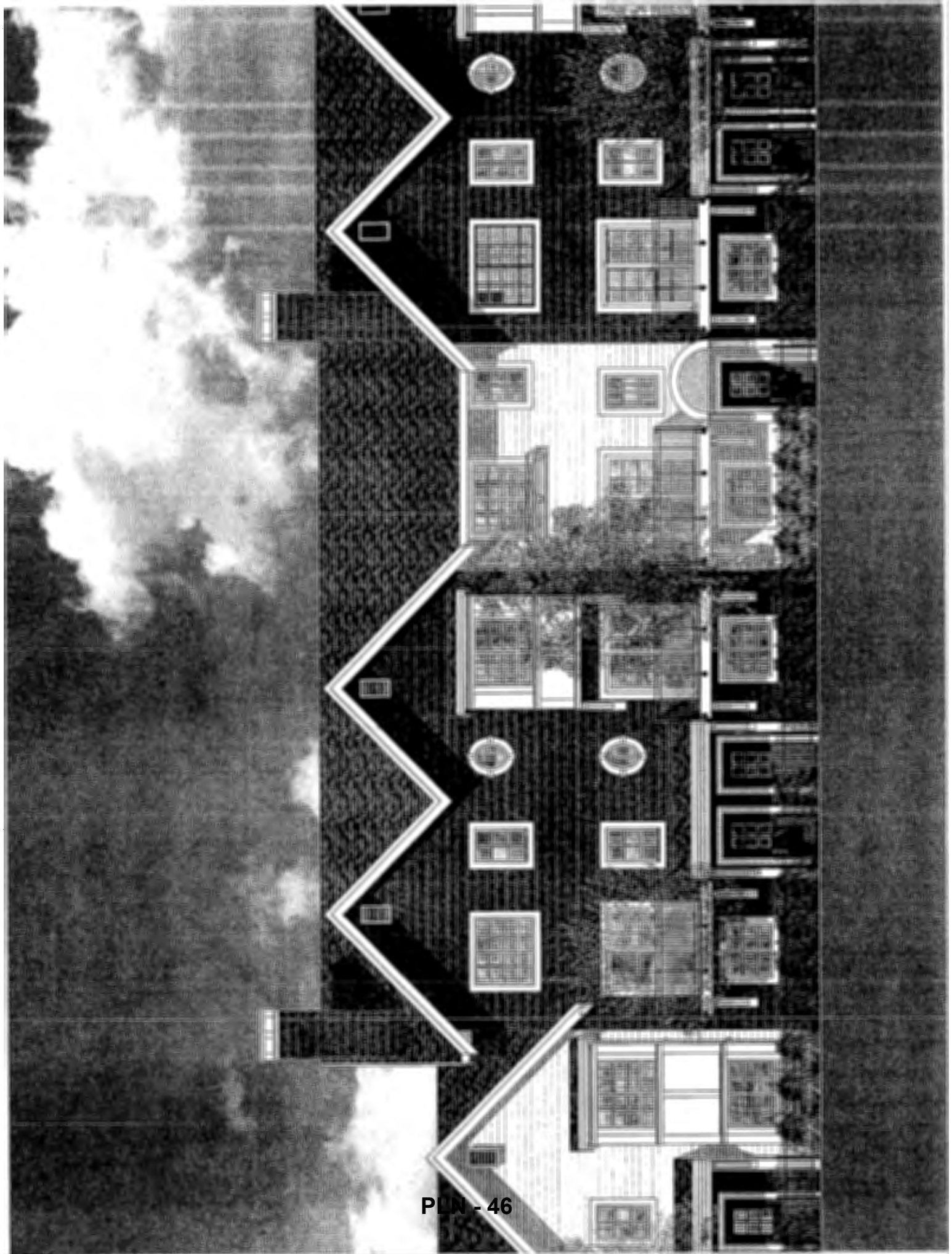
DRAWING TITLE:
LAYOUT
PLAN

| | |
|--------------------|-----------------|
| DATE: MAY 07, 2014 | DRAWING NUMBER: |
| SHEET: 001 | |
| DRAWN BY: | |
| DESIGN BY: | |
| CHECKED BY: | |
| SCALE: | |

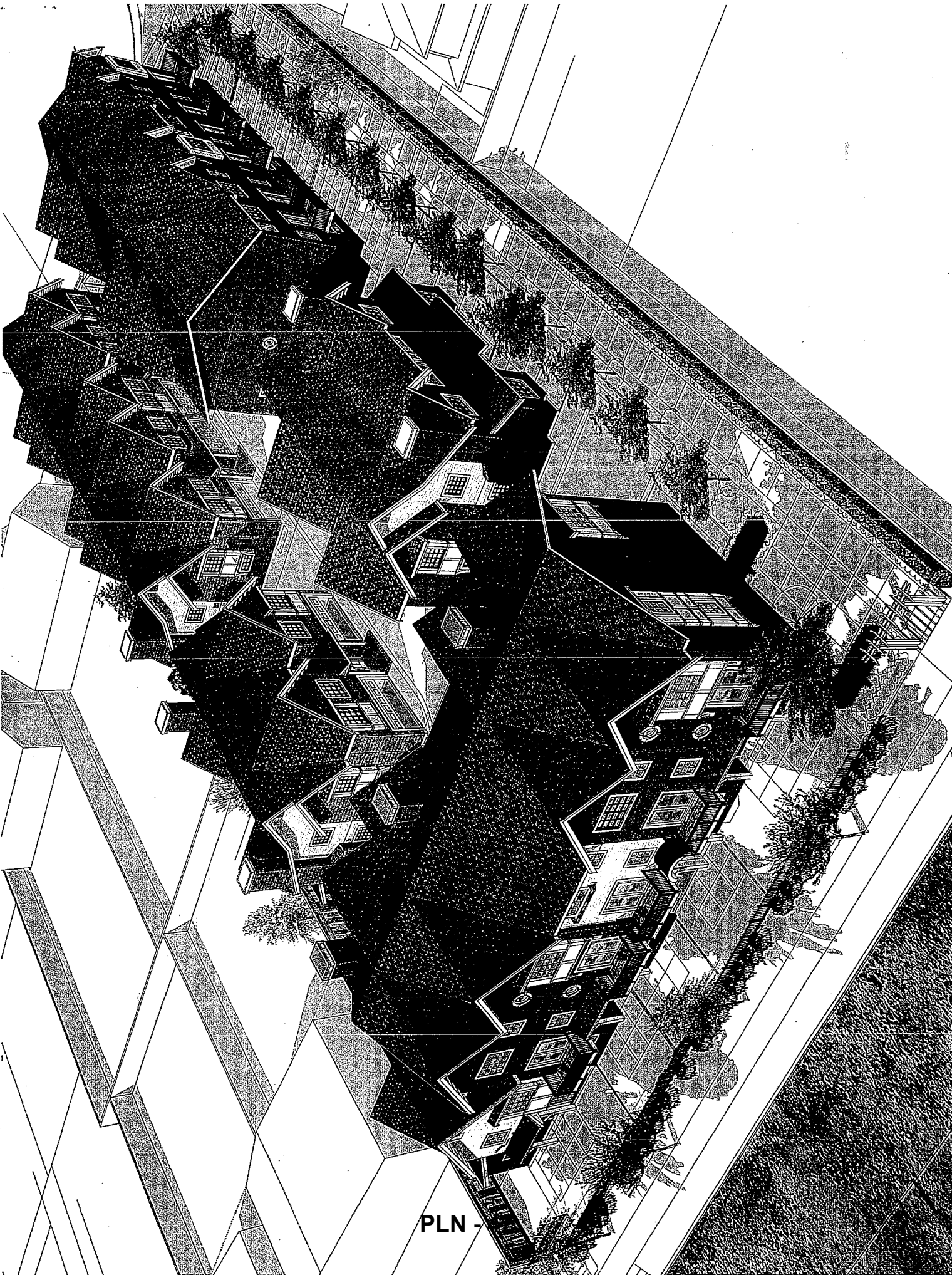
L1

OF 2
JOB NO: 10003
M2A PROJECT NUMBER:





PLN - 46



PLN -



RZ 14-670471

Attachment 3

Address: 11671 and 11691 Cambie Road

Applicant: Interface Architecture Inc.

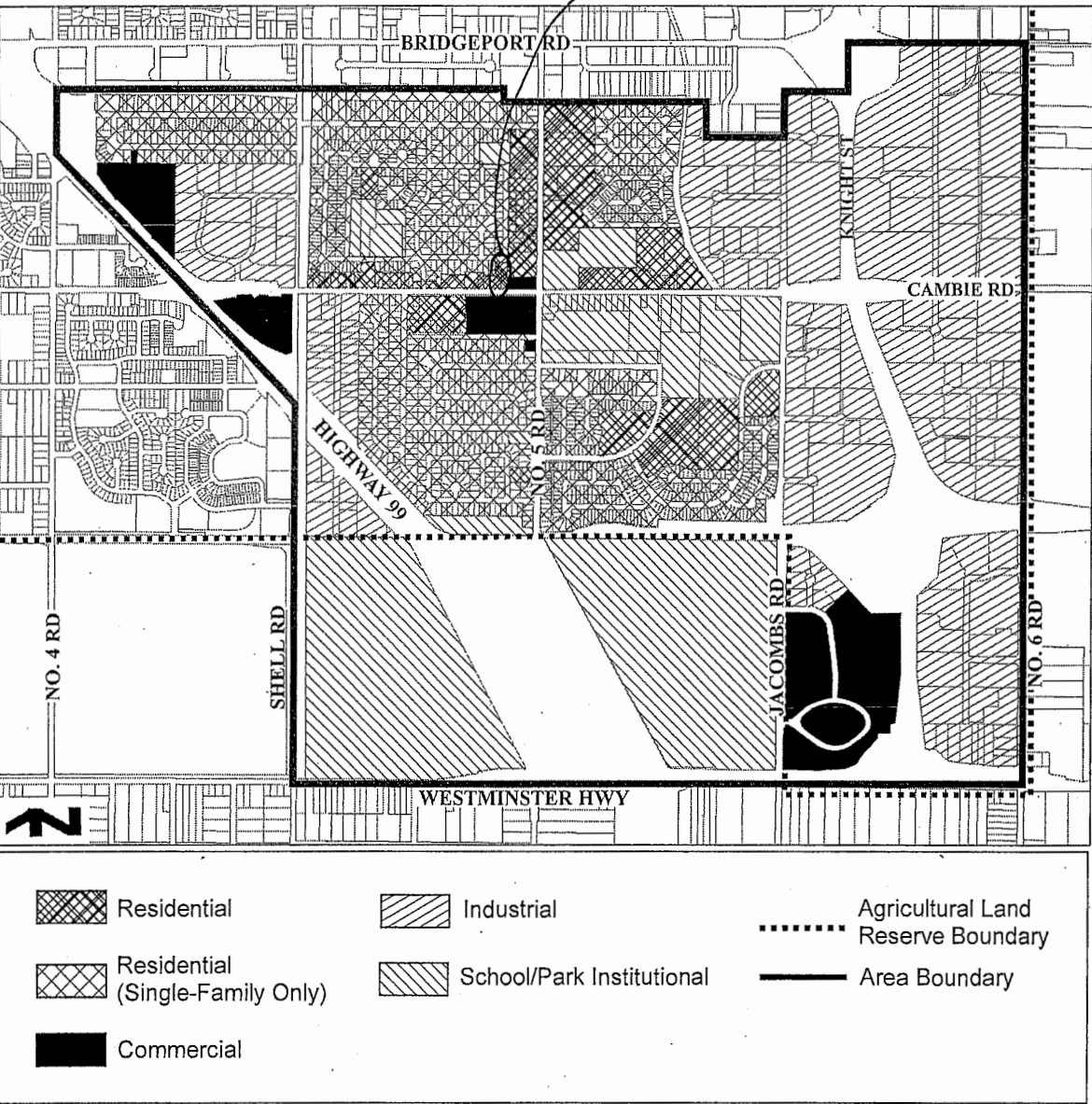
Planning Area(s): East Cambie

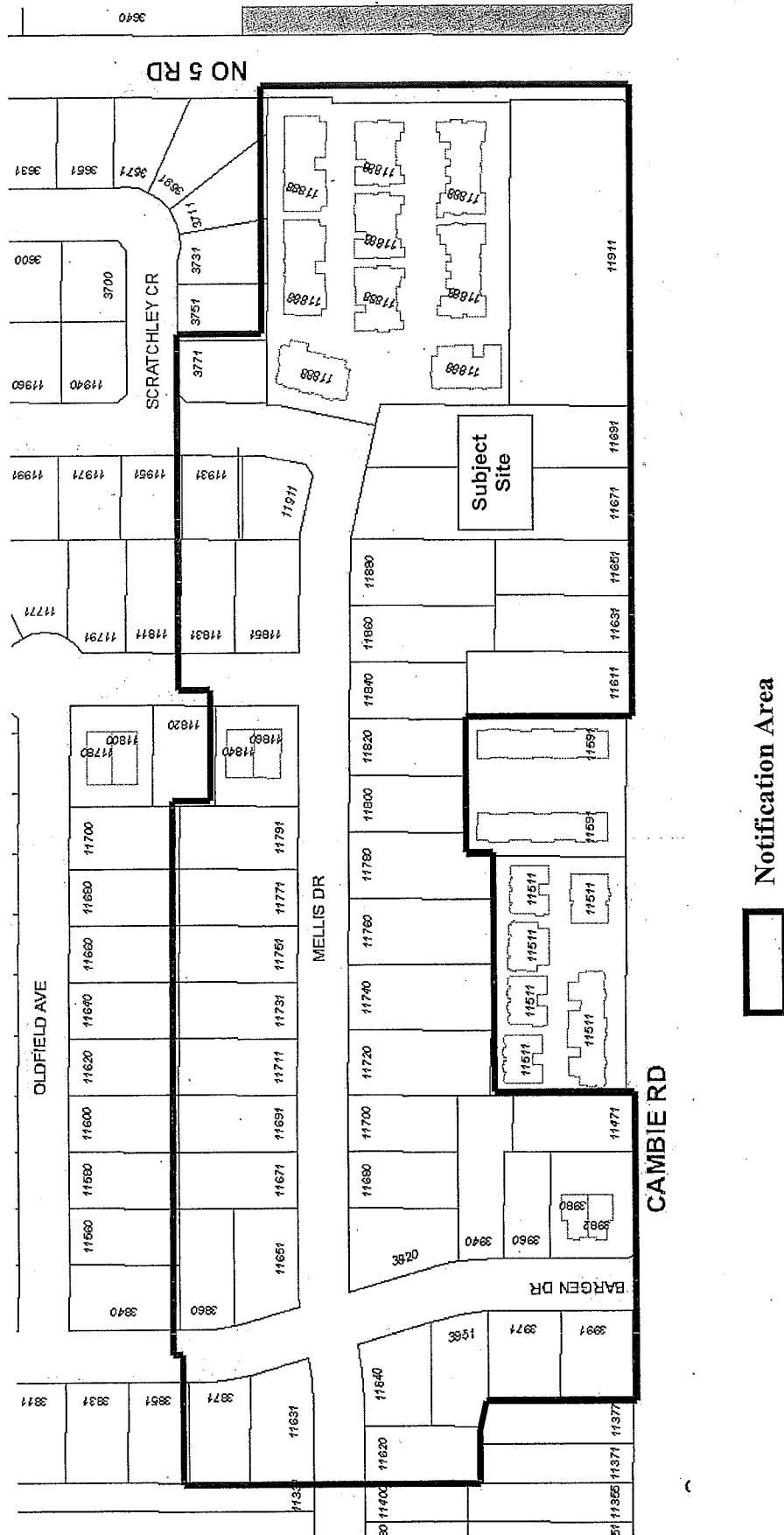
| | Existing | Proposed |
|-------------------------------|--|---|
| Owner: | 11691 Cambie: John Josef Lewisch & Cora May Lewisch 11671 Cambie: Carol Jacqueline Lees & Terry Anne Neithercut | TBD |
| Land Uses: | Single Family Residential | Multi-family Residential |
| OCP Designation: | Neighbourhood Residential | No Change |
| Area Plan Designation: | Residential | No Change |
| Zoning: | Single Detached (RS1/E) | Low Density Townhouses (RTL4) |
| Number of Units: | 2 | 21 |
| Lot Size: | 3,844 m ² | 3,757.4 m ² (after 2m road dedication) |

| | Bylaw Requirement | Proposed | Variance |
|--|---|----------------------------|---------------------------|
| Floor Area Ratio: | Max. 0.6 | 0.6 | none permitted |
| Lot Coverage – Building: | Max. 40% | 38.5 % | none |
| Setback – Front Yard (m): | Min. 6 m | Min. 4.5 m | Variance requested |
| Setback – West Side Yard (m): | Min. 3 m | Min. 3.5 m | none |
| Setback – East Side Yard (m): | Min. 3 m | Min. 7 m | none |
| Setback – Rear Yard (m) | Min. 6 m | Min. 4.5 m | Variance Requested |
| Height (m): | Max. 12 m (3 storeys) | Max. 11.5 m (3 storeys) | none |
| Off-street Parking Spaces – Regular (R) / Visitor (V): | 2 (R) and 0.2 (V) per unit | 2 (R) and 0.2 (V) per unit | none |
| Off-street Parking Spaces – Total: | 47 | 47 | none |
| Tandem Parking Spaces: | Max. 50% (10 spaces) | 10 spaces | none |
| Small Car Parking Spaces | Max. 50% (23 spaces) | 11 spaces | none |
| Handicapped Parking Spaces | Min. 2% (1 space) | 1 space | none |
| Amenity Space – Indoor: | Min. 70 m ² or cash-in-lieu | Cash-in-lieu | none |
| Amenity Space – Outdoor: | Min. 6 m ² x 21 units = 126 m ² | 211 m ² | none |

City of Richmond

Land Use Map Bylaw 9053 2015/02/23



PLN - 50

Park, Minhee

From: Peter Thackwray [pthackwray@gmail.com]
Sent: Wednesday, 08 April 2015 8:34 AM
To: Park, Minhee
Subject: File No. RZ 14-670471 #230 - 11590 Cambie Road re-development plans
Categories: Follow up

To Minhee Park,

With regards to the City of Richmond plans for re-development from Interface Architecture Inc. for #230-11590 Cambie Road. Based on plans I have seen for this development, which appears to include over 20 units (up to 35 in additional phases), the plans seem to indicate the access to this complex will be from Mellis Drive. As a resident in the Mellis neighbourhood this would create significant traffic concerns. With a 30+ townhouse complex in the south-east corner of Mellis Drive already creating street parking issues along with entry and exit traffic issues from this neighbourhood during significant periods of the day (particularly at Bergen & Cambie) we could not possibly absorb a complex with the requested size and design in that same corner of Mellis Drive. If this complex were to go ahead, it would have to be restricted to Cambie Road for its driveway access. Mellis is already overtaxed in this corner and based on the plans we should expect the parking situation to become impossible, and the many additional vehicles trying to exit this neighbourhood (onto No.5 Road, Cambie, or Shell) would create traffic jams that would be unbearable.

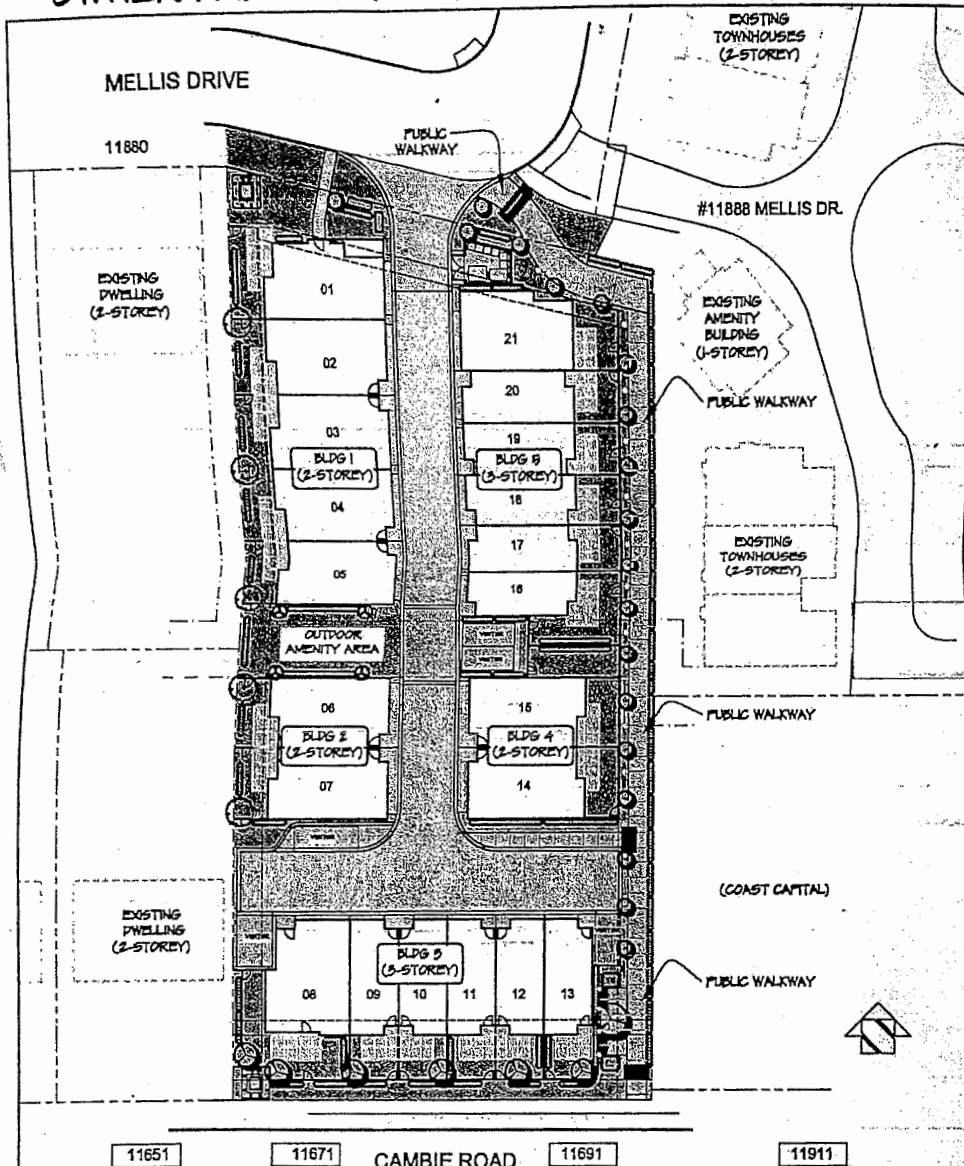
If the building of this complex must go ahead, the only reasonable option would be for the road access to be limited to the four lane Cambie Road *only*. Mellis Drive and this neighbourhood would otherwise become a compete traffic jam, which would be undesirable for the residents and the city. By adding all these vehicles and creating even more traffic in this area, there would be concerns for pedestrians, and children who have to walk through this residential area to get to school (Mitchell Elementary, McNeely Elementary, and Cambie Secondary).

Please reply to confirm to have received this email.

Thank you.

Peter Thackwray

OWNER AND OCCUPANT: WE ARE SEEKING YOUR FEEDBACK & SUPPORT



'BURBERRY LANE DEVELOPMENT'

PRESENTS

A PROPOSAL TO DEVELOP A 20-UNIT CLUSTER OF HIGH-QUALITY TOWNHOMES AT 11671 & 11691 CAMBIE ROAD

REZONING CURRENTLY UNDER STAFF REVIEW

- * TWENTY (20) TOWNHOMES ARE PROPOSED IN 5 SEPARATE BUILDINGS
- * SITE ACCESS FROM MELLIS DRIVE
- * A PEDESTRIAN WALKWAY IS PROVIDED THROUGH THE SITE CONNECTING MELLIS DRIVE AND THE TRAFFIC LIGHT INTERSECTION AT CAMBIE AND NO. 3 RD
- * EACH UNIT HAS ENCLOSED PARKING FOR 2 CARS. THERE ARE 5 VISITOR SPACES
- * THE TRAFFIC REPORT PREPARED FOR THIS PROJECT CONCLUDES THAT THERE WILL BE NO SIGNIFICANT NEGATIVE IMPACT ON LOCAL TRAFFIC *40 vehicles total*
- * ZONING VARIANCES ARE REQUESTED:
 - INTERNAL DRIVE AISLE WIDTH REDUCED FROM 6.7 M TO 6.2 M
 - PRIVATE OPEN SPACE REDUCED FROM 30 M² TO NO LESS THAN 28 M²
- * CITY CONTACT: MINHEE PARK
 - TEL: 604-276-4188
 - EMAIL: MPARK@RICHMOND.CA
 - MAIL: 6011 NO. 3 ROAD RICHMOND BC V6Y 2C1

FEEDBACK

ADDRESS: 3920 BARGEN DR
 NAME: ROBERT WOOD
 INITIALS: JRW

- ☐ I UNDERSTAND THE PROPOSAL
- ☐ I HAVE NO ISSUES WITH THE PROPOSAL
- ☒ I HAVE CONCERNS
- ☒ NOTIFY ME OF THE NEXT CITY PUBLIC MEETING FOR THIS PROJECT

COMMENTS: 40 additional vehicles exiting from MELLIS to BARGEN to CAMBIE.

BARGEN is now a very busy congested street, constant traffic day and night.

FOR COMMENTS TO BE INCLUDED IN THE CITY STAFF REPORT TO BE PRESENTED TO THE CITY'S PLANNING COMMITTEE, ENSURE COMMENTS ARE SUBMITTED BY 9:00 PM WEDNESDAY SEPTEMBER 9, 2015 TO

PROJECT CONTACT: ASAD KHAN

TEL: 604-558-2202
 EMAIL: ASAD@SLEOPMAN.NCA
 MAIL: #304-13292 CROYDON C SURREY BC V3S 0Z6

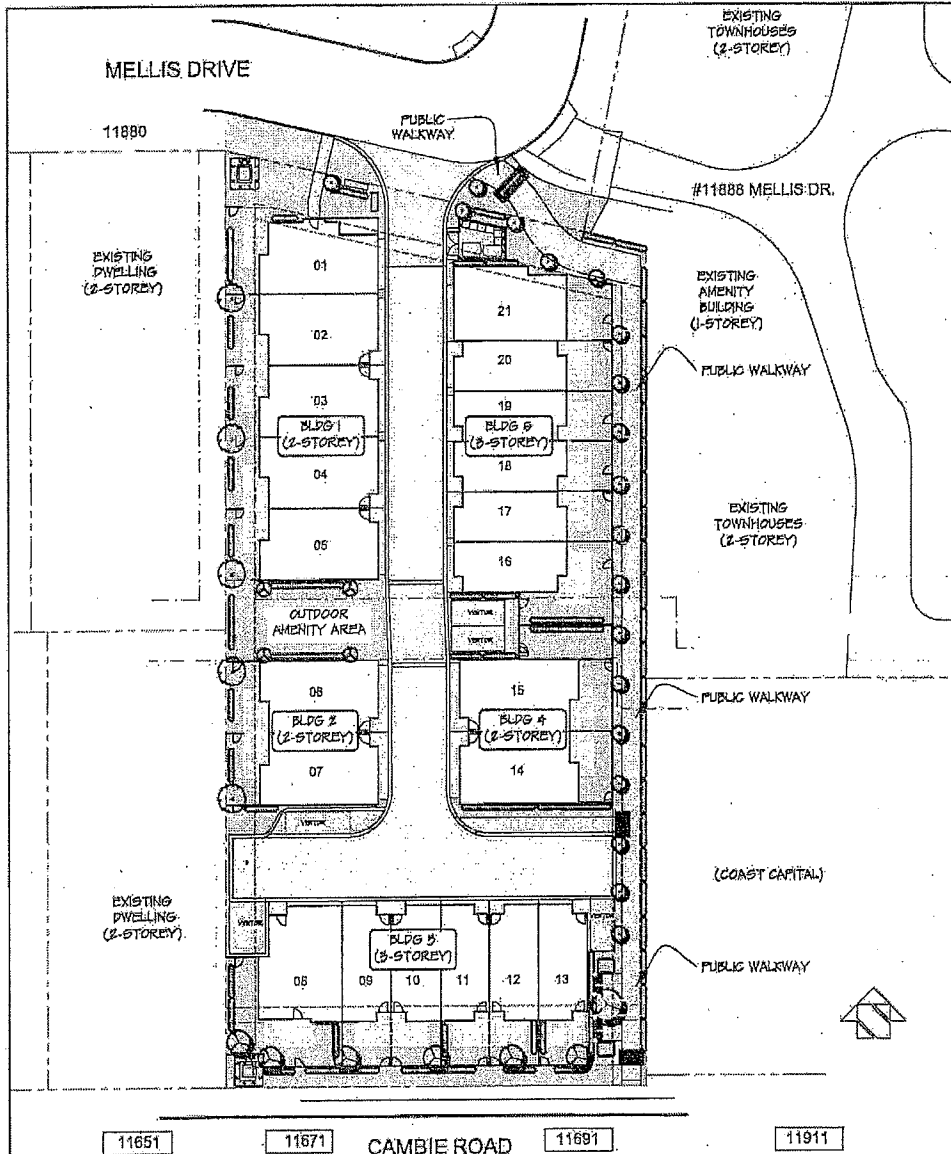
YOU ARE INVITED TO ATTEND

A PUBLIC INFORMATION MEETING TO PROVIDE INPUT

LOCATION: CAMBIE COMMUNITY CENTER, 12800 CAMBIE ROAD
 DATE: WEDNESDAY SEPTEMBER 9, 2015
 TIME: 7:00 PM TO 9:00 PM



OWNER AND OCCUPANT: WE ARE SEEKING YOUR FEEDBACK & SUPPORT



'BURBERRY LANE DEVELOPMENT'

PRESENTS

A PROPOSAL TO DEVELOP A 21-UNIT CLUSTER OF HIGH-QUALITY TOWNHOMES AT 11671 & 11691 CAMBIE ROAD

REZONING CURRENTLY UNDER STAFF REVIEW

- * TWENTY (21) TOWNHOMES ARE PROPOSED IN 5 SEPARATE BUILDINGS
- * SITE ACCESS FROM MELLIS DRIVE
- * A PEDESTRIAN WALKWAY IS PROVIDED THROUGH THE SITE CONNECTING MELLIS DRIVE AND THE TRAFFIC LIGHT INTERSECTION AT CAMBIE AND NO. 5 RD
- * EACH UNIT HAS ENCLOSED PARKING FOR 2 CARS. THERE ARE 5 VISITOR SPACES
- * THE TRAFFIC REPORT PREPARED FOR THIS PROJECT CONCLUDES THAT THERE WILL BE NO SIGNIFICANT NEGATIVE IMPACT ON LOCAL TRAFFIC
- * ZONING VARIANCES ARE REQUESTED:
 - INTERNAL DRIVE AISLE WIDTH REDUCED FROM 6.7 M TO 6.2 M.
 - PRIVATE OPEN SPACE REDUCED FROM 30 M² TO NO LESS THAN 28 M².
- * CITY CONTACT: MINHEE PARK
TEL: 604-276-4188
EMAIL: MPARK@RICHMOND.CA
MAIL: 6011 NO. 3 ROAD
RICHMOND BC V6Y 2C1

FEEDBACK

ADDRESS: 11720 MELLIS DRIVE
NAME: ADAM KHAN
INITIALS: AK

- ☒ I UNDERSTAND THE PROPOSAL
- ☐ I HAVE NO ISSUES WITH THE PROPOSAL
- ☒ I HAVE CONCERNS
- ☒ NOTIFY ME OF THE NEXT CITY PUBLIC MEETING FOR THIS PROJECT

COMMENTS:

- PARKING IS A CONCERN.

- ACCESS FROM MELLIS TO CAMBIE IS GREAT!

FOR COMMENTS TO BE INCLUDED IN THE CITY STAFF REPORT TO BE PRESENTED TO THE CITY'S PLANNING COMMITTEE, ENSURE COMMENTS ARE SUBMITTED BY 5:00 PM WEDNESDAY SEPTEMBER 9, 2015 TO:

PROJECT CONTACT: ASAD KHAN

TEL: 604-558-2202
EMAIL: ASAD@ISLEOFMANNICA
MAIL: #304-10202 CROYDON DR.
SURREY BC V3S 0Z5

YOU ARE INVITED TO ATTEND

A PUBLIC INFORMATION MEETING TO PROVIDE INPUT

LOCATION: CAMBIE COMMUNITY CENTER, 12800 CAMBIE ROAD
DATE: WEDNESDAY SEPTEMBER 9, 2015
TIME: 7:00 PM TO 9:00 PM



September 10, 2015

Emailed to: mpark@richmond.ca

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

Dear Minhee Park,

FEEDBACK RE: PROPOSED REZONING OF 11671 & 11691 CAMBIE ROAD "BURBERRY LANE DEVELOPMENT"


I attended the public information last night hosted by Isle of Mann for a proposal to rezone 11671 & 11691 Cambie Road. I live on Mellis Drive just a few houses down from this development. I am excited about the project and feel the proposed 21 unit townhouse development will greatly improve the former lands. I understand the City OCP currently allows townhouse developments along Cambie Road so it makes sense to permit rezoning of these lands.

The following items were raised at the meeting and I believe the city and developer will address these issues as the project progresses through the approval/consultation process:

- A well lit public walkway from Mellis Drive to Cambie Road is a great idea and will help alleviate pedestrian traffic at Bergen Drive and Cambie Road.
- Concerns over street parking along Mellis Drive and if number of visitor parking stalls proposed is sufficient. I believe 12 of the 21 unit townhouses will have enclosed double side-by-side parking and only 9 units will have tandem parking. Future strata bylaws will restrict the conversion of any enclosed parking space into dwelling space.
- The proposed zoning variance presented at the meeting was different than what was noted in the handout.
- Consideration will be given to upgrade the pedestrian crosswalk signal at Bergen Drive and Cambie Road by the city. This signal does not work with current traffic patterns.
- The proposed architectural style of development fits within the overall form and character of the neighbourhood and project scale feels right. There will be further opportunities during the design development stage to comment on this further.

Overall, the proposed development looks promising and the developer appears to have an excellent track record with delivering quality and sustainable projects. I support this project based on what I see today and look forward to the next city public meeting.

Sincerely,


Adam Khong
11720 Mellis Drive
Richmond, BC V6X 1M1

Park, Minhee

From: Isabel Humphreys [isabel.humphreys@univarcana.com]
Sent: Thursday, 10 September 2015 10:49 AM
To: Park, Minhee
Cc: isabelha47@gmail.com
Subject: Feedback - Burberry Lane Development

Concerns regarding the current proposal for "Burberry Lane" development:

Parking

Each proposed unit has enclosed parking for two cars, however at least 9 of the units have tandem parking. Tandem parking will result in owners seeking a parking alternative – most likely on the street outside – which is Mellis Drive. As you can see in the photo below, the houses on Mellis Drive – which have ample parking with double driveways – are now swamped with parked cars from the existing townhouse complex at 11880 Mellis Drive:



Mellis Drive was never designed for cars parked both sides of the street – it is too narrow. The City installed some "No Parking" signs after multiple accidents in the "L" bend.

The "Burberry Lane" proposal includes 5 visitor spaces. I believe this needs to be increased.

Thanks for your consideration

Bryan and Isabel Alexander
11880 Mellis Drive
Richmond BC V6X 1M1
604-273-7962

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APPENDIX 3 TREE PROTECTION PLAN

SCALED TO FIT
2.5 0 5 10
ALL DISTANCES ARE IN METRES



TREE PROTECTION FENCING

Minimum Radial Distance from trunk

| # | Type | DBH | Metres | Feet |
|----|----------|------|--------|-------|
| 8 | Cherry | 46cm | 2.8m | 9.1ft |
| 9 | Cherry | 48cm | 2.9m | 9.4ft |
| 10 | Cherry | 50cm | 3.0m | 9.8ft |
| 12 | Pine | 28cm | 2.0m | 6.6ft |
| 13 | Pine | 27cm | 2.0m | 6.6ft |
| 16 | Magnolia | 28cm | 1.7m | 5.5ft |

TOWNHOUSE

S.R.W. PLAN 50584

MINIMUM SIDE
SETBACK

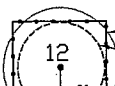
TREE INVENTORY

| # | Type | Action | DBH | MPZ |
|----|----------|--------|----------|------|
| 1 | Apple | Remove | 30/20cm | 2.4m |
| 2 | Hazelnut | Remove | 20/20cm | 2.0m |
| 3 | Plum | Remove | 29cm | 1.7m |
| 4 | Pear | Remove | 23cm | 1.4m |
| 5 | Hazelnut | Remove | 25/20cm | 2.2m |
| 6 | Hazelnut | Remove | 15/15cm | 2.0m |
| 7 | Hazelnut | Remove | 15/15/15 | 2.0m |
| 8 | Cherry | Retain | 46cm | 2.8m |
| 9 | Cherry | Retain | 48cm | 2.9m |
| 10 | Cherry | Retain | 50cm | 3.0m |
| 11 | Cherry | Retain | 45cm | 2.7m |
| 12 | Pine | Retain | 28cm | 2.0m |
| 13 | Pine | Retain | 27cm | 2.0m |
| 14 | Maple | Retain | 30cm | 1.8m |
| 15 | Maple | Retain | 35cm | 2.1m |
| 16 | Magnolia | Retain | 28cm | 1.7m |

EXISTING FIRE
HYDRANT

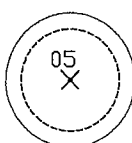
LEGEND

TREE PROPOSED
FOR RETENTION



CANOPY
PROTECTION ZONE
(MPZ)
FENCING DIMENSIONS
IN METRES
PROTECTION
FENCING

TREE PROPOSED
FOR REMOVAL



AREA REQUIRING
ARBORIST SUPERVISION



NOTES:
1. SITE LAYOUT
INFORMATION AND TREE
SURVEY DATA PER
SUPPLIED DRAWING

2. REFER TO ATTACHED
TREE PROTECTION
REPORT FOR
INFORMATION CONCERNING
TREE SPECIES, STEM
DIAMETER, HEIGHT,
CANOPY SPREAD AND
CONDITION.

3. ALL MEASUREMENTS
ARE METRIC

Froggers Creek
Tree Consultants Ltd

7763 McGregor Avenue Burnaby BC V5J 4H4
Telephone: 604-721-6002 Fax: 604-437-0970

11671 and 11691 Cambie Road Richmond BC

TREE PROTECTION DRAWING
THE DRAWING PLOTS ALL TREES, PROPOSED FOR
RETENTION, REMOVAL, THEIR CANOPIES,
PROTECTION ZONES AND PROTECTION FENCING IN
RELATION TO PROPOSED LAYOUT December 21, 2014



Rezoning Considerations

Development Applications Division
6911 No. 3 Road, Richmond, BC V6Y 2C1

Address: 11671 and 11691 Cambie Road

File No.: RZ 14-670471

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9293, the developer is required to complete the following:

1. 2 m road dedication along the entire Cambie frontage.
2. Consolidation of all the lots into one development parcel.
3. Registration of a cross-access easement, statutory right-of-way, and/or other legal agreements or measures, as determined to the satisfaction of the Director of Development, over the full width and extent of the internal drive-aisle in favour of future residential developments to the west to allow future access from the subject property. Language should be included in the SRW document that the City will not be responsible for maintenance or liability within the SRW and that utility SRW under the drive aisle is not required.
4. Registration of a 3.5 metre wide Public Right-of-Passage (PROP) statutory right-of-way along the entire eastern edge of the site for access for a pedestrian walkway, including installation of way-finding signage on the subject property. The City would assume maintenance and liability for hard surfaces and the owner would assume maintenance and liability of soft landscaping.
5. 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 located on the neighbouring properties 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.
6. Registration of a Flood Indemnity Covenant on title.
7. Registration of an Aircraft Noise Sensitive Use Restrictive Covenant on title.
8. City acceptance of the developer's offer to voluntarily contribute \$0.77 per buildable square foot (e.g. \$18,685.7) to the City's public art fund.
9. City acceptance of the developer's offer to voluntarily contribute \$2.00 per buildable square foot (e.g. \$ 48,534.4) to the City's affordable housing fund.
10. Contribution of \$23,000 in-lieu of on-site indoor amenity space.
11. Registration of a legal agreement on title prohibiting the conversion of the tandem parking area into habitable space.
12. Registration of a legal agreement on title identifying that the proposed development must be designed and constructed to meet or exceed EnerGuide 82 criteria for energy efficiency and that all dwellings are pre-ducted for solar hot water heating.
13. Enter into a Servicing Agreement* for the design and construction of engineering infrastructure improvements. Works include, but may not be limited to:

Cambie Road Frontage Improvements

- a) Along the Cambie Road frontage, a minimum 1.5m wide new concrete sidewalk at the new property line and a minimum of 1.5m treed/landscape boulevard

Intersection of Bergen Drive and Cambie Road

- a) Installation of side street detection and count-down timer
- b) All civil, utility and traffic signal modifications required due to this development are sole responsibility of the developer including but not limited to:
 - Traffic pole/base relocations
 - Hydro pole relocation and other utility relocation
 - Junction box/conduit relocations
 - Associated traffic signal cable/conductors and vehicle detector loops.
 - Signal head additions or modifications

PLN - 57

Initial: _____

- Pavement markings and signage, including yellow truncated dome tactile warning strips
- Traffic signal modification design drawings (to be identified during the SA process) the design of the intersection is to be the TAC standard for intersection design.

Intersection of Cambie Road and No. 5 Road

- a) Contribution of \$20,000 related to provision of Accessible Pedestrian Signal (APS) and illuminated street signs

Mellis Drive Frontage Improvements

- a) Along the Mellis Drive frontage, a minimum 1.5m wide new concrete sidewalk at the new property line and a minimum of 1.5m treed/landscape boulevard. Road pavement modification and existing curb alignment works may be required to smooth out the roadway near the vicinity of the site. Additional signage and pavement marking may be required.
- b) SA should demonstrate two SU9 trucks passing simultaneously in opposing directions, with adequate clearance eastbound to northbound on Mellis Drive.

Water Works

- a) Using the OCP Model, there is 144 L/s of water available at a 20 psi residual at the Cambie Road frontage, and 199 L/s of water available at a 20 psi residual at the Mellis Drive frontage. Based on the proposed development, the site requires a minimum fire flow of 220 L/s. Upgrade to the frontage water main along Mellis Dr and Cambie Road may be required. Or alternatively, the developer should submit fire flow calculations signed and sealed by a professional engineer based on the Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) to confirm that there is adequate available flow for onsite fire protection without upgrading the existing frontage water main.
- b) The two existing water service connections along the Cambie Road frontage are to be disconnected. Site water service to tie-in to Mellis Drive. Details to be finalized in the Servicing Agreement designs.

Storm Sewer Works

- a) Replace the existing storm manhole SMH2425 (fronting of 11911 Cambie Road) with a 1200mm diameter, and upgrade the frontage storm sewer main to 600mm diameter from SMH2425 to another new 1200mm diameter manhole at the west PL. Details to be finalized in the Servicing Agreement designs.
- b) Site storm drainage is to be directed towards Cambie Road, and one of the exiting tie-in points at Cambie Road is to be utilized for service connection; all other service connections are to be abandoned and/or removed at developer's cost. Details to be finalized in the Servicing Agreement designs.
- c) There is a shared IC with 11911 Cambie Road in the SE corner; the developer is required to confirm if 11911 Cambie Road is utilizing this IC. If yes, cap the west connection at IC and maintain the service to 11911 Cambie Road; if no, remove the IC and connections altogether as mentioned in item b.

Sanitary Sewer Works

- a) No upgrade is required to the sanitary sewer mains.
- b) The existing sanitary ICs and connections in the SROW are to be removed. Site sanitary service to tie-in to a new manhole on Mellis Drive at the west property line. Details to be finalized in the Servicing Agreement designs.

Private Utilities

- a) Developer is responsible for under-grounding of the property's electrical and telecommunication services along Cambie Road and Mellis Drive. The developer shall provide private utility companies with the required rights-of-ways for their equipment (e.g. Vista, PMT, LPT, SAC Pad, kiosks, etc.) and/or to accommodate the future under-grounding of the overhead lines. These equipments must be located on private property and not within the City's SROWs or Public Rights of Passage and not impact public amenities such as sidewalks, boulevards and bike paths. The developer is responsible for coordination with private utility companies.

General Items

- a) Additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering may be required, including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering,

drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.

14. The submission and processing of a Development Permit* completed to a level deemed acceptable by the Director of Development.

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

1. Complete an acoustical and thermal report and recommendations prepared by an appropriate registered professional, which demonstrates that the interior noise levels and noise mitigation standards comply with the City's Official Community Plan and Noise Bylaw requirements. The standard required for air conditioning systems and their alternatives (e.g. ground source heat pumps, heat exchangers and acoustic ducting) is the ASHRAE 55-2004 "Thermal Environmental Conditions for Human Occupancy" standard and subsequent updates as they may occur. Maximum interior noise levels (decibels) within the dwelling units must achieve CMHC standards follows:

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

2. Complete a proposed townhouse energy efficiency report and recommendations prepared by a Certified Energy Advisor which demonstrates how the proposed construction will meet or exceed the required townhouse energy efficiency standards (EnerGuide 82 or better), in compliance with the City's Official Community Plan.

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

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

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

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

Note:

* This requires a separate application.

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

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

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

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ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.

- Applicants for all City Permits are required to comply at all times with the conditions of the Provincial *Wildlife Act* and Federal *Migratory Birds Convention Act*, which contain prohibitions on the removal or disturbance of both birds and their nests. Issuance of Municipal permits does not give an individual authority to contravene these legislations. The City of Richmond recommends that where significant trees or vegetation exists on site, the services of a Qualified Environmental Professional (QEP) be secured to perform a survey and ensure that development activities are in compliance with all relevant legislation.

Signed

Date



RZ 14-670471

Attachment D

Address: 11671 and 11691 Cambie Road

Applicant: Interface Architecture Inc.

Planning Area(s): East Cambie

| | Existing | Proposed |
|-----------------------------------|---------------------------|--|
| Owner: | 1058460 B.C. Ltd. | No Change |
| Site Size (m²): | 3,844 m ² | 3,757.7 m ² (after road dedication) |
| Land Uses: | Single Family Residential | Multi-family Residential |
| OCP Designation: | Neighbourhood Residential | No Change |
| Area Plan Designation: | Residential | No Change |
| 702 Policy Designation: | N/A | No Change |
| Zoning: | Single Detached (RS1/E) | Low Density Townhouses (RTL4) |
| Number of Units: | 2 | 20 |
| Other Designations: | N/A | No Change |

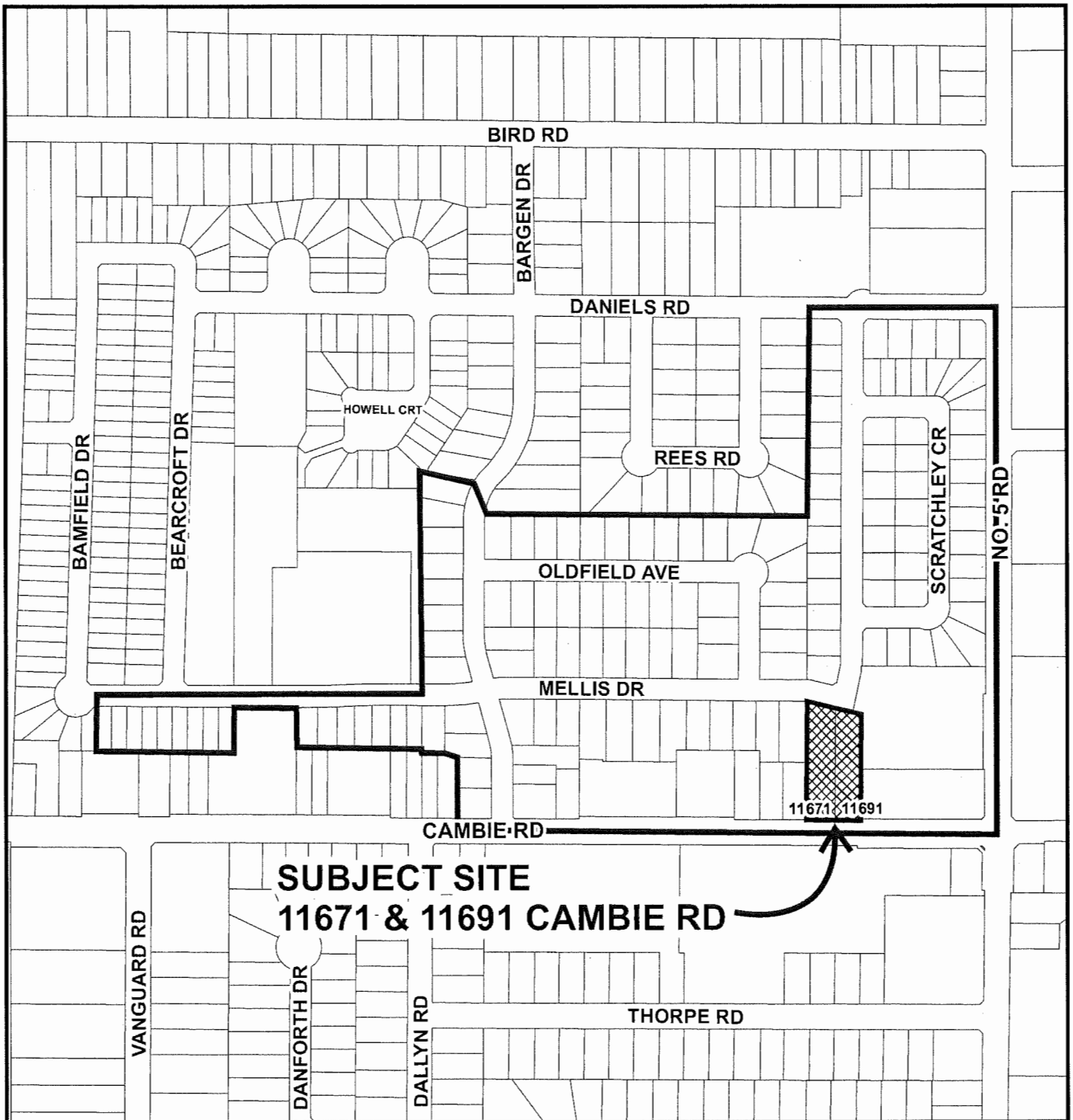
| On Future Subdivided Lots | Bylaw Requirement | Proposed | Variance |
|--|------------------------------|--------------------------------|---------------------------|
| Floor Area Ratio: | Max. 0.6 | 0.6 Max. | none permitted |
| Lot Coverage – Building: | Max. 40% | 40% Max. | none |
| Lot Coverage – Non-porous Surfaces: | Max. 65% | 65% Max. | none |
| Lot Coverage – Landscaping: | Min. 25% | 25% Min. | none |
| Setback – Front Yard (Cambie Road) (m): | Min. 6 m | Min. 4.5 m | Variance requested |
| Setback – West Side Yard (m): | Min. 3 m | 3.3 m | none |
| Setback – East Side Yard (m): | Min. 3 m | 6.7 m | none |
| Setback – Rear Yard (Mellis Drive) (m): | Min. 6 m | Min. 4.5 m | Variance Requested |
| Height (m): | 12.0 m (3 storeys) | 12.0 m & 3 storeys Max. | none |
| Lot Dimensions (m): | Width: 50 m Depth: 35 m | Width: 43.3 m Depth: 86.7 m | Variance Requested |
| Off-street Parking Spaces – Regular (R) / Visitor (V): | 2.0 (R) and 0.2 (V) per unit | 2 (R) and 0.2 (V) per unit | none |
| Off-street Parking Spaces – Total: | 40 (R) and 4 (V) | 40 (R) and 4 (V) | none |

| On Future Subdivided Lots | Bylaw Requirement | Proposed | Variance |
|---|--|--|----------|
| Tandem Parking Spaces: | Max. 50% of proposed residential spaces in enclosed garages (40 x Max. 50% = 20) | 20 | none |
| Small Car Parking Spaces | Max. 50% when 31 or more spaces are provided on site (44 x Max. 50% = 22) | 10 | none |
| Handicapped Parking Spaces | Min. 2% when 11 or more spaces are required (44 x 2% = 1 space) | 1 | none |
| Bicycle Parking Spaces – Class 1 / Class 2: | 1.25 (Class 1) and 0.2 (Class 2) per unit | 1.5 (Class 1) and 0.2 (Class 2) per unit | none |
| Off-street Parking Spaces – Total: | 25 (Class 1) and 4 (Class 2) | 30 (Class 1) and 4 (Class 2) | none |
| Amenity Space – Indoor: | Min. 70 m ² or Cash-in-lieu | Cash-in-lieu | none |
| Amenity Space – Outdoor: | Min. 6 m ² x 20 units = 120 m ² | 154 m ² Min. | none |

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



City of
Richmond



RZ 14-670471
October 5, 2016 Open
House Notification Area

Original Date: 02/15/17

Revision Date:

Note: Dimensions are in METRES

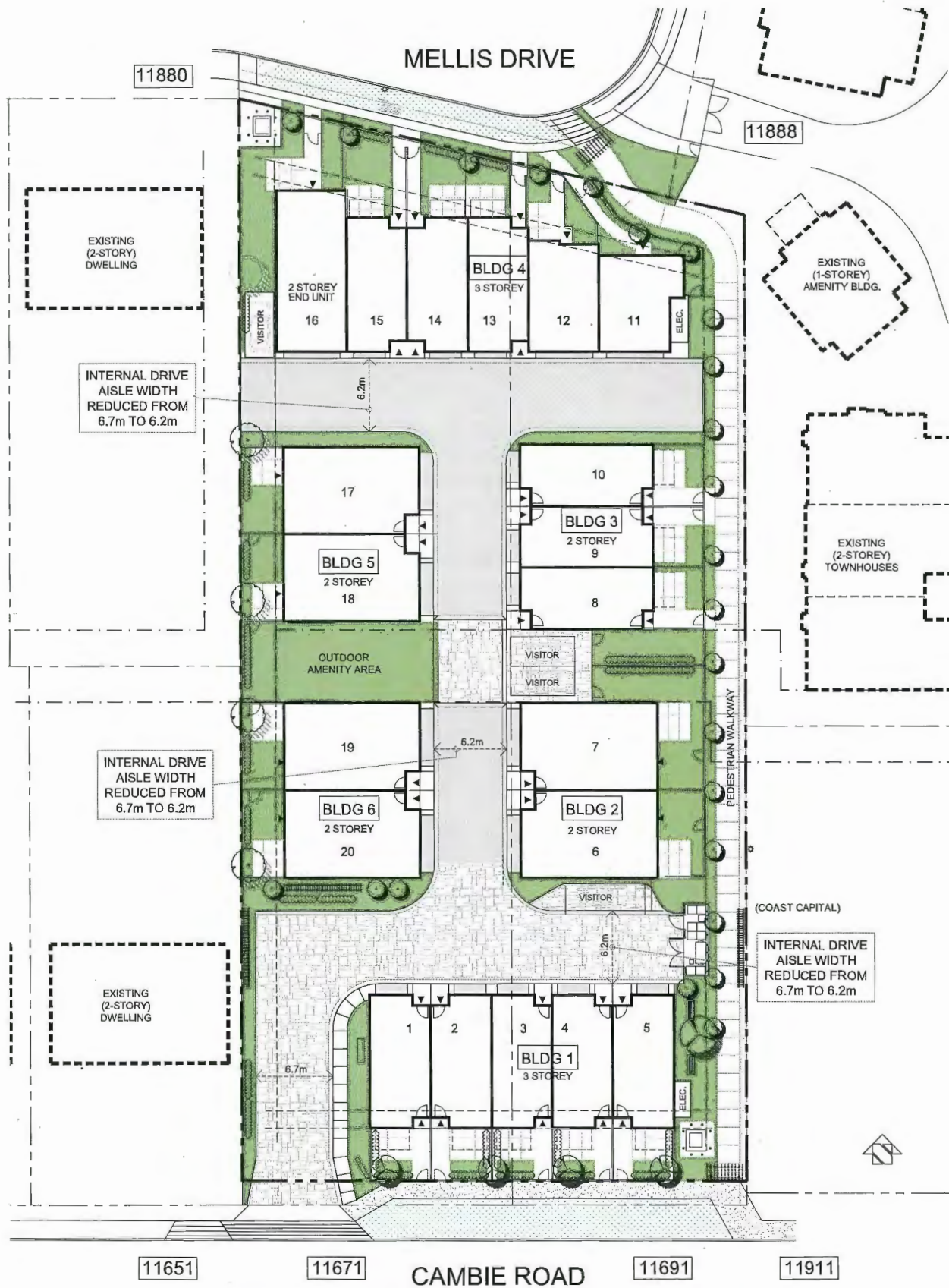


PLN - 64

11691

11590 Camble Road
Richmond BC
Canada V6X 3Z5

T 604 821 1162
F 604 821 1146
www.interfacearchitecture.com



**PROPOSED 20-UNIT
TOWNHOUSE DEVELOPMENT**
11671, 11691 CAMBIE ROAD, RICHMOND, BC

PLN 65

**SITE PLAN
(OPTION B)**

INTERFACE:

Suite 230
11590 Cambie Road
Richmond BC
Canada V6X 3Z5

T 604 821 1162
F 604 821 1146
www.interfacearchitecture.com

COMMENT SHEET

PROPOSED 20-UNIT PROJECT: 11671, 11691 CAMBIE ROAD, RICHMOND

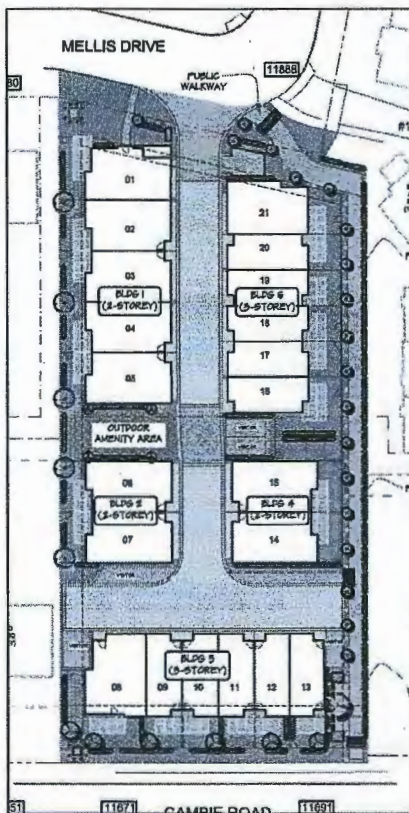
I feel that the revised options are much more suitable to the neighbourhood than the original site plan. With the driveway opening onto Cambie Rd, this will alleviate traffic concerns on Mellis Drive. I ^{prefer} ~~think~~ Option A over Option B.

(for more space, use back of sheet)

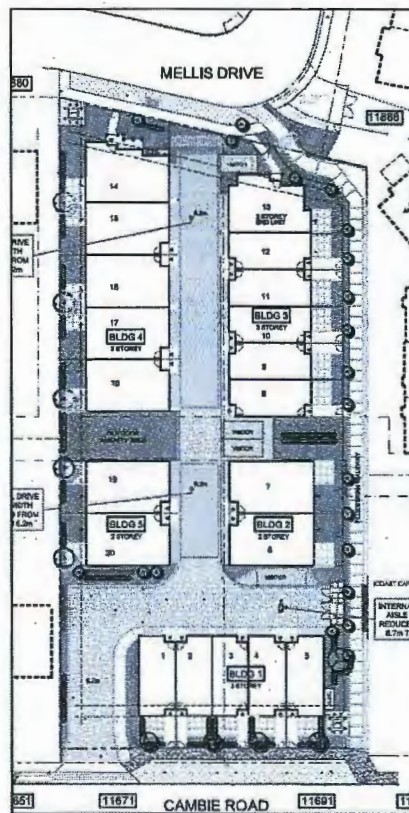


PROPOSED CAMBIE ROAD ELEVATION

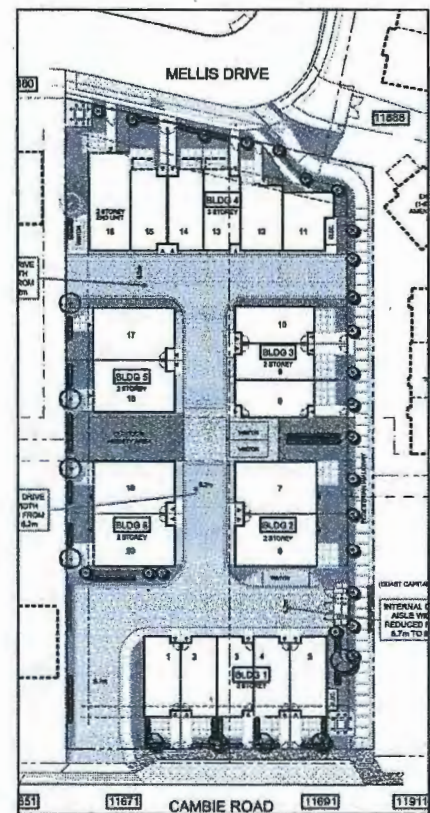
YOUR CONTACT INFORMATION:

NAME: Winnie Tsang (print clearly)ADDRESS: 15-11888 Mellis Dr
Richmond, BC (print clearly)
V6X 1M1PLEASE CHECK ONE: ☒ OWNER ☐ RENTER

PREVIOUS SITE PLAN (SEPT 2015)



CURRENT SITE PLAN (OPTION A)



CURRENT SITE PLAN (OPTION B)

COMMENT SHEET

PROPOSED 20-UNIT PROJECT: 11671, 11691 CAMBIE ROAD, RICHMOND

Either Option A or B addresses previous concerns of residents. I prefer Option A. This layout is more inviting. The townhouses don't have their back towards Mellis Drive.

(for more space, use back of sheet)

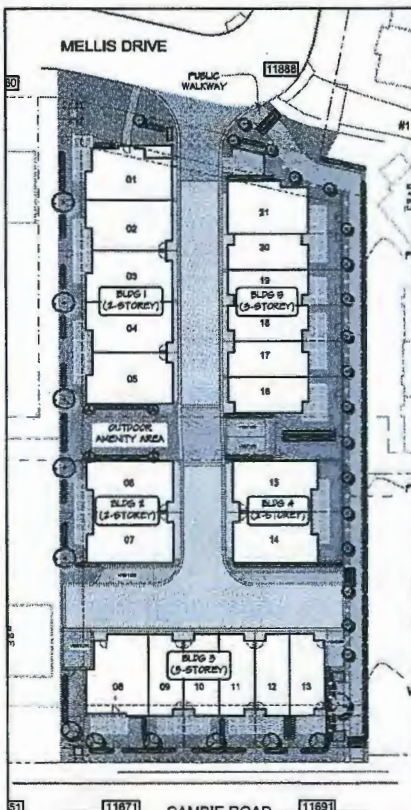


PROPOSED CAMBIE ROAD ELEVATION

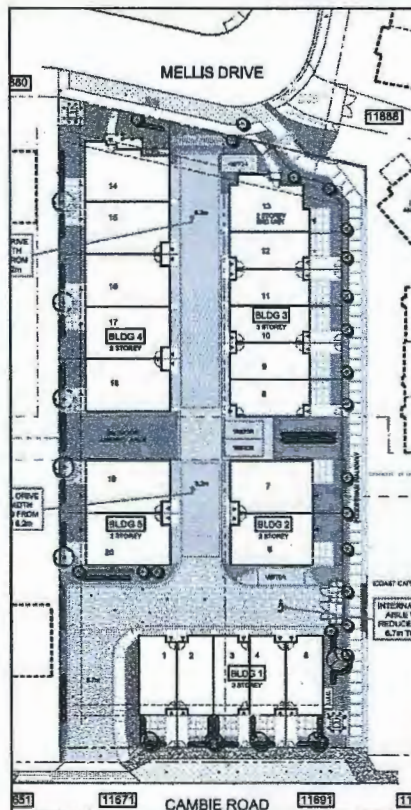
YOUR CONTACT INFORMATION:

NAME: Adam Khong (print clearly)
 ADDRESS: 11720 Mellis Drive (print clearly)

PLEASE CHECK ONE: ☒ OWNER ☐ RENTER



PREVIOUS SITE PLAN (SEPT 2015)



CURRENT SITE PLAN (OPTION A)



CURRENT SITE PLAN (OPTION B)

COMMENT SHEET

PROPOSED 20-UNIT PROJECT: 11671, 11691 CAMBIE ROAD, RICHMOND

I UNDERSTAND THE PROPOSAL.

(for more space, use back of sheet)

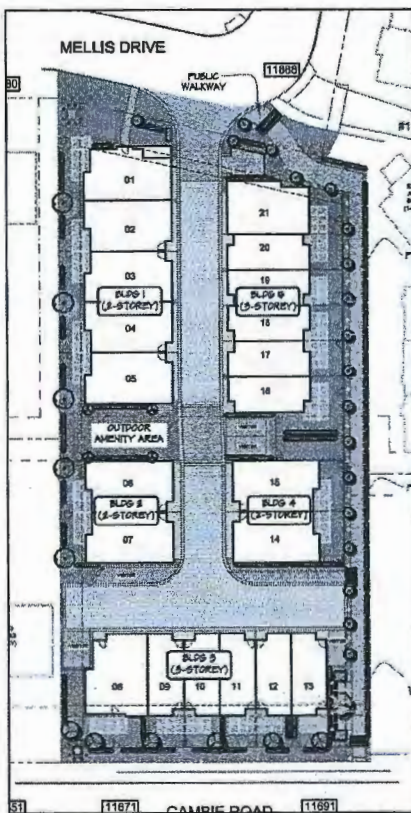


PROPOSED CAMBIE ROAD ELEVATION

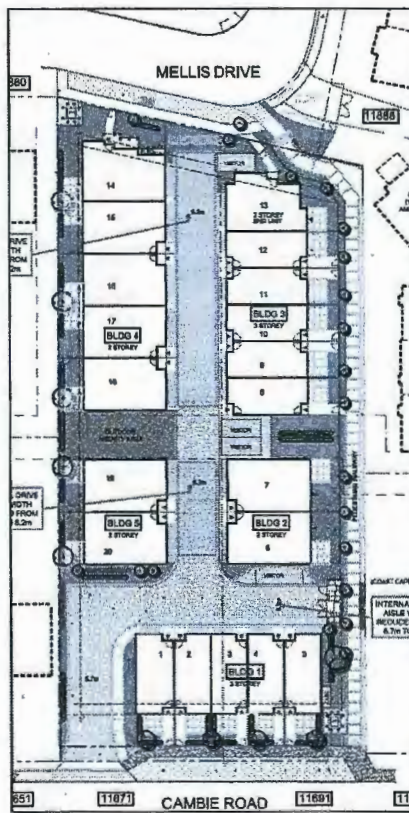
YOUR CONTACT INFORMATION:

NAME: BRENDA TSE
 ADDRESS: 3-11888 MELLIS DRIVE

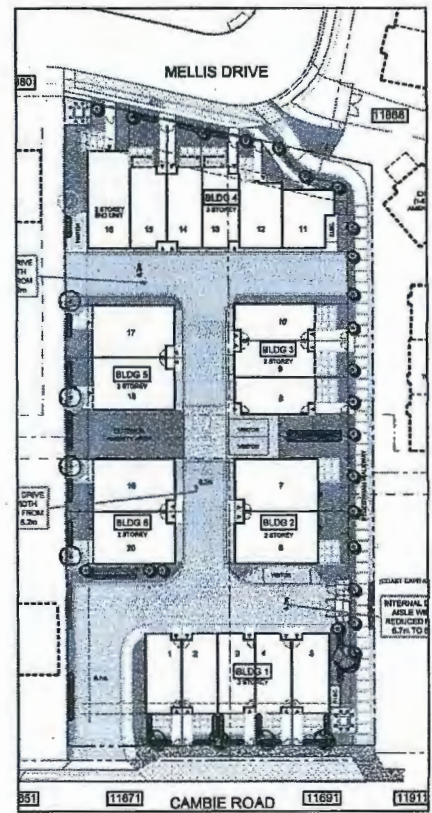
PLEASE CHECK ONE: ☒ OWNER ☐ RENTER



PREVIOUS SITE PLAN (SEPT 2015)



CURRENT SITE PLAN (OPTION A)



CURRENT SITE PLAN (OPTION B)



Address: 11671 and 11691 Cambie Road

File No.: RZ 14-670471

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9293, the developer is required to complete the following:

1. Consolidation of all the lots into one development parcel.
2. Dedicate 2.0 m across the entire Cambie Road frontage.
3. Registration of a 3.5 m wide Public Right-of-Passage (PROP) statutory right-of-way along the entire eastern edge of the site for access for a pedestrian walkway; including installation of way-finding signage on the subject property. The City would assume maintenance and liability for hard surfaces and the owner would assume maintenance and liability of soft landscaping.
4. Registration of a cross-access easement, statutory right-of-way (SRW), and/or other legal agreements or measures; as determined to the satisfaction of the Director of Development, over the full width and extent of the entry driveway in favour of future residential developments to the west to allow future access from the subject property. Language should be included in the SRW document that the City will not be responsible for maintenance or liability within the SRW and that utility SRW under the drive aisle is not required.
5. Registration of a legal agreement on Title ensuring that the only means of vehicle access is to and from Cambie Road; with limited turning movement at site access to right-in/right-out only; and that there be no vehicle access to or from Mellis Drive.
6. Registration of a Flood Indemnity Covenant on Title.
7. Registration of an Aircraft Noise Sensitive Use Restrictive Covenant on Title.
8. Registration of a legal agreement on Title prohibiting the conversion of the tandem parking area into habitable space.
9. Registration of a legal agreement on Title identifying that the proposed development must be designed and constructed to meet or exceed EnerGuide 82 criteria for energy efficiency and that all dwellings are pre-ducted for solar hot water heating.
10. 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 located on the neighbouring properties 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.
11. City acceptance of the developer's offer to voluntarily contribute \$0.83 per buildable square foot (e.g. \$20,143.54) to the City's Public Art fund.
12. City acceptance of the developer's offer to voluntarily contribute \$4.00 per buildable square foot (e.g. \$ 97,077.28) to the City's affordable housing fund.
13. Contribution of \$21,000 in-lieu of on-site indoor amenity space.
14. Enter into a Servicing Agreement* for the design and construction of engineering infrastructure improvements. Works include, but may not be limited to:

Cambie Road Frontage Improvements

- a) Along the Cambie Road frontage, a minimum 2.0 m wide new concrete sidewalk at the new property line and a minimum of 1.5 m treed and landscape boulevard within the remaining width to the existing curb.

Mellis Drive Frontage Improvements

- a) New 1.5 m concrete sidewalk at property line and a minimum 1.5 m landscaped and treed boulevard to existing curb.

Public Walkway along the East Property Line

- a) The paved pathway to be 2.5 m with landscaped buffer on either side.
- b) Installation of way-finding signage.

Intersection of Bergen Drive and Cambie Road

- a) Installation of side street detection and count-down timer.
- b) All civil, utility and traffic signal modifications required due to this development are the sole responsibility of the developer including but not limited to:
 - Traffic pole/base relocations and/or new additions if required.
 - Hydro pole relocation and other utility relocation if required.
 - Junction box/conduit relocations and/or new additions if required.
 - Associated traffic signal cables/conductors and vehicle detector loops.
 - Signal head additions or modifications including countdown timer and flasher.
 - Pavement markings and signage.
 - Traffic signal modification design drawings (details to be identified during the SA process).

Intersection of Cambie Road and No. 5 Road

- a) Contribution of \$20,000 related to provision of Accessible Pedestrian Signal (APS) and illuminated street signs.

Water Works

- a) Using the OCP Model, there is 144 L/s of water available at a 20 psi residual at the Cambie Road frontage, and 199 L/s of water available at a 20 psi residual at the Mellis Drive frontage. Based on the proposed development, the site requires a minimum fire flow of 220 L/s. Upgrade to the frontage water main along Mellis Drive and Cambie Road may be required. Or alternatively, the developer should submit fire flow calculations signed and sealed by a professional engineer based on the Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) to confirm that there is adequate available flow for onsite fire protection without upgrading the existing frontage watermain.
- b) The two existing water service connections along the Cambie Road frontage are to be disconnected. Site water service to tie-in to Mellis Drive. Details to be finalized in the Servicing Agreement designs.

Storm Sewer Works

- a) Replace the existing storm manhole SMH2425 (fronting of 11911 Cambie Road) with a 1200 mm diameter, and upgrade the frontage storm sewer main to 600 mm diameter from SMH2425 to another new 1200 mm diameter manhole at the west property line. Details to be finalized in the Servicing Agreement designs.
- b) Site storm drainage is to be directed towards Cambie Road, and one of the exiting tie-in points at Cambie Road is to be utilized for service connection; all other service connections are to be abandoned and/or removed at developer's cost. Details to be finalized in the Servicing Agreement designs.
- c) There is a shared IC with 11911 Cambie Road in the south-east corner; the developer is required to confirm if 11911 Cambie Road is utilizing this IC. If yes, cap the west connection at IC and maintain the service to 11911 Cambie Road; if no, remove the IC and connections altogether as mentioned in item b.

Sanitary Sewer Works

- a) No upgrade is required to the sanitary sewer mains.
- b) The existing sanitary ICs and connections in the SROW are to be removed. Site sanitary service to tie-in to a new manhole on Mellis Drive at the west property line. Details to be finalized in the Servicing Agreement designs.

Private Utilities

- a) Developer is responsible for under-grounding of the property's electrical and telecommunication services along Cambie Road and Mellis Drive. The developer shall provide private utility companies with the required rights-of-ways for their equipment (e.g. Vista, PMT, LPT, SAC Pad, kiosks, etc.) and/or to accommodate the future under-grounding of the overhead lines. These equipments must be located on private property and not within the City's SROWs or Public Rights of Passage and not impact public amenities such as sidewalks, boulevards and bike paths. The developer is responsible for coordination with private utility companies.

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

Note:

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Signed

Date



**Richmond Zoning Bylaw 8500
Amendment Bylaw 9293 (RZ 14-670471)
11671 and 11691 Cambie Road**

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

1. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following area and by designating it **"LOW DENSITY TOWNHOUSES (RTL4)"**.

P.I.D. 000-527-360

Lot B Except: Part Subdivided by Plan 83682, Section 25 Block 5 North Range 6 West New Westminster District Plan 9472

and

P.I.D. 011-397-781

Lot A Except: Part Subdivided by Plan 83682, Section 25 Block 5 North Range 6 West New Westminster District Plan 9472

2. This Bylaw may be cited as **"Richmond Zoning Bylaw 8500, Amendment Bylaw 9293"**.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

MINISTRY OF TRANSPORTATION AND
INFRASTRUCTURE APPROVAL

ADOPTED

MAYOR

CORPORATE OFFICER

| |
|--|
| CITY OF RICHMOND |
| APPROVED by BK |
| APPROVED by Director or Solicitor JA |



City of Richmond

Report to Committee Planning and Development Division


To: Planning Committee
From: Wayne Craig
Director, Development

Date: February 22, 2017
File: RZ 14-674068

Re: Application by Matthew Cheng Architect Inc. for Rezoning at 8480 No. 5 Road
from "Agriculture (AG1)" to "Assembly (ASY)"

Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9537, for the rezoning of 8480 No. 5 Road from "Agriculture (AG1)" to "Assembly (ASY)", be introduced and given first reading.


Wayne Craig
Director, Development

DB:blg
Att. 10

REPORT CONCURRENCE

CONCURRENCE OF GENERAL MANAGER



FOR JOE FRANK

Staff Report

Origin

Matthew Cheng Architect Inc., on behalf of the Tung Cheng Yuen Buddhist Association, has applied to the City of Richmond to rezone the site at 8480 No. 5 Road from "Agriculture (AG1)" to "Assembly (ASY)" to permit development of a Buddhist temple. The site has been cleared of buildings and is currently vacant. A location map and aerial photograph are included in Attachment 1.

Findings of Fact

Exception from the Agricultural Land Commission (ALC) Act

The subject site is located within in the Agricultural Land Reserve (ALR). The Agricultural Land Commission (ALC) has confirmed (Attachment 2) that because the property was on separate Certificate of Title, and was less than two acres in size as of December 21, 1972 when the ALR was established, it is not subject to the restrictions on the use of agricultural land contained in the *Agricultural Land Commission Act* and BC Regulation 171/2002 (Agricultural Land Reserve Use, Subdivision and Procedure Regulation). No application or approval from the ALC is required for this development.

Project Description

The subject site is 3,416.7 m² (36,777.46 ft²) in area. The proposed temple building will be a two-storey building, approximately 1,308.07 m² (14,080 ft²) in floor area. The building will contain parking on the ground level, a dining hall, offices, a library, and a dormitory containing two sleeping units on the main floor; and a worship hall on the top floor. The proposed uses are permitted under the "Assembly (ASY)" zone.

Attachment 3 shows a building elevation plan which fully meets the ASY zone with no variances and 12 m (39.37 ft.) in height. This plan set represents the subject of this Rezoning Application.

Attachment 4 shows a modified building elevation which would exceed the existing ASY zone's 12 m (39.4 ft.) maximum height regulation by approximately 2.09 m (6.86 ft.). The modification would be to accommodate a distinctive roof peak that is more in keeping with traditional Chinese temple architecture. A separate Development Variance Permit (DVP) will be required if the applicant wishes to pursue a variance to the height of the building. A discussion of the issues related to a DVP are discussed more fully later in this report.

A Development Application Data Sheet providing details about the development proposal is contained in Attachment 5.

Surrounding Development

North: A property owned by the Shia Muslim Community of BC; at 8320 No. 5 Road on a split- zoned site; "Assembly (ASY)" on the westerly 110 m and "Agriculture (AG1)" on the eastern portion, and located within the ALR and the No. 5 Road Backlands Policy area.

- East and South: A property owned by the Shia Muslim Community of BC; at 8580 No. 5 Road on a split-zoned site, “Assembly (ASY)” on the westerly one-third of the property (approximately 1.3 ha) and “Agriculture (AG1)” on the eastern portion. The site is located within the ALR and the No. 5 Road Backlands Policy area.
- West: Directly across No. 5 Road; at 8451 No. 5 Road, is a split-zoned property with “Roadside Stand (CR)” on the front portion and “Agriculture (AG1)” on the back portion. The property is located within the ALR, but is not located within the No. 5 Road Backlands Policy area.

Related Policies & Studies

2041 Official Community Plan/No. 5 Road Backlands Policy

The site is designated “Community Institutional” in the 2041 Official Community Plan (OCP) and “Agriculture, Institutional and Public” in the East Richmond McLennan Sub-Area Plan. The proposed development complies with the existing OCP and the Sub-Area Plan land use designation (Attachment 6).

As the entire site is designated “Community Institutional” in the OCP and it is entirely located within 110 m of No. 5 Road; the area designated for institutional uses; the applicant is not required to farm the site.

Floodplain Management Implementation Strategy

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

Public Consultation

A rezoning sign has been installed on the subject property. Staff received two inquiries from the public regarding the application in response to the placement of the rezoning sign on the property. One e-mail was received from a member of the public who wanted to obtain more information about the application; the inquirer did not raise any specific concerns.

The other inquiry was from Shia Muslim Community of BC; which owns immediately neighbouring sites at 8320 No.5 Road (to the north) and 8580 No. 5 Road (to the south and east). The Muslim congregation submitted written comments on May 5, 2016, to express concerns that the height and massing of the building that was originally proposed for the site is out of character with the existing streetscape (Attachment 7). The Buddhist Association’s original proposal was for a building that was approximately 6 m (19.68 ft.) over the 12 m maximum height allowed under the ASY zoning.

In response to the concerns raised, the applicant made extensive revisions to their plans; reducing the overall height of the building, altering the shape of the roof peak to reduce the extent of the area requiring a height variance; and moving the building northward and closer to No. 5 Road – effectively moving further away from the adjacent Muslim building.

A revised plan indicating a building of approximately 14.09 m (46.23 ft.) in height was forwarded to the Shia Muslim Community for review and comment on December 20, 2016 and a follow up meeting between staff and representatives of the Shia Muslim Community took place on January 11, 2017. The Muslim representatives were appreciative of the changes, but did ask whether the building height could be reduced further, or that the building be moved to the north. Having reviewed the request, the applicant determined that neither option was possible without significant implications and they have requested the application to proceed. Staff have kept the Muslim Community apprised of this.

Should the Planning Committee endorse the rezoning application and Council grant first reading to the rezoning bylaw, the bylaw will be forwarded to a Public Hearing; where any area resident or interested party will have an opportunity to comment. A separate application will be required to address any variance to the building height. As shown in Attachment 3 the Architect has provided plans showing the ability for the site to be developed in accordance with the ASY zone.

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

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

Agricultural Advisory Committee (AAC)

The AAC reviewed the application at its meeting held on February 4, 2016, and passed the following motion.

That the rezoning application at 8480 No. 5 Road be supported as presented.

Carried Unanimously

The minutes of the meeting are included in Attachment 8.

Analysis

Vehicular Access and Parking

Vehicle access is provided by a single driveway access from No. 5 Road at the southwest corner of the property. At grade parking is provided along the perimeter of three sides of the site, located away from No. 5 Road.

The applicant has provided a parking study prepared by a transportation consultant to assess the parking needs of the site. The report notes that the proposed temple is expected to have very little activity on weekdays, and the proposed parking spaces to be provided can accommodate the estimated parking demand during weekly peak attendance period and special events. The applicant has also obtained a letter from the neighbour at 8600 No. 5 Road (India Cultural Centre) permitting the proposed temple to use four parking spaces located at 8600 No. 5 Road in case overflow parking is required during high attendance events.

The proposal will provide 75 parking spaces including two handicapped spaces. One medium sized loading stall is also provided in the northeast corner of the property. The provided parking fully meets the required amount of parking under the "Assembly (ASY)" zone.

Transportation staff reviewed the proposed driveway and parking configuration and have no concerns.

Site Layout and Design

The temple building is proposed to be located with its main entrance fronting onto No. 5 Road and parking located along the sides and rear of the site. The building will be setback from the front property line by approximately 7.7 m allowing for a landscaped area along No. 5 Road. The perimeter of the site will be landscaped with various trees and shrubs, providing a visual relief from the adjacent properties. Permeable pavers are used for all the parking spaces adjacent to the property boundaries.

The building's design will be reflective of a traditional Buddhist architectural style incorporating symmetry, various traditional ornamental features, and a modified version of the traditional Chinese temple roof design. Handicapped parking stalls are located near the front entrance and near an elevator for individuals who may require assistance to enter the building.

Anticipated Variance

As noted at the beginning of this report, Attachment 3 shows a building elevation plan which fully meets the ASY zone with a 12 m (39.37 ft.) in building height and no variances. Attachment 4 shows a modified building design with a building height of 14.09 m (46.22 ft.) that exceeds the existing ASY zone's maximum height regulation by 2.09 m (6.86 ft.).

The applicant has indicated that the taller building design illustrated in Attachment 4 is their strong preference as it accommodates a ceremonial roof peak design that is more reflective of traditional Buddhist temple architecture. Staff have made the applicant aware of concerns raised by the adjacent property owners and indicated that they would need to work with their neighbours if they wish to pursue a variance to the height of the building. Staff note that the applicant has made significant modifications to the site plan and reductions to their building design in response to the concerns raised.

Should the applicant wish to pursue the taller building design in Attachment 4 a separate Development Variance Permit application that will need to be considered by the Development Permit Panel on its own merits and by Council for issuance. Staff will again encourage the applicant to work with the neighbours to address their concerns as part of that application.

Tree Retention and Replacement

The applicant has submitted a Certified Arborist Report; which identifies on-site and off-site tree species, assesses their condition, and provides recommendations on tree retention and removal in relation to the proposed development. The Report identifies 10 trees located on City property, 14 trees located on the subject site, 14 jointly-owned trees with 8580 No. 5 Road, one jointly-owned tree with 8320 No. 5 Road, 11 trees located on the neighbouring property to the

north at 8320 No. 5 Road, and eight trees located on the neighbouring property to the south at 8580 No. 5 Road.

The City's Tree Preservation Coordinator and Parks Department Arborist have reviewed the report, conducted visual tree assessments and provide the following comments; which are consistent with the Arborist Report submitted:

- 14 on-site trees (Tag #1, 2, 4, 5, 6, 7, 10, 23, 25, 30, 34, 35, 36 and 37) to be removed due to poor condition.
- 14 jointly-owned trees (Tag #9, 11, 12, 13, 14, 16, 20, 21, 22, 24, 26, 27, 28 and 29) to be removed due to poor condition. The applicant has obtained a letter from the neighbour at 8580 No. 5 Road authorizing the removal of these jointly-owned trees.
- Six off-site trees (Tag #15, 17, 18, 19, 31 and 32); located on the neighbour's site at 8580 No. 5 Road to be removed due to poor condition. The applicant has obtained a letter from the neighbour at 8580 No. 5 Road authorizing the removal of these trees.
- 11 off-site trees (Tag # NT4, NT5, NT6, NT7, NT8, NT9, NT10, NT11, NT12, NT13 and NT14) located at 8320 No. 5 Road and one jointly-owned tree (Tag #33) to be protected.
- There are 10 City-owned trees adjacent to the site. Nine City-owned trees (Tag # 8, NT15, NT 16, NT17, NT18, NT19, NT20, NT21 and NT22) to be removed due to poor condition and one City-owned tree (Tag #NT1) to be protected. Tag #8 is only a stump, so no compensation is necessary.
- Provide tree protection as per City of Richmond Tree Protection Information Bulletin Tree-03.
- Replacement trees should be specified at 2:1 ratio as per the OCP.

Tree Replacement

The applicant wishes to remove 14 on-site trees (Trees # Tag #1, 2, 4, 5, 6, 7, 10, 23, 25, 30, 34, 35, 36 and 37) and 14 jointly-owned trees (Tag #9, 11, 12, 13, 14, 16, 20, 21, 22, 24, 26, 27, 28 and 29). The 2:1 replacement ratio would require a total of 56 replacement trees. The applicant has agreed to plant a total of 58 trees. The required replacement trees are to be of the following minimum sizes, based on the size of the trees being removed as per Tree Protection Bylaw No. 8057.

| DBH of Tree Cut or Removed | No. of Trees Removed | No. of Replacement Trees (2 for 1) | Minimum Height of Coniferous Replacement Tree | Minimum Caliper of Deciduous Replacement Tree |
|----------------------------|----------------------|------------------------------------|---|---|
| 20 - 30 cm | 9 | 18 | 3.5 m | 6 cm |
| 30 – 40 cm | 10 | 20 | 4 m | 8 cm |
| 40 – 50 cm | 3 | 6 | 5 m | 9 cm |
| 50 – 60 cm | 4 | 8 | 5.5 m | 10 cm |
| 60 cm+ | 2 | 4 | 6 m | 11 cm |

For the removal of the eight City-owned trees, the Parks Department requires the applicant to contribute to the City's Tree Compensation Fund in the total amount of \$4,550; which must be

secured prior to adoption of the rezoning bylaw. As part of the required Servicing Agreement for frontage works, the applicant will also be required to provide trees in the City boulevard.

The preliminary landscape plan submitted with the rezoning application shows 58 replacement trees will be planted on-site. To ensure that a minimum of 56 replacement trees are planted at construction stage and maintained, the applicant is required to submit a Final Landscape Plan; showing at least 56 replacement trees prior to final adoption of the rezoning bylaw. The security for the replacement trees to be planted must be included as part of the overall cost estimate of the landscape security; which must be submitted with the Final Landscape Plan.

Tree Protection

Thirteen trees on neighbouring properties or on adjacent City lands are to be retained and protected. The applicant has submitted a tree protection plan showing the trees to be retained and the measures taken to protect them during development stage (Attachment 9). To ensure that the trees identified for retention are protected at development stage, the applicant is required to complete the following items:

- Prior to final adoption of the rezoning bylaw, submission to the City of a contract with a Certified Arborist for the supervision of all works conducted within or in close proximity to tree protection zones. The contract must include the scope of work required, the number of proposed monitoring inspections at specified stages of construction, any special measures required to ensure tree protection, and a provision for the arborist to submit a post-construction impact assessment to the City for review.
- Prior to demolition of the existing dwelling on the subject site, installation of tree protection fencing around all trees to be retained. Tree protection fencing must be installed to City standard in accordance with the City's Tree Protection Information Bulletin Tree-03 prior to any works being conducted on-site, and remain in place until construction and landscaping on-site is completed.
- To ensure successful retention of the 11 off-site trees located on the neighbouring property at 8320 No. 5 Road and one jointly owned tree, the preliminary drawings show the recommended minimum 4 m tree protection zone.
- To ensure successful retention of the one off-site tree on the City boulevard, the applicant is required to provide Tree Survival Security in the amount of \$1,300. The security will not be released until an acceptable impact assessment report is submitted and a landscaping inspection has been passed by City staff.

Environmentally Sensitive Area

The property has a small (approximately 25 m²) Environmentally Sensitive Area (ESA) designation along the north and west property lines, which covers trees on the adjacent property to the north. This area is not to be impacted by the proposed development and an ESA Development Permit (DP) will not be required. Additional trees will be planted on the subject site to enhance and buffer the ESA as part of the proposed development. The proposed site plan also incorporates a tree protection zone setback for parking along the northern property boundary to minimize any potential impacts to the trees on the adjacent property.

Site Servicing and Frontage Improvements

Prior to issuance of a Building Permit, the applicant will be required to secure the design and construction of off-site improvements along No. 5 Road through a Servicing Agreement, as stated in Attachment 10. The required works include:

- The design and construction of a 1.5 m wide treed and grassed boulevard and a new 1.5 m wide concrete sidewalk along No. 5 Road.
- Installation of a new water connection complete with meter and meter box.
- Upgrading of approximately 75 m of routing storm sewer.
- Relocation of an existing storm inspection chamber on the west property boundary.
- Installation of new sanitary service connections and inspection chambers along the frontage.
- Assessment of roadway lighting and recommendations for lighting upgrades, etc.

Financial Impact and Economic Impact

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

Conclusion

The proposal at 8480 No. 5 Road is consistent with the 2041 OCP policies that permit community institutional uses on the subject site. The applicant has made significant modifications to their original site and design plans in order to address concerns raised by the Shia Muslim Community Association representatives as owners of the adjacent property to the south.

Based on the submission to date, staff recommend that Zoning Bylaw 8500, Amendment Bylaw 9537, to rezone 8480 No. 5 Road from "Agriculture (AG1)" to "Assembly (ASY)" to permit development of a Buddhist temple, be introduced and given first reading.

Staff note that the proponents will need to make a separate Development Variance Permit application should they wish to pursue the proposed height variance as shown in their rezoning plans submission.



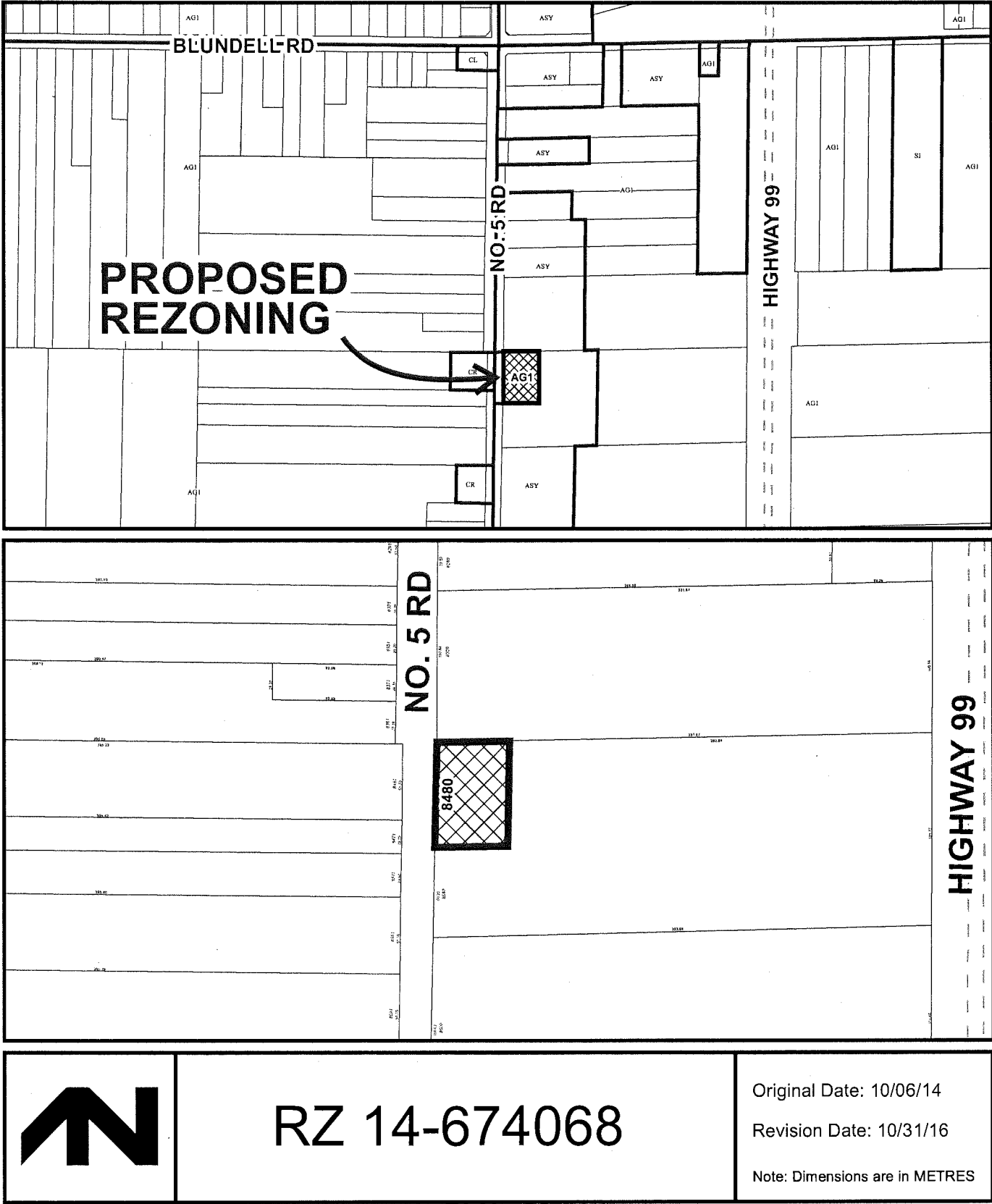
David Brownlee
Planner 2
(604-276-4200)

DB:blg

- Attachment 1: Location Map
- Attachment 2: Agricultural Land Commission Act Exemption
- Attachment 3: Conceptual Development Plans (Responds to “Assembly (ASY)”
- Attachment 4: Conceptual Development Plans with a Height Variance
- Attachment 5: Development Application Data Sheet
- Attachment 6: East Richmond McLennan Sub-Area Plan Land Use Map
- Attachment 7: Written Comments from the Shia Muslim Community of BC
- Attachment 8: Excerpt from February 4, 2016 Agricultural Advisory Committee Meeting
Minutes
- Attachment 9: Tree Retention Plan
- Attachment 10: Rezoning Considerations

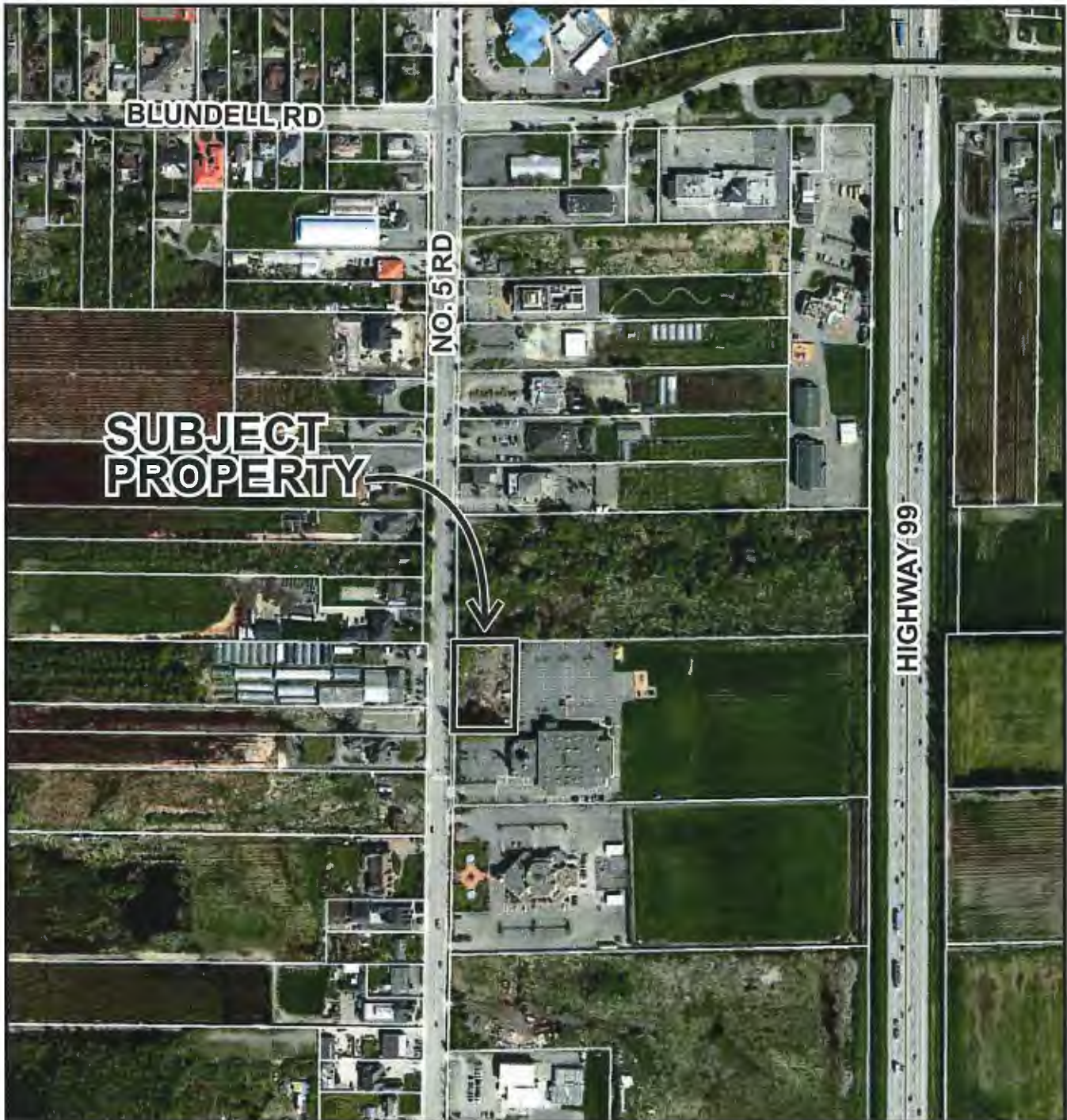


City of
Richmond





City of
Richmond



RZ 14-674068

Original Date: 10/07/14

Revision Date:

Note: Dimensions are in METRES

PLN - 84



January 14, 2015

Minhee Park, Planner
City of Richmond

DELIVERED BY ELECTRONIC MAIL

Dear Ms. Park:

RE: 8480 No. 5 Road, Richmond

This letter is further to correspondence, received by electronic mail on January 14, 2015, from you. The purpose of your correspondence was to confirm that the property is not subject to either the *Agricultural Land Commission Act* or BC Regulation 171/2002 (Agricultural Land Reserve Use, Subdivision and Procedure Regulation) as per s. 23(1) of the *Agricultural Land Commission Act* which reads:

Exceptions

23(1) Restrictions on the use of agricultural land do not apply to land that, on December 21, 1972, was, by separate certificate of title issued under the *Land Registry Act*, R.S.B.C. 1960, c. 208, less than 2 acres in area.

Based on the information provided, the Agricultural Land Commission (the "ALC") has ascertained the following facts:

1. The property is legally described as:
PID: 009-177-884
Lot 14, Section 19, Block 4 North, Range 5 West, New Westminster District, Plan 29706;
2. The subdivision plan (Plan 29706) which created the property was deposited at the New Westminster Land Registry Office on July 15, 1966;
3. Certificate of Title No. 583213E existed from July 15, 1966 until cancelled on March 16, 1973. During this period of time the property was the only property identified on said Certificate of Title No. 583213E; and
4. The property is approximately 0.85 acres in size.

Given the above, the ALC confirms that the restrictions on the use of agricultural land contained in the *Agricultural Land Commission Act* and BC Regulation 171/2002 (Agricultural Land Reserve Use, Subdivision and Procedure Regulation) do not apply to the property; however, the property remains in the Agricultural Land Reserve.

Further correspondence with respect to this letter is to be directed to Eamonn Watson (Eamonn.Watson@gov.bc.ca).

Yours truly,

PROVINCIAL AGRICULTURAL LAND COMMISSION

Per: 

Brian Underhill, Deputy Chief Executive Officer

cc: Fred Ngan, 22 – 5729 West Boulevard, Vancouver, BC V6M 3W8

85100-03-2015-MVRD-TungChengYuenBuddhistAssociation



MATTHEW CHENG
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14250 GLENVIEW AVENUE
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Cell: (604) 683-8888 / Email: matthew@matthewcheng.com

THE FIRM HAS BEEN FORMALLY LICENSED BY THE
BRITISH COLUMBIA SOCIETY OF ARCHITECTS
AND THE SOCIETY OF ARCHITECTS OF CANADA
AND IS A MEMBER OF THE CANADIAN
COUNCIL OF ARCHITECTS. THE FIRM HAS
ALSO BEEN A MEMBER OF THE VANCOUVER
ISLAND CHAPTER OF THE SOCIETY OF
ARCHITECTS. THE FIRM HAS ALSO BEEN
A MEMBER OF THE SOCIETY OF ARCHITECTS
OF BRITAIN COLUMBIA. THE FIRM HAS
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ARCHITECTS OF BRITAIN COLUMBIA.

Revised:

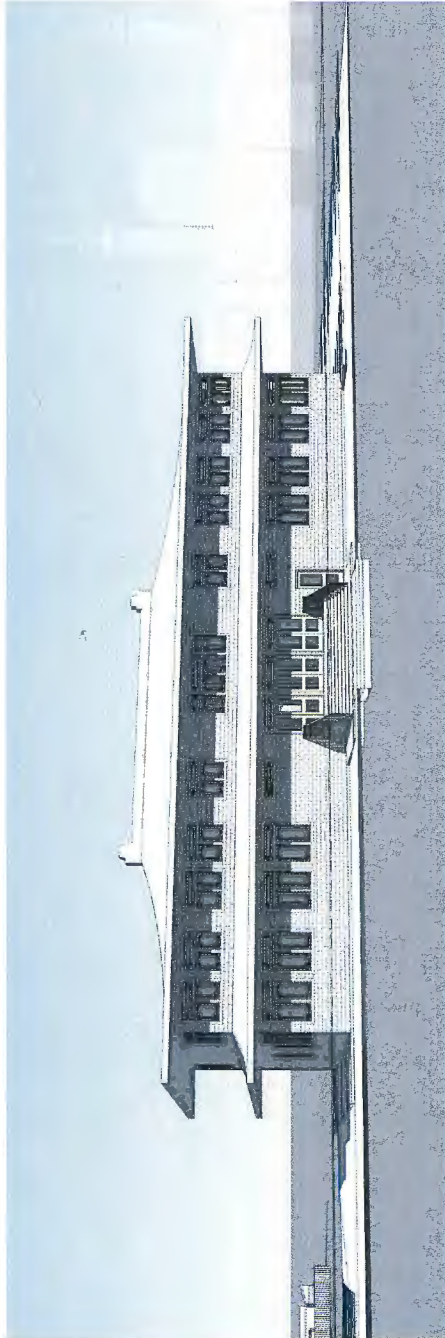
Consultant:

PROJECT DATA

| ADDRESS | METRIC (MSM) | EXISTING | METRIC (MSM) | PROPOSED |
|-------------------|--|----------------|----------------|----------------|
| LEGAL DESCRIPTION | SURVEY PLAN OF LOT 14, SECTION 19, BLOCK 4 NORTH, RANGE 5 WEST, NEW WESTMINSTER DISTRICT, PLAN 28709 | 8480 NO.5 ROAD | 8480 NO.5 ROAD | 8480 NO.5 ROAD |
| PID | | 009-177-584 | 009-177-584 | 009-177-584 |
| LAND USE | | 3,416.7 | 36,777.46 | 36,777.46 |
| CCP DESIGNATION | | AGT | AGT | AGT |
| ZONING | | AGT | AGT | AGT |

| FLOOR AREA RATIO (FAR) | METRIC (MSM) | EXISTING | METRIC (MSM) | PROPOSED |
|--|--------------|---------------|--------------|---------------|
| FLOOR AREA RATIO | 1,708.37 | 0.5 | 18,588.73 | 1,308.07 |
| FLOOR AREA RATIO | 1,708.37 | 0.5 | 18,588.73 | 1,308.07 |
| LOT COVERAGE | 1,195.68 | 12072.11 | 654.04 | 7040 |
| SETBACK-FRONT YARD | 6 | 19.69 | 9.08 | 28.78 |
| SETBACK-SIDE YARD (NORTH) | 7.5 | 24.61 | 17.95 | 58.90 |
| SETBACK-SIDE YARD (SOUTH) | 7.5 | 24.61 | 18.58 | 60.97 |
| SETBACK-REAR YARD | 7.5 | 24.61 | 21.49 | 70.51 |
| HEIGHT (PREFERRED HEIGHT) | 12 | 38.37 | 12 | 38.37 |
| LOT SIZE | 3,416.7 | 36,777.46 | 3,416.7 | 36,777.46 |
| OFF-STREET PARKING TOTAL | | 74.95 | | 75 |
| OFF-STREET PARKING (PER STREET PA TOTAL) | | 1.50 | | 2 |
| OFF-STREET PARKING (PER STREET PA TOTAL) | | 1.50 | | 2 |
| CLASS 1 BICYCLE SPACE | | 1 MEDIUM SIZE | | 1 MEDIUM SIZE |
| CLASS 2 BICYCLE SPACE | | 2.46 | | 8 |
| CLASS 3 BICYCLE SPACE | | 7.09 | | 8 |

PLN - 86



Ji-GONG BUDDHIST TEMPLE

8480 NO.5 ROAD, RICHMOND B.C.

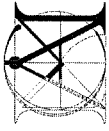
JANUARY 30, 2017 ISSUED FOR PLANNING COMMITTEE

| Sheet Number | Sheet Name |
|--------------|---|
| A000 | COVER PAGE |
| A100a | CONTEXT PLAN |
| A100b | CONTEXT SHADOW STUDY |
| A101a | STREETSCAPES |
| A101b | TURCK TURNING RADIUS PLAN |
| A102 | GRADE FLOOR PLAN |
| A103 | BASE FLOOR PLAN |
| A104 | UPPER FLOOR PLAN |
| A105 | PARKING CALCULATION OVERLAY |
| A106 | FLOOR AREA OVERLAY |
| A107 | WEST & EAST ELEVATIONS |
| A108 | NORTH & SOUTH ELEVATIONS |
| A109 | SECTION 14.1M WEST & EAST ELEVATIONS |
| A110 | SECTION 14.1M NORTH & SOUTH ELEVATIONS |
| A111 | FLOOR AREA OVERLAY ROOF |
| A112 | ADDITIONAL HEIGHT COMPARISON (WEST ELEVATIONS) |
| A113 | ADDITIONAL HEIGHT COMPARISON (SOUTH ELEVATIONS) |
| A114 | ADDITIONAL HEIGHT COMPARISON (NORTH ELEVATIONS) |
| A115 | ADDITIONAL HEIGHT COMPARISON (EAST ELEVATIONS) |
| A116 | SHRUB PLAN |
| A117 | EXISTING TREE MANAGEMENT PLAN |
| A118 | LANDSCAPE SPECIFICATIONS |

COVER PAGE

Drawn By: RK
Checked By: MC
Scale:
Project Number:
Revision Date:
Proj. No.: A000
Rev. Date: 2017/01/17

ATTACHMENT 3



**MATTHEW CHENG
ARCHITECT INC.**

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VANCOUVER, BC V6L 2S6
TEL: (604) 731-3420 / FAX: (604) 731-3408
CEL: (604) 693-0669 / Email: matthew@chenc.ca

THESE DRAWINGS HAVE BEEN PREPARED BY THE ARCHITECT AND THE ARCHITECT'S FIRM. THE ARCHITECT'S FIRM SHALL BE RESPONSIBLE FOR THE DESIGN AND CONSTRUCTION OF THE PROJECT. THE ARCHITECT'S FIRM SHALL BE RESPONSIBLE FOR THE DESIGN AND CONSTRUCTION OF THE PROJECT. THE ARCHITECT'S FIRM SHALL BE RESPONSIBLE FOR THE DESIGN AND CONSTRUCTION OF THE PROJECT.

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Consultant:

Project Title:
**8480 NO. 5 ROAD
RICHMOND**

Sheet Title:
CONTEXT PLAN

Drawn: RK

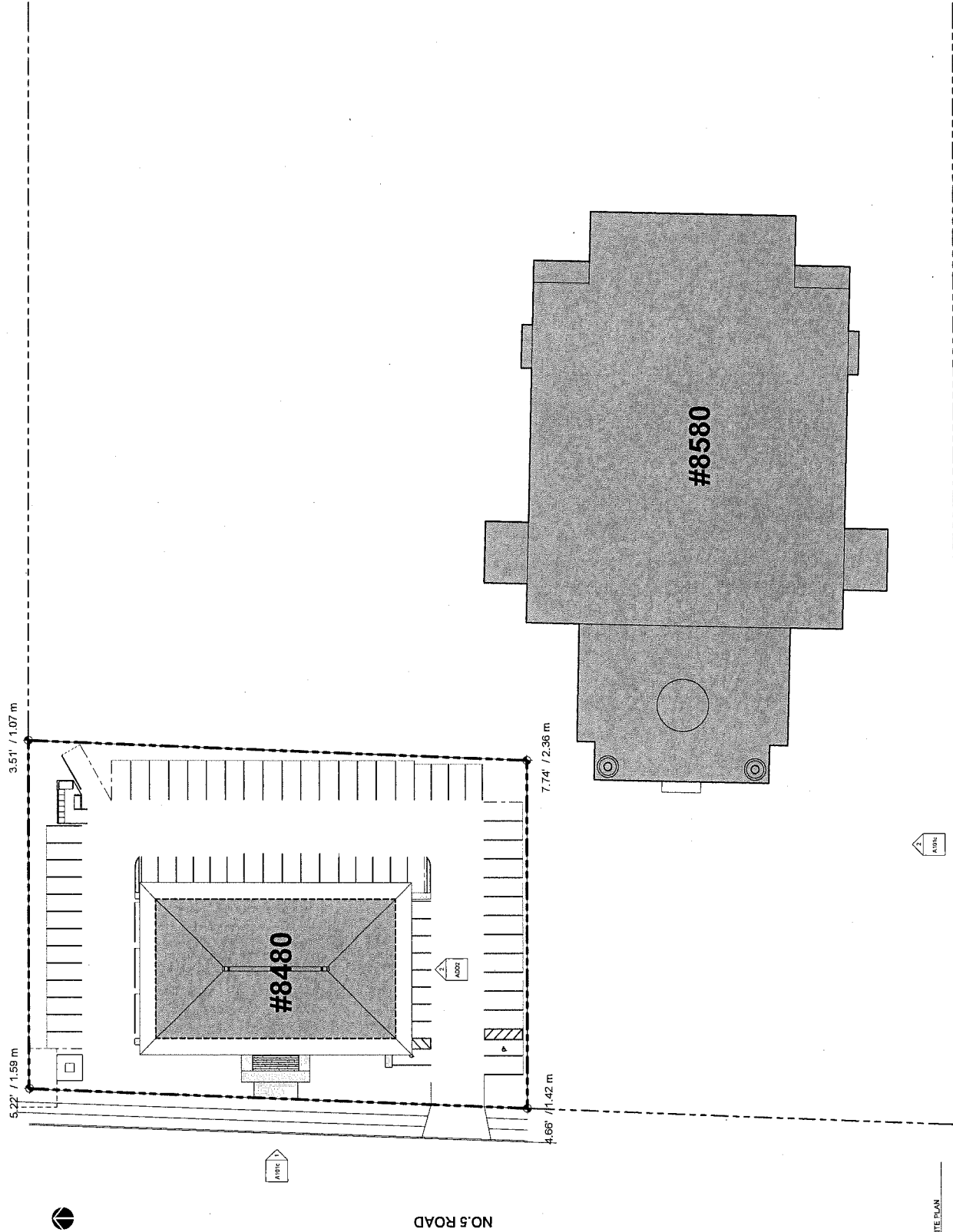
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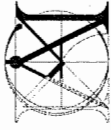
Revision No.:
A101a



NO. 5 ROAD

PLN - 88

① 8480 & 8580 NO. 5 ROAD SITE PLAN
1" = 20'-0"



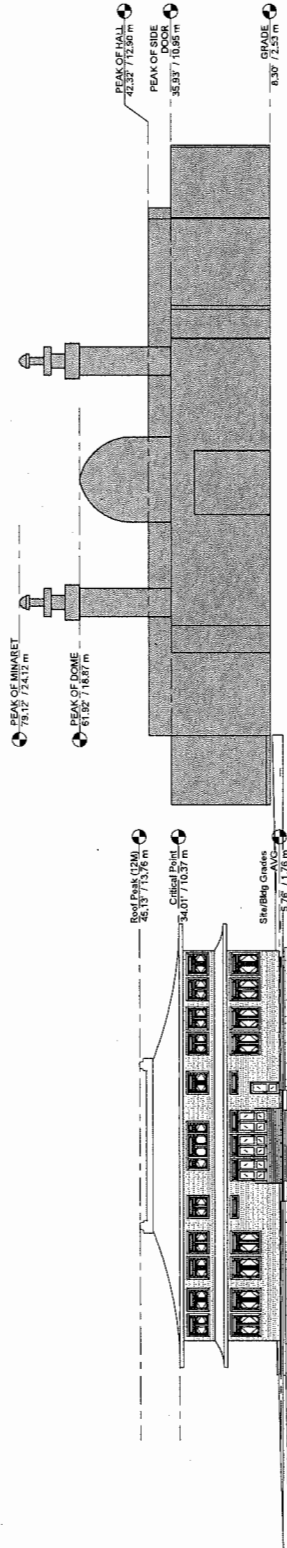
**MATTHEW CHENG
ARCHITECT INC.**

1st FLOOR
VANCOUVER, BC V6A 2G5
Tel: (604) 681-1100
Fax: (604) 681-1101
Cell: (604) 681-1102 Email: matthew@mc.ca

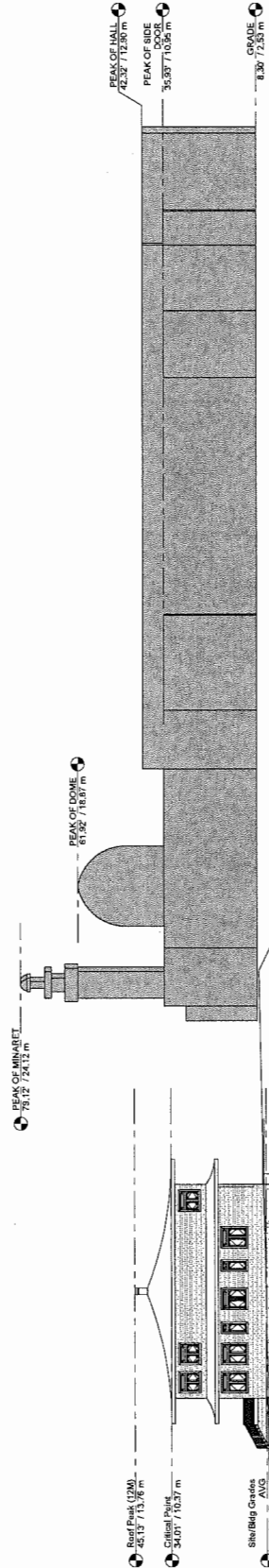
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Revision:

Continued



① WEST ELEVATION (NO. 5 ROAD)
1/16" = 1'-0"

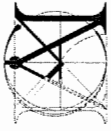


② ELEVATION
1/16" = 1'-0"

Project File
**8480 NO. 5 ROAD
RICHMOND**

Sheet Title
STREETSCAPES

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| Checked | MC |
| Scale | 1/16" = 1'-0" |
| Project Number | |
| Revision Date | |
| Print Date | 05/15/2017 |
| Sheet No. | A101c |



**MATTHEW CHENG
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1100-302-698 VANG AVENUE
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THIS DRAWING IS NOT BE SCALED. THE
GENERAL CONTRACTOR SHALL VERIFY ALL
DIMENSIONS AND LOCATIONS OF ALL
EXISTING AND PROPOSED STRUCTURES
TO THE ANCHOR, CANTILEVER, PIER, AND
ADJACENT STRUCTURES. THE CONTRACTOR
SHALL BE RESPONSIBLE FOR OBTAINING
ALL NECESSARY PERMITS AND
NOT BE RESPONSIBLE FOR THE
SUITABILITY OF THE
SUITABLE CONSTRUCTION.

Revisions:

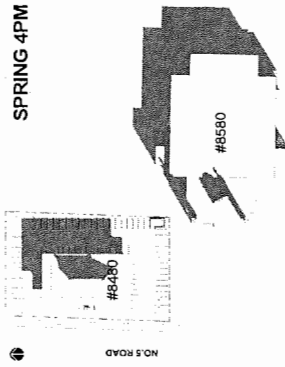
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**8480 NO.5 ROAD
RICHMOND**

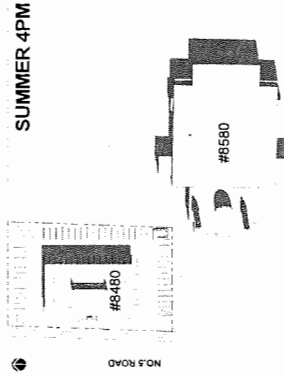
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**CONTEXT
SHADOW STUDY**

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| Print Date | 1/14/2015 |
| A101b | |

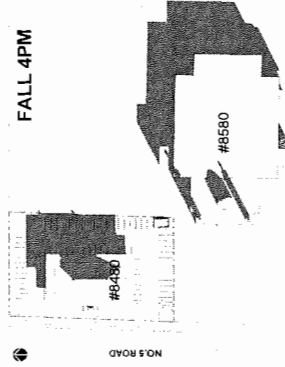
SPRING 4PM



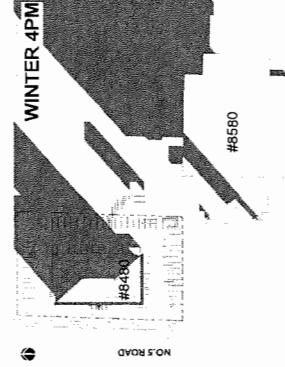
SUMMER 4PM



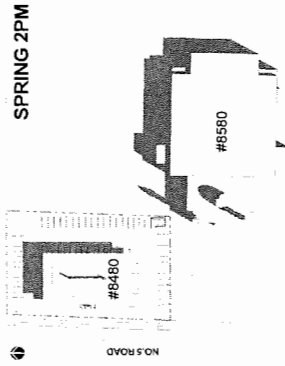
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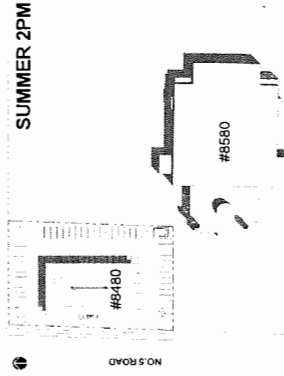
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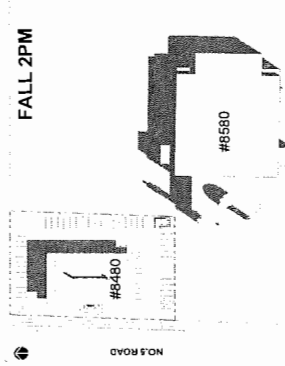
SPRING 2PM



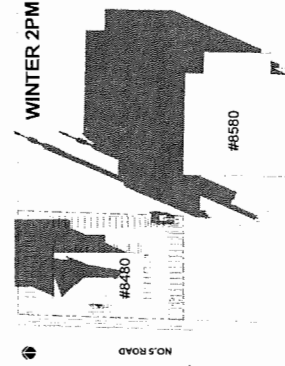
SUMMER 2PM



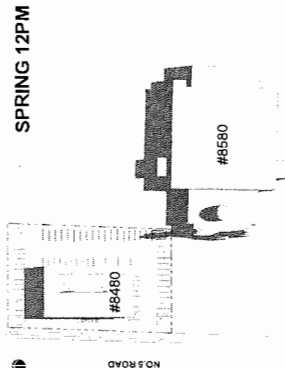
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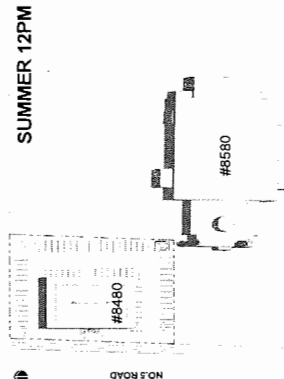
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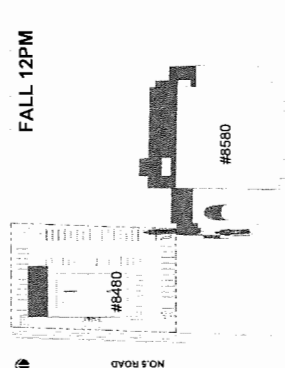
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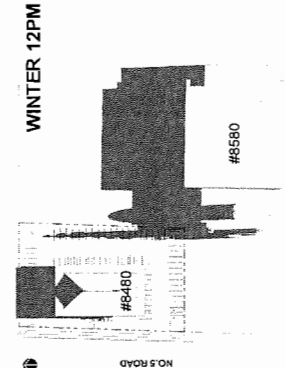
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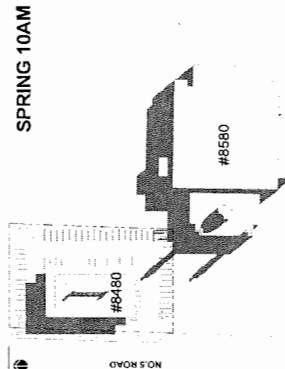
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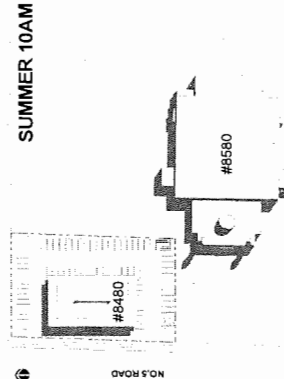
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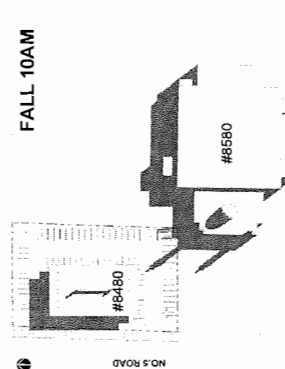
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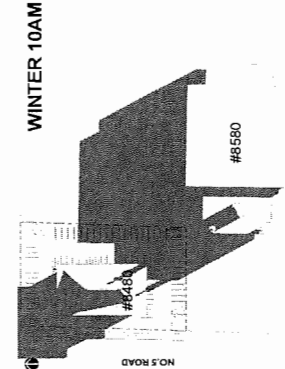
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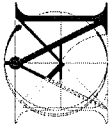


FALL 10AM



WINTER 10AM





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Revision

Comments

Project Title
**8480 NO. 5 ROAD
RICHMOND**

Sheet Title
**TURCK TURNING
RADIUS PLAN**

Drawn: RK

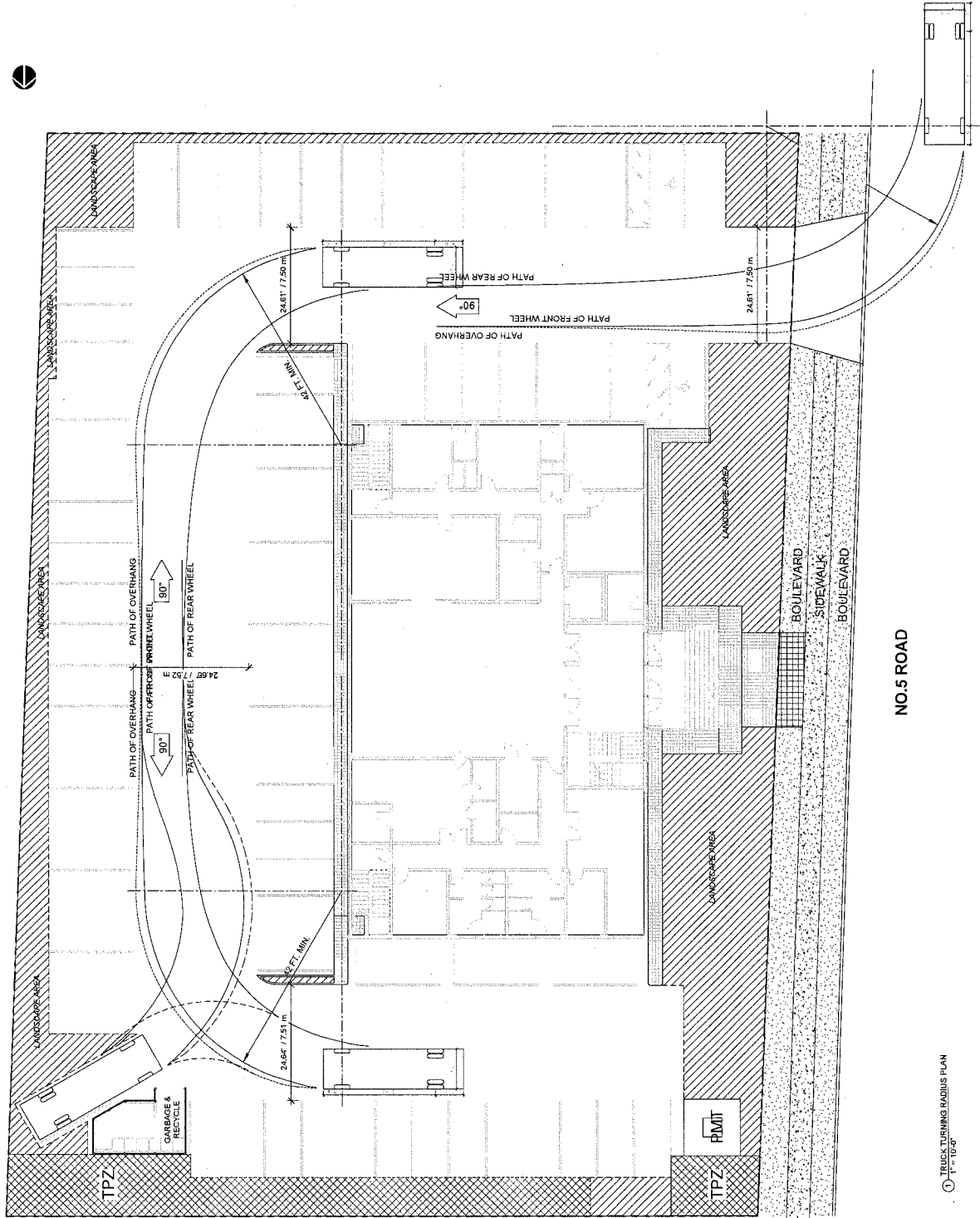
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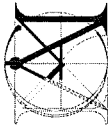
Project Number

Revision Date

Drawn By: A101d



① TURCK TURNING RADIUS PLAN
1" = 10'-0"



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1/20/2017

1/20/2017

Project Title
8480 NO. 5 ROAD
RICHMOND

Sheet Title
GRADE FLOOR
PLAN

Drawn: RK

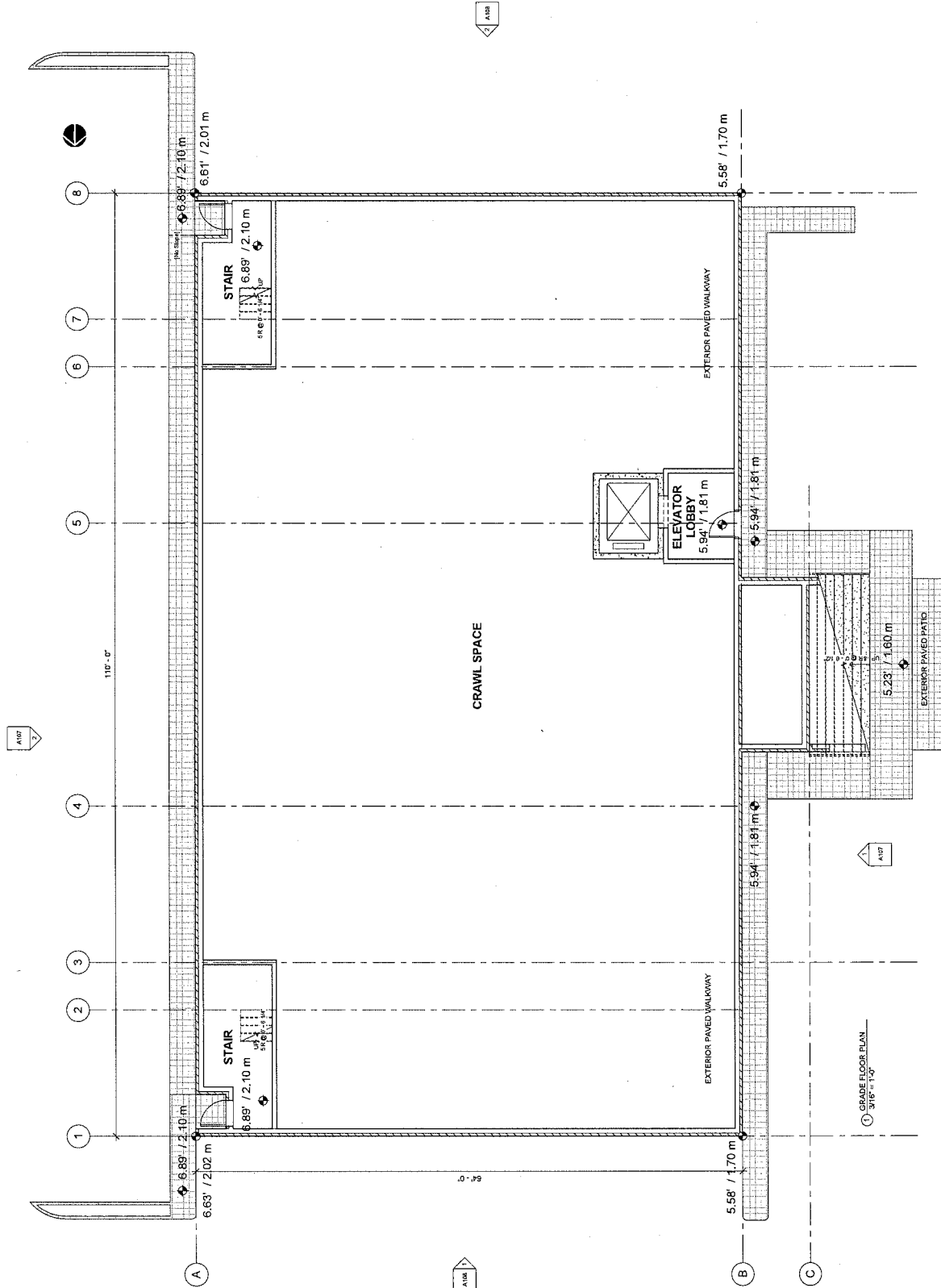
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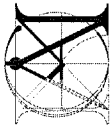
Project Number:

Revised Date:

Drawn: RK
1/20/2017
A102



PLN - 92



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Revision:

Consent:

Project Title:
8480 NO. 5 ROAD
RICHMOND

Drawn By:
MAIN FLOOR
PLAN

Drawn: RK

Checked: MC

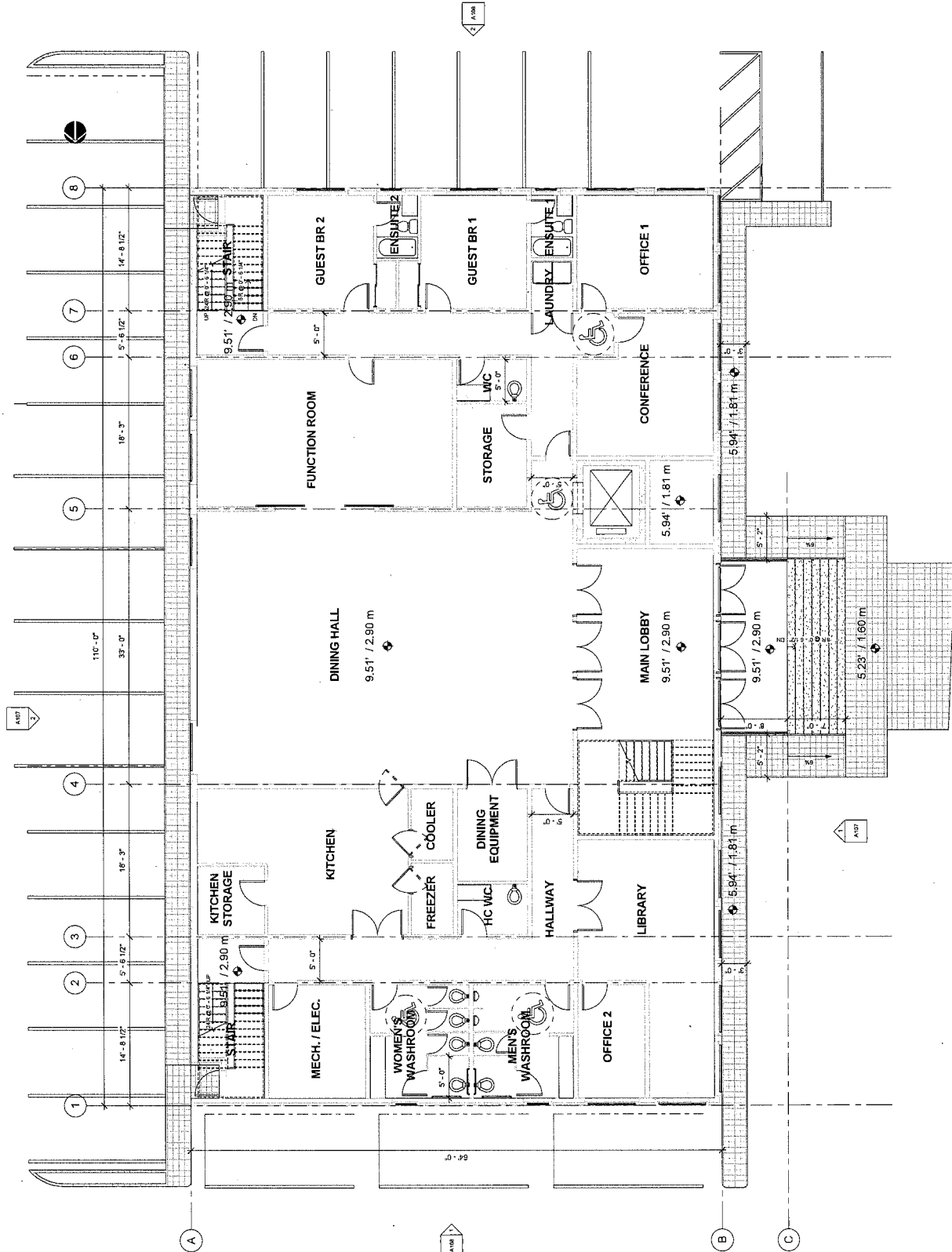
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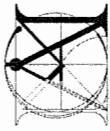
Project Number:

Revised Date:

Drawn Date:

A103





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Revision:

Comments:

Project Title
**8480 NO. 5 ROAD
RICHMOND**

Client Title
**UPPER FLOOR
PLAN**

Drawn: RK

Checked: MC

Scale: 3/16" = 1'-0"

Project Number:

Revision Date:

Drawn: RK

Project Title
A104

Client Title

Project Number

Revision Date

Drawn: RK

Checked: MC

Scale: 3/16" = 1'-0"

Project Number

Revision Date

Drawn: RK

Checked: MC

Scale: 3/16" = 1'-0"

Project Number

Revision Date

Drawn: RK

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Project Number

Revision Date

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Revision Date

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Project Number

Revision Date

Drawn: RK

Checked: MC

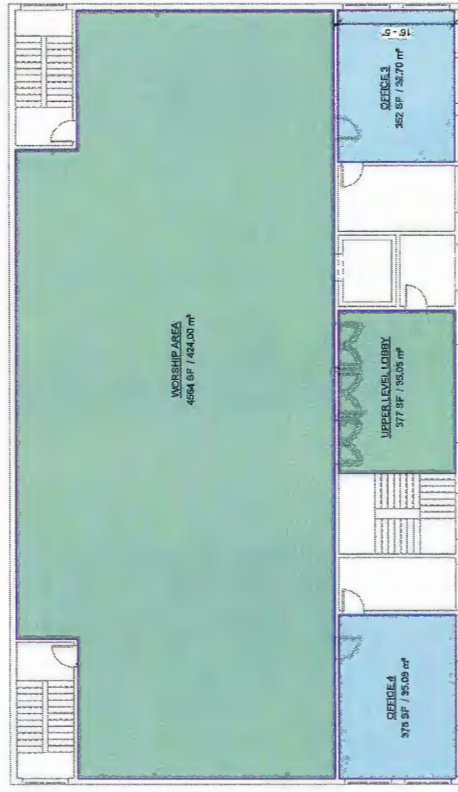
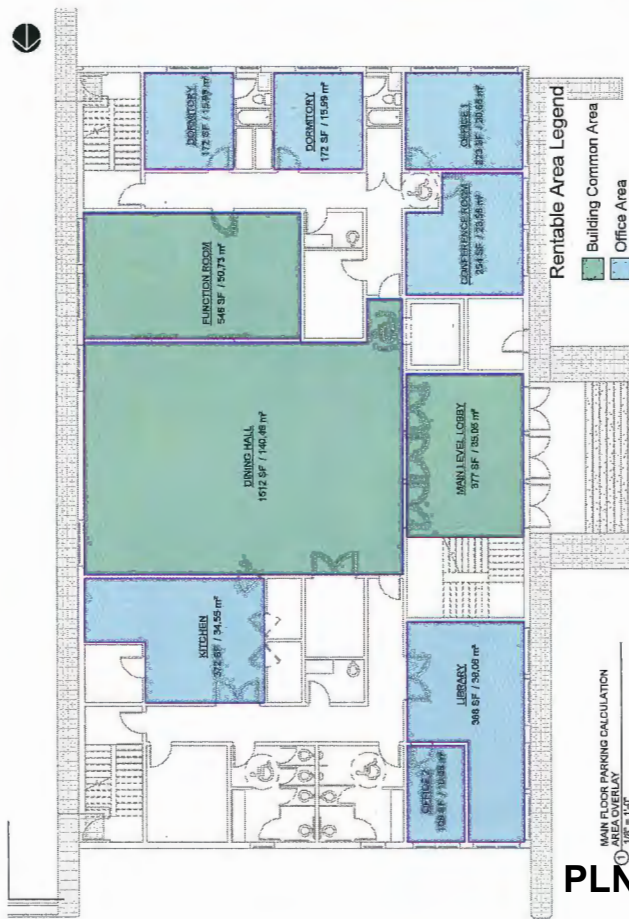
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Project Number

Revision Date

Drawn: RK

Checked: MC



PLN - 95

PARKING CALCULATION

| COMMON AREA ROOM NAME | AREA | | OCCUPANCY OF ROOM | NUMBER OF PARKING SPACE REQUIRED (10 SPACE PER 100 SM LEASABLE AREA) | NUMBER OF BICYCLE PARKING SPACE REQUIRED | |
|-----------------------|----------|--------|-------------------|--|--|----------------------|
| | IMPERIAL | METRIC | | | Class 1 (0.27/100sm) | Class 2 (0.78/100sm) |
| WORSHIP HALL | 4,564 | 424.01 | ASY | 42.40 | 1.14 | 3.31 |
| MAIN LEVEL LOBBY | 377 | 35.02 | ASY | 3.50 | 0.09 | 0.27 |
| UPPER LEVEL LOBBY | 377 | 35.02 | ASY | 3.50 | 0.09 | 0.27 |
| DINING HALL | 1,512 | 140.47 | ASY | 14.05 | 0.38 | 1.10 |
| FUNCTION ROOM | 546 | 50.73 | ASY | 5.07 | 0.14 | 0.40 |
| | | | | 98.53 | 1.85 | 5.34 SUBTOTAL |

| OFFICE AREA ROOM NAME | AREA | | OCCUPANCY OF ROOM | NUMBER OF PARKING SPACE REQUIRED (3 SPACE PER 100 SM LEASABLE AREA) | NUMBER OF BICYCLE PARKING SPACE REQUIRED | |
|-----------------------|----------|--------|-------------------|---|--|----------------------|
| | IMPERIAL | METRIC | | | Class 1 (0.27/100sm) | Class 2 (0.78/100sm) |
| KITCHEN | 365 | 33.91 | OFFICE | 1.02 | 0.09 | 0.26 |
| LIBRARY | 388 | 36.05 | OFFICE | 1.06 | 0.10 | 0.28 |
| CONFERENCE ROOM | 254 | 23.80 | OFFICE | 0.71 | 0.06 | 0.18 |
| OFFICE 1 | 223 | 20.72 | OFFICE | 0.62 | 0.05 | 0.16 |
| OFFICE 2 | 109 | 10.13 | OFFICE | 0.30 | 0.03 | 0.08 |
| OFFICE 3 | 352 | 32.70 | OFFICE | 0.96 | 0.09 | 0.26 |
| OFFICE 4 | 378 | 35.12 | OFFICE | 1.05 | 0.09 | 0.27 |
| DORMITORY | 344 | 31.96 | 0.33 / DORM | 0.67 | 0.09 | 0.25 |
| | | | | 6.44 | 0.61 | 1.75 SUBTOTAL |

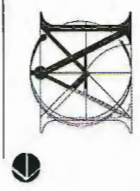
ON-SITE PARKING SPACES

| | |
|-----------|-------------|
| REQUIRED | 74.96 TOTAL |
| PROPOSED | 75 |
| STANDARD | 37 |
| SMALL CAR | 36 |
| H/C | 2 |

MED. SIZE LOADS

ON-SITE BICYCLE PARKING SPACES

| | | |
|---------|----------|------|
| CLASS 1 | REQUIRED | 2.46 |
| CLASS 1 | PROPOSED | 3 |
| CLASS 2 | REQUIRED | 7.09 |
| CLASS 2 | PROPOSED | 8 |



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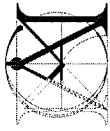
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Drawings:

Project Title:
**8480 NO.5 ROAD
RICHMOND**

Sheet Title:
**PARKING
CALCULATION
OVERLAY**

Drawn: RK
Checked: MC
Scale: 1/8" = 1'-0"
Project Number:
Revision Number:
Date: 10/1/2017
Drawn By: A105



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CHANGES TO THE DESIGN SHALL BE
MADE IN WRITING AND SHALL BE
APPROVED BY THE ARCHITECT. ANY
CHANGES TO THE DESIGN SHALL BE
MADE IN WRITING AND SHALL BE
APPROVED BY THE ARCHITECT.

Revised:

Comments:

Project Title
**8480 NO. 5 ROAD
RICHMOND**

Sheet Title
**FLOOR AREA
OVERLAY**

Drawn: RK

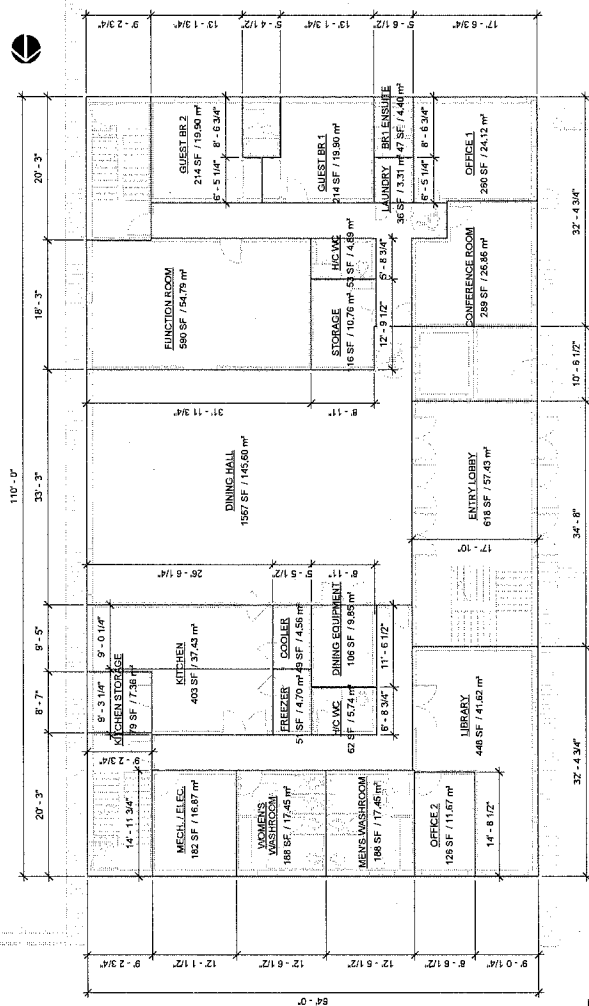
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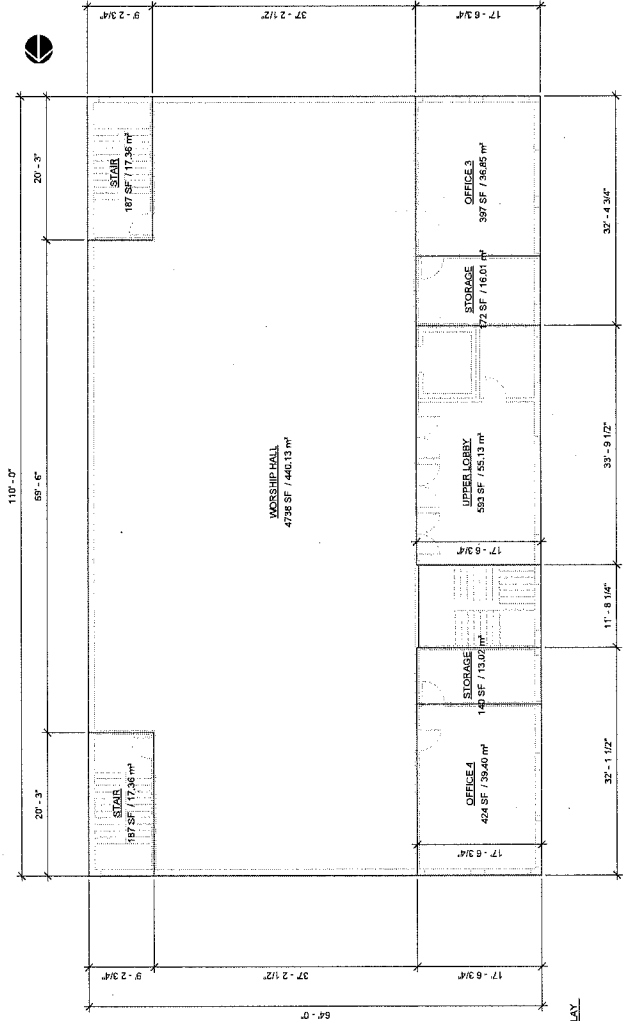
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Revision Date:

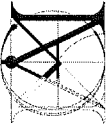
Revision No.:
A106



① MAIN FLOOR AREA OVERLAY
119' - 0"



② UPPER FLOOR AREA OVERLAY
119' - 0"



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Project:

Client:

Project No:
8480 NO.5 ROAD
RICHMOND

Sheet No:
WEST & EAST
ELEVATIONS

Drawn: RK

Checked: MC

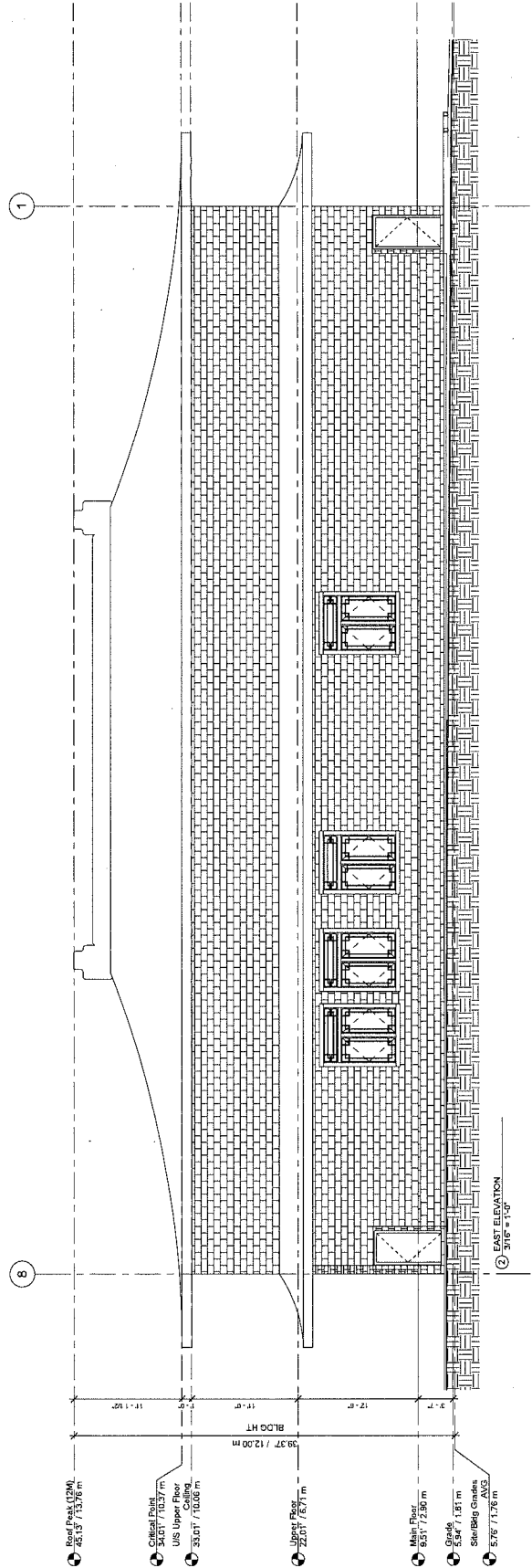
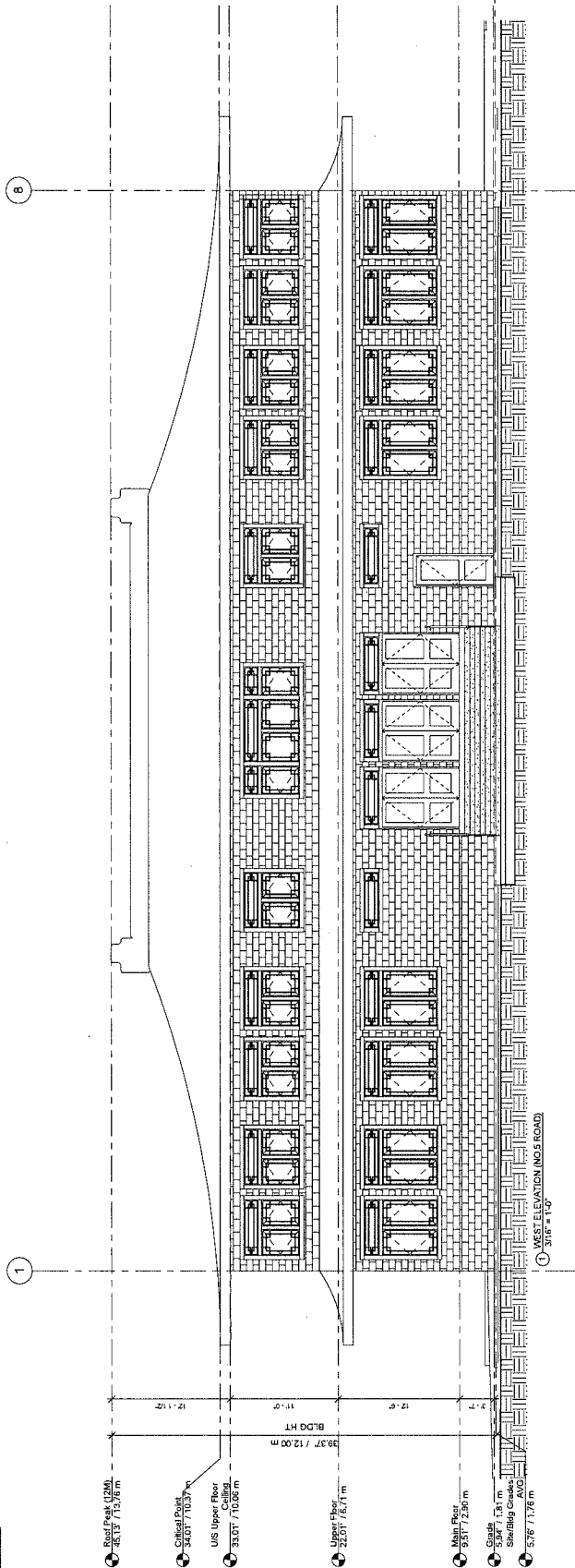
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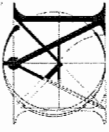
Revision Date:

Print Date:
03/12/17

Page No:
A107



PLN - 97



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Revisions:

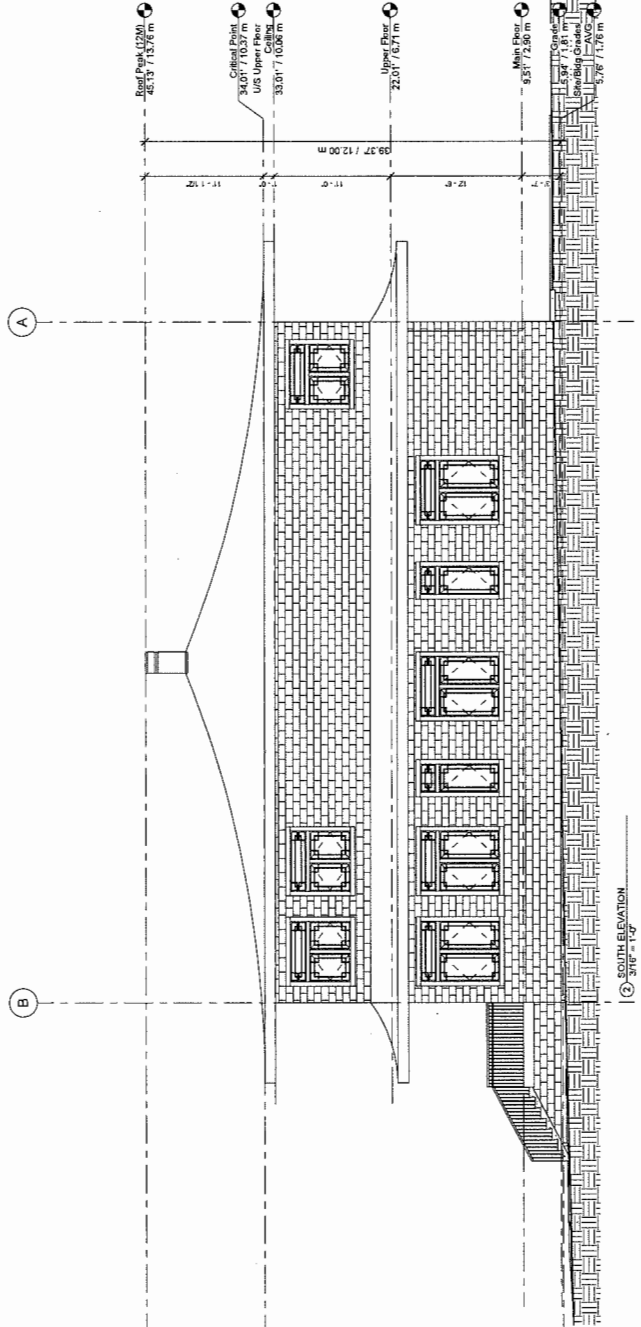
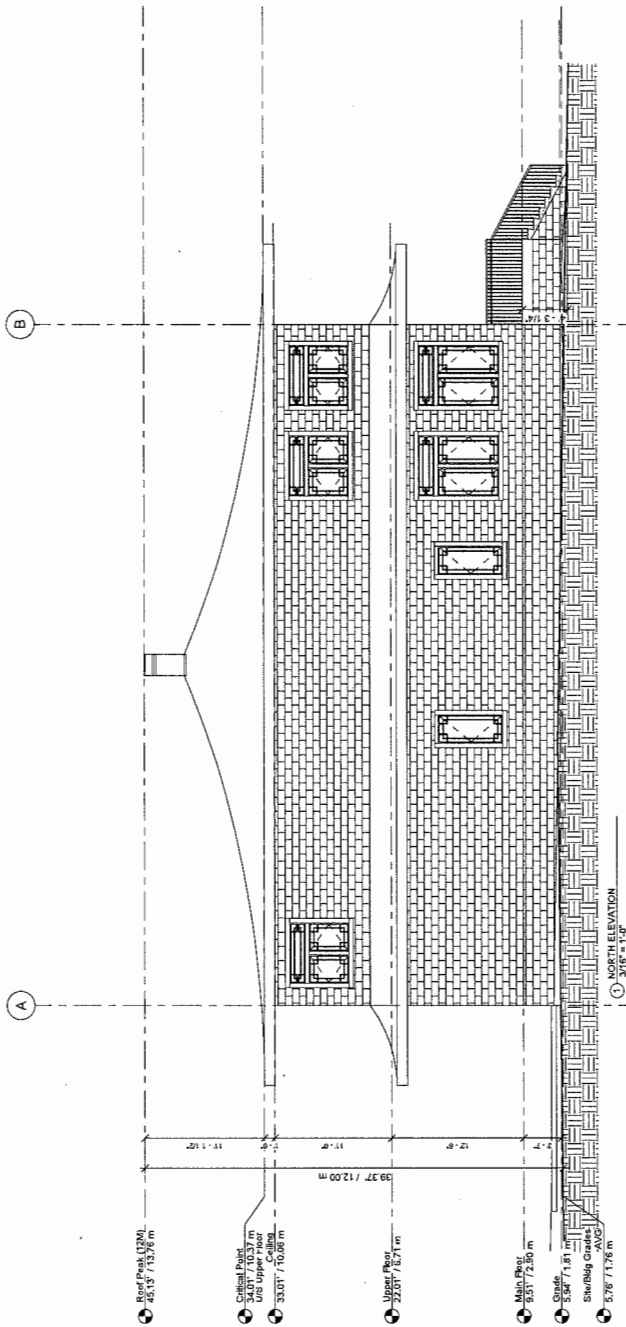
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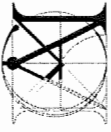
Project No:
**8480 NO.5 ROAD
RICHMOND**

Sheet No:
**NORTH & SOUTH
ELEVATION**

Drawn: RK
Checked: MC
Scale: 3/16" = 1'-0"
Project Number:
Revision Number:
Revision Date:
Revision Description:
Project Name:
Project Address:
Project City:
Project State:
Project Zip:
Project Phone:
Project Fax:
Project Email:

A108





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Cell: (604) 649-0660 Email: matthew@mc.ca

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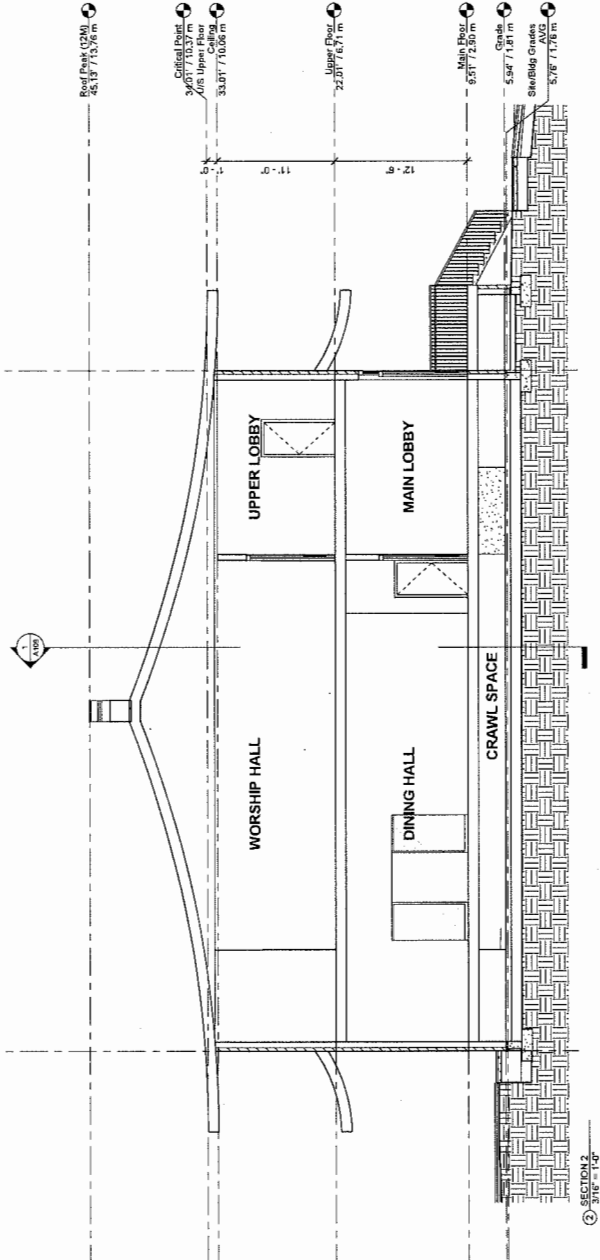
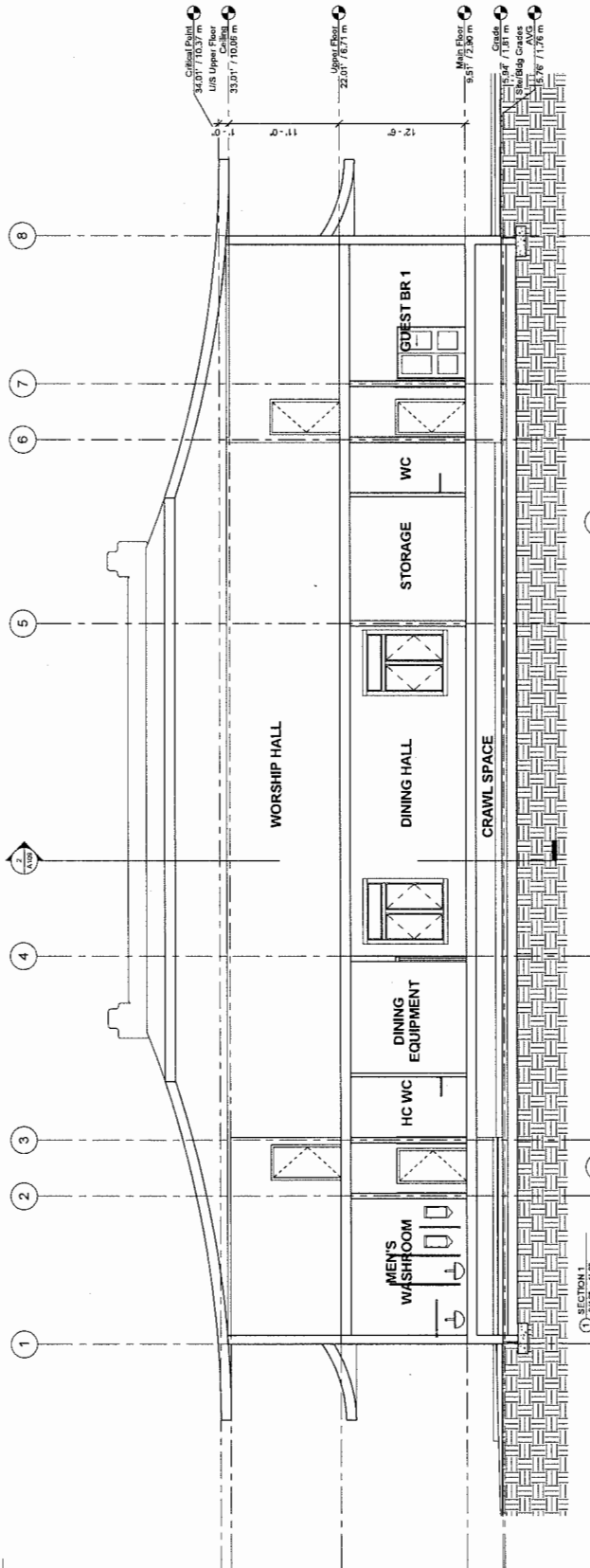
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Comments:

8480 NO.5 ROAD
RICHMOND

SECTIONS

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| Drawn | RK |
| Checked | MC |
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| Project Number | |
| Revision Date | 01/20/2017 |
| Drawn By | |
| Drawn No. | A109 |



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PROJECT:

BUDDHIST TEMPLE
#5 ROAD
RICHMOND, BC

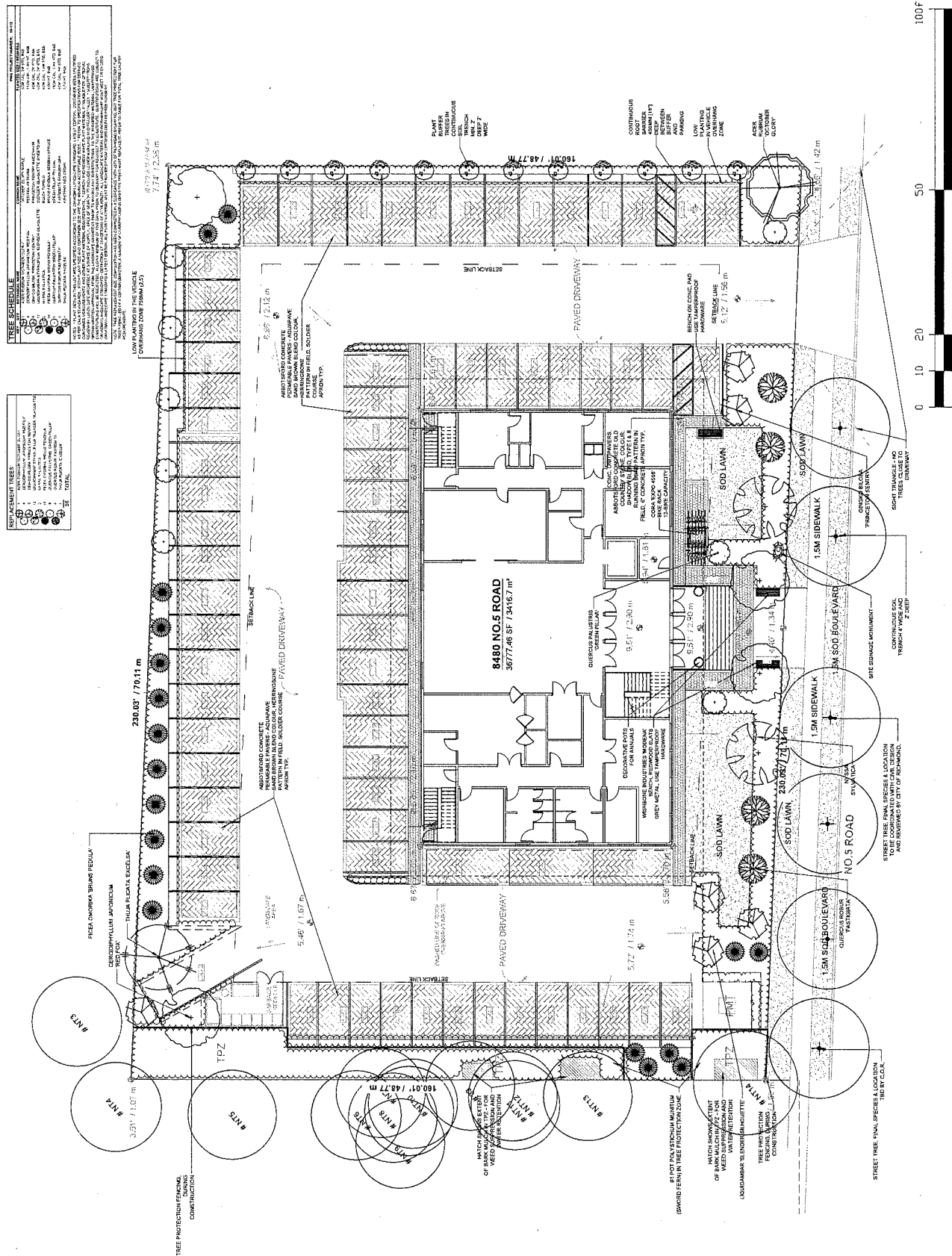
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PLAN**

DATE: 2011.01.15
PAGE: 15

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15-112



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pmg
LANDSCAPE ARCHITECTS
Suite 1002 - 4195 58th Street
Burnaby, British Columbia, V5C 5G8
P: 604.294.6111 F: 604.294.6122

SEAL



| NO. | DATE | REVISION DESCRIPTION | BY |
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CLIENT:

PROJECT:

BUDDHIST TEMPLE

45 ROAD
RICHMOND BC

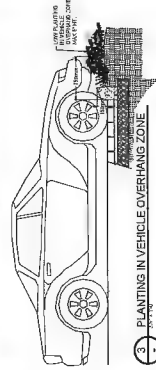
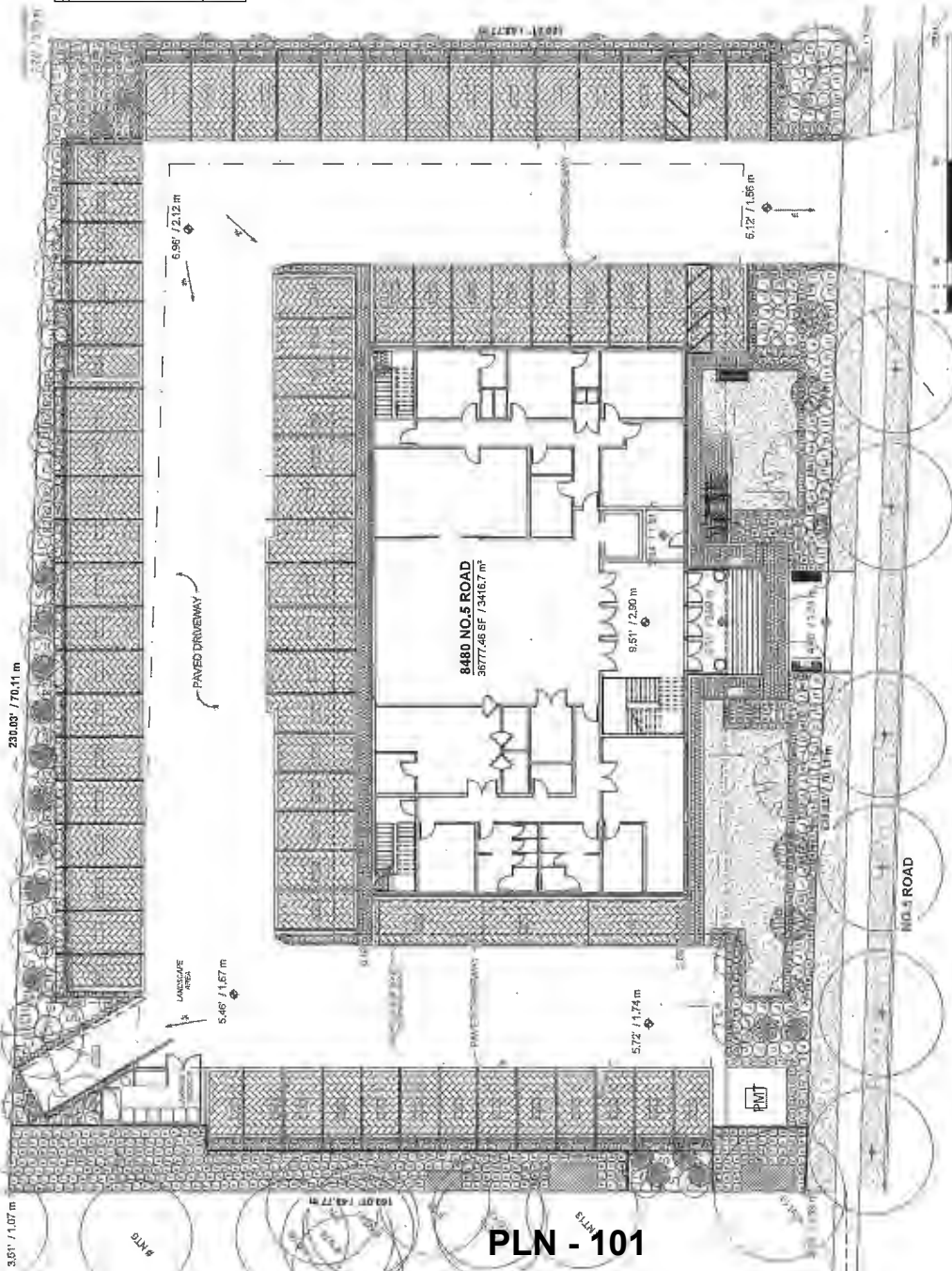
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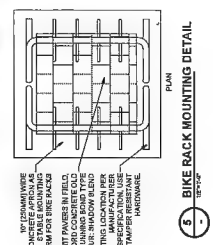
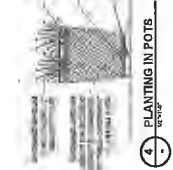
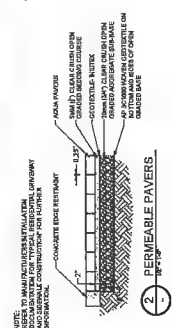
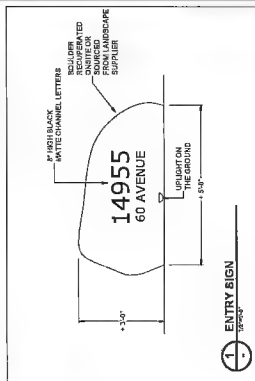
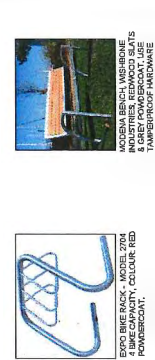
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DATE: 15 JUL 08
SCALE: 3/16" = 1'-0"
DRAWN: GGG
DESIGN: GGG
CHECK: KAT
PMG PROJECT NUMBER: 15-112



3 PLANTING IN VEHICLE OVERHANG ZONE



PLN - 101

[illegible]

CLIENT-

PROJECT:

BUDDHIST TEMPLE

#5 ROAD

RICHMOND, BC

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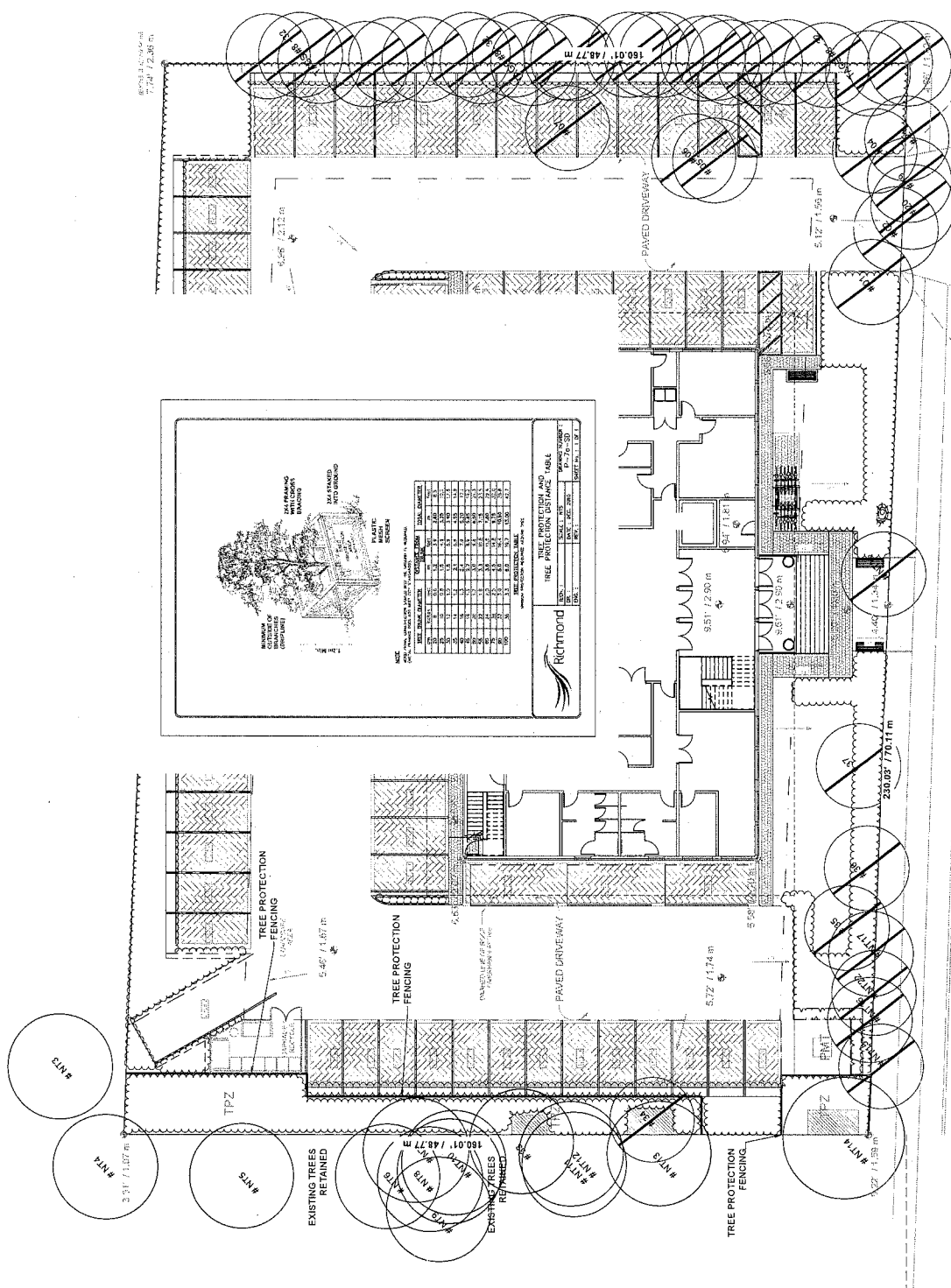
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DATE: 15 JUL 06 DRAWING NUMBER:

SCALE 3/32"=1'-0"

CHKD: PCM OF 4

PMG PROJECT NUMBER: 15-112



NO. 5 ROAD



REFER TO ARBORIST REPORT
BY CATHERINE MACDONALD
CONTACT AT 524 504-0302
WITH 3 DAYS NOTICE WHEN
WORKING IN TREE RETENTION
ZONE

5112-1470



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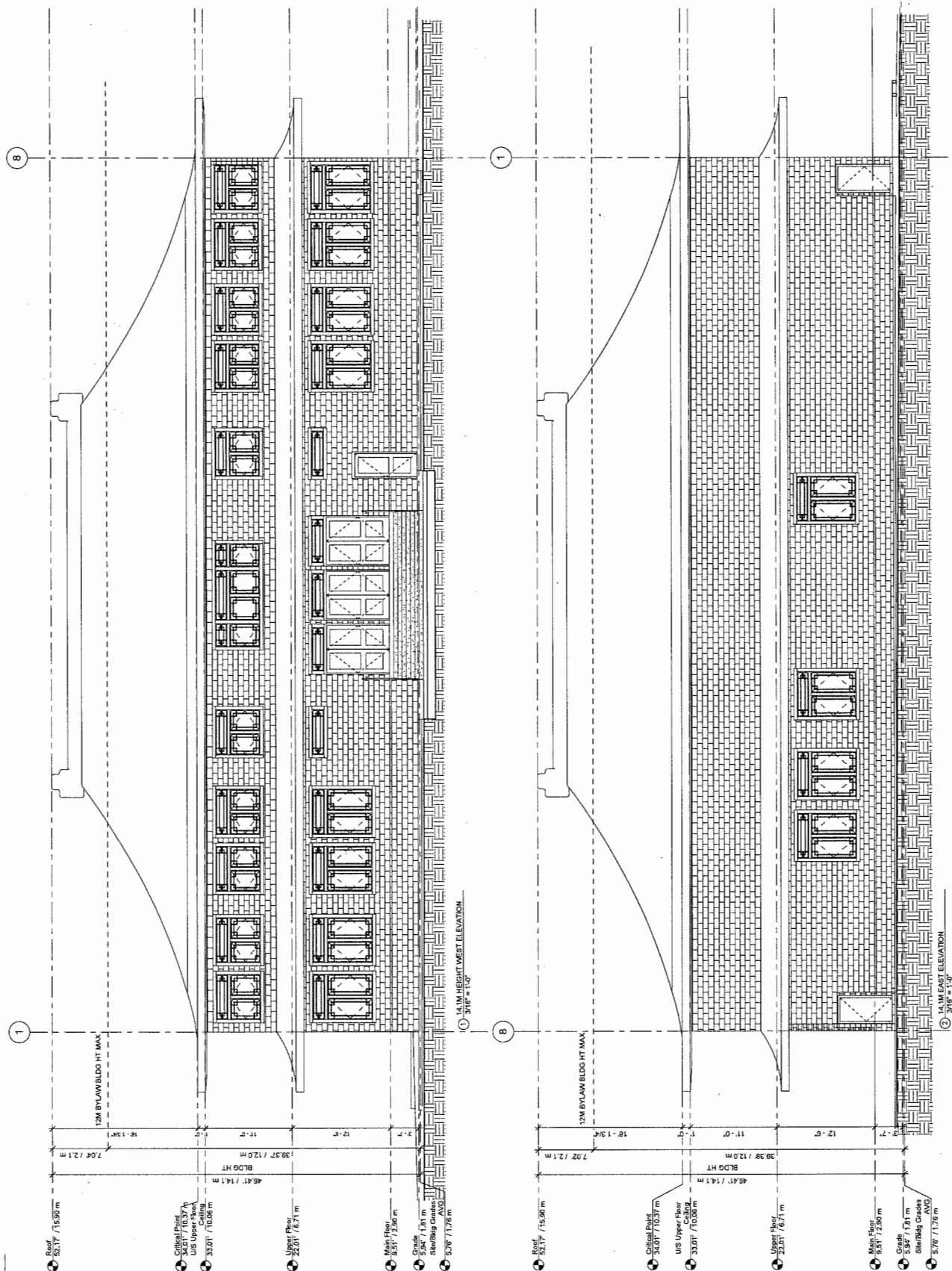
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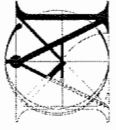
of results

Project Title
8480 NO.5 ROAD
RICHMOND

ADDENDUM 14.1M WEST & EAST ELEVATIONS

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| Drawn: Author | Checked: Checker | Date: 3/16" = 1'-0" | Project Number: | Dwg. No.: ADDA |
| | | | Revision Data: | Plot Date: 02/07/2009 |





MATTHEW CHENG
ARCHITECT INC.

100-22-091 EVANS AVENUE
VANCOUVER, BC V6A 2S9
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Project Title
8480 NO.5 ROAD
RICHMOND

Sheet Title
FLOOR AREA
OVERLAY ROOF

Drawn: RK

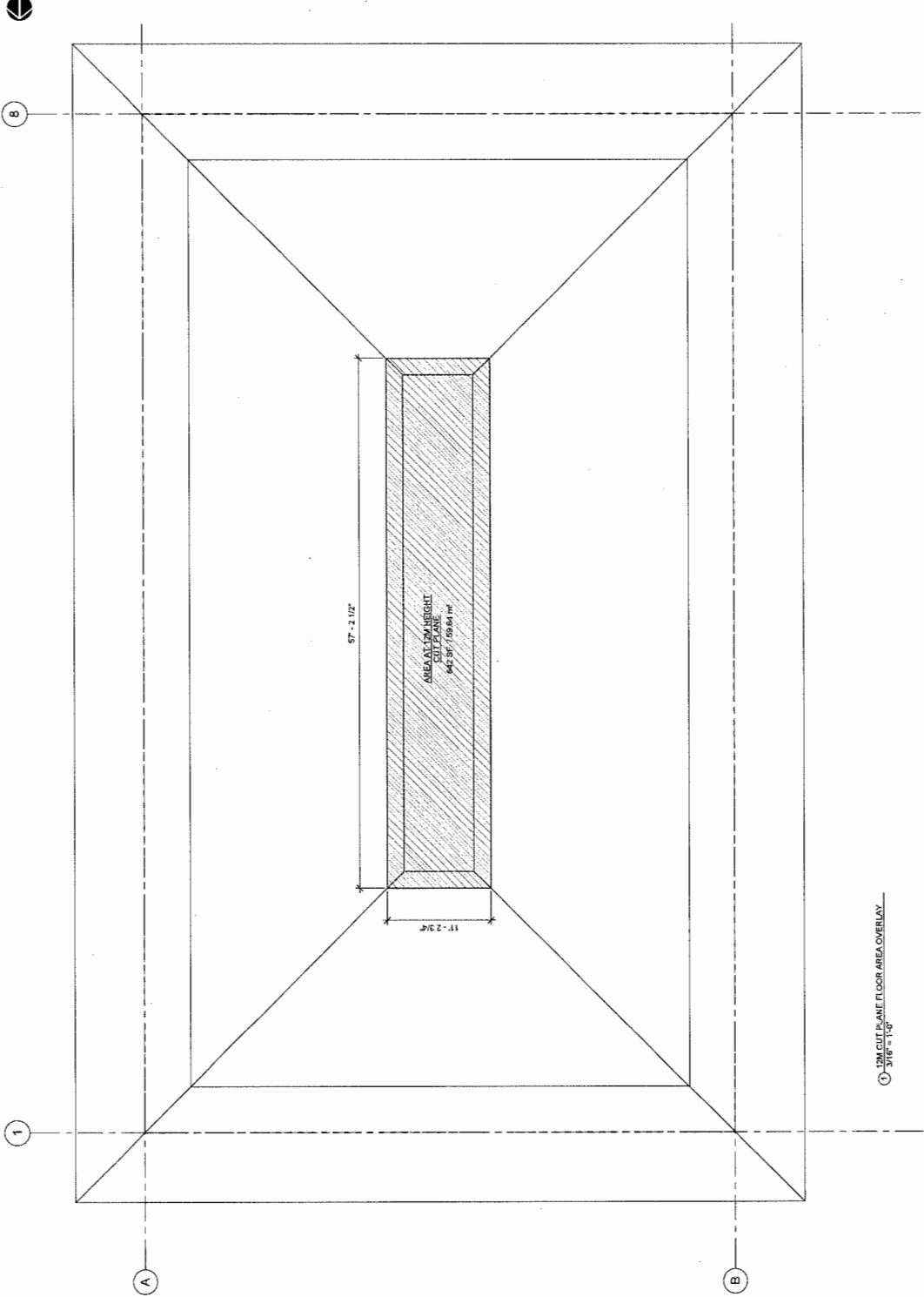
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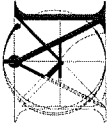
Scale: 3/16" = 1'-0"

Project Number:

Revision Date:

Sheet Number
ADD3





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15th FLOOR, 609 EVANS AVENUE
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Revision

Consolidation

Project Title

8480 NO. 5 ROAD
RICHMOND

ADDENDUM
HEIGHT
COMPARISON
(WEST
ELEVATIONS)

Drawn: RK

Checked: MC

Scale: 1/16" = 1'-0"

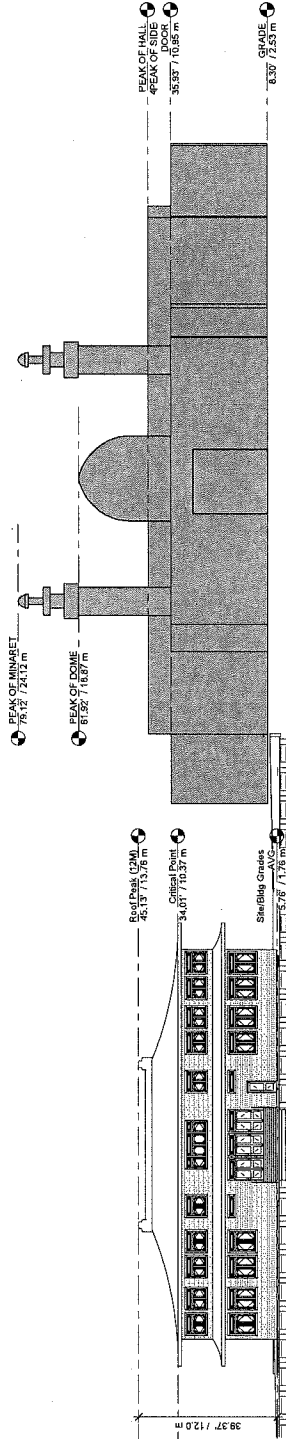
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Revised Date:

Print Date: 02/28/17

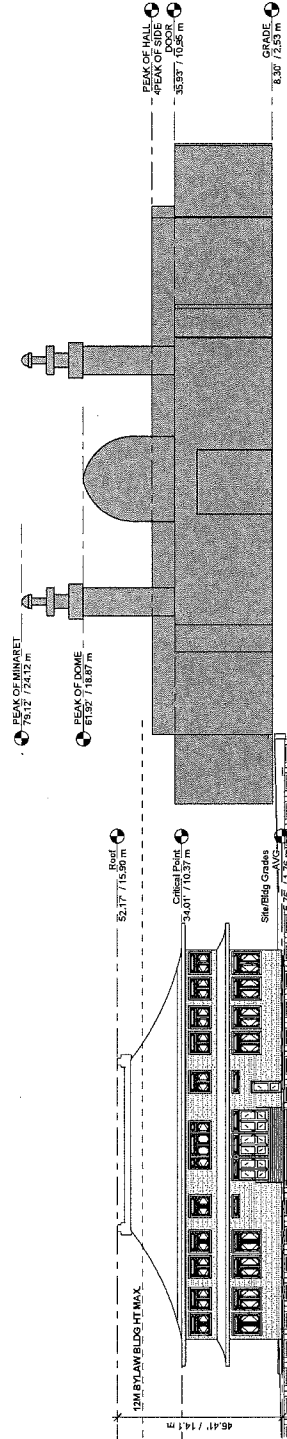
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PROPOSED HEIGHT / 12M

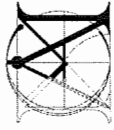


HT COMPARISON - 12M HIP ROOF
UNRENDERED
① 1/16" = 1'-0"

PREFERRED HEIGHT / 14.1M



HT COMPARISON - 14.1M HIP ROOF
UNRENDERED
② 1/16" = 1'-0"



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Project:

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Project Title:
8480 NO. 5 ROAD
RICHMOND

Sheet Title:
ADDENDUM
HEIGHT
COMPARISON
(SOUTH
ELEVATIONS)

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Checked: M/C

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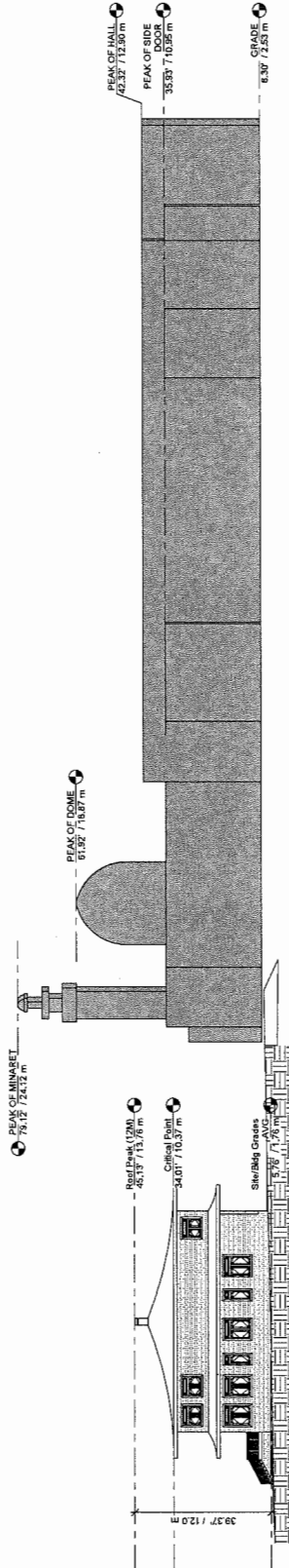
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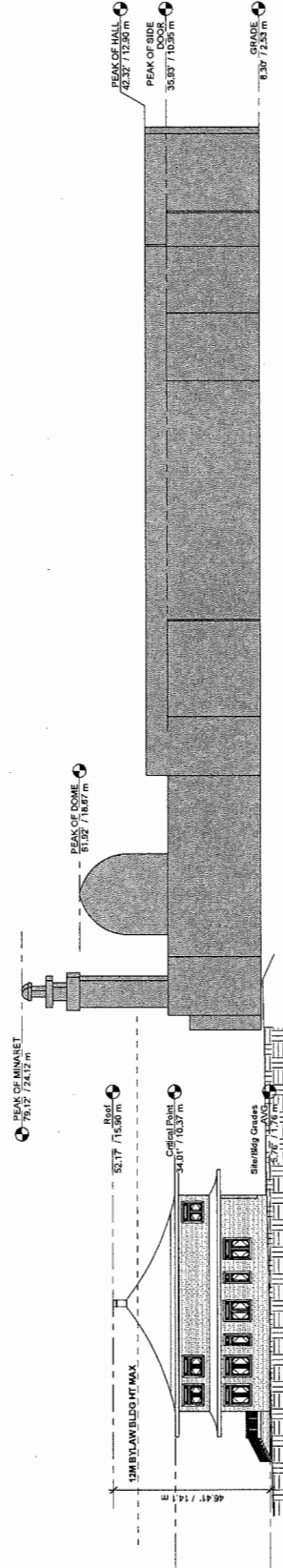
Plot Date:
02/22/2017

ADD5

PROPOSED HEIGHT / 12M



PREFERRED HEIGHT / 14.1M





RZ 14-674068

Attachment 5

Address: 8480 No. 5 Road

Applicant: Matthew Cheng Architect Inc.

Planning Area(s): East Richmond – McLennan Sub-Area

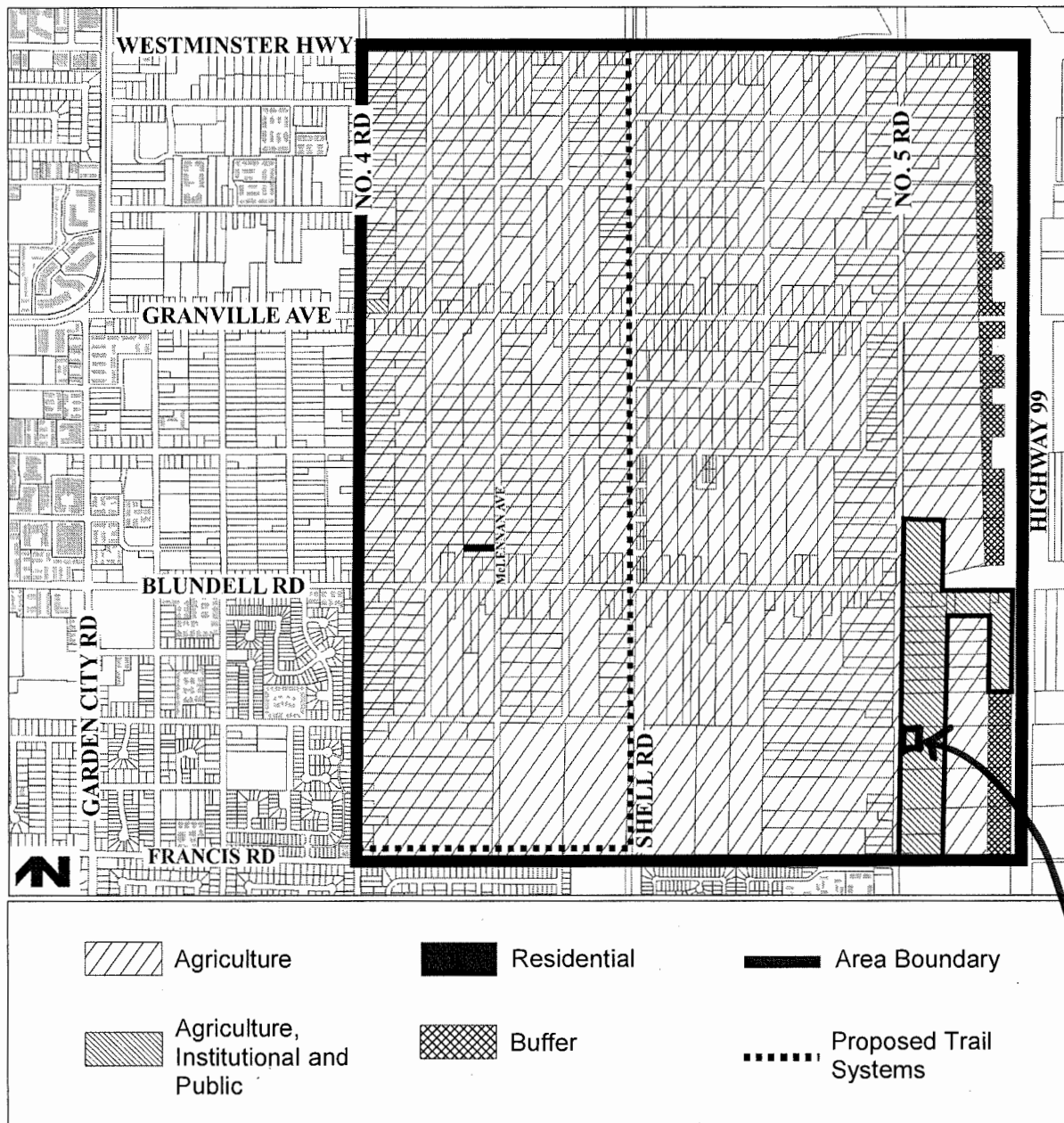
| | Existing | Proposed |
|-----------------------------------|---------------------------------------|---------------------|
| Owner: | Tung Cheng Yuen Buddhist Association | No Change |
| Site Size (m²): | 3,417.05 m ² | No Change |
| Land Uses: | Vacant | Institutional |
| OCP Designation: | Community Institutional | No Change |
| Area Plan Designation: | Agriculture, Institutional and Public | No Change |
| Zoning: | Agriculture (AG1) | Assembly (ASY) |
| Other Designations: | ESA | ESA DP not required |

| On Future Subdivided Lots | Bylaw Requirement | Proposed | Variance |
|------------------------------------|--------------------------|--------------------------|----------------|
| Floor Area Ratio: | Max. 0.5 | 0.4 | none permitted |
| Lot Coverage – Building: | Max. 35 % | 19 % | none |
| Setback – Front Yard (m): | Min. 6 m | 7.7 m | none |
| Setback – North Side Yard (m): | Min. 7.5 m | 17.95 m | none |
| Setback – South Side Yard (m) | Min. 7.5 m | 18.58 m | none |
| Setback – Rear Yard (m) | Min. 7.5 m | 20.24 m | none |
| Height (m): | 12 m | 12 m | none* |
| Off-street Parking Spaces – Total: | 75 | 75 | none |
| Accessible Parking Spaces | 2 | 2 | none |
| Loading Spaces | 1 medium | 1 medium | none |
| Bicycle Spaces | Class 1: 3 Class 2: 8 | Class 1: 3 Class 2: 8 | none |

* The applicant may wish to pursue a development variance application to accommodate a height variance for a more traditional peaked roof design. A separate application will be required.

City of Richmond

Land Use Map

 Bylaw 8791
 2012/09/10


Subject Property

Park, Minhee

From: Riyaz Devji <riyaz@DEVJI.CO>
Sent: Thursday, 5 May 2016 17:41
To: Park, Minhee
Cc: Riyaz Devji; Mohamed Ladak - VAN CITY SAVINGS CREDIT UNION (mohamed_ladak@vancity.com); Ebrahim Rehmtulla; Shaheen Rashid
Subject: Proposed Building at 8480 Number 5 Road
Attachments: 20160505_0920098378.pdf

Minhee,

It was a pleasure speaking with you yesterday and I hope you are keeping well. Here is the note we chatted about and I will send you some further information at the beginning of the week.

As we discussed, our Community (Shia Muslim Community of B.C.) owns the land on both sides of 8480 Number 5 Road (Lot 14), at 8580 Number 5 Road (Lot 20) and 8320 Number 5 Road (Sec 19). We have been advised of the proposed development of Lot 14 and have been provided with what we understand to be preliminary designs of the proposed building to be constructed on Lot 14. While we support the proposed use of Lot 14 for assembly purposes, we are gravely concerned about the size, massing and height of the building proposed to be built on Lot 14. We have no objection to the proposed use of the property for institutional or assembly purposes. All three lots are zoned for assembly use, and we are currently using Lot 20 for that same use. However, Lot 20 is approximately 9.8 acres or 3.91 hectares in area, and Sec 19 is approximately 8.26 acres or 3.34 hectares in area. Lot 14 is only .84 acres or .34 hectares, a very small lot for assembly use particularly given the parking requirements for such use.

We have reviewed the design of the building and have significant concerns with respect to the proposed design. Our particular objection is the fact that the current plans show a building that will have a solid roof line approximately six-storeys in height. Moreover the design shows that virtually entire lower level will consist of parking. This is presumably due to the small size of the lot and the parking spaces required. The Lot 14 Owner has achieved the required park spaces by designing a building that includes a full floor of above ground parking, thereby raising their building that already has a large mass for a small lot such that it greatly exceeds the scale of the other buildings along No. 5 Road. By including a full floor of parking, they have raised their building by an extra 12 or more feet along its entire width. Then they have added a high architectural roof structure that adds another 20 feet to the height. In reality they are trying to build a building that is too big for the land they have purchased.

A building of this height is very much out of character with the other buildings along No. 5 Road. Those buildings are all either one or two-storeys in height if they are located near the front of their properties (for example the Richmond Jewish Day School or the Subramaniya Swamy Temple). Others are taller if they are set back from No. 5 Road or are on larger lots. The proposed building is very much out of character of the neighbouring assembly buildings. While other lots may have domes or minarets that are higher, they are on buildings that are set back from No. 5 Road and do not continue along the entire length of the buildings. Thus they do not have the imposing mass that is so untenable with the proposed design.

We have been trying to meet with the Lot 14 Owner to develop other options for their site. We have indicated our willingness to do a land swap with the proponents by having them locate at the North end of the property at 8320 Number 5 Road, and licence or lease them portions of our sites for parking stalls at no cost so they need not build that lower floor. As we discussed, by not building the lower floor they could probably build the same building size they are requesting without needing a height variance. Despite a number of attempts to discuss these issues with the Lot 14

Owner, they have been rebuffed to date stating they would like to build the Centre as soon as possible and making any changes would delay their construction.

Again, we wish to formally record our strong objection to the proposed design and in particular to any variance or relaxation of any City bylaws or policies that may be granted by the City to allow a building of this mass and height, or any rezoning of Lot 14 to allow a building of such mass or height.

Please feel free to reach out to us if we can be of any further help. Take care and thanks for your help and support.

Riyaz R. Devji,

3103—667 Howe Street

Vancouver, British Columbia, Canada V6C 0B5

Direct Line: 604-657-1898

Cell Number: 360-420-7861

E-mail: riyaz@devji.co

Excerpt from the Minutes from
The Agricultural Advisory Committee Meeting

Thursday, February 4, 2016 – 7:00 p.m.
M.2.002
Richmond City Hall

4. Development Proposal – Rezoning 8480 No. 5 Road

Staff provided a brief overview of the rezoning application at 8480 No. 5 Road to develop a new Buddhist temple. The Chair invited the applicants and the project architect to the table.

The Committee had the following questions and comments:

- The Committee asked further information about the site context and properties around the site.
- In response to the Committee' question regarding the capacity of the temple and its parking needs, the applicant noted that regularly there will be only approximately 20 people in the temple but for a special event, they anticipate approximately 100 people.
- The Committee asked about the height variance, and asked how the proposed building will fit into the context. In comparison, staff noted that the proposed height is slightly lower than the height of the existing Thrangu Monastery building at 8140 No. 5 Road.

As a result of discussion, the Committee passed the following motion:

That the rezoning application at 8480 No. 5 Road be supported as presented.

Carried Unanimously



QUEENS CONSULTING
2148 & 8th Avenue
Langley, BC
V2Z 1S7

604.984.0302
collin@queensconsulting.com

GENERAL NOTES:

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All landscape work to conform to the BC Planting Manual (2017th Edition) as a minimum.

All tree work to conform to the International Society of Arboriculture (ISA) as a minimum.

TREE PROTECTION:
Dimension protection barriers as shown and follow technical guidelines as per City of Richmond. All barriers to be at least 1.2m in height and constructed of either snow fencing securely fastened to milled or wood stakes spaced to prevent the barrier from being pulled to the ground. Stakes, or other form of barrier satisfactory to City Staff.

No entry of any kind to any tree within the protection zone. This includes people, vehicles, materials or equipment access or storage of any kind.

Consult Project Arborist or City Staff in detail about any tree issue.

Dimension in metres.

BAR SCALE
0 1 2 3 4 5 10m

North Arrow

NORTH SCALE: 1:150m
FULL SIZE SHEET: 24" x 36"

SHEET No: 1 OF 1

DATE: 11 APRIL 2016

**PROPOSED
BUDDHIST TEMPLE
8480 No. 5 Rd
Richmond, BC**

**DRAWING TITLE:
TREE RETENTION
PLAN**

NOTE OWNERSHIP OF TREES
ALONG PROPERTY LINES.
CO-OWNERS OF TREES HAVE
AGREE IN WRITING TO REMOVAL

8580 #5 RD

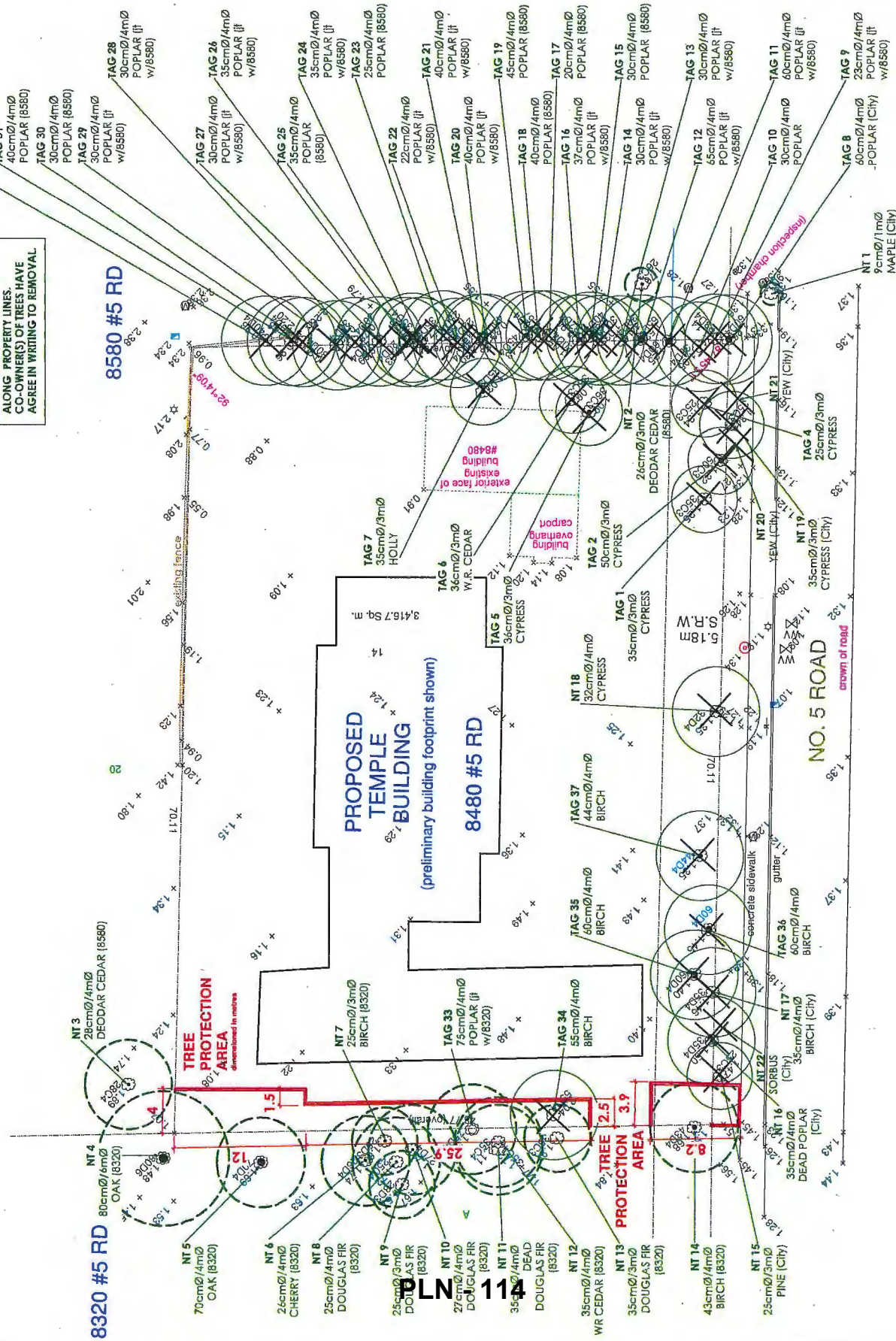
8320 #5 RD

**PROPOSED
TEMPLE
BUILDING**
(preliminary building footprint shown)

8480 #5 RD

NO. 5 ROAD

PLAN 114





**City of
Richmond**

Rezoning Considerations
Development Applications Department
6911 No. 3 Road, Richmond, BC V6Y 2C1

Address: 8480 No. 5 Road

File No.: RZ 14-674068

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9537, the developer is required to complete the following:

1. Submission of a Final 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:
 - Include a mix of coniferous and deciduous trees.
 - Include the dimensions of tree protection fencing as illustrated on the Tree Retention Plan attached to this report.
 - Include the 56 required replacement trees with the following minimum sizes:

| DBH of Tree Cut or Removed | No. of Trees Removed | No. of Replacement Trees (2 for 1) | Minimum Height of Coniferous Replacement Tree | Minimum Caliper of Deciduous Replacement Tree |
|----------------------------|----------------------|------------------------------------|---|---|
| 20 - 30 cm | 9 | 18 | 3.5 m | 6 cm |
| 30 - 40 cm | 10 | 20 | 4 m | 8 cm |
| 40 - 50 cm | 3 | 6 | 5 m | 9 cm |
| 50 - 60 cm | 4 | 8 | 5.5 m | 10 cm |
| 60 cm+ | 2 | 4 | 6 m | 11 cm |

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

2. City acceptance of the developer's offer to voluntarily contribute \$ 4,550 to the City's Tree Compensation Fund for the planting of replacement trees within the City.
3. Submission of a Contract entered into between the applicant and a Certified Arborist for supervision of any on-site works conducted within the tree protection zone of the trees to be retained. The Contract should include the scope of work to be undertaken, including: the proposed number of site monitoring inspections, and a provision for the Arborist to submit a post-construction assessment report to the City for review.
4. Submission of a Tree Survival Security to the City in the amount of \$1,300 for the City-owned tree (Tag #NT1) to be retained. The security will not be released until an acceptable impact assessment report is submitted and a landscaping inspection has been passed by City staff.
5. 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.
6. Registration of a flood plain covenant on Title identifying a minimum habitable elevation of 2.9 m GSC.

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

1. Enter into a Servicing Agreement* for the design and construction of off-site improvements. Works include, but may not be limited to:

Water works:

- Using the OCP Model, there is 404.8 L/s of water available at a 20 psi residual at the No. 5 Road frontage. Based on the proposed development, the subject site requires a minimum fire flow of 250.0 L/s.

- The Developer is required to submit fire flow calculations signed and sealed by a professional engineer based on the Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) to confirm that there is adequate available flow for on-site fire protection.
- At the Developers cost, the City is to:
 - Cut and cap the existing water service connection on No. 5 Road.
 - Install a new water connection complete with meter and meter box.

Storm Sewer Works:

- The Developer is required to upgrade approximately 75 m of fronting storm sewer using a 600 mm diameter pipe from STMH4224 located approximately 4.0 m south of the south property line, up to the north property line.
- At the Developers cost, the City is to:
 - Cut and cap the existing storm service connection at the properties northwest corner, while retaining service to 8320 No. 5 Road.
 - Cut, cap and remove the existing storm sewer service connection and inspection chamber (IC) approximately 33 m south of the north property line.
 - Relocate the existing storm IC located on the west property line, approximately 57 m south of the north property line onto the City boulevard c/w a new service connection to meet the City's engineering standards.

Sanitary Sewer Works:

- At the Developers cost, the City is to install a new sanitary service connection complete with a new IC along proposed development frontage.

Frontage Improvements:

- The Developer is required to:
 - Provide a 1.5 m wide treed and grassed boulevard and a new 1.5 m wide concrete sidewalk along No. 5 Road.
 - Coordinate with BC Hydro, Telus and other private communication service providers:
 - To underground the proposed Hydro service lines.
 - When relocating/modifying any of the existing power poles and/or guy wires within the property frontages.
 - To determine if above ground structures are required and coordinate their locations (e.g. Vista, PMT, LPT, Shaw cabinets, Telus Kiosks, etc.).
 - Complete a roadway lighting assessment and recommend lighting upgrades during the service agreement.

General Items:

- Additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering may be required, including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.
 - A sediment and control plan is required.
2. Submission of a Construction Parking and Traffic Management Plan to the Transportation Department. Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.

3. Obtain a Building Permit (BP) for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Department at 604-276-4285.

Note:

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

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

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

Signed _____

Date _____



City of Richmond

Bylaw 9537

Richmond Zoning Bylaw 8500 Amendment Bylaw 9537 (RZ 14-674068) 8480 No. 5 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 "ASSEMBLY (ASY)".

P.I.D. 009-177-884

Lot 14 Section 19 Block 4 North Range 5 West New Westminster District Plan 29706

2. This Bylaw may be cited as "Richmond Zoning Bylaw 8500, Amendment Bylaw 9537".

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

MAYOR

CORPORATE OFFICER

| |
|--|
| CITY OF RICHMOND |
| APPROVED by <i>BK</i> |
| APPROVED by Director or Solicitor <i>il</i> |



City of Richmond

Report to Committee Planning and Development Division

To: Planning Committee
From: Wayne Craig
Director, Development

Date: February 20, 2017
File: RZ 16-728719


Re: Application by Harj Johal for Rezoning at 9051 and 9071 Steveston Highway from
"Single Detached (RS1/E)" to "Compact Single Detached (RC2)"

Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9646, for the rezoning of 9051 and 9071 Steveston Highway from the "Single Detached (RS1/E)" zone to the "Compact Single Detached (RC2)" zone, be introduced and given first reading.


Wayne Craig
Director, Development

WC:jr
Att. 6

| REPORT CONCURRENCE | | |
|--------------------|-------------------------------------|---|
| ROUTED TO: | CONCURRENCE | CONCURRENCE OF GENERAL MANAGER |
| Affordable Housing | <input checked="" type="checkbox"/> |  For SA: KRC/da |

Staff Report

Origin

Harj Johal has applied to the City of Richmond for permission to rezone 9051 and 9071 Steveston Highway from the “Single Detached (RS1/E)” zone to the “Compact Single Detached (RC2)” zone, to permit the properties to be subdivided to create four single-family lots, with vehicle access from an extension to the existing rear lane (Attachment 1). The proposed subdivision plan is shown in Attachment 2. There is an existing single-family dwelling on each of the properties, which would be demolished.

Findings of Fact

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

Surrounding Development

Development immediately surrounding the subject site is as follows:

- To the North: Single-family dwellings on lots zoned “Single Detached (RS1/E)”, with vehicle access from Ryan Crescent.
- To the South, across Steveston Highway: A single-family dwelling on a lot zoned “Agriculture (AG1)”, a golf course on a lot zoned “Golf Course (GC)”, and a Buddhist temple on a lot that is split-zoned “Agriculture (AG1)” and “Assembly (ASY)”; all with vehicle access from Steveston Highway.
- To the East: Four dwellings on lots zoned “Compact Single Detached (RC1)”; which were created through rezoning and subdivision in 2004, and which have vehicle access from a lane connecting to Steveston Highway.
- To the West: A single-family dwelling on a lot zoned “Single Detached (RS1/E)”, with vehicle access from Steveston Highway.

Related Policies & Studies

Official Community Plan/Broadmoor Area Plan

The subject properties are located in the Broadmoor planning area. The Official Community Plan (OCP) designation for the subject properties is “Neighbourhood Residential” (Attachment 4). The proposed rezoning is consistent with this designation.

Arterial Road Policy

The subject properties are designated “Compact Lot Coach House” on the Arterial Road Policy Development Map, which allows for compact lot single detached or compact lot coach house developments, based on compliance with the applicable zoning bylaw. The Arterial Road Policy requires all compact lot developments to be accessed from a functional municipal lane only. This application involves the dedication and construction of an extension to the existing rear lane. The proposed rezoning and ensuing development is consistent with the Arterial Road Policy.

Agricultural Land Reserve (ALR) Buffer Zone

Consistent with the OCP guidelines, the applicant is required to register a covenant on Title prior to rezoning to secure a 4.0 m wide landscaped Agricultural Land Reserve (ALR) buffer along the Steveston Highway frontage. The legal agreement will identify the ALR buffer area, ensure that the landscaping will not be abandoned or removed, and indicate that the property is potentially subject to impacts of noise, dust, and odour resulting from agricultural operations.

Prior to final adoption of the rezoning bylaw, the applicant must submit a Landscape Security to the City, to ensure that the landscaped buffer is installed.

Floodplain Management Implementation Strategy

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

Public Consultation

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

Should the Planning Committee endorse this application and Council grant first reading to the rezoning bylaw, the bylaw will be forwarded to a Public Hearing; where any area resident or interested party will have an opportunity to comment. Public notification for the Public Hearing will be provided as per the *Local Government Act*.

Analysis**Existing Legal Encumbrances**

There are three existing statutory right-of-ways (SRW) on Title for the sanitary sewer. Two SRWs with registration numbers K92841 and E86656 are located along the north property line of the subject site. The applicant is required to dedicate a 6.0 m wide lane along the entire north property line prior to final adoption of the rezoning bylaw. Following lane dedication, the utilities will be located within the City's road network and the two SRWs will no longer be required.

One statutory right-of-way, with registration number G44841, is a 3.0 x 3.0 m corner cut in the southwest corner of the site for the sanitary sewer. The existing SRW is not impacted by the proposed rezoning. The applicant is aware that encroachment into the SRW is not permitted.

Transportation and Site Access

The applicant intends to access the established lane from Steveston Highway via a statutory right-of-way, with registration number BW406323, for utilities and public-right-of-passage that is registered on Title of the lots at 9093 and 9097 Steveston Highway. Vehicle access to the site

is to be from the rear lane only, with no direct vehicle access from Steveston Highway permitted under Residential Lot (Vehicular) Access Regulation Bylaw No. 7222.

The statutory right-of-way at 9093 and 9097 Steveston Highway was secured through the redevelopment proposal that created four lots at 9091, 9093, 9097, and 9099 Steveston Highway in 2004 (RZ 04-268084/SD 03-232827). The statutory right-of-way was designed and constructed as a vehicle lane as part of a Servicing Agreement (SA 04-287038), and includes an asphalt driving surface and lane lighting. The recent rezoning application at 9131 Steveston Highway (RZ 15-703150) confirmed that this statutory right-of-way can be used to access all development in this block. Future development on this block will secure dedication and construction of the rear lane eastward to Mortfield Gate, at which time the access at Steveston Highway will be closed.

Prior to final adoption of the rezoning bylaw, the applicant must complete the following:

- Dedication of a 6.0 m wide extension to the existing rear lane.
- Registration of a legal agreement on Title to acknowledge that the applicant wishes to make use of the statutory right-of-way agreement (BW406323) that is registered on Title at 9093 and 9097 Steveston Highway for vehicular access to the subject site until an alternative exists.
- Registration of a legal agreement on Title to acknowledge that use of the lane is subject to the terms and conditions of the statutory right-of-way agreement (BW406323).

Vehicle access for equipment and all material deliveries to the site during development is proposed from the existing driveways to Steveston Highway. Vehicle parking will be on-site, with additional parking space on Mortfield Gate with the written permission of the owners of 10960 and 10966 Mortfield Gate. A temporary lane closure of a single westbound lane on Steveston Highway is proposed to accommodate delivery and removal of equipment, machinery, and materials, as required.

Prior to issuance of a Building Permit, the applicant is required to submit a Construction Parking and Traffic Management Plan and Lane Closure Request to the City's Transportation Department for review. This unregistered agreement will prohibit the use of any portion of the statutory right-of-way area for vehicle parking, demolition activity, or construction activity.

Tree Retention and Replacement

The applicant has submitted a Certified Arborist's Report; which identifies on-site and off-site tree species, assesses tree structure and condition, and provides recommendations on tree retention and removal relative to the proposed development. The Report assesses 16 bylaw-sized trees on the subject property, four trees on neighbouring properties, and two street trees on City property.

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

- Four trees located on the development site (Tag # 467, 468, 469, 470) between 19-54 cm DBH, exhibit sparse foliage and are in poor condition. These trees are not good candidates for retention and should be removed and replaced.

- Five trees located on the development site (Tag # 463, 981, 983, 989, and 990) between 20-101 cm DBH, are either dying, are infected with Fungal Blight, or exhibit structural defects such as cavities at the main branch union and co-dominant stems with inclusions. These trees are not good candidates for retention and should be removed and replaced.
- One Lawson Cypress tree located on the development site (Tag # 978) that is 92 cm DBH, is in moderate condition, however, the tree is located in the proposed building envelope. As a result of the building envelope conflict, this tree needs to be removed and replaced.
- One Norway Spruce tree located on the development site (Tag # 982) that is 47 cm DBH, is in moderate condition, however, the tree is located in the proposed building envelope. As a result of the building envelope conflict, this tree needs to be removed and replaced.
- Five trees located in the proposed lane dedication (tag # 984, 985, 986, 987, and 988) between 33-93 cm DBH, are in good condition, but in conflict with the new lane and will need to be removed.
- Four trees on 9031 Steveston Highway (Tag # 464, 465, 466, and 471) between 15-8 cm DBH, to be retained and protected.
- Replacement trees should be specified at 2:1 ratio as per the OCP.

Parks Department staff has reviewed the application as it impacts two trees in the City-owned boulevard. Two Cedar trees between 20-32 cm DBH are in poor condition, having been historically topped to provide clearance for BC Hydro lines above, and will be removed and replaced. Compensation of \$2,600 is required for the City to plant four trees at or near the development site.

Tree Protection

Four trees (Tag # 464, 465, 466, and 471) on a neighbouring property are to be retained and protected. The applicant has submitted a tree protection plan showing the trees to be retained and the measures taken to protect them during development stage (Attachment 5). To ensure that the trees identified for retention are protected at development stage, the applicant is required to complete the following items:

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

Tree Replacement

The applicant wishes to remove 16 on-site trees (Tags # 463, 467, 468, 469, 470, 978, and 981-990). The 2:1 replacement ratio would require a total of 32 replacement trees. The

applicant has agreed to plant two trees on each lot proposed; for a total of eight trees. The required replacement trees are to be of the following minimum sizes; based on the size of the trees being removed as per Tree Protection Bylaw No. 8057.

| No. of Replacement Trees | Minimum Caliper of Deciduous Replacement Tree | Minimum Height of Coniferous Replacement Tree |
|--------------------------|---|---|
| 8 | 11 cm | 6 m |

To satisfy the 2:1 replacement ratio established in the OCP, the applicant will contribute \$12,000 to the City's Tree Compensation Fund in lieu of the remaining 24 trees that cannot be accommodated on the subject property after redevelopment.

Prior to final adoption of the rezoning bylaw, the applicant must submit a Landscape Plan for both lots prepared by a Registered Landscape Architect, along with a Landscape Security based on 100% of the cost estimate provided by the Landscape Architect for the proposed planting, including the eight required replacement trees, and a 10% contingency. The Landscape Plan must comply with the regulations for coach house and compact lot development contained in the Arterial Road Policy in the OCP. A portion of the security will be released after construction and landscaping at the subject site is completed and a landscape inspection by City staff has been passed. The City may retain the balance of the security for a one-year maintenance period to ensure that the landscaping survives

Affordable Housing Strategy

The Affordable Housing Strategy for single-family rezoning applications requires a secondary suite or coach house on 100% of new lots created, or a suite or coach house on 50% of new lots created and a cash-in-lieu contribution to the City's Affordable Housing Reserve Fund of \$2.00/ft² of the total building area of the remaining lots.

The applicant proposes to construct a secondary suite on all four proposed lots. Prior to final adoption of the rezoning bylaw, the applicant must register a legal agreement on Title to ensure that no final Building Permit inspection will be granted until a secondary suite is constructed on each of the four future lots, to the satisfaction of the City in accordance with the BC Building Code and the City's Zoning Bylaw.

Site Servicing and Frontage Improvements

There are no servicing concerns with the proposed rezoning. Prior to subdivision, the applicant is required to:

- Pay Development Cost Charges (City and GVS & DD), School Site Acquisition Charge, and Address Assignment Fees.
- Enter into a Servicing Agreement for the design and construction of water, storm, and sanitary service works, lane drainage, and frontage upgrades described in Attachment 6.
- Registration of two 3.0 x 3.0 m statutory rights-of-way for the sanitary sewer inspection chambers.

Required lane construction includes, but is not limited to:

- Rollover curb and gutter, asphalt paving, drainage, and lane lighting. The scope of works is to be determined through the Servicing Agreement design review process.

Required frontage improvements along Steveston Highway include, but are not limited to:

- Permanent closure and removal of the existing driveway crossings providing access to the subject site from Steveston Highway.
- Removal of the existing sidewalk located at the curb along the entire site frontage and backfilling of the area to provide a minimum 1.5 m wide grass/treed boulevard (width of the boulevard is exclusive of the 0.15 m wide top of curb).
- Construction of a new 1.5 m wide concrete sidewalk behind the new boulevard along the entire site frontage; connecting to the existing sidewalk east and west of the subject site.
- Street lighting and other utility requirements may be required as part of the frontage improvements; as determined through the Servicing Agreement design review process.

Financial Impact or Economic Impact

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

Conclusion

The purpose of this application is to rezone 9051 and 9071 Steveston Highway from the "Single Detached (RS1/E)" zone to the "Compact Single Detached (RC2)" zone, to permit the properties to be subdivided to create four single-family lots, with vehicle access from an extension to the existing rear lane.

This rezoning application complies with the land use designations and applicable policies for the subject site contained within the OCP and Richmond Zoning Bylaw 8500.

The list of rezoning considerations is included in Attachment 6, which has been agreed to by the applicant (signed concurrence on file).

It is recommended that Richmond Zoning Bylaw 8500, Amendment Bylaw 9646 be introduced and given first reading.



Jordan Rockerbie
Planning Technician
(604-276-4092)

JR:blg

Attachment 1: Location Map and Aerial Photo

Attachment 2: Proposed Subdivision Plan

Attachment 3: Development Application Data Sheet

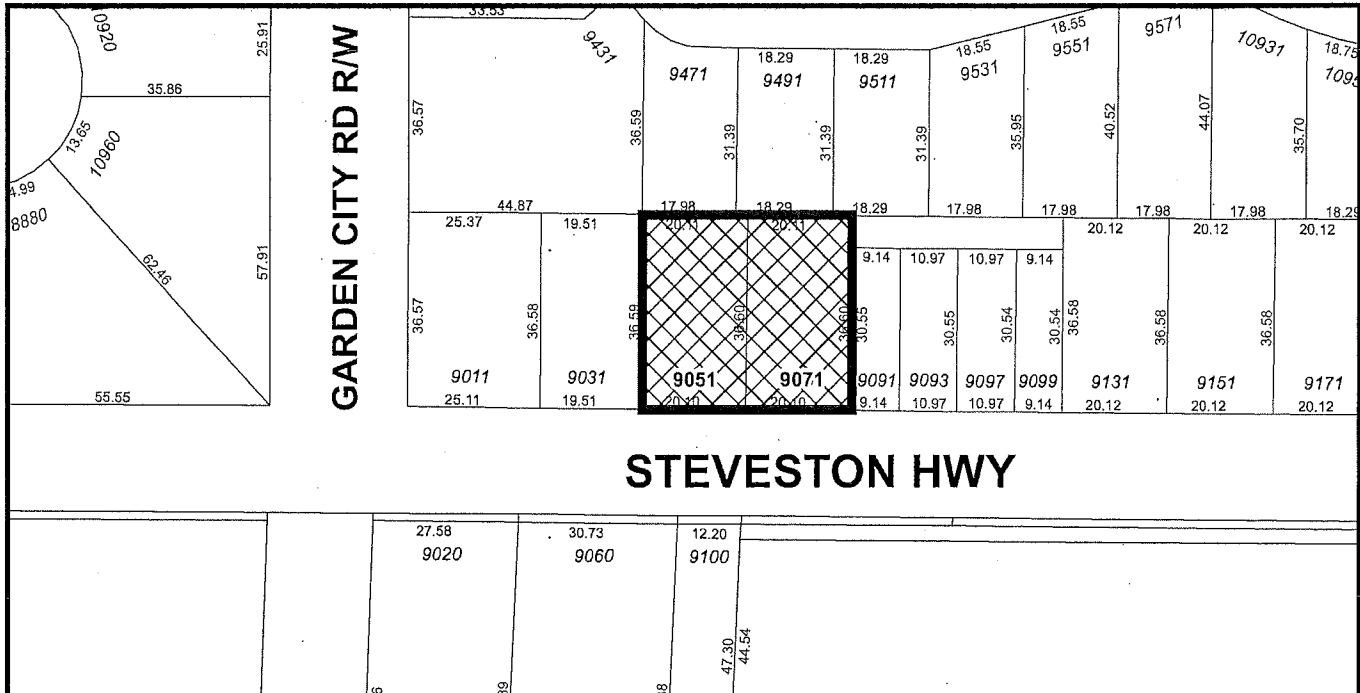
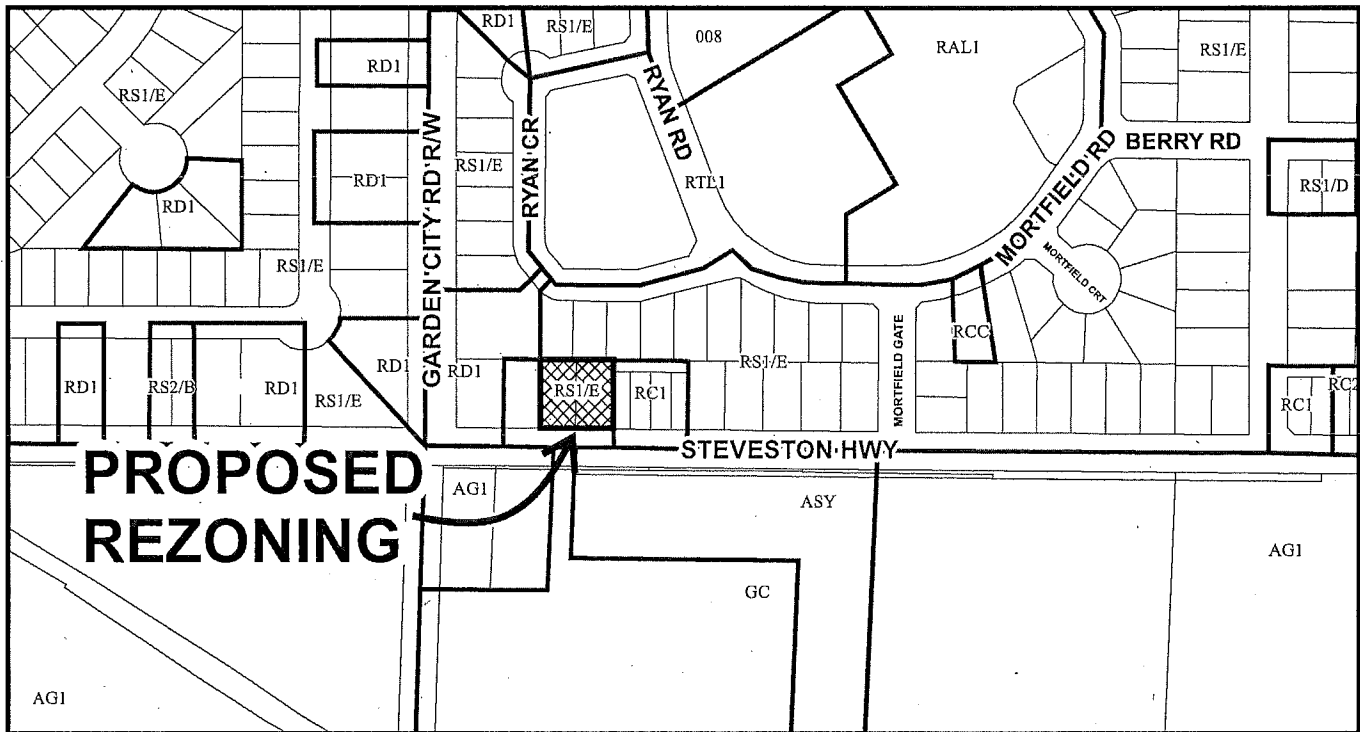
Attachment 4: Broadmoor Area Land Use Map

Attachment 5: Tree Protection Plan

Attachment 6: Rezoning Considerations



City of Richmond



RZ 16-728719

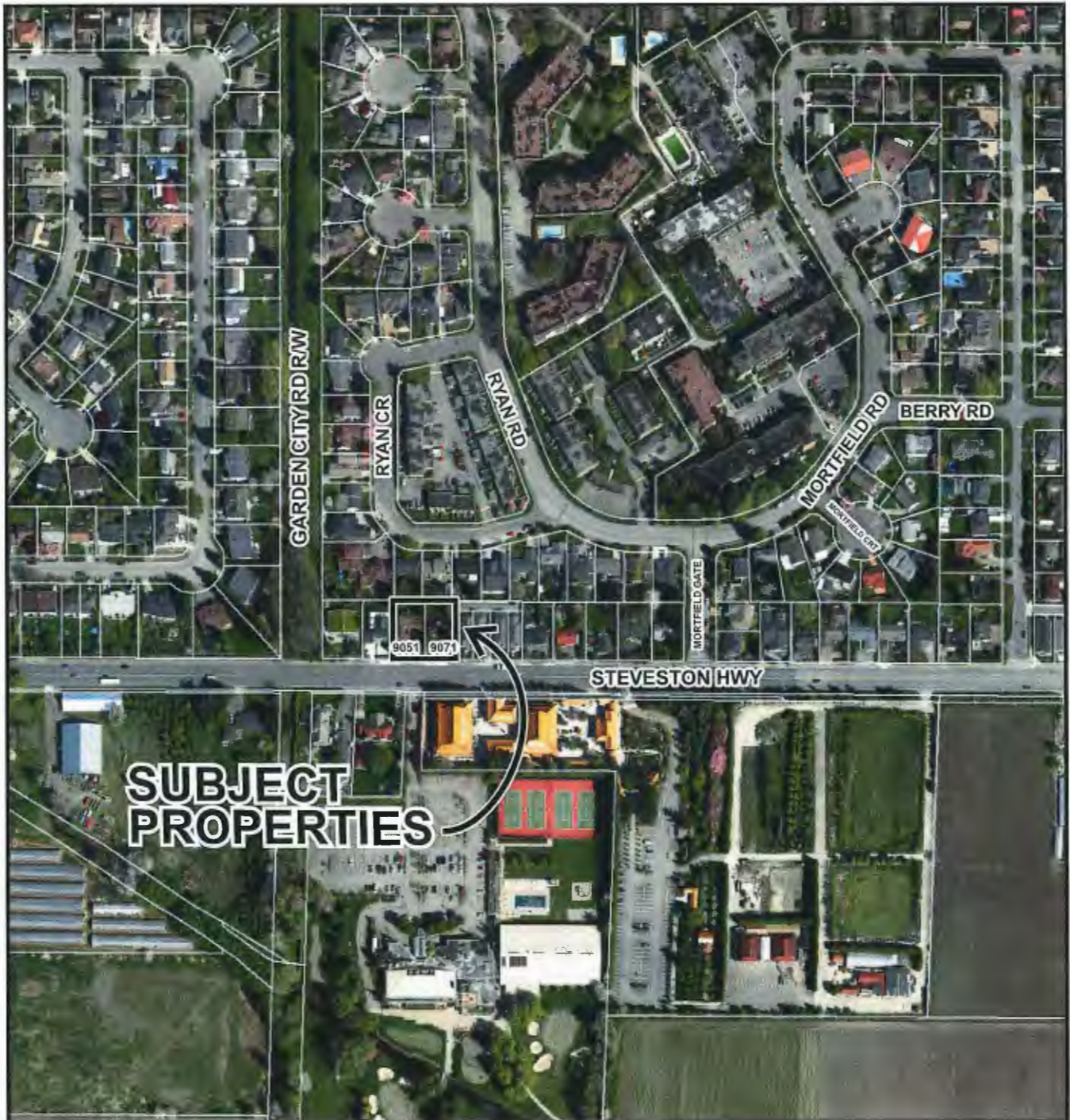
Original Date: 04/18/16

Revision Date: 11/07/16

Note: Dimensions are in METRES



City of
Richmond



RZ 16-728719

Original Date: 04/18/16

Revision Date: 11/07/16

Note: Dimensions are in METRES

PLN - 128

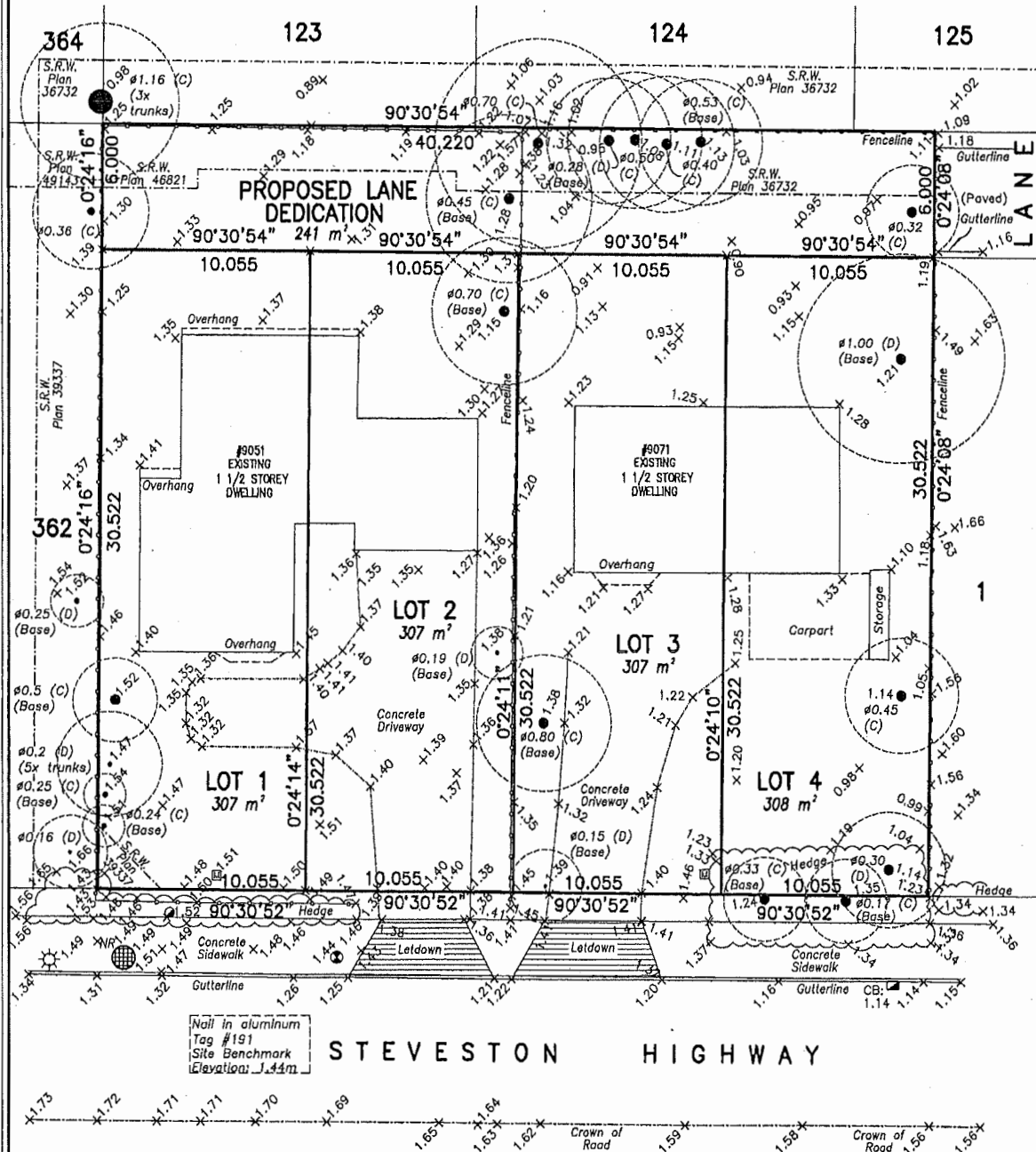
**TOPOGRAPHIC SURVEY AND PROPOSED SUBDIVISION PLAN
OF LOTS 121 AND 122 SECTION 34 BLOCK 4 NORTH RANGE 6 WEST
NEW WESTMINSTER DISTRICT PLAN 36731**

#9071 STEVESTON HIGHWAY,
RICHMOND, B.C.
P.I.D. 003-283-542
#9051 STEVESTON HIGHWAY,
RICHMOND, B.C.
P.I.D. 004-335-422

SCALE: 1:200

0 5 10 15

ALL DISTANCES ARE IN METRES AND DECIMALS
THEREOF UNLESS OTHERWISE INDICATED



© 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. 6422
FB-314 P32-36
Drawn By: ER

NOTE:

Elevations shown are based on
City of Richmond HPN
Benchmark network.
Benchmark: HPN #204
Control Monument 02H2452
Elevation: 1.559m
Benchmark: HPN #234
Control Monument 77H4891
Elevation: 1.125m

LEGEND:

- (C) denotes conifer
- (D) denotes deciduous
- denotes catch basin
- denotes water meter
- denotes manhole
- NR denotes north rim
- ☼ Lampstand
- ⚡ Powerline pole

NOTE:

Use site Benchmark Tag #191 for
construction elevation control.

CERTIFIED CORRECT:
LOT DIMENSION ACCORDING TO
FIELD SURVEY.

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

JULY 18th, 2016.

DWG No. 6422-Topo-02

PLN - 129



RZ 16-728719

Attachment 3

Address: 9051 & 9071 Steveston Highway

Applicant: Harj Johal

Planning Area(s): Broadmoor

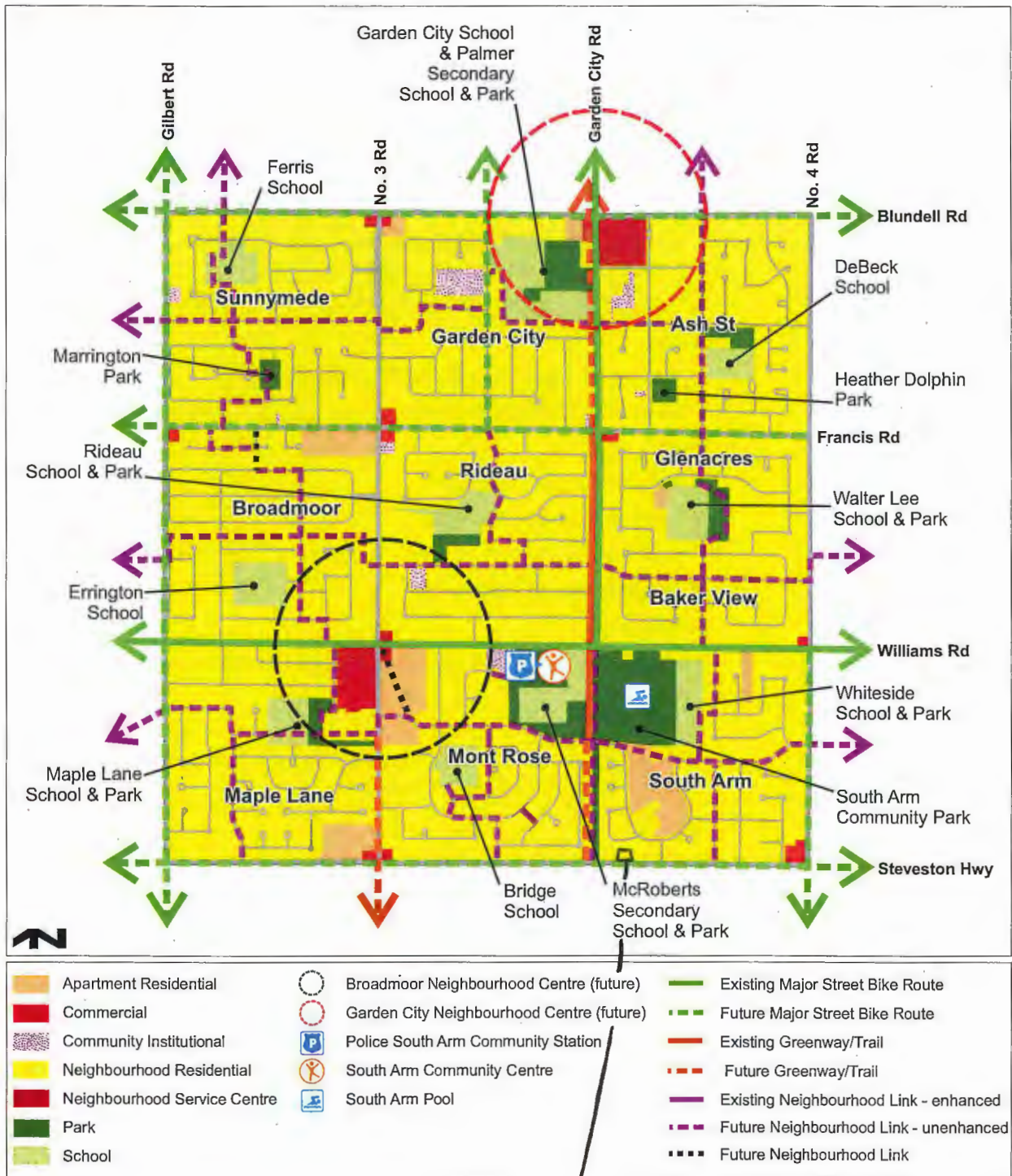
| | Existing | Proposed |
|-----------------------------------|--|--|
| Owner: | Gavin Singh Bahd Gurdeep Singh Johal Navreet Johal | To be determined |
| Site Size (m ²): | Two lots, each 734.46 m ² | Four lots, each 307 m ² Road dedication: 241.32 m ² |
| Land Uses: | Two single-family dwellings | Four single-family dwellings |
| OCP Designation: | Neighbourhood Residential | No change |
| Arterial Road Policy Designation: | Undesignated | Compact Lot Coach House |
| Zoning: | Single Detached (RS1/E) | Compact Single Detached (RC2) |

| On Future Subdivided Lots | Bylaw Requirement | Proposed | Variance |
|--|--|--|----------------|
| Floor Area Ratio: | Max. 0.60 for lot area up to 464.5 m ² plus 0.30 for area in excess of 464.5 m ² | Max. 0.60 for lot area up to 464.5 m ² plus 0.30 for area in excess of 464.5 m ² | none permitted |
| Buildable Floor Area (m ²):* | Max. 184.2 m ² (1,982 ft ²) | Max. 184.2 m ² (1,982 ft ²) | none permitted |
| Lot Coverage (% of lot area): | Building: Max. 50% Non-porous Surfaces: Max. 70% | Building: Max. 50% Non-porous Surfaces: Max. 70% | none |
| Lot Size: | 270 m ² | 307 m ² | none |
| Lot Dimensions (m): | Width: 9.0 m Depth: 24.0 m | Width: 10.055 m Depth: 30.522 m | none |
| Setbacks (m): | Front: Min. 6.0 m Rear: Min. 6.0 m Side: Min. 1.2 m | Front: Min. 6.0 m Rear: Min. 6.0 m Side: Min. 1.2 m | none |
| Height (m): | Max. 9.0 m | Max. 9.0 m | none |

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

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

6. Broadmoor



SUBJECT
PROPERTY

PLN - 131



**City of
Richmond**

Rezoning Considerations
Development Applications Department
6911 No. 3 Road, Richmond, BC V6Y 2C1

Address: 9051 & 9071 Steveston Highway

File No.: RZ 16-728719

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9646, the developer is required to complete the following:

1. 6.0 m lane dedication along the entire north property line.
2. 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 and a 10% contingency. The Landscape Plan should:
 - Comply with the guidelines of the OCP's Arterial Road Policy and should not include hedges along the front property line.
 - Include a mix of coniferous and deciduous trees.
 - Include the dimensions of tree protection fencing as illustrated on the Tree Retention Plan attached to this report.
 - Include the eight required replacement trees with the following minimum sizes:

| No. of Replacement Trees | Minimum Caliper of Deciduous Tree | Minimum Height of Coniferous Tree |
|--------------------------|-----------------------------------|-----------------------------------|
| 8 | 6 cm | 11 m |

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

3. City acceptance of the developer's offer to voluntarily contribute \$12,000 to the City's Tree Compensation Fund for the planting of replacement trees within the City.
4. Payment to the City of \$2,600 as compensation for the removal of two trees on the south property line, shared with the City, for the City to plant four trees at or near the development site.
5. 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.
6. Registration of a flood indemnity covenant on Title.
7. Registration of a legal agreement on Title to ensure that landscaping planted along a 4.0 m wide ALR buffer (as measured from the south property line) along the Steveston Highway frontage is maintained and will not be abandoned or removed. The legal agreement is to identify the ALR buffer area and indicate that the property is potentially subject to impacts of noise, dust, and odour resulting from agricultural operations since it is located across from a lot which is in the ALR.
8. Registration of a legal agreement on Title to acknowledge that the applicant wishes to make use of the statutory right-of-way agreement (BW406323) registered on Title at 9093/9097 Steveston Highway for vehicular access to the subject site until access is secured by construction of the lane east to Mortfield Gate.
9. Registration of a legal agreement on Title to acknowledge that use of the lane is subject to the terms and conditions of the statutory right-of-way agreement (BW406323).
10. Registration of a legal agreement on Title to ensure that no final Building Permit inspection is granted until a secondary suite is constructed on each of the four future lots, to the satisfaction of the City in accordance with the BC Building Code and the City's Zoning Bylaw.

Prior to removal of trees on the boulevard in City-owned property, the applicant is required to:

1. Contact the City's Parks Department (604-244-1208 ext. 1314) four business days prior to removal of trees to enable proper signage to be posted.

At demolition* stage, the following is required:

1. Installation of appropriate tree protection fencing around all trees to be retained as part of the development prior to any construction activities, including building demolition. Tree protection fencing must be installed to City standard in accordance with the City's Tree Protection Information Bulletin TREE-03 and must remain in place until construction and landscaping on-site is completed.

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

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

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

1. Payment of Development Cost Charges (City and GVS & DD), School Site Acquisition Charge, and Address Assignment Fees.
2. Enter into a Servicing Agreement* for the design and construction of engineering infrastructure improvements. Works include, but may not be limited to:

Water Works:

- Using the OCP Model, there is 523 L/s of water available at a 20 psi residual at the hydrant fronting 9160 Steveston Highway. Based on your proposed development, your site requires a minimum fire flow of 95 L/s.
- The Developer is required to:
 - Submit Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) fire flow calculations to confirm the development has adequate fire flow for onsite fire protection. Calculations must be signed and sealed by a Professional Engineer and be based on Building Permit Stage Building designs.
- At the Developers cost, the City is to:
 - Install four new water service connections, each complete with meter and meter box off of the existing 300 mm PVC watermain on the south side of Steveston Highway.

Storm Sewer Works:

- The Developer is required to:
 - Upgrade the existing 250 mm storm sewer to 600 mm on the north side of the Steveston Highway frontage, extending east from existing manhole STMH2097 to tie-in via a new manhole at the east property line of 9071 Steveston Highway, approximately 40 m.
 - Construct approximately 40.0 m of 200 mm lane drainage, complete with catch basins, from the existing lane drainage at Lot 9091's west property line, extending 40.0 m west to the subject site's west property line and terminate with a new manhole. No service connections are permitted to connect to lane drainage.
 - Install two new storm service connections, complete with inspection chambers and dual service leads, at the adjoining property lines of the four newly subdivided lots off of the proposed 600 mm storm sewer.

- Cut and cap the existing service leads off of the existing inspection chambers at the southeast and southwest corners of the subject site.
- At the Developers cost, the City is to:
 - Complete all tie-ins for the proposed works to existing City infrastructure.

Sanitary Sewer Works:

- The Developer is required to:
 - Provide, at no cost to the City, a 1.2 m wide SRW along the entire western property line of 9051 Steveston Highway for the existing sanitary sewer.
 - Install two new sanitary service connections in the proposed back lane off of the existing 150 mm FRP sanitary main complete with inspection chambers and dual service leads at the adjoining property lines of the newly subdivided lots.
 - Cut and cap the existing southern sanitary service leads off of the existing inspection chambers SIC16523 and SIC12082.
 - Provide, at no cost to the City, two new 3.0 m x 3.0 m SRWs for the proposed sanitary inspection chambers at the adjoining property lines of the newly subdivided lots.
 - Cut, cap, abandon, and fill, per MMCD specifications, the existing 150 mm sanitary sewer along the development site's north frontage. Any damage or nuisance to the neighboring lot's structures (i.e. fencing) must be repaired at the Developer's cost. It is the Developer's responsibility to obtain written approval from the owners of all affected lands at least one month prior to start of construction; written proof of approval must be submitted to the City prior to Servicing Agreement approval.
 - Install a new 150 mm sanitary sewer in the proposed rear-yard laneway and reconnect all existing sanitary service connections. Tie-in to the west shall be to the existing north-south aligned sanitary sewer west of the development site via a new manhole; tie-in to the east shall be to the existing east-west aligned 150 mm FRP sanitary sewer at the east property line of 9071 Steveston Highway via a new manhole.
- At the Developers cost, the City is to:
 - Complete all tie-ins for the proposed works to existing City infrastructure.

Frontage Improvements:

- The Developer is required to:
 - Coordinate with BC Hydro, Telus and other private communication service providers:
 - To underground Hydro service lines.
 - To pre-duct for future hydro, telephone, and cable utilities along the entire Steveston Highway frontage.
 - When relocating/modifying any of the existing power poles and/or guy wires within the property frontages.
 - To determine if above ground structures are required and coordinate their locations (e.g. Vista, PMT, LPT, Shaw cabinets, Telus Kiosks, etc.).
 - Dedicate and construct a new 6.0 m wide lane across the entire north property line, which:
 - Connects to and matches the lane works completed to the east as part of the Servicing Agreement associated with redevelopment of 9091, 9093, 9097, and 9099 Steveston Highway (SA 04-287038).
 - Includes rollover curb and gutter, asphalt paving, drainage, and lane lighting, and other works to be determined through the Servicing Agreement design review process.
 - Complete frontage improvements to Steveston Highway, which include:
 - Permanent closure and removal of the existing driveway crossings providing access to the site from Steveston Highway.
 - Removal of the existing sidewalk located at the curb along the entire site frontage and backfilling of the area to provide a minimum 1.5 m wide grass/tree boulevard (Note: the width of the boulevard is exclusive of the 0.15 m wide top of curb).
 - Construction of a new 1.5 m wide concrete sidewalk along the entire site frontage, connecting to the existing sidewalk east and west of the subject site.

- Street lighting and other utility requirements may be required as part of the frontage improvements, as determined through the Servicing Agreement design review process.

General Items:

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

Note:

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

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

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

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

Signed

Date



**Richmond Zoning Bylaw 8500
Amendment Bylaw 9646 (RZ 16-728719)
9051 & 9071 Steveston Highway**

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. 004-335-422

Lot 122 Section 34 Block 4 North Range 6 West New Westminster District Plan 36731

P.I.D. 003-283-542

Lot 121 Section 34 Block 4 North Range 6 West New Westminster District Plan 36731

2. This Bylaw may be cited as "**Richmond Zoning Bylaw 8500, Amendment Bylaw 9646**".

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

| |
|-------|
| _____ |
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|--|
| CITY OF RICHMOND |
| APPROVED by  |
| APPROVED by Director or Solicitor  |

MAYOR

CORPORATE OFFICER



City of Richmond

Report to Committee Planning and Development Division

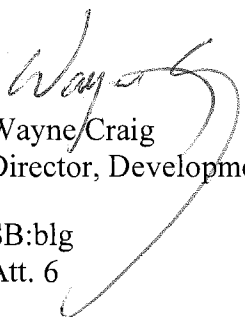
To: Planning Committee
From: Wayne Craig
Director, Development

Date: February 14, 2017
File: RZ 16-723761


Re: Application by 1056023 Holdings Limited Partnership for Rezoning at
12320 Trites Road (Formerly 12280/12320 Trites Road) from "Light Industrial (IL)"
Zone to "Single Detached (ZS23) – Steveston" Zone

Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9675, for the rezoning of
12320 Trites Road (Formerly 12280/12320 Trites Road) from the "Light Industrial (IL)" zone to
the "Single Detached (ZS23) – Steveston" zone, be introduced and given first reading.


Wayne Craig
Director, Development

SB:blg
Att. 6

| REPORT CONCURRENCE | | |
|--------------------|-------------------------------------|---|
| ROUTED TO: | CONCURRENCE | CONCURRENCE OF GENERAL MANAGER |
| Affordable Housing | <input checked="" type="checkbox"/> |  FOR JOE ERCELLA |
| Engineering | <input checked="" type="checkbox"/> | |
| Transportation | <input checked="" type="checkbox"/> | |

Staff Report

Origin

1056023 Holdings Limited Partnership has applied to the City of Richmond to rezone 12320 Trites Road (Attachment 1) from the “Light Industrial (IL)” zone to the “Single Detached (ZS23) – Steveston” zone to permit subdivision into 30 single-family residential lots. The development would also result in the creation of two new roads, a new rear lane system and a new pedestrian walkway (Attachment 2). The site previously contained two industrial buildings.

Findings of Fact

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

Surrounding Development

Surrounding development is as follows:

- To the North: a recently approved 30-lot single-family subdivision fronting onto Moncton Street and Shinde Street, also zoned “Single Detached (ZS23) – Steveston”.
- To the Northwest: fronting onto Trites Road, is a single-family home, zoned “Single Detached (RS1/E)”.
- To the South: fronting onto Trites Road are two light industrial buildings, zoned “Light Industrial (IL)”.
- To the East: across a public walkway and fronting onto No. 2 Road, is a 54-unit townhouse complex, zoned “Town Housing (ZT48) – Trites Area (Steveston) and South McLennan (City Centre)”.
- To the West: across Trites Road and fronting onto Trites Road, are single-family homes, zoned “Single Detached (RS1/B)”.

Related Policies & Studies

The rezoning application has been reviewed in relation to the 2041 Official Community Plan (OCP) and the Steveston Area Plan, Flood Plain Designation and Protection Bylaw 8204, Noise Regulation Bylaw No. 8856, Affordable Housing Strategy and the Public Art Program.

Official Community Plan/Steveston Area Plan

The site is located in the Trites Area of the Steveston planning area (Schedule 2.4 of the OCP). The 2041 OCP Land Use Map designates the site for “Neighbourhood Residential”. The Trites Area Land Use Map in the Steveston Area Plan designates the site for “Single-Family Housing” (Attachment 4). The proposed development of single-family lots is consistent with the general land use map in the OCP and the Steveston Area Plan.

The Trites Area Land Use Map includes a conceptual road network which is designated as "Road/Lane (Possible road and lane alignment; others may be permitted)". This flexibility allows for the proposed road layout on the subject site (Attachment 2), which connects to existing roads north of the site and is intended to connect to existing road and lane further south when the two industrial properties to the south redevelop in the future.

The proposed road layout provides additional lane, and the increased number of homes with lane access will provide a more attractive and pedestrian friendly streetscape. The proposed road layout was reviewed by staff and achieves all transportation and engineering requirements. There is no impact on the remaining lots to the south in terms of anticipated lot yield as illustrated in a concept prepared by the applicant and placed in the development file.

Floodplain Management Implementation Strategy

The proposed redevelopment must meet the requirements of the Richmond Flood Plain Designation and Protection Bylaw 8204. Registration of a flood plain indemnity covenant on Title is required prior to final adoption of the rezoning bylaw. The required Flood Construction Level for the site is Minimum 2.9 m GSC. All rezoning considerations are listed in the attached Rezoning Considerations (Attachment 5).

Affordable Housing Strategy

For single-family rezoning applications, Richmond's Affordable Housing Strategy requires a secondary suite within a dwelling on 50% of new lots created through rezoning and subdivision, or a cash-in-lieu contribution of \$2.00/ft² of total building area towards the City's Affordable Housing Reserve Fund.

Staff have discussed opportunities to provide secondary suites in the proposal, but the developer advises that this is not feasible given the modest size of the homes which could be constructed, averaging 1,975 square feet in size.

The applicant has agreed to provide a voluntary cash-in-lieu contribution to the City's Affordable Housing Reserve Fund as a consideration of rezoning approval (i.e., \$118,541.77 for 30 future lots).

Public Art Program

The developer has agreed to provide a voluntary contribution to the City's Public Art Program as a consideration of rezoning approval. The contribution rate for residential uses with 10 or more units is \$0.81 per buildable square foot (for a total contribution of \$48,009.42).

Public Consultation

The applicant has confirmed that information signage describing the proposed rezoning has been installed on the subject site and the statutory Public Hearing will provide local property owners and other interested parties with an opportunity to comment. Public notification for the Public Hearing will be provided as per the *Local Government Act*.

Staff received 12 items of correspondence from eight Richmond residents regarding subject rezoning application (Attachment 6). Seven of the writers expressed concern regarding the loss of an existing child care program. Subsequent to receiving the letters, the program was relocated from the subject site into a newer development a few blocks away and now provides an expanded out-of-school child care program. One of the writers expressed concern regarding the loss of businesses nearby to residents.

Analysis

The proposed rezoning would allow for the redevelopment of one large industrial lot into 30 new compact single-family lots.

a) Proposed “Single Detached (ZS23) – Steveston” Zone

The applicant has applied to rezone the subject site to the “Single Detached (ZS23) – Steveston” zone that was created for the adjacent 30-lot subdivision under construction to the north. The “ZS23” zone was created to manage development on the site to the north, subject site and future potential development on adjacent Trites Road sites to the south; taking into consideration the established development pattern in the Trites area, the City’s Affordable Housing Strategy, and the City’s Flood Plain Designation and Protection Bylaw 8204.

The “ZS23” zone is proposed for the subject site to:

- Allow compact lots (Minimum 9 m lot width).
- Include an Affordable Housing density bonus to secure either a voluntary contribution towards Affordable Housing, or construction of a secondary suite.
- Limit building height to a maximum of 9 m and two-storey, and to measure residential vertical envelopes from the required Flood Construction Level instead of the average finished grade to accommodate the higher required level for the area (Minimum 2.9 m GSC).
- Allow roof elements to project above the residential vertical envelopes to a maximum of 1.0 m for side dormers and 2.5 m for a gable facing a road similar to what is permitted in the single-family subdivision further to the south.
- Provide front yard setbacks large enough to accommodate grade transition from sidewalk elevations to the higher required level for the area (Minimum 2.9 m GSC).
- Complement the existing streetscape with a 6 m setback along Trites Road.

There is a significant grade difference between the lower Trites Road sidewalk (approximately 1.8 m GSC) and higher required flood construction level for the homes (minimum 2.9 m GSC). The front yards are proposed to be sloped down to the new Trites Road sidewalk, and the required 6 m setback to Trites Road will allow this grade difference to be addressed through landscaping. Submission of final site grading plans for the proposed lots to the satisfaction of the Director of Development is a consideration of rezoning approval.

b) Industrial Uses

There were previous industrial uses on the subject site. Confirmation that the site has achieved approval from the Ministry of Environment for residential uses is required prior to rezoning approval.

The subject site is adjacent to industrial uses on property to the south. Registration of an Industrial Noise Sensitive Use Restrictive Covenant is a consideration of rezoning approval to ensure that the future residents are aware of the potential impacts of adjacent industrial activities, and to ensure that appropriate indoor sound level mitigation is provided in the single-family homes. The covenant requires that a professional engineer confirm that the design and construction of the homes meet appropriate specified standards.

b) Proposed Landscape Form and Character

The applicant has submitted a preliminary landscape plan (Attachment 7) to address:

- The interface along Trites Road for proposed lots 1 through 6;
- The interface along the new internal roads for proposed lots 12 through 24; and
- The interface along the Trites Area pedestrian walkway system for lots 25 through 30.

Prior to final adoption of the rezoning bylaw, the applicant is required to submit a final landscape plan for all 30 proposed lots, prepared by a Registered Landscape Architect, to the satisfaction of the Director of Development, along with a landscaping security based on 100% of the cost estimate provided by the Landscape Architect (including all fencing, hard surfaces, tree planting, landscaping materials, and installation costs) and 10% contingency.

c) Vehicle and Pedestrian Access

The proposed single-family subdivision application includes improvements to the Trites area road and pedestrian path networks (Attachment 2). As a consideration of rezoning approval, the applicant is required to dedicate:

- Two new lanes;
- Two new roadways connecting to Shinde Street;
- Widening of Shinde Street to ultimate 15 m width along the north edge of the site;
- Widening of the easterly pedestrian walkway to ultimate 6 m width;
- Widening of the northerly pedestrian walkway to ultimate 6 m width; and
- A new interim southerly pedestrian walkway.

Vehicle access will be from Shinde Street; which connects to Moncton Street. The East-West portion of Shinde Street will be widened to ultimate 15 m width along the north edge of the subject site. New proposed westerly road and lane will ultimately connect to the existing Buchanan Street to the south through future development of the two industrial properties to the south of the subject site. New proposed easterly road and lane are intended to be extended to the south through future development the two industrial properties to the south of the subject site. The curb line of Shinde Street will be straightened out to provide a continuous alignment from Moncton Street through the subject site. In the new area that will be created behind the curb and gutter immediately north of the subject site, the sidewalk, boulevard, walkway and driveway will be reconfigured.

Secondary access is provided for emergency vehicles through a public-rights-of-passage (PROP) right-of-way (ROW) registered over the property at 5460 Moncton Street. This is an interim

measure and the ROW may be discharged in the future when a permanent road connection is provided through future development to the south.

Temporary access is required to be provided for vehicles, including garbage and recycling trucks through public-rights-of-passage (PROP) right-of-way (ROW) registered over proposed lots 7 and 19 as a consideration of rezoning. This is an interim measure and the ROWs may be discharged in the future when a permanent road connection for the westerly road and a road terminus for the easterly road are provided through future development to the south.

Vehicle access to 24 of the 30 proposed lots will be to the two proposed dedicated abutting rear lanes. Vehicle access to the other six proposed lots along the east edge of the development will be from the fronting road. Registration of a legal agreement on title of the proposed lots to ensure lane access only for all lots that abut a lane is a consideration of rezoning approval.

The proposed six lots along the east edge of the development will back onto an existing pedestrian walkway along the east edge of the development site. If approved, the developer will complete interim pedestrian walkways along the north and east edges of the development site to ultimate 6 m width and will provide a new interim pedestrian walkway along the southeast edge of the development site. The proposed southerly walkway is intended to be widened through future development to the south.

c) Tree Retention and Replacement

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

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

- One tree (tag# 002) located on the development site is a multi-branching Black Cottonwood identified in poor structural condition. This tree is not a good candidate for long-term retention and should be removed and replaced at a 2:1 replacement ratio as per the OCP.
- Two new trees are to be planted on each of the 30 proposed lots, including two replacement trees sized as per Tree Protection Bylaw No. 8057 (at least 11 cm caliper for deciduous trees or 6 m tall for coniferous trees).
- Five trees (not tagged) located in the adjacent public walkway statutory right-of-way (SRW) on the neighbouring property to the east are identified to be retained and protected.

d) Servicing

As a consideration of rezoning approval, the applicant will be required to enter into a standard Servicing Agreement for the design and construction of infrastructure and frontage upgrades along Trites Road, Shinde Street, the two proposed laneways, the two proposed roadways, and three pedestrian walkways. Trites Road works extend across the frontages of the development site and the adjacent property at 12260 Trites Road to connect to recently constructed works at the corner of Trites Road and Moncton Street. The walkways are required to have an ultimate

cross-section of centred paths with grass swales on both sides, and asphalt only due to proximity to existing sanitary sewers. To achieve this walkway cross-section, existing works (including concrete) will be removed from the northerly and easterly interim walkways. The developer will also be required to negotiate and install private utilities.

Financial Impact or Economic Impact

As a result of the proposed development, the City will take ownership of developer contributed assets such as roadworks, waterworks, storm sewers, sanitary sewers, street lights, street trees and traffic signals. The anticipated operating budget impact for the ongoing maintenance of these assets is estimated to be \$7,000.00. This will be considered as part of the 2018 Operating Budget.

Conclusion

This rezoning application to rezone the subject site to the "Single Detached (ZS23) – Steveston" zone and to subdivide the subject industrial lot into 30 lots under the new zoning is consistent with the applicable policies and land use designations outlined within the OCP.

The applicant has agreed to the list of rezoning considerations (Attachment 5).

It is recommended that Zoning Bylaw 8500, Amendment Bylaw 9675 be introduced and given first reading.



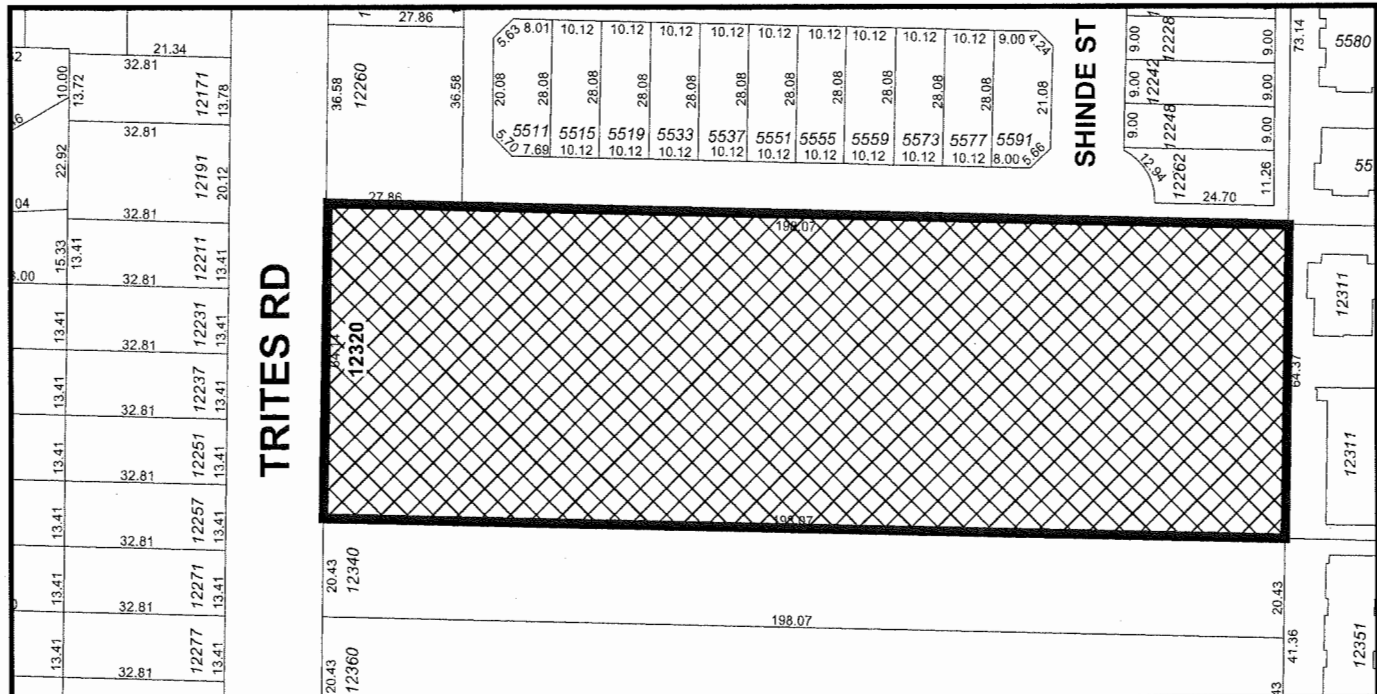
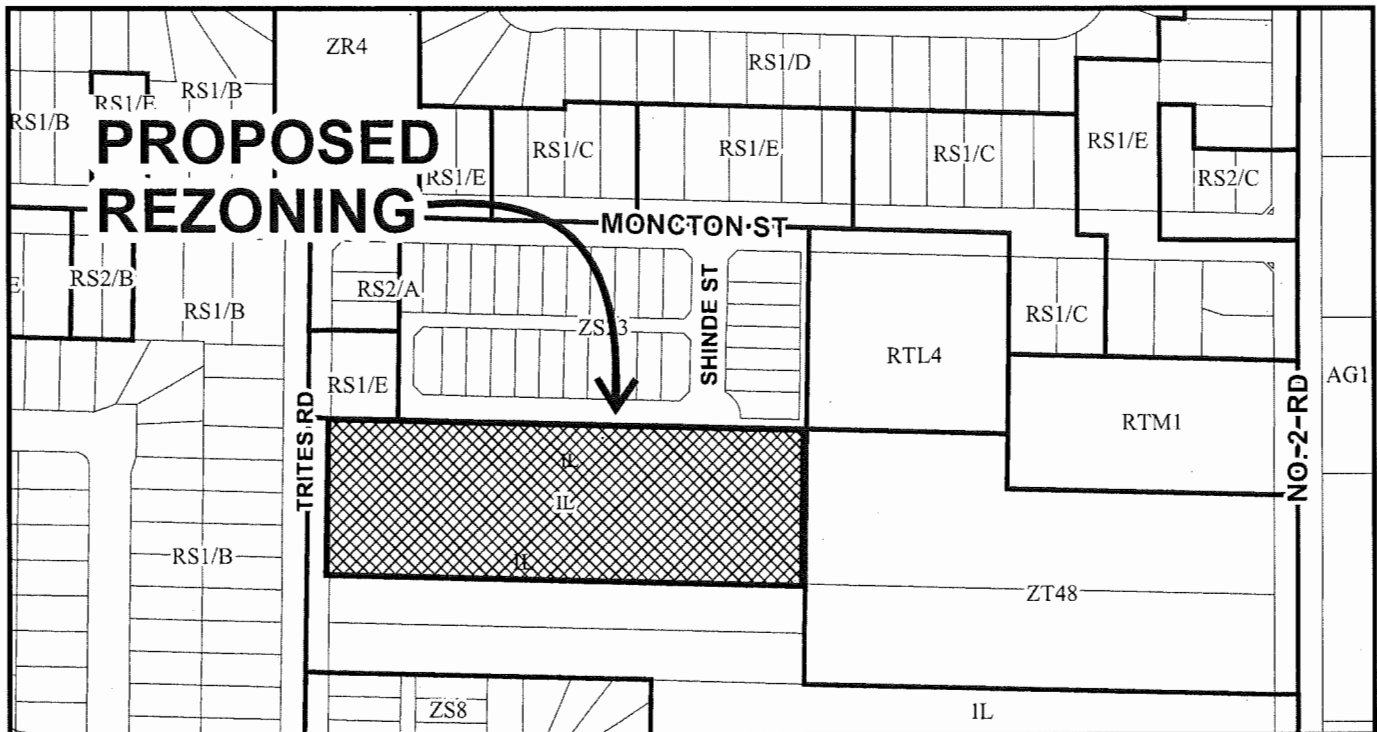
Sara Badyal, M. Arch, MCIP, RPP
Planner 2
(604-276-4282)

SB:blg

- Attachment 1: Location Map & Aerial Photo
- Attachment 2: Conceptual Development Plans
- Attachment 3: Development Application Data Sheet
- Attachment 4: OCP Context Land Use Map
- Attachment 5: Rezoning Considerations
- Attachment 6: Public Correspondence
- Attachment 7: Preliminary Landscape Plan



City of Richmond



RZ 16-723761

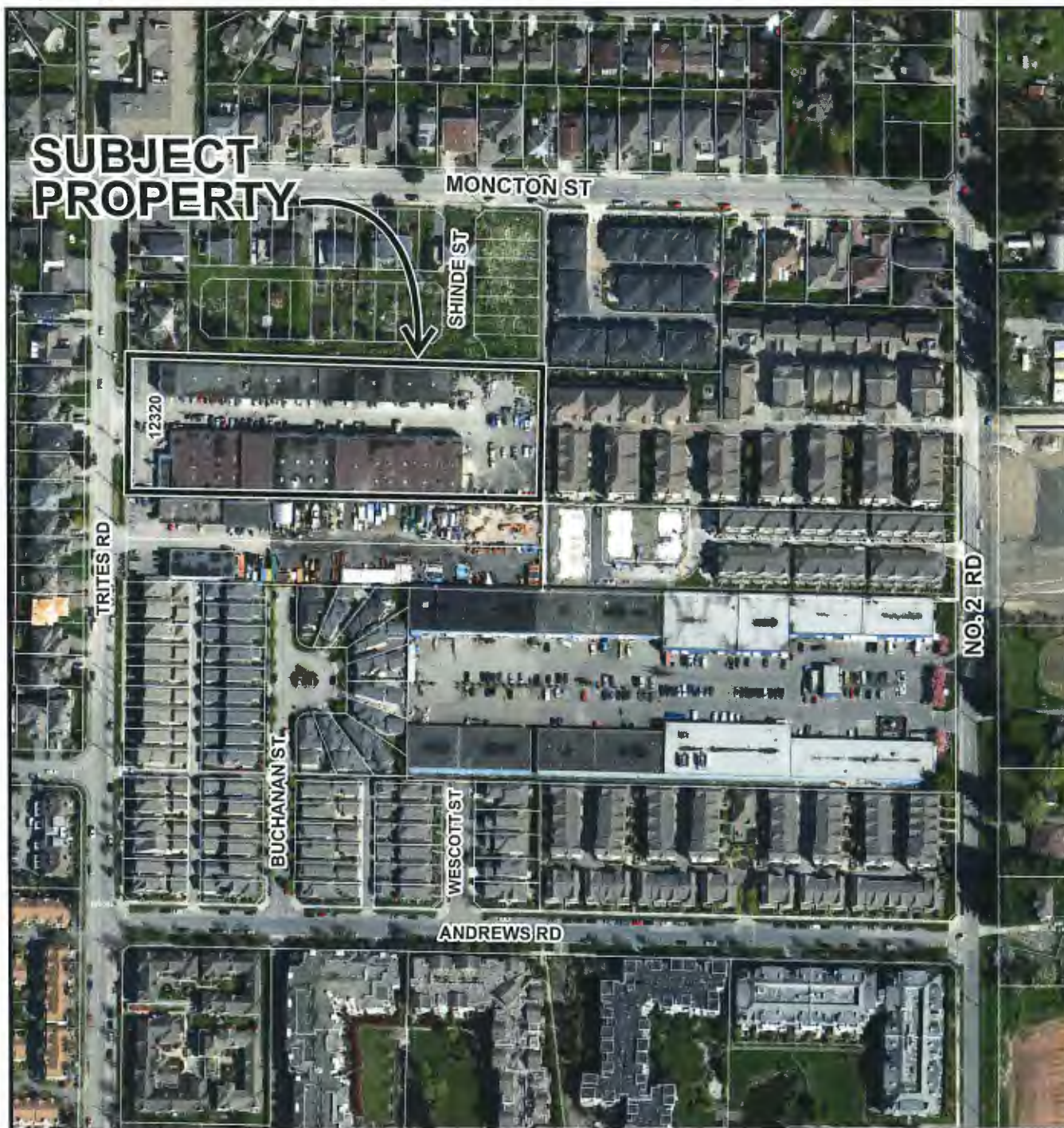
Original Date: 02/15/16

Revision Date: 02/15/17

Note: Dimensions are in METRES



City of
Richmond



RZ 16-723761

Original Date: 02/15/16

Revision Date: 02/15/17

Note: Dimensions are in METRES


RZ 16-723761
Attachment 3
Address: 12320 Trites Road (Formerly 12280/12320 Trites Road)

Applicant: 1056023 Holdings Limited Partnership

Planning Area(s): Trites Area (Steveston)

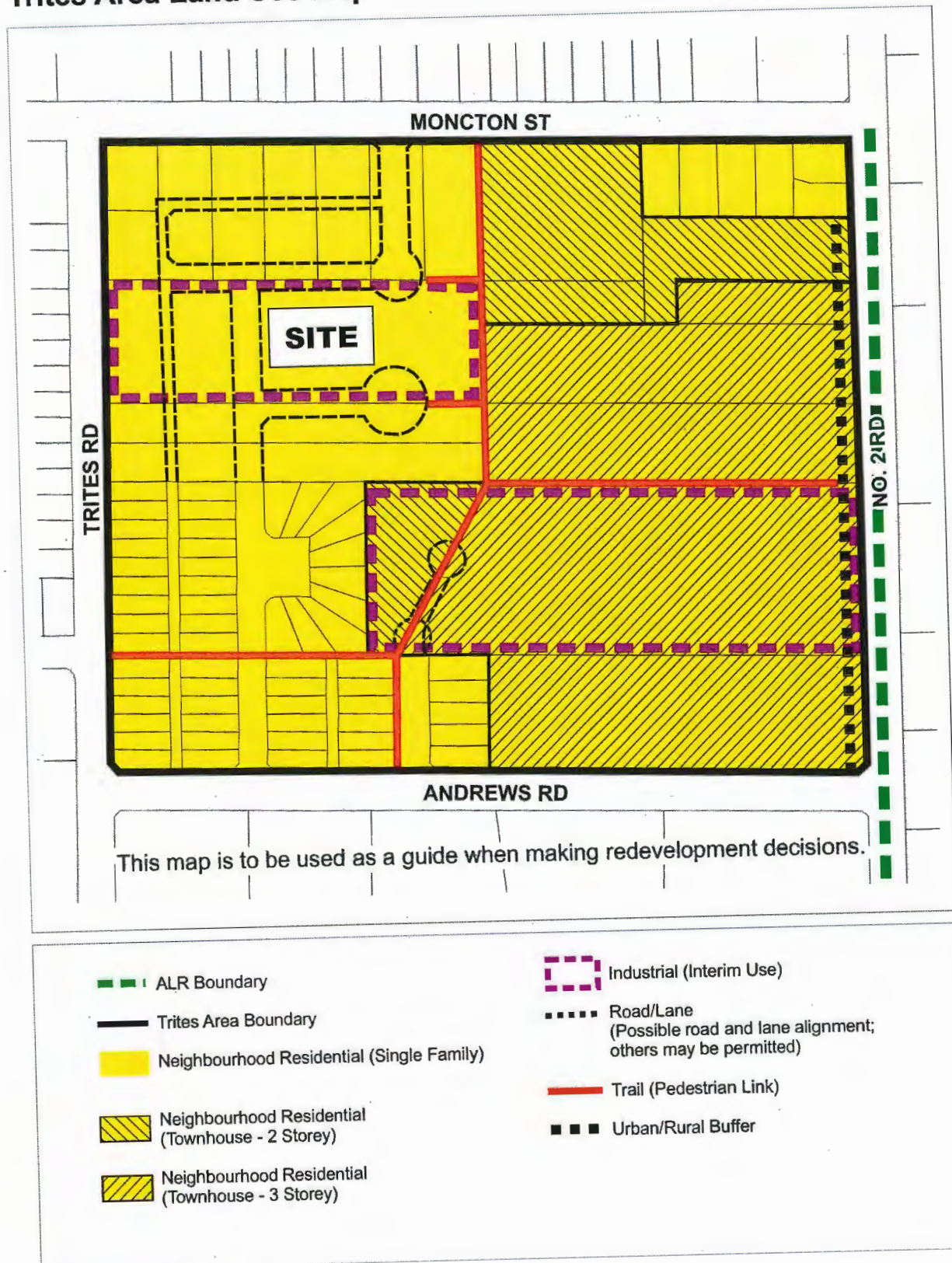
| | Existing | Proposed | |
|--|---|------------------------------------|-------------------------|
| Owner | 1056023 BC Ltd. | No change | |
| Site Size | 12,716.9 m ² | Net site | 9,177.4 m ² |
| | | Road/Walkway Dedication | 3,539.5 m ² |
| | | Total | 12,716.9 m ² |
| Land Uses | Industrial | Single-family Residential | |
| OCP Designation | Neighbourhood Residential | Complies | |
| Area Plan Designation | Industrial (Interim Use) and Single-Family | Complies | |
| Zoning | Light Industrial (IL) | Single Detached (ZS23) – Steveston | |
| Number of Units | Former Strata-titled Industrial Lot | 30 Single Detached Lots | |
| Flood Construction Level | Min. 2.9 m GSC | Complies | |
| On Future Subdivided Lots | Bylaw Requirement | Proposed | Variance |
| Floor Area Ratio | Max. 0.6 | Will comply | None permitted |
| Buildable Floor Area (m ²):* | Lot 1: Max.180 m ² (1,937 ft ²) Lot 2: Max.181 m ² (1,952 ft ²) Lot 3: Max.182 m ² (1,967 ft ²) Lot 4: Max.184 m ² (1,982 ft ²) Lot 5: Max.185 m ² (1,997 ft ²) Lot 6: Max.186 m ² (2,012 ft ²) Lots 7-11: Max.175 m ² (1,886 ft ²) Lot 12: Max.188 m ² (2,027 ft ²) Lot 13: Max.201 m ² (2,168 ft ²) Lots 14-18: Max.186 m ² (2,007 ft ²) Lots 19-23: Max.186 m ² (2,006 ft ²) Lot 24: Max.201 m ² (2,168 ft ²) Lot 25: Max.182 m ² (1,967 ft ²) Lot 26: Max.181 m ² (1,954 ft ²) Lot 27: Max.180 m ² (1,942 ft ²) Lot 28: Max.179 m ² (1,929 ft ²) Lot 29: Max.178 m ² (1,916 ft ²) Lot 30: Max.176 m ² (1,903 ft ²) | Will comply | None permitted |
| Lot Coverage (% of lot area) | Building: Max. 50% Non-porous Surfaces: Max. 70% Total: Max. 70% | Will comply | None |
| Lot Size: | Min. 270 m ² | Complies | None |
| Lot Dimensions (m): | Width: Min. 9 m Depth: Min. 24 m | Complies | None |
| Setbacks (m): | Trites Road: Min. 6 m Other roads: Min. 5.3 m Rear Yard: Min. 6 m Interior Side Yard: Min. 1.2 m Exterior Side Yard: Min. 3 m | Will comply | None |
| Height (m): | Max. two-storey & 9 m | Will comply | None |

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

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

OCP Context Land Use Map (RZ 16-723761)

Trites Area Land Use Map





Address: 12320 Trites Road (Formerly 12320/12280 Trites Road)

File No.: RZ 16-723761

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9675, the developer is required to complete the following:

1. Ministry of Environment (MOE) Certificate of Compliance or alternative approval to proceed granted from MOE regarding potential site contamination issues. This approval is required prior to dedication of land or road to the City.
2. Road dedication:
 - a) Northerly road - 4.6 m wide road dedication along north property line to widen Shinde Street to ultimate 15.0 m width.
 - b) Easterly road - 15.0 m wide road dedication for new north-south road aligned with Shinde Street to connect to Moncton Street.
 - c) Westerly road - 15.0 m wide road dedication for new north-south road to be aligned to connect to Buchanan Street through future redevelopment of 12340 and 12360 Trites Road properties south of the development site.
 - d) Easterly lane - 6.0 m wide road dedication for new north-south rear lane.
 - e) Westerly lane - 6.0 m wide road dedication for new north-south rear lane.
 - f) Corner cuts - (i) 'Lane-to-lane' and 'lane-to-road' intersections - 3 m x 3 m, or additional as needed to accommodate garbage and fire truck turning; and (ii) 'Road-to-road' intersections - 4 m x 4 m.
 - g) Northerly walkway - 2.25 m wide road dedication along north property line to widen existing walkway to ultimate 6 m width.
 - h) Easterly walkway - 3 m wide road dedication along east property line to widen existing walkway to ultimate 6 m width.
 - i) Southerly walkway - 3.3 m wide road dedication along south property line to provide half of ultimate 6 m walkway width and accommodate retaining wall.
3. The granting of the following statutory rights-of-way (SRWs). Any fill, structure or retaining wall is not permitted within SRW areas without the written approval from Engineering.
 - a) Easterly road - 1.5 m wide utility rights-of-way (SRW Utilities) along frontage of proposed lots on both sides for proposed water meters, sanitary inspection chambers, and storm inspection chambers.
 - b) Westerly road - 1.5 m wide utility rights-of-way (SRW Utilities) along frontage of proposed lots on both sides for proposed water meters, sanitary inspection chambers, and storm inspection chambers.
 - c) Easterly walkway - 1.5 m wide utility rights-of-way (SRW Utilities) along new east property line (e.g., over new lots after easterly walkway road dedication) for existing sanitary sewer.
 - d) Temporary lanes public-rights-of-passage (SRW PROP) along the south property line to maintain traffic circulation including general traffic, emergency vehicle access, truck movements, and maintenance until such a time as 12340 and 12360 Trites Road properties south of the development site redevelop and the associated road network is complete and functional. Works to be constructed by developer and maintained by the City.
 - i. Southeasterly temporary lane - SRW PROP over entire future lot (Lot 19) from easterly road to easterly rear lane to accommodate 6.0 m wide lane, 3 m x 3 m corner cuts, retaining wall and maintenance access.
 - ii. Southwesterly temporary lane - SRW PROP over entire future lot (Lot 7) from westerly road to westerly rear lane to accommodate 6.0 m wide lane, 3 m x 3 m corner cuts, retaining wall and maintenance access.
4. Registration of a flood plain covenant on Title, identifying a minimum habitable elevation of 2.9 m GSC.
5. Registration of a legal agreement on Title, ensuring that there be no vehicle access to Trites Road and that the only means of vehicle access is to an abutting rear lane for all lots that abut a rear lane.

6. Registration of a legal agreement on Title; to ensure that landscaping planted within 1 m of the south property lines of the south lots to address the interim industrial interface is maintained and will not be abandoned or removed until such a time as the 12340 and 12360 Trites Road properties south of the development site redevelop for residential use.
7. Registration of a legal agreement on Title; identifying that the proposed development must be designed and constructed in a manner that mitigates potential industrial noise to the proposed dwelling units. Dwelling units must be designed and constructed to achieve:

a) CMHC guidelines for interior noise levels as indicated in the chart below:

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

- b) The ASHRAE 55-2004 "Thermal Environmental Conditions for Human Occupancy" standard for interior living spaces.
8. The City's acceptance of the applicant's voluntary contribution of \$2.00 per buildable square foot of the single-family developments (i.e. \$118,541.77 for 30 future lots) 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 any of the 30 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.
9. City acceptance of the developer's offer to voluntarily contribute \$0.81 per buildable square foot to the City's Public Art Program (e.g., \$48,009.42).
10. Submission of a Grading Plan to the satisfaction of the Director of Development.
11. 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 Arterial Road Policy and should not include hedges along the front property line.
 - Include at least two trees on every lot.
 - Include a mix of coniferous and deciduous trees.
 - Include the dimensions of tree protection fencing as illustrated on the Tree Retention Plan attached to this report.
 - Include the two required replacement trees with the following minimum sizes:

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

12. 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.
13. Installation of appropriate tree protection fencing around all trees to be protected as part of the development prior to any construction activities, including building demolition, occurring on-site.
14. Enter into a Servicing Agreement* for the design and construction of transportation and engineering infrastructure. Works include, but may not be limited to, the following:
 - a) Transportation works are as follows and are required to be to the satisfaction of the Director of Transportation. A comprehensive set of detailed interim and ultimate road functional plans is to be submitted for review and approval by the City to determine the adequate amount of land dedication and roadworks. Traffic control signage and pavement marking plans are to be submitted for review and approval by the City.

i. Trites Road

- The Developer is required to carry out the following works on the east side of Trites Road across the entire frontage of the subject site (including Lots 1 to 6) and the frontage of 12260 Trites Road, tying into works from Moncton Street.
- Cross-section of improvements is as follows (measured from east to west): pavement widening to provide 11.0 m wide curb-to-curb pavement; 0.15 m wide curb, barrier curb and gutter; 3.35 m wide grass boulevard with street trees; upgrade existing street lighting as required; and 1.5 m wide sidewalk.
- Development site existing driveways are to be closed permanently. Vehicle access to proposed lots (Lots 1 - 6) is to be provided via the back lane.
- 12260 Trites Road driveway is to be rebuilt at the existing location to City driveway design standards for single-family dwelling units.

ii. Northerly Road

- Cross-section of this 15 m wide roadway is as follows (measured from north to south): pavement widening to provide 8.5 m wide curb-to-curb pavement; 0.15 m wide curb, barrier curb and gutter; 1.7 m wide grass boulevard with street trees and street lighting; and 1.5 m wide sidewalk.

iii. Easterly Road

- Roadway to be aligned to connect with Shinde Street to the north.
- Cross-section of this 15 m wide roadway is as follows: 8.5 m wide curb-to-curb pavement; 0.15 m wide curb, barrier curb and gutter on both sides; 1.6 m wide grass boulevard on both sides; including street trees and street lighting; and 1.5 m wide sidewalk on both sides.
- Connection to existing road to be provided. The east curb of the road at Lot 25 is to be constructed as a straight curb. The same straight curb is to be extended north to include frontages of the walkway and 12262 Shinde Street. Behind the new straight curb, the developer is required to back fill the excess area with City standard sidewalk, grass boulevard, street trees, walkway and wheel chair ramps and driveway reconfiguration as required to maintain access to 12262 Shinde Street. Works include but are not limited to removal of existing curb and gutter, sidewalk, bollards, driveway and walkway let downs.
- Road end treatment at south end of the road; including concrete barriers and traffic control signage.

iv. Westerly Road

- Roadway to be aligned to connect to Buchanan Street in the future when 12340 and 12360 Trites Road properties south of the development site redevelop.
- Cross-section of this 15 m wide roadway is as follows: 8.5 m wide curb-to-curb pavement; 0.15 m wide curb, barrier curb and gutter on both sides; 1.6 m wide grass boulevard on both sides; including street trees and street lighting; and 1.5 m wide sidewalk on both sides.
- Road end treatment at south end of the road including concrete barriers and traffic control signage.

v. Rear Lanes (Easterly and Westerly Lanes)

- Cross section: Minimum 5.1 m wide pavement; roll over curb and gutter on both sides; and street lighting on one side.
- Road end treatment at south ends of the lanes to be provided; including concrete barriers and traffic control signage.

vi. Temporary Lanes (Southeasterly and Southwesterly Lanes)

- Cross-section of these temporary lanes is as follows (measured from south to north): 0.7 m offset from south property line; retaining wall with safety barrier/fencing; Minimum 5.1 m wide pavement with roll over curb and gutter on both sides; street lighting on one side only; 3 m x 3 m corner cuts; and driveway let down at both ends.
- Emergency Vehicle Access: The proposed road network for this subdivision; including the temporary lanes, must meet the requirements of the City Fire and Rescue Department for emergency vehicle access purposes. BC Building Code requirements for Fire Department Access Route Design must be met.

vii. Northerly Walkway

- Cross-section of this walkway to ultimate 6 m wide standard from new curb alignment at Shinde Street is as follows (measured from north to south): 1.5 m wide grass swale surface for drainage; centered 3.0 m wide asphalt walkway; 1.5 m wide grass swale surface for drainage. Including but not limited to removal of interim works (e.g., asphalt, retaining wall) as needed to complete ultimate cross-section as noted.
- Provide walkway sign and removable bollards (1.5 m spacing) at road and walkway connections.
- Provide fencing/safety guardrail as needed.

viii. Easterly Walkway

- Cross-section of this walkway to ultimate 6 m wide standard is as follows (measured from west to east): 1.5 m wide grass swale surface for drainage; centered 3.0 m wide asphalt walkway; and widening if needed of existing landscape buffer with additional grass swale surface for drainage to achieve 1.5 m width. Including but not limited to removal of interim works (e.g., concrete walkway) as needed to complete ultimate cross-section as noted.

ix. Southerly Walkway

- Cross-section of this new walkway to interim 3.3 m wide standard is as follows (measured from north to south): 1.5 m wide grass swale surface for drainage; 1.5 m wide asphalt walkway; retaining wall with 0.3 m curb; and safety barrier/fencing along south property line.
- Provide walkway sign and removable bollards (1.5 m spacing) at road and walkway connections.

b) Water Works Improvements by the Developer

- i. Install 65 m of new 200 mm watermain; complete with fire hydrants, service connections, meters, meter boxes, and blow-offs; within each of the two proposed roads (for a total of approximately 130 meters of new water main) and tie into the existing 150 mm diameter watermain to the north.
- ii. Install one new water service connection; complete with meter and meter box; for each new lot. Connect lots 1 to 6 to the existing 300 mm watermain in Trites Road; lots 7-18 to the proposed 200 mm watermain in the western new road, and lots 19-30 to the proposed 200 mm watermain in the eastern new road.

c) Water Works Improvements by the City at the Developer's Cost

- i. Cut and cap, at main, the existing water service connections on the Trites Road frontage.
- ii. Perform all tie-ins of proposed works to existing City infrastructure.

d) Storm Sewer Works Improvements by the Developer

- i. Trites Road – Infill the existing ditch along the Trites Road frontage and install a new storm sewer, minimum 600 mm or OCP size; from the existing storm sewer at the adjoining property line of 12228/12260 Trites Road to the south property line of the development site; approximately 110 m. If adequate clearance from the proposed storm sewer to the existing water service connection serving 12260 Trites Road cannot be maintained, or if the installation of the storm sewer otherwise impacts the water service connection, the service connection shall be replaced at the Developer's cost.
- ii. New Easterly and Westerly Roads – Install approximately 70 m of new 600 mm storm sewer; complete with manholes, catch basins, service connections, and inspection chambers within each of the two proposed roads (for a total of approximately 140 m of new storm sewer) and tie-in the proposed storm sewer to the existing storm main to the north of the subject site.
- iii. New Easterly and Westerly Lanes – Install approximately 70 m of new 200 mm lane drainage; complete with manholes and catch basins; in each of the two new lanes (approximately 140 m total). No service connections are permitted to connect to lane drainage.
- iv. New Lots – Install one new storm service connection; complete with inspection chamber; for each new lot. Where applicable, a single service connection and inspection chamber with dual service leads may be installed to service two adjacent lots. Direct all drainage from lots 1 to 6 to Trites Road, lots 7-18 to the westerly new road, and lots 19-30 to the easterly new road.
- v. Provide a Sediment and Erosion Control Plan.

- e) Storm Sewer Works improvements by the City at the Developers Cost
 - i. Perform all tie-ins of proposed works to existing City infrastructure.
- f) Sanitary Sewer Works Improvements by the Developer
 - i. Trites Road – Upgrade to 250 mm, and relocate into Trites Road, approximately 75 m of existing 200 mm sanitary sewer located within the right-of-way along the Trites Road frontage, and coordinate with the City to discharge right-of-way. Tie-in to the north for the new sanitary sewer shall be to the diagonally-aligned 200 mm sanitary sewer in Trites Road via a new manhole (downstream portions of diagonally-aligned sewer to be capped and removed) and to the existing manhole SMH4019. Tie-in to the south shall be via a new manhole. It is the Developer's responsibility to notify the owner of 12260 Trites Road one month prior to commencement of works on the existing sanitary main and manhole located within the statutory right-of-way on 12260 Trites Road. Developer shall submit a copy of the notice to the City for review and approval prior to sending it to the owner of 12260 Trites Road.
 - ii. New Easterly and Westerly Roads – Install approximately 70 m of new 200 mm sanitary sewer; complete with manholes, service connections, and inspection chambers within each of the two proposed roads (for a total of approximately 140 m of new sanitary sewer) and tie-in the proposed sanitary sewer to the existing 200 mm sanitary main to the north of the subject site.
 - iii. New Lots – Install one new sanitary service connection; complete with inspection chamber, for each new lot. Where applicable, a single service connection and inspection chamber with dual service leads may be installed to service two adjacent lots. Direct all sewage from lots 1 to 6 to Trites Road, lots 7-18 to the western new road, and lots 19-30 to the eastern new road.
 - iv. Discharge SRW – Existing sanitary sewer within the development site along the Trites Road frontage to be removed and disposed offsite prior to discharge of right-of-way.
- g) Sanitary Sewer Works improvements by the City at the Developer's Cost
 - i. Cut and cap all existing sanitary service connections and remove all existing inspection chambers servicing the development site.
 - ii. Perform all tie-ins of proposed works to existing City infrastructure.
- h) Third Party Utilities:
 - i. The Developer is required to coordinate with BC Hydro, Telus and other private communication service providers to:
 - To underground the overhead service lines.
 - When relocating/modifying any of the existing power poles and/or guy wires within the property frontages.
 - Provide a functional plan showing conceptual locations for all above ground utility cabinets and kiosks required to service the proposed development on private property (see list below for examples). All such infrastructure shall be located/relocated within the development site. Please coordinate with the respective private utility companies and the project's lighting and traffic signal consultants to confirm the requirements (e.g., statutory right-of-way dimensions) and the locations for the aboveground structures. If a private utility company does not require an above ground structure, that company shall confirm this via a letter to be submitted to the City. The following are examples of statutory right-of-ways that shall be shown in the functional plan and registered prior to Servicing Agreement design approval (width x depth):

| | |
|----------------------|---------------|
| BC Hydro PMT | 4 m x 5 m |
| BC Hydro LPT | 3.5 m x 3.5 m |
| Street light kiosk | 1.5 m x 1.5m |
| Traffic signal kiosk | 1 m x 1 m |
| Traffic signal UPS | 2 m x 1.5 m |
| Shaw cable kiosk | 1 m x 1 m |
| Telus FDH cabinet | 1.1 m x 1 m |

i) General Items:

- i. Provide, within the first Servicing Agreement submission, a geotechnical assessment of preload construction impacts on the existing utilities fronting or within the development site.
- ii. Provide, within the first Servicing Agreement submission, a geotechnical report; complete with recommendations for the construction of the new roads within the development site.
- iii. Enter into, if required, additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering, including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.

Prior to Building Permit Issuance, the Developer Must Complete the Following Requirements:

1. Submission of a Subdivision* application, approval and full registration at LTO.
2. Incorporation of grading and landscaping design in the Building Permit application drawings as negotiated through the rezoning.
3. Submission of a Construction Parking and Traffic Management Plan to the Transportation Department. Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.
4. Submission of Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) fire flow calculations to confirm the development has adequate fire flow for on-site fire protection. Calculations must be signed and sealed by a Professional Engineer and be based on Building Permit building designs.
5. If applicable, payment of latecomer agreement charges associated with eligible latecomer works.
6. Obtain a Building Permit (BP) for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Department at 604-276-4285.

Note:

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

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

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

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

[Signed copy on file]

Authorized Signature

Date
PLN - 155

Public Correspondence

| Writer | Date |
|--------------------------|---|
| A. Lerner | June 29, 2016 |
| Andrea and Michael Burke | April 13, 2016 April 6, 2016 |
| Kevin Skipworth | April 13, 2016 April 5, 2016 April 5, 2016 April 1, 2016 |
| Milah and Steve Ngan | April 11, 2016 |
| Lori Marentette | April 11, 2016 |
| Jen Schaeffers | April 6, 2016 April 5, 2016 March 8, 2016 |

From: annel200 . [mailto:annel200@gmail.com]
Sent: Wednesday, 29 June 2016 20:32
To: MayorandCouncillors
Subject: RE: REZONING APPLICATION

RE: Rezoning application:

FILE RZ 16-723762

I object to the rezoning of this property out of (L) Light Industrial to (ZS23) Single Family.

The businesses/services at this location are well used by the whole neighborhood as seen by the constant attendance of locals on a daily basis.

The city claims to champion mixed use development with businesses/stores as part of new densified residential construction.

We deserve to continue having nearby access to these businesses.

Do not put the desires of a developer's profits before consideration of community needs and make-up.

It is within your powers to deny this rezoning for the benefit of the local community.

Thank you for your attention to this.

A. Lerner
12633 No. 2 Road
Richmond
604.448-8705

Badyal,Sara

From: Badyal,Sara
Sent: Wednesday, 13 April 2016 11:18 AM
To: Badyal,Sara
Subject: Re-zoning on Trites: potential loss of Generation Daycare

From: Andrea Niosi [<mailto:andreaandmichael@gmail.com>]
Sent: Wednesday, 13 April 2016 10:05
To: MayorandCouncillors
Subject: Re-zoning on Trites: potential loss of Generation Daycare

Dear Mayor and City Councillors of Richmond,

Please find below my letter of concern to Sara Badyal regarding the potential re-zoning of the light industrial area on Trites Road in the Steveston area.

I would greatly appreciate you conciser all the concerns I, along with other parents and business owners in the area, have put forward and reconsider approving this application.

Thank you,

Andrea & Michael Burke

Begin forwarded message:

From: Andrea Niosi <andreaandmichael@gmail.com>
Subject: Re-zoning on Trites: potential loss of Generation Daycare
Date: April 6, 2016 at 9:08:51 AM PDT
To: sbadyal@richmond.ca
Cc: Mike Lewis <generationdaycare@gmail.com>

Dear Sarah,
RE: 16 723761 000 00 RZ

I am writing to you to express my deep concerns regarding the potential re-zoning of the light industrial warehousing area on Trites Rd, and specifically about the potential loss of Generation Daycare. I am the mother of an 8 yo and 4yo and we live in the community: my eldest attends Homma Elementary and my youngest will be starting there in September 2016.

Generation Daycare provides an essential service to our family as it is one of the few affordable and flexible daycare options that serves our school (T. Homma Elementary). We value their service as it is within walking distance to/from Homma giving the children the added benefit of being able to spend more time outside each school day.

I have grave concerns about the possible relocation of Generation from our neighbourhood and moving out of catchment forcing the children to be bused to/from school every day. The added expense this has on our family will likely force us to reconsider this service all-together which will severely impact our family's ability to juggle two working parents' careers and our children's childcare needs.

Health & Wellness

Just today the Globe and Mail reported that fewer Canadian children in elementary schools are walking to school:

Article: http://www.theglobeandmail.com/news/national/education/fewer-canadian-students-walking-or-cycling-to-school-raises-concerns/article29535846/?click=sf_globe

And last month a number of news outlets reported that children spend less time outdoors than many prisoners:

Article: <http://www.fastcocreate.com/3058156/children-spend-less-time-outdoors-than-prisoners-according-to-new-persil-ad>

In 2007, Canadian Living featured Richmond, BC in an article and named it Canada's healthiest city. This was the same year my husband and I moved to Richmond and had our first daughter. We are raising our children to uphold this prestigious title: we walk, bike, run, and spend as much time as possible in the outdoors. In Steveston we are extremely fortunate to live in such a walkable neighbourhood; a truly rare and valuable feature for a suburban city.

If Generation Daycare is forced to move from its current location, countless families will no longer be able to ensure their children are receiving additional time outdoors walking to/from school which will have negative effects on their health, well-being, and the manner in which the next generation is being raised in Richmond.

Growing Enrolment

As we know, many Richmond schools face possible closure due to declining enrolment rates. Homma Elementary is not one of those schools and instead has seen increasing enrolment rates. This alone demonstrates the very need for an affordable and flexible neighbourhood-based childcare service such as Generation's.

Article: <http://www.richmond-news.com/news/richmond-school-district-mulling-closures-1.2056418>

Supporting Small Businesses in Canada

Micro-enterprises and small businesses are the backbone of our country's economy. We, as a City, should be doing more to support and foster the growth of businesses in our communities; businesses like Generation Daycare's and its neighbours'.

Small Business Stats: <http://www.cbc.ca/news/business/10-surprising-stats-about-small-business-in-canada-1.1083238>

It is for these 3 central reasons above, that my family strongly opposes the re-zoning of the area in question and the potential relocation of the essential service provided by Generation Daycare. This application, if improved, will have a negative effect on many Richmond families now and into the future. Our children's health and well-being will be negatively impacted, and, our community and neighbourhood services will be eroded and ultimately removed causing potentially severe economic damages to small businesses.

Our neighbourhood is growing and our neighbourhood school is seeing increasing enrolment rates which demonstrates our increasing dependency on affordable and flexible child care services.

Our family asks that you please consider these concerns as well as those voiced by Generation Daycare and the other families it serves and reject the application to re-zone this area.

Thank you,
Andrea Niosi & Michael Burke
604.760.0302

Badyal,Sara

From: Kevin Skipworth <kevin@skipworth.ca>
Sent: Wednesday, 13 April 2016 9:44 AM
To: McPhail,Linda
Cc: Badyal,Sara
Subject: RE: Daycare rezoning

Hello Linda,

Thank you for this information and the update. I have spoken to Mike Lewis at Generations Daycare. Yes, both Vancouver Coastal Health and the City's Economic Development staff have been in contact with Mike. Unfortunately both have said that there is no viable space in Steveston. So we are back to square one. They suggested the empty space at Imperial Landing, but we know that is not zoned for child care facilities. That would be a very good fit but unless you can tell me otherwise, the city hasn't allowed for rezoning of that site from Mixed Maritime Use. Perhaps it should be looked at to allow partial rezoning to get the daycare into the space and start with that? But as it stands now, as of September I along with 40 other families will be scrambling to sort out what we do with our children before and after school. Very disappointing.

On another note, a representative of the owner of the property on Trites Road did go and visit the owner of the daycare. He started out asserting that no matter what we as a group did the zoning would go through, then suggested he could "buy" his way through the process (presuming he would pay off tenants to quietly leave?) then by the end suggested he would contact the city to assist in finding a new location. Can that be confirmed?

Thank you everyone for the assistance. We'll keep trying.

Kevin Skipworth
Dexter Associates Realty

Once again I'm taking part in the Ride To Conquer Cancer with a goal of raising \$3,000. To help me reach my goal please go to www.conquercancer.ca/goto/KevinSkip

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604-689-8206 (F)
www.skipshomes.com

"Some people see things as they are and ask why. Others dream things that never were and ask why not." - George Bernard Shaw.

-----Original Message-----

From: McPhail,Linda [mailto:LMcPhail@richmond.ca]
Sent: Wednesday, April 06, 2016 2:26 PM
To: Kevin Skipworth <kevin@skipworth.ca>
Cc: Badyal,Sara <SBadyal@richmond.ca>
Subject: RE: Daycare rezoning

Hi Mr. Skipworth - thank you for email. With regards to your question about the 6 months notice, the City would not typically get involved in a lease issue between a private landowner and their tenant.

Staff have informed me that the Vancouver Coastal Health licensing officers have been working with the owner of Generation Daycare in suggesting possible relocation sites and that the City's Economic Development staff have been asked to assist the displaced business owners if they request help with relocation.

If you have any questions about day care facilities in Richmond, our Child Care Coordinator, Coralys Cuthbert, would be happy to speak with you. Her contact information is below

Coralys Cuthbert/Child Care Coordinator - Phone: (604) 204-8621 Community Social Development Department
Community Services Division, City of Richmond

Please let me know if you have any other questions.

Regards - Linda McPhail

Councillor, City of Richmond
www.richmond.ca

From: Kevin Skipworth [kevin@skipworth.ca]
Sent: Tuesday, April 05, 2016 9:47 PM
To: McPhail, Linda
Cc: Badyal, Sara
Subject: RE: Daycare rezoning

Thank you Linda for your response. I am hoping that the concerns of the parents and community will have some merit on this upcoming decision. I did read through the Steveston OCP and while it does note that this area in question is to become single family homes over time, there is reference to maintaining child day care as well. To me that means that this should be a priority and that Generations Daycare needs to be looked after.

What really concerns me as a tax paying resident of Richmond and member of our community is how the owner/developer has acted in this situation. It would seem their plans are to have all the tenants removed from the property well in advance of a decision being made and possibly demolishing the buildings thus leaving the city with little choice but to rezone. The fact that only 6 month's notice was given at this early stage shows very little respect for our community and the residents that this affects. Our children are our future and I can tell you that the prospects of what will happen in September are not good without this daycare being maintained within our community of Steveston.

Is there anything the city can do about this 6 month's notice being given so early and not allowing sufficient time to find a new location within Steveston? And if nothing can be done about that, can the city help with a new location within Steveston?

Thank you Linda. This is going to create a lot of unhappiness within our community and it should be given immediate consideration as time is of the essence.

Best regards,

Kevin Skipworth
Dexter Associates Realty

Once again I'm taking part in the Ride To Conquer Cancer with a goal of raising \$3,000. To help me reach my goal please go to www.conquercancer.ca/goto/KevinSkip

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"Some people see things as they are and ask why. Others dream things that never were and ask why not." - George Bernard Shaw.

-----Original Message-----

From: McPhail,Linda [mailto:LMcPhail@richmond.ca]

Sent: Tuesday, April 05, 2016 9:25 AM

To: kpskip@shaw.ca

Subject: Daycare rezoning

Hello Mr. Skipworth - I am in receipt of your email to Mayor and Councillors regarding RZ 2016-723761 at 12280 - 12320 Trites Rd.

I was first made aware of the situation in a phone call I received from Alan Campbell of the Richmond News at 2:15 pm yesterday. He asked if I was aware of the application and, I was not.

It often takes several months for applications to be brought forward to a Planning Committee. This area is in transition and, while we have not discussed this site in particular, there have been discussions about the area in general, during previous rezoning applications. I can assure you that each application is evaluated on their own merit.

I am the Chairperson of the Planning Committee and had a Planning Committee agenda review meeting at 3 pm yesterday - just after the phone call from the Richmond News. I asked staff about this application. Staff commented that- -they received an application 4-5 weeks ago and the application is in the very early stages of the process; applications can take several months to work through the process -the OCP - Steveston Area plan does allow for neighbourhood residential -Planning staff have been in contact with the City of Richmond's Child Care coordinator and the Economic Development office to see if they can provide assistance

As a parent myself -my children are now young adults - I did need child care when my children were younger and do understand the need for access to quality child care.

Thank you for sharing your concerns. Your email has been forwarded to Wayne Craig, Director of Planning - please feel free to contact him at 604-276-4000 to discuss this application. It is protocol for staff to contact people who have corresponded on planning applications to let them know when the application will be on a public committee or public hearing agenda so that they have the opportunity to participate. Your correspondence will be included in the materials that make up the rezoning application report.

Regards -Linda McPhail

Councillor, City of Richmond
www.richmond.ca

Badyal,Sara

From: Badyal,Sara
Sent: Wednesday, 6 April 2016 10:07 AM
To: Badyal,Sara
Subject: FW: Daycare Rezoning - RZ 2016-723761 - 12320/12280 Trites Road

From: Kevin Skipworth [<mailto:kpskip@shaw.ca>]
Sent: Friday, 1 April 2016 23:22
To: MayorandCouncillors
Subject: Daycare Rezoning

I am extremely disappointed that there has been a rezoning application:

2016 723761 000 00 RZ (In Circulation) MATT STOGRYN has applied to the City of Richmond for permission to rezone 12320/12280 Trites Road from Light Industrial (IL) to Single Family (ZS23) in order to create 30 single family lots.

My son goes to Generations Daycare which has been served a 6 month eviction notice as they have applied to have that location rezoned. The owner of the daycare has not been able to find suitable space to replace their current location other than a location at Ironwood. That would mean that the students instead of walking to Homma Elementary would have to be bussed back and forth to school each day. That not only adds extra time to their day as well as their parents, adds traffic congestion on our roads and most importantly adds risk to our children for this unnecessary transportation. I cannot understand how this can be passed without any consideration for our community and what will be the lack of daycare. Any rezoning should either involve a daycare space for Generations or it should not be allowed to happen. Our community of Steveston needs this type of service and there will not be a replacement for it.

Can you please let me know where this rezoning application is in the process and how I can voice my opposition as well as anyone else in the community. This cannot happen!

Kevin Skipworth
Dexter Associates Realty

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604-689-8206 (F)
www.skipshomes.com

"Some people see things as they are and ask why. Others dream things that never were and ask why not." – George Bernard Shaw.

Badyal,Sara

From: Kevin Skipworth <kevin@skipworth.ca>
Sent: Tuesday, 5 April 2016 12:00 AM
To: Badyal,Sara
Subject: Daycare Rezoning - RZ 2016-723761 - 12320/12280 Trites Road

Thank you Sarah for your time today. I appreciate your insight and feedback.

I did read through the official community plan and while yes there is the reference to that area on Trites Road being converted to Single Family in time, it does say in the near future nothing would change. But what I read I feel needs to be considered. That is on page 10 where it says that community amenities (child care, affordable housing) shall be encouraged. This is certainly something I think is important in the plan. There are no other after school/before school day care programs with space. This is a unique facility servicing Steveston and allowing children that go to Homma Elementary to walk back and forth to school. It provides an alternative for parents to ensure their children from K to Grade 7 have an option and a very safe option for care. The thought that my son may have to be bussed back and forth to school from a location like Ironwood, after having been driven to the daycare and picked up in the evening frustrates me. Not only does it add congestion to our roads, but it produces a very unnecessary risk to our children.

What really puzzles me is that the owner of the property gave notice so far in advance and only gave 6 months notice to the tenants to find a new space. My concern is what happens if this rezoning is not approved? Then the businesses in this location have already lost their homes. Does the city have any impact on this notice being given and the timing. And can anything be done to provide for more time?

Thank you Sarah, please feel to pass on these comments.

Kevin Skipworth
Dexter Associates Realty

Once again I'm taking part in the Ride To Conquer Cancer with a goal of raising \$3,000. To help me reach my goal please go to www.conquercancer.ca/goto/KevinSkip

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"Some people see things as they are and ask why. Others dream things that never were and ask why not." – George Bernard Shaw.

Badyal, Sara

From: MNgan <mngan@shaw.ca>
Sent: Monday, 11 April 2016 10:02 PM
To: Badyal, Sara
Subject: rezoning application 16 723761 000 00 RZ

Hello Sarah,

We are sending this email in regards to rezoning application 16 723761 000 00 RZ.

Our concern with the rezoning is the excessive densification of our neighborhood and the resulting strain on our existing resources. Homma is one of the few schools that has increasing enrolment. With such a large population of families that live in our neighborhood, we need services like Generation Daycare. Generation is, by far, the best after-school centre we have found and we love and trust the staff. Without the care and support Generation provides, my husband and I would not be able to work full-time. It's all tied together and we need the city to understand and support families by not taking away the resources we need. Aside from the YMCA, there is no other after-school care program in our neighborhood. Generation Daycare is an essential service for our family.

So far Mike (the owner of Generation) has not been able to secure another location for his business. What happens if he doesn't find a suitable place? What if he finds a place but its not big enough and he can't take all the children currently in his care? We need this business in our neighborhood as we don't have any other support for after school care. We are incredibly upset and frustrated by this situation. We hope the the city will help us in ensuring we don't lose Generation Daycare from our neighborhood.

Please let us know if you have any questions. Thank you,
Milah and Steve Ngan

Badyal,Sara

From: Badyal,Sara
Sent: Monday, 11 April 2016 12:25 PM
To: Badyal,Sara
Subject: Rezoning application regarding 12280 and 12320 No 2 Road

From: Lori [mailto:lorel26@yahoo.com]
Sent: Thursday, 7 April 2016 23:09
To: MayorandCouncillors
Subject: Generation Daycare, Richmond News April 5th

Greetings Mayor and City Councillors;

It has become apparent that there was an exorbitant oversight concerning the development of the property that Generation Daycare currently occupies. This daycare is a crucial part of the childcare initiatives that the city of Richmond's social planning, child care needs assessment and strategy document outlined for the city up until 2016.

[http://www.richmond.ca/shared/assets/Child Care Needs Assessment and Strategy 2009-201629995.pdf](http://www.richmond.ca/shared/assets/Child_Care_Needs_Assessment_and_Strategy_2009-201629995.pdf)

Considering the recent article that was posted by CBC News today, April 7th,

<http://www.cbc.ca/news/canada/british-columbia/richmond-school-closures-1.3524496>

there will be an increased need in the community as these schools will adjust the demographic areas needed to provide adequate childcare services to the residents of Richmond / Steveston.

I urge city council to repeal all development from commencing on this property as it will further derail the progress that the social planning councillors have published as their strategy to increase, not decrease child care provisions.

Thank you for your time, once again, please reconsider this development as it may create an environment of public protest if council does not change the course of the closure of Generation Daycare.

Regards,

Lori Marentette

Badyal,Sara

From: Jen Schaeffers <Jen.Schaeffers@cknw.com>
Sent: Wednesday, 6 April 2016 9:51 AM
To: Badyal,Sara
Subject: Opposition to Rezoning regarding application 16 723761 000 00 RZ

Good morning Sarah,

My name is Jen Schaeffers and I am the mother of Kaylee Schaeffers that attends the Generation Daycare after school program at 12280-12320 Trites Road, near Moncton in Steveston.

We have been informed that the after school care in which our child and another 50 families utilize will be closing in six months due to a developer who has bought the land and is having it rezoned.

I have a problem with this. If the City keeps approving developers coming in and clearing out essential services for families then where are our children going to go? There are little to no alternative childcare options in the Steveston area. Furthermore, the area continues to densify. I would imagine the City are aware of this problem and in particular the planning department when figuring out the essential services that are going to of use for all the families that continue to move to the area.

I look forward to your timely response. Thank you.

Kindest regards,

Jen Schaeffers
Executive Director
CKNW Orphans' Fund

T. 604.331.2782 C. 604.306.5311 : 2000 - 700 West Georgia Street Vancouver, BC V7Y 1K9
Connect with us: CKNWOrphansFund.com : [Twitter](#) : [Facebook](#)

From: Jen Schaeffers [Jen.Schaeffers@cknw.com]
Sent: Tuesday, April 05, 2016 9:37 AM
To: McPhail,Linda
Subject: RE: Opposition to Rezoning

Thank you Linda. I greatly appreciate your reply and further information you provided.

It is great to hear that the City is involved in the planning of this area. I did read through the Community Plan for Steveston. Child care is very, very limited in the Steveston area with really only Generations, the YMCA and Renaissance Kids as options. As the development in the area progresses, this will place more pressure on Homma School to expand and I have begun to hear rumours that the YMCA will need to leave the school due to the influx of students (likely in the next 1-2 years). So either they will close or need to find other space, which is incredibly limited.

Quality child care is important, as is affordable child care - given the extraordinary cost of living in the Steveston area (and really all over the lower mainland).

At the heart of the matter, I just want to ensure that the City is involved in helping navigate the difficulties arising from so much densification in the area. I hope there is a plan for where all these children are going to go that are moving to the area and in addition, accommodating the ones that currently reside here. In my mind, it's completely unrealistic to force a child care facility to the other side of Richmond because there is no space in the area. That is just poor planning and an incredible shame.

Thank you again Linda.

Warmest regards,
Jen

Jen Schaeffers
Executive Director
CKNW Orphans' Fund

T. 604.331.2782 C. 604.306.5311 : 2000 - 700 West Georgia Street Vancouver, BC V7Y 1K9 Connect with us: CKNWOrphansFund.com : Twitter : Facebook

-----Original Message-----

From: McPhail,Linda [mailto:LMcPhail@richmond.ca]
Sent: Tuesday, April 05, 2016 9:28 AM
To: Jen Schaeffers
Subject: Opposition to Rezoning

Hello Ms. Schaeffers - I am in receipt of your email to Mayor and Councillors regarding RZ 2016-723761 at 12280 - 12320 Trites Rd.

I was first made aware of the situation in a phone call I received from Alan Campbell of the Richmond News at 2:15 pm yesterday. He asked if I was aware of the application and, I was not.

It often takes several months for applications to be brought forward to a Planning Committee. This area is in transition and, while we have not discussed this site in particular, there have been discussions about the area in general, during previous rezoning applications. I can assure you that each application is evaluated on their own merit.

I am the Chairperson of the Planning Committee and had a Planning Committee agenda review meeting at 3 pm yesterday - just after the phone call from the Richmond News. I asked staff about this application. Staff commented that- -they received an application 4-5 weeks ago and the application is in the very early stages of the process; applications can take several months to work through the process - the OCP - Steveston Area plan does allow for neighbourhood residential -Planning staff have been in contact with the City of Richmond's Child Care coordinator and the Economic Development office to see if they can provide assistance

As a parent myself -my children are now young adults - I did need child care when my children were younger and do understand the need for access to quality child care.

Thank you for sharing your concerns. Your email has been forwarded to Wayne Craig, Director of Planning - please feel free to contact him at 604-276-4000 to discuss this application. It is protocol for staff to contact people who have corresponded on planning applications to let them know when the application will be on a public committee or public hearing agenda so that they have the opportunity to participate. Your correspondence will be included in the materials that make up the rezoning application report.

Regards -Linda McPhail

Councillor, City of Richmond
www.richmond.ca
Linda McPhail

Badyal,Sara

From: PlanningDevelopment
Sent: Wednesday, 9 March 2016 2:30 PM
To: Badyal,Sara
Subject: FW: Rezoning a family after school care with no public consultation

From: Jen Schaeffers [<mailto:Jen.Schaeffers@cknw.com>]
Sent: Tuesday, 8 March 2016 20:16
To: PlanningDevelopment
Subject: Rezoning a family after school care with no public consultation

Hi Joe,

My name is Jen Schaeffers and I work with CKNW radio station. I also happen to be a parent of a child that attends an after school program at 12280-12320 Trites Road, near Moncton in Steveston.

We were informed tonight that the after school care in which our child and another 40 families utilize will be closing in six months due to a developer who has bought the land and is having it rezoned.

So I have a few questions:

1. Has the zoning been approved for this? I found documentation online that looks like the developer (Omni Pacific) just applied for this March 3rd. I can't imagine zoning as already been approved by the City. Apparently the owner of the child care facility simply received a letter in their mail slot letting them know they need to vacate the facilities within six months (no name attached...nice way of doing business!)
2. Will there be community consultation before the rezoning is approved? And if so, what are the timelines on this?

You see, I have a problem with this. If the City keeps approving developers coming in and clearing out essential services for families then where are our children going to go? There are little to no alternative childcare options in the Steveston area. Furthermore, the area continues to densify. I would imagine the City are aware of this problem and in particular the planning department when figuring out the essential services that are going to of use for all the families that continue to move to the area.

I look forward to your timely response. Thank you.

Kindest regards,

Jen Schaeffers
CKNW AM980

L1

PROJECT NUMBER

DATE: 15.12.23
SCALE: 1:100
DRAWN: JH
CHECKED: JH
DATE: 15.12.23



SEAL

PROJECT

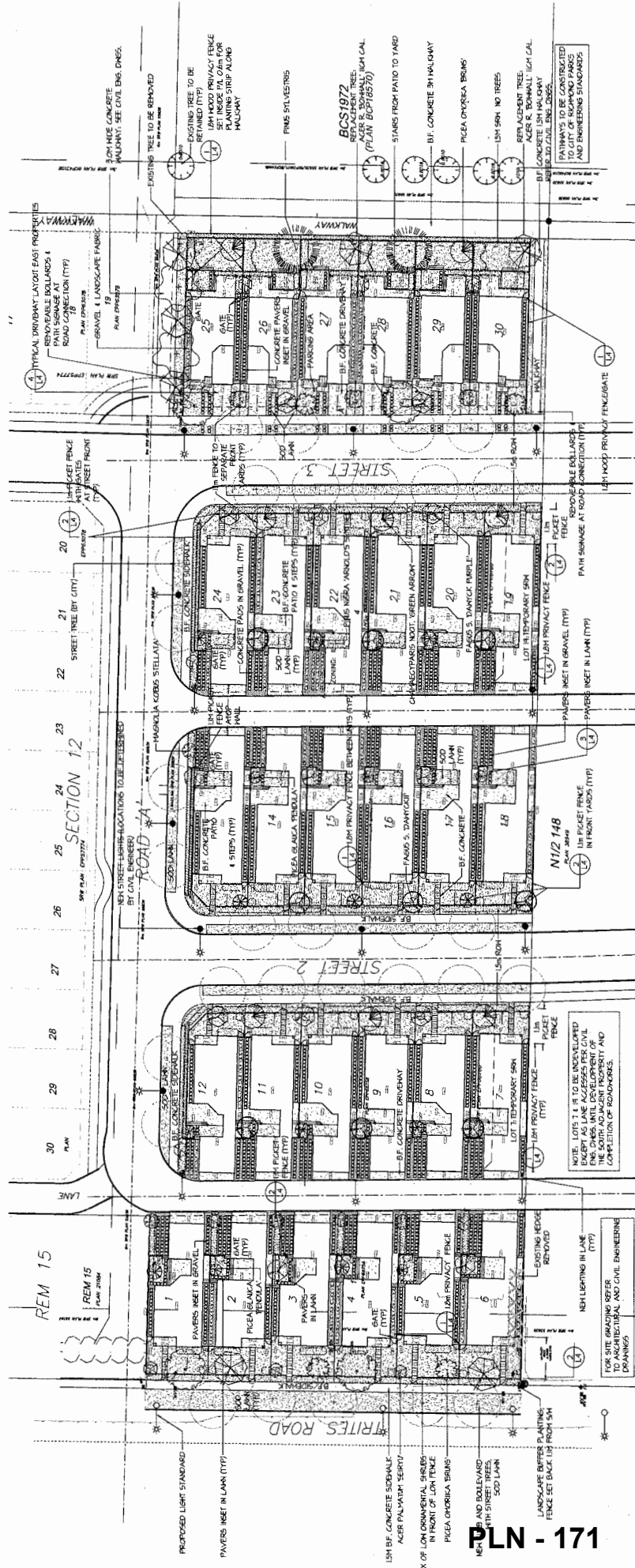
SINGLE FAMILY SUBDIVISION
12280 13220 TRITES ROAD
RICHMOND BC

CLIENT

IFORTUNE HOMES
9514 - 5811 ROONEY RD.
RICHMOND BC



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PLN - 171



**Richmond Zoning Bylaw 8500
Amendment Bylaw 9675 (RZ 16-723761)
12320 Trites Road**

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

1. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following area and by designating it **"SINGLE DETACHED (ZS23) – STEVESTON"**.

P.I.D. 029-912-474

Lot 1 Section 12 Block 3 North Range 7 West New Westminster District Plan EPP63719

2. This Bylaw may be cited as **"Richmond Zoning Bylaw 8500, Amendment Bylaw 9675"**.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

MAYOR

CORPORATE OFFICER

| |
|--|
| CITY OF RICHMOND |
| APPROVED by <i>BK</i> |
| APPROVED by Director or Solicitor <i>il</i> |



City of Richmond

Report to Committee Planning and Development Division

To: Planning Committee
From: Wayne Craig
Director, Development

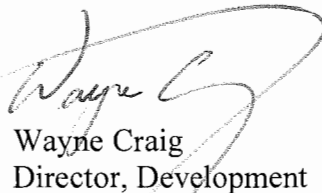
Date: February 3, 2017

File: RZ 15-713737


Re: Application by Benn Panesar for Rezoning at 10140 and 10160 Finlayson Drive
from "Single Detached (RS1/D)" to "Single Detached (RS2/B)"

Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9684, for the rezoning of 10140 and 10160 Finlayson Drive from "Single Detached (RS1/D)" to "Single Detached (RS2/B)", be introduced and given first reading.


Wayne Craig
Director, Development

CL:blg
Att. 7

| REPORT CONCURRENCE | | |
|--------------------|--|---|
| ROUTED TO: | CONCURRENCE | CONCURRENCE OF GENERAL MANAGER |
| Affordable Housing | <input checked="checked" type="checkbox"/> |  FOR JOE ERICSON |

Staff Report

Origin

Benn Panesar has applied to the City of Richmond for permission to rezone the properties at 10140 and 10160 Finlayson Drive from the “Single Detached (RS1/D)” zone to the “Single Detached (RS2/B)” zone, to permit the property to be subdivided to create three lots (Attachment 1).

The applicant proposes to pursue subdivision of the land in two stages. Initially, the proposal involves demolition of the dwelling at 10160 Finlayson Drive, shifting of the common property line to create a smaller south lot, and retention of the existing dwelling on a larger north lot at 10140 Finlayson Drive. Subsequently, the applicant proposes to subdivide the larger north lot at 10140 Finlayson Drive into two smaller lots, ultimately yielding a total of three lots at the subject site.

A survey of the subject site illustrating the first stage of the proposed subdivision is included in Attachment 2. A survey of the subject site illustrating the second stage of the proposed subdivision is included in Attachment 3.

Findings of Fact

A Development Application Data Sheet providing details about the development proposal is attached (Attachment 4).

Site Description and Surrounding Development

The subject site is located on the west side of Finlayson Drive, between Gilmore Crescent and Finlayson Court, in the Bridgeport Planning Area. The property at 10140 Finlayson Drive currently contains an existing dwelling, which will be demolished at future development stage. At 10160 Finlayson Drive, the original dwelling has been demolished and a single-family dwelling is currently under construction on the south side of the lot (further discussion of the new dwelling being constructed on-site is included in the “Analysis” section of this report).

Existing development immediately surrounding the subject site is as follows:

- To the North, is a dwelling on a lot zoned “Single Detached (RS1/D)”.
- To the South, are new dwellings on lots zoned “Single Detached (RS2/B)”.
- To the East, immediately across Finlayson Drive, is Tait Neighbourhood School Park.
- To the West, fronting No. 4 Road, are dwellings on lots zoned “Single Detached (RS1/D)”.

Related Policies & Studies

Official Community Plan/Bridgeport Area Plan

The Official Community Plan (OCP) land use designation for the subject site is “Neighbourhood Residential”. The Bridgeport Area Plan land use designation for the subject site is “Residential (Single Family)”. This redevelopment proposal is consistent with these designations.

Single-Family Lot Size Policy 5448

The subject site is located within the area governed by Single-Family Lot Size Policy 5448, adopted by Council on September 16, 1991, and subsequently amended in 2012 (Attachment 5). The Policy permits properties on Finlayson Drive to be rezoned and subdivided subject to the requirements of the “Single Detached (RS2/B)” zone.

This redevelopment proposal would allow for the creation of three (3) lots, each with an average width of approximately 12 m and between 623 m² and 729 m² in area, consistent with the requirements of the “Single Detached (RS2/B)” zone.

Aircraft Noise Sensitive Development (ANSI) Policy

Consistent with the OCP, the ANSI Policy applies to the subject site, which is located within the “High Aircraft Noise Area (Area 2)”. In accordance with this Policy, all aircraft noise sensitive land uses may be considered, including single-family uses resulting from the rezoning of one “Single Detached (RS1)” sub-zone to another “Single Detached (RS2)” sub-zone. Registration of an Aircraft Noise Sensitive Use Covenant on Title will be required prior to final adoption of the rezoning bylaw.

Floodplain Management Implementation Strategy

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

Ministry of Transportation and Infrastructure Approval

As the subject site is located within 800 m of an intersection of a Provincial Limited Access Highway and a City road, this redevelopment proposal was referred to the Ministry of Transportation and Infrastructure (MOTI). Confirmation has been received from MOTI indicating that they have no objections to the proposed redevelopment and that preliminary approval has been granted for a period of one year. Final approval from MOTI is required prior to final adoption of the rezoning bylaw.

Public Consultation

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

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

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

Analysis

New Construction at 10160 Finlayson Drive, and Proposed Timing of Rezoning/ Subdivision

As described earlier in this report, the applicant proposes to pursue subdivision of the land in two stages (as shown in Attachments 2 and 3). Also, the original dwelling at 10160 Finlayson Drive has been demolished and a single-family dwelling is currently under construction on the south side of the lot under Building Permit (B7 15-716522).

Through the Building Permit application review process for the new dwelling at 10160 Finlayson Drive, the applicant has demonstrated that the dwelling under construction complies with all aspects of the current "Single Detached (RS1/D)" zone and with the proposed "Single Detached (RS2/B)" zone after the first stage of subdivision. As further evidence of conformity, prior to the first stage of subdivision approval, the applicant is required to submit a signed and sealed plan from a BC Land Surveyor that the existing buildings and structures at 10160 Finlayson Drive meet all of the requirements of the RS2/B zoning, including the Permitted Density, Lot Coverage, Live Landscaping and Setbacks.

In order to secure the ultimate 3-lot subdivision plan shown in Attachment 3, the applicant is required to register a legal agreement on title prior to rezoning approval stating that no Building Permits may be issued at 10140 Finlayson Drive, and that subdivision of the land is only permitted as shown in Attachments 2 and 3.

Should the rezoning application not proceed, only one single-family dwelling is permitted on each of the existing lots.

Existing Legal Encumbrances

There is currently a Statutory Right-of-Way (SRW) registered on Title of the subject properties for sanitary sewer, which is located in the rear yard along the west property line.

Site Access

Vehicle access to the proposed lots is to be from Finlayson Drive via separate driveway crossings.

Tree Retention and Replacement

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

The Report assesses a total of six trees: one bylaw-sized tree on the subject property, three trees located on the common property line with the neighbouring property to the south at 10180 Finlayson Drive, one tree located on the neighbouring property to the west at 2380 No. 4 Road, and one tree located in the Finlayson Drive boulevard on City-owned property.

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

- One Holly tree located on-site is in good condition and should be retained and protected (tag# 5).
- Three trees located on the common property line with the adjacent property to the south (tag# 2, 3, 4) were approved for removal at 10180 Finlayson Drive (RZ 11- 594451) and have since been removed.
- One tree located on the adjacent property to the west at 2380 No. 4 Road must be retained and protected as per the Arborist Report specifications (tag#6).

The one tree in the Finlayson Drive boulevard on City-owned property (tag # 1) was approved for removal by the City's Parks Department as part of the Building Permit application review process at 10180 Finlayson Drive due to conflict with the proposed driveway crossing (B7 16- 732271). This tree has since been removed (T1 16- 732273).

Tree Protection

One tree on the subject site and one tree on the neighbourhood property to the west at 2380 No. 4 Road are to be retained and protected (tag #'s 5 and 6). The applicant has submitted a tree retention plan showing the trees to be retained and the tree protection area to be used during development stage (Attachment 6, annotated). To ensure that the trees identified for retention are protected at development stage, the applicant is required to submit the following items prior to final adoption of the rezoning bylaw:

- A contract with a Certified Arborist for the supervision of all works conducted within or in close proximity to tree protection zones (tag #'s 5 and 6). The contract must include the scope of work required, the number of proposed monitoring inspections at specified stages of construction, any special measures required to ensure tree protection, and a provision for the arborist to submit a post-construction impact assessment to the City for review.
- A survival security in the amount of \$10,000 for tree tag # 5. The security will be held until construction and landscaping on the subject site is completed and a landscape inspection has been passed by City staff. The City may retain a portion of the security for a one-year maintenance period from the date of the landscape inspection to ensure that the tree survives.

Prior to demolition of the existing dwelling at 10140 Finlayson Drive, the applicant is required to install tree protection fencing around all trees to be retained (tag #'s 5 and 6). Tree protection fencing must be installed to City standard in accordance with the City's Tree Protection Information Bulletin TREE-03 prior to any works being conducted on-site, and remain in place until construction and landscaping on-site is completed.

Tree Planting

In accordance with City Policy 5032 – Tree Planting (Universal), the applicant has agreed to plant a total of five new trees (yielding two trees per lot), as follows:

- two trees on the proposed north lot.
 - two trees on the proposed middle lot.
 - one tree on the proposed south lot.
- (minimum 6 cm deciduous caliper or 3 m high conifer).

To ensure that the five new trees are planted and maintained on the proposed lots, the applicant is required to submit a Landscaping Security in the amount of \$2,500 (\$500/tree) prior to final adoption of the rezoning bylaw. The Security will not be released until construction and landscaping on the subject site is completed and a landscape inspection has been passed by City staff. The City may retain a portion of the security for a one-year maintenance period from the date of the landscape inspection.

Affordable Housing Strategy

The City's Affordable Housing Strategy for single-family rezoning applications requires:

- a) secondary suite(s) on 100% of new lots proposed; b) secondary suite(s) on 50% of new lots proposed and a cash-in-lieu contribution to the City's Affordable Housing Reserve Fund based on \$2.00/ft² of the total buildable area on the remaining lots; or c) in cases where a secondary suite cannot be accommodated, a cash-in-lieu contribution to the City's Affordable Housing Reserve Fund based on \$2.00/ft² of the total buildable area on 100% of new lots proposed.

Consistent with the Affordable Housing Strategy, the applicant proposes to construct a secondary suite on each new lot proposed. Prior to rezoning, the applicant is required to register a legal agreement on title, stating that no final Building Permit inspection will be granted until the secondary suites are constructed to the satisfaction of the City in accordance with the BC Building Code and Richmond Zoning Bylaw 8500.

Site Servicing and Frontage Improvements

Prior to rezoning bylaw adoption, the applicant is required to enter into a Servicing Agreement for the design and construction of water, storm, and sanitary service connections for the proposed lots, as well as for frontage improvements to current City standards from the north property line of 10140 Finlayson Drive to the south property line of 10200 Finlayson Drive, tying into the existing condition to the north and south. The scope of the works is described in Attachment 7, and includes but is not limited to concrete curb and gutter, a 1.5 m wide treed/grassed boulevard at the back of the curb, a 1.5 m wide concrete sidewalk, street lighting, and undergrounding of Hydro and Telus service lines.

Subdivision

Prior to approval of the first stage of subdivision, the applicant is required to submit a signed and sealed plan from a registered BC Land Surveyor that the existing buildings and structures at 10160 Finlayson Drive meet all of the requirements of the RS2/B zoning, including the Permitted Density, Lot Coverage, Live Landscaping and Setbacks.

Prior to approval of the second stage of subdivision, the applicant is required to pay Development Cost Charges (City and GVS&DD), School Acquisition Charges, Address Assignment Fees and the current year's taxes.

Financial Impact or Economic Impact

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

Conclusion

The purpose of this application is to rezone the property at 10140 and 10160 Finlayson Drive from the "Single Detached (RS1/D)" zone to the "Single Detached (RS2/B)" zone, to permit the property to be subdivided to create three lots. The applicant proposes to pursue the project in stages.

This rezoning application complies with the land use designation and applicable policies for the subject site that are contained within the OCP and Single-Family Lot Size Policy 5448.

The list of Rezoning Considerations is included in Attachment 6, which has been agreed to by the applicant (signed concurrence on file).

It is recommended that Richmond Zoning Bylaw 8500, Amendment Bylaw 9684 be introduced and given first reading.



Cynthia Lussier
Planner 1
(604-276-4108)

CL:blg

Attachment 1: Location Map/Aerial Photo

Attachment 2: Site Survey and proposed subdivision plan for 1st stage

Attachment 3: Site Survey and proposed subdivision plan for 2nd stage

Attachment 4: Development Application Data Sheet

Attachment 5: Single Family Lot Size Policy 5448

Attachment 6: Proposed Tree Retention Plan

Attachment 7: Rezoning Considerations



City of Richmond



RZ 15-713737

Original Date: 12/16/15

Revision Date: 02/23/17

Note: Dimensions are in METRES

**SURVEY PLAN OF LOTS 327 AND 328 BOTH OF
SECTION 23 BLOCK 5 NORTH RANGE 6 WEST
NEW WESTMINSTER DISTRICT PLAN 46141**

PARCEL IDENTIFIER (PID): LOT 327: 001-320-912
LOT 328: 003-690-768

CIVIC ADDRESSES
#10140/10160 FINLAYSON DRIVE
RICHMOND, B.C.

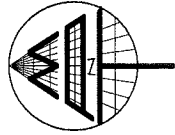
LEGEND

SCALE 1:200

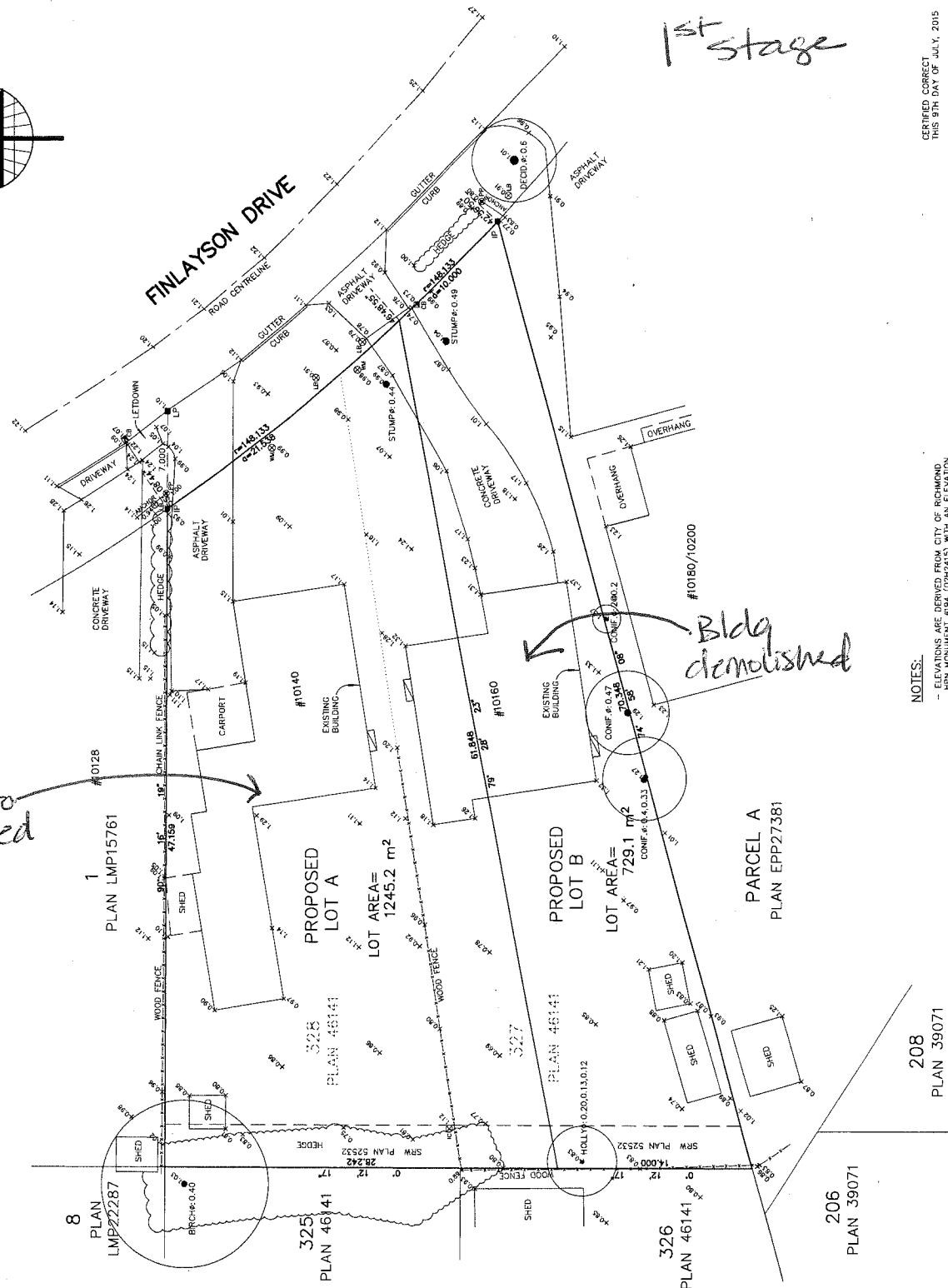
5 0 5 10

ALL DISTANCES ARE IN METRES

- CB INDICATES SPOT ELEVATION
- CB INDICATES CATCH BASIN
- PP INDICATES POWER POLE
- LB INDICATES LAWN BASIN
- MH INDICATES MANHOLE
- WM INDICATES WATER METER
- IP INDICATES IRON POST
- LP INDICATES LEAD PLUG



Bldg to be retained



NOTES:

- ELEVATIONS ARE DERIVED FROM CITY OF RICHMOND SURVEY DATA (1994) WITH AN ELEVATION OF 3.337 METRES.
- PROPERTY LINE DIMENSIONS ARE DERIVED FROM LAND TITLE OFFICE RECORDS AND LEGAL FIELD SURVEYS.
- ALL DESIGNATED TREES AS DEFINED BY CITY OF RICHMOND BYLAW NO. 8057, ARE SHOWN HEREON.

CERTIFIED CORRECT
THIS 9TH DAY OF JULY, 2015

B.C.L.S.

DATE OF SURVEY: JULY 3, 2015

PLN - 182

© COPYRIGHT

MATSON PECK & TOPLISS
SURVEYORS & ENGINEERS

#320 - 11120 HORSESHOE WAY
RICHMOND, B.C., V7A 5H7
PH: 604-270-9331
FAX: 604-270-4137
CADFILE: 17889-001-TPG-000.DWG

CLIENT REF: BALVIR & SAREJIT RANDHAWA

R-15-17889-TPG

SURVEY PLAN OF LOT A SECTION 23 BLOCK 5 NORTH RANGE 6 WEST NEW WESTMINSTER DISTRICT PLAN EPP

FORMERLY LOT 328 AND PART OF LOT 327 BOTH OF SECTION 23
BLOCK 5 NORTH RANGE 6 WEST NWD PLAN 46141

CIVIC ADDRESSES:
#10140/10160 FINLAYSON DRIVE
RICHMOND, B.C.

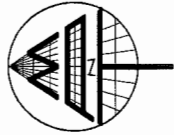
LEGEND

SCALE 1:200



ALL DISTANCES ARE IN METRES

- CB INDICATES SPOT ELEVATION
- PP INDICATES CATCH BASIN
- LB INDICATES POWER POLE
- LB INDICATES LAMP BASIN
- MH INDICATES MANHOLE
- WM INDICATES WATER METER
- IP INDICATES IRON POST
- LP INDICATES LEAD PLUG

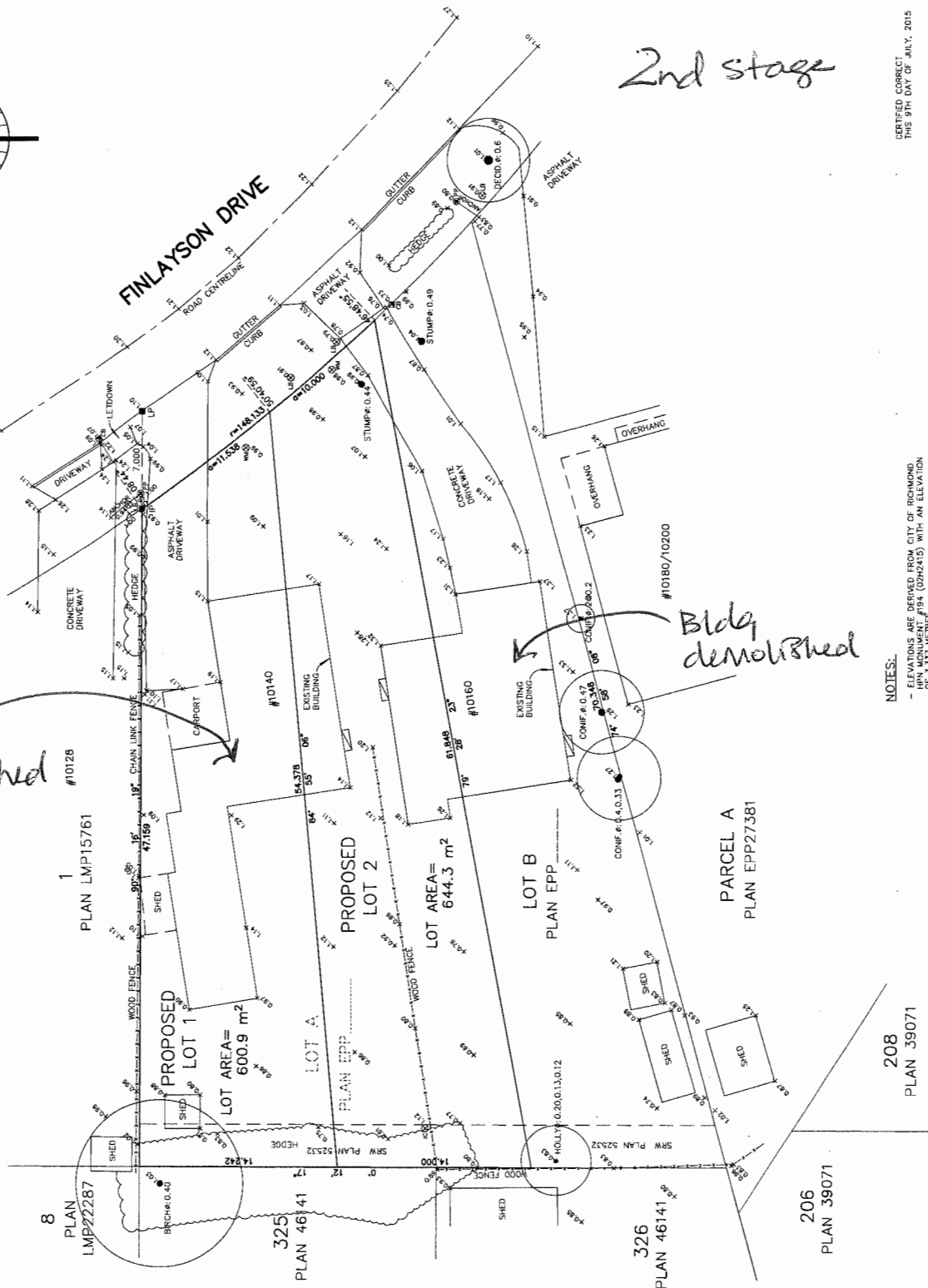


FINLAYSON DRIVE

2nd stage

Bldg to be demolished

Bldg demolished



NOTES:

- ELEVATIONS ARE DERIVED FROM CITY OF RICHMOND DATUM (1984) WITH AN ELEVATION OF 1.337 METRES
- PROPERTY LINE DIMENSIONS ARE DERIVED FROM LAND TITLE OFFICE RECORDS AND LEGAL FIELD SURVEYS.
- ALL DESIGNATED TREES AS DEFINED BY CITY OF RICHMOND BY-LAW NO. 8057, ARE SHOWN HEREIN.

CERTIFIED CORRECT
THIS 9TH DAY OF JULY, 2015

B.C.L.S.

DATE OF SURVEY: JULY 3, 2015

PLN - 183

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PH: 604-270-5331
FAX: 604-270-4137
CADFILE: 17889-002-TPG-000.DWG

CLIENT REF: BALVIR & SARBJIT RANDHAWA

R-15-17889-TPG



RZ 15-713737

Attachment 4

Address: 10140 and 10160 Finlayson Drive

Applicant: Benn Panesar

Planning Area(s): Bridgeport

| | Existing | Proposed |
|---|--|---|
| Owner: | Sunny Sukvir Singh Kandola Amandeep Singh Kandola | To be determined |
| Site Size (m²): | 1974.3 m ² (21,251 ft ²) | Three lots, ranging in size from 600 m ² to 729 m ² (6,458ft ² to 7,847ft ²) |
| Land Uses: | Two residential lots; each with a single-family dwelling | Three residential lots; each with a single-family dwelling |
| OCP Designation: | Neighbourhood Residential | No change |
| Bridgeport Area Plan Designation: | Residential (Single Family) | No change |
| Single-Family Lot Size Policy Designation: | Single-Family Lot Size Policy 5448 permits properties on Finlayson Drive to rezone and subdivide consistent with the minimum requirements of the "Single Detached (RS2/B)" zone. | No change |
| Zoning: | Single Detached (RS1/D) | Single Detached (RS2/B) |

| On Future Subdivided Lots | Bylaw Requirement | Proposed | Variance |
|--|--|--|-------------------|
| Floor Area Ratio: | Max. 0.55 for lot area up to 464.5 m ² plus 0.3 for area in excess of 464.5 m ² | Max. 0.55 for lot area up to 464.5 m ² plus 0.3 for area in excess of 464.5 m ² | none permitted |
| Buildable Floor Area (m ²):* | Ranges from maximum 334 m ² (3,190 ft ²) to 296 m ² (3,604 ft ²) | Ranges from maximum 296 m ² (3,604 ft ²) to 334 m ² (3,190 ft ²) | none permitted |
| Lot Coverage (% of lot area): | Building: Max. 45% Non-porous Surfaces: Max. 70% Live Plant Material: Min. 25% | Building: Max. 45% Non-porous Surfaces: Max. 70% Live Plant Material: Min. 25% | none |
| Min. Lot Size: | 360 m ² | Ranges from 600 m ² to 729 m ² | none |
| Min. Lot Dimensions (m): | Width: 12 m Depth: 24 m | Ranges from 12 m to 12.89 m wide 51.2 m to 66.1 m deep | none |
| Min. Setbacks (m): | Front/Rear: Min. 6 m Side: Min. 1.2 m | Front/Rear: Min. 6 m Side: Min. 1.2 m | none |
| Height (m): | 2 ½ storeys (max. 9.0 m, peaked roof; max. 7.5 m flat roof) | 2 ½ storeys (max. 9.0 m, peaked roof; max. 7.5 m flat roof) | none |
| On-site Vehicle Parking Spaces: | Min. two spaces | Min. two spaces | none |

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



City of Richmond

Policy Manual

Page 1 of 2

Adopted by Council: September 16, 1991

POLICY 5448

Amended By Council: February 20, 2012

File Ref: 4045-00

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

POLICY 5448:

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

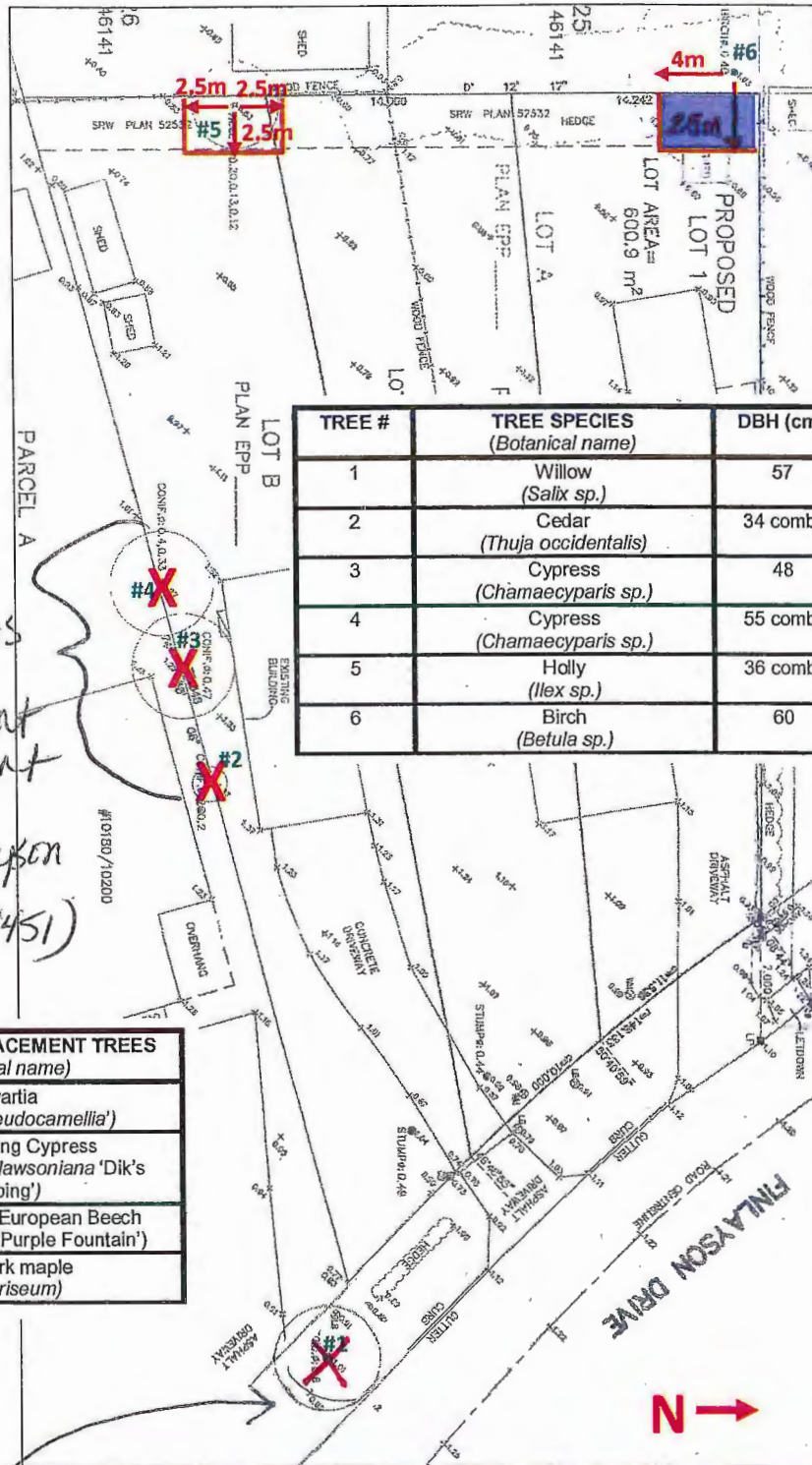
That properties within the area bounded by Bridgeport Road on the south, River Drive on the north, Shell Road on the east and No. 4 Road on the west, in a portion of Section 23-5-6, be permitted to rezone and subdivide in accordance with the provisions of Single Detached (RS1/B) in Zoning and Development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

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

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

removed as
part of
redevelopment
on adjacent
site at
10180 Finlayson
Drive
(RZ 11-594451)

| SUITABLE REPLACEMENT TREES (Botanical name) |
|---|
| Stewartia (<i>Stewartia pseudocamellia</i>) |
| Dik's Weeping Cypress (<i>Chamaecyparis lawsoniana</i> 'Dik's Weeping') |
| Purple Fountain European Beech (<i>Fagus sylvatica</i> 'Purple Fountain') |
| Paperbark maple (<i>Acer griseum</i>) |



Preliminary Tree Retention & Removal Plan, Scale 1:400

removed
as part of
redevelopment
at 10180 Finlayson Drive
(T1-16-732273)

ANNOTATED TREE RETENTION PLAN



Address: 10140 and 10160 Finlayson Drive

File No.: RZ 15-713737

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9684, the developer is required to complete the following:

1. Provincial Ministry of Transportation & Infrastructure Approval.
2. Submission of a Landscape Security in the amount of \$2,500 (\$500/tree) to ensure that a total of five trees are planted and maintained, as follows (minimum 6 cm deciduous caliper or 3.5 m high conifers):
 - Two trees on the proposed north lot.
 - Two trees on the proposed middle lot.
 - One tree on the proposed south lot.
3. Submission of a Contract entered into between the applicant and a Certified Arborist for supervision of any on-site works conducted within the tree protection zone of the trees to be retained (tag #'s 5 and 6). The Contract should include the scope of work to be undertaken, including: the proposed number of site monitoring inspections, and a provision for the Arborist to submit a post-construction assessment report to the City for review.
4. Submission of a Tree Survival Security to the City in the amount of \$10,000 for tree tag # 5 to be retained.
5. Registration of an aircraft noise sensitive use covenant on Title.
6. Registration of a flood indemnity covenant on Title.
7. Registration of a legal agreement on Title to ensure that no final Building Permit inspection is granted until a secondary suite is constructed on each of the three lots proposed, to the satisfaction of the City in accordance with the BC Building Code and the City's Zoning Bylaw.
8. Registration of a legal agreement on Title stating that no Building Permits may be issued at 10140 Finlayson Drive, and that subdivision of the land is only permitted as shown in Attachments 2 and 3.
9. Entrance into a Servicing Agreement* for the design and construction of water, storm, and sanitary service connections for the proposed lots, as well as for frontage improvements to current City standards from the north property line of 10140 Finlayson Drive to the south property line of 10200 Finlayson Drive, and tying into the existing condition to the north and south. The scope of works is to include (but is not limited to):

Water Works

- a. Using the OCP Model, there is 152 L/s of water available at a 20 psi residual at the Finlayson Drive frontage. Based on your proposed development, your site requires a minimum fire flow of 120 L/s.
The applicant is required to submit Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) fire flow calculations to confirm the development has adequate fire flow for on-site fire protection. Calculations must be signed and sealed by a Professional Engineer and be based on Building Permit Stage and Building designs. If adequate flow is not available, the applicant shall be required to upgrade the existing water system that may extend beyond the development site frontage.
- b. At the applicant's cost, the City is to:
 - Cut and cap the two northernmost existing water service connections at the watermain along the Finlayson Drive frontage, and remove meters and meter boxes.
 - Install two new water service connections along the Finlayson Drive frontage, each with meter and meter box.

Storm Sewer Works

- a. The applicant is required to retain the newly installed southernmost storm service connection and inspection chamber, which was installed via Building Permit B7 15-716522 for 10180 Finlayson Drive.
- b. At the applicant's cost, the City is to:

- Cut and cap, at the inspection chamber, the existing storm sewer service connection at the northeast corner of the development site.
- Cut and cap the existing storm sewer service connection located at the middle of the east property line of the development site and remove the inspection chamber.
- Install a new storm service connection, complete with inspection chamber and dual service leads, at the adjoining property line of the two northernmost newly subdivided lots.

Sanitary Sewer Works

- a. The applicant is required to:
 - Not undertake any on-site construction or foundation excavation until completion of the rear yard sanitary works by City crews.
 - Retain the newly installed southernmost sanitary service connection and inspection chamber, which was installed via Building Permit B7 15-716522 for 10180 Finlayson Drive.
- b. At the applicant's cost, the City is to:
 - Cut and cap the existing northernmost sanitary service connection and remove the inspection chamber.
 - Install a new sanitary service connection, complete with inspection chamber and dual service leads, at the adjoining property line of the two northernmost newly subdivided lots.

Frontage Improvements

- a. The applicant is required to design and construct frontage improvements to current City standards along Finlayson Drive, from the north property line of 10140 Finlayson Drive to the south property line of 10200 Finlayson Drive, to include concrete curb and gutter, a 1.5 m wide treed/grassed boulevard at the back of the curb, a 1.5 m wide concrete sidewalk, and street lighting, complete with transition to the existing condition to the north and south.
Note: After the SA works are completed, the applicant will be reimbursed a total of \$33,703.20, previously paid to the City as part of SD 11- 594452 in-lieu of constructing boulevard improvements along the frontage of 10180 and 10200 Finlayson Drive.
- b. The applicant is required to replace Hydro lease light with City Street light and review street lighting levels along the Finlayson Drive frontage and upgrade lighting as required.
- c. The applicant is required to coordinate with BC Hydro, Telus and other private communication service providers:
 - To underground proposed Hydro service lines (this is required for all 3-lot subdivision proposals).
 - When relocating/modifying any of the existing power poles and/or guy wires within the property frontages.
 - To determine if above ground structures are required and coordinate their locations (e.g. Vista, PMT, LPT, Shaw cabinets, Telus Kiosks, etc.).

General Items

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

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

- Installation of tree protection fencing around all trees to be retained (tag #'s 5 and 6). Tree protection fencing must be installed to City standard in accordance with the City's Tree Protection Information Bulletin TREE-03 prior to any works being conducted on-site, and remain in place until construction and landscaping on-site is completed.

Prior to Subdivision* approval, the applicant must complete the following requirements:

- Prior to approval of the first stage of subdivision, the applicant is required to submit a signed and sealed plan from a registered BC Land Surveyor that the existing buildings and structures at 10160 Finlayson Drive meet all of the requirements of the RS2/B zoning, including the permitted density, Lot Coverage, Live Landscaping and Setbacks.

- Prior to approval of the second stage of subdivision, the applicant is required to pay Development Cost Charges (City and GVS&DD), School Acquisition Charges, Address Assignment Fees and the current year's taxes.

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

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

Note:

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

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

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

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

(signed concurrence on file)

Signed

Date



**Richmond Zoning Bylaw 8500
Amendment Bylaw 9684 (RZ 15-713737)
10140 and 10160 Finlayson Drive**

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. 001-320-912

Lot 327 Section 23 Block 5 North Range 6 West New Westminster District Plan 46141

P.I.D. 003-690-768

Lot 328 Section 23 Block 5 North Range 6 West New Westminster District Plan 46141

2. This Bylaw may be cited as **"Richmond Zoning Bylaw 8500, Amendment Bylaw 9684"**.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

MINISTRY OF TRANSPORTATION AND
INFRASTRUCTURE APPROVAL

OTHER CONDITIONS SATISFIED

ADOPTED

MAYOR

CORPORATE OFFICER

| |
|--|
| CITY OF RICHMOND |
| APPROVED by BK |
| APPROVED by Director or Solicitor hl |



City of Richmond

Report to Committee Planning and Development Division

To: Planning Committee
From: Wayne Craig
Director, Development

Date: February 24, 2017
File: RZ 15-708960


Re: Application by Zhao XD Architect Ltd. for Rezoning at 9880 Granville Avenue and 7031 No. 4 Road from "Single Detached (RS1/F)" Zone to "Medium Density Townhouses (RTM2)" Zone

Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9686, for the rezoning of 9880 Granville Avenue and 7031 No. 4 Road from "Single Detached (RS1/F)" zone to "Medium Density Townhouses (RTM2)" zone, be introduced and given first reading.

W. Craig
for: Wayne Craig
Director, Development

EL:blg
Att. 6

| REPORT CONCURRENCE | | |
|--------------------|-------------------------------------|---|
| ROUTED TO: | CONCURRENCE | CONCURRENCE OF GENERAL MANAGER |
| Affordable Housing | <input checked="" type="checkbox"/> |  FOR DOE PRLSH |

Staff Report

Origin

Zhao XD Architect Ltd. has applied to the City of Richmond for permission to rezone 9880 Granville Avenue and 7031 No. 4 Road (Attachment 1) from the “Single Detached (RS1/F)” zone to the “Medium Density Townhouses (RTM2)” zone in order to permit the development of seven three-storey townhouse units with vehicle access from 9800 Granville Avenue. The two properties are proposed to be consolidated into one development parcel, which will have a frontage of approximately 41.60 m along No. 4 Road and a frontage of approximately 28.85 m along Granville Avenue. A preliminary site plan, building elevations, and landscape plan are contained in Attachment 2. The site currently contains two single-family homes (one on each lot), which will be demolished.

Findings of Fact

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

Surrounding Development

- To the North: Across Granville Avenue, a seven-unit townhouse development on a site zoned “Town Housing (ZT60) – North McLennan (City Centre)” and a duplex on a site zoned “Two-Unit Dwellings (RD1)”.
- To the South: A 22-unit townhouse development on a site zoned “Low Density Townhouses (RTL1)”.
- To the East: Across No. 4 Road, a single-family home on a lot zoned “Agriculture (AG1)” located within the Agriculture Land Reserve (ALR).
- To the West: A recently approved townhouse development with 18 three-storey townhouse units (RZ 14-658085 and DP 14-671945).

Related Policies & Studies

Official Community Plan

The subject property is designated “Neighbourhood Residential (NRES)” in the Official Community Plan (OCP). This land use designation allows single family, two-family and multiple family housing (specifically townhouses). The proposed townhouse development would be consistent with the OCP.

McLennan South Sub-Area Plan

The subject property is located within the McLennan South Sub-Area Plan (Schedule 2.10D of OCP Bylaw 7100) (Attachment 4 – Land Use Map). The site is designated as “Neighbourhood C2” for residential developments up to three storeys. The proposal of three-storey townhouse development in triplex and quadplex form is consistent with the Sub-Area Plan.

Minimum Site Assembly Size

The configuration of the subject site does not comply with the minimum site assembly guidelines under the McLennan South Sub-Area Plan in terms of both minimum frontage width and minimum lot area. The subject site is an orphaned lot landlocked by a recently approved townhouse development to the west (9800 Granville Avenue) and the existing townhouse development to the south (7060 Bridge Street).

A Public Rights-of- Passage (PROP) statutory right-of-way (SRW) on 9800 Granville Avenue was secured for vehicle access in anticipation of the development of the subject site, the proposed development can be considered as an extension of the adjacent townhouse development. A high quality pedestrian environment along the fronting streets will be created, as no driveway access to Granville Avenue will be required.

Project Density

While the base density permitted on the subject site is 0.55 FAR, the Area Plan provides allowances for density bonusing in order to achieve community amenities and affordable housing. The proposed rezoning to "Medium Density Townhouses (RTM2)" zone would allow a maximum density of 0.65 FAR (i.e., total buildable area approximately 812.5 m² or 8,746 ft²). This density would be in keeping with the range of densities of other projects within the "C1" and "C2" neighbourhoods in the McLennan South Sub-Area Plan, and is supportable to staff.

Staff support the proposed density based on the following:

- Affordable housing: the City's Affordable Housing Strategy supports the use of density bonusing to achieve the objectives of the Strategy. The applicant has agreed to provide a voluntary cash contribution in the amount of \$34,983.85 (\$4.00 per buildable square foot) to the City's Affordable Housing Reserve Fund in keeping with the Affordable Housing Strategy requirements for townhouse developments.
- The subject development is considered an extension of the adjacent recently approved townhouse development at 9800 Granville Avenue (RZ 14-658085 and DP 14-671945) The proposed density for the subject site is the same as the density permitted on the adjacent site.
- The Area Plan supports use of density bonusing to promote child care facility development and the applicant has agreed to provide a voluntary cash contribution in the amount of \$13,000 to the City's Child Care Fund.
- The Area Plan supports use of density bonusing to promote the development of barrier-free housing and the proposal will provide two convertible housing units.
- A 2.0 m wide road dedication across the entire No. 4 Road development frontage and a 4 m x 4 m corner cut at the No. 4 Road/Granville Avenue intersection are required.
- Frontage improvements along Granville Avenue including: minor widening of Granville Avenue and modification to the southwest corner of the No. 4 Road/Granville Avenue intersection; a new 1.75 m wide concrete sidewalk; and a 1.5 m wide grass and treed boulevard, as well as storm sewer upgrades, will be required.

- Frontage improvements along No. 4 Road including: a new 1.5 m wide concrete sidewalk; a 2.0 m wide grass boulevard; and a 3 m x 9 m concrete bus pad will be required.

Agricultural Land Reserve (ALR) Buffer Zone

A landscape buffer is required within the subject site; along the site's No. 4 Road frontage. The buffer is intended to mitigate land use conflicts between the residential uses on the subject site and any agricultural land uses east of No. 4 Road. The proposed landscape buffer was referred to the Agricultural Advisory Committee (AAC) on January 19, 2017 for their review and comments. Overall, the AAC was supportive of the proposal, but requests that the species *vaccinium ovalifolium* (Oval-leaf Blueberry) be replaced/removed, as it may play host to disease. Staff will work with the applicant to amend the proposed planting plan through the Development Permit stage.

In addition to the landscaping requirements of the buffer, a restrictive covenant will be registered on Title, indicating that the landscaping implemented along the eastern side of the development site's No. 4 Road frontage cannot be removed or modified without the City's approval. The covenant would identify that the landscape planting is intended to be a buffer to mitigate the impacts of noise, dust and odour generated from typical farm activities.

Floodplain Management Implementation Strategy

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

Public Consultation

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

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

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

Analysis

Built Form and Architectural Character

The applicant proposes to consolidate the two properties into one development parcel with a total net site area of 1,250 m² and construct seven townhouse units in two clusters. The layout of the townhouse units is oriented around a single driveway; providing access to the site from the adjacent townhouse development at 9800 Granville Avenue. An east-west internal manoeuvring aisle providing access to the unit garages is proposed. The amenity area will be situated along the west property line, to the north of the internal drive aisle.

A Development Permit processed to a satisfactory level is a requirement of zoning approval. Through the Development Permit, the following issues are to be further examined:

- Demonstrate compliance with Development Permit Guidelines for multiple-family projects in the 2041 Official Community Plan Bylaw 9000 and the McLennan South Sub-Area Plan.
- Refinement of the proposed building form to achieve sufficient variety in design and setbacks to create a desirable and interesting streetscape along Granville Avenue, No. 4 Road and along the internal drive aisle.
- Address potential privacy concerns through landscaping and built form.
- Review of size and species of replacement trees to ensure bylaw compliance and to achieve a mix of conifer and deciduous trees onsite.
- Refinement of the outdoor amenity area design including the choice of play equipment.
- Refinement of landscape/ALR buffer design and plant species in respond to Agricultural Advisory Committee's comments.
- Review of a sustainability strategy for the development proposal including measures to achieve an EnerGuide Rating System (ERS) score of 82.

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

Existing Legal Encumbrances

There is an existing 3.0 m wide utility right-of-way along the southern portion of the west property line of the site. A portion of this existing utility right-of-way can be discharged as the development will alter existing service connections. The extent of the sanitary right-of-way to be discharged will be finalized via the servicing agreement design, at Building Permit stage.

Transportation and Site Access

No direct vehicular access is permitted along either the Granville Avenue or No. 4 Road development frontage. Vehicular access to the subject site will be provided via the Public Rights-of-Passage (PROP) statutory right-of-way (SRW) over the internal drive-aisle secured through the development of the adjacent site to the west at 9800 Granville Avenue in 2016. A legal opinion prepared by the applicant's lawyer confirms that the City can rely on this SRW. The developers of the adjacent site at 9800 Granville Avenue are aware of this arrangement. Registration of a legal agreement on Title, ensuring that all vehicle access will be limited to the SRW on 9800 Granville Avenue, will be required prior to final adoption of the rezoning bylaw.

The proposal will feature four units with a total of eight stalls in a tandem arrangement, which is consistent with the tandem parking provision of Richmond Zoning Bylaw 8500. A restrictive covenant to prohibit the conversion of the tandem garage area into habitable space is required prior to final adoption.

Tree Retention and Replacement

The applicant has submitted a Certified Arborist's Report; which assesses the structure and condition of on-site and off-site tree species, and provides recommendations on tree retention and removal. The Report assesses seven bylaw-sized trees on the subject properties, and one street tree on City property (Attachment 5). All seven trees on site will be removed due to poor structural condition; 14 replacement trees are required. According to the Preliminary Landscape Plan (Attachment 2), the developer is proposing to plant 16 new trees on-site. The size and species of replacement trees will be reviewed in detail through Development Permit and overall landscape design.

Parks Operation staff has reviewed the Arborist's Report, conducted a site visit, and authorize the removal of the Birch tree on the northwest corner of this property, as well as the portion of the Cedar hedge along the north property line due to their poor condition. Compensation of \$1,300 is required for the removal of the Birch tree.

Affordable Housing Strategy

Consistent with the Affordable Housing Strategy, the applicant proposes to make a cash contribution to the Affordable Housing Reserve Fund at \$4.00 per buildable square foot; for a contribution of \$34,983.85.

Townhouse Energy Efficiency and Renewable Energy

The applicant has committed to achieving an EnerGuide Rating System (ERS) score of 82 and providing pre-ducting for solar hot water for the proposed development. A Restrictive Covenant; specifying all units are to be built and maintained to the ERS 82 or higher, and that all units are to be solar-hot-water-ready, is required prior to rezoning bylaw adoption. As part of the Development Permit Application review process, the developer is also required to retain a certified energy advisor (CEA) to complete an Evaluation Report to confirm details of construction requirements needed to achieve the rating.

Amenity Space

The applicant is proposing a contribution in-lieu of on-site indoor amenity space in the amount of \$7,000 as per the Official Community Plan (OCP) and Council Policy.

Outdoor amenity space will be provided on-site. Based on the preliminary design, the size of the proposed outdoor amenity space complies with the Official Community Plan (OCP) minimum requirements of 6 m² per unit. Staff will work with the applicant at the Development Permit stage to ensure the configuration and design of the outdoor amenity space meets the Development Permit Guidelines in the OCP.

Site Servicing and Frontage Improvements

Prior to final adoption of the rezoning bylaw, the developer is required to provide a 2.0 m wide road dedication across the entire No. 4 Road development frontage; including a 4 m x 4 m corner cut at Granville Avenue.

Then, prior to issuance of the Building Permit, the client is required to enter into the City's standard Servicing Agreement to design and construct frontage beautification along both Granville Avenue and No. 4 Road site frontages, as well as storm upgrades along Granville Avenue (see Attachment 6 for details). All works are at the client's sole cost (i.e., no credits apply). The developer is also required to pay DCC's (City & GVS & DD), School Site Acquisition Charge, Address Assignment Fee.

Financial Impact or Economic Impact


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

Conclusion

The proposed seven-unit townhouse development is consistent with the Official Community Plan (OCP) regarding developments within the McLennan South Sub-Area. The proposal would be consistent with the form and character of the surrounding area. Further review of the project design is required to ensure a high quality project and design consistency with the existing neighbourhood context, and this will be completed as part of the Development Permit application review process.

The applicant has agreed to the list of rezoning considerations (signed concurrence on file) outlined in Attachment 6.

On this basis, it is recommended that Zoning Bylaw 8500, Amendment Bylaw 9686 be introduced and given first reading.



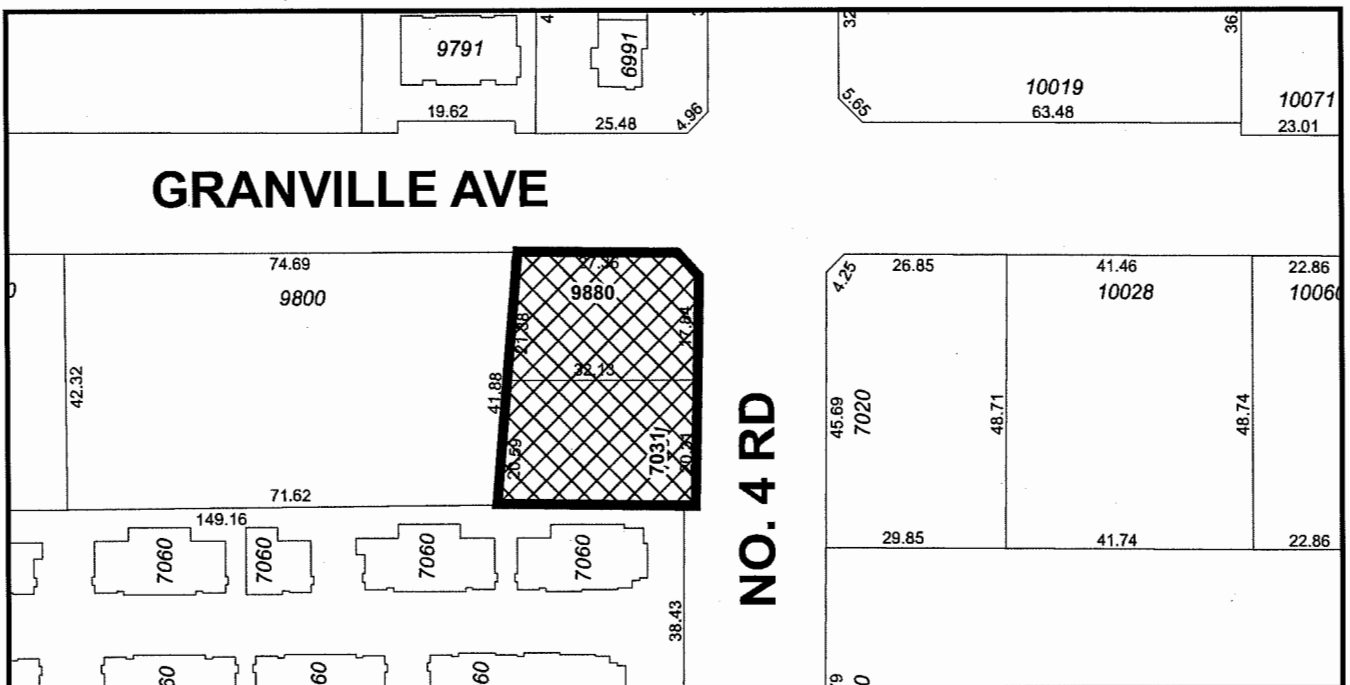
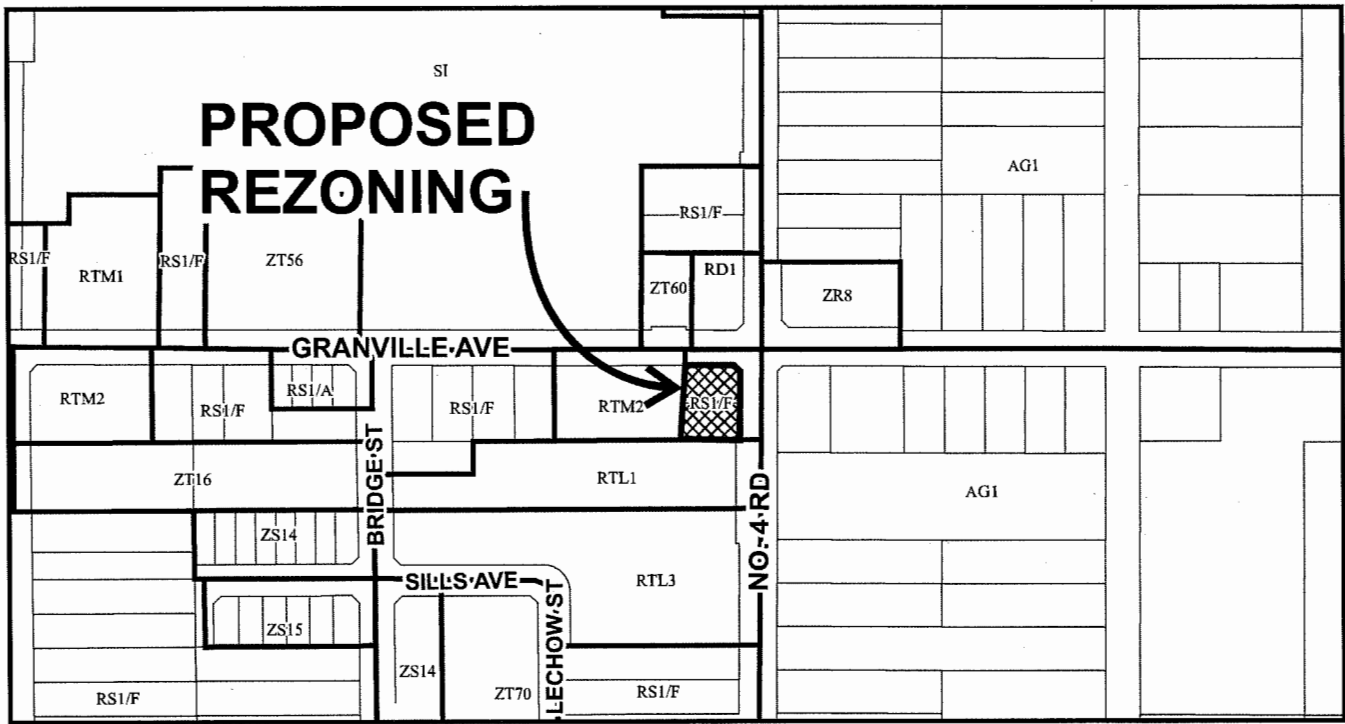
Edwin Lee
Planner 1
(602-276-4121)

EL:blg

Attachment 1: Location Map
Attachment 2: Conceptual Development Plans
Attachment 3: Development Application Data Sheet
Attachment 4: McLennan South Sub-Area Plan Land Use Map
Attachment 5: Tree Management Plan
Attachment 6: Rezoning Considerations



City of
Richmond



RZ 15-708960

Original Date: 09/16/15

Revision Date: 02/15/17

Note: Dimensions are in METRES



City of
Richmond



RZ 15-708960

Original Date: 09/17/15

Revision Date: 02/15/17

Note: Dimensions are in METRES

7-UNIT TOWNHOUSE DEVELOPMENT

9880 GRANVILLE AVE. & 7031 NO. ROAD
RICHMOND, BC



PLN - 201

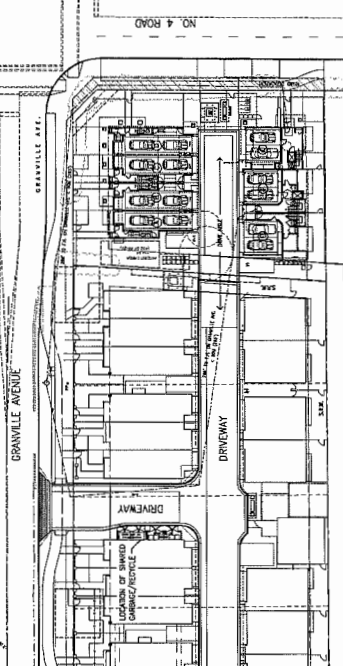


ZHAO XD ARCHITECT LTD.

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ATTACHMENT 2





SCALE: 1"=30'-0"

DEVELOPMENT DATA

ADDRESS: 0100 GRANVILLE AVENUE & 7031 NO. 4 ROAD
LOT B4 EXCEPT PARCEL "A" (BYUW PLAN 04705), AND LOT B5, ALL IN SECTION 15 BLOCK 4
LEGAL DESCRIPTION: NORTH RANGE 5 WEST N.W.2. PLAN 47343
P.L.D. NUMBERS: PID: 004-193-521 (LOT B4)
PID: 003-554-678 (LOT B5)

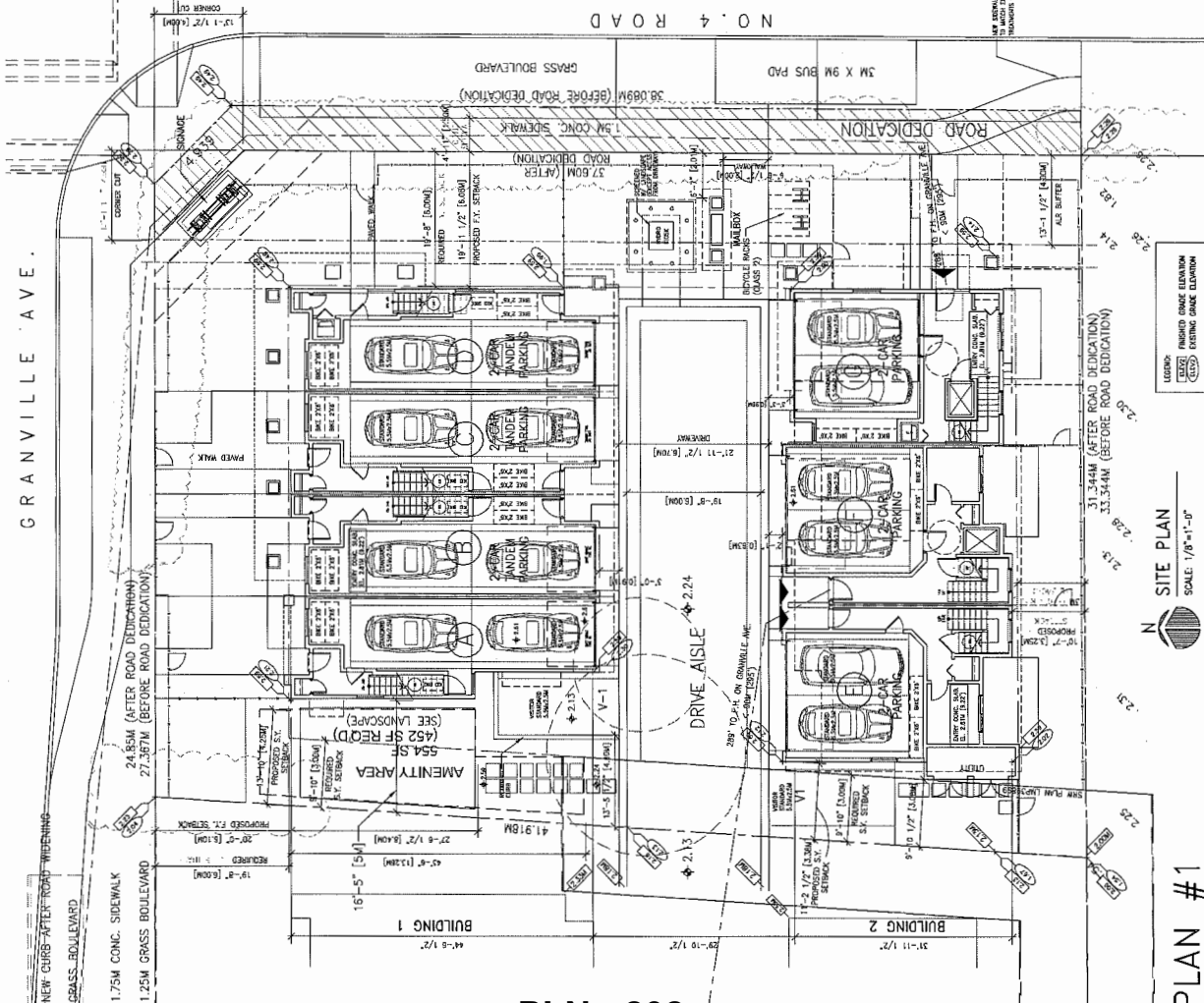
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NOTE FOR LIFT:
2 STOREY LIFT
RISE LIFT BY THREE
MIN. CLEAR HEIGHT

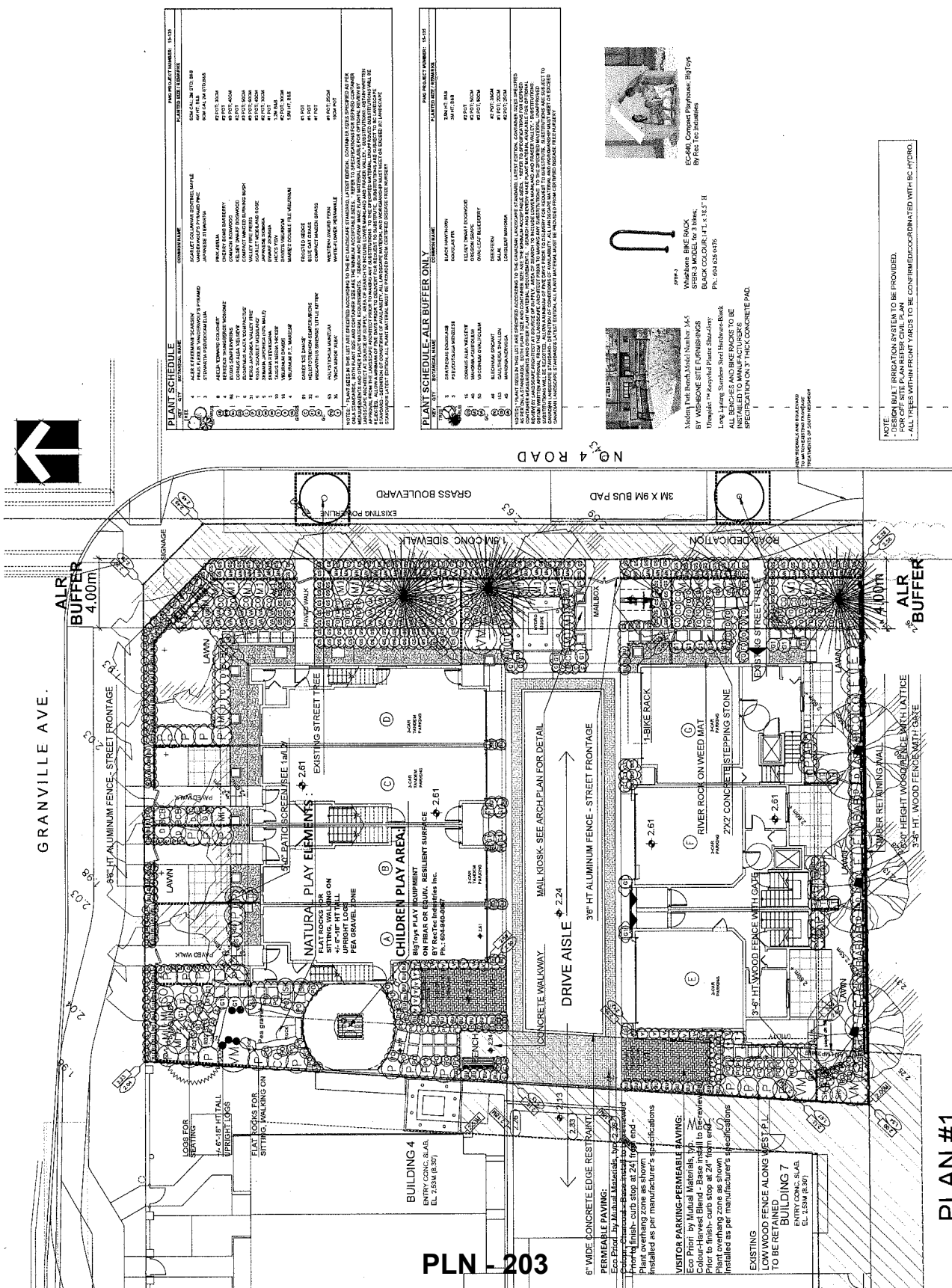
CLIPP DESTINY RESIDENTIAL ELEVATOR
 (2E: 45X80" (17P.)

AGING IN PLACE FEATURES FOR ALL UNITS:
-SOLID BLOCKING IN WASHROOM WALLS FOR FUTURE GRAB BARS
-LIVER-TYPE HANDLES FOR PLUMBING AND DOOR HANDLES



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

PLAN #1



PLAN #1

PLN - 203



ZHAO XD
ARCHITECT
LTD.

#255-11181 Yonge Street
1st Floor
Toronto, ON M2N 6L2
Tel: (416) 278-1002
Fax: (416) 966-1726
Email: info@zhaoxd.com
Web: zhaoxd.com

This drawing is not to be used for construction without the written consent of Zhao XD Architect Ltd.

| NO. | DATE | BY | CHK | APP |
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| 24 | 2024.01.15 | JD | JD | JD |
| 25 | 2024.01.15 | JD | JD | JD |
| 26 | 2024.01.15 | JD | JD | JD |
| 27 | 2024.01.15 | JD | JD | JD |
| 28 | 2024.01.15 | JD | JD | JD |
| 29 | 2024.01.15 | JD | JD | JD |
| 30 | 2024.01.15 | JD | JD | JD |
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| 32 | 2024.01.15 | JD | JD | JD |
| 33 | 2024.01.15 | JD | JD | JD |
| 34 | 2024.01.15 | JD | JD | JD |
| 35 | 2024.01.15 | JD | JD | JD |
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| 43 | 2024.01.15 | JD | JD | JD |
| 44 | 2024.01.15 | JD | JD | JD |
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| 48 | 2024.01.15 | JD | JD | JD |
| 49 | 2024.01.15 | JD | JD | JD |
| 50 | 2024.01.15 | JD | JD | JD |
| 51 | 2024.01.15 | JD | JD | JD |
| 52 | 2024.01.15 | JD | JD | JD |
| 53 | 2024.01.15 | JD | JD | JD |
| 54 | 2024.01.15 | JD | JD | JD |
| 55 | 2024.01.15 | JD | JD | JD |
| 56 | 2024.01.15 | JD | JD | JD |
| 57 | 2024.01.15 | JD | JD | JD |
| 58 | 2024.01.15 | JD | JD | JD |
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| 61 | 2024.01.15 | JD | JD | JD |
| 62 | 2024.01.15 | JD | JD | JD |
| 63 | 2024.01.15 | JD | JD | JD |
| 64 | 2024.01.15 | JD | JD | JD |
| 65 | 2024.01.15 | JD | JD | JD |
| 66 | 2024.01.15 | JD | JD | JD |
| 67 | 2024.01.15 | JD | JD | JD |
| 68 | 2024.01.15 | JD | JD | JD |
| 69 | 2024.01.15 | JD | JD | JD |
| 70 | 2024.01.15 | JD | JD | JD |
| 71 | 2024.01.15 | JD | JD | JD |
| 72 | 2024.01.15 | JD | JD | JD |
| 73 | 2024.01.15 | JD | JD | JD |
| 74 | 2024.01.15 | JD | JD | JD |
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| 98 | 2024.01.15 | JD | JD | JD |
| 99 | 2024.01.15 | JD | JD | JD |
| 100 | 2024.01.15 | JD | JD | JD |

A. DETAIL NUMBER
B. LOCATION SHEET
C. DETAIL SHEET

TOWNHOUSE
DEVELOPMENT
GRANVILLE AVE

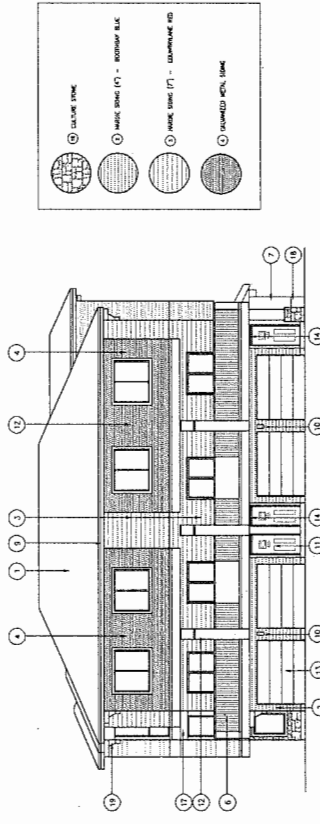
8800 GRANVILLE AVE
RICHMOND, ON

Drawing Title:

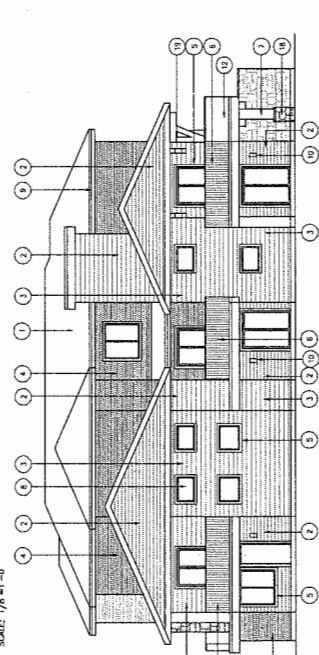
ELEVATIONS

Date:
Scale:
Drawn By:
Checked By:
Project No.:
Drawing No.:

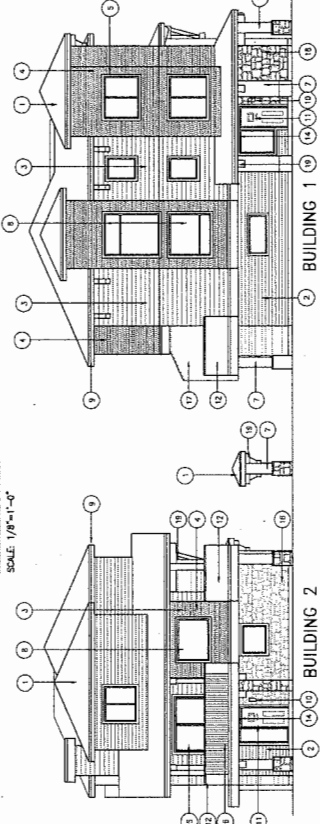
A8



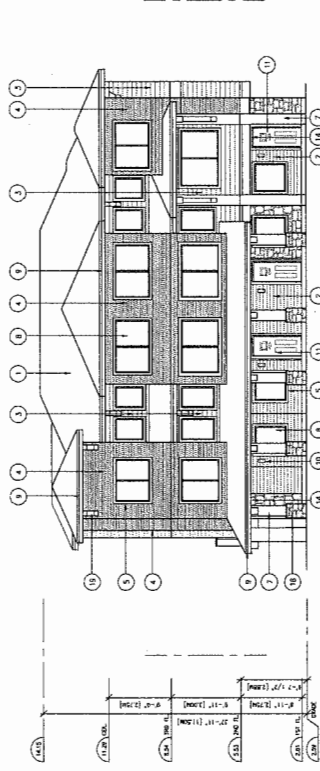
SOUTH ELEVATION - BUILDING 1
SCALE: 1/8"=1'-0"



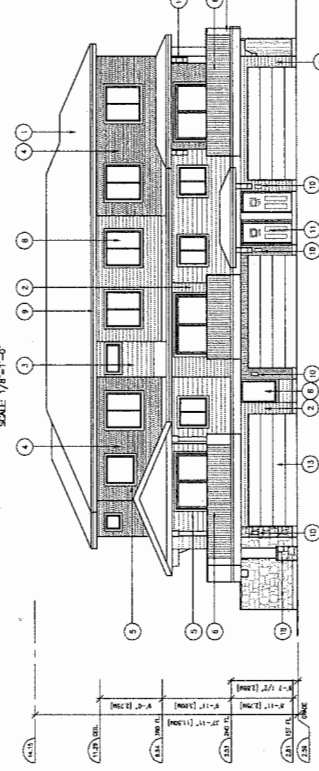
SOUTH ELEVATION - BUILDING 2
SCALE: 1/8"=1'-0"



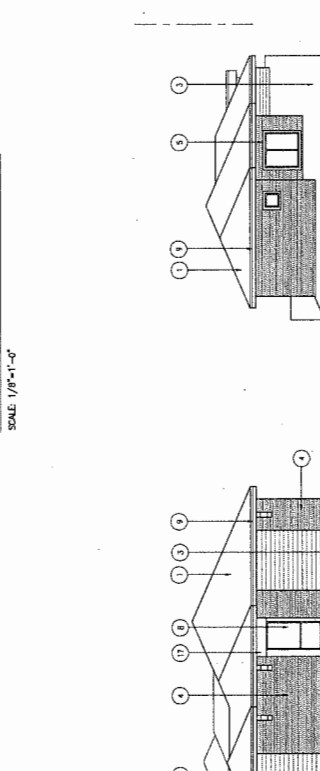
EAST ELEVATION
SCALE: 1/8"=1'-0"



NORTH ELEVATION - BUILDING 1
SCALE: 1/8"=1'-0"



NORTH ELEVATION - BUILDING 2
SCALE: 1/8"=1'-0"

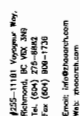


WEST ELEVATION
SCALE: 1/8"=1'-0"

- LEGEND
- CLADDING STONE
 - CLADDING BRICK
 - CLADDING CLAY
 - CLADDING CONCRETE
 - CLADDING METAL
 - CLADDING WOOD
 - CLADDING GLASS
 - CLADDING PLASTER
 - CLADDING TERRAZZO
 - CLADDING CERAMIC
 - CLADDING MARBLE
 - CLADDING GRANITE
 - CLADDING SLATE
 - CLADDING SCHIST
 - CLADDING GNEISS
 - CLADDING QUARTZITE
 - CLADDING SOAPSTONE
 - CLADDING SILEX
 - CLADDING LAMPROPHIRE
 - CLADDING SERPENTINE
 - CLADDING GARNET
 - CLADDING JEWELLERY
 - CLADDING SEMI-PRECIOUS
 - CLADDING PRECIOUS

NORTH & SOUTH ELEVATIONS (MAILBOX)
SCALE: 1/8"=1'-0"

PLAN #4



255-11101 Vancouver Way,
Richmond, BC V6X 3N9
Tel. (604) 275-8882
Fax (604) 808-1730
Email: info@zhoarch.com
Web: zhoarch.com

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| | | |
|-------------|------------|---|
| DATE | ISSUED FOR | A DETAIL NUMBER B LOCATION SHEET C DETAIL SHEET |
| 07/16/78 | | |
| 31 AUG 1978 | | |
| Date: | | |

TOWNHOUSE
DEVELOPMENT
GRANVILLE AVE

OSCAR GRAMMIE AVE.

Draw/Log Title:

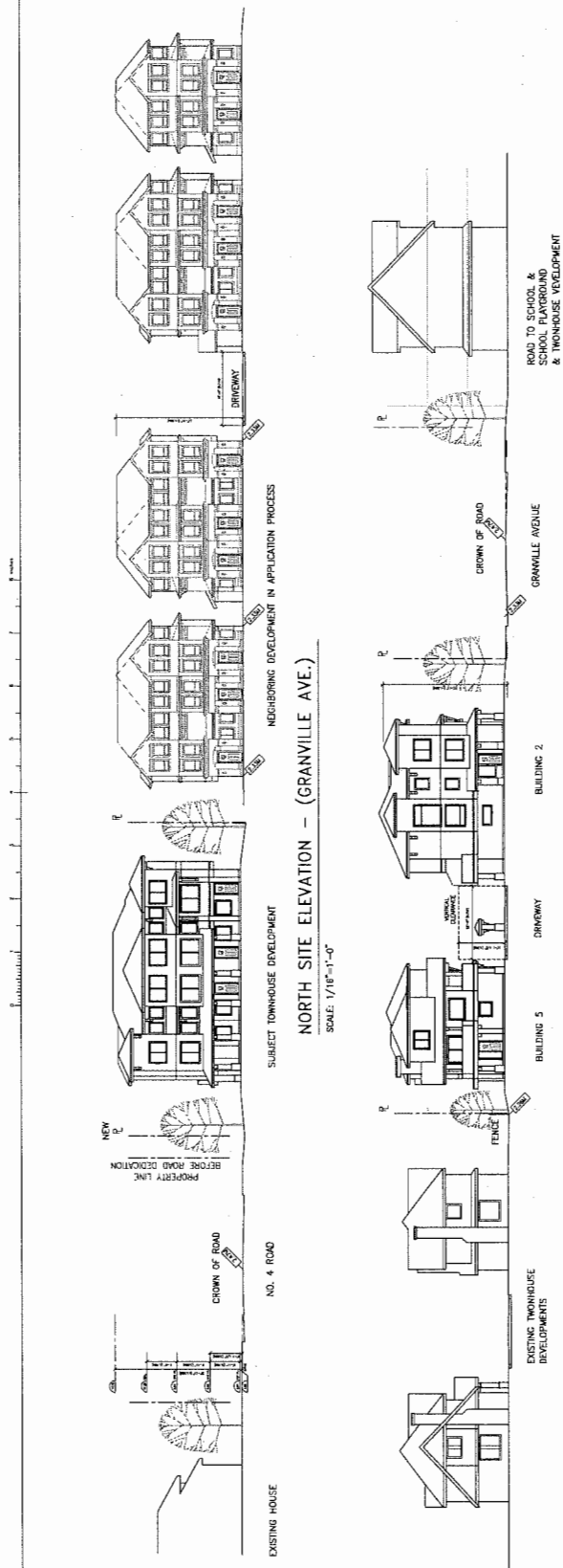
STREET ELEVATIONS

Date: _____

54(10)

Checked By:

1700 1990 2000



EAST SITE ELEVATION - (NO. 4 ROAD)

SCALE: 1/16"=1'-0"

AREA CALCULATIONS (PER UNIT)

| | | OUTDOOR SPACE (SF): | GROSS FLOOR AREA (SF): * | EXEMPTED FLOOR AREA (SF): | NET FLOOR AREA (SF): | LOT COVERAGE (SF): | COVERED AREA (SF): | GRADE AREA (SF): |
|------------|-------------|---------------------|--------------------------|---------------------------|----------------------|--------------------|--------------------|------------------|
| BUILDING 1 | UNIT A | 427.4 | 1751.4 | 631.9 | 1118.5 | 644.6 | 39.4 | 488.0 |
| | UNIT B | 433.4 | 1883.8 | 721.5 | 1162.3 | 710.8 | 74.7 | 539.3 |
| | UNIT C | 433.4 | 1883.8 | 721.5 | 1162.3 | 710.8 | 74.7 | 539.3 |
| | UNIT D | 454.4 | 1942.2 | 775.1 | 1167.1 | 774.3 | 131.6 | 537.6 |
| | UNIT E | | 1956.2 | 650.2 | 1306.0 | 749.6 | 131.5 | 411.1 |
| BUILDING 2 | UNIT F | 534.6 | 2037.5 | 821.7 | 1415.8 | 772.6 | 108.8 | 407.3 |
| | UNIT G | 634.7 | 2055.5 | 675.3 | 1380.2 | 798.2 | 148.5 | 419.0 |
| | UTILITY CL. | | 67.3 | | | 64.3 | | |
| | TOTAL: | | 3451.2 | 13577.7 | 4787.2 | 8713.2 | 3259.5 | 701.2 |

INCL. GARAGE AREA.

PLN - 205



RZ 15-708960

Attachment 3

Address: 9880 Granville Avenue and 7031 No 4 Road

Applicant: Zhao XD Architect Ltd.

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

| | Existing | Proposed |
|-----------------------------------|--|--|
| Owner: | Shih Lu Reng Fang Chang | To be determined |
| Site Size (m²): | 1,332.8 m ² | 1,250 m ² (after road dedication) |
| Land Uses: | Single-Family Residential | Multiple-Family Residential |
| OCP Designation: | Neighbourhood Residential | No Change |
| Area Plan Designation: | CCAP: General Urban T4 South McLennan Sub-Area Plan: Residential, 2½ storey typical (3-storeys maximum) with 0.55 base FAR | No Change |
| 702 Policy Designation: | N/A | No Change |
| Zoning: | Single Detached (RS1/F) | Medium Density Townhouses (RTM2) |
| Number of Units: | 2 | 7 |
| Other Designations: | N/A | No Change |

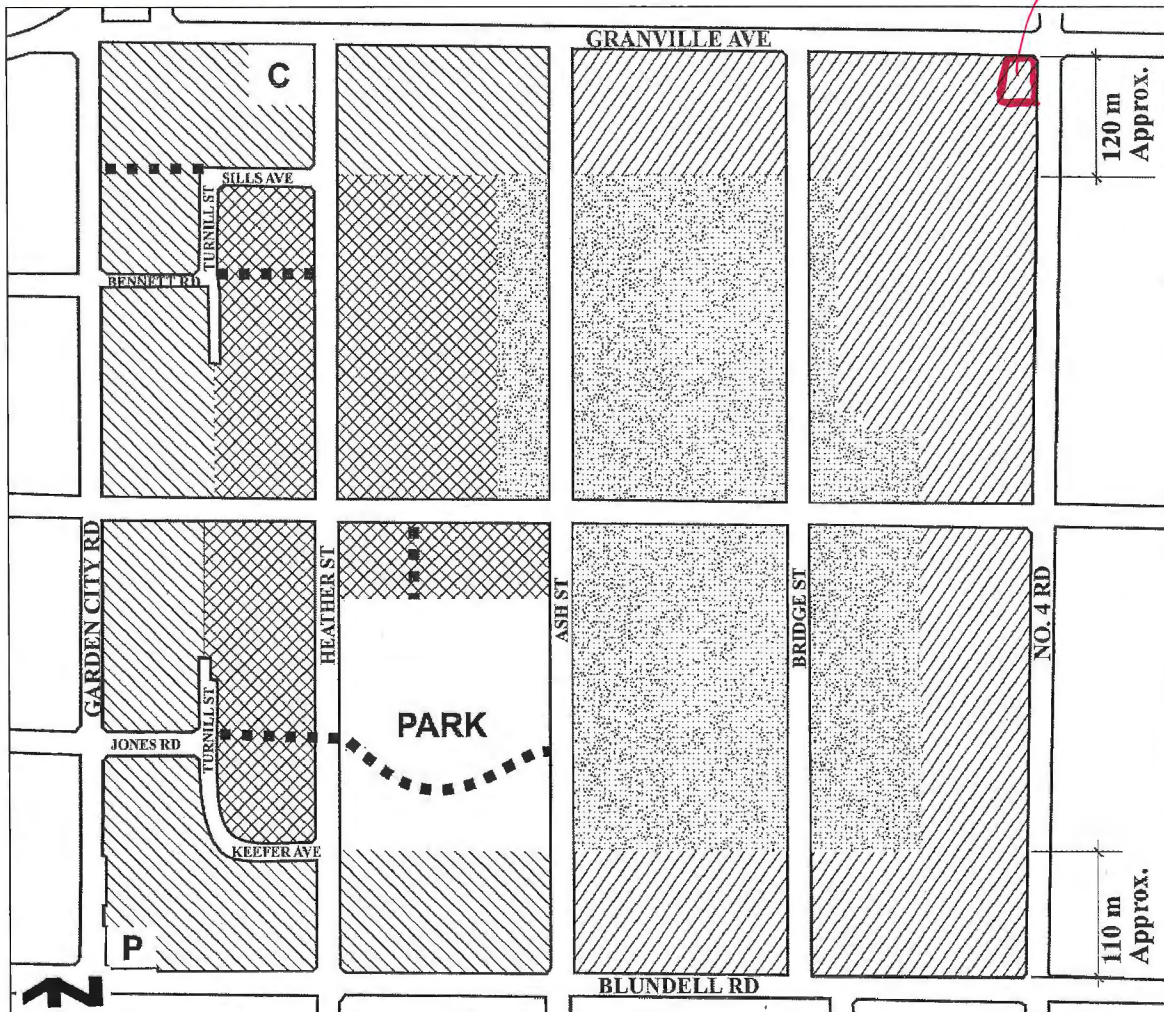
| | Bylaw Requirement | Proposed | Variance |
|---|-------------------------|-------------------------|----------------|
| Floor Area Ratio: | Max. 0.65 | 0.65 Max. | none permitted |
| Lot Coverage – Building: | Max. 40% | 40% Max. | none |
| Lot Coverage – Non-porous Surfaces: | Max. 65% | 65 % Max. | none |
| Lot Coverage – Landscaping: | Min. 25% | 25% Min. | none |
| Setback – Front Yard – Granville Avenue (m): | Min. 6.0 m | 6.0 m Min. | none |
| Setback – Exterior Side Yard – No. 4 Road (m): | Min. 6.0 m | 6.0 m Min. | none |
| Setback – Interior/West Side Yard (m): | Min. 3.0 m | 3.0 m Min. | none |
| Setback – Rear Yard (m): | Min. 3.0 m | 3.0 m Min. | none |
| Height (m): | Max. 12.0 m (3 storeys) | 12.0 m (3 storeys) Max. | none |
| Lot Width: | Min. 30.0 m | 28.85 m | none |
| Lot Depth: | Min. 35.0 m | 41.60 m | |


| | Bylaw Requirement | Proposed | Variance |
|--|--|---|-----------------|
| Off-street Parking Spaces – Regular (R) / Visitor (V): | 1.4 (R) and 0.2 (V) per unit | 2.0 (R) and 0.28 (V) per unit | none |
| Off-street Parking Spaces – Total: | 10 (R) and 2 (V) | 14 (R) and 2 (V) | none |
| Tandem Parking Spaces: | Max. 50% of required residential spaces in enclosed garages (10 x Max. 50% = 5 spaces) | 40% of required residential spaces (i.e., 4 spaces) + 4 surplus spaces = total 8 spaces | none |
| Small Car Parking Spaces | None when fewer than 31 spaces are provided on site | 0 | none |
| Handicap Parking Spaces: | None when fewer than 3 visitor parking spaces are required | 0 | none |
| Bicycle Parking Spaces – Class 1 / Class 2: | 1.25 (Class 1) and 0.2 (Class 2) per unit | 2.0 (Class 1) and 0.28 (Class 2) per unit | none |
| Off-street Parking Spaces – Total: | 9 (Class 1) and 2 (Class 2) | 14 (Class 1) and 2 (Class 2) | none |
| Amenity Space – Indoor: | Min. 70 m ² or Cash-in-lieu | Cash-in-lieu | none |
| Amenity Space – Outdoor: | Min. 6 m ² x 7 units = 42 m ² | 51 m ² | none |


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


City of Richmond


Land Use Map

Bylaw 9106
2015/09/14

 Residential, Townhouse up to 3 storeys over 1 parking level, Triplex, Duplex, Single-Family 0.75 base F.A.R.

 Residential, 2 ½ storeys typical (3 storeys maximum) Townhouse, Triplex, Duplex, Single-Family 0.60 base F.A.R.

 Residential, 2 ½ storeys typical (3 storeys maximum), predominantly Triplex, Duplex, Single-Family 0.55 base F.A.R.

 Residential, Historic Single-Family, 2 ½ storeys maximum 0.55 base F.A.R. Lot size along Bridge and Ash Streets:

- Large-sized lots (e.g. 18 m/59 ft. min. frontage and 550 m²/5,920 ft² min. area)

Elsewhere:

- Medium-sized lots (e.g. 11.3 m/37 ft. min. frontage and 320 m²/3,444 ft² min. area), with access from new roads and General Currie Road;

Provided that the corner lot shall be considered to front the shorter of its two boundaries regardless of the orientation of the dwelling.

■■■■ Trail/Walkway

C Church

P Neighbourhood Pub

Note: Sills Avenue, Le Chow Street, Keefer Avenue, and Turnill Street are commonly referred to as the “ring road”.

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pmg
LANDSCAPE
ARCHITECTS
Suite C190 - 4185 8th Creek Drive
Richmond, British Columbia, V6C 6G9
P: 604-274-8111 F: 604-274-9222

SCALE

| NO. | DATE | REVISION DESCRIPTION | BY |
|-----|------------|-------------------------|----|
| 1 | 2018.08.01 | ISSUED FOR PERMIT | DL |
| 2 | 2018.08.01 | REVISED PERMIT COMMENTS | DL |

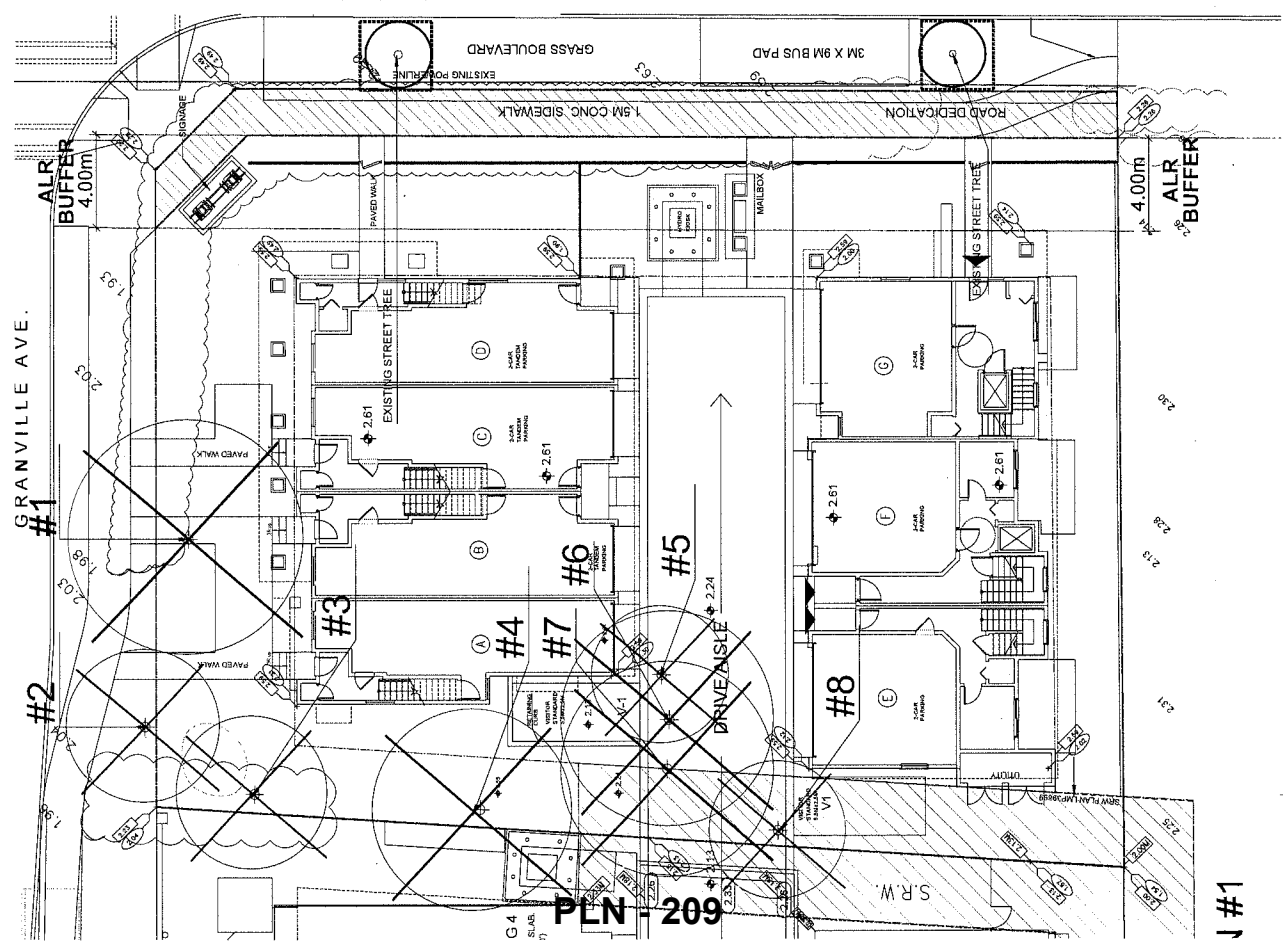
CLIENT:

PROJECT
**7 UNIT TOWNHOUSE
DEVELOPMENT**
9880 GRANVILLE AVENUE
AND 7031 NO. 4 ROAD
RICHMOND

DRAWING TITLE:
**TREE MANAGEMENT
PLAN**

DRAWING NUMBER:
L3
DATE: August 21, 2018
SCALE: 1/8" = 1'-0"
DESIGN: JDO
CHECK: PCM
PMG PROJECT NUMBER:
15-135

15135-2-23

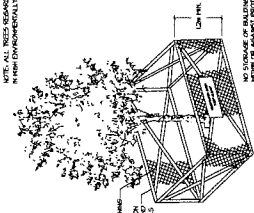


| Table of Trees | | |
|----------------|-------------------|----------|
| Species | | |
| Tree No. | Common Name | DBH (cm) |
| No. 1 | Cherry | 20 |
| No. 2 | Paper Birch | 20 |
| No. 3 | Paper Birch | 30 |
| No. 4 | Cherry | 25 |
| No. 5 | Western Red Cedar | 28 |
| No. 6 | Western Red Cedar | 40 |
| No. 7 | Western Hemlock | 35 |
| No. 8 | Douglas Fir | 30 |

| Suitable Replacement Trees | |
|-------------------------------|---------------------------------------|
| Species | |
| Botanical Name | Common Name |
| ACER RUBRUM 'ARMSTRONG' | COLUMBIAN ARMSTRONG MAPLE |
| ACER RUBRUM 'RED SUNSET' | RED SUNSET MAPLE |
| CHAMAECYPARIS ORTUSA GRACILIS | SLENDER HORN FLARE CYPRESS |
| PNUS NIGRA 'ARNOLD SENTINEL' | ARNOLD SENTINEL AUSTRALIAN BLACK PINE |
| STYRAX JAPONICUS | JAPANESE SNOWBELL |

NOTE: ALL TREES SHOWN AS PLANTING ARE PROTECTED BY THE TREE PROTECTION DISTANCE TABLE.

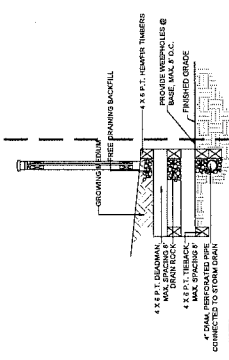
| Tree No. | Tree No. | Tree No. | Tree No. | Tree No. | Tree No. |
|----------|----------|----------|----------|----------|----------|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 7 | 8 | 9 | 10 | 11 | 12 |
| 13 | 14 | 15 | 16 | 17 | 18 |
| 19 | 20 | 21 | 22 | 23 | 24 |
| 25 | 26 | 27 | 28 | 29 | 30 |
| 31 | 32 | 33 | 34 | 35 | 36 |
| 37 | 38 | 39 | 40 | 41 | 42 |
| 43 | 44 | 45 | 46 | 47 | 48 |
| 49 | 50 | 51 | 52 | 53 | 54 |
| 55 | 56 | 57 | 58 | 59 | 60 |



TREE PROTECTION BARRIER



TREE TO REMOVE



NOTES:
1. ALL TREES TO BE REMOVED SHALL BE REMOVED PRIOR TO CONSTRUCTION.
2. ALL TREES TO BE REPLACED SHALL BE REPLACED WITHIN 12 MONTHS OF COMPLETION OF CONSTRUCTION.
3. ALL TREES TO BE REPLACED SHALL BE REPLACED WITHIN 12 MONTHS OF COMPLETION OF CONSTRUCTION.
4. ALL TREES TO BE REPLACED SHALL BE REPLACED WITHIN 12 MONTHS OF COMPLETION OF CONSTRUCTION.
5. ALL TREES TO BE REPLACED SHALL BE REPLACED WITHIN 12 MONTHS OF COMPLETION OF CONSTRUCTION.

8 TIMBER RETAINING WALL

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



Address: 9880 Granville Avenue and 7031 No. 4 Road

File No.: RZ 15-708960

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9686, the developer is required to complete the following:

1. Consolidation of all the lots into one development parcel (which will require the demolition of the existing dwellings).
2. 2.0 m lane dedication along the entire No. 4 Road frontage and a 4 m x 4 m corner cut at the southwest corner of the intersection between Granville Avenue and No. 4 Road.
3. Registration of a legal agreement on Title to identify the Agriculture Land Reserve (ALR) buffer area (4.0 m wide, measured from the new property line along No. 4 Road), to ensure that landscaping planted within this buffer is maintained and will not be abandoned or removed, and to indicate that the subject property is located adjacent to active agricultural operations and subject to impacts of noise, dust and odour.
4. Registration of a flood indemnity covenant on Title.
5. Registration of a legal agreement or measures, as determined to the satisfaction of the Director of Development, ensuring that the only means of vehicle access to and from 9880 Granville Avenue and 7031 No 4 Road is from the Public Rights of Passage (PROP) statutory rights-of-way (SRW) (registered under CA5190034 / CA5190035 / CA5190037) burdening the adjacent property to the west at 9800 Granville Avenue; and that there be no direct vehicle access to or from No. 4 Road.
6. Registration of a legal agreement on Title, prohibiting the conversion of the tandem parking area into habitable space.
7. Registration of a legal agreement on Title, identifying that the proposed development must be designed and constructed to meet or exceed EnerGuide 82 criteria for energy efficiency and that all dwellings are pre-ducted for solar hot water heating.
8. City acceptance of the developer's offer to voluntarily contribute \$1,300.00 to Parks Division's Tree Compensation Fund for the removal of one tree located on the City's boulevard in front of the site.
9. City acceptance of the developer's offer to voluntarily contribute \$13,000.00 to the City's child care fund.
10. City acceptance of the developer's offer to voluntarily contribute \$4.00 per buildable square foot (e.g. \$34,983.85) to the City's affordable housing fund.
11. Contribution of \$1,000 per dwelling unit (e.g. \$7,000) in-lieu of on-site indoor amenity space.
12. The submission and processing of a Development Permit* completed to a level deemed acceptable by the Director of Development.

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

1. Complete a proposed townhouse energy efficiency report and recommendations prepared by a Certified Energy Advisor which demonstrates how the proposed construction will meet or exceed the required townhouse energy efficiency standards (EnerGuide 82 or better), in compliance with the City's Official Community Plan (OCP).

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

1. Submission of a Landscaping Security to the City of Richmond based on 100% of the cost estimates provided by the landscape architect.

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

1. Submission of a Construction Parking and Traffic Management Plan to the Transportation Department. Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.
2. Incorporation of accessibility, CPTED and sustainability measures in Building Permit (BP) plans as determined via the Rezoning and/or Development Permit processes.
3. Enter into a Servicing Agreement* for the design and construction of engineering infrastructure improvements. Works include, but may not be limited to,

Water Works

- a. Using the OCP Model, 555 L/s of water available at 20 psi residual at the hydrant in front of 9860 Granville Avenue. Based on your proposed development, your site requires a minimum fire flow of 220 L/s.
- b. The Developer is required to:
 - Submit Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) fire flow calculations to confirm the development has adequate fire flow for on-site fire protection. Calculations must be signed and sealed by a Professional Engineer and be based on Building Permit Stage and Building designs.
 - Install a fire hydrant at No. 4 Road frontage to service the proposed townhouse development.
- c. At the Developer's cost, the City will:
 - Cut and cap at main the existing water service connections at Granville Avenue and No. 4 Road frontages.
 - Install new water connection to service the proposed development off of the existing watermain along Granville Avenue.

Storm Sewer Works

- a. The Developer is required to:
 - Upgrade approximately 35 m of the existing 600 mm diameter storm sewer along Granville Avenue frontage to 750 mm diameter pipe from the site's west property line to the box culvert along No. 4 Road. Tie-in to existing system shall be via new manholes. Details of the upgrade will be finalized in the Servicing Agreement designs.
 - Install new storm sewer connection to service the proposed site off of the proposed storm sewer along Granville Avenue.
- b. At the Developer's cost, the City will cut and cap at main the existing storm sewer service connections at Granville Avenue and No. 4 Road frontages.

Sanitary Sewer Works

- a. The developer is required to remove the existing sanitary lead that services 9880 Granville Avenue and 7031 No. 4 Road and discharge the existing sanitary right of way along the west property lines of 9880 Granville Avenue and 7031 No 4 Road. The extent of the existing sanitary right-of-way to be discharged shall be finalized via the servicing agreement design.
- b. At the Developer's cost, the City will:
 - Provide sanitary service connection to the proposed site off of the east side of the existing sanitary manhole located near the southwest corner of the proposed site.
 - Plug at the north side of the manhole the existing sanitary lead that services 9880 Granville Avenue and 7031 No 4 Road.

Frontage Improvements

a. The Developer is required to:

- Locate all above ground utility cabinets and kiosks required to service the proposed development within the developments site (see list below for examples). A functional plan showing conceptual locations for such infrastructure shall be submitted prior to the rezoning staff report progressing to Planning Committee and shall be included in the development process design review. Please coordinate with the respective private utility companies and the project's lighting and traffic signal consultants to confirm the right-of-ways dimensions and the locations for the aboveground structures. If a private utility company does not require an aboveground structure, that company shall confirm this via a letter to be submitted to the City. The following are examples of SRWs that shall be shown in the functional plan and registered prior to Servicing Agreement design approval:
 - i. BC Hydro PMT – 4 m W X 5 m (deep)
 - ii. BC Hydro LPT – 3.5 m W X 3.5 m (deep)
 - iii. Street light kiosk – 1.5 m W X 1.5 m (deep)
 - iv. Traffic signal kiosk – 1 m W X 1 m (deep)
 - v. Traffic signal UPS – 2 m W X 1.5 m (deep)
 - vi. Shaw cable kiosk – 1 m W X 1 m (deep) – show possible location in functional plan
 - vii. Telus FDH cabinet - 1.1 m W X 1 m (deep) – show possible location in functional plan
- Coordinate with BC Hydro regarding the removal of the existing BC Hydro pole lines along No. 4 Road and possible pole relocations along Granville Avenue frontage.
- Provide frontage improvements on Granville Avenue; works include, but are not limited to the following:
 - i. Design and construct new curb and gutter along the development frontage to meet the curb and gutter west of the site. (Refer to the frontage improvements for 9800/9820/9840/9860 Granville Avenue – RZ 14-658085). The curb and gutter works may require minor widening of Granville Avenue and modification to the southwest corner of the No. 4 Road/Granville Avenue intersection (as determined by the completion of a functional road plan).
 - ii. Measuring from the new curb of Granville Avenue (south side) towards the property line of the subject development, design and construct a minimum 1.5 m wide grass boulevard (exclusive of the 0.15 m wide top of curb) and a 1.75 m wide concrete sidewalk. As the width between the curb and the property line varies along the frontage, the frontage works are to transition to meet the sidewalk and boulevard treatments west of the subject site. (Refer to the frontage improvements for 9800/9820/9840/9860 Granville Avenue - RZ 14-658085).
 - iii. The existing driveway along the Granville Avenue development frontage is to be closed. The applicant/developer is responsible for the removal of the existing driveway letdown and the replacement with barrier curb and gutter, grass/treed boulevard and sidewalk per standards described above).
 - iv. Consult Parks on the requirement for tree preservation/placement including tree species and spacing as part of the frontage works.
 - v. Consult Engineering on lighting and other utility requirements as part of the frontage works.
- Provide frontage improvements on No. 4 Road; works include, but are not limited to the following:
 - i. Remove the existing sidewalk and construct a new 1.5 m wide concrete sidewalk next to the new property line (with the 2.0 m wide road dedication on No. 4 Road). Construct a new boulevard over the remaining width between the new sidewalk and the west curb of No. 4 Road. The 2.0 m wide road dedication is to be treated as a grass boulevard without any tree planting. The new sidewalk and boulevard are to transition to meet the existing frontage treatments south of the subject site.

- ii. The existing driveway along the No. 4 Road development frontage is to be closed. The applicant is responsible for the removal of the existing driveway letdown and the replacement with barrier curb and gutter, grass/treed boulevard and sidewalk per standards described above.
 - iii. Construct a 3 m x 9 m concrete bus pad at the existing southbound bus stop on No. 4 Road south of Granville Avenue. The bus pad works is to include conduit pre-ducting for electrical connections. This bus pad is to be constructed in accordance with Tran slink's 'Universal Accessible Bus Stop Design Guidelines'.
 - iv. Consult Parks on the requirement for tree preservation/placement including tree species and spacing as part of the frontage works.
 - v. Consult Engineering on lighting and other utility requirements as part of the frontage works.
- Provide street lighting along Granville Avenue and No. 4 Road frontages.

General Items:

- a. The Developer is required to:
 - Provide if pre-load is required, prior to pre-load installation, a geotechnical assessment of preload and soil preparation impacts on the existing utilities fronting or within the development site (e.g., existing sanitary mains), proposed utility installations, the existing houses along the south and west property lines, and provide mitigation recommendations. The mitigation recommendations shall be incorporated into the first Servicing Agreement design submission or if necessary to be implemented prior to pre-load.
 - Additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering may be required, including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.
4. If applicable, payment of latecomer agreement charges associated with eligible latecomer works.
5. Obtain a Building Permit (BP) for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Department at 604-276-4285.

Note:

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

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

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

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

- Applicants for all City Permits are required to comply at all times with the conditions of the Provincial *Wildlife Act* and Federal *Migratory Birds Convention Act*, which contain prohibitions on the removal or disturbance of both birds and their nests. Issuance of Municipal permits does not give an individual authority to contravene these legislations. The City of Richmond recommends that where significant trees or vegetation exists on site, the services of a Qualified Environmental Professional (QEP) be secured to perform a survey and ensure that development activities are in compliance with all relevant legislation.

Signed

Date



**Richmond Zoning Bylaw 8500
Amendment Bylaw 9686 (RZ 15-708960)
9880 Granville Avenue and 7031 No. 4 Road**

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

1. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following area and by designating it "**MEDIUM DENSITY TOWNHOUSES (RTM2)**".

P.I.D. 004-193-521

Lot 84 Except: Parcel "A" (Bylaw Plan 64704), Section 15 Block 4 North Range 6 West
New Westminster District Plan 47545

and

P.I.D. 003-554-678

Lot 85 Section 15 Block 4 North Range 6 West New Westminster District Plan 47545

2. This Bylaw may be cited as "**Richmond Zoning Bylaw 8500, Amendment Bylaw 9686**".

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

MAYOR

CORPORATE OFFICER

| |
|--|
| CITY OF RICHMOND |
| APPROVED by <i>BL</i> |
| APPROVED by Director or Solicitor <i>JA</i> |