



Planning Committee

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

**Tuesday, April 21, 2015
4:00 p.m.**

Pg. # ITEM

MINUTES

PLN-6

*Motion to adopt the **minutes** of the meeting of the Planning Committee held on Wednesday, April 8, 2015.*



NEXT COMMITTEE MEETING DATE

Wednesday, May 5, 2015, (tentative date) at 4:00 p.m. in the Anderson Room

COMMUNITY SERVICES DIVISION

- 1. EXAMINING EMERGENCY SHELTER AND TRANSITIONAL HOUSING OPTIONS**

(File Ref. No. 08-4055-01) (REDMS No. 4540813 v.4)

PLN-17

See Page PLN-17 for full report

Designated Speaker: Dena Kae Beno

STAFF RECOMMENDATION

- (1) *That, in accordance with the approach outlined in the staff report titled **Examining Emergency Shelter and Transitional Housing Options**, dated March 24, 2015, from the General Manager of Community Services, staff be directed to advance dialogue with BC Housing, Vancouver Coastal Health Authority, Ministry of Social Innovation, Ministry of Children and Family Development and community stakeholders about partnership opportunities to:*
- (a) *identify a host agency that would enter into rental agreements on behalf of an individual with private landlords, which would include a commitment by the agency to coordinate and/or delivery wrap-around supports, life skills, housing stabilization transition support, and community support connections;*
 - (b) *pursue the potential development of a Cooperation Agreement to support a pilot project for low-income, at risk Richmond individuals to access adequate amounts of combined subsidies to cover monthly shelter costs in the private rental market for an extended period of time to support housing stabilization and self-sufficiency (e.g.; up to 3 years);*
 - (c) *investigate options for securing a property through partnerships with the appropriate zoning to utilize as an interim shelter option, to be staffed and operated by a non-profit housing provider experienced in working with the targeted population and supported through a network of health and community service providers;*
 - (d) *develop a sustainable operating model and funding rationale for emergency and transitional housing options; and*
 - (e) *explore the joint development of an Expression of Interest to be issued by the City, BC Housing and Vancouver Coastal Health for the construction of an integrated housing development that includes a continuum of emergency, transitional and supportive housing with programmed community and health service spaces for individuals who are experiencing or who are at-risk of homelessness; and*
- (2) *That the report be sent to the appropriate Ministers, Members of Parliament (MPs), Members of the Legislative Assembly (MLAs), Vancouver Coastal Health, BC Housing, Richmond Community Services Advisory Committee, and the Richmond Homelessness Coalition.*



Pg. # ITEM

PLANNING AND DEVELOPMENT DIVISION

2. **APPLICATION BY YAMAMOTO ARCHITECTURE INC. FOR REZONING AT 9560 ALEXANDRA ROAD FROM "SINGLE DETACHED (RS1/F)" TO "TOWN HOUSING (ZT67) - ALEXANDRA NEIGHBOURHOOD (WEST CAMBIE)"**
(File Ref. No. 12-8060-20-009240; RZ 14-669511) (REDMS No. 4340284 v.6)

PLN-57

[See Page PLN-57 for full report](#)

Designated Speaker: Wayne Craig

STAFF RECOMMENDATION

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9240, for the rezoning of 9560 Alexandra Road from "Single Detached (RS1/F)" to "Town Housing (ZT67) - Alexandra Neighbourhood (West Cambie)", be introduced and given first reading.



3. **APPLICATION BY CASA MIA PROJECTS LTD. FOR REZONING AT 8491 WILLIAMS ROAD FROM SINGLE DETACHED (RS1/E) TO LOW DENSITY TOWNHOUSES (RTL4)**
(File Ref. No. 12-8060-20-009242; RZ 14-673732) (REDMS No. 4497990)

PLN-81

[See Page PLN-81 for full report](#)

Designated Speaker: Wayne Craig

STAFF RECOMMENDATION

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9242, for the rezoning of 8491 Williams Road from "Single Detached (RS1/E)" to "Low Density Townhouses (RTL4)", be introduced and given first reading.



4. **APPLICATION BY SUKINDER MANGAT FOR REZONING AT 9840 SEATON COURT FROM SINGLE DETACHED (RS1/E) TO SINGLE DETACHED (RS2/B)**
(File Ref. No. 12-8060-20-009244; RZ 14-665401) (REDMS No. 4547543)

PLN-99

[See Page PLN-99 for full report](#)

Designated Speaker: Wayne Craig

Pg. # ITEM

STAFF RECOMMENDATION

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9244, for the rezoning of 9840 Seaton Court from “Single Detached (RS1/E)” to “Single Detached (RS2/B)”, be introduced and given first reading.



5. **APPLICATION BY 1015553 B.C. LTD. FOR REZONING AT 4760/4780 FORTUNE AVENUE FROM SINGLE DETACHED (RS1/E) TO SINGLE DETACHED (RS2/B)**

(File Ref. No. 12-8060-20-009201; RZ 14-677417) (REDMS No. 4527353)

PLN-117

[See Page PLN-117 for full report](#)

Designated Speaker: Wayne Craig

STAFF RECOMMENDATION

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9201, for the rezoning of 4760/4780 Fortune Avenue from “Single Detached (RS1/E)” to “Single Detached (RS2/B)”, be introduced and given first reading.



6. **APPLICATION BY LW AND CHEN DEVELOPMENT LTD. FOR REZONING AT 6731, 6751 ECKERSLEY ROAD AND 6740 COONEY ROAD FROM SINGLE DETACHED (RS1/E) TO MID RISE APARTMENT AND TOWNHOUSE (ZLR16) – BRIGHOUSE VILLAGE (CITY CENTRE)**

(File Ref. No. 12-8060-20-009241; RZ 10-516067) (REDMS No. 4408991 v. 5)

PLN-134

[See Page PLN-134 for full report](#)

Designated Speaker: Wayne Craig

STAFF RECOMMENDATION

That Richmond Zoning Bylaw 8500, Amendment Bylaw No. 9241 to:

- (1) *Create the “Mid Rise Apartment & Townhouse (ZLR26) – Brighthouse Village (City Centre)” zone and to rezone 6731, 6751 Eckersley Road and 6740 Cooney Road from “Single Detached (RS1/E)” to “Mid Rise Apartment & Townhouse (ZLR26) – Brighthouse Village (City Centre)”;* and

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- (2) *Amend Section 5.15.1 (Affordable Housing) to include the “ZLR26” zone and a density bonusing cash in lieu sum in accordance with the Affordable Housing Strategy;*
be introduced and given first reading.

7. **APPLICATION BY PENTA BUILDER'S GROUP FOR A ZONING TEXT AMENDMENT TO THE “COMMERCIAL MIXED USE (ZMU22) - STEVESTON COMMERCIAL” ZONE**
(File Ref. No. 12-8060-20-009235; ZT 15-694251) (REDMS No. 4537641)

PLN-174

[See Page PLN-174 for full report](#)

Designated Speaker: Wayne Craig

STAFF RECOMMENDATION

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9235, to amend the “Commercial Mixed Use (ZMU22) - Steveston Commercial” zone by adding “animal grooming” as a permitted use, be introduced and given first reading.

8. **PROPOSED REVISIONS TO THE “COACH HOUSES (RCH, RCH1)” ZONE USED ALONG ARTERIAL ROADS**
(File Ref. No. 08-4430-01) (REDMS No. 4531312)

PLN-184

[See Page PLN-184 for full report](#)

Designated Speaker: Wayne Craig

STAFF RECOMMENDATION

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9233 to amend the “Coach Houses (RCH, RCH1)” zone, be introduced and given first reading.

9. **MANAGER’S REPORT**

ADJOURNMENT



Planning Committee

Date: Wednesday, April 8, 2015
Place: Anderson Room
Richmond City Hall
Present: Councillor Linda McPhail, Chair
Councillor Bill McNulty
Councillor Chak Au
Councillor Carol Day
Councillor Harold Steves
Call to Order: The Chair called the meeting to order at 4:00 p.m.

The Chair advised that Rental Housing will be considered as Item No. 4A and Richmond Heritage Homes will be considered as Item 4B.

MINUTES

It was moved and seconded

That the minutes of the meeting of the Planning Committee held on Tuesday, March 17, 2015, be adopted as circulated.

CARRIED

NEXT COMMITTEE MEETING DATE

Tuesday, April 21, 2015, (tentative date) at 4:00 p.m. in the Anderson Room

DELEGATION

1. Kerry Starchuk, 7611 Lancing Place, referred to photographs of various construction sites in the city and expressed concern with regard to (i) unsightly construction sites, (ii) construction and demolition work schedules, (iii) excessive noise from construction and demolition sites, (iv) the availability of construction site contact information, and (v) the recycling of demolition materials.

Discussion ensued with regard to the City's Good Neighbour Program (attached to and forming part of these minutes as Schedule 1) and in reply to queries from Committee, Ms. Starchuk noted that other municipalities in the Lower Mainland have limited construction and demolition activities on Sundays and statutory holidays.

In reply to queries from Committee, Joe Erceg, General Manager, Planning and Development, noted that proposed revisions to residential building height and half-storey building area regulations will be proceeding to the April 20, 2015 Public Hearing.

Discussion ensued with regard to recycling of demolition materials and in reply to queries from Committee, Mr. Erceg noted that provincial legislation require the recycling of some demolition material and Metro Vancouver ensures facilities that can receive demolition material are available. He added that the City is currently running a pilot program working with small builders to recycle demolition materials and that staff will provide an update to Council within three months.

Discussion then ensued with regard to limiting construction and demolition activity on weekends and statutory holidays.

In reply to queries from Committee, Mr. Erceg noted that the City's Good Neighbour Policy differs from the City's bylaws and that the City has existing bylaws regulating noise.

In reply to queries from Committee, Edward Warzel, Manager, Community Bylaws noted that construction and demolition is permitted on weekends but is prohibited on statutory holidays.

Discussion took place with respect to the response time of the City's Bylaw Officers to resident complaints. Mr. Warzel noted that response time by Richmond Bylaw Officers vary, subject to the staff available. He added Bylaw Officers are available everyday until 9:00 p.m. and the Richmond RCMP can respond to resident complaints when City Bylaw Officers are not available.

In reply to queries from Committee with regard to securing vacant homes, Mr. Warzel noted that City Bylaw Officers regularly patrol vacant homes and that City bylaws require that vacant homes are secured.

2.

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In reply to queries from Committee, Gavin Woo, Senior Manager, Building Approvals, advised that permits are required to be posted on work sites however, builder contact information and work schedules are not required to be posted on-site.

Discussion ensued with regard to resident complaints and patrolling by City Bylaw Officers. Mr. Warzel noted that staff relies in part on resident reporting to identify violations and that builders are advised of the City's Good Neighbour Policy during the permit process.

In reply to queries from Committee, Mr. Erceg noted that staff regularly meets with builders and builders are aware of the City's Good Neighbour Policy. He added that the City's Good Neighbour Policy is a voluntary suggested code of conduct for builders and that current City bylaws will require amendments to limit certain aspects of construction or demolition activity.

Discussion ensued with regard to (i) after hours reporting of construction and demolition activities, (ii) using alternative methods to limit construction activities such as using a covenant on-title, and (iii) the demolition of vacant homes.

In reply to queries from Committee, Mr. Erceg noted that demolitions require a permit and that the City can take action if violations are identified.

Discussion then ensued regarding builders posting work schedules and contact information on-site.

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

It was moved and seconded

That staff examine options:

- (1) to limit construction and demolition activity during weekends and statutory holidays and define allowable construction activities during restricted periods;*
- (2) to require construction and demolition sites post work hours, contact information and emergency contacts on-site; and*
- (3) to involve the community in monitoring potential violations; and report back.*

The question on the referral was not called as discussion ensued with regard to (i) posting 24-hour emergency contact information on-site, (ii) using resident photographs to identify violations, (iii) restricting construction and demolition activities on the weekends, and (iv) defining allowable construction activities during the restricted periods.

The question on the referral was then called and it was **CARRIED**.

PLANNING AND DEVELOPMENT DIVISION

2. **APPLICATION BY PETER HARRISON FOR REZONING AT 2080/2100 NO. 4 ROAD FROM SINGLE DETACHED (RS1/D) TO SINGLE DETACHED (RS2/B)**
(File Ref. No. 12-8060-20-009183; RZ 14-657378) (REDMS No. 4382240)

It was moved and seconded

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9183, for the rezoning of 2080/2100 No.4 Road from “Single Detached (RS1/D)” to “Single Detached (RS2/B),” be introduced and given first reading.

CARRIED

3. **APPLICATION BY MATTHEW CHENG ARCHITECT INC. FOR REZONING AT 7751 HEATHER STREET FROM SINGLE DETACHED (RS1/F) TO HIGH DENSITY TOWNHOUSES (RTH2)**
(File Ref. No. 12-8060-20-009234; RZ 13-644767) (REDMS No. 4536458)

Wayne Craig, Director, Development, briefed Committee on the proposed development, noting that the subject site was orphaned when adjacent sites were developed into townhouses.

In reply to queries from Committee, Mr. Craig noted that (i) the garbage enclosure will be a single-storey structure to house garbage and recycling carts, (ii) the garbage enclosure will be architecturally integrated into the proposed building to ensure an attractive streetscape, (iii) the proposed variance would allow garbage collection to occur close to the street, and (iv) should the proposed development proceed, direct mail notification would occur in advance of the Public Hearing and would include a notification area of 50 metres surrounding the subject site.

It was moved and seconded

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9234, for the rezoning of 7751 Heather Street from “Single Detached (RS1/F)” to “High Density Townhouses (RTH2),” be introduced and given first reading.

CARRIED

4. **MANAGER’S REPORT**

(i) Concord Gardens (Capstan Village) – Proposed Change in Development Phasing

Mr. Craig briefed Committee on proposed revisions to the phases of development of Concord Gardens, noting that all three phases on the north lot are proposed to be built simultaneously. He added that the proposed revisions are not expected to affect the delivery of City amenities and that the relocation of the temporary park will enhance the size of said park.

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(ii) Lingyen Mountain Temple

Mr. Craig advised that the applicant of the Lingyen Mountain Temple project is represented by a new architect. He added that preliminary plans indicate that the scale of the proposed project has been reduced to be in compliance with the City's No. 5 Road Backlands Policy.

(iii) Vancouver Airport Authority Land Use Master Plan

Mr. Erceg provided an update on the Vancouver Airport Authority's proposed 2037 Master Plan preparation process, noting that community consultation is expected to occur over an 18 month period. He added that staff will be examining the Master Plan and will maximize the City's involvement in the consultation process.

(iv) Airport Restrictions for Building Height

Mr. Erceg advised that the City is examining increasing the allowable building height in the City Centre area. He noted that the Vancouver Airport Authority has conducted a technical study on flight paths in the area and City staff will review the report.

In reply to queries from Committee regarding the City's input into the upcoming Airport Authority's 2037 Master Plan preparation process, Mr. Erceg advised that the Minister of Transportation approves the plan and that the City has a cooperative relationship with the Airport Authority.

(v) Land Use Contracts

In reply to queries from Committee, Mr. Craig advised that items involving land use contracts are currently under staff review and that staff will update Council on the matter.

4A. RENTAL HOUSING

(File Ref. No.)

Discussion ensued with regard to rental housing developments in the city.

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

It was moved and seconded

That staff examine strategies and incentives to encourage development of below market rental housing in the city and report back.

The question on the referral was not called as discussion ensued with regard to (i) new rental housing supply in the city, (ii) incentives to encourage developers to build rental housing with rental rates of approximately \$1,000 per month or less, and (iii) multiple secondary suites in single-family dwellings.

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In reply to queries from Committee, Dena Kae Beno, Affordable Housing Coordinator, noted that (i) staff are currently in the process of receiving stakeholder feedback on opportunities for the addition of secondary suites on new single-family dwellings, (ii) there is existing City policy in effect for existing single-family homes that want to incorporate a secondary suite, (iii) the Riverport Flat Rental Apartments are considered market rental housing (iv) Richmond has the highest ratio of family-oriented purpose built rental housing in the Lower Mainland, and (v) the City has a policy encouraging one-for-one rental housing replacement requirement on the redevelopment of existing rental sites.

Mr. Erceg advised that zoning bylaw permits secondary suites on all single-family zones. He added that homeowners are required to meet building codes on secondary suites and on average 200 secondary suites are upgraded annually.

In reply to queries from Committee, Mr. Craig noted that current building codes do not permit multiple secondary suites in single-family dwellings however; there is an active referral for staff to examine zoning provisions for multi-family housing forms such as duplexes.

The question on the referral was then called and it was **CARRIED**.

4B. RICHMOND HERITAGE HOMES

(File Ref. No.)

Discussion ensued with regard to correspondence received from Geraldine Wray, 4460 Garry Drive (copy on file, City Clerk's Office) expressing concern with regard to the preservation of Goldie Harris House and Barn, located on 11620 No. 4 Road.

Discussion then ensued with regard to (i) background information on the Steves House and the Goldie Harris House and Barn (attached to and forming part of these minutes as Schedule 2) and (ii) the preservation of heritage homes in the city.

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

- (1) *That staff update the Richmond Heritage Inventory 1989 and other related lists to determine:*
 - (a) *the remaining listed buildings; and*
 - (b) *options to protect the remaining heritage buildings in the inventory; and*
- (2) *That staff examine options to preserve or relocate the Goldie Harris House and Barn and the Steves House and report back.*

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The question on the referral was not called as discussion ensued regarding the Richmond Heritage Inventory and it was noted that staff are requested to update the inventory list to reflect the remaining heritage homes.

Discussion then ensued with regard to (i) preserving heritage homes by possibly incorporating them into new developments on-site, and (ii) introducing a bylaw to protect heritage homes.

In reply to queries from Committee, Terry Crowe, Manager, Policy Planning, advised that an example of incorporating heritage homes into new development is in Steveston. He noted that the City has explored zoning incentives to preserve heritage homes. He added that alternative options, such as relocating heritage homes, have been explored however; acquiring all heritage homes would not be feasible.

Discussion ensued with regard to previously used rezoning strategies and incentives to preserve heritage homes in the city.

The question on the referral was then called and it was **CARRIED**.

ADJOURNMENT

It was moved and seconded
That the meeting adjourn (5:03 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 Wednesday, April 8, 2015.

Councillor Linda McPhail
Chair

Evangel Biason
Committee Clerk

Related City Bylaws

- Construction activity noise is governed by the Noise and Sound Regulation Bylaw No. 8856. This bylaw prohibits certain construction activity noise prior to 7:00 a.m. and after 8:00 p.m. on Monday through Friday, prior to 10:00 a.m. and after 8:00 p.m. on Saturday (provided it is not a Statutory Holiday), and prior to 10:00 a.m. and after 6:00 p.m. on Sundays and Statutory Holidays.
 - Applications for exemption to this bylaw must be made to the Engineering Inspections Division at 604-276-4014.
 - The City's Unsightly Premises Regulation Bylaw No. 7162 contains requirements for proper clean-up of properties.
 - Tree Protection Bylaw 8057 regulates the removal and retention of trees 20 cm in diameter or greater located on private property.
 - Subject to the Local Government Act, all people doing business in the City such as Designers, Builders, Sub-trades, etc. are required to hold a valid Richmond Business Licence as stated in Richmond's Business Licence Bylaw No. 7360.
 - Builders and Sub-trades should be aware of local parking regulations in the City's Traffic Bylaw No. 5870 and should not block or obstruct private driveways, sidewalks, lanes or streets.
- Other City Bylaws may also apply.

Other Regulations

As well as City bylaws and regulations, construction projects must also conform to other Provincial regulations. The Workers' Compensation Act covers a wide variety of issues, from safety helmets and boots, to property protection, to proper shoring of trenches.

Clean Up & Close Out

Collect and remove construction waste on a regular basis. Prompt clean-up keeps the site from becoming a safety hazard and an eyesore. Regularly clean sidewalks, streets and lanes that have become dirty or muddy from excavation and landscaping activities. Repair any damage done to abutting properties.

Telephone Enquiries:

For more information on infill building, please contact:

Greater Vancouver Home Builders' Association

#203, 15463 – 104 Avenue
Surrey, BC V3R 1N6604-588-5036
Web: www.vancouverhomebuilders.org

City of Richmond

6911 No. 3 Road
Richmond, BC V6Y 2C1604-276-4000
Web: www.richmond.ca
Development Permits, Subdivision, Zoning & Business Licence.....604-276-4017
Tree Protection Bylaw.....604-247-4684
City Street Trees.....604-244-1208
Fire Department.....604-278-5131
Workers' Compensation Board.. 604-276-3100
BC Hydro604-543-1595
Telus604-310-2255
Terason Gas1-888-224-2710

For urgent matters such as water and sewer problems, road obstructions, downed trees or other problems, call:

Public Works 24hr Enquiries
and Emergencies.....604-270-8721

For construction activity noise, dispersion of rodents during construction, health hazards related to air and water or sewage disposal problems, call:

Vancouver Coastal Health,
Richmond604-233-3147

RCMP non-emergency line
(after hours)604-278-1212

For building permit enquiries, construction vibration, neighbouring fencing and property line encroachment, and tree protection during construction, call:

Building Approvals Division604-276-4285
Tree Protection Bylaw604-247-4684
City Street Trees604-244-1208

For unsightly or accumulation of construction debris, and parking enquiries at construction site, call:

Community Bylaws Division604-204-8631
For soil on roadway or sidewalk, pollution impact on drainage ditches or storm sewers, call:

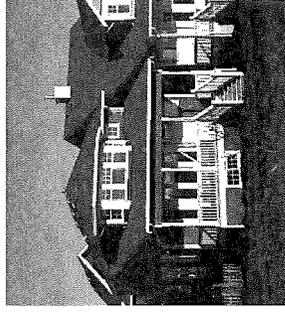
Engineering Division.....604-276-4289



Good Neighbour Program

(Construction Intrusion into Communities)

Schedule 1 to the Minutes of the Planning Committee meeting of Richmond City Council held on Wednesday, April 8, 2015.



The Greater Vancouver Home Builders' Association and with the City of Richmond have created this brochure which recommends what builders should do as "good neighbours" and what neighbours might reasonably expect from a builder working in their area.

City of Richmond

6911 No. 3 Road, Richmond, BC V6Y 2C1
www.richmond.ca
8A-B-2 / November 21, 2012

Planning and Development Department
www.richmond.ca

What is Infill Housing?

Infill Housing is the construction of new residential structures in an already established neighbourhood. As Richmond continues to grow and evolve so do its neighbourhoods, and we must protect and enhance the quality of life presently enjoyed by its residents.

Neighbourhoods may be impacted by changes that could involve:

- demolition
- construction of larger single-family homes
- duplex construction
- townhouse construction
- major additions and renovations to existing homes
- the removal of trees and hedges

Communicating with Neighbours

Well before work starts and prior to any applications for a building permit, minor variance, rezoning or Official Community Plan amendment, an infill builder should advise nearby residents what is being planned, by writing a letter or visiting them personally. When neighbours have full information, they are usually much more supportive and understanding of the project.

In these letters/visits, the builder should give neighbours a sheet with his/her full name, address and phone number. In this way, neighbours can contact the builder immediately if they have concerns, or if there is any emergency.

Prior to the project beginning, a sign should be erected at the site, also giving the builder's full name and phone number. Signs may be obtained from the Greater Vancouver Home Builders' Association.

What Makes a Successful Infill Housing Project?

Good Neighbour Practices

There are six basic recommended Good Neighbour Practices for builders:

1. Obtain all required permits and approvals.
2. Inform all surrounding neighbours about your plans and what you are doing.
3. Protect the immediate neighbourhood, including trees on and off site.
4. The site should be kept clean at all times.
5. Respect hours of work and noise regulations.
6. Do not block driveways, keep street and lanes passable.

The General Contractor should ensure all his sub-trades comply with City Bylaws and these Good Neighbour Practices.

City Approvals

Builders should consult with City Planning and Building staff well in advance to determine if the project meets all planning requirements. If a proposal does not comply with the current Zoning Bylaw, the site may require rezoning; a minor variance request through the Board of Variance; or a Development Variance permit, which require City Council's approval.

Every infill project must receive City approval (building permit, etc.) before construction starts.

Generally, soils removal and site preparation does not require a permit.

Development Permits

A Development Permit from the Development Applications Division is required for all multi-family residential projects. The process time will vary depending on the planning issues involved.

Demolition Permits

A permit must be obtained from the Permits Centre. The builder should arrange for the safe disconnection of all utilities and the removal of all hazardous materials prior to demolition, and ensure that Part 8 of the BC Building Code titled "Safety Measures at Construction and Demolition Sites" is complied with.

Dust, noise and debris must be minimized and the work should be undertaken at a time which will not have a negative impact on the harmony of the neighbourhood.

Tree Removal Permits

Tree removal permits should be displayed in a visible location. All trees to be retained should have a prescribed tree protection barrier, clearly marked as "Tree Protection Zone".

Unless a valid tree permit has first been obtained, all existing trees 20cm calliper or greater located on site, all trees located on a neighbouring property within 1.5m of a property line, or any tree located on City property shall be protected with a tree protection barrier (see Bulletin Tree-03).

Tree protection barriers are required to be inspected and approved prior to demolition permit issuance.

Building Permits

City staff review construction drawings for compliance with land use, the minimum requirements of the BC Building Code, as well as other applicable bylaws and regulations. The permit site card must be displayed on the site where it is visible from the street.

Protection and Safeguards

Vacant homes waiting for demolition should not be allowed to become an eyesore or a potential fire hazard. Ideally a house should be vacant only for a very short period before being demolished or removed from the site.

Do not damage or disrupt existing neighbourhood services during construction. Prior to excavation or digging, contact electrical, gas, telephone, cable and other utilities for information on underground service locations.

Do not use power, water from neighbouring properties without their consent.

Protect adjacent buildings, landscaping, fences, etc. from construction activities. Use fencing or equivalent measures to protect shrubs. If certain areas are at risk, the builder should work out an acceptable agreement with the affected property owner before starting work.

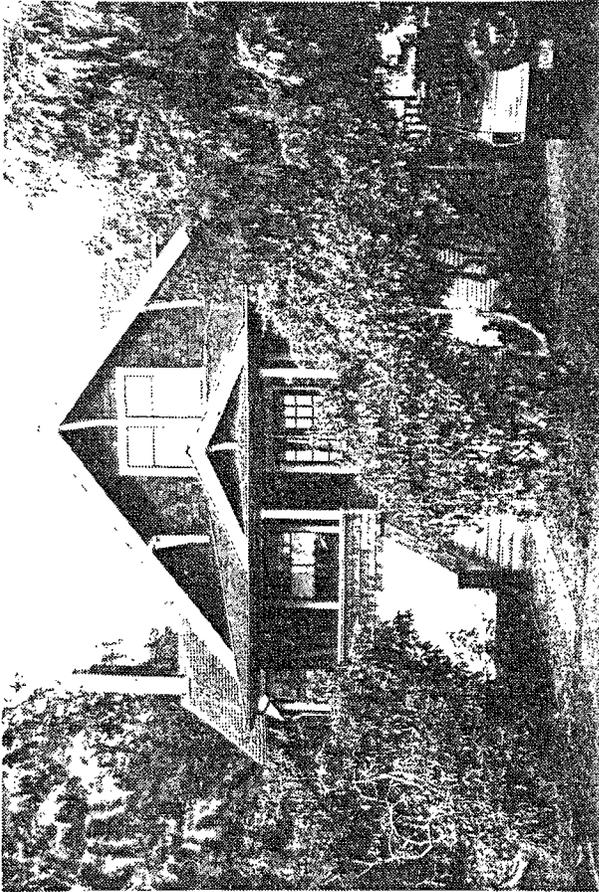
Care should be taken to secure the project site and building to restrict access by children or pets; do not encroach neighbouring properties nor burn construction wastes on site.

STEVES HOUSE
4431 STEVESTON HIGHWAY
1915

Neighbourhood: Steveston

This was the second home of Ida B. Steves, the daughter of Richmond pioneer settler Manoa Steves. Although it is now surrounded by later suburban development, it was originally set on its own acreage, and still retains many mature landscape features, including holly trees, several large rhododendrons, cedars, and a large fir tree.

Ida Steves designed the house herself; the many large windows were a feature that she particularly desired. An unusual variation on the Craftsman style, this house features a prominent open front verandah, large multi-paned windows, and triangular eave brackets. The interior has also remained virtually unchanged since its construction. The house was reacquired by the Steves family to prevent its demolition, and has been carefully restored.

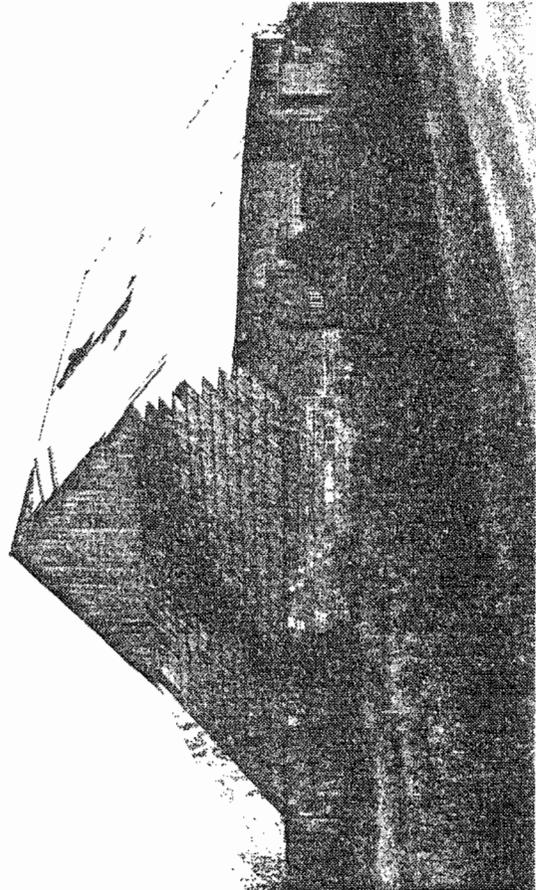
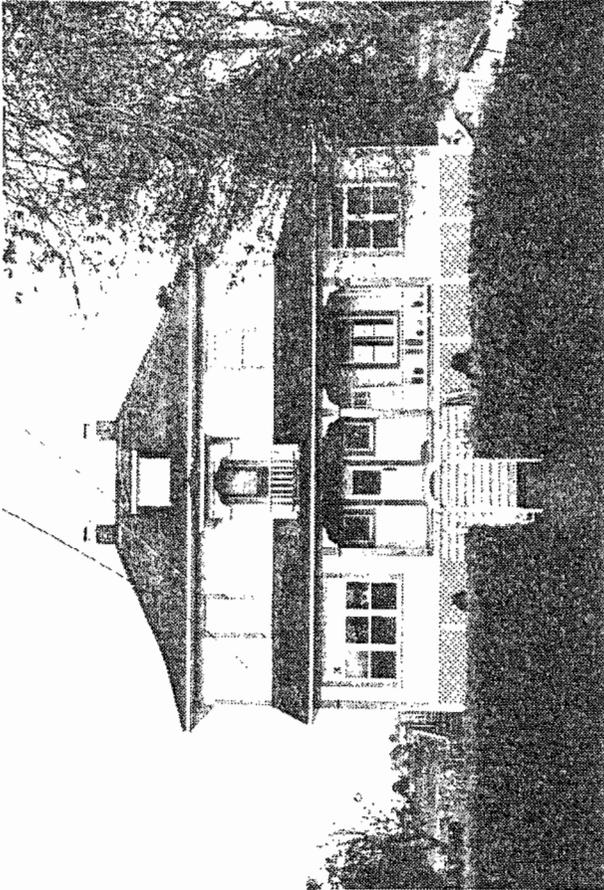


GOLDIE HARRIS HOUSE AND BARN
11620 NO. 4 ROAD
House 1912; Barn Circa 1913
Neighbourhood: Gilmore (South Arm)
Heritage Area: South Arm Slough District

Goldwin Herschel Harris was born in Ontario in 1879, moved to Vancouver in 1893, and settled in South Arm in 1894. In 1906 he was married to the eldest daughter of Thomas Kidd, Agnes Isabella. Harris had originally been Kidd's hired man, and may have received this land as a wedding gift; Kidd later lived here, until his death in 1930.

This prominent house was built in 1912; its simple rectangular form is capped with a bellcast hip roof and twin chimneys. The wraparound verandah has now been mostly enclosed, altering the appearance of the main floor, but some of the original brackets and columns may be seen at the entry. A central second floor balcony provides a decorative highlight.

The property is important for retaining its agricultural function and appearance. The barn, built approximately one year after the house, is a very good example of the utilitarian structures that were built to house horses and cows, and provide for the storage of hay. There are also a number of early fruit trees that remain in conjunction with the house. This is a rare example where an important early farmhouse has survived intact, in its original setting, complete with an outbuilding and early landscaping features, and is an important reminder of the agricultural origins of the community.





To: Planning Committee **Date:** March 24, 2015
From: Cathryn Volkering Carlile **File:** 08-4055-01/2015
General Manager, Community Services
Re: **Examining Emergency Shelter and Transitional Housing Options**

Staff Recommendation

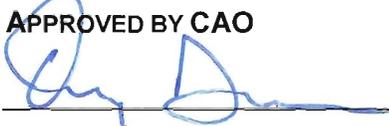
1. That, in accordance with the approach outlined in the report titled, “Examining Emergency Shelter and Transitional Housing Options,” dated March 24, 2015, from the General Manager of Community Services, staff be directed to advance dialogue with BC Housing, Vancouver Coastal Health Authority, Ministry of Social Innovation, Ministry of Children and Family Development and community stakeholders about partnership opportunities to:
 - a) Identify a host agency that would enter into rental agreements on behalf of an individual with private landlords, which would include a commitment by the agency to coordinate and/or delivery wrap-around supports, life skills, housing stabilization transition support, and community support connections;
 - b) Pursue the potential development of a Cooperation Agreement to support a pilot project for low-income, at risk Richmond individuals to access adequate amounts of combined subsidies to cover monthly shelter costs in the private rental market for an extended period of time to support housing stabilization and self-sufficiency (e.g.; up to 3 years);
 - c) That Staff investigate options for securing a property through partnerships with the appropriate zoning to utilize as an interim shelter option, to be staffed and operated by a non-profit housing provider experienced in working with the targeted population and supported through a network of health and community service providers;
 - d) Develop a sustainable operating model and funding rationale for emergency and transitional housing options; and

- e) Explore the joint development of an Expression of Interest to be issued by the City, BC Housing and Vancouver Coastal Health for the construction of an integrated housing development that includes a continuum of emergency, transitional and supportive housing with programmed community and health service spaces for individuals who are experiencing or who at-risk of homelessness.
2. That the report be sent to the appropriate Ministers, Members of Parliament (MPs), Members of the Legislative Assembly (MLAs), Vancouver Coastal Health, BC Housing, Richmond Community Services Advisory Committee, and the Richmond Homelessness Coalition.



Cathryn Volkering Carlile
 General Manager, Community Services
 (604-276-4068)

Att. 2

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Parks Services Recreation Services Real Estate Services Law and Community Safety	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	 <hr style="border: 0; border-top: 1px solid black;"/>
REVIEWED BY STAFF REPORT / AGENDA REVIEW SUBCOMMITTEE	INITIALS: 	APPROVED BY CAO  <hr style="border: 0; border-top: 1px solid black;"/>

Staff Report

Origin

The purpose of this report is to respond to the referral from the November 25, 2014 Parks, Recreation and Cultural Services Committee for staff to examine:

1. City assets that could be allocated to help meet the demand for extreme weather shelters;
2. Types of shelters that could accommodate families and women; and
3. Options to increase capacity for homeless shelters in the city.

This report supports Council's Term Goal #2 Community Social Services:

To develop and implement an updated social services strategy that clearly articulates and communicates the City's roles, priorities and limitations with respect to social services issues and needs.

- 2.5. *Development of a clearer definition of affordable housing priorities and subsequent utilization of affordable housing funding.*

This report addresses Social Development Strategy goals:

- 1.4 *Pursuing development of an emergency shelter for women and children, and*
- 1.7 *Using the Affordable Housing Reserve Fund for strategic land acquisitions and other initiatives to facilitate provision of subsidized rental housing.*

The community benefits that this report addresses are:

- Generating a full range of housing options to meet the needs of a diverse population;
- Building local capacity to sustain a coordinated response for vulnerable people; and
- Decreasing impacts to City services by ensuring that appropriate housing and support connections are available for Richmond residents.

Analysis

The City of Richmond's Affordable Housing Strategy was adopted on May 28, 2007. The Strategy has three priorities: 1) Subsidized rental housing, 2) Low end market rental housing, and 3) Entry level homeownership. This report, and the Council referral, primarily pertain to the first priority: subsidized rental housing (i.e. housing for households with incomes of \$34,000 or less requiring deep subsidies or significant assistance). Tenant populations of subsidized housing include such groups as: individuals experiencing homelessness, addictions, mental challenges, or disabilities; single parents with limited income; seniors on fixed pensions; and other groups in need.

Of the three priorities in the Affordable Housing Strategy, subsidized rental housing requires the most funding to build and manage. The City is committed to managing its resources in partnership with the private sector, local groups, agencies and other levels of government to meet the subsidized housing needs of low income households. The City recognizes that it will not be able to solve the housing affordability and access needs alone, but can assist in the solution. Metro Vancouver estimates that Richmond's low income housing demand for a 30 year period through to 2041 is 2,520 units. Since the adoption of the Strategy, the City has secured and/or negotiated a total of 477 subsidized rental units, which are currently at different stages of development.

The Strategy is guided by the understanding that generating an effective housing system at all points of the continuum requires a multi-level government housing policy and funding commitment.

The following section of this report provides an overview of the following:

1. Current multi-level government housing policy framework and local initiatives;
2. Current conditions in Richmond;
3. Estimated cost of homelessness and potential funding approaches;
4. Examination of City assets that could be allocated to meet the demand for emergency shelters; and
5. Strategic directions and options for Council consideration to address Richmond's current emergency and transitional housing needs.

1. Current Multi-level Government Housing Policy Framework and Local Initiatives

Housing policy is multi-faceted and complex. It is interconnected with economic, health and social policy outcomes involving all levels of government and the community.

The Federal Government has the legislative, regulatory and funding responsibility to help ensure an effective housing system exists for Canadians. Bill C-48 provides for a funding transfer mechanism to provinces on a per capita basis to meet housing needs along all points of the housing continuum from emergency housing to affordable homeownership.

Employment and Social Development Canada (ESDC) is the Federal Department responsible for developing, managing, and delivering social programs and services. Service Canada, an ESDC division, administers Homelessness Partnering Strategy funding through a Housing First approach. The Housing First approach focuses on providing people with direct access to permanent housing, services and support connections. It is a philosophy that is grounded in the principle that affordable, stable and permanent housing is a basic human right that is most successful when coupled with community-based services that meet individual needs. Also, the approach acknowledges that:

1. Local communities are best placed to identify and address local issues; and

2. Homelessness is a complex issue that requires collaboration with multiple partners to develop viable solutions.

As of 2014, Service Canada has committed to providing \$600 million in the next five years across Canada by disbursing Homelessness Partnering Strategy (HPS) funding through regional community entities to local communities to develop and employ housing and service solutions through a Housing First approach to address homelessness.

BC Housing is charged with the Provincial mandate to oversee, administer, and fund affordable housing options in British Columbia. It also administers Homelessness Prevention Plan (HPP) funding to offer people who are homeless or at risk of homelessness with portable rent supplements to assist them in accessing private market rental housing. Richmond is one of 32 BC communities receiving HPP funding. The Richmond program began receiving funding in 2014 and is administered by Chimo Community Services Society. The program assists four main groups of people:

1. Youth transitioning out of foster care;
2. Women who have experienced violence or are at risk of violence;
3. People leaving correctional and hospital systems; and
4. Individuals who identify as Aboriginal.

Metro Vancouver is the regional community entity for HPS funding administration and hosts the Regional Steering Committee on Homelessness (RSCH). The RSCH provides regional coordination to local housing planning tables.

In 2011, Richmond Homelessness Coalition (RHC) was formed as a local multi-stakeholder housing planning table, in which the City is involved. The RHC works with the RSCH, all levels of government, local non-profit housing and service providers, faith communities, businesses, and local residents to address homelessness issues in Richmond through an action-oriented working group model. The RHC identified five priorities through a multi-stakeholder engagement process:

1. Creating a Drop-in Centre as a support connection hub for individuals who are vulnerable, at-risk of homelessness, or experiencing homelessness (Current status: Opened October 2012 at St. Alban's Church);
2. Increasing capacity with local Outreach Workers (Current status: Developing a coordinated outreach response through partnership with Chimo Community Services Society, Ministry of Social Development-Integrated Outreach, RCMP, Vancouver Coastal Health, and City of Richmond- Joint Operations Team);
3. Developing adequate stock of supportive and supported housing options (Current status: Options addressed in this report);
4. Building on existing youth services to meet the needs of vulnerable youth (Current status: Completed a Youth Housing Survey and continuing to work with area agencies to develop appropriate service connections); and

5. Opening a year-round, emergency shelter (Current status: evidence-based research and multi-stakeholder needs assessment has been conducted through the RHC working groups).

The RHC has implemented an “Action Group” model, which includes: small groups of stakeholders to address, plan, and implement solutions to meet the community needs and RHC priorities.

2. Current Conditions in Richmond

Based on 2011 Canada Census data, 4,485, or 33 percent, of Richmond renter households are experiencing core need. Core Housing Need is identified as individuals and families, who are unable to access acceptable and suitable housing on the private market without spending 30 percent or more of their income. The data also reveals that there are 5,320 Richmond households (homeowners and renters) in need and spending at least 50 percent of their household income on shelter costs (INALH households); including: 830 senior households and 965 Lone-parent family households. Overall, INALH households face extreme affordability challenges and risk of homelessness.

Currently, the BC Housing Social Housing Registry reflects 680 active applications waiting for housing placement in Richmond. In addition, there are currently 1,131 Richmond households receiving BC Housing rental supplements, including: 529 Rental Assistance Program (RAP) subsidies to families and 602 Shelter Aid for Elderly Renters (SAFER). Households can utilize subsidies to partially cover rental costs.

The 2014 Metro Vancouver Regional Homelessness Count is considered a “24-hour snapshot” of homelessness trends but is not intended to account for the total local homelessness population. The 2014 Richmond count identified 38 homeless individuals; however, the RCMP, Ministry of Social Development-Outreach and Integration Unit, local outreach workers, and service organizations estimate closer to 200 Richmond individuals reliant on existing shelters, couch-surfing, or who are otherwise unstably housed.

In October 2012, the Richmond Drop-In Centre (RDIC) opened in St. Alban’s Church as a pilot location. Since that time, the Centre has received 3,687 visits (2,950 males and 737 females). The RDIC estimates that they have 20 individuals who regularly visit the Centre on a weekly basis with others who visit periodically. RDIC estimates that 50 percent of their client population is episodically or chronically homeless. In the last year, RDIC staff assisted nine men in getting off the streets and into addiction treatment programs. In addition, RDIC also partnered with CHIMO Community Services Society to move seven men into short-term, temporary housing.

There are 20 short-term emergency beds in Richmond. These include Richmond House Emergency Shelter for men and Nova Transition House for women with or without children, fleeing violence. Between 2010 and 2013, Nova House has served 79 clients, turned away 281 women and 152 children. Both facilities have 10 beds each, and a 30-day stay limit.

There are currently no youth emergency shelter spaces in Richmond. Depending on individual circumstances, Richmond youth service providers share responsibility for accessing appropriate service connections for youth in Richmond and in Metro Vancouver.

In addition, BC Housing funds an Extreme Weather Response Program that is administered by St. Alban's Inn from the Cold with 22 spaces and Richmond House, operated by Salvation Army with six beds. Between November 12, 2014 and February 9, 2015, the St. Albans Extreme Weather Shelter (EWS) reports that they have been open 27 times. The total number of male visits is 249 and female visits are 50. In addition, Richmond House Emergency Shelter for men reports operating at full capacity for its year-round shelter and maintains a waitlist for spaces.

There are currently approximately 96 Richmond individuals over the age of 19 years old, receiving active outreach support in Richmond, who have been identified as being street entrenched homeless or precariously housed. Of this total, 34 individuals have temporarily relocated from Richmond to access services, temporary housing or supports that are not available or difficult to access locally. Of the 62 individuals who are currently residing in Richmond, 52 individuals or 84 percent, have been identified as experiencing mental health and/or addiction challenges and may benefit from appropriate supportive housing, health, and service connections.

According to a Lower Mainland District RCMP Mental Health Related report, Richmond detachment has experienced a 56 percent increase from 2010 to 2014 in mental health related files from 833 files in 2010 to 1,303 files in 2014.

Richmond clients receiving BC Housing Homeless Prevention Program (HPP) subsidies include: 38 females, 14 males, and 1 person identifying as transgendered. Of these individuals, 19 are experiencing absolute homelessness and 34 individuals are at risk of homelessness.

Successful housing stabilization requires wrap-around supports that are specific to the priority population and individual needs. The Richmond Community Services Advisory Committee, Addiction and Mental Health Task Group, prepared a report and proposal for Collaborative Case Management and community based services that contends:

- Richmond has an important gap in services when clients are isolated, disconnected and not adequately housed;
- Clients find it difficult to navigate services and from program to program in Richmond due to restrictive mandates, inadequate service delivery on the front line, and limited active outreach in the community; and
- Clients find mobility and transportation a barrier when moving throughout Richmond and Vancouver, where many mental health programs are offered such as forensic services and early psychosis intervention, which are not offered in Richmond.

The root cause of homelessness can't be generalized nor can the solution. Increasing opportunities for individuals to stabilize and gain self-sufficiency are multi-faceted; but often

includes basic access to: permanent, appropriate housing, sufficient income, consistent health services, and formal and informal community support connections.

3. Estimated Costs of Homelessness and Potential Funding Approaches

The 2012 Canadian Homelessness Research Network report titled, “The Real Cost of Homelessness,” cites the average cost of housing options for individuals experiencing homelessness as follows:

<u>Housing type or aid</u>	<u>Monthly cost</u>
Shelter bed	\$1,932
Provincial jail	\$4,333
Hospital bed	\$10,900
Rental supplement	\$701
Social housing	\$199.92

As reflected in the above table, the cost to provide individuals with permanent housing is much less at \$199.92 per month versus \$1,932 per month for a shelter bed. The shelter bed figure doesn’t include emergency response costs related to crisis intervention, which also escalate with vulnerable individuals.

The National Alliance to End Homelessness (NAEH) asserts that while an emergency shelter is a critical form of emergency assistance, it should only be used for crisis. Rather, a focus should be working with individuals to promote long-term housing stability, identify appropriate service connections, and generate flexible mechanisms within mainstream systems to assess risk factors of homelessness, barriers to stable, permanent housing, and required prevention and intervention efforts.

Senior Government is no longer prioritizing capital and operating funding allocation for stand-alone emergency facilities; rather, the emphasis has moved towards supporting co-located emergency, transitional and permanent housing options with access to appropriate supports.

Staff have explored various forms of integrated housing models. This model includes a continuum of housing options from emergency shelter to second stage transition housing and various community and health services in one building [Attachment 2]. This model allows various levels of government, housing and service providers to leverage funds, services, and capacity to meet the needs of vulnerable individuals, while supporting tenants to transition to permanent housing and support connections.

4. Exploring City Assets as Part of the Solution

Currently, there are no City-owned rental properties available for the provision of emergency housing. The City acquired a 6-bedroom home designated for use as a women's and children shelter; however, funding from senior levels of government was not available for the shelter's operation. Presently, the house is being leased to a non-profit society to operate a specialized women's residential program as an interim use.

The *Local Government Act* requirements restrict the ability for municipalities to utilize designated park land for residential use. The City does own and lease caretaker residential units in many of their parks. Given that the caretaker program is targeted for a different use, staff feels that it would be more appropriate to examine a different City asset option.

5. Options for Council Consideration

City staff have consulted with various stakeholders in preparation of this report, including BC Housing, Vancouver Coastal Health, Chimo Community Services Society, St. Alban Anglican Church, the Richmond Homelessness Coalition's Women's Supportive Housing Working Group and Coordinated Outreach Response Working Group.

In addition, staff engaged City Spaces Consultants, to undertake an "Emergency Services and Transitional Housing Review" [Attachment 1]. City Spaces outlined seven Strategic Directions to respond to the needs, gaps, issues, and opportunities relating to the provision of emergency housing options in Richmond, which include:

1. Providing emergency shelter spaces and services for women;
2. Generating emergency services and supports for men and women;
3. Providing second stage housing for women;
4. Focusing on an integrated approach to housing and supports;
5. Supporting community mobilization efforts; and
6. Using Local Government measures and resources to advance strategic directions.

City Spaces indicates a growing trend during the past 10 to 15 years is that municipalities, community-based organizations and faith groups have worked together through partnership and joint ventures to gain support from senior government and private stakeholders to build or access housing to meet local needs.

With these factors in mind, staff present the following interim and long-term recommendations for Council's consideration and direction to staff to work with Senior levels of Government and community stakeholders to address the following:

1. How City assets could be allocated to help meet the demand for extreme weather shelters,

2. Develop innovative housing approaches to accommodate families and women through a Housing First approach; and
3. Explore sustainable options to increase capacity to develop and operate an integrated housing model that includes: emergency shelter beds, transitional housing and health and community supports.

The interim options incorporate and build on elements that already exist in Richmond through the Richmond Homelessness Coalition supported Rental Connect initiative to place individuals in housing first and then work with community partners, and levels of Government to provide wrap around supports and rent supplements to ensure housing stabilization and appropriate services have been allocated. The interim options for consideration are as follows:

Interim Options

The interim options incorporate and build on elements that already exist in Richmond through the Richmond Homelessness Coalition supported Rental Connect initiative to place individuals in housing first and then work with community partners, and levels of Government to provide wrap around supports and rent supplements to ensure housing stabilization and appropriate services have been allocated for those in need. The interim options for consideration are as follows:

1. Explore opportunities for the City to liaise with local housing and service providers to act as a host agency to enter into rental agreements on behalf of an individual or family with private landlords, which would include a commitment by the agency to coordinate and/or delivery wrap-around supports, life skills, housing stabilization transition support, and community support connections.
2. Engage in dialogue with BC Housing, Vancouver Coastal Health, and Ministry of Social Development and Innovation to enter into a Cooperation Agreement with the City and community partners to support a pilot project for low-income, at risk Richmond individuals to access adequate amounts of combined subsidies to cover monthly shelter costs in the private rental market for an extended period of time to support housing stabilization and self sufficiency (e.g. up to 3 years).
3. Secure a property with appropriate zoning to utilize as an interim shelter option, to be staffed and operated by a local non-profit housing provider experienced in working with the targeted population and supported through a network of health and community service providers.
4. Work with Senior levels of Government and community partners in the development of a sustainable operating model and funding rationale for emergency and transitional housing options in Richmond.

Long-Term Option

The long-term option builds on the measured outcomes of the proposed interim options to meet the critical, emergency housing needs for a diverse population (individuals and families) through a Housing First model. This approach also works to leverage resources, technical capacity, and funding to develop a sustainable capital and operating model to meet the diverse needs of vulnerable individuals. The long-term option for consideration is as follows:

1. Explore the co-development of an Expression of Interest with BC Housing and Vancouver Coastal Health for the construction of an integrated housing development that includes a continuum of emergency, transitional and supportive housing with programmed community and health service spaces for individuals experiencing or who are at-risk of homelessness.

The interim options incorporate and build on elements that already exist in Richmond; whereas, the long-term option provides opportunity to further dialogue and partnership development to explore an integrated model to provide for short and long-term housing, and wrap around supports.

Financial Impact

The City's Affordable Housing Reserve Fund may be utilized to contribute to provide a capital contribution towards a multi-stakeholder project to purchase and acquire, which serves the emergency and transitional housing needs identified in this report.

Conclusion

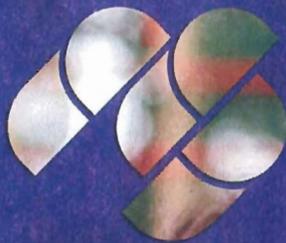
Access to appropriate emergency housing and support options are critical in every community. When support structures and service entry points are made available for the community's most vulnerable residents, collectively, opportunity structures are generated to benefit the broader community along all points of the housing, community care, and socio-economic continuum.



Dena Kae Beno
Affordable Housing Coordinator
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DKB:dkb

- Att. 1: Emergency Services and Transitional Housing Review
2: Promising Practices- Emergency and Transition Housing Options



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Emergency Services & Transitional Housing Review

City of Richmond | March 2015

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1. FRAMING THE GAPS, ISSUES & OPPORTUNITIES

PURPOSE OF THIS REPORT

This is one of several background reports that will help the City of Richmond update its *Affordable Housing Strategy*, and arises from a Council referral in November, 2014.

There are three components to this report:

1. An overview of existing emergency services and transitional housing in Richmond;
2. A summary of the critical gaps, issues and challenges, with particular reference to women and their children who have been victims of domestic violence; and
3. Strategic directions for further consideration and action by City staff, stakeholder groups, and City Council.

Section 3 presents a number of projects and policies of interest. While research included canvassing projects and approaches elsewhere in Canada and the US, the most relevant and progressive were located in British Columbia communities.



PAST & PRESENT

In considering how to address today's needs for emergency services and transitional housing in Richmond, it is helpful to reflect on what has happened prior to this report, as well as provide a present-day context for moving forward.

BACKGROUND & CONTEXT

The City of Richmond has been consistently creative and proactive in working to meet local housing needs. Having established the *Affordable Housing Reserve Fund* in the early 1990s, the City undertook negotiations to secure affordable housing through development applications that require rezoning. Both of these measures might be strategically used for transitional and longer term supportive housing in the future.

HOMELESSNESS NEEDS ASSESSMENT (2002)

Historically, Richmond has had a shortfall of emergency beds and support services to respond to local needs. The *2002 Homelessness Needs Assessment and Strategy* identified that Richmond's emergency shelters were turning away an increasing number of people – 70 men and 195 women and children in 2001. At that time, the Strategy was presented as a series of short, medium and long-term projects under five themes: 1) upgrade and increase emergency shelter capacity, 2) create second stage housing, 3) develop a Community Awareness Strategy, 4) increase support to local services, and 5) build more affordable housing.

Thirteen years later, and only some aspects of the Strategy have been accomplished. However, the needs of 2002 and those of today remain very similar: transitional, second stage and third stage housing for women and children; integration of support services and housing; limited funding from other levels of government; and the critical nature of collaborative partnerships.

AFFORDABLE HOUSING STRATEGY (2007)

The City's *2007 Affordable Housing Strategy's* priorities were directed toward subsidized rental housing for low income households, low end of market rental housing, and affordable entry-level homeownership. The City, together with community partners and other levels of government, has made considerable progress on these priorities, particularly regarding affordable rental housing.

However, since the Strategy was adopted, there has been increasing evidence of homelessness, and a growing number of precariously housed individuals. There has also been a shift away from a "shelter model" to one that recognizes the critical importance of also providing social and health supports. This integrated approach helps stabilize individuals, leading to improved health and well-being outcomes, and, from a societal perspective, reduces the demand on costly interventions by primary care providers and emergency services.



SOCIAL DEVELOPMENT STRATEGY (2013)

In 2013, the City of Richmond adopted the *Social Development Strategy*, which sets out goals and strategic directions for further planning and implementation by the City and its community partners. The Strategy includes a number of actions that address homelessness, including:

- Pursuing the development of an emergency shelter for women and children;
- Updating the *2002 Homelessness Strategy*, including an examination of support service needs for those who are homeless, or at-risk of homelessness; and
- Supporting programs and initiatives that address domestic violence, poverty, mental health, and addictions.

IN RECENT YEARS

With the City of Richmond's support, several community tables have formed, with a focus on providing emergency services and supportive housing in a coordinated manner.

Focused on addressing issues of homelessness, the *Richmond Homelessness Coalition* (RHC) notes the importance of permanent affordable housing options and community supports as the primary components of generating a long-term solution to homelessness. In 2011, a community engagement process identified the following priorities:

- A year-round emergency shelter;
- A drop-in centre;
- Youth services;
- Outreach workers; and
- Supported/supportive housing.

Additionally, *RHC's Women's Supportive Housing Working Group* has researched the need for women's supportive housing options in Richmond. The Group has identified a need for a spectrum of housing and support that includes temporary transition housing, second stage housing, and third stage housing to allow women and children in crisis to stabilize, and attain increasing independence over time.



TODAY'S CONTEXT

POVERTY & HOUSING

Poverty is a persistent issue in Richmond. In the context of housing, households who must spend at least 50% of their gross incomes on adequate, suitable shelter are referred to as being in "deep core need", also referred to as INALH (In Need and Spending at Least Half on Housing). **In 2011, 13% of renter households in Richmond were identified as being in "deep core need."**

2014 HOMELESS COUNT

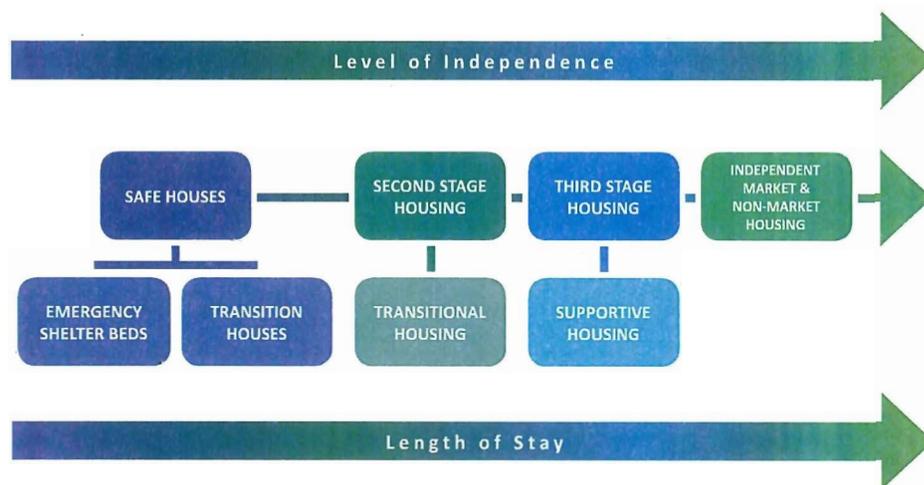
Homelessness, both constant and periodic, continues to be prevalent in many areas of Metro Vancouver. The most recent count was held over a 24-hour period on March 12, 2014. In Richmond, 38 people were identified in the count, of which 16 were sheltered and 22 living without shelter.

- Six Richmond women were identified in the *Homeless Count*. As a proportion of the total (16%), this is less than the regional benchmark of between 25% and 30%. This may suggest there is need for a different research methodology to identify the number of women and children in Richmond.
- Eleven seniors – 33% of the total – were counted. As Richmond's population grows and continues to age, this may be an indicator of future challenges.

Importantly, although the count identified only 38 people, local service providers and the RCMP estimate that **there could be as many as 200 people reliant on existing shelters, couch-surfing, or are otherwise unstably housed**. This includes a number of seniors, and women with children, who are known to be living in situations where they are subject to emotional or physical abuse.

EMERGENCY SERVICES IN RICHMOND

The following graphic represents the spectrum of emergency shelter and transitional housing. These terms are defined in Section 4: Glossary of this report.



Women are often under-represented in a 24-hour count, and are more likely to be among the hidden homeless.

As many as 200 people could be reliant on existing shelters, couch-surfing, or are otherwise unstably housed.

Richmond Women's Supportive Housing



Nova House turned away an average of 281 women and 152 children per year between 2010 and 2013.

Chimo Community Services

In Richmond, there are 20 short-term emergency beds for persons in need. These include the Richmond House Emergency Shelter for men, and Nova Transition House for women, with or without children, fleeing domestic violence. Both facilities have 10 beds each, and a 30-day stay limit. An additional 22 beds were funded as part of BC Housing's *Extreme Weather Response Program* – 16 at St. Alban's Inn from the Cold, and an additional six in Richmond House, which is operated by the Salvation Army.

NOVA TRANSITION HOUSE

Nova House, operated by Chimo Community Services, provides temporary accommodation in a safe and secure environment for women, and their children, who are experiencing violence, or are at-risk of violence. Women and children are able to access emotional support and available resources. Under extenuating circumstances, a stay may be longer than 30 days.

Nova House key statistics and client data (2010-2014) highlight the extent to which Richmond is under-served by emergency services and supportive housing:

- The average annual number of unique clients served between 2010 and 2013 was 79. During the same period, the average annual number of turn-aways was 281 women and 152 children;
- 19% of Nova House clients self-identified as Aboriginal, a notable over-representation of the Aboriginal population in Richmond at 1.4%;
- Women with children tended to stay much longer than single women (20 days instead of 12), an indication of the difficulties in finding suitable housing options for those with children; and
- 41% of all clients leaving Nova House moved to better housing options (2013-2014). Of all clients discharged in those years, 34% were women with children.

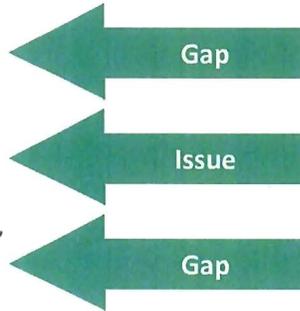
RICHMOND HOUSE MEN'S SHELTER

The Richmond House had occupancy levels of 95% or more between 2011/12 and 2013/14. The number of unique clients ranged from 129 to 147 annually. These figures call into question the completeness of the *2014 Homeless Count*.



TRANSITIONAL HOUSING GAPS & ISSUES

- Currently, there are no transitional housing options for men who are homeless, or leaving the shelter in Richmond.
- Nova House cannot accommodate the short-term needs of women, with or without children – an additional transition house is needed.
- There is no second or third stage housing for women and children in crisis, those transitioning out of Nova House, and/or those in need of varying levels of support as they regain stability and independence.
- As part of the anticipated *Storeys* development in Richmond, there are 16 units of second and third stage housing to be operated by Atira Housing.



THE FUNDING & DEVELOPMENT CONTEXT

SENIOR GOVERNMENTS' ROLE

Capital spending by senior governments on new-build projects or acquisitions has received very limited support or funding in recent years. That said, BC Housing has been a willing partner by helping non-profit housing providers with low-interest mortgage financing.

The Provincial government has also shifted funding away from emergency shelters to long-term housing combined with supports. This shift could be interpreted as a preference for projects that co-locate with short-term transitional housing (i.e., 30 days), or with longer term supportive housing in the same buildings. Knowing this, **there is likely to be more receptivity to buildings that integrate short and long-term housing with on-site support services**, and providers that accommodate “in-reach” services.



In the area of homelessness prevention, BC Housing has been promoting rental assistance programs (i.e., rent supplements) to support at-risk individuals. There has also been increased funding for outreach workers to help individuals and families find affordable, appropriate housing; provide short-term loans in crisis situations; advise on tenants' rights; and, if needed, assist tenants with applications to the *Residential Tenancy Branch*.

LIMITED LAND

Richmond's urban area is rapidly becoming built out, and land values are rising. Finding suitable sites for transitional, second stage and longer term supportive housing is already challenging, and will become more difficult as development continues to take place.





FUNDRAISING

Non-profit providers are constrained by their need to raise funds to build new, acquire, or renovate proposed projects. In most situations, regardless of how many partners are involved, (e.g., land, cash contributions, low-interest mortgages, or staff time), there is usually a shortfall between what has been committed, and what is realistically needed to cover soft and hard costs.



ENTERPRISING ORGANIZATIONS

During the past 10 to 15 years, municipalities, community-based organizations, and faith groups have worked together in joint ventures, and partnerships, to build housing that meets local needs. Through these efforts, a great deal has been learned on how to best bring projects to fruition – some societies have merged, and some of the most experienced housing providers are looking to expand their portfolios.





2. STRATEGIC DIRECTIONS

SEVEN STRATEGIC DIRECTIONS

From the work already undertaken by the City of Richmond, non-profit housing providers, and planning tables, such as the *Richmond Homelessness Coalition*, a set of seven strategic directions has been identified. These directions respond to the needs, gaps, issues, and opportunities discussed in the previous section.

1. Emergency Shelter Spaces & Services for Women

Women in Richmond who are homeless, or at-risk of homelessness, have no options, and must leave the community in order to find emergency shelter spaces or related services. Richmond is home to homeless men, women, and children, and those who are at-risk of homelessness. While there is one 10-bed shelter for men in Richmond, there is no equivalent shelter for women – this is a major gap.

2. Emergency Services & Supports for Men & Women

St. Alban's Church provides limited drop-in services for at-risk women and children, including laundry, shower, community mail program, and other services. These services have been highly subscribed by both men and women. Continuation of this important program, and expansion to seven days a week is recommended.

3. Second Stage Housing for Women

It is difficult for women, with or without children, who are dealing with situations of violence and abuse to manage their crises, find housing, and achieve stability within the 30-day stay limit. Currently in Richmond, there is no second stage housing for women when they leave safe house, so there is also no continued access to staff support, as these women regain stability and independence. Nova House clients are often referred to housing and locations outside of Richmond.



PROPOSED APPROACH

Early consideration should be given to a new building, or acquisition and renovation of an existing building as second stage housing for women, with or without children, for up to 18 months. The design should accommodate self-contained units, and areas for socializing, support services, and other programming. Up to 50% of the units should be designed for women with children. To advance this action, the City and members of Richmond's *Homelessness Coalition* should investigate locating a suitable site. This project will have additional traction, and possibility of senior government funding, if it is co-located with other uses. Thoughtful consideration of the mix of uses is important, given the sensitivities and unique needs of women transitioning from situations of crisis and instability.

4. Expansion of Women's Transition House

There is a strong need for additional short-term safe house spaces for women and children facing domestic violence. These spaces should include accessible, or barrier-free beds for women with physical accessibility issues, and support for those with complex behavioural challenges, or mental health and substance use issues. With hundreds of turnaways each year, Nova House is unable to help households with such special needs. A second transition house would better accommodate the varied needs in Richmond today.

PROPOSED APPROACH

The preferred approach is to build a second transition house in another location, potentially modeled as low-barrier. This site would provide housing and supports for women ineligible at Nova House. City staff would work in collaboration with a transition house provider to identify a location, and prepare a business case for review by potential lenders. A project advisory group should be established, and a team identified to coordinate and oversee design and construction.



5. Focus on Integrated Approaches to Housing & Supports

As part of the exploration of sites or acquisitions, consideration should be given to opportunities that allow an integration of uses – short- and longer term supportive housing; supportive housing and commercial uses; supportive housing and market rental housing.

6. Support Community Mobilization Efforts

In the past few years, local community groups have been very active in identifying gaps and opportunities in responding to those most at-risk in the community. The City has also participated in various planning tables addressing these gaps and opportunities.

The City should continue to participate and support the vital work of these organizations and planning tables.

7. Use Local Government Measures & Resources

The City should continue to use its zoning powers to negotiate with developers who want bonus floorspace. This measure could be used to acquire longer term transitional units within a new development. In such a situation, support services would be delivered, rather than be located, on site.

The City's *Affordable Housing Reserve Fund* is another way to advance the projects described. This program has been successful, with recent projects in various stages of planning and development, including *Kiwanis Towers*, *The Storeys* project, and *The Cressey* project.





3. EXAMPLE PROJECTS & PRACTICES

Working with community partners and all levels of government, non-profit organizations have been pioneers in identifying, and responding to, the housing challenges faced by women, with or without children, who are at-risk of homelessness and/or facing situations of violence or abuse. Research beyond BC and Canada reveals few models or approaches not already in practice locally. Selected examples are presented here as a reference.

SHORT-TERM TRANSITION HOUSES

ROSE HARBOUR, Campbell River

Opened in 2013, Rose Harbour, a 27-unit, four-storey housing development, provides affordable, supportive housing for women, with or without children. Residents have a number of services available, including one-on-one support, a nurse practitioner clinic once a week, yoga and meditation classes, child support worker access, self-development workshops, and public health nurse and vaccination clinics. Tenancy training is also offered to help residents with moving into independent housing. Rose Harbour is operated by the Campbell River and North Island Transition Society.

SHEENA'S PLACE, Surrey & ELIZABETH GURNEY HOUSE, New Westminster

Elizabeth Fry Society was the first, and is still one of the only organizations to operate shelter homes for women and their children. Sheena's Place and Elizabeth Gurney House offer safe, supportive environments for families without resources. These shelters provide daily necessities, crisis intervention, addiction and debt counseling, and support with accessing low income housing.



SHORT- & LONGER TERM SUPPORTIVE HOUSING

MAXXINE WRIGHT CENTRE, Surrey

The second and final phase of the Maxxine Wright Centre opened in 2011. The first phase, opened in 2010, provides 12 short-term shelter beds, a 59-space child care centre, a community kitchen, and a pre- and post-natal clinic. The partnership involved:

- Provincial government contribution – a \$500,000 grant, \$11.9 million in construction financing, and a \$1.6 million capital grant for the child care centre;
- City of Surrey contribution – \$1.0 million through the *Surrey Homelessness and Housing Fund*;
- Atira Women’s Resource Society provided \$1.2 in mortgage financing, and land valued at \$272,651.

ELSPETH ALLEY HOUSING, Burnaby

This new housing for elder women is a result of an agreement, between the Anglican Diocese of New Westminster and Atira Women’s Resource Society, to operate a 23-apartment women’s residence in the former Abbeyfield House in Burnaby. The apartments are designed for older women who are homeless, or are at-risk of homelessness. Along with the apartments, the building offers a common kitchen and amenity space, including living and activity rooms. Support services include a 24/7 live-in coordinator, life skills education and training, and treatment support.

The Anglican Diocese of New Westminster leases the land to the Society at a nominal rate, while the BC government provides annual operating funding of \$165,000 for the provision of support services.

EAGLES LANDING, Prince Rupert

Eagles Landing, a 23-unit building funded by the Provincial government, opened in 2013. The facility provides transitional and supportive housing for women and their children fleeing domestic abuse. Eagles Landing was built on the site of the former Moresby Townhouses, an older, underutilized public housing development owned by the BC government.

The Province contributed \$5.4+ million for the development, and provides annual operating funding of \$730,000, along with program funding of \$193,500. The Real Estate Foundation of BC provided a grant of \$275,000, and Northern Health provides annual operating funding of \$54,000.



SUPPORTIVE & SECOND STAGE HOUSING

CHRISTINE LAMB RESIDENCE, Abbotsford

The Christine Lamb Residence, a 41-unit supportive housing development for women and children at-risk of homelessness, opened in 2012. The four-storey development is managed and operated by the Women's Resource Society of the Fraser Valley. Residents have access to on-site support services, life skills programming, and social activities.

The Province provided approximately \$8.9 million in funding, and the City of Abbotsford provided the land, valued at over \$1.3 million, as well as waiving property taxes and development cost charges.

SANTA ROSA PLACE, Mission

Santa Rosa Place, located in Mission, is a 12-unit second stage transitional housing project. The apartments consist of studio, and one and two-bedroom units, all of which are modest in size. There is also an apartment that is used as a community space where residents can cook together, watch TV, use the computer, hold a meeting, or just socialize. All units are self-contained with full bathing facilities.

ALDER GARDENS, Surrey

In 2012, mothers and children at-risk of homelessness moved into their new home at YWCA Alder Gardens, a new 36-unit supportive housing development. This was the first project under an agreement, between the Provincial government and the City of Surrey, to create 103 new supportive housing units on City-owned sites to reduce homelessness. The building includes a mix of two-, three- and four-bedroom apartments, common amenity space, an outdoor play area, and community meeting spaces. The project was funded by:

- The Federal government with \$461,026 under the *Homelessness Partnering Strategy*.
- The Provincial government provided a grant of almost \$9 million, and provides annual operational funding of \$ 212,311.
- The City of Surrey provided land equity valued at \$1.4 million, as well as a municipal levy reduction of \$1.1 million.
- YWCA Metro Vancouver, and its supporters, provided equity of \$556,974 for the project.

UNIQUE PRACTICE: HOUSING WITH PETS

The *SafePet Program* is designed for *Ontario Violence Against Women (OVAW)* shelters and shelter staff, in collaboration with the *Ontario Veterinary Medical Association (OVMA)*, to assist women at-risk of abuse in making the decision to leave an abusive situation, and enter a OVAW shelter when they have a pet.

The program was first prompted by studies that showed abused women delay their decision to leave abusive situations if it means leaving companion animals behind.

The program is meant to assist women, who have entered a OVAW shelter, to find temporary shelter and care for their pets while they are unable to care for them directly. Program volunteers act as pet foster families, and veterinary care and exams are provided by volunteer clinics.



4. GLOSSARY

EMERGENCY SHELTER

Short-stay accommodation of 30 days or less. Emergency shelters provide single or shared bedrooms, or dorm-style sleeping arrangements, with varying levels of support to individuals.

TRANSITION HOUSE

Commonly known as a *safe house*, a transition house is a safe residence where women (and children) who are fleeing violence, or abuse, are able to stay for up to 30 days.

SECOND STAGE HOUSING

Provides short-term, safe, affordable, and independent housing, and some services similar to those provided in transition houses. Typical stays at a second stage house last for six months to a year.

TRANSITIONAL HOUSING

Housing that is time-limited, and provides people with a range of training opportunities, practical help with daily living, and counseling in order to live independently.

THIRD STAGE/SUPPORTIVE HOUSING

Subsidized housing that provides ongoing supports, and services to residents who cannot live independently, and who are not expected to become self-sufficient. This form of housing may be located in a purpose-designed building, or scattered site units, and does not have a limited length of stay.

PRIVATE MARKET RENTAL HOUSING

Provides the majority of rental housing that is affordable to households with low to moderate incomes. This can include purpose-built rental housing, as well as housing supplied through the secondary rental market, such as basement suites, rented condominium units, or other investor-owned houses/units.







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Our Place, Victoria, BC

- An inner-city community centre serving Greater Victoria's vulnerable individuals, with a mission to provide a sense of hope and belonging
- Our Place is a community hub model – clients have access to meals, housing, showers, clothing, and services (including health, education and life skills) in one centre
- The building is five-storeys, with programming and meals on the first two floors and housing on the top three floors
- There are 45 private rooms offering supportive housing for individuals working towards independent living
 - In 2013, 20 individuals transitioned from Our Place housing to independent living
- Two of the units are dedicated to short-term housing for individuals waiting to access a detoxification or rehabilitation program
- Each resident works with an Our Place support worker, and if necessary, a mental health and addictions clinician – the service providers develop a plan with the client to overcome disabilities and challenges that prevent the resident from living independently
- Health services at Our Place include: access to showers, a full-time mental health/addictions clinician, psychotherapy and grief/loss counselling
 - Acupuncture, acupressure and chiropractic services are offered once per week
 - Spiritual wellness services are available, with multi-faith programming and First Nations programs
 - Dental students provide direct patient care and health advocacy
 - Nursing and medical students provide feet hygiene care
 - Veterinarians come once a month for pet care
- Our Place provides a variety of programming such as computer training, meals, employment skills program, mail and messaging centre, referrals and choir participation
- Our Place worked in partnership with nearby residents (North Park and Downtown Residents Associations), the City of Victoria and the Victoria Police Department to form the Good Neighbour Agreement: this agreement is a commitment to communicate with one another, address concerns, show respect for the street community and follow through on agreed actions
 - The Good Neighbour group meets once a month at Our Place to discuss existing and emerging neighbourhood issues
- Our Place received a \$7.4 million capital grant from the Province, plus annual operating funding

Pathways Model, New York, NY

- Founded on the belief that housing is a basic human right for all individuals
- Program provides housing before any other services are offered. Clients are offered immediate access to permanent independent housing
- Priority given to women and older adults as they are at a higher risk of victimization and health problems. Priority is also given to other individuals who have other risk factors (e.g.: hx of incarceration) that impede access to other programs.
- With the assistance of staff, clients locate and select an apartment, execute the lease, find furnishings and move in.
- If a suitable apartment isn't located immediately then the client is offered a room at the local YMCA or a hotel until housing is located.
- Scatter site housing
- Rent subsidies of up to 70% of rent
- ACT team provides mental health, physical health, substance abuse support, vocational support and other services.
- Pathways research conducted between January 1993 and September 1997 found that over a five year period the program resulted in an 88% housing retention rate for study participants (242 individuals).

- “After clients are housed away from the war zone of life on the streets they are much more likely to seek treatment for mental health problems and substance abuse voluntarily” (Tsemberis, Eisenberg, 2000, p. 492).
- More than 65% of study participants were receiving treatment from the program’s psychiatrist
- Primary foci of the program is housing first and client self-determination

At Home/Chez Soi Project, Five Canadian Cities

- The At Home/Chez Soi (AT/CS) project was closely based on the Pathways model as it was acknowledged it as an empirically supported intervention.
- 500 individuals participated in 5 cities across Canada (Vancouver, Winnipeg, Toronto, Montréal AND Moncton.
- Individuals with high needs were supported by ACT teams while individuals with moderate needs were supported by Intensive Case Management teams.
- For the AT/CS study, some participants were given ‘Treatment as Usual’ (TAU).
- In the last six months of the study 62% of housing first participants were housed all of the time, 22% were housed some of the time and 16% were housed none of the time.
- Conversely, in the last six months of the study 31% of the TAU participants were housed all of the time, 23% were housed some of the time and 46% were housed none of the time.
- The study found that every \$10 invested in Housing First Services resulted in an average savings of \$21.72. The main cost offsets were psychiatric hospital stays, general hospital stays, home and office visits with community care providers, jail/prison incarcerations, police contacts, emergency room visits, and stays in crisis housing and SROs with support services.

Island Crisis Care Society (ICCS), Nanaimo, BC

- ***Five regular programs***
 - Samaritan House – 10 emergency beds. Women may self-refer or be referred by a community agency. Samaritan House provides shelter, food, hygiene and clothing as well as on-site case management and subsequent referrals to other community agencies and programs. Staff work with health authority outreach workers to assist women in recovering from physical, emotional and psychological issues. Samaritan House receives operating funding through BC Housing and donations. They have also received infrastructure grants from Service Canada, BC Housing, Island Health (VIHA) and the City of Nanaimo.
 - Crescent House – 6 Crisis Stabilization Beds. Supported transitional housing and crisis stabilization for adults with serious and persistent mental illness. Located near the Nanaimo Regional Hospital. On-site ICCS support workers provide 24 hour supervision while VIHA teams (Community Support, ACT, Forensic Services and Crisis Response) provide clinical support. Low barrier housing for short and long term stays. Funding for Crescent House is through contracts with VIHA, the Ministry of Social Development and BC Housing as well as donations.
 - Hirst House – 6 Crisis Stabilization Beds. Modelled on the Crescent House model and serving the Parksville, Qualicum Beach, Coombs and Errington communities. Referrals are received from the local VIHA Adult Mental Health and Substance Use Team. Clients tend to stay longer than average stays at Crescent House. Residents have private rooms, have prepared meals and staff support. Housing is secure and drug free. Funding for Hirst House is through contracts with VIHA, the Ministry of Social Development and BC Housing as well as donations.
 - Safe Harbour House – 5 Crisis Stabilization Beds. Short term crisis housing. Case Management and subsequent referrals are provided by VIHA community Crisis Response

and ACT teams. Operating funding is provided by VIHA, the Ministry of Social Development and donations.

- The Bridge – 6 Supportive Recovery Beds. ICCS purchased and renovated a house adjacent to Safe Harbour House in 2010. Longer stays are provided to ACT team clients. Capital Funding for this project was provided by Service Canada with Operation Funding provided by Service Canada, VIHA, Ministry of Social Development and donations.
- **Three Pilot Projects**
 - Martha's Place – 8 Supportive Housing Beds in Samaritan House. Residents receive a private room, an evening meal, 24 hour supervision, groups and access to Support and Outreach workers. Low barrier housing for residents who cannot live independently and who are not expected to become fully self sufficient. No limit on length of stay.
 - Mary's Place – 5 transitional housing beds in a residential home. Second-stage, high barrier housing. Five women share the living space and four bathrooms. The house has 2 sets of washers and dryers. Residents are provided with a bus pass. Outreach workers visit the house on a daily basis. The objective of the program is to help women (including women fleeing abuse) move toward independence and self-sufficiency. Length of stay ranges from 30 days to 2 – 3 years.
 - Rent Subsidies – 5 in Market Rental Housing. Available to women who have taken the STAR Renter's Program and who agree to meet with an Outreach Worker on a weekly basis. Participants can secure rental market units, rooms, studio or apartments.

Waterloo Region, Homelessness to Housing Stability Strategy (2012)

After finding success with their 2007 – 2010 homelessness strategy (90% of 92 recommended actions were completed or in progress), the Waterloo Region updated the strategy in 2012. The primary goal of the strategy is to end homelessness in the region. To accomplish this, the region created both a policy framework and an action framework. Guiding the policy and actions is the belief that “housing stability for everyone...helps to restore dignity, reduce human suffering and create the conditions necessary to ensure [the] region is resilient.”

Successes of the Strategy

- The STEP (Support to End Persistent Homelessness) Program was established in partnership with 12 community programs and with funding from the Government of Canada, the Ontario Provincial Government, the Ontario Trillium Foundation and the Region of Waterloo. In 2012, the Regional Council endorsed an updated target of 500 people housed through the STEP program. Between 2008 and 2013 this goal was surpassed as the STEP program assisted 521 people who were experiencing persistent homelessness to move into permanent housing.
- The Region commissioned a Social Return on Investment analysis and found that for every dollar invested in the STEP program there was an average return of more than \$9 in social value created.
- Between 2012 and 2013, demand for emergency shelter decreased with a decrease in 13% of the number of families sheltered and a decrease of 15% in the number of children sheltered. The length of stay for these families increased from 42 days to 45 days. These gains were largely accomplished through the Family Homelessness Diversion program which was piloted in 2013 which provides families with immediate and intensive support to identify and remove barriers to housing stability. It was found that the average cost to support a family through the diversion program costs \$1,200 and takes approximately 2 weeks while the cost for a family to stay in an emergency shelter for the average 42 day stay costs \$4,150.

Calgary Urban Project Society (CUPS), Calgary, AB

In the 1980's, representatives from several downtown Calgary churches met together to develop a project whereby they could provide referral services and basic medical care to those who came to them for help. In 1989, The Canadian Bible Society building in the downtown area was leased to the group and CUPS was officially founded. Now, over 25 years later, CUPS is a multi-service agency providing support to thousands of Calgarian residents living in poverty. CUPS provides assistance through housing, health and educational support.

Housing

Since 2008, CUPS has housed over 3,600 homeless adults and children and helped others maintain their housing. This has largely been accomplished through the following programs:

- **Key Case Management** – assists adults who have experienced chronic homelessness to access and maintain low-barrier housing. Once housing is secured, case managers work with individuals to help them adapt to being housed and to develop self-sufficiency. From 2013-2014 80 Key Case Management participants were housed and 95% of that group remained housed.
- **Community Development** – Provides a rental subsidy and program staff and volunteers work closely with participants to increase their social interaction through involvement in community events and programs. 144 individuals are currently enrolled with room for 56 more participants.
- **Client in Transition** – A one-time financial help of up to \$400 to assist in stabilizing housing. The \$400 may be used for a damage deposit, first month's rent, avoiding utility disconnection or eviction. The funds may not be used for unpaid or overdue rent.
- **Supports** – CUPS also assists with obtaining basic identification, crisis management assistance, referrals and preparing taxes.

CUPS provides **health and dental services** including:

- General health care
- Blood tests, immunizations, EKGs
- Pre and post natal care (in the Women's Clinic)
- Paediatric Care
- Mental health care
- Dental Clinic and Extractions Clinic
- Visiting Specialists (e.g.: psychiatry, gynaecology, optometry, infectious disease)
- Hep C testing, treatment, support
- Diabetes group education
- Outreach medical care provided at local shelters
- Addictions specialist once per week

Between April 1, 2013 and March 31, 2014, CUPS provided medical care for 5,183 patients. This number included pre-natal care for 214 women, paediatric care for 659 children and mental health care for 530 adults.

Education Services

Pre-Natal to Three Child Development Centre

Parents attend the 16 session Nurturing Parent Program which is focused on early intervention and provides support, education and training related to parenting and child development. Participants also have opportunities to practice the skills they learn at the centre. Also available: play and attachment therapy, psychological counselling, early literacy programs and recreational opportunities.

One World Child Development Centre

An early intervention preschool and kindergarten program for children ages 3 to 6 years old that have educational challenges due to trauma based environments. Parents have a family support worker assigned to them, attend the Nurturing Parent Program, attend community kitchen events and recreational outings and receive support through CUPS health and housing programs.

Family Development Centre

The Family Development Centre provides education to pregnant women, families and children who are impacted by poverty. The Centre offers intensive parent education, goal setting with clients, group classes, home visits, psychological support and recreational opportunities. The centre has also implemented the Supporting Fathers Initiative which highlights the importance of fathers in families and works to strengthen family relationships.

Lorraine Melchior Bursary Fund

Financial support for individuals pursuing education. The bursary is designed to assist applicants with expenses such as rent, childcare, food and transportation while they are in school so that these things do not become barriers to acquiring education. Recipients have used the bursary as they have worked toward their GED, academic upgrades, trades certificates, ESL, immigrant skills transfer and university degrees.

Between April 1, 2013 and March 31, 2014:

- 87 students enrolled in the Prenatal to three and One World Child Development Centre
- 224 parents attended the Nurturing Parent Program
- 207 parents attended other CUPS parenting programs
- 628 families in crisis were supported
- 69 adults received the Lorraine Melchior Bursary Fund



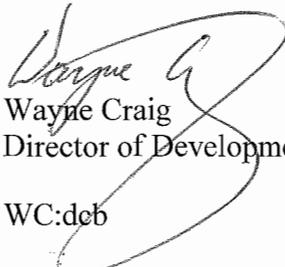
To: Planning Committee
From: Wayne Craig
Director of Development

Date: April 14, 2015
File: RZ 14-669511

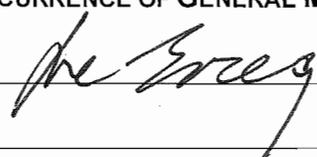
Re: Application by Yamamoto Architecture Inc. for Rezoning at 9560 Alexandra Road from "Single Detached (RS1/F)" to "Town Housing (ZT67) - Alexandra Neighbourhood (West Cambie)"

Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9240, for the rezoning of 9560 Alexandra Road from "'Single Detached (RS1/F)" " to "Town Housing (ZT67) - Alexandra Neighbourhood (West Cambie)", be introduced and given first reading.


Wayne Craig
Director of Development

WC:dcb

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

Staff Report

Origin

Yamamoto Architecture Inc. has applied to rezone 9560 Alexandra Road from “Single-Detached (RS1/F)” to “Town Housing (ZT67) – Alexandra Neighbourhood (West Cambie)” in order to construct 20 three storey townhouse units.

A location map and an aerial photo are provided in Attachment 1. A proposed site plan and preliminary landscape plan are provided in Attachment 2.

Findings of Fact

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

Surrounding Development

To the North: Properties immediately north of the subject site (i.e. 9491 to 9591 Alexandra Road) are part of a rezoning application (RZ 12-598506) by 0731649 BC Ltd. which proposes to develop 280 units in a 4 storey wood frame apartment building. The application seeks to rezone the site from “Single Detached (RS1/F)” and “Two-Unit Dwellings (RD1)” to a Site Specific Zone. This application is currently in being reviewed by staff.

To the East: Six lots (9580, 9600, 9620, 9626, 9660 and 9680 Alexandra Road) under an application for Rezoning (13-649999) from “Single Detached (RS1/F)” and “Two-Unit Dwellings (RD1)” to “Town Housing (ZT67) – Alexandra Neighbourhood (West Cambie)” in order to develop approximately 96 three storey townhomes on the assembled site. This application was granted third reading at the July 21, 2014 Public Hearing.

To the South: Alderbridge Way and the Garden City lands to the south of that. The 55 hectare (136.5 acres) Garden City lands are zoned “Agriculture (AG1)”.

To the West: To the immediate west, 9540 Alexandra Road is currently zoned “Single Detached (RS1/F)”. This property is designated as Park under the Alexandra Neighbourhood Land Use Plan but is currently privately owned. Immediately to the west of 9540 Alexandra Road is a narrow park strip (zoned “School and Institutional Use (SI)”) owned by the City.

Related Policies & Studies

Official Community Plan - West Cambie Area Plan

The site is designated “Neighbourhood Residential” in the Official Community Plan (OCP) and townhouses in the West Cambie Area Plan with a maximum density of 0.65 FAR with potential density bonus to a maximum of 0.75 FAR with the provision of built affordable housing. The proposal is consistent with this designation at 0.65 FAR and provides a cash contribution to the affordable housing fund. The West Cambie Area Plan is shown in Attachment 4.

Aircraft Noise Policy

The subject property is located within Area 2 of the Aircraft Noise Sensitive Development (ANSND) Policy Areas, which allows all aircraft noise sensitive land uses except new single family. The proposed townhouse development conforms to this policy. The Rezoning Considerations include provisions for the registration of a restrictive covenant related to aircraft noise.

Flood Management

The proposed development will meet the flood proofing requirements of the Flood Plain Designation and Protection Bylaw No. 8104. Registration of a flood indemnity covenant on title is required prior to final adoption of the Rezoning Bylaw.

Energy Efficiency

This project will be required to achieve an Ener-Guide rating of 82 or better and to pre-duct for solar hot water heating. Registration of legal agreements on title ensuring these requirements will be addressed prior to Bylaw adoption is included in the Rezoning Considerations.

Public Consultation

Development information signage has been installed on the subject site. No telephone or written enquiries have been received to time of writing.

Analysis

Preliminary Architectural and Landscape Plans

The intent of the rezoning application is to allow development of a 20 unit townhouse development arranged in four buildings. The townhouse units are proposed to be 3 storeys high and each unit will have 3 bedrooms providing the ability to accommodate families. The site will include a 133.78 m² (1,440 ft²) outdoor amenity space with play equipment and landscaping.

Conceptual development plans are provided in Attachment 2.

Site Servicing and Vehicle Access

No significant concerns have been identified through the technical review. Key elements of the required off-site works will include replacement of the watermain along the site's frontage, upgrading of sanitary and storm sewers in the vicinity of the site, undergrounding of private utilities, road improvements along Alexandra Road and walkway upgrades along Alderbridge Way. These elements will be addressed through a forth coming Servicing Agreement to be executed prior to final adoption of the Rezoning Bylaw.

Registration of a covenant to ensure that only emergency vehicles can access the site from Alderbridge Way is required prior to final adoption of the Rezoning Bylaw. Removable bollards or an equivalent barrier system will be required at the emergency access through the forth coming Development Permit. Registration of a Statutory Right of Way (SRW) is also required to ensure that emergency vehicles will have access through the site and the ability to connect to the neighbouring property if necessary. Registration on title of this SRW is required prior to final adoption of the Rezoning Bylaw.

To facilitate an uninterrupted 20 m (19.7 ft) wide greenway at the northern end of the property, a Statutory Right of Way (SRW) has been secured over the adjacent property (9580-9680 Alexandra Road) to provide access to the subject property. Way finding signage has also been secured to facilitate locating the future dwellings on the subject site.

A road dedication is required to accommodate the installation of a new 3.3 m (10.8 ft) wide public sidewalk with pedestrian scale lighting and a 1.5 m (4.9 ft) wide treed boulevard along Alderbridge Way between the subject property's eastern property boundary and May Drive. New pedestrian lighting will also be required along this same area.

West Cambie – Alexandra Amenity Contributions

The site is subject to the “West Cambie-Alexandra Interim Amenity Guidelines Policy 5044” for voluntary developer contributions toward affordable housing, community and engineering planning costs, child care and City beautification for new developments in the Alexandra area.

The contributions for community and engineering planning costs (estimated at \$1,968.49), child care (estimated at \$16,872.77) and City beautification (estimated at \$16,872.77) will be finalized and collected at the prior to final adoption of the Rezoning. The City beautification contribution may be reduced from the rate established by Policy 5044 as a result of frontage improvements identified and bonded for through the Servicing Agreement that extend beyond the site's immediate frontage. These contributions are included in the Rezoning Considerations to be addressed prior to Bylaw adoption.

Parking

The preliminary site plan indicates that 40 regular parking spaces and 4 visitor parking spaces will be provided meeting the Zoning Bylaw requirements for a project of this size. The site plan also indicates that 24 (55%) of the 44 parking spaces will be in a tandem configuration as is permitted under the proposed ZT67 Zoning. Registration of a legal agreement on title is required prior to final adoption of the Rezoning Bylaw ensuring that the tandem stalls will not be used for habitable space and that each set of two tandem parking spaces shall be assigned for use by only one unit.

Affordable Housing

The proponent has opted to build to a maximum density of 0.65 FAR and provide a cash-in-lieu contribution to the City's Affordable Housing Reserve Fund. The estimated Affordable Housing contribution for this project is approximately \$143,418.50 based on the plan submission. This contribution is included in the Rezoning Considerations to be addressed prior to Rezoning adoption.

Greenway Preservation

The proposal includes a 533.26 m² (5,740 ft²) treed greenway across the northern portion of the property that will be combined with adjacent greenways eventually running between Alderbridge Way and the interior of the Alexandra Neighbourhood. The greenway link is a key component previously identified in the Alexandra Neighbourhood Land Use Plan (Attachment 4).

A Statutory Right of Way is required to be registered on title prior to Bylaw adoption to preserve this 20 m (65.6 ft) wide greenway corridor. This area will be enhanced with native trees and shrubs. Parks staff will coordinate the greenway plan, vegetation selections, drainage and pedestrian linkages through the Servicing Agreements for the subject site and the adjacent development to the east (Am-Pri Developments 2012 Ltd at 9580-9680 Alexandra Road).

Tree Assessment Report

A Tree Retention Assessment report prepared by Arbortech Consulting (report dated July 21, 2014) indicates that 5 trees are located within the proposed greenway and recommends that these be retained. The report also identifies 20 bylaw sized trees not within the greenway. An additional 3 trees are located on a neighbouring property in proximity to the site.

The Arborist report recommends the removal the 20 bylaw sized trees. Both the consulting Arborist and the City's Tree Preservation Coordinator agree that the trees are in poor condition with structural defects, dying or are unsuitable for retention due to conflicts with the proposed site preparation and/or the proposed construction. Protection fencing will be required for the 3 off-site trees located on a neighbouring property.

A preliminary landscape plan has been included in the Rezoning submission. This plan will be refined through the Development Permit review. Forty four replacement trees are currently proposed for the 20 trees proposed to be removed exceeding the Official Community Plan requirements of 2 for 1 replacement. Submission of a tree security of \$40,000 and a letter agreeing not to remove any trees or understory vegetation within the existing Environmentally Sensitive Area until the Development Permit has been issued are included in the Rezoning Considerations to be addressed prior to Bylaw adoption.

The Rezoning Considerations include requirements that:

- No trees or understory vegetation is to be removed from the Environmentally Sensitive Area (ESA) until the Development Permit has been issued;
- Submission of a contract with a Qualified Environmental Professional to monitor removal and proper disposal of invasive species to prevent their spread;
- A requirement for a Qualified Environmental Professional (QEP) to undertake a pre-clearing bird nest survey and submit a summary of the findings and recommendations to the City prior to Building Permit issuance; and
- Submission of a contract with a certified Arborist for supervision of any works within the tree protection zone of any retained trees on-site including those within the greenway.

Environmentally Sensitive Area

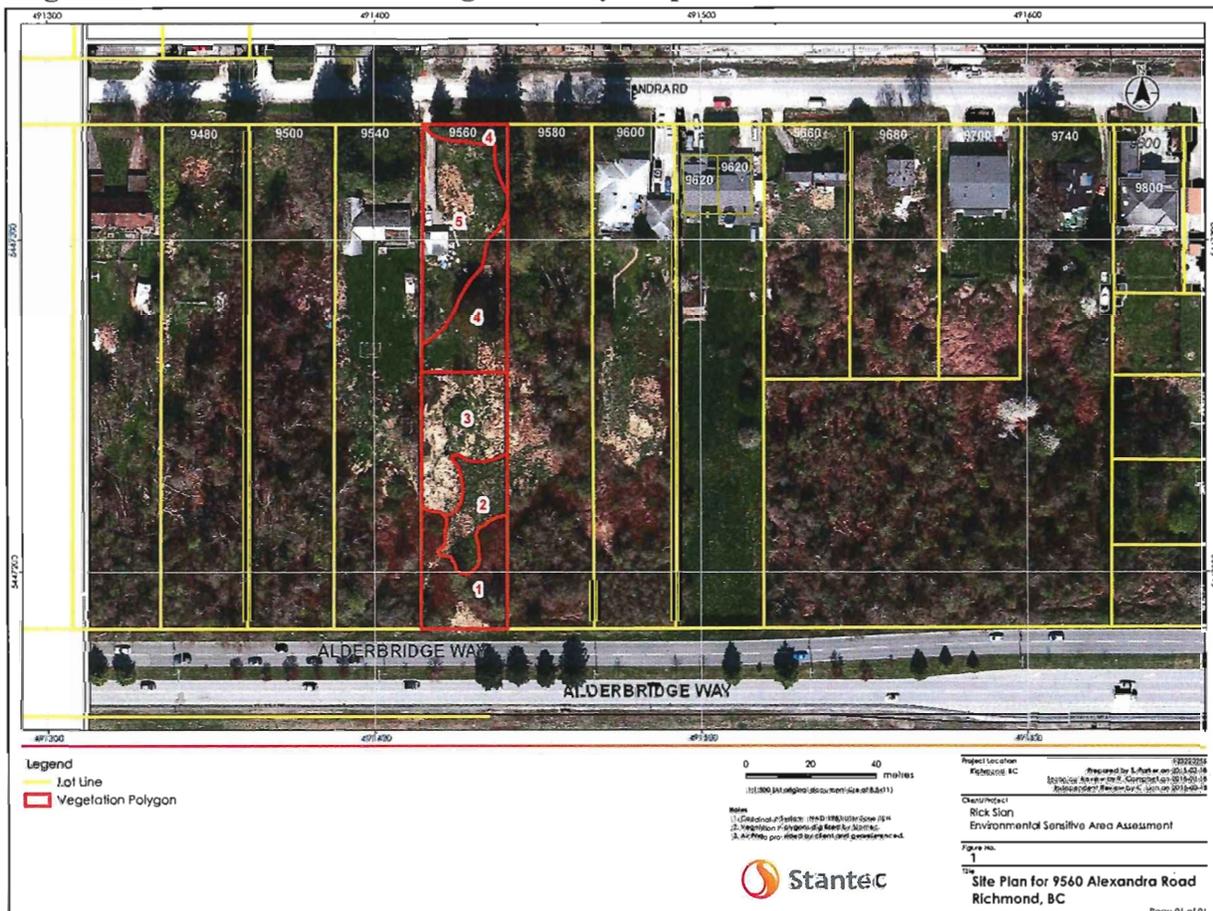
Detailed environmental assessments of the subject site were undertaken by Stantec Consulting Ltd. (Biologist report dated August 23, 2013) as part of their review of a larger area involving six adjacent properties (9560 through 9680 Alexandra Road). This inventory has been refined and updated with a second assessment report (report dated March 24, 2015) by Stantec. Their assessment classifies the site into five different areas as shown on the map and accompanying table in Figure 1 below. Much of the north half of the subject site (polygon 5) has been altered by human activities and consequently has a lower environmental value. Slightly higher habitat value exists in the mixed forest area (two areas identified as polygon 4) but a higher presence of

invasive vegetation and the low habitat connectivity have resulted in an overall “low” environmental ranking in the assessment.

The majority of the southern half (polygons 1-3) of the subject site is characterized as Birch shrubland, and graminoid or shrub/graminoid meadows (grass and shrub meadows). While some vegetation diversity is evident, habitat connectivity is low and there is evidence of some invasive species in each area. Overall, the assessment rates these three areas as “low-moderate” or “low” in terms of their environmental habitat value

Invasive species noted in different areas of the site include Himalayan blackberry, Reed canarygrass, creeping buttercup, horse chestnut, English oak and European birch. Japanese knotweed has been observed on adjacent sites and may also be present on the subject site but was not noted in any significant quantities.

Figure 1: Environmental Ranking Summary Map and Table



Polygon Number	Community Type	Vegetation Diversity and Health	Wildlife Habitat Connectivity	Invasive Species Presence	Overall Rank
Polygon 1	Birch Shrubland	Moderate	Low	Low	Low-Moderate
Polygon 2	Graminoid Meadow	Low	Low	Low	Low
Polygon 3	Shrub/ Graminoid Meadow (grasses & Shrubs)	Moderate	Low	High	Low
Polygon 4	Mixed Forest	Moderate	Low	Moderate	Low
Polygon 5	Anthropogenic	Low	Low	High	Low

From: Stantec Consulting Ltd. Environmental Site Assessment For 9560 Alexandra Road, March 24, 2015.

Anticipated Environmental Compensation Package

Based on the findings of both the Environmental Assessment and the Arborist's report, the conceptual development plans for the site have incorporated a proposed compensation / enhancement plan that includes the following:

- The provision of a 20 m (65.6 ft) wide corridor running east-west across the frontage of the subject site that will merge with a similar greenway provision across the frontage of 9580 and 9600 Alexandra Road. This area will be enhanced with native trees and shrubs. Parks staff will coordinate the greenway plan, vegetation selections, drainage and pedestrian linkages through the Servicing Agreements for the subject site and the adjacent development to the east (Am-Pri Developments 2012 Ltd at 9580-9680 Alexandra Road).
- Provision of a minimum 4.0 m (13.12 ft) wide strip of native trees and shrubs within the 6 m (19.7 ft) wide setback at the southern end of the property adjacent to Alderbridge Way. Provision will be made to accommodate an emergency vehicle access only to the site.
- Infill tree planting will be sought along the centre median for a portion of Alderbridge Way with the intent of providing a year round visual screen to the subject site when viewed from the south. The applicant will work with Parks staff on an appropriate planting plan for the median through the Servicing Agreement.

A detailed landscape plan and an overall ESA balance sheet for the subject site will be developed and assessed through the Development Permit review. Based on the Arborist's report and the two Biologist's report of the existing vegetation on the site, staff's assessment is that the overall quality of the habitat will be significantly improved as a result of the proposed enhancements.

Public Art

The applicant has submitted a Public Art Plan checklist and is working with the Public Art Planner to address the City's Public Art Program Policy 8703. A voluntary contribution of \$22,215.81 to the City's public art fund is included in the Rezoning Considerations to be addressed prior to Bylaw adoption.

Development Permit Issues

Site plan and design elements that will be further defined through the Development Permit review include:

- Confirmation of the site plan in relation to the Zoning Schedule "Town Housing (ZT67) – Alexandra Neighbourhood (West Cambie)" requirements, detailing of building massing and design, provision of parking, loading, pedestrian access, amenity areas, surface permeability, incorporation of play areas;
- Details on the proposed ESA compensation/enhancement and submission of an acceptable long term maintenance plan;
- Registration of legal agreements for the protection and maintenance of the ESA vegetation areas;
- Submission of an Ener-Guide 82 assessment based on the building design;
- Resolving on-site garbage collection and ensuring that appropriate vehicle movement allowances are provided;
- Inclusion of the emergency vehicle access in the site plan;
- Incorporation of appropriate Aircraft Noise Mitigation measures in the building plans;
- Addressing accessibility features within the units;
- Addressing drainage concerns adjacent to the Alexandra Road greenway;
- Submission of preliminary plans for planting and drainage measures to be incorporated within the 20 m wide greenway to be reviewed through the Development Permit application; and
- Confirmation of the sustainability and aging in place measures will be built into the units.

Financial Impact or Economic Impact

No operating budget impacts are anticipated from the development project.

Conclusion

Staff recommend support for the Rezoning of 9560 Alexandra Road from “Single Detached (RS1/F)” to “Town Housing (ZT67) - Alexandra Neighbourhood (West Cambie)” as the development proposal is consistent with the intent of the Alexandra Neighbourhood Land Use Plan and the conceptual development plans are sufficient to allow greater design detail to be prepared. On this basis, it is recommended that Zoning Bylaw 8500, Amendment Bylaw 9240 be introduced and given first reading.



David Brownlee

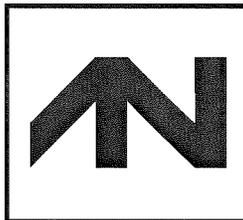
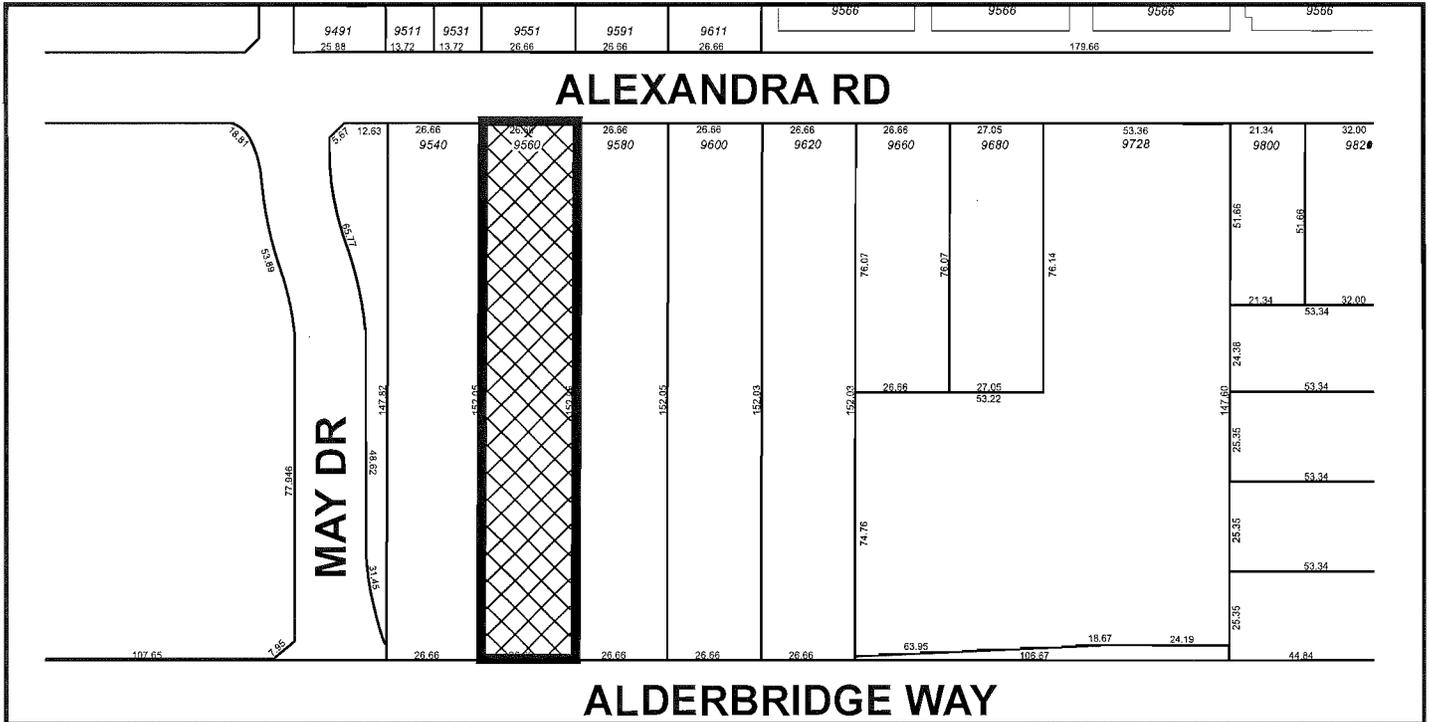
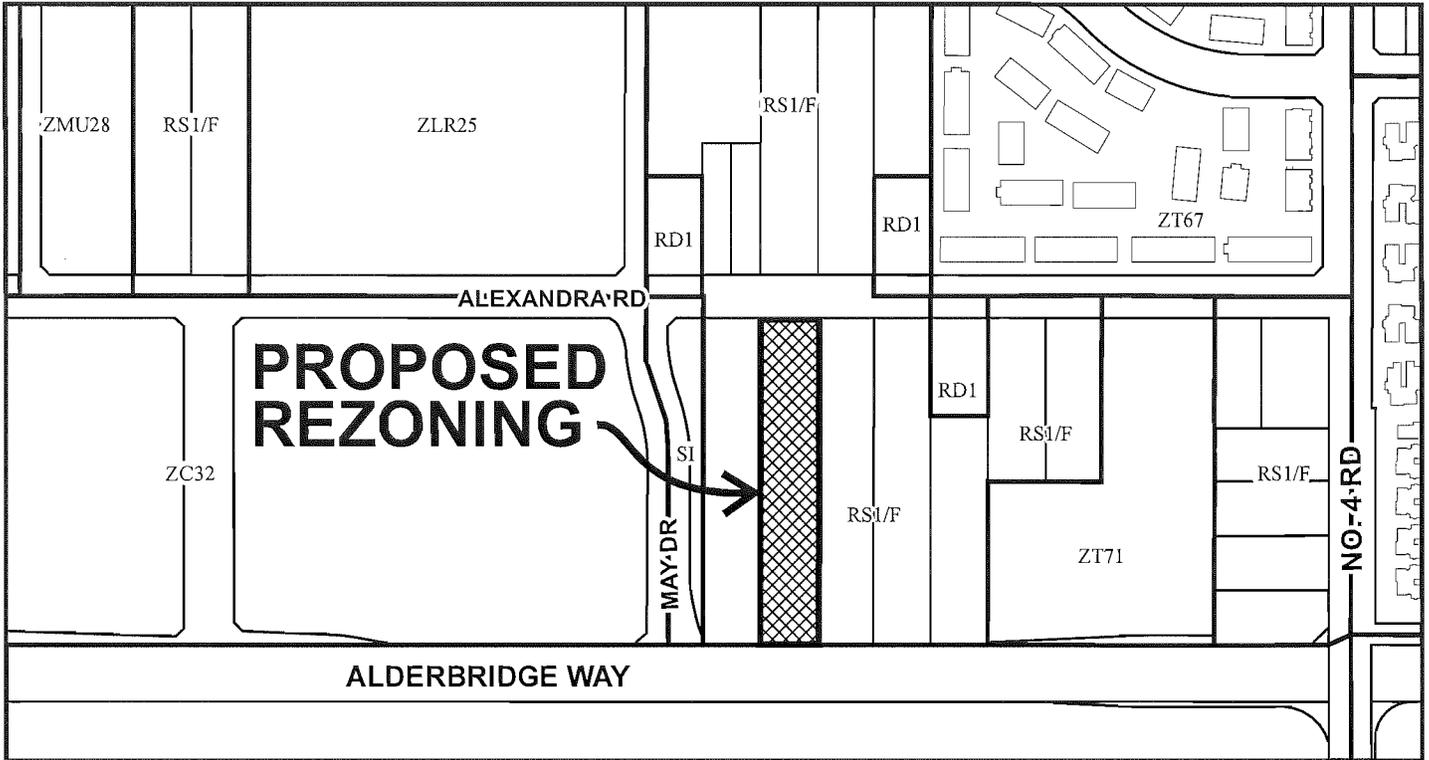
Planner 2

DCB:cas

- Attachment 1: Location Map and Aerial Image
- Attachment 2: Conceptual Development Plans
- Attachment 3: Development Application Data Sheet
- Attachment 4: Alexandra Neighbourhood Land Use Plan
- Attachment 5: Rezoning Considerations Concurrence.



City of
Richmond



RZ 14-669511

PLN - 66

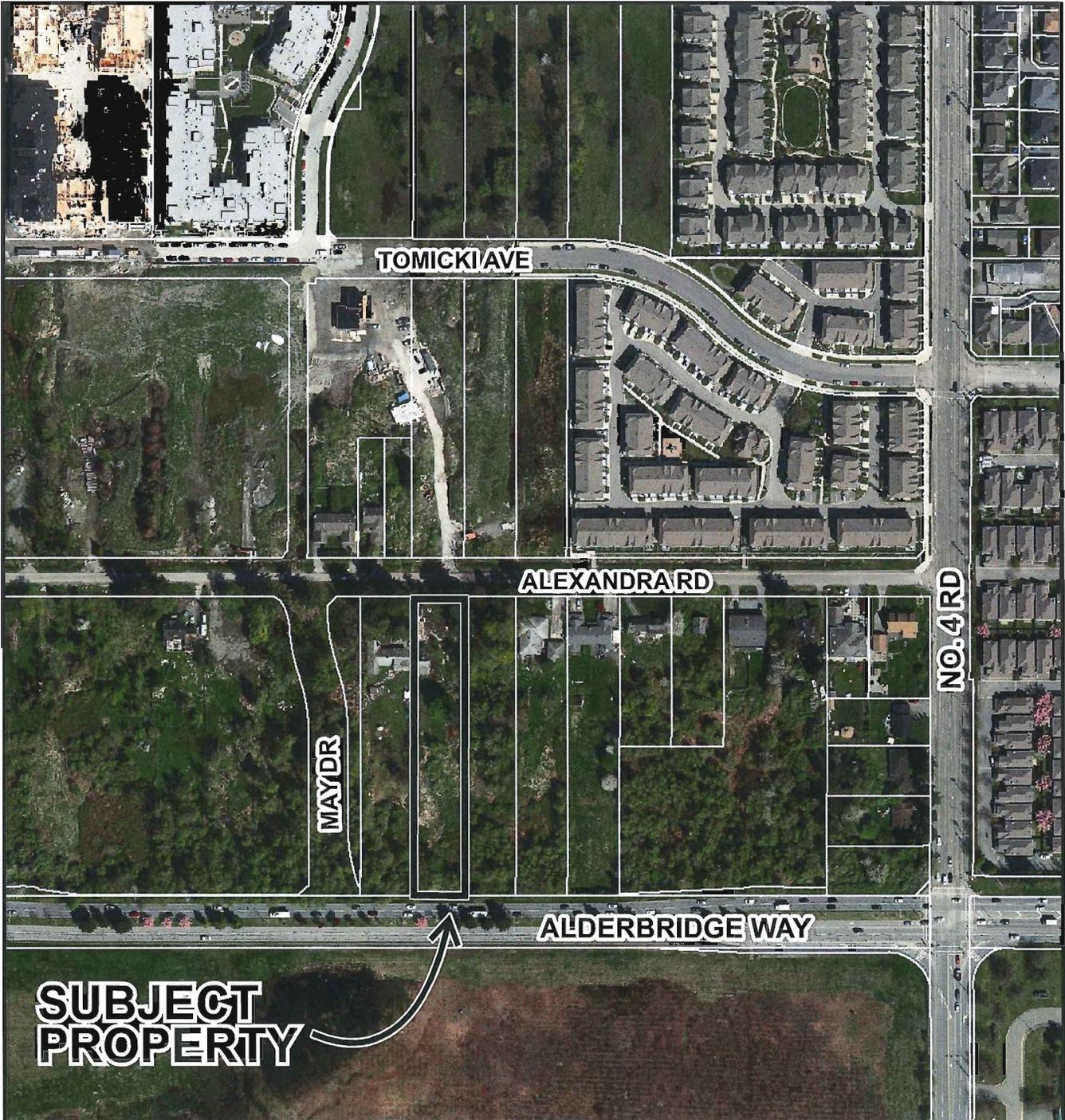
Original Date: 08/27/14

Revision Date: 04/14/15

Note: Dimensions are in METRES



City of
Richmond



**SUBJECT
PROPERTY**

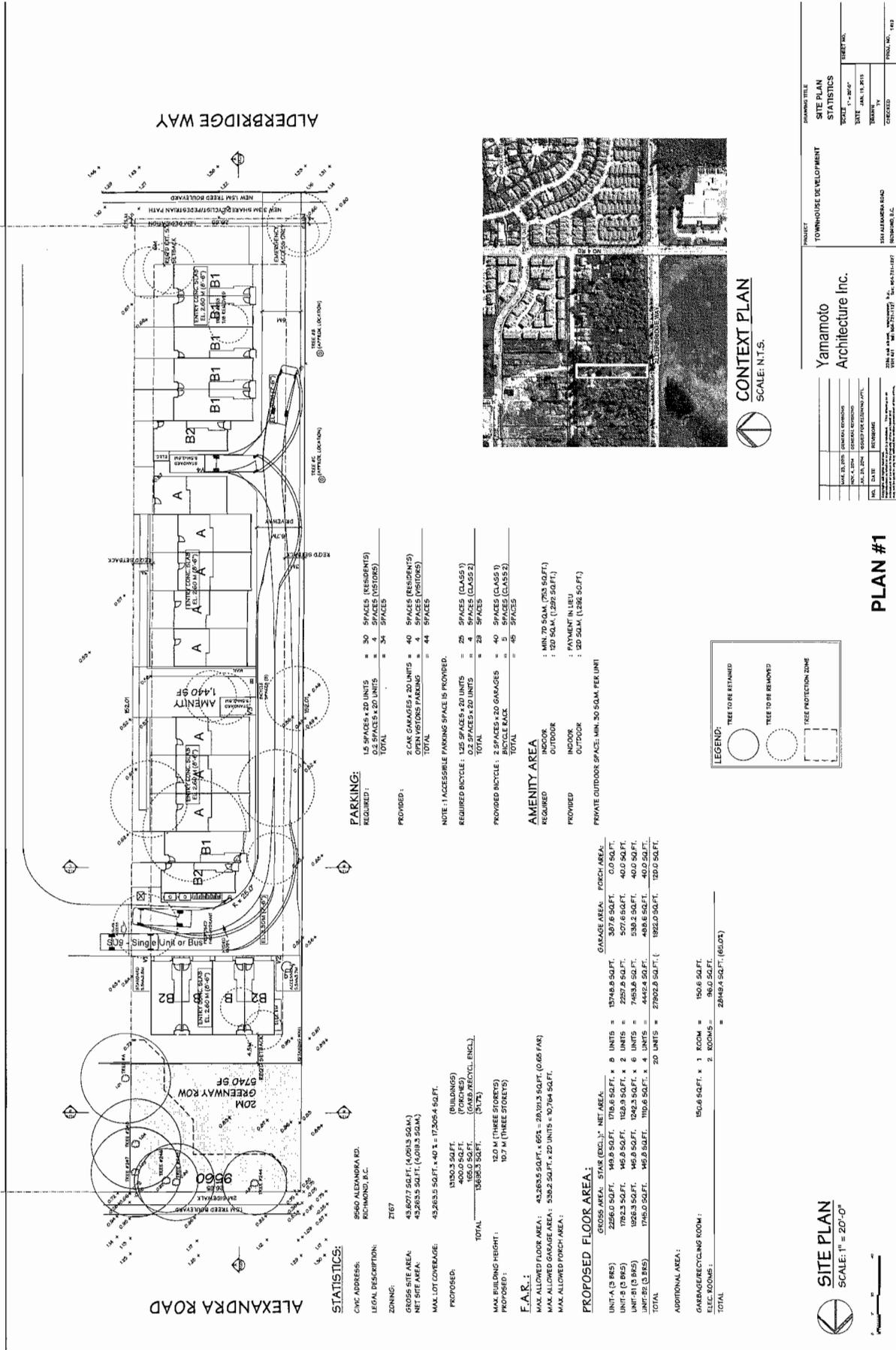


RZ 14-669511

Original Date: 08/27/14

Revision Date: 04/14/15

Note: Dimensions are in METRES



CONTEXT PLAN
SCALE: N.T.S.

DRAWING TITLE		PROJECT	
SITE PLAN STATISTICS		TOWNHOUSE DEVELOPMENT	
SCALE: 1" = 20'-0"	DATE: JAN. 15, 2015	NO. 10	1511 ALEXANDRA ROAD
DATE: JAN. 15, 2015	DESIGN: TY	NO. 10	RICHMOND, B.C.
DATE: JAN. 15, 2015	CHECKED:	NO. 10	
DATE: JAN. 15, 2015	DESIGNED:	NO. 10	
DATE: JAN. 15, 2015	PROJECT NO.:	NO. 10	
DATE: JAN. 15, 2015	CLIENT:	NO. 10	

Yamamoto Architecture Inc.
255-44-45, WARDEN RD., #2, RICHMOND, B.C.
TEL: 604-271-1177

DATE: 01/15/15	DESCRIPTION: PRELIMINARY

PLAN #1

PARKING:

15 SPACES x 2D UNITS	=	30 SPACES (RESIDENTS)
4 SPACES x 2D UNITS	=	4 SPACES (VISITORS)
TOTAL	=	34 SPACES

PROVIDED:

2 CAR GARAGES x 20 UNITS	=	40 SPACES (RESIDENTS)
OPEN VISITOR PARKING	=	4 SPACES (VISITORS)
TOTAL	=	44 SPACES

NOTE: 1 ACCESSIBLE PARKING SPACE IS PROVIDED.

REQUIRED BICYCLE:

132 SPACES x 2D UNITS	=	25 SPACES (CLASS 1)
4 SPACES x 2D UNITS	=	25 SPACES (CLASS 2)
TOTAL	=	50 SPACES

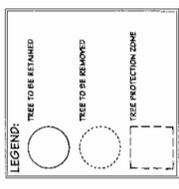
PROVIDED BICYCLE:

2 SPACES x 2D GARAGES	=	40 SPACES (CLASS 1)
10 SPACES	=	10 SPACES (CLASS 2)
TOTAL	=	50 SPACES

AMENITY AREA

REQUIRED	INDOOR	: MIN. 70 SQ.M. (700 SQ.FT.)
REQUIRED	OUTDOOR	: 120 SQ.M. (1286 SQ.FT.)
PROVIDED	INDOOR	: PAYMENT IN LIEU
PROVIDED	OUTDOOR	: 20 SQ.M. (1326 SQ.FT.)

PRIVATE OUTDOOR SPACE: MIN. 30 SQ.M. PER UNIT



STATISTICS:

CIVIC ADDRESS: 3860 ALEXANDRA RD. RICHMOND, B.C.

ZONING: Z7E7

GROSS SITE AREA: 43,607.7 SQ.FT. (4,021.3 SQ.M.)

NET SITE AREA: 43,263.5 SQ.FT. (4,018.3 SQ.M.)

MAX. LOT COVERAGE: 43,263.5 SQ.FT. x 40% = 17,305.4 SQ.FT.

PROPOSED:

1320.3 SQ.FT. (BUILDINGS)	1716.6 SQ.FT. (PORCHES)
400.0 SQ.FT. (GARAGES)	1868.3 SQ.FT. (TOTAL)

MAX. BUILDING HEIGHT: 13.2 M (THREE STOREYS) / 13.2 M (THREE STOREYS)

F.A.R.:

MAX. ALLOWED FLOOR AREA: 43,263.5 SQ.FT. x 65% = 28,121.3 SQ.FT. (0.65 FAR)

MAX. ALLOWED GARAGE AREA: 538.2 SQ.FT. x 2D UNITS = 10,764.5 SQ.FT.

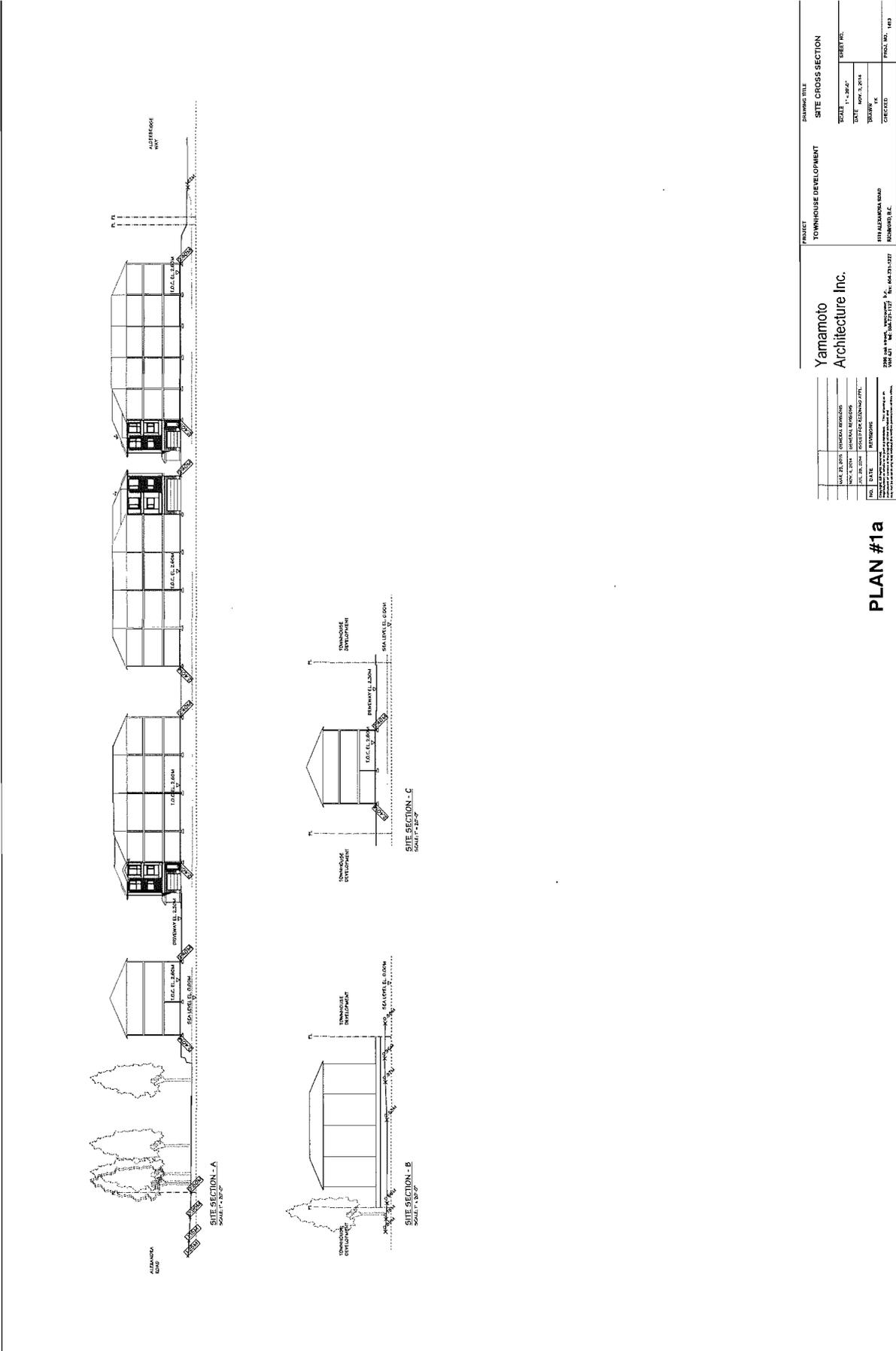
MAX. ALLOWED PORCH AREA:

PROPOSED FLOOR AREA:

GROSS AREA	43,607.7 SQ.FT.	NET AREA	43,263.5 SQ.FT.
UNIT A (3 UNITS)	2286.0 SQ.FT.	UNIT B (2 UNITS)	1716.6 SQ.FT.
UNIT B (3 UNITS)	1792.5 SQ.FT.	UNIT C (2 UNITS)	1242.3 SQ.FT.
UNIT B1 (3 UNITS)	1926.3 SQ.FT.	UNIT D (2 UNITS)	1442.4 SQ.FT.
UNIT B2 (3 UNITS)	1746.0 SQ.FT.	UNIT E (2 UNITS)	1326.0 SQ.FT.
TOTAL	17460.0 SQ.FT.	TOTAL	17460.0 SQ.FT.

ADDITIONAL AREA:

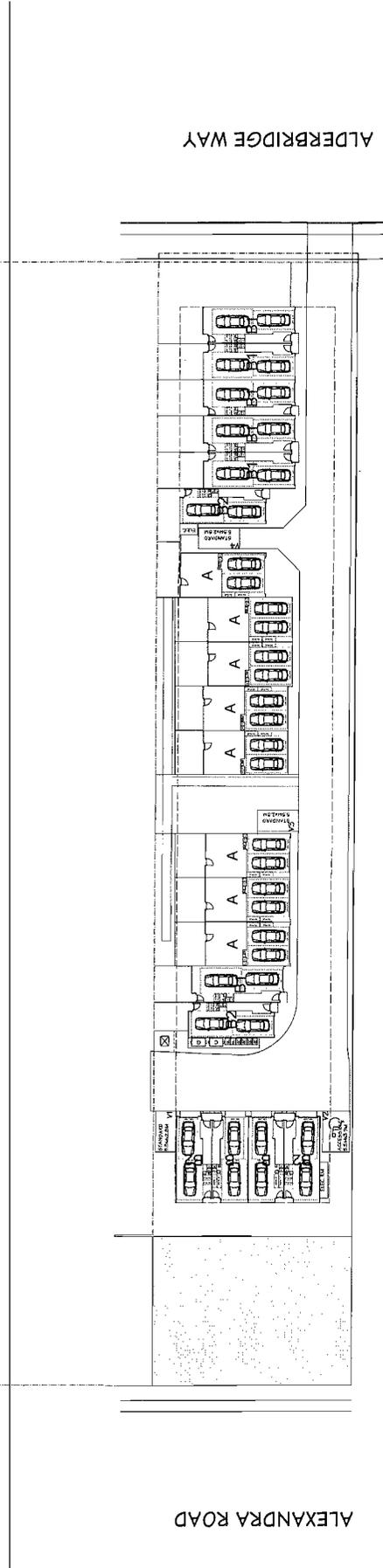
GARAGE/RECYCLING ROOM:	150.6 SQ.FT. x 1 ROOM = 150.6 SQ.FT.
ELEC. ROOMS:	180.0 SQ.FT. x 2 ROOMS = 360.0 SQ.FT.
TOTAL	510.6 SQ.FT. (60.0%)



DRAWING TITLE		SITE CROSS SECTION	
PROJECT		TOWNHOUSE DEVELOPMENT	
SCALE	1" = 32'-0"	SHEET NO.	
DATE	APR 2, 2014	DESIGNER	
NO.		CHECKED	
Yamamoto Architecture Inc.		3114 ALABAMA ROAD RICHMOND, B.C.	
2388 48th Ave., Richmond, B.C.		Tel: (604) 271-1277	
VAB 021 Reg. 36272-1107		B.C. Reg. 1413	

DATE	DESCRIPTION
APR 2, 2014	PROJECT FOR ELIZABETH / JPL
NO.	DESCRIPTION

PLAN #1a



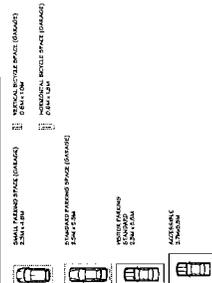
ALEXANDRA ROAD

ALDERBRIDGE WAY

PARKING:

1.5 SPACES x 20 UNITS	=	30 SPACES (RESIDENTS)
0.2 SPACES x 20 UNITS	=	4 SPACES (VISITORS)
TOTAL	=	34 SPACES
2 CAR GARAGES x 20 UNITS	=	40 SPACES (RESIDENTS)
0.2 SPACES x 20 UNITS	=	4 SPACES (VISITORS)
TOTAL	=	44 SPACES
NOTE: 1 ACCESSIBLE PARKING SPACE IS PROVIDED.		
REQUIRED BICYCLE: 1.25 SPACES x 20 UNITS	=	25 SPACES (CLASS 1)
0.2 SPACES x 20 UNITS	=	4 SPACES (CLASS 2)
TOTAL	=	29 SPACES
PROVIDED BICYCLE: 2 SPACES x 20 GARAGES	=	40 SPACES (CLASS 1)
BICYCLE BACK	=	5 SPACES (CLASS 2)
TOTAL	=	45 SPACES

AS PER THE CODE REQUIREMENT FOR ELECTRIC VEHICLES:
 A MINIMUM OF ONE (1) CHARGING STATION SHALL BE PROVIDED PER A THOUSAND (1,000) SQUARE FEET OF GROSS FLOOR AREA OF THE BUILDING. CHARGING STATIONS SHALL BE PROVIDED IN ACCORDANCE WITH THE FOLLOWING REQUIREMENTS:
 - CHARGING STATIONS SHALL BE PROVIDED IN ACCORDANCE WITH THE FOLLOWING REQUIREMENTS:
 - CHARGING STATIONS SHALL BE PROVIDED IN ACCORDANCE WITH THE FOLLOWING REQUIREMENTS:
 - CHARGING STATIONS SHALL BE PROVIDED IN ACCORDANCE WITH THE FOLLOWING REQUIREMENTS:



PARKING PLAN
 SCALE: 1" = 20'-0"



PROJECT		DRAWING TITLE	
TOWNHOUSE DEVELOPMENT		PARKING PLAN	
Yamamoto Architecture Inc.		SCALE	1" = 20'-0"
1000 W. ALABAMA ROAD ROBINSON, S.C.		DATE	05/14/2014
3000 W. 101st Ave, Suite 101, Littleton, CO 80120		DRAWN BY	
TEL: 303.733.1827		CHECKED	
FAX: 303.733.1827		PROJECT NO.	1419

PLAN #2



DATE: 03.20.2020	GENERAL CONTRACTOR	NO. 1, 2, 4	BRAND PHOTOGRAPHY
NO. DATE	REVISION		
CONSULTANT			

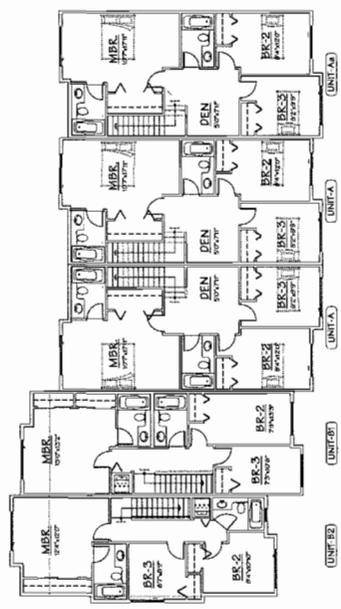
PROJECT: 21 UNIT TOWNHOUSE DEVELOPMENT
 1800 ALDERBRIDGE WAY, SUITE 100, WASHINGTON, DC
 Yamamoto Architecture Inc.
 2000 14th Street, NW, Suite 100, Washington, DC 20004
 PHONE: 202.775.1177 FAX: 202.775.1177
 DRAWING TITLE: ELEVATIONS

SCALE: 1/8" = 1'-0"	SHEET NO.
DATE: OCT. 2, 2014	NO. 14
DRAWN BY: [Name]	PROJECT NO.: 1401
CHECKED BY: [Name]	

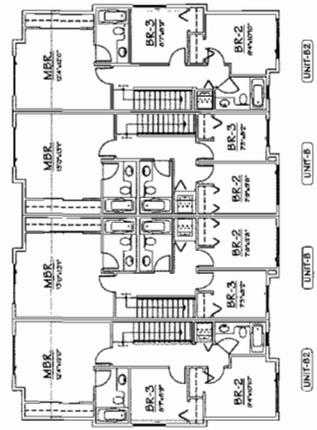
PLAN #4

**AGING IN PLACE FEATURES
(TO BE PROVIDED IN ALL UNITS):**
 1. WALKER FRIENDLY PATHWAYS
 2. HANDRAILS
 3. BATH AND TOILET SEATING
 4. BATH AND TOILET SEATING AND SHOWER SEATING
 5. STAIRWELL HANDRAILS

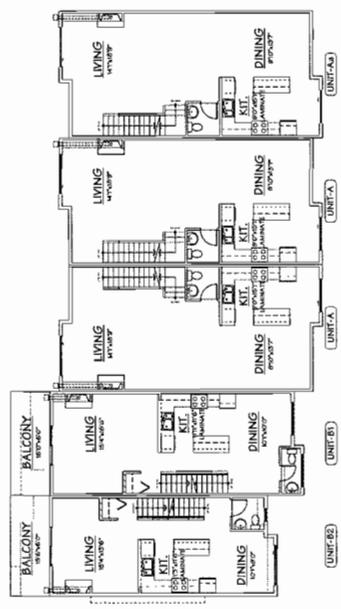
**SUSTAINABILITY FEATURES
(TO BE PROVIDED IN ALL UNITS):**
 1. ENERGY EFFICIENT LIGHTING
 2. ENERGY EFFICIENT WALLS



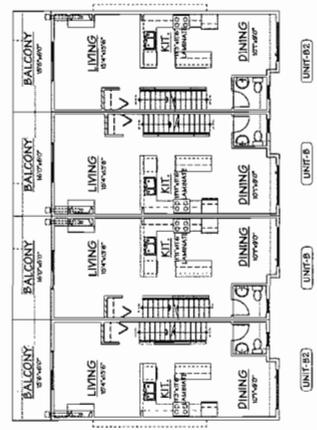
THIRD FLOOR PLAN
SCALE: 1/8" = 1'-0"



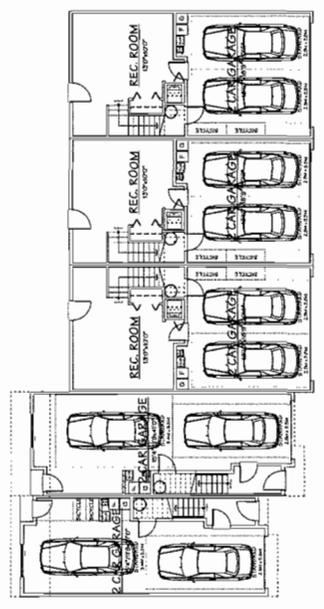
THIRD FLOOR PLAN
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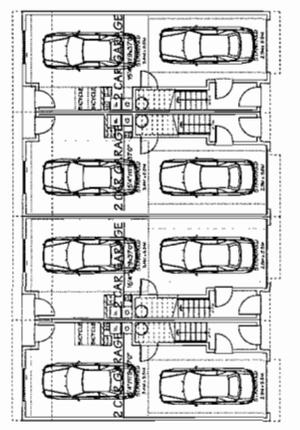
SECOND FLOOR PLAN
SCALE: 1/8" = 1'-0"



SECOND FLOOR PLAN
SCALE: 1/8" = 1'-0"



GROUND FLOOR PLAN
SCALE: 1/8" = 1'-0"



GROUND FLOOR PLAN
SCALE: 1/8" = 1'-0"

NO.	DATE	DESCRIPTION
1	10/13/2010	GENERAL REVISIONS
2	10/14/2010	REVISION FOR COMMENTS
3	10/15/2010	REVISIONS

PROJECT: 21 UNIT TOWNHOUSE DEVELOPMENT

180 S. BENTLEY BLVD
 RICHMOND, VA

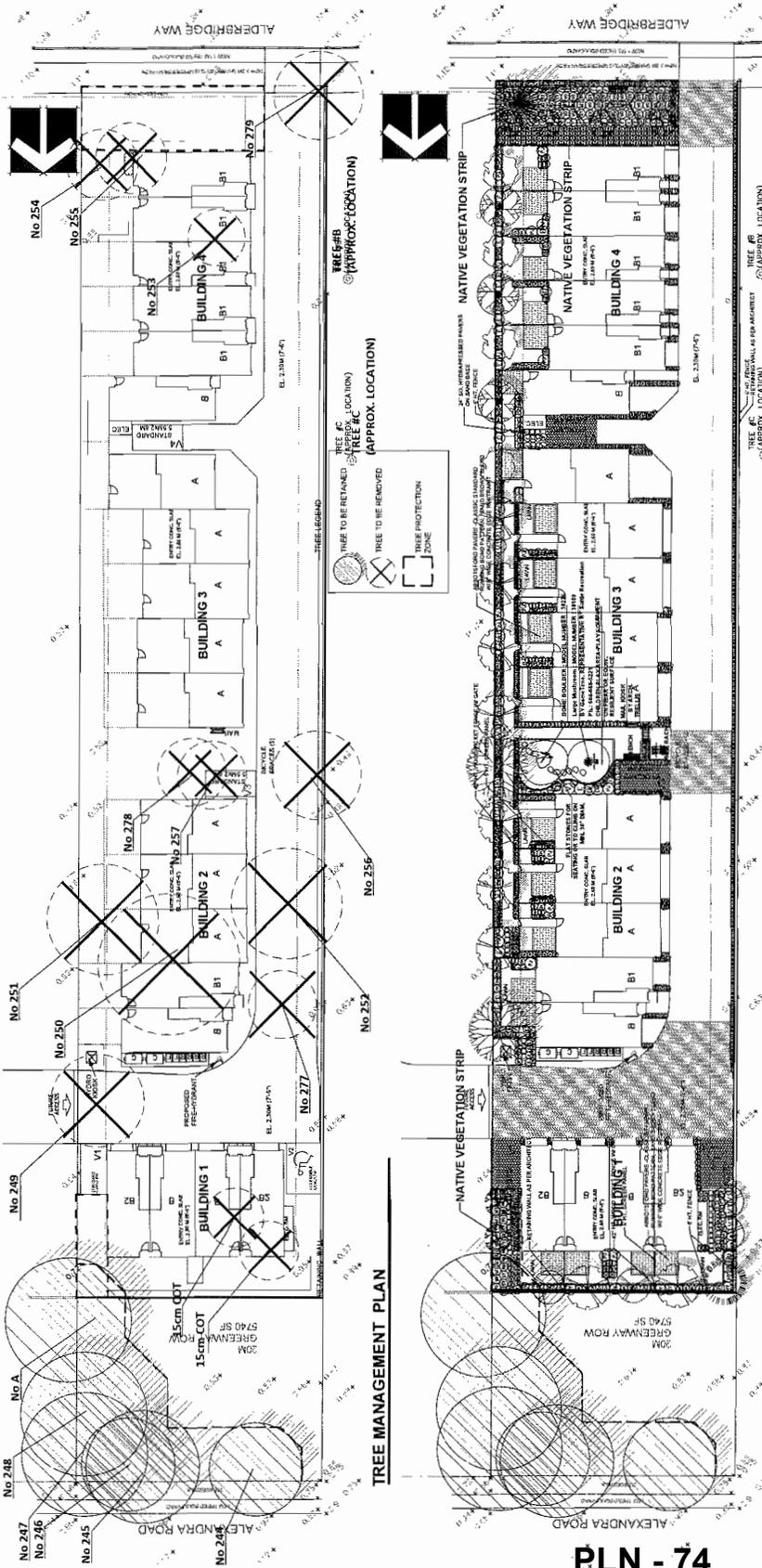
**Yamamoto
 Architecture Inc.**

200 S. BENTLEY BLVD
 RICHMOND, VA 23220

DATE: 10/13/2010
 DRAWING TITLE: FLOOR PLANS

SCALE	DATE	BY	CHK'D BY	APP'D BY	PROJECT NO.
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					103

PLAN #5

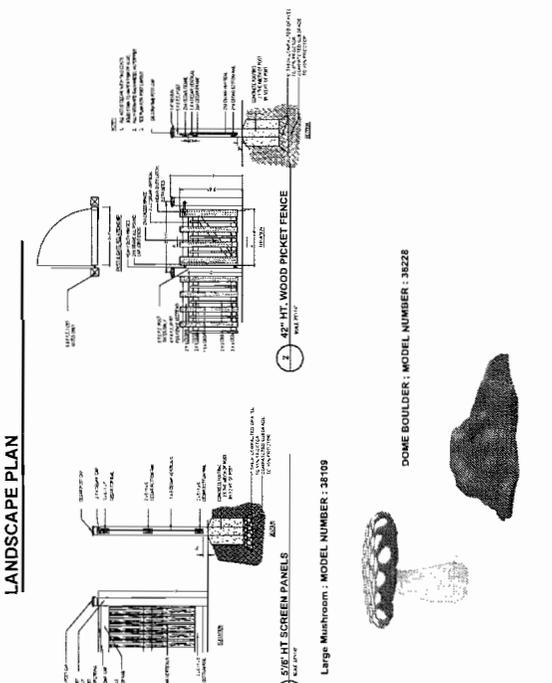


PLN - 74



PLANT SCHEDULE

TREE	CITY	RETENTION	COMMON NAME	PLANTED	RETENTION
1	1	1	ACER CHINENSIS	1	1
2	2	2	ALBANY CYPRESS	2	2
3	3	3	AMERICAN SWEET GUM	3	3
4	4	4	FRANCIS CYPRESS	4	4
5	5	5	FRANCIS CYPRESS	5	5
6	6	6	FRANCIS CYPRESS	6	6
7	7	7	FRANCIS CYPRESS	7	7
8	8	8	FRANCIS CYPRESS	8	8
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RZ 14-669511

Attachment 3

Address: 9560 Alexandra Road

Applicant: Yamamoto Architecture Inc.

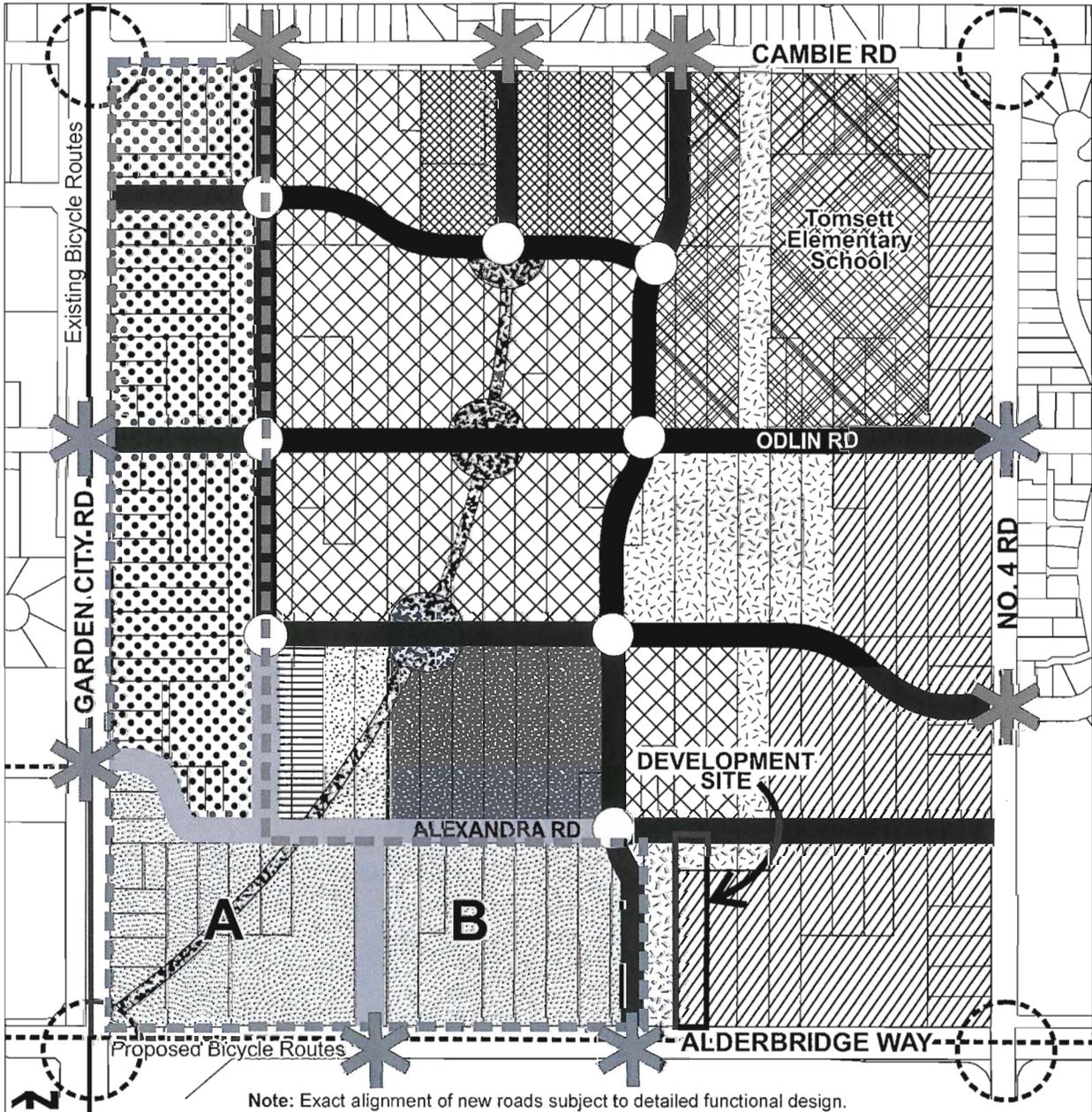
Planning Area(s): West Cambie – Alexandra Neighbourhood

	Existing	Proposed
Owner:	Marden Enterprises Ltd. Inc.No. 364683	Rick Sian
Site Size (m²):	4,051.3 m ² (43,607.7 ft ²) gross	4,019.3 m ² (43,263.5 ft ²) after road dedications
Land Uses:	Single Family Residential	Multiple Family Residential
OCP Designation:	Neighbourhood Residential and Park	No Change
Area Plan Designation:	Residential Area 2	No Change
Zoning:	Single Detached (RS1/F)	Town Housing (ZT67)
Number of Units:	1 Single Family Dwelling	20 Townhouses
Other Designations:	Environmentally Sensitive Area (ESA) covering approximately 60% of the lot.	Compensation / replacement required for impacts

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Density (units/acre):	N/A	20.13 upa	none permitted
Floor Area Ratio:	Max. 0.65	0.65	none permitted
Lot Coverage – Building:	Max. 40%	31.7%	none
Setback – Front Yard (m):	Min. 5.0 m	24.5 m	none
Setback –Interior Side & Rear Yards (m):	Min. 3.0 m	Side: Min. 3.0 m Rear: Min. 6.0 m	none
Height (m):	12 m	10.7 m	none
Off-street Parking Spaces – Regular (R) / Visitor (V):	1.5/unit (30 R) and 0.2/unit (4 V)	40 (R) and 4 (V) per unit	none
Off-street Parking Spaces – Total:	34	44	none
Tandem Parking Spaces:	Permitted	24 stalls total in 12 units (60%)	none
Accessible Stalls	1	1	None
Amenity Space – Indoor:	Min. 70 m ² (753.5 ft ²) or \$1,000/unit for 19 units & \$2,000 / unit over 19 units	\$21,000 cash in lieu	none
Amenity Space – Outdoor:	120 m ² (1,292 ft ²)	120 m ² (1,292 ft ²)	none

Other: Tree replacement compensation required for loss of significant trees. Based on Arborist report 12 Bylaw sized trees to be removed. 5 Bylaw sized trees to be retained in greenway.

Alexandra Neighbourhood Land Use Map



Area of No Housing Affected by Aircraft Noise	Residential Area 2 0.65 base FAR (Max. 0.75 FAR with density bonusing for affordable housing). 2 & 3-storey Townhouses.	Mixed Use: • abutting the High Street, medium density residential over retail; • not abutting the High Street, medium density residential. 1.25 base FAR. Building heights low to mid-rise. (Max. 1.50 FAR with density bonusing for affordable housing)	New Traffic Signals
Business/Office - office over retail FAR up 1.25	Residential Mixed Use • a mix of low to medium density residential with low to medium density residential over retail or live/work uses. Max. 1.25 FAR. Building heights low to mid-rise. (Max. 1.50 FAR with density bonusing for affordable housing).	Community Institutional	Feature Intersections - details to be developed
Convenience Commercial	Residential Area 1 1.50 base FAR (Max. 1.70 FAR with density bonusing for affordable housing). Townhouse, low-rise Apts. (4-storey typical)	Park: North Park Way, Central Park, South Park Way	Feature Landmarks In Combination with Traffic Calming Measures
Residential Area 1A 1.50 base FAR (Max. 1.75 FAR with density bonusing for affordable housing). Townhouse, low-rise Apts. (6-storey maximum).	Mixed Use: Hotel, office and streetfront retail commercial. Area A: Min. 0.60 FAR up to 2.0 Area B: Large and small floor plate up to 1.0 FAR	Proposed Roadways	
Residential Area 1B 1.68 base FAR (Max. 1.88 FAR with density bonusing for affordable housing) (6-storey maximum).		High Street	



Address: 9560 Alexandra Road

File No.: RZ 14-669511

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9240, the developer is required to complete the following:

1. Dedicate a strip of land along the entire Alderbridge Way frontage in order to accommodate a 3.3m wide shared cyclist/pedestrian path and a 1.5m wide treed boulevard. Final dedication requirement to be determined by a functional road design approved by the Director of Transportation. Outside the development frontage to May Drive, the same treed boulevard and shared cyclist/pedestrian path should be provided within the existing road right-of-way where space permits.
2. Installation of appropriate tree protection fencing around all trees to be retained including the 20m wide greenway as part of the development prior to any construction activities, including building demolition, occurring on site.
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 including those within the 20 m wide greenway. 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 contract entered into between the applicant and a Qualified Environmental Professional to ensure that the invasive vegetation on site will be appropriately removed and disposed of.
5. Submission of a tree security in the amount of \$40,000 and submission of a letter agreeing not to remove any trees, with the exception of hazard trees, or understory vegetation within the existing Environmentally Sensitive Area until the Development Permit has been issued.
6. Registration of a 20 m wide statutory right-of-way along the northern property line for public right of passage and conservation purposes – maintenance and liability to be the responsibility of the City.
7. Registration of an aircraft noise sensitive use covenant on title.
8. Registration of a legal agreement on title identifying that the proposed development must be designed and constructed to meet or exceed Ener-guide 82 criteria for energy efficiency and that the dwellings are pre-ducted for solar hot water heating. A report by a qualified professional prepared to the satisfaction of the Director of Development is to be submitted prior to the Development Permit Panel review certifying that the units meet the Ener-guide 82 criteria and that the solar heating pre-ducting has been installed.
9. Registration of a flood indemnification covenant on title identifying a minimum habitable elevation of 2.6 m GSC.
10. Registration of a statutory right-of-way on title ensuring that, with the exception of emergency vehicles, there will be no vehicle access to Alderbridge Way.
11. Registration of a statutory right-of-way to the satisfaction of the Director of Development, over the internal drive-aisle for emergency service providers. Maintenance and liability to be the responsibility of the owners.
12. City acceptance of the developer's offer to voluntarily contribute \$0.79 per buildable square foot (e.g. \$22,215.81 based on 28,121.28 ft² at \$0.79 / ft²) to the City's public art fund.
13. City acceptance of the developer's offer to voluntarily contribute \$5.10 per buildable square foot (e.g. \$143,418.50 based on 28,121.28 ft²) to the City's affordable housing fund.
14. City acceptance of the developer's offer to voluntarily contribute the following amounts per Policy 5044 West Cambie – Alexandra Interim Amenity Guidelines:
 - a) Community and Engineering Planning Costs of \$0.07 per buildable square foot (e.g. \$1,968.49 based on 28,121.28 ft²);

- b) Child Care Contribution of \$0.60 per buildable square foot (e.g. \$16,872.77 based on 28,121.28 ft²);
- c) City Beautification contribution of \$0.60 per buildable square foot (e.g. \$16,872.77 based on 28,121.28 ft²).
Note that the amount of the City Beautification contribution may be reduced once the value of the frontage improvements have been determined through the Servicing Agreement).

- 15. Registration of a legal agreement on title prohibiting the conversion of tandem parking areas into habitable space and to ensure that each set of two tandem parking spaces shall be assigned for use by only one unit.
- 16. Contribution of \$1,000 per dwelling unit up to 19 units and \$2,000 per dwelling unit over 19 units (total: \$21,000) in-lieu of on-site indoor amenity space.
- 17. The submission and processing of a Development Permit* completed to a level deemed acceptable by the Director of Development.
- 18. Enter into a Servicing Agreement* for the design and construction of frontage improvements. Works include, but may not be limited to;
 - If adequate flow is not available on Alexandra Road, the developer shall be required to construct a 200 mm diameter watermain along the future May Drive from Alexandra Rd to Tomicki Avenue or from Alexandra Road to Alderbridge Way;
 - Replacement of existing watermain is required along the development site frontage;
 - Installation of additional fire hydrants to achieve minimum spacing requirements;
 - Construction of a 200 mm diameter gravity sanitary sewer along Alexandra Road from the east property line of the site to the future May Drive;
 - Construction of a 375 mm diameter sanitary sewer along the future May Drive from Alexandra Road to Tomicki Avenue;
 - Upgrade the existing storm sewer line from the west property line of 9560 Alexandra Road to the existing box culvert in No 4 Road as per storm capacity analysis dated April 23, 2014 (complete with tie-in the box culvert);
 - Undergrounding of existing private utility lines along Alexandra Road frontage to accommodate the proposed raising of Alexandra Road;
 - Planting and drainage works as necessary and in consultation with Parks staff for the 20 m wide greenway adjacent to Alexandra Road; and
 - Provide pedestrian lighting along the site's Alexandra Road frontage and the frontage of 9540 Alexandra Road extending to the tie in at May Drive. The lighting standard is to be the same as that used under SA12-627046 for 9251 Alderbridge Way.

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

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

- 1. Submission of a Construction Parking and Traffic Management Plan to the Transportation Division. Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures,

and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.

2. A Qualified Environmental Professional to undertake a pre-clearing bird nest survey and submit a summary of the findings and recommendations to the City prior to site clearing activities.
3. Incorporation of accessibility measures in Building Permit (BP) plans as determined via the Rezoning and/or Development Permit processes.
4. Payment of the Supplementary Local Area DCC for the Alexandra Neighbourhood.
5. 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 Division at 604-276-4285.

Note:

- * This requires a separate application.
- Where the Director of Development deems appropriate, the preceding agreements are to be drawn not only as personal covenants of the property owner but also as covenants pursuant to Section 219 of the Land Title Act.
All agreements to be registered in the Land Title Office shall have priority over all such liens, charges and encumbrances as is considered advisable by the Director of Development. All agreements to be registered in the Land Title Office shall, unless the Director of Development determines otherwise, be fully registered in the Land Title Office prior to enactment of the appropriate bylaw.
The preceding agreements shall provide security to the City including indemnities, warranties, equitable/rent charges, letters of credit and withholding permits, as deemed necessary or advisable by the Director of Development. All agreements shall be in a form and content satisfactory to the Director of Development.
- Additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering may be required including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.
- Applicants for all City Permits are required to comply at all times with the conditions of the Provincial *Wildlife Act* and Federal *Migratory Birds Convention Act*, which contain prohibitions on the removal or disturbance of both birds and their nests. Issuance of Municipal permits does not give an individual authority to contravene these legislations. The City of Richmond recommends that where significant trees or vegetation exists on site, the services of a Qualified Environmental Professional (QEP) be secured to perform a survey and ensure that development activities are in compliance with all relevant legislation.

[Signed Original on File]

Signed _____

Date _____



Richmond Zoning Bylaw 8500
Amendment Bylaw 9240 (RZ 14-669511)
9560 Alexandra Road

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

- 1. Richmond Zoning Bylaw 8500 is amended by repealing the existing zoning designation of the following area and by designating it "TOWN HOUSING (ZT67) - ALEXANDRA NEIGHBOURHOOD (WEST CAMBIE)";

P.I.D. 013-044-061
Lot A Section 34 Block 5 North Range 6 West New Westminster District Plan 80461

- 2. This Bylaw may be cited as "Richmond Zoning Bylaw 8500, Amendment Bylaw 9240".

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

Horizontal lines for signatures corresponding to the reading stages.

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

MAYOR

CORPORATE OFFICER



To: Planning Committee

Date: April 10, 2015

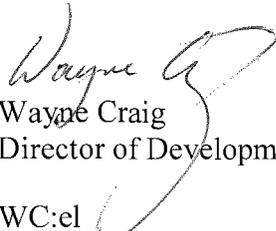
From: Wayne Craig
Director of Development

File: RZ 14-673732

Re: Application by Casa Mia Projects Ltd. for Rezoning at 8491 Williams Road from Single Detached (RS1/E) to Low Density Townhouses (RTL4)

Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9242, for the rezoning of 8491 Williams Road from “Single Detached (RS1/E)” to “Low Density Townhouses (RTL4)”, be introduced and given first reading.


Wayne Craig
Director of Development

WC:el
Att.

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

Staff Report

Origin

Casa Mia Projects Ltd. has applied to the City of Richmond for permission to rezone 8491 Williams Road (Attachment 1) from “Single Detached (RS1/E)” zone to “Low Density Townhouses (RTL4)” zone in order to permit the development of four (4) townhouse units with vehicle accesses from 8391 Williams Road and 8531 Williams 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 attached (Attachment 3).

Surrounding Development

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

To the East: A 10-unit townhouse complex with access from Williams Road. A Public Rights of Passage Statutory Rights-of-Way is registered on title of this property (8531 Williams Road) to provide vehicle access to the subject site. 8531 Williams Road is zoned “Low Density Townhouses (RTL4)”.

To the South: Across Williams Road, the Church of Jesus Christ of Latter-Day Saints on a lot zoned “Assembly (ASY)”.

To the West: A 15-unit townhouse complex with access from Williams Road. A Cross-Access Easement is registered on title of this property (8391 Williams Road) to provide vehicle access to the subject site. 8391 Williams Road is zoned “Medium Density Townhouses (RTM1)”.

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). This proposal would be consistent with the OCP.

Arterial Road Redevelopment and Lane Establishment Policies

The Arterial Road Policy in the 2041 OCP, Bylaw 9000, directs appropriate townhouse development onto certain arterial roads outside the City Centre. The subject site is identified for “Arterial Road Town House Development” on the Arterial Road Development Map. The subject development site meets all of the Townhouse Development Requirements under the Arterial Road Policy except for the site width. Since the subject site is an orphaned lot landlocked by the

adjacent developments and a cross access easement / public-rights-of-passage are provided from both 8391 Williams Road and 8531 Williams Road, the proposed development can be considered as an extension of the adjacent townhouse developments. A high quality pedestrian environment along the fronting street will be created as no driveway access will be required.

Floodplain Management Implementation Strategy

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

Townhouse Energy Efficiency and Renewable Energy Policy

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 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.

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.

The applicant advised that he has approached the Strata Council of the townhouse development to the west (at 8391 Williams Road) and that they are in support of the subject proposal including the utilization of the access easement on 8391 Williams Road. The applicant has also approached the Strata Council of the townhouse development to the east (at 8531 Williams Road) and the property owner to the north (at 8480 Pigott Road) with the preliminary site layout showing accesses to the site through both 8391 Williams Road and 8531 Williams Road; and there were no concerns raised.

Analysis

Official Community Plan (OCP) Compliance – Arterial Road Developments

The proposed development is generally consistent with the Development Permit Guidelines for multiple-family projects contained in the Official Community Plan (OCP). The proposed height, siting and orientation of the buildings respect the massing of the existing single-family homes to the north and the townhouse developments to the east and west. The front units are 2½ storeys in height and the rear units are two (2) storeys in height; this massing will be further developed and controlled through the Development Permit process.

Built Form and Architectural Character

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.
- Refinement of the proposed building form.
- Address potential privacy concerns through landscaping and built form.
- Site grading plans to ensure the survival of protected hedgerow.
- Refinement of the outdoor amenity area design.
- Review of a sustainability strategy for the development proposal.
- Provision of a convertible unit and other accessibility/aging-in-place features.

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

Variance Requested

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

1. Reduce the minimum lot width on local arterial road from 40.0 m to 20.12 m.
2. Allow one (1) small car parking stall in each of the side-by-side garages (four (4) small car stalls in total).

Staff support the first variance since the subject site is an orphan lot located between two (2) recently developed townhouse complexes. Transportation staff support the second variance to allow one (1) small car stall in each of the side-by-side double car garages.

Tree Retention

A Topographic Survey was submitted in support of the application. No tree within the property lines, on neighbouring properties within 2 m of the property line or has a crown (dripline) encroaching on the property was identified. An existing hedgerow located along the rear (north) property line is proposed to be protected and retained. Tree protection fencing will be installed around the hedge prior to any construction activities (including demolition) occurring on-site. In addition, proof that the owner has entered into a contract with a Certified Arborist to monitor all works to be done near or within the protection zone will be required prior to final adoption of the rezoning bylaw.

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

Amenity Space

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

Outdoor amenity space 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) 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.

Transportation and Site Access

No direct vehicular access is permitted to Williams Road. Main vehicular access to this new townhouse project is to be from Williams Road through the existing Access Easements (BB4000608 and BB4000609) on the adjacent property to the west (at 8391 Williams Road). This access arrangement was envisioned when the original Rezoning and Development Permit applications for the adjacent townhouse development at 8391 Williams Road were approved by Council in 2011 to facilitate on site trunk turning at 8391 Williams Road and 8491 Williams Road. This access point is required to be widened to meet current City's standards (i.e., 7.5 m at the property line and taper from the property line at 5:1 to a minimum width of 6.7 m within the site). A Public Right-of-Passage (PROP) Statutory Right-of-Way (SRW) over the entire area of the widened driveway on the subject site and the internal manoeuvring aisle will be secured as a condition of rezoning.

A Public Rights of Passage (PROP) Statutory Rights-of-Way (SRW) BB3003951 (Plan BCP51723) providing access to the subject site through the townhouse development to the east is also registered on title of 8531 Williams Road. The developer is proposing to utilize this PROP SRW as a secondary access to the subject development site.

Registration of a legal agreement on title ensuring vehicle access is from either the Access Easement on 8391 Williams Road or the PROP SRW on 8531 Williams Road will be required prior to final adoption of the rezoning bylaw.

Site Servicing and Frontage Improvements

No servicing concerns. The developer is required to pay DCC's (City & GVS & DD), School Site Acquisition Charge, Address Assignment Fee and Servicing Cost.

Removal of the existing sidewalk crossing and reinstatement of the side walk will be done through a City Work Order at the developer's cost prior to issuance of a Building Permit.

Affordable Housing Strategy

Consistent with the Affordable Housing Strategy, the applicant proposes to make a cash contribution to the Affordable Housing Reserve Fund at \$2.00 per buildable square foot; for a contribution of \$12,000.00.

Financial Impact or Economic Impact

None.

Conclusion

The proposed four (4) unit townhouse development is consistent with the Official Community Plan (OCP) regarding developments on arterial road. 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.

On this basis, it is recommended that Richmond Zoning Bylaw 8500 Amendment Bylaw 9242 be introduced and given first reading.



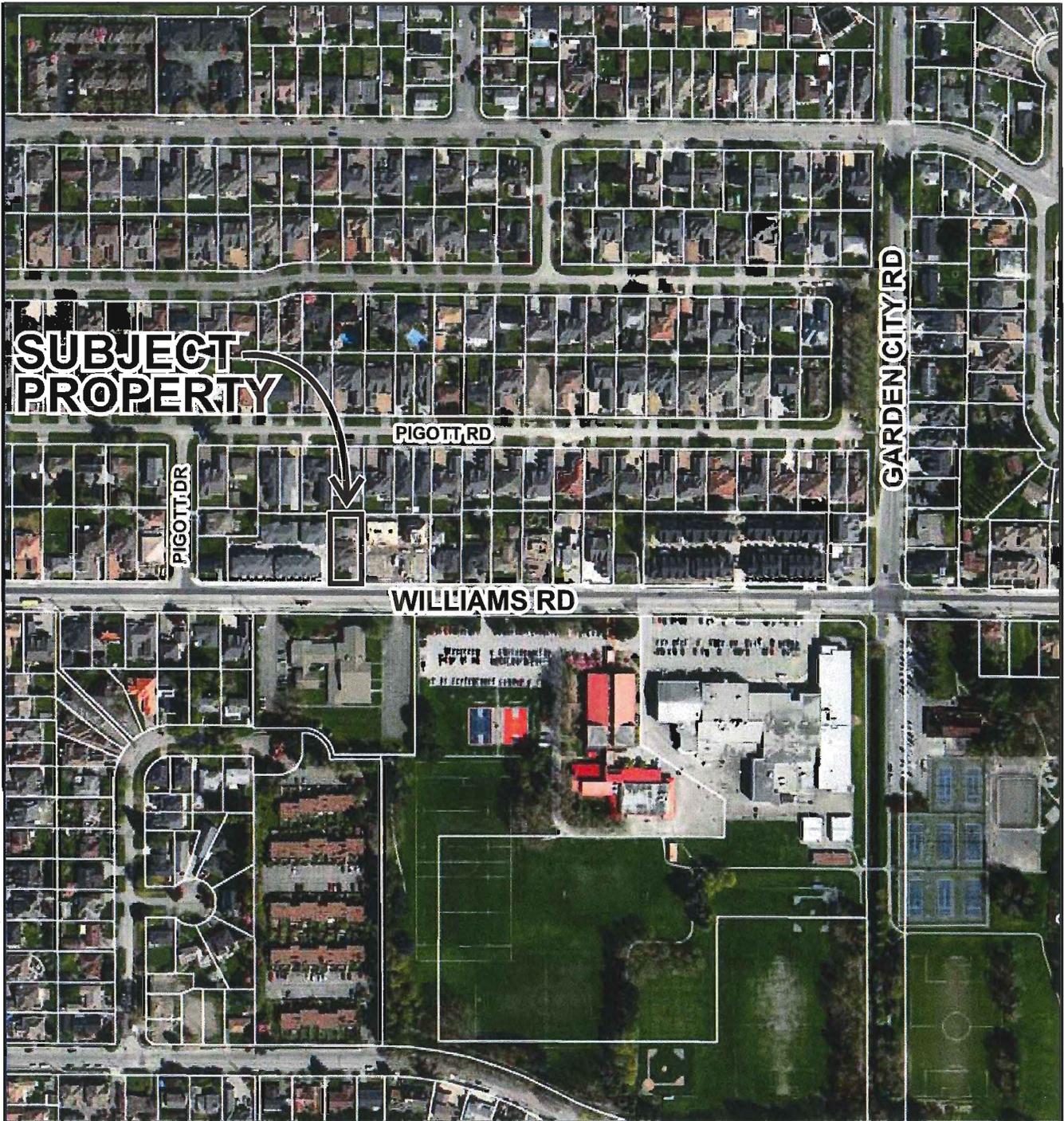
Edwin Lee
Planner 1

EL:rg

- Attachment 1: Location Map
- Attachment 2: Conceptual Development Plans
- Attachment 3: Development Application Data Sheet
- Attachment 4: Rezoning Considerations



City of Richmond



RZ 14-673732

Original Date: 10/06/14

Revision Date:

Note: Dimensions are in METRES

PLANS		
REV. NO.	DATE	DESCRIPTION
1	FEB 24, 2015	DP Preparation
2	JAN 21, 2016	DP Application
3	JAN 21, 2016	RE Preparation
4	FEB 24, 2016	RE Application
5	MAY 10, 2016	RE Preparation
6	MAY 10, 2016	RE Application
7	AUG 11, 2016	RE Preparation
8	AUG 11, 2016	RE Application
9	NOV 15, 2016	RE Preparation
10	NOV 15, 2016	RE Application
11	FEB 24, 2017	RE Preparation
12	FEB 24, 2017	RE Application
13	MAY 10, 2017	RE Preparation
14	MAY 10, 2017	RE Application
15	AUG 11, 2017	RE Preparation
16	AUG 11, 2017	RE Application
17	NOV 15, 2017	RE Preparation
18	NOV 15, 2017	RE Application
19	FEB 24, 2018	RE Preparation
20	FEB 24, 2018	RE Application
21	MAY 10, 2018	RE Preparation
22	MAY 10, 2018	RE Application
23	AUG 11, 2018	RE Preparation
24	AUG 11, 2018	RE Application
25	NOV 15, 2018	RE Preparation
26	NOV 15, 2018	RE Application
27	FEB 24, 2019	RE Preparation
28	FEB 24, 2019	RE Application
29	MAY 10, 2019	RE Preparation
30	MAY 10, 2019	RE Application
31	AUG 11, 2019	RE Preparation
32	AUG 11, 2019	RE Application
33	NOV 15, 2019	RE Preparation
34	NOV 15, 2019	RE Application
35	FEB 24, 2020	RE Preparation
36	FEB 24, 2020	RE Application
37	MAY 10, 2020	RE Preparation
38	MAY 10, 2020	RE Application
39	AUG 11, 2020	RE Preparation
40	AUG 11, 2020	RE Application
41	NOV 15, 2020	RE Preparation
42	NOV 15, 2020	RE Application
43	FEB 24, 2021	RE Preparation
44	FEB 24, 2021	RE Application
45	MAY 10, 2021	RE Preparation
46	MAY 10, 2021	RE Application
47	AUG 11, 2021	RE Preparation
48	AUG 11, 2021	RE Application
49	NOV 15, 2021	RE Preparation
50	NOV 15, 2021	RE Application
51	FEB 24, 2022	RE Preparation
52	FEB 24, 2022	RE Application
53	MAY 10, 2022	RE Preparation
54	MAY 10, 2022	RE Application
55	AUG 11, 2022	RE Preparation
56	AUG 11, 2022	RE Application
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90	NOV 15, 2026	RE Application

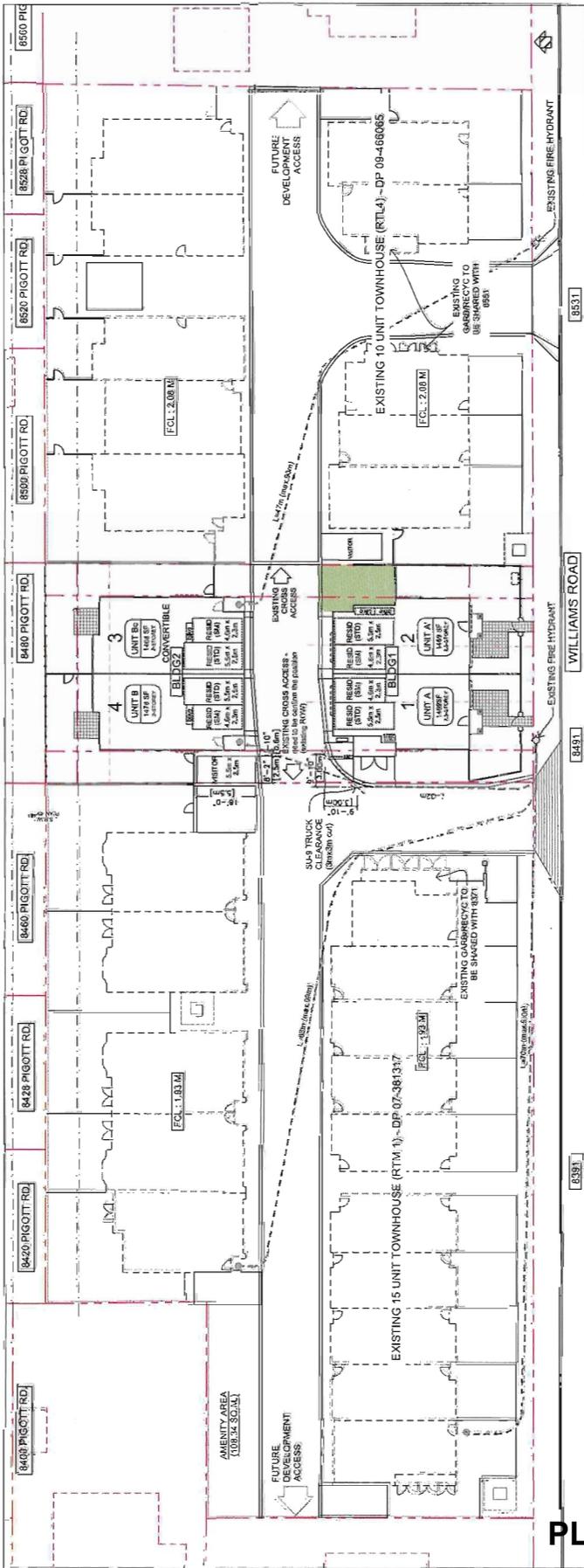
INTERFACÉ
 8800 20th Avenue Road
 Richmond, BC
 Canada V6V 3Z5
 T 604 821 1142
 F 604 821 1143
 WWW.INTERFACEDesign.ca

PROJECT
 Proposed 4-Unit
 Townhouse Development
 8531 Williams Road
 Richmond, B.C.

PROJECT NO. H27
 SCALE As Noted
 DATE Sept. 05, 2014
 DRAWN BY H.C. SRE
 CHECKED BY N.L.
 SHEET TITLE
 FIRE PROTECTION /
 PARKING PLAN /
 CONTEXT PHOTOS /
 FRONTAGE STREETSCAPE
 DRAWING

PLANS		
REV. NO.	DATE	DESCRIPTION
1	FEB 24, 2015	DP Preparation
2	JAN 21, 2016	DP Application
3	JAN 21, 2016	RE Preparation
4	FEB 24, 2016	RE Application
5	MAY 10, 2016	RE Preparation
6	MAY 10, 2016	RE Application
7	AUG 11, 2016	RE Preparation
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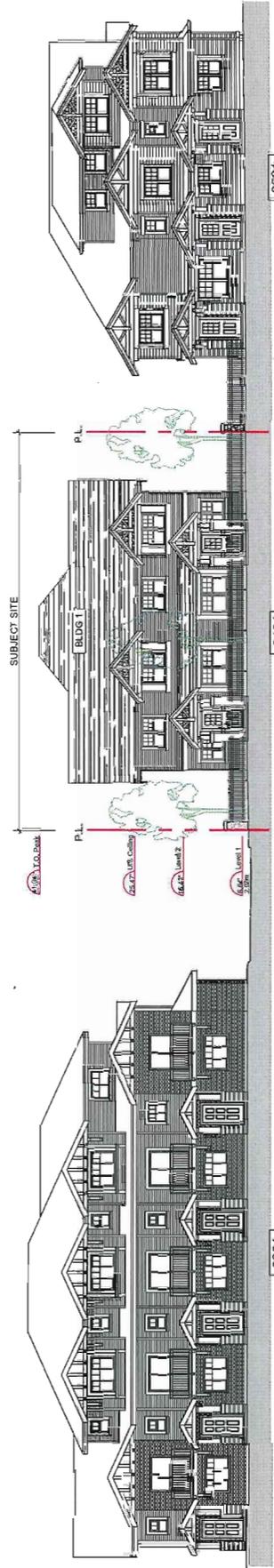


FIRE PROTECTION / PARKING PLAN
 SCALE: 1/8"=1'-0"

PLN 90



CONTEXT PHOTO OF EXISTING WILLIAMS ROAD FRONTAGE



FRONTAGE STREETSCAPE - WILLIAMS RD.
 SCALE: N.T.S.



RZ 14-673732

Attachment 3

Address: 8491 Williams Road

Applicant: Casa Mia Projects Ltd.

Planning Area(s): Broadmoor

	Existing	Proposed
Owner:	Casa Mia Projects Ltd.	No Change
Site Size (m²):	929 m ²	929 m ²
Land Uses:	Single-Family Residential	Multiple-Family Residential
OCP Designation:	Low-Density Residential	No Change
Area Plan Designation:	N/A	No Change
702 Policy Designation:	N/A	No Change
Zoning:	Single Detached (RS1/E)	Low Density Townhouses (RTL4)
Number of Units:	1	4
Other Designations:	N/A	No Change

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.60	0.60	none permitted
Lot Coverage – Building:	Max. 40%	40%	none
Lot Coverage – Non-porous Surfaces:	Max. 65%	63%	none
Lot Coverage – Landscaping:	Min. 25%	35%	none
Setback – Front Yard (m):	Min. 6.0 m	6.0 m	none
Setback – East Side Yard (m):	Min. 3.0 m	3.0 m	none
Setback – West Side Yard (m):	Min. 3.0 m	3.0 m	none
Setback – Rear Yard (m):	Min. 3.0 m	Ground Floor 4.5 m Min. Second Floor 6.0 m Min.	none
Height (m):	Max. 12.0 m (3 storeys)	2½ storeys (12.0 m max.)	none
Lot Width:	Min. 40.0 m	20.32 m	variance required
Off-street Parking Spaces – Regular (R) / Visitor (V):	2 (R) and 0.2 (V) per unit	2 (R) and 0.25 (V) per unit	none
Off-street Parking Spaces – Total:	9	9	none

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Tandem Parking Spaces:	Max. 50% of proposed residential spaces in enclosed garages (4 x Max. 50% = 2)	0	none
Small Car Parking Spaces	None when fewer than 31 spaces are provided on site	4	variance required
Handicap Parking Spaces:	None when fewer than 3 visitor parking spaces are required	none	none
Amenity Space – Indoor:	Min. 70 m ² or Cash-in-lieu	Cash-in-lieu	none
Amenity Space – Outdoor:	Min. 6 m ² x 4 units = 24 m ²	28 m ²	none

Other: No bylaw-sized trees on site.



Rezoning Considerations

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

Address: 8491 Williams Road

File No.: RZ 14-673732

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9242, the developer is required to complete the following:

1. Registration of a flood indemnity covenant on title.
2. Registration of a restrictive covenant and/or alternative legal agreement(s), to the satisfaction of the City, securing the owner's commitment to have the proposed development achieving Energuide 82 requirements and pre-ducted for solar hot water. This covenant and/or legal agreement(s) will include, at minimum, that no building permit will be issued for a building on the subject site unless the building is designed to achieve Energuide 82 requirements and pre-ducted for solar hot water; and that the owner has provided a professional report by a Certified Energy Advisor (CEA), to the satisfactory to the Director of Development.
3. Registration of a statutory public-rights-of-passage 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 with or without vehicles, in favour of the adjacent residential developments to the east and west. Language should be included in the SRW document that the City will not be responsible for maintenance or liability within this SRW. The Owner shall be responsible for constructing and maintaining the SRW Area.
4. 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 8491 Williams Road is from the access easements (BB4000608 and BB4000609) burdening the adjacent west property (8391 Williams Road) and the existing statutory public-right-of-passage registered under number BB3003951 (Plan BCP51723) on the adjacent east property (8531 Williams Road); and that there be no direct vehicle access to or from Williams Road.
5. City acceptance of the developer's offer to voluntarily contribute \$2.00 per buildable square foot (e.g. \$12,000.00) to the City's affordable housing fund.
6. Contribution of \$1,000 per dwelling unit (e.g. \$4,000) in-lieu of on-site indoor amenity space.
7. 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 hedges 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.
8. Installation of appropriate tree protection fencing around all hedges to be retained as part of the development prior to any construction activities, including building demolition, occurring on-site.
9. 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. Include notations on the Development Permit Plans that all residential units will be designed to meet Energuide 82 requirements and be pre-ducted for solar hot water with design specifications to be included on the building permit plans.

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.
2. Submission of a Tree Survival Security to the City as part of the Landscape Letter of Credit to ensure that the hedge rows identified for retention will be protected. No **PLN 96** Letter of Credit will be returned until the post-

Initial: _____

construction assessment report confirming the protected trees survived the construction, prepared by the Arborist, is reviewed by staff.

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

1. Removal of the existing sidewalk crossing and reinstatement of the sidewalk to be done at the developer's sole cost via City Work Order.
2. Submission of DCC's (City & GVS&DD), School site acquisition charges, Address Assignment Fee, and servicing charges, etc.
3. Submission of a Construction Parking and Traffic Management Plan to the Transportation Division. Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.
4. Incorporation of all accessibility and sustainability features in Building Permit (BP) plans as determined via the Rezoning and/or Development Permit processes.
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 Division at 604-276-4285.

Note:

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

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

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

- Additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering may be required including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.
- 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 9242 (RZ 14-673732)
8491 Williams Road

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

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

P.I.D. 001-477-595

Lot 3 Section 28 Block 4 North Range 6 West New Westminster District Plan 18218

- 2. This Bylaw may be cited as "Richmond Zoning Bylaw 8500, Amendment Bylaw 9242".

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

Horizontal lines for recording readings and conditions.

CITY OF RICHMOND APPROVED by BK APPROVED by Director or Solicitor

MAYOR

CORPORATE OFFICER



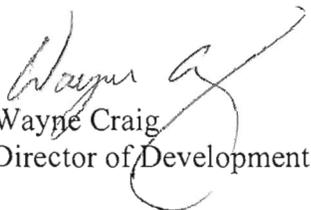
To: Planning Committee
From: Wayne Craig
Director of Development

Date: April 9, 2015
File: RZ 14-665401

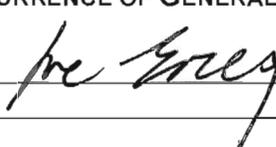
Re: Application by Sukinder Mangat for Rezoning at 9840 Seaton Court from Single Detached (RS1/E) to Single Detached (RS2/B)

Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9244, for the rezoning of 9840 Seaton Court from “Single Detached (RS1/E)” to “Single Detached (RS2/B)”, be introduced and given first reading.


Wayne Craig
Director of Development

CL:blg
Att.

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

Staff Report

Origin

Sukinder Mangat has applied to the City of Richmond for permission to rezone the property at 9840 Seaton Court from the “Single Detached (RS1/E)” zone to the “Single Detached (RS2/B)” zone, to permit the property to be subdivided to create two (2) lots with vehicle access to a rear lane (Attachment 1). A survey of the subject site is included in Attachment 2.

Findings of Fact

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

Surrounding Development

Existing development immediately surrounding the subject site is as follows:

To the north, is a dwelling on a lot zoned “Single Detached (RS1/E)”, which was created through subdivision in 2005.

To the east, immediately across the rear lane, are two (2) dwellings on lots zoned “Single Detached (RS1/E)” fronting Seabright Road.

To the south, is a dwelling on a lot zoned “Single Detached (RS1/E)” fronting Seaton Court.

To the west, immediately across Seaton Court, are two (2) dwellings on lots zoned “Single Detached (RS1/B)”, which were created through rezoning and subdivision in 1997.

Related Policies & Studies

Official Community Plan (OCP)

The OCP land use designation for the subject property is “Neighbourhood Residential”. This redevelopment proposal is consistent with this designation.

Lot Size Policy 5409

The subject property is located within the area covered by Lot Size Policy 5409 (adopted by Council in 1989; amended in 1995, 2001, and 2013). This Policy permits rezoning and subdivision of lots shown cross-hatched on the accompanying plan to the Policy in accordance with the “Single Detached (RS2/B)” zone (Attachment 4). This redevelopment proposal is consistent with the Lot Size Policy.

Flood Management

The proposed development must meet the requirements of Flood Plain Designation & Protection Bylaw No. 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 placed on the property. Staff has received comments from a neighbouring resident at 9880 Seaton Court by phone and in writing (Attachment 5). The resident has expressed general concerns about continued infill development in this and other neighbourhoods in Richmond. Specific concerns about the proposed development on the subject site include:

- Construction practices such as lot grading and maximizing the building envelope.
- Adjacency impacts resulting from tree removal and building separation, such as the loss of the existing screening and privacy that is provided by mature trees, and the proximity and extent of the new building facades to neighbouring lots.

Proposed development on the subject site must comply with all aspects of zoning at the Building Permit application stage. The building envelope under the proposed “Single Detached (RS2/B)” zone is relatively the same as under the existing “Single Detached (RS1/E)” zone. The proposed new dwellings must achieve the minimum flood construction level required in Flood Plain Designation & Protection Bylaw No. 8204, which is 0.3 m (1 ft.) above the highest elevation of Seaton Court. The method of achieving the minimum flood construction level can be by raising the lot grade, by structural elevation of the habitable floor elevation, or by a combination of both methods.

Tree retention, removal, and replacement has been assessed as part of this development application and is described below. On-site works at future development stage are not permitted to negatively impact trees identified for protection, and any works proposed to be conducted within or adjacent to tree protection zones must be done under supervision of a Certified Arborist.

Analysis

Background

The subject property is located on the east side of the Seaton Court cul-de-sac, in an established residential area. Seaton Court has undergone some redevelopment through rezoning and subdivision since the late 1980's, consistent with applicable land use policies.

Site Servicing, Off-Site Improvements, and Vehicle Access

Vehicle access to the proposed lots is to be from the existing rear lane. Prior to rezoning adoption, the applicant is required to register a restrictive covenant to ensure no vehicular access to Seaton Court and that access is to be to/from the existing rear lane only.

Prior to final adoption of the rezoning bylaw, the applicant is required to enter into a Servicing Agreement for the design and construction of rear lane drainage and asphalt grading over the lane's full width from the north property line of the subject property to Seaton Road. The design is to include the water, storm, and sanitary connections for the proposed lots. The preliminary scope of work is outlined in Attachment 7.

Trees and Landscaping

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

- Five (5) bylaw-sized trees on the subject property.
- One (1) bylaw-sized tree located on the west property line of the subject site, which is shared with City-owned property.
- Three (3) bylaw-sized trees located entirely in the Seaton Court boulevard on City-owned property.
- Three (3) bylaw-sized trees located on the south property line, which are shared with the adjacent property to the south at 9880 Seaton Court.
- Two (2) bylaw-sized trees located entirely on the adjacent property to the south at 9880 Seaton Court.

The City's Tree Preservation Coordinator and the City's Parks Department Arborist have reviewed the Arborist's Report, conducted visual tree assessment, and provide the following comments:

- Five (5) trees located on-site are recommended for removal due to poor condition from historic topping, co-dominant stems, and inclusions (Trees # 748, 749, 750, 751, 752).
- The four (4) trees that are either shared with the City or located entirely in the boulevard on City-owned property are recommended for retention as they are outside of the building envelope (Trees # 744, A, B, C).
- Tree # 745 is recommended for retention as it is outside of the building envelope.
- The four (4) trees that are either shared with or located entirely on the adjacent property at 9880 Seaton Court are recommended for removal (subject to neighbouring property owners' authorization) due to their marginal condition and significant root loss that would result with development at the subject site (Trees # 746, 747, D, E).

The neighbouring property owners at 9880 Seaton Court wish to retain Trees # 746, 747, D, E, despite the recommendations of the project Arborist's and City staff. Since Trees # 746 and 747 are co-owned and Trees D and E are located entirely on the neighbouring property at 9880 Seaton Court, these trees must be retained and protected unless the applicant obtains written authorization from the property owners.

The proposed Tree Retention Plan is shown in Attachment 6.

To ensure protection of Trees # 744, 745, 746, 747, A, B, C, D, E, the applicant is required to complete the following prior to rezoning approval:

- Submit a contract with a Certified Arborist for supervision of all works conducted within close proximity to tree protection zones. The contract must include the scope of work, including the number of monitoring inspections at specified stages of construction, any special measures to ensure tree protection, and a provision for the Arborist to submit a post-construction impact assessment report to the City for review.

- Submit a survival security in the amount of \$7,000. The security will not be released until an acceptable impact assessment report is submitted and a landscaping inspection has been passed by City staff.

Prior to demolition of the existing dwelling on the subject site, the applicant is required to install 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 must remain in place until construction and landscaping on-site is completed.

Consistent with the Official Community Plan (OCP) tree replacement ratio of 2:1, a total of 10 replacement trees are required on the proposed lots. Due to the limited space available in the yards of the proposed lots and the considerable effort to be taken by the applicant to protect a total of eight (8) trees shared with or located entirely on adjacent property, staff recommend that a total of six (6) replacement trees be required to be planted and maintained on the subject at development stage.

To ensure that the six (6) replacement trees are planted and maintained, the applicant is required to submit a landscaping security in the amount of \$3,000 (\$500/tree) prior to final adoption of the rezoning bylaw. Suitable tree species for the proposed lots, as recommended by the project Arborist and the City's Tree Protection Department staff, include: Paperbark Maple, Japanese Snowbell, and Dogwood.

Affordable Housing Strategy

For single-family development proposals, 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 \$1.00/ft² of total buildable area towards the City's Affordable Housing Reserve Fund.

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

Should the applicant change their mind prior to rezoning adoption about the affordable housing option selected, a voluntary contribution to the City's Affordable Housing Reserve Fund in-lieu of providing the secondary suite will be accepted. In this case, the voluntary contribution would be required to be submitted prior to final adoption of the rezoning bylaw, and would be based on \$1.00/ft² of total building area of the single detached dwellings to be constructed (e.g. approximately \$5,623).

Subdivision Stage

At subdivision and future development stage, the developer is required to pay Development Cost Charges (City and GVS&DD), School Site Acquisition Charge, and Address Assignment Fees.

Rezoning Considerations

The list of rezoning considerations is included in Attachment 7, which has been agreed to by the applicant (signed concurrence on file).

Financial Impact or Economic Impact

None.

Conclusion

The purpose of this rezoning application is to rezone the property at 9840 Seaton Court from the "Single Detached (RS1/E)" zone to the "Single Detached (RS2/B)" zone, to permit the property to be subdivided to create two (2) lots with vehicle access to a rear lane.

This rezoning application complies with the land use designations and applicable policies contained within the OCP for the subject site, and with Lot Size Policy 5409.

On this basis, it is recommended that Zoning Bylaw 8500, Amendment Bylaw 9244 be introduced and given first reading.



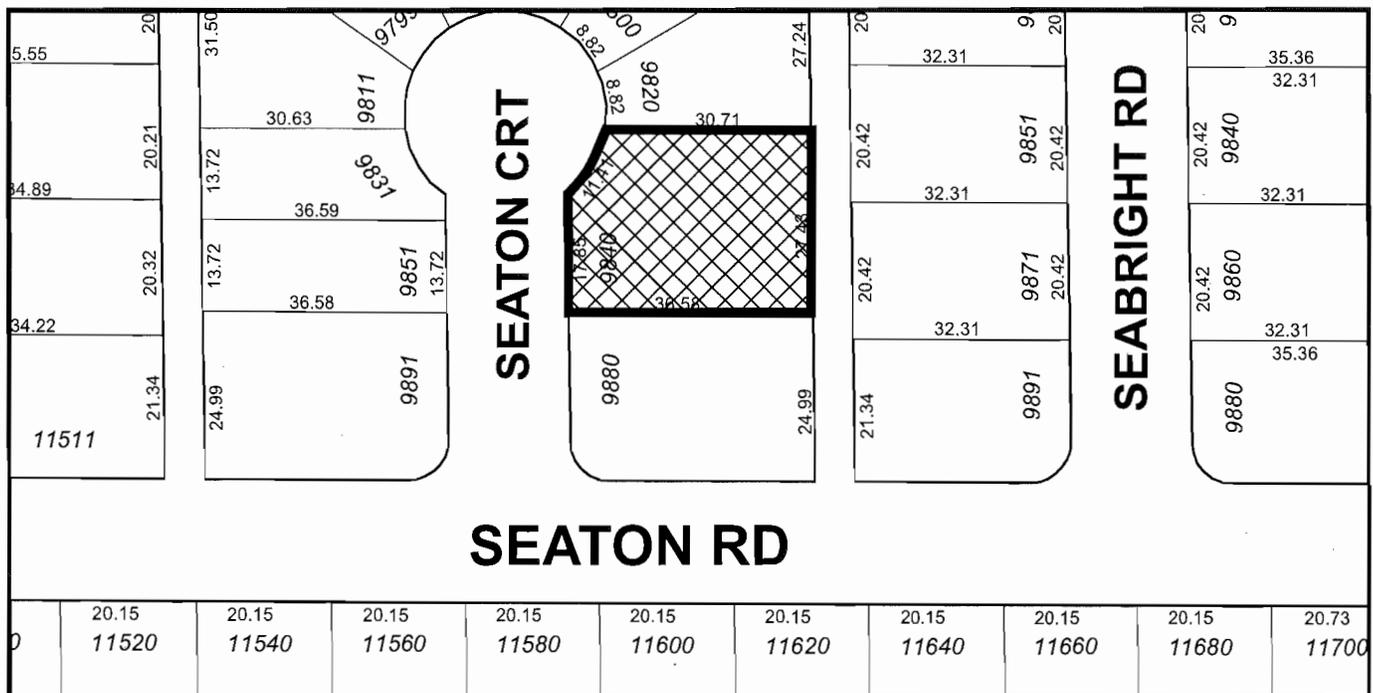
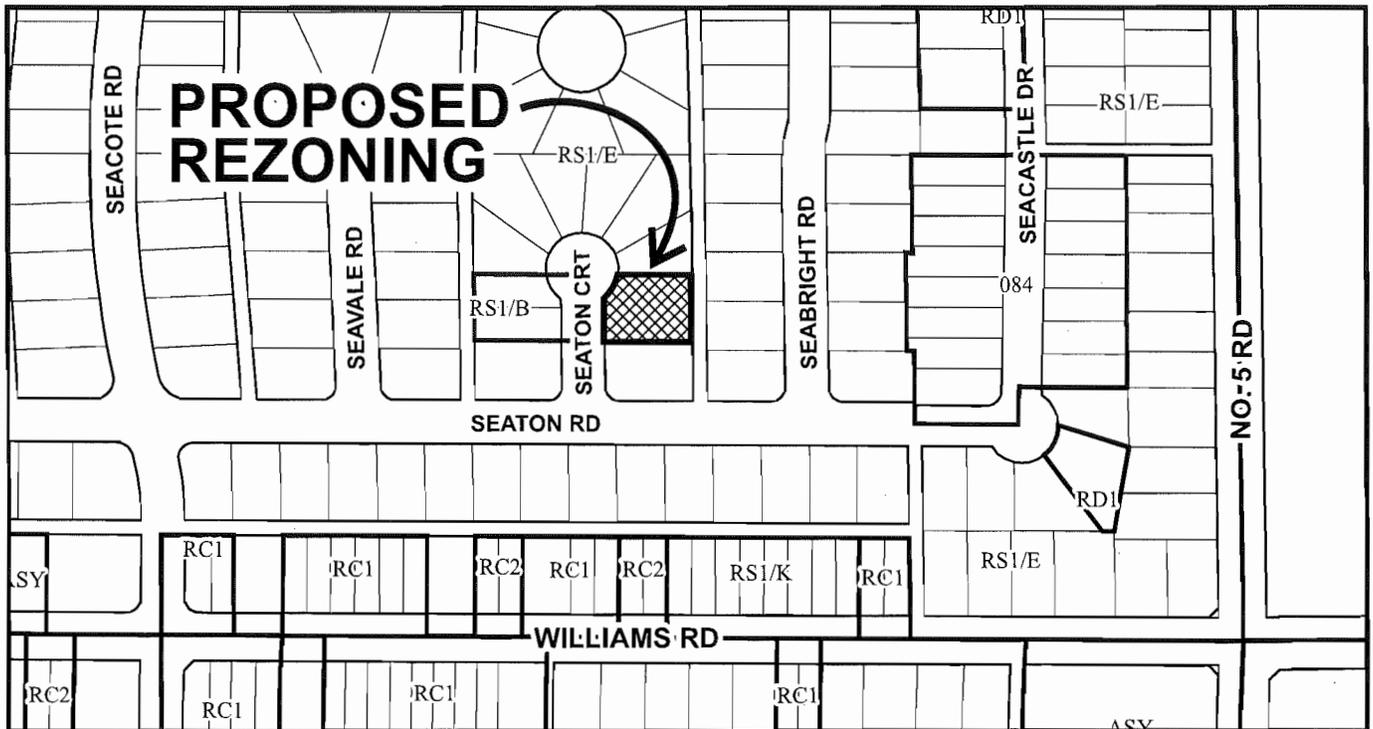
Cynthia Lussier
Planning Technician – Design
(604-276-4108)

CL:blg

- Attachment 1: Location Map/Aerial Photo
- Attachment 2: Survey of the Subject Property
- Attachment 3: Development Application Data Sheet
- Attachment 4: Lot Size Policy 5409
- Attachment 5: Correspondence from neighbouring resident at 9880 Seaton Court
- Attachment 6: Tree Retention Plan
- Attachment 7: Rezoning Considerations



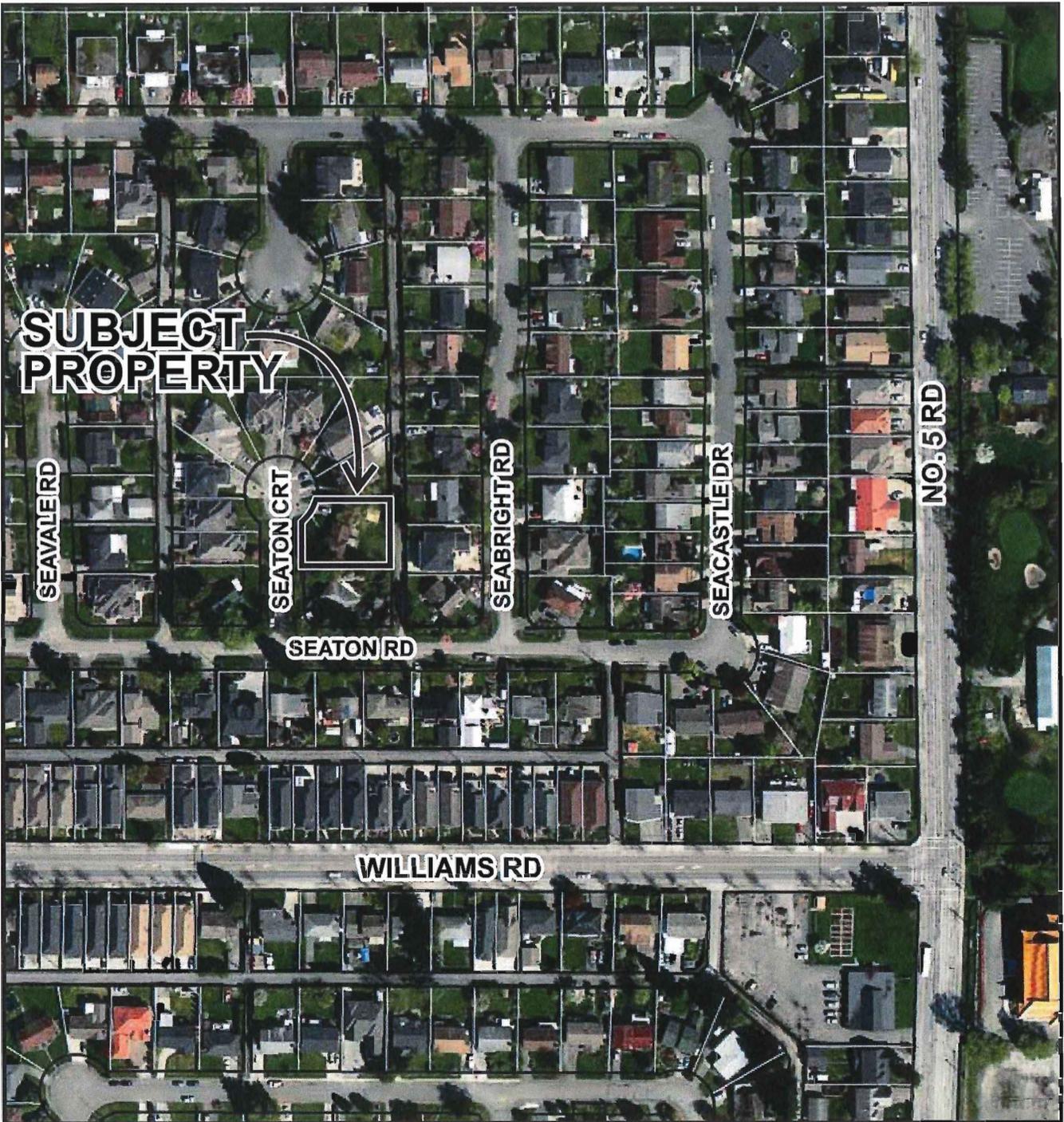
City of
Richmond



	RZ 14-665401										Original Date: 06/18/14
											Revision Date: 04/14/15
											Note: Dimensions are in METRES



City of
Richmond



RZ 14-665401

Original Date: 06/18/14

Revision Date:

Note: Dimensions are in METRES

PLN - 106

**TOPOGRAPHIC SURVEY AND PROPOSED SUBDIVISION OF LOT 11 BLOCK 6
SECTION 25 BLOCK 4 NORTH RANGE 6 WEST NEW WESTMINSTER DISTRICT PLAN 19923**

#9840 SEATON COURT,
RICHMOND, B.C.
P.I.D 003-958-230



- LEGEND:**
- (c) denotes conifer
 - (d) denotes deciduous
 - ▣ denotes water meter
 - denotes power pole
 - denotes round catch basin
 - ⊙ denotes manhole
 - NR denotes north rim

NOTE:
Elevations shown are based on City of Richmond HPN Benchmark network.
Benchmark: HPN #191,
Control Monument 02H2453
Located at S edge traffic island @
Verside Dr & Featherstone Way
Elevation = 1.664 metres

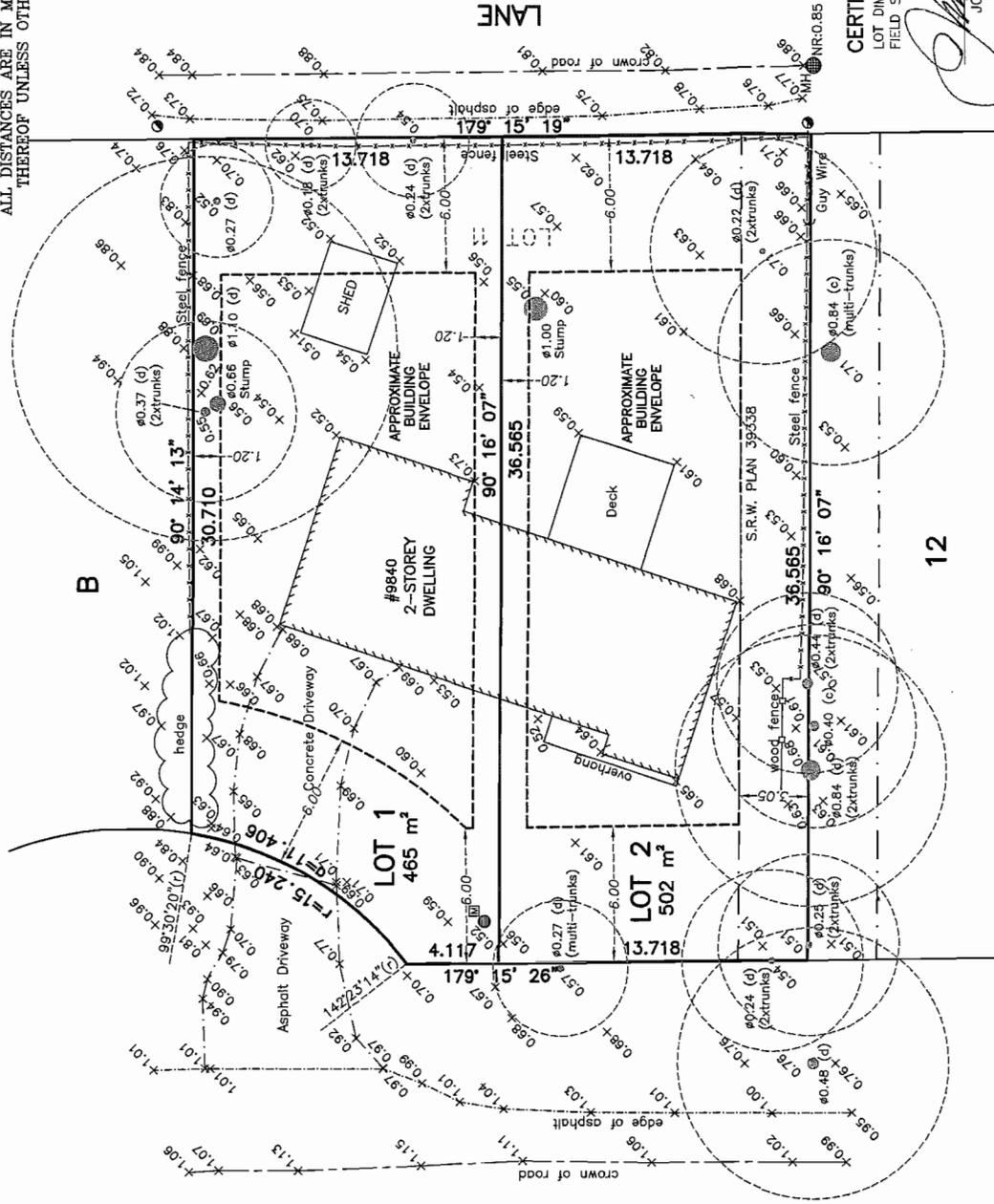
© copyright
J. C. Tam and Associates
Canada and B.C. Land Surveyor
115 - 8633 Odlin Crescent
Richmond, B.C. V6X 3Z7
Telephone: 214-8928
Fax: 214-8929
E-mail: office@jctam.com
Website: www.jctam.com
Job No. 5564
FB-256 P51-54, 60
Drawn By: MY

DWG No. 5564-TOPO

SCALE: 1:200



ALL DISTANCES ARE IN METRES AND DECIMALS
THEREOF UNLESS OTHERWISE INDICATED



CERTIFIED CORRECT:
LOT DIMENSION ACCORDING TO
FIELD SURVEY.

John C. Tam
JOHNSON C. TAM, B.C.L.S.
MAY 23rd, 2014.

SEATON COURT

LANE

12

PLAN 107



RZ 14-665401

Attachment 3

Address: 9840 Seaton Court

Applicant: Sukinder Mangat

Planning Area(s): Shellmont

	Existing	Proposed
Owner:	Harjinder Dhaliwal Gurmeet Dhaliwal	To be determined
Site Size (m²):	967 m ²	Proposed north lot – 465 m ² Proposed south lot – 502 m ²
Land Uses:	One (1) single detached dwelling	Two (2) residential lots
OCP Designation:	Neighbourhood Residential	No change
Lot Size Policy Designation:	Lot Size Policy 5409 permits rezoning and subdivision of the subject site in accordance with the "Single Detached (RS2/B)" zone, as shown cross-hatched on the plan that accompanies the policy	No change
Zoning:	Single Detached (RS1/E)	Single Detached (RS2/B)

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.55	Max. 0.55	none permitted
Lot Coverage – Building:	Max. 45%	Max. 45%	none
Lot Coverage – Buildings, structures, and non-porous surfaces	Max. 70%	Max. 70%	none
Lot Coverage – Landscaping with live plant material	Min. 25%	Min. 25%	none
Lot Size (min. dimensions):	360 m ²	Proposed north lot – 465 m ² Proposed south lot – 502 m ²	none
Setback – Front & Rear Yard (m):	Min. 6.0 m	Min. 6.0 m	none
Setback – Side Yards (m):	Min. 1.2 m	Min. 1.2 m	none
Height (m):	2 ½ storeys	2 ½ storeys	none

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



City of Richmond

Policy Manual

Page 1 of 2

Adopted by Council: April 10, 1989
 Amended by Council: October 16, 1995
 Amended by Council: July 16, 2001*
 Amended by Council: October 21, 2013

POLICY 5409

File Ref: 4045-00

SINGLE-FAMILY LOT SIZE POLICY IN QUARTER-SECTION 25-4-6

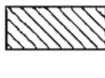
POLICY 5409:

The following policy establishes lot sizes for the area generally bounded by **Shell Road, King Road, No. 5 Road** and properties fronting onto **Seaton Road**, in a portion of Section 25-4-6:

1. That properties within the area be permitted to rezone and subdivide in accordance with the provisions of Single Detached (RS2/E) in Richmond Zoning Bylaw 8500, with the following exceptions:
 - (a) properties with existing duplexes identified on the accompanying plan may be rezoned and subdivided into a maximum of two lots;
 - (b) properties with frontage on No. 5 Road may be rezoned and subdivided as per Single Detached (RS2/C); and
 - (c) properties shown as "cross-hatched" on the accompanying plan may be rezoned and subdivided as per Single Detached (RS2/B).

This policy, as shown on the accompanying plan, is to 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 Richmond Zoning Bylaw 8500.

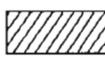
* Original Adoption Date In Effect



Rezoning and Subdivision permitted as per RS2/C



Rezoning and Subdivision permitted as per RS2/E



Duplexes eligible to be rezoned and subdivided into two lots.



Rezoning and subdivision permitted as per RS2/B



Policy 5409 Section 25,4-6

Adopted Date: 04/10/89
Amended Date: 07/16/01
Amended Date: 10/21/13

From: B Masson [mailto:bec_masson@hotmail.com]
Sent: Monday, 03 November 2014 6:04 AM
To: Lussier, Cynthia
Subject: re: 9840 Seaton Crt

Date: 03.Nov.2014

From:
G. & R. Masson
9880 Seaton Court
Richmond V7A 4B8
(604) 271-0384
Email: <bec_masson@hotmail.com>

To: Cynthia Lussier
 Planning Technician
 Development Applications Division
 City of Richmond
 Tel: 604-276-4108
Email: clussier@richmond.ca
Re: Development & Rezoning of 9840 Seaton Court

We are concerned about the back filling, raising the height of the lot as per Richmond City building code, and how it will effect the trees along the property line, general increased drainage of ground water into our property and the maintenance of the structures and drainage lines put in place to mitigate any of these negative impacts into to the future.

Can you clarify what the exact requirements are concerning the raising of the lot height on new construction is. Is it the lot that has to be raised, (a portion of the lot or the whole lot) or is it just a requirement to have the foundation of the house at a specific height in relationship to the crown of the road?

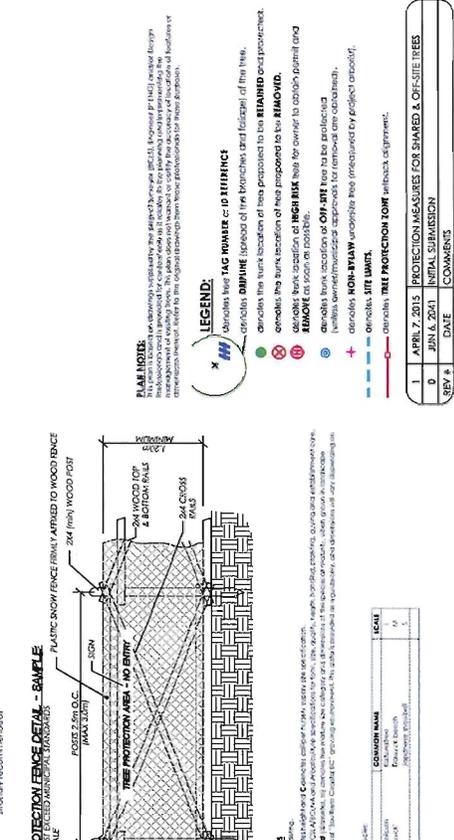
Could the new construction be done without changing the height of the 9840 Seaton Court lot along our property line within a specified zone that would limit the effect to us regarding the trees, drainage etc.

This is a follow up to a phone call on Monday, October 27th, left a message.

Regards

TREE PROTECTION GUIDELINES:

- TREE PROTECTION ZONE (TPZ):** The TPZ is established on a site plan to provide a suitable setback to ensure adequate root protection to maintain tree health and tree stability. This setback is based on the tree's trunk diameter, height, canopy spread, and other tree characteristics. The TPZ setback is measured from the trunk to the edge of the TPZ. The TPZ setback is based on the tree's trunk diameter, height, canopy spread, and other tree characteristics. The TPZ setback is measured from the trunk to the edge of the TPZ.
- TREE PROTECTION FENCES (TPZF):** The TPZF is a physical barrier that surrounds the TPZ to prevent construction equipment, vehicles, and materials from entering the TPZ. The TPZF is constructed of 2x4 wooden posts and 1.2m high chain-link fencing. The TPZF is constructed of 2x4 wooden posts and 1.2m high chain-link fencing.
- TREE PROTECTION SIGNAGE:** The TPZF signage is used to identify the TPZ and the TPZF. The signage is placed at the corners of the TPZ and at the entrance to the TPZ. The signage is placed at the corners of the TPZ and at the entrance to the TPZ.
- TREE PROTECTION MONITORING:** The TPZ and TPZF are monitored throughout the construction process to ensure that the TPZ and TPZF are maintained. The TPZ and TPZF are monitored throughout the construction process to ensure that the TPZ and TPZF are maintained.

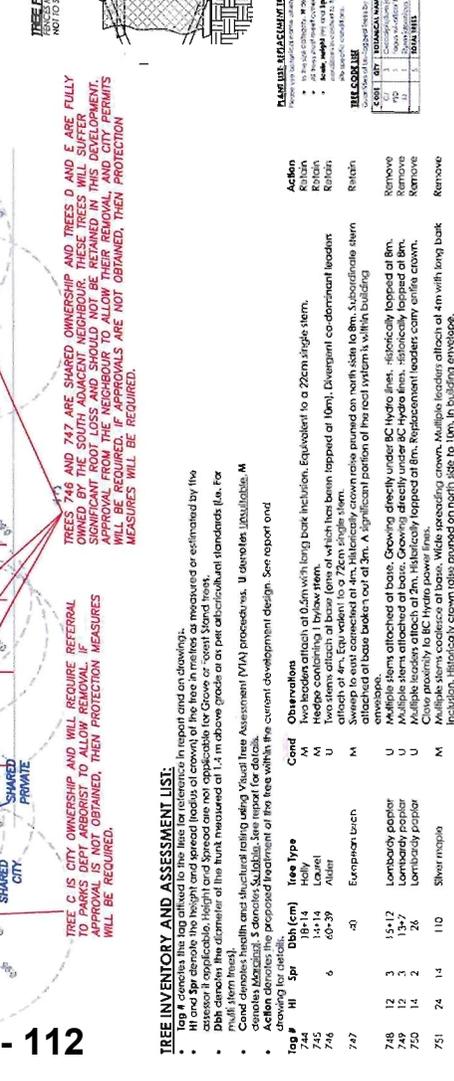
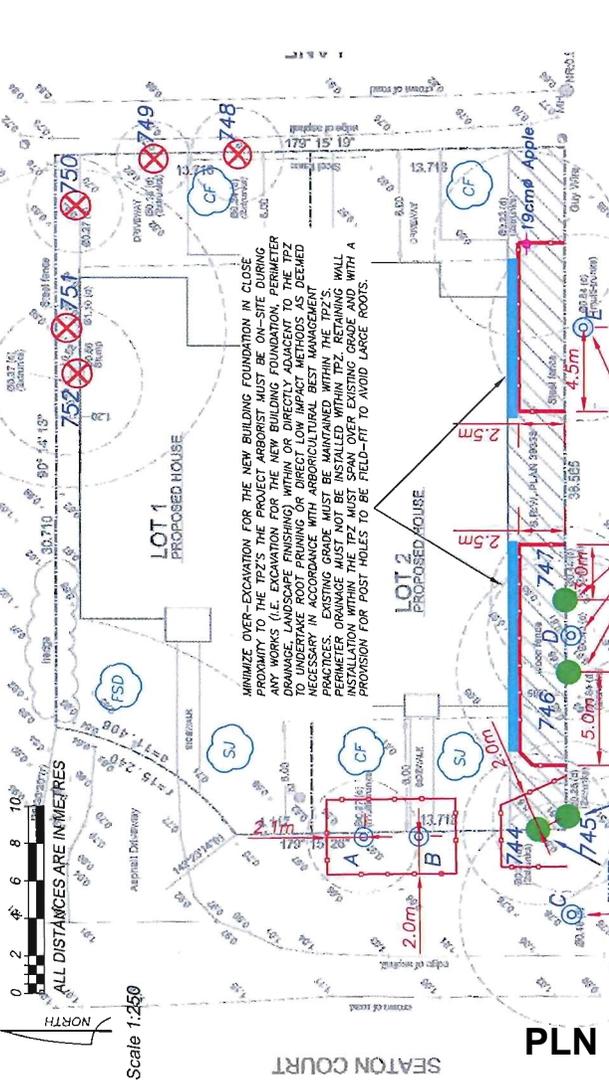


TREE MANAGEMENT DRAWING

PROJECT: TWO LOT SUBDIVISION
 ADDRESS: 9840 SETON CT RICHMOND
 CLIENT: HARRY DHALIWA
 ACL FILE: 14196

DATE: APR 7, 2015
 INITIAL SUBMISSION
 DATE: JUN 8, 2015
 COMMENTS

ARBORTECH CONSULTING is a division of
 ARBORTECH CONSULTING GROUP INC.
 HEAD OFFICE: SEWING METRO VANCOUVER AND BRITISH COLUMBIA
 SUITE 200 - 3746 CHATHAM STREET, RICHMOND, BC CANADA V7E 2J3
 TEL: 604-275-3464
 FAX: 604-275-3464
 10000 160th Street, Surrey, BC Canada V3R 4G9
 TEL: 604-275-7132



TREE INVENTORY AND ASSESSMENT LIST:

Tag #	HI	Sp	DBH (cm)	Tree Type	Cond	Observations	Action
746	12	3	15+12	Lombardy poplar	M	Multiple stems attached at base. Growing directly under BC Hydro line. Historically topped at 8m.	Remove
747	14	3	13-17	Lombardy poplar	M	Multiple stems attached at base. Growing directly under BC Hydro line. Historically topped at 8m.	Remove
748	12	3	13-17	Lombardy poplar	M	Multiple stems attached at base. Growing directly under BC Hydro line. Historically topped at 8m.	Remove
749	14	3	13-17	Lombardy poplar	M	Multiple stems attached at base. Growing directly under BC Hydro line. Historically topped at 8m.	Remove
750	12	3	13-17	Lombardy poplar	M	Multiple stems attached at base. Growing directly under BC Hydro line. Historically topped at 8m.	Remove
751	24	14	110	Silver maple	M	Multiple stems attached at base. White secondary crown rose pruned on north side to 8m. Subordinate stem attached to main trunk at 4m. Significant portion of the tree fragments within building envelope.	Remove
752	30	30	30	Hawthorn	M	Multiple stems attached at base. Growing directly under BC Hydro line. Historically topped at 8m.	Remove
753	8	3	19	Concord willow	M	Multiple stems attached at base. Growing directly under BC Hydro line. Historically topped at 8m.	Remove
754	8	3	12	European birch	M	Multiple stems attached at base. Growing directly under BC Hydro line. Historically topped at 8m.	Remove
755	8	3	12	European birch	M	Multiple stems attached at base. Growing directly under BC Hydro line. Historically topped at 8m.	Remove
756	8	3	12	European birch	M	Multiple stems attached at base. Growing directly under BC Hydro line. Historically topped at 8m.	Remove
757	8	3	12	European birch	M	Multiple stems attached at base. Growing directly under BC Hydro line. Historically topped at 8m.	Remove
758	8	3	12	European birch	M	Multiple stems attached at base. Growing directly under BC Hydro line. Historically topped at 8m.	Remove
759	8	3	12	European birch	M	Multiple stems attached at base. Growing directly under BC Hydro line. Historically topped at 8m.	Remove
760	8	3	12	European birch	M	Multiple stems attached at base. Growing directly under BC Hydro line. Historically topped at 8m.	Remove
761	8	3	12	European birch	M	Multiple stems attached at base. Growing directly under BC Hydro line. Historically topped at 8m.	Remove
762	8	3	12	European birch	M	Multiple stems attached at base. Growing directly under BC Hydro line. Historically topped at 8m.	Remove
763	8	3	12	European birch	M	Multiple stems attached at base. Growing directly under BC Hydro line. Historically topped at 8m.	Remove
764	8	3	12	European birch	M	Multiple stems attached at base. Growing directly under BC Hydro line. Historically topped at 8m.	Remove
765	8	3	12	European birch	M	Multiple stems attached at base. Growing directly under BC Hydro line. Historically topped at 8m.	Remove
766	8	3	12	European birch	M	Multiple stems attached at base. Growing directly under BC Hydro line. Historically topped at 8m.	Remove
767	8	3	12	European birch	M	Multiple stems attached at base. Growing directly under BC Hydro line. Historically topped at 8m.	Remove
768	8	3	12	European birch	M	Multiple stems attached at base. Growing directly under BC Hydro line. Historically topped at 8m.	Remove
769	8	3	12	European birch	M	Multiple stems attached at base. Growing directly under BC Hydro line. Historically topped at 8m.	Remove
770	8	3	12	European birch	M	Multiple stems attached at base. Growing directly under BC Hydro line. Historically topped at 8m.	Remove
771	8	3	12	European birch	M	Multiple stems attached at base. Growing directly under BC Hydro line. Historically topped at 8m.	Remove
772	8	3	12	European birch	M	Multiple stems attached at base. Growing directly under BC Hydro line. Historically topped at 8m.	Remove
773	8	3	12	European birch	M	Multiple stems attached at base. Growing directly under BC Hydro line. Historically topped at 8m.	Remove
774	8	3	12	European birch	M	Multiple stems attached at base. Growing directly under BC Hydro line. Historically topped at 8m.	Remove
775	8	3	12	European birch	M	Multiple stems attached at base. Growing directly under BC Hydro line. Historically topped at 8m.	Remove
776	8	3	12	European birch	M	Multiple stems attached at base. Growing directly under BC Hydro line. Historically topped at 8m.	Remove
777	8	3	12	European birch	M	Multiple stems attached at base. Growing directly under BC Hydro line. Historically topped at 8m.	Remove
778	8	3	12	European birch	M	Multiple stems attached at base. Growing directly under BC Hydro line. Historically topped at 8m.	Remove
779	8	3	12	European birch	M	Multiple stems attached at base. Growing directly under BC Hydro line. Historically topped at 8m.	Remove
780	8	3	12	European birch	M	Multiple stems attached at base. Growing directly under BC Hydro line. Historically topped at 8m.	Remove

TREE INVENTORY AND ASSESSMENT LIST:

- Tag # denotes the tag attached to the tree for reference in report and on drawings.
- HI and Sp denote the height and spread (width) of crown of tree as measured or estimated by the assessor.
- DBH denotes the diameter of the trunk measured at 1.4m above ground or at part above ground as per arboricultural standards (i.e. For multi-trunk trees).
- Cond denotes health and structural rating using Visual Tree Assessment (VTA) procedures. U denotes Unacceptable, M denotes Marginal, and G denotes Good.
- Action denotes the proposed treatment of the tree within the current development design. See report and drawing for details.

PLN - 112



City of Richmond

Rezoning Considerations

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

Address: 9840 Seaton Court

File No.: RZ 14-665401

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9244, the following must be completed:

1. Submission of a Contract entered into between the applicant and a Certified Arborist for supervision of any on-site works conducted within the tree protection zone of the trees to be retained (Trees # 744, 745, 746, 747, A, B, C, D, E). The Contract should include the scope of work to be undertaken, including: the proposed number of site monitoring inspections at specified stages of construction, any special measures to ensure tree protection, and a provision for the Arborist to submit a post-construction assessment report to the City for review.
2. Submission of a Tree Survival Security to the City in the amount of \$7, 000 for the trees to be retained (Trees # 744, 745, 746, 747, A, B, C, D, E).
3. Submission of a landscaping security to the City in the amount of \$3,000 for the planting and maintenance of a total of six (6) replacement trees on the future lots, with the following minimum sizes:

No. of Replacement Trees	Minimum Caliper of Deciduous Tree	or	Minimum Height of Coniferous Tree
2	11 cm		6 m
2	8 cm		4 m
2	6 cm		3.5 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.

4. Registration of a flood indemnity covenant on title.
5. Registration of a legal agreement on title ensuring that the only means of vehicle access is to the rear lane and that there be no access to Seaton Place.
6. Registration of a legal agreement on Title to ensure that no final Building Permit inspection is granted until a secondary suite is constructed on one (1) of the two (2) future lots, to the satisfaction of the City in accordance with the BC Building Code and the City's Zoning Bylaw.

Note: Should the applicant change their mind about the Affordable Housing option selected prior to final adoption of the Rezoning Bylaw, the City will accept a voluntary contribution of \$1.00 per buildable square foot of the single-family developments (i.e. \$5,623) to the City's Affordable Housing Reserve Fund in-lieu of registering the legal agreement on Title to secure a secondary suite.
7. Enter into a Servicing Agreement* for the design and construction of upgrades to the rear lane, including (but not limited to): rear lane drainage and modification of asphalt grading over the lane's full width from the subject property's north property line to Seaton Road. No street lighting or curbs are required in the lane. A centre swale with 200 mm diameter storm drainage pipe, inspection chambers, and manholes is required. Subject to approval, the City will fund construction work extending beyond the development's frontage, the cost of which will be added to the Cost Recovery Bylaw. Note: the design is to include the water, storm, and sanitary connections for the proposed lots (as described below).

Water Works

- Using the OCP Model, there is 92.6 L/s of water available at a 20 psi residual at the Seaton Court frontage. Based on your proposed development, your site requires a minimum fire flow of 95 L/s. and as a result upgrade to the frontage water main along Seaton Court may be required. Or alternatively, please submit fire flow calculations signed and sealed by a professional engineer based on the Fire Underwriter Survey (FUS) or

Initial: _____

International Organization for Standardization (ISO) to confirm that there is adequate available flow for onsite fire protection without needing to upgrade the existing frontage water main.

- A water main upgrade may be required pending the review of the FUS calculation to be submitted by the developer.
- City to disconnect the existing 20mm water connection and install two new 25mm diameter water connections complete with meter boxes at the PL fronting Seaton Court.

Storm Sewer Works:

- City to relocate the two existing storm inspection chambers onto the City boulevard and reconnect services to provide on-site drainage for each subdivided lot.
- Depending on the final lot elevations and driveway locations, 2 additional inspection chambers will be required on Seaton Court for boulevard drainage. Boulevards must be swaled to inspection chambers to prevent storm water ponding on the road, driveway and boulevard.
- Lane drainage upgrade is required. See detail in Frontage Improvements section.

Sanitary Sewer Works:

- No sanitary sewer upgrade is required.
- City to cut and cap the existing sanitary connection at the inspection chamber in the northeast property corner, and install a new inspection chamber and two service connections at the common property line in the rear lane.

General Items:

- Proposed driveway locations must not conflict with existing street lights and/or utility poles. Requests to relocate street lights and/or utility poles will not be considered other than under exceptional circumstances.

At Demolition* stage, the following must be completed:

- Installation of tree protection fencing around all trees to be retained (Trees # 744, 745, 746, 747, A, B, C, D, E). 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 must remain in place until construction and landscaping on-site is completed.

At Subdivision* & Future Development* stage, the following must be completed:

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

Prior to Building Permit* issuance, the following must be completed:

- 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 original on file)

Signed

Date



Richmond Zoning Bylaw 8500
Amendment Bylaw 9244 (RZ 14-665401)
9840 Seaton Court

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. 003-958-230

Lot 11 Block 6 Section 25 Block 4 North Range 6 West New Westminster District Plan 19923

- 2. This Bylaw may be cited as "Richmond Zoning Bylaw 8500, Amendment Bylaw 9244".

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED

Series of horizontal lines for recording readings and requirements.



MAYOR

CORPORATE OFFICER



To: Planning Committee

Date: April 12, 2015

From: Wayne Craig
Director of Development

File: RZ 14-677417

Re: Application by 1015553 B.C. Ltd. for Rezoning at 4760/4780 Fortune Avenue from Single Detached (RS1/E) to Single Detached (RS2/B)

Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9201, for the rezoning of 4760/4780 Fortune Avenue from “Single Detached (RS1/E)” to “Single Detached (RS2/B)”, be introduced and given first reading.

Wayne Craig
Director of Development

AY:blg
Att.

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

Staff Report

Origin

1015553 B.C. Ltd. has applied to the City of Richmond to rezone the property at 4760/4780 Fortune Avenue from “Single Detached (RS1/E)” zone to “Single Detached (RS2/B)” zone to permit subdivision into two (2) lots. An existing duplex situated on the lot will be demolished. A map and aerial photograph showing the location of the subject site is provided in Attachment 1. A preliminary subdivision plan is included in Attachment 2.

Findings of Fact

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

Surrounding Development

The subject site is located in the Steveston Planning Area. Existing development immediately surrounding the property is as follows:

- To the north, directly across Fortune Avenue, is a duplex zoned “Two-Unit Dwellings (RD1)”.
- To the south and east, are single-family residential lots zoned “Single Detached (RS1/E)”.
- To the west, are single-family residential lots under Land Use Contract 113.

Related Policies & Studies

2041 Official Community Plan (OCP) & Steveston Area Plan

The Official Community Plan (OCP) designation of the subject site is “Neighbourhood Residential (NRES)”. The Steveston Area Plan designation of the subject site is “Single-Family”. The proposed single-family development complies with the OCP and Steveston Area Plan land use designations. The proposed rezoning and subdivision is also consistent with Section 2.3 of the Richmond Zoning Bylaw, regarding the subdivision of a lot occupied by a legal duplex into no more than two single detached housing lots.

Flood Management

The proposed redevelopment must meet the requirements of Richmond Flood Plain Designation and Protection Bylaw No. 8204. A flood indemnity covenant must be registered on Title of the subject property prior to final adoption of the rezoning bylaw.

Public Consultation

The rezoning information sign has been installed on the subject site. In response, one (1) neighbourhood resident of the property immediately west of the existing walkway expressed concerns to Staff regarding on-site tree preservation, notification process, potential issues with rodents and vermin from the demolition of the existing dwelling, and the design of the proposed new dwellings.

Staff met with the resident to discuss these matters and advised the resident that his property falls within the statutory notification area required for the Public Hearing and will be notified by mail of the Public Hearing date. Building Approvals Division does not have any specific requirements for pest control associated with the demolition of the existing structure. The developer has agreed to undertake a period of rodent control prior to the demolition of the structure.

The resident was concerned with two trees along the east edge of the walkway that are identified for removal (one multi-stemmed holly and one locust tree), based on the conflict with the proposed building envelope. The developer's arborist has assessed these two trees and while relatively healthy, the trees are identified for removal based on the building envelope. The developer will provide on-site planting and cash-in-lieu as compensation for their removal. The City's tree bylaw staff have reviewed and agree with the findings of the arborist's report.

The design of the houses and finish materials have not been determined at this time. Any structures built must conform to the siting, setbacks, height, and other regulations of the Richmond Zoning Bylaw No. 8500, which will be confirmed and secured through the Building Permit process.

Analysis

Public Pedestrian Walkway

A north-south public pedestrian walkway linking Fortune Avenue and Hermitage Drive is located adjacent to the subject site along the west property line. The chain link fencing and gate to the walkway must remain intact and unobstructed throughout all future demolition and construction activities associated with the proposed redevelopment, so as not to interfere with public access. The walkway surface and landscaping are currently serviceable, but the developer has agreed to contribute \$5,000 towards upgrades to north and south entrances to the walkway.

Site Servicing and Vehicle Access

There are no site servicing concerns with the proposed rezoning.

Vehicle driveway access to both proposed lots is to be from Fortune Avenue. At Subdivision stage, the developer will be required to pay servicing costs to reinstate the curb and gutter, sidewalk and boulevard along the property frontages.

Trees and Landscaping

A Certified Arborist's Report and Tree Retention Plan have been submitted by the applicant. The Report identifies the following:

- 14 bylaw-sized trees located on-site proposed for removal.
- Four (4) bylaw-sized trees located on-site proposed for retention.
- Four (4) bylaw-sized trees located on neighbouring property proposed for retention.
- Three (3) trees located on City property proposed for removal.
- Two (2) trees located on City property proposed for retention.

A copy of the proposed Tree Retention Plan is provided in Attachment 4.

The City's Tree Preservation Coordinator has reviewed the Arborist's Report, conducted an on-site Visual Tree Assessment, and concurs with the Arborist's recommendations as follows:

- 14 trees located on-site (Tag#'s 4-9, 14, 18-19, 21-23 and 25-26) are in conflict with the proposed building envelope, 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.
- Four (4) Birch trees located on-site (Tag#'s 10-13) are to be retained and protected.
- Four (4) trees located on neighbouring property (Tag#'s 15-17 and 20) are to be retained and protected.

Parks Department Staff have reviewed the Arborist's Report and concurs with the Arborist's recommendations as follows:

- Three (3) trees on City property - two (2) Cedar trees (Tag#'s 3 and 27) and one (1) Cypress tree (Tag# 2) near the frontage of the subject site should be removed, as they will be in direct conflict with proposed driveway construction to serve the subdivided lots.
- Two (2) trees (Tag#'s 1 and 24) located on City property are to be retained and protected.

Tree protection fencing is to be installed to City standard and in accordance with the City's Bulletin Tree-03 around the drip-lines of all trees to be retained (Tag#'s 1, 10-13, 15-17, 20 and 24). All tree protection fencing must be installed prior to demolition of existing buildings, and must remain in place until all construction and landscaping activities are completed on-site. To ensure the protection of the trees to be retained, the applicant must complete the following prior to final adoption of the rezoning bylaw:

- Submit a Tree Survival Security in the amount of \$6,000 for the four (4) trees located on-site and the two (2) trees located on City property to be retained. After construction and landscaping works on-site are completed, a landscaping inspection will be conducted to verify tree survival and 50% of the security will be released. The remaining 50% of the security will be released one (1) year after the initial landscaping inspection if the trees have survived.

- Enter into a Contract between the applicant and a Certified Arborist for the supervision of works conducted in close proximity to the Tree Protection Zones of all trees to be retained.

Prior to final adoption of the rezoning bylaw, the applicant will be required to provide compensation in the amount of \$1,950 (\$650/tree) to the City Tree Compensation Fund for the three (3) trees located on City property to be removed.

Under the 2:1 tree replacement guideline ratio in the OCP, the applicant is required to provide 28 replacement trees. In recognition of the efforts to be taken by the applicant to retain the six (6) trees located on-site and on City property, as well as the space limitations for re-planting after the subdivision, Staff recommends that the applicant be required to plant a total of eight (8) replacement trees on-site (four [4] on each subdivided lot). To ensure that the eight (8) replacement trees are planted and maintained on-site, the applicant is required to submit a Landscaping Security in the amount of \$4,000 (\$500/tree). Suitable tree replacement species include the Stewartia (*Stewartia Pseudocamellia*), Dik's Weeping Cypress (*Chamaecyparis Lawsoniana 'Dik's Weeping'*) and the Serbian Spruce (*Picea Omorika*), at a minimum size of 3.5 m tall conifer or 6 cm deciduous caliper.

In recognition of the tree preservation efforts made by the applicant to retain a total 7 trees both on-site and on City property, proposed replacement trees (4 per lot) and the voluntary contribution of \$5,000 towards upgrades to the adjacent public walkway, staff recommends that the applicant be required to provide a cash-in-lieu payment of \$6,500 for trees not replaced on site.

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 \$1.00/ft² of total building area towards the City's Affordable Housing Reserve Fund.

The applicant proposes to provide a contribution of \$1.00 per buildable square foot of the single-detached dwellings (i.e., \$5,480) to the City's Affordable Housing Reserve Fund in-lieu of providing a legal secondary suite in a dwelling on one (1) of the two (2) lots proposed at the subject site. The cash-in-lieu contribution must be submitted prior to final adoption of the rezoning bylaw.

Subdivision Stage

At Subdivision stage, the applicant is required to pay servicing costs for the completion of engineering servicing and frontage upgrades outlined in Attachment 5 via Work Order.

Financial Impact or Economic Impact

None.

Conclusion

This rezoning application to permit the subdivision of an existing property into two (2) smaller lots zoned “Single Detached (RS2/B)” is consistent with the applicable policies and land use designations outlined within the Official Community Plan (OCP) and the Steveston Area Plan.

The applicant has agreed to the list of rezoning considerations (signed concurrence on file) included in Attachment 5.

On this basis, it is recommended that Zoning Bylaw 8500, Amendment Bylaw 9201 be introduced and given first reading.



Dr. Andrew Yu
Planning Technician (Temp)
(604-204-8518)

AY:blg

- Attachment 1: Location Map and Aerial Photograph
- Attachment 2: Preliminary Subdivision Plan
- Attachment 3: Development Application Data Sheet
- Attachment 4: Proposed Tree Retention Plan
- Attachment 5: Rezoning Considerations

- 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.

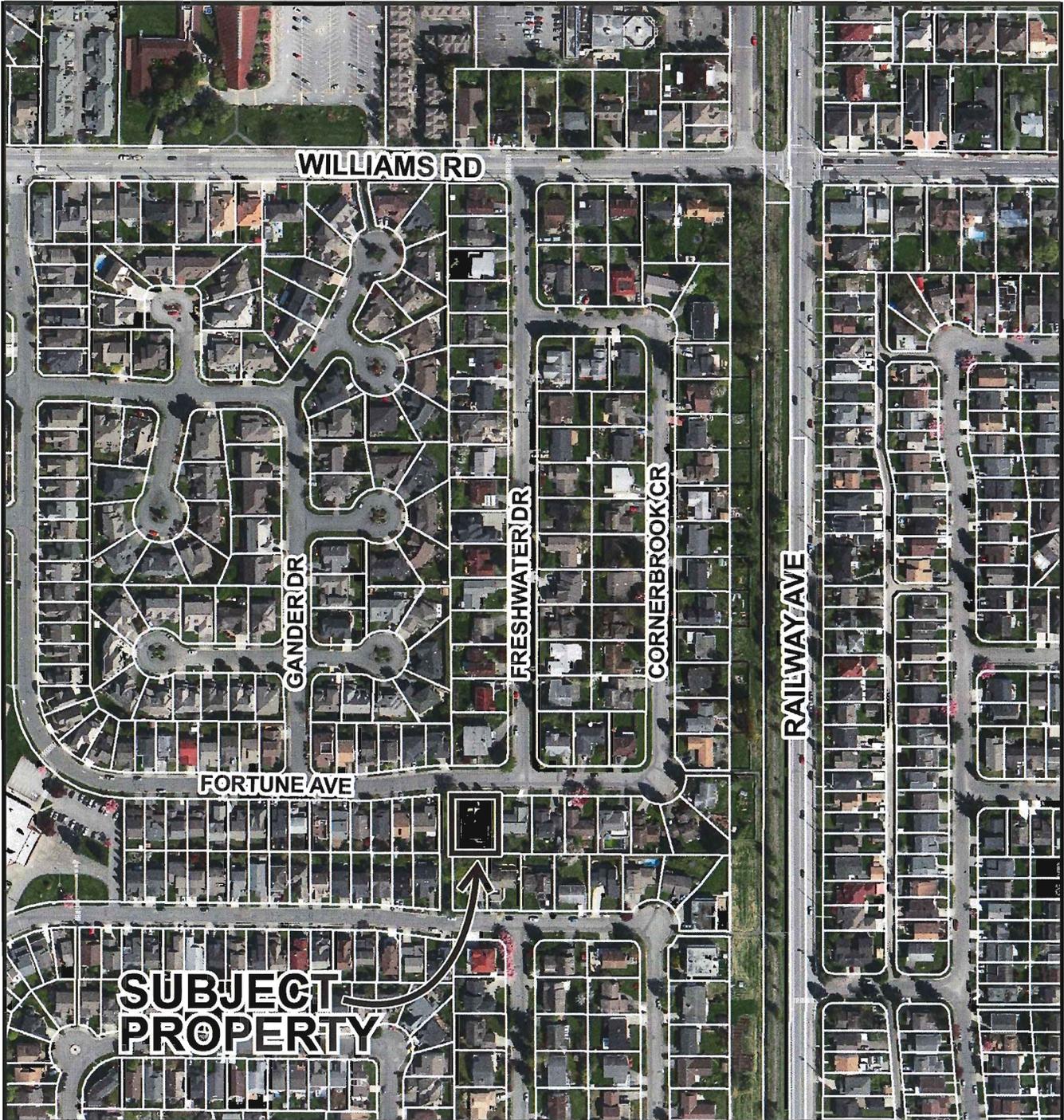
[signed copy on file]

Signed

Date



City of
Richmond



RZ 14-677417

Original Date: 11/28/14

Revision Date

Note: Dimensions are in METRES

**TOPOGRAPHIC SURVEY AND PROPOSED SUBDIVISION OF LOT 192 SECTION 35
BLOCK 4 NORTH RANGE 7 WEST NEW WESTMINSTER DISTRICT PLAN 43194**

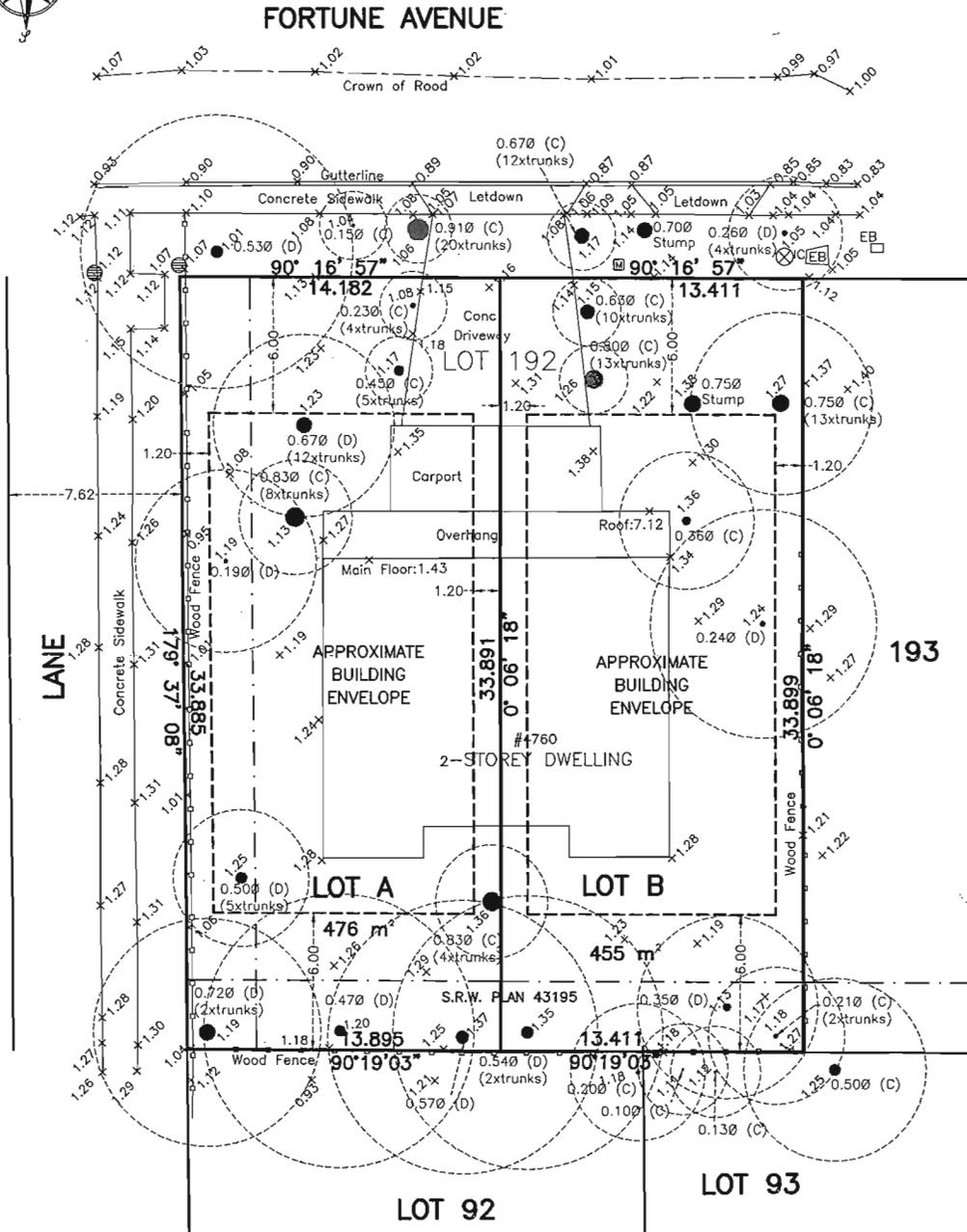
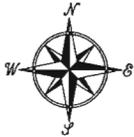
#4760 FORTUNE AVENUE,
RICHMOND, B.C.
P.I.D 004-212-606

*NOTE:
PRELIMINARY*

SCALE: 1:200



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. 5751
FB-263 P45-52
Drawn By: TH

LEGEND:
 EB denotes electrical box
 denotes round catch basin
 denotes inspection chamber
 denotes water meter
 (C) denotes coniferous
 (D) denotes deciduous

NOTE:
 Elevations shown are based on City of
 Richmond HPN Benchmark network.
 Benchmark: HPN #205,
 Control Monument 77H4827
 Located at CL Railway Ave & Gorry St
 Elevation = 1.044 metres

CERTIFIED CORRECT:
 LOT DIMENSION ACCORDING TO
 FIELD SURVEY.

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



RZ 14-677417

Attachment 3

Address: 4760/4780 Fortune Avenue

Applicant: 1015553 B.C. Ltd.

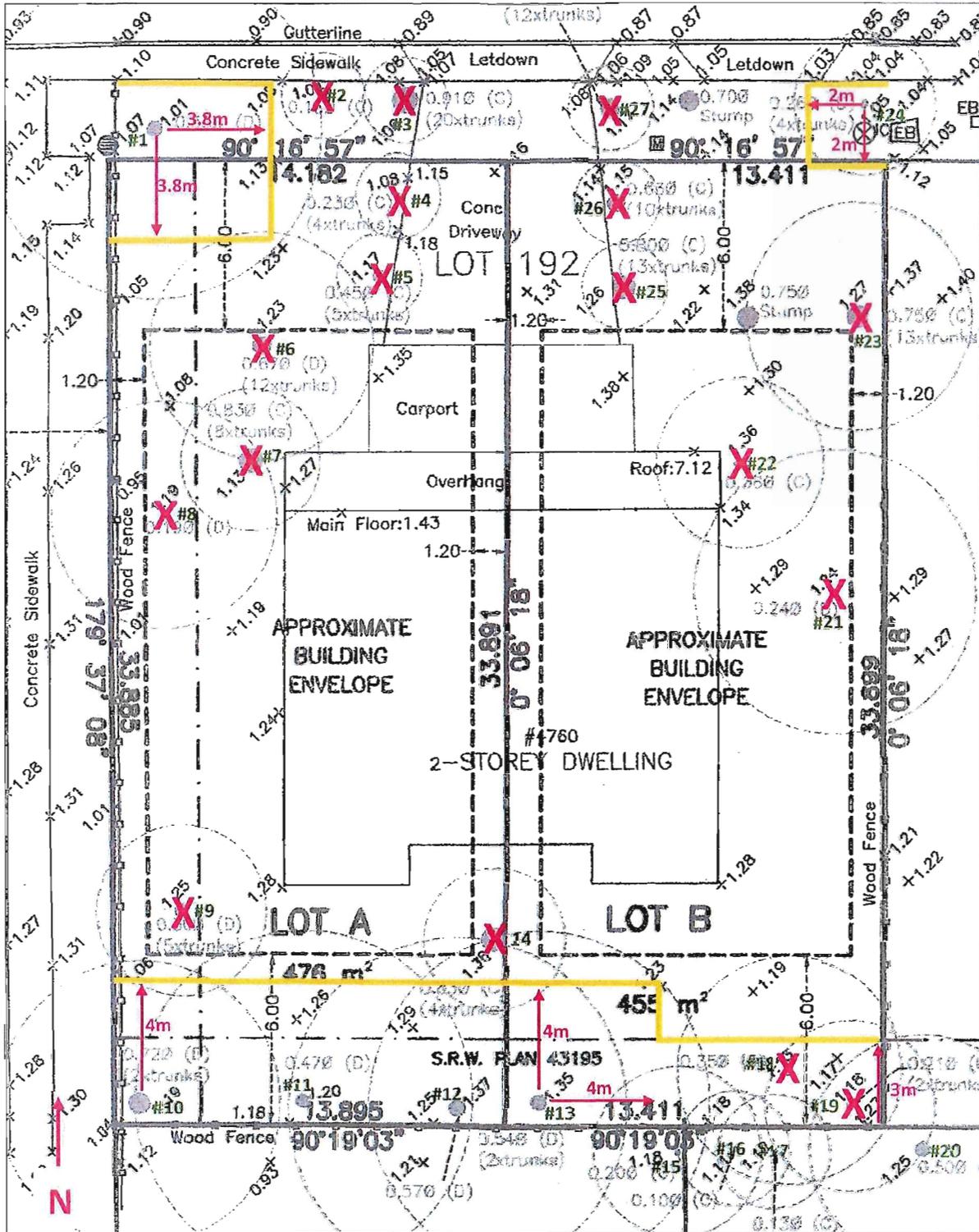
Planning Area(s): Steveston

	Existing	Proposed
Owner:	Natalia Bendo	TBD
Site Size (m²):	931 m ²	Proposed west lot: 476 m ² Proposed east lot: 455 m ²
Land Uses:	Legal non-conforming duplex	Single-family residential
OCP Designation:	Neighbourhood Residential	Complies
Area Plan Designation:	Single-Family	Complies
Zoning:	Single Detached (RS1/E)	Single Detached (RS2/B)
Number of Lots:	One (1)	Two (2)

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.55	Max. 0.55	none permitted
Lot Coverage – Building:	Max. 45%	Max. 45%	none
Lot Coverage – Building, structures, non-porous surfaces:	Max. 70%	Max. 70%	none
Lot Coverage – Landscaping with live plant material:	Min. 25%	Min. 25%	none
Setback – Front & Rear Yards (m):	Min. 6 m	Min. 6 m	none
Setback – Interior Side Yards (m):	Min. 1.2 m	Min. 1.2 m	none
Height:	Max. 2½ storeys	Max. 2½ storeys	none
Lot Size (m ²):	Min. 360 m ²	Proposed west lot: 476 m ² Proposed east lot: 455 m ²	none
Lot Width (m):	Min. 12 m	Proposed west lot: 14.0 m Proposed east lot: 13.4 m	none
Lot Depth (m):	Min. 24 m	Proposed west lot: 33.9 m Proposed east lot: 33.9 m	none
Lot Frontage (m):	Min. 6 m	Proposed west lot: 14.2 m Proposed east lot: 13.4 m	none

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

Tree Retention & Removal Plan, Scale 1:200



NOTE: PROPOSED

TREE #	TREE SPECIES (Botanical name)	DBH (cm)	SPREAD radius (m) est.
1	Birch (<i>Betula sp.</i>)	61cm	5.6m
2	Cypress (<i>Chamaecyparis sp.</i>)	15cm	1.6m
3	Cedar (<i>Thuja occidentalis sp.</i>)	34cm combined	1.4m
4	Cedar (<i>Thuja occidentalis sp.</i>)	29cm combined	1.2m
5	Cedar (<i>Thuja occidentalis sp.</i>)	30 combined	1.2m
6	Mountain ash (<i>Sorbus sp.</i>)	44cm combined	3.8m
7	Cedar (<i>Thuja occidentalis sp.</i>)	68cm combined	2.2m
8	Locust (<i>Robinia pseudoacacia</i>)	21cm	3.8m
9	Holly (<i>Ilex sp.</i>)	52cm Combined	2.8m
10	Birch (<i>Betula sp.</i>)	99cm Combined	4.8m
11	Birch (<i>Betula sp.</i>)	45cm	5.6m
12	Birch (<i>Birch sp.</i>)	70cm	6m
13	Birch (<i>Birch sp.</i>)	63 cm combined	5.8m
14	Western red Cedar (<i>Thuja plicata</i>)	79cm combined	2.2m
15	Yew (<i>Taxus sp.</i>)	20cm	3m
16	Western red Cedar (<i>Thuja plicata</i>)	10cm	2.2m
17	Western red Cedar (<i>Thuja plicata</i>)	13cm	2.2m
18	Mulberry (<i>Morus sp.</i>)	26cm	4m
19	Cedar (<i>Thuja occidentalis sp.</i>)	26cm combined	2.8m
20	Western red Cedar (<i>Thuja plicata</i>)	50cm	5.6m
21	Mulberry (<i>Morus sp.</i>)	31cm	4.8m
22	Cedar (<i>Thuja plicata</i>)	41cm	3m
23	Cedar (<i>Thuja sp.</i>)	75cm	3.8m
24	Japanese maple (<i>Acer palmatum sp.</i>)	32cm combined	2.8m
25	Cedar (<i>Thuja occidentalis sp.</i>)	32cm combined	1.2m
26	Cedar (<i>Thuja occidentalis sp.</i>)	41cm combined	1.2m
27	Cedar (<i>Thuja occidentalis sp.</i>)	31 cm combined	1.6m



Address: 4760/4780 Fortune Avenue

File No.: RZ 14-677417

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9201, the developer is required to complete the following:

1. City acceptance of the developer's offer to voluntarily contribute \$1,950 to the City's Tree Compensation Fund for the planting of replacement trees within the City, for the three (3) trees located on City property (Tag#'s 2, 3 and 27) to be removed.
2. City acceptance of the developer's offer to voluntarily contribute \$6,500 to the City's Tree Compensation Fund for the planting of replacement trees within the City, for the required replacement trees that cannot be accommodated on-site.
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 Landscaping Security in the amount of \$4,000 (\$500/tree) to ensure that eight (8) replacement trees (four [4] on each subdivided lot) are planted and maintained on-site. The trees must be a minimum size of 3.5 m tall conifer or 6 cm deciduous caliper.
5. Submission of a Tree Survival Security to the City in the amount of \$6,000 for the six (6) trees located on-site and on City property (Tag#'s 1, 10-13 and 24) to be retained. After construction and landscaping works on-site are completed, a landscaping inspection will be conducted to verify tree survival and 50% of the security will be released. The remaining 50% of the security will be released one (1) year after the initial landscaping inspection if the trees have survived.
6. Registration of a flood indemnity covenant on title.
7. The City's acceptance of the applicant's voluntary contribution of \$1.00 per buildable square foot of the single-family developments (i.e. \$5,480) to the City's Affordable Housing Reserve Fund.
8. The City's acceptance of the applicant's voluntary contribution of \$5,000 towards upgrades to the walkway adjacent to the west property line of the site.

At Demolition Permit* Stage, the developer must complete the following requirements:

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

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

1. Pay Servicing Costs for the design and construction of engineering infrastructure and frontage improvements via Work Order. Works include, but may not be limited to the following:

Water Works:

- Using the OCP Model, there is 195.7 L/s of water available at a 20 psi residual at the Intersection of Freshwater Drive and Fortune Avenue. Based on the proposed development, the 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 on-site fire protection. Calculations must be signed and sealed by a Professional Engineer and be based on Building Permit Stage Building designs.

- At the Developer's cost, the City is to cut and cap the existing water service connection at the watermain along the Fortune Avenue frontage and install two (2) new water service connections complete with meters and meter boxes along the Fortune Avenue frontage.

Storm Sewer Works:

- At the Developer's cost, the City is to cut and cap the existing service connection at the northwest corner of the development site and install a new storm service complete with IC and dual service connections at the adjoining property line of the newly subdivided lots along the Fortune Avenue frontage.

Sanitary Sewer Works:

- At the Developer's cost, the City is to cut and cap the existing sanitary service to 4760 Fortune Avenue located at the southeast corner of the development site and install a new sanitary service complete with IC and dual service connections at the adjoining property line of the newly subdivided lots along the existing service Right-of-Way (south).

Frontage Improvements:

- Vehicle access for the proposed dwellings will be required. The Developer is required to restore the curb and gutter, sidewalk and boulevard along the property frontages.
- The Developer is required to:
 - Coordinate with BC Hydro, Telus and other private communication service providers.
 - To underground proposed Hydro service lines when relocating/modifying any 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).

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

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

Note:

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

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

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

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

- 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]

Signed

Date



**Richmond Zoning Bylaw 8500
Amendment Bylaw 9201 (RZ 14-677417)
4760/4780 Fortune Avenue**

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

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

P.I.D. 004-212-606

Lot 192 Section 35 Block 4 North Range 7 West New Westminster District Plan 43194

2. This Bylaw may be cited as **“Richmond Zoning Bylaw 8500, Amendment Bylaw 9201”**.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED



MAYOR

CORPORATE OFFICER



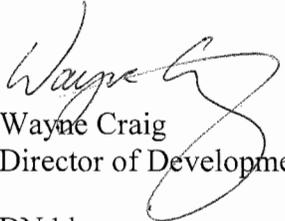
To: Planning Committee **Date:** April 7, 2015
From: Wayne Craig **File:** RZ 10-516067
 Director of Development
Re: **Application by LW and Chen Development Ltd. for Rezoning at 6731, 6751 Eckersley Road and 6740 Cooney Road from Single Detached (RS1/E) to Mid Rise Apartment & Townhouse (ZLR16) – Brighthouse Village (City Centre)**

Staff Recommendation

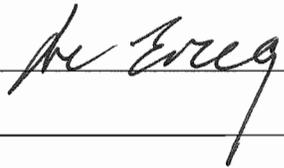
That Richmond Zoning Bylaw 8500 Amendment Bylaw No. 9241 to:

1. Create the “Mid Rise Apartment & Townhouse (ZLR26) – Brighthouse Village (City Centre)” zone and to rezone 6731, 6751 Eckersley Road and 6740 Cooney Road from “Single Detached (RS1/E)” to “Mid Rise Apartment & Townhouse (ZLR26) – Brighthouse Village (City Centre)”; and
2. Amend Section 5.15.1 (Affordable Housing) to include the “ZLR26” zone and a density bonusing cash in lieu sum in accordance with the Affordable Housing Strategy.

be introduced and given first reading.


 Wayne Craig
 Director of Development

DN:blg
Att.

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

Staff Report

Origin

Andrew Cheung Architects Inc., on behalf of LW & Chen Development Ltd., has applied to the City of Richmond to rezone 6740 Cooney Road, and 6731, 6751 Eckersley Road (Attachment 1) from “Single Detached (RS1/E)” to a new site specific zone, the “Mid Rise Apartment & Townhouse (ZLR26) – Brighthouse Village (City Centre)” zone to permit development of approximately 41 apartment units and eight (8) townhouse units above a partially submerged parking structure (Attachment 2).

Findings of Fact

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

Surrounding Development

The subject site is in the Brighthouse Village in an area designed for medium-density, mid-rise (4 to 8 storeys) housing under the City Centre Area Plan (CCAP) (Attachment 4). Development surrounding the subject site is as follows:

To the North: Park Road, which will be partially constructed as part of the subject development application, single-family lots zoned “Single Detached (RS1/E)” and designated “General Urban T4 (15 m)” in the Brighthouse Village in the CCAP.

To the East: Eckersley Road, four-storey low rise apartments (“Saffron”) zoned “Low Rise Apartment (ZLR23) – Brighthouse Village (City Centre)” and designated “Urban Centre T5 (25 m)” in the Brighthouse Village in the CCAP.

To the South: Street level townhouses and two (2) residential towers on a parking podium (“Emerald”) zoned “High Rise Apartment (ZHR5) – Brighthouse Village (City Centre)” and designated “Urban Centre T5 (25 m)” in the Brighthouse Village in the CCAP.

To the West: Cooney Road and a nine (9) unit townhouse development zoned “Town Housing (ZT46) – South McLennan and Brighthouse Village” and designated “Urban Centre T5 (25 m)” in the Brighthouse Village in the CCAP.

Related Policies & Studies

Official Community Plan (OCP)

The site is designated “Mixed Use” in the Official Community Plan (OCP), which supports the proposed residential use.

City Centre Area Plan (CCAP)

The site is located within the Brighthouse Village in an area that is intended for medium-density, mid-rise (4 to 8 storeys) housing, which supports the use, building form, and density proposed by the subject application (Attachment 4).

Flood Management Implementation Strategy

The development proposal is required to comply with the requirements of the Richmond Flood Plain Designation and Protection Bylaw 8204. A Flood Indemnity Restrictive Covenant is required prior to rezoning bylaw adoption.

Aircraft Noise Sensitive Development (ANSND) Policy

The subject site is located within an area that permits all aircraft noise sensitive land uses. However, as the site is affected by OCP Airport Noise Contours, the development is required to register a covenant prior to rezoning bylaw adoption.

Existing Legal Encumbrances

An existing statutory right of way, J87135 Plan 44271, which is currently registered on all of the subject properties, is no longer required by Engineering. Discharge of this right of way is required before final adoption of the rezoning bylaw.

Public Consultation

The applicant has confirmed that development signage has been posted on both the site's Cooney Road and Eckersley Road frontages. Staff have not received any written correspondence or phone calls from residents expressing concerns in association with the subject application to date.

Analysis

Project Description

The subject site, which includes 6740 Cooney Road, 6731 Eckersley Road, and 6751 Eckersley Road, is comprised of the three (3) remaining undeveloped lots within a block bound by Cooney Road, Eckersley Road, Anderson Road and as yet unconstructed Park Road. The three (3) properties are proposed to be consolidated into one (1) "L" shaped lot with frontage on Cooney Road, Park Road and Eckersley Road, and developed into approximately 41 apartments and eight (8) townhouse units above a partially submerged parking structure.

As a result of incremental redevelopment within this neighbourhood that occurred prior to the adoption of the CCAP, density within the area ranges from 1.0 floor area ratio (FAR) to 2.3 FAR and building forms range from ground level entry townhouse units to towers above a parking podium. The proposed townhouses and mid-rise apartment on a semi-submerged parking level is consistent with the diversity of building form and character within this neighbourhood, and softens the transition between the high-rise development located south of the site and the lots on the north side of Park Road that are designated to be developed at a lower density and height. The proposed maximum density, which includes exemptions for the inclusion of Basic Universal Housing features in accordance with the Zoning Bylaw, is 2.0 FAR.

The proposed three storey townhouse units are located on the narrower western portion of the lot and are oriented toward Park Road. The units facilitate transition between the proposed apartment and future redevelopment on the north side of Park Road where 15 m (49 ft.) is the maximum supported building height. The site's Cooney Road frontage provides access to a pathway leading to townhouse back patios, the common outdoor amenity space, and the apartment building. The end townhouse unit abutting Cooney Road is designed to both

maximize opportunities for visual surveillance and articulate the western building façade. Along Park Road, proposed townhouse units have front yard patio spaces and a pathway between the townhouses and the apartment building provides a connection between Park Road and the common outdoor amenity space.

The proposed six-storey apartment building (23 m (75 ft.) high), which accommodates most (78%) of the density proposed on-site, is sited at the northeast corner of the site. The building anchors the corner and facilitates transition between the townhouses proposed on-site and 45 m (147 ft.) high residential towers within the southern adjacent development (“Emerald”). The proposed apartment is designed to encourage an active relationship with the adjacent Park Road and Eckersley Road street frontages by proposing first level apartment units and a recessed lobby entrance along the Park Road frontage. A first level apartment wraps around the northeast corner of the site and the pattern continues along Eckersley Road to the required on-site loading and collection area, which is adjacent to the access to residential and visitor parking at the southern end of the site.

The proposal includes 318 m² (3,422 ft²) of outdoor amenity space located on a southern portion of the site adjacent to 117 m² (1,259 ft²) of indoor amenity space. In both cases, the proposed amenity area exceeds the recommendations of the OCP. Staff will work with the applicant at the Development Permit stage to ensure the design and programming of the spaces respond to the Development Permit Guidelines in the OCP and CCAP (Attachment 2).

Servicing Capacity and Upgrades

Engineering issues will be addressed through the required Servicing Agreement (SA), which is discussed in detail in Attachment 6. The scope of the SA includes but is not limited to providing a watermain along the site’s Park Road frontage and an associated hydrant, undertaking storm sewer upgrades along the site’s Cooney Road, Eckersley Road and Park Road frontages, improving sanitary sewer connections, and designing and constructing road improvements, including a functional extension of Park Road between Cooney Road and Eckersley Road.

Frontage Dedications and Improvements

The applicant is required to provide the following dedications and undertake the following frontage improvements as discussed in detail in Attachment 6:

Corner Cut

- 4 m x 4 m (13 ft. x 13 ft.) corner cut dedication at the northeast (Park Road/Eckersley Road) corner of the site.
- 4 m x 4 m (13 ft. x 13 ft.) corner cut dedication at the northwest (Park Road/Cooney Road) corner of the site.

Cooney Road

- Approximately 4.68 m (15 ft.) wide dedication along the entire west property line to align with the new west property line established by the southern adjacent site (“Emerald”). The total dedication area is to be verified by the applicant’s survey and final functional design plan approved by the Director of Transportation, which is a requirement of the SA.

- Relocate and widen the pavement width to match the cross section established by the southern adjacent site (“Emerald”) and install City Centre standard sidewalk and treed boulevard.

Park Road

- The connection of Park Road between Cooney Road and Eckersley Road is a requirement of rezoning for this project and will be facilitated through the required SA. The subject site is within the Park Road Funding Program catchment area, which is an area that has been identified by the Transportation Department as benefitting from the expansion of Park Road. The catchment includes properties within an area is generally bound by Anderson Road, Cooney Road, Eckersley Road, and extends north of the Park Road connection to include eight (8) lots that have not yet redeveloped. The catchment also includes a large site that has redeveloped at the south east corner of Eckersley Road and Park Road (8600 Park Road).
- The catchment area was established in 2007 to facilitate the acquisition and construction of the Park Road extension to City standards. Development within the catchment contributes toward anticipated total project costs including land acquisition and road construction costs. The costs are proportionally shared between properties within the catchment area based on total parcel size and contribution rates are periodically adjusted to reflect up to date costs. Of the thirty three (33) lots originally identified within the catchment area, including the subject lots in the equation, twenty five (25) have redeveloped or are actively pursuing redevelopment.
- The project proponent is responsible for 27.3% of the costs associated with the road expansion project based on the area of the site within the total catchment area. However, as the land for the Park Road extension was purchased and acquired by the City in early 2011, the subject application, which fronts the southern edge of the Park Road connection between Cooney Road and Eckersley Road, is responsible for the design of the Park Road connection and partial construction of the road in accordance with the Subdivision and Development Bylaw (No. 8751). The bylaw requires development adjacent to a dedicated road to undertake off-site works to establish a functional road.
- Through the SA process, the applicant is required to provide a functional design for Park Road to the satisfaction of the Director of Transportation to confirm the extent of off-site works. The Park Road frontage improvements include:
 - Providing full turning movements (ie. full pavement width) at the intersection with Cooney Road and Eckersley Road;
 - Introduction of an 11.2 m (37 ft.) wide pavement width for Park Road and widening for a three (3) lane cross section width at the Park Road/Cooney Road intersection (to be confirmed by the required functional design); and
 - Introduction of a City Centre standard sidewalk, curb/gutter, street trees and boulevard on the south side of Park Road adjacent to the subject site.
- The applicant is responsible for the construction of Park Road based on a functional road plan to the satisfaction of the Director of Transportation. There is no compensation if the cost is greater than the site’s Park Road Funding Program catchment area contribution value based on proportional land area (\$550,000 during the 2015 calendar year, or 27.3% of the total projected costs at a rate reflective of current year costs subject to the satisfaction of the Director of Transportation). However, if the cost of construction of a

functional road is less than the catchment contribution value at the SA stage, the applicant will be accountable for the provision of the value of the contribution shortfall.

Eckersley Road

- Align the west curb to introduce a parking layby for Eckersley Road.
- Introduce a new City Centre standard sidewalk and treed boulevard.

Parking and Loading

Resident and visitor parking are enclosed within a single storey, semi-submerged parking podium, with access at the south easterly end of the site. Ten (10) visitor parking stalls are provided on-site in accordance with the standard bylaw requirement. The bylaw required number of resident parking stalls may be reduced by up to a maximum of 10% (from 59 to 53 resident parking stalls) conditional to the implementation of Transportation Demand Management (TDM) measures that are supported by Transportation staff. A total of 54 resident parking stalls are proposed, which is supported by Transportation staff conditional to:

- Installation of a bench mounted on a concrete pad along each of the site's three (3) road frontages. The benches are shown within the property lines in the attached site plan; and
- Construction of a bike lane along Cooney Road through the required Servicing Agreement.

As a condition of rezoning, a covenant is required to be registered on Title to ensure visitor parking spaces remain unassigned and used solely by visitors. Bicycle parking is provided in accordance with the bylaw.

The applicant has demonstrated to the satisfaction of Transportation staff that loading vehicles can be accommodated on-site within the designated on-site truck parking area. The design of the garbage and recycling enclosure is integrated into the building and includes a roll up door to provide direct access to the loading area. A layby will be introduced along the Eckersley Road frontage to accommodate garbage/recycling collection. Signage will be installed to ensure the layby parking area will be available for use by collection vehicles. The parking access driveway will not be blocked at any time by loading or collection, and two (2) lanes of traffic on Eckersley Road will remain clear at all times.

Proposed Rezoning Bylaw

The proposed site specific "Mid Rise Apartment & Townhouse (ZLR26) – Brighthouse Village (City Centre)" zone bylaw is based on other similar existing zones within the neighbourhood (including "High Rise Apartment (ZHR5) – Brighthouse Village (City Centre)" and "Low Rise Apartment (ZLR23) – Brighthouse Village (City Centre)") but tailored for the proposed use and density. Importantly, the proposed zone supports development that will soften the transition between the existing range of building forms and densities south of Park Road and future redevelop on the north side of Park Road where lower building height and density is supported by the CCAP, in a form generally consistent with the surrounding area. The following is a synopsis of key features of the proposed site-specific zone:

Density and Lot Coverage: The proposed 2.0 FAR, contingent upon compliance with the City's Affordable Housing Strategy, and proposed lot coverage is consistent with the site's designation in the CCAP.

Setbacks: A 3.0 m to 4.0 m setback from adjacent roads is proposed, which is consistent with established building setbacks in the neighborhood. Similarly, the parking structure setbacks are consistent with those of existing developments and include terraced landscaping and unit entries.

Permitted Height: The CCAP supports 25.0 m (82 ft.) building height at this location. The proposed apartment building height is 23 m (75 ft.); however, the maximum height for townhouses is 12 m (40 ft.), which softens transition from the southern adjacent high rise development to future maximum 15 m (50 ft.) high development on the north side of Park Road.

Tree Retention & Replacement

The City Tree Preservation Coordinator and Parks arboriculture staff have reviewed an Arborist Report and associated tree plan submitted by the applicant, which analyzes tree retention/removal on-site and is summarized below:

Location of trees	# of trees	Condition and Recommendation	Compensation
Development site	17	Poor condition (dead, dying, previously topped and/or exhibit structural defects) Remove	2:1 replacement
City property	14	Trees located within future road way and associated, sidewalk, curb, gutter, and boulevard improvements.	No compensation

A landscape plan confirming the planting of a minimum of 34 replacement trees that includes a mix of conifer and deciduous trees would be provided as part of the Development Permit (DP 10-516068) review process.

Affordable Housing Strategy

In accordance with provisions in the Affordable Housing Strategy for smaller townhouse and apartment developments that consist of less than 80 units, the applicant will make a cash contribution to the affordable housing reserve fund in accordance with the Affordable Housing Strategy.

Accessible Housing

Of the 49 units proposed, all 41 apartment units will be constructed to be fully accessible for a person in a wheelchair at the time of construction. As per the Basic Universal Housing Features provisions outlined in Section 4.16 of the Zoning Bylaw, each of these units is permitted a density exclusion of 1.86 m² (20 ft.) per unit. Detailed floor plans that identify the Basic Universal Housing Features will be checked through the Development Permit review process (DP 10-516068).

Also through the Development Permit review process, the applicant will be required to demonstrate that barrier-free access is provided to the apartment lobby, and to the indoor and outdoor amenity areas. In addition, all units and common areas will incorporate aging in place features to accommodate mobility constraints associated with aging. These features include lever style door handles and plumbing fixtures, solid blocking in washroom walls to facilitate future grab bar installation beside toilets, bathtubs, and showers, stairwell hand rails, etc.

Public Art

In response to the City's Public Art Program (Policy 8703), the applicant will make a voluntary contribution to the City's Public Art Reserve fund at a rate of \$0.76 per buildable square foot (approximately \$37,935.00) as referenced in the Rezoning Considerations (Attachment 6). The contribution would be allocated to the Public Art reserve fund.

Sustainability

As a condition of rezoning bylaw adoption, the applicant would commit to connect the subject development to the proposed City Centre District Energy Utility (DEU), which includes design and construction of the building to facilitate hook-up to a DEU, entering into a Service Provision Agreement(s), and registration of statutory right-of-way(s) and/or alternative agreements, to establish District Energy Utility (DEU) for the proposed development.

In accordance with the CCAP, the proposed development would be constructed to achieve LEED Silver equivalency. The applicant has provided a list of sustainability features that may be incorporated to ensure the development proposal achieves LEED Silver equivalency (Attachment 5).

Development Permit (DP 10-516068)

The Rezoning Considerations attached to this report (Attachment 6) include a requirement for the substantive completion of a Development Permit prior to adoption of the rezoning bylaw. The Development Permit review process will include:

- Articulation and review of proposed building materials and colors;
- Provision of geotechnical information to confirm the elevation of the proposed semi-submerged parking;
- Development of a landscape plan that includes perimeter landscaping, landscaping of the building wall above the parking access ramp, and a minimum of 34 replacement trees on-site; and
- Provision of hard surface landscaping details to minimize the impact of the service access character of Eckersley Road.

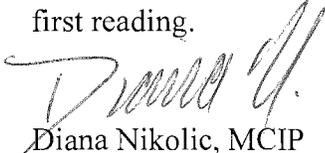
Financial Impact or Economic Impact

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

Conclusion

The applicant has demonstrated the feasibility of accommodating the proposed density on a site with a challenging geometry and three (3) road frontages. Further, the development proposes a mid-rise apartment and three-storey townhouse units in response to the site specific context and complies with its designation in the CCAP.

It is recommended that Zoning Bylaw 8500, Amendment Bylaw 9241 be introduced and given first reading.



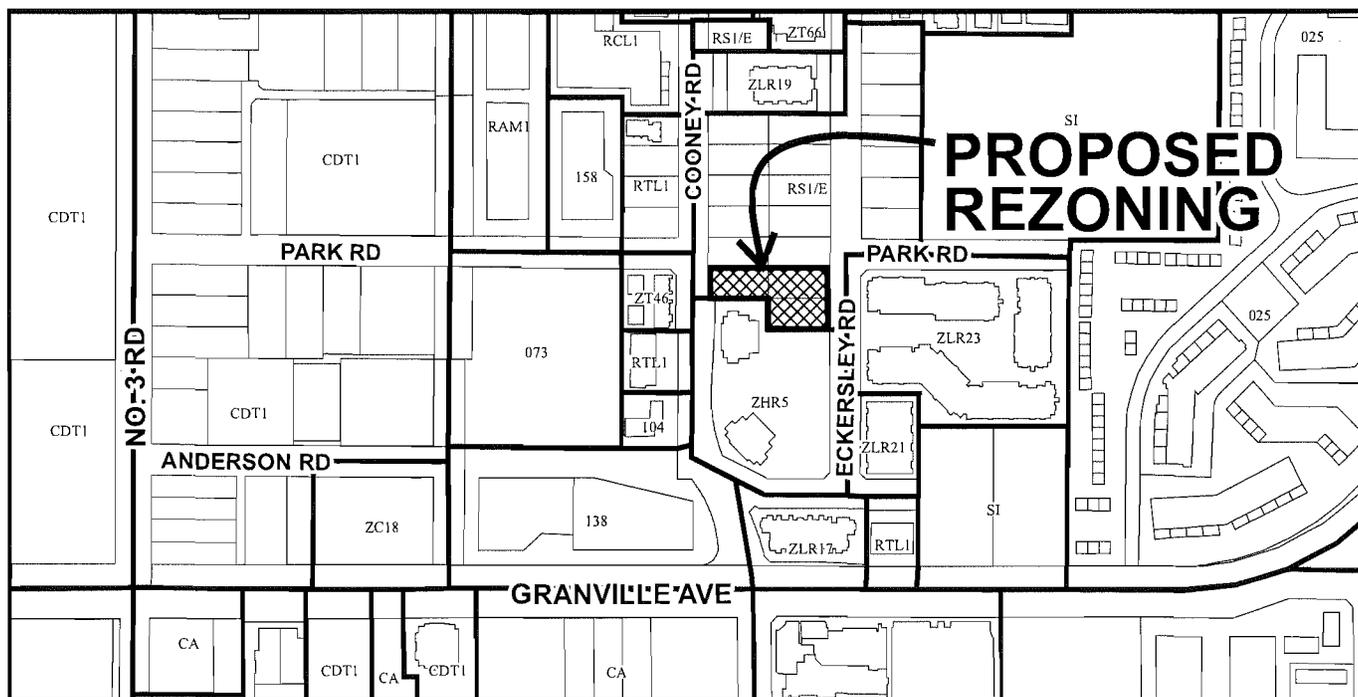
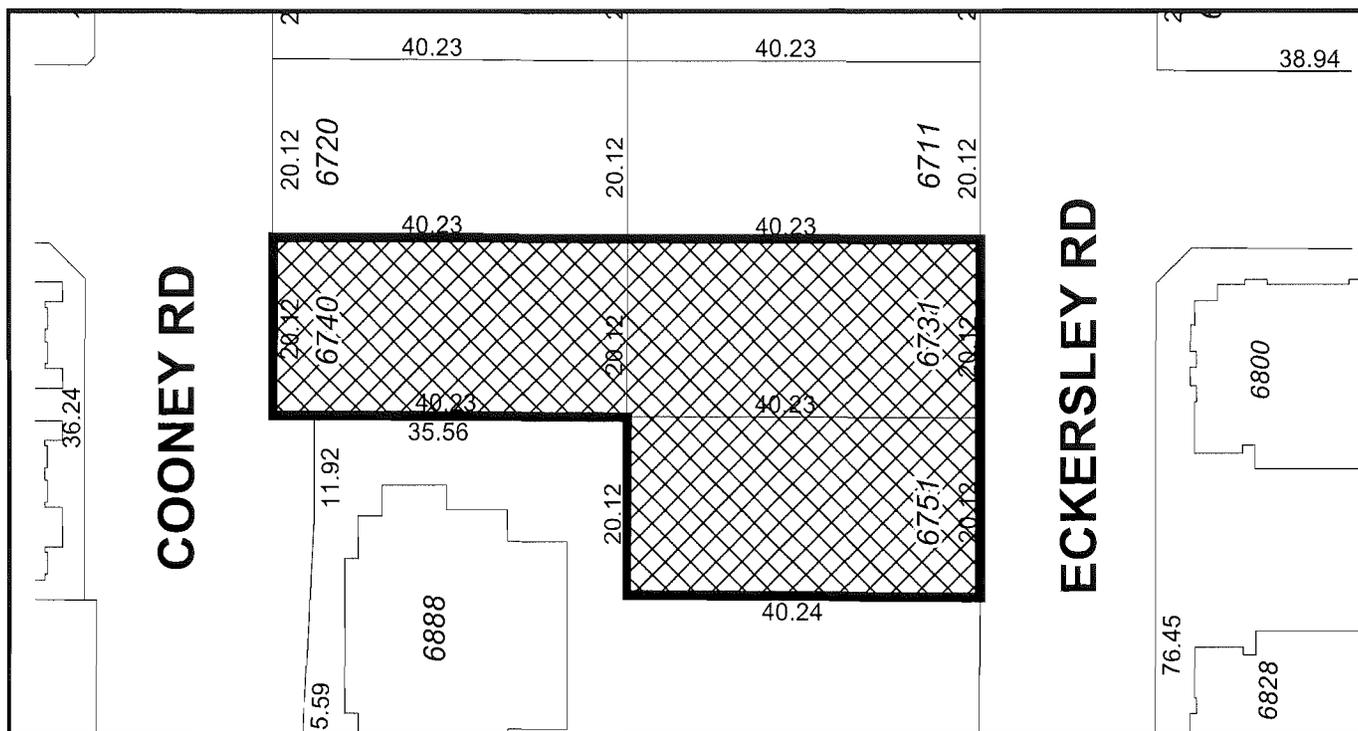
Diana Nikolic, MCIP
Planner 2-Urban Design
(604-276-4040)

DN:blg

- Attachment 1: Location Map
- Attachment 2: Conceptual Development Plans
- Attachment 3: Development Application Data Sheet
- Attachment 4: Brighthouse Village Plan
- Attachment 5: Sustainability and CPTED Provisions List (provided by applicant)
- Attachment 6: Rezoning Considerations

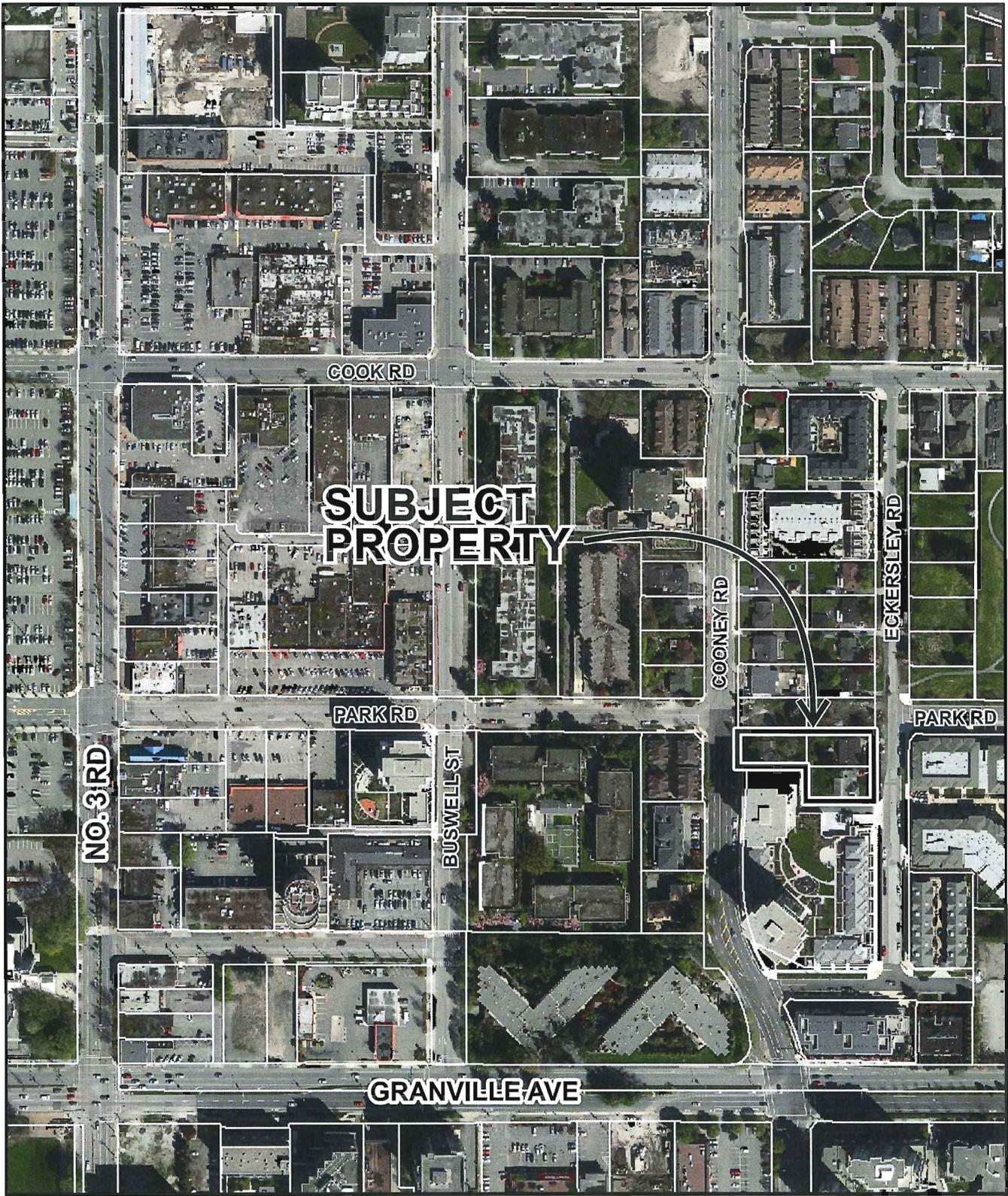


City of Richmond



PROPOSED REZONING

	<h1>RZ 10-516067</h1>	<p>Original Date: 03/01/10 Revision Date: 03/31/15 Note: Dimensions are in METRES</p>
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**SUBJECT
PROPERTY**



RZ 10-516067

Original Date: 03/01/10

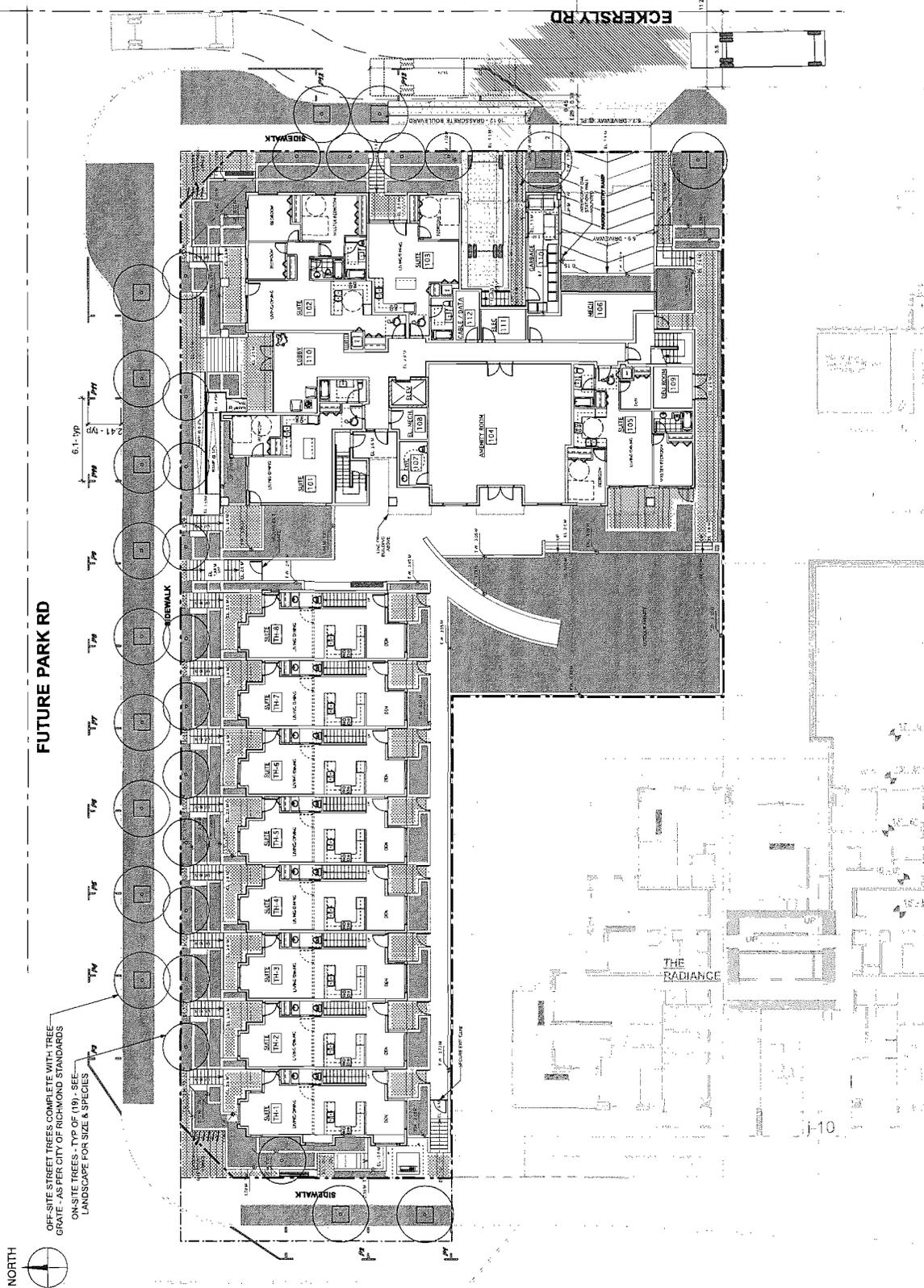
Amended Date: 03/31/15

Note: Dimensions are in METRES

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MAY 11 2014	ISSUED FOR RECORDING AND 3 RD APPLICATION
DEC 16 2014	ISSUED FOR RECORDING AND 3 RD APPLICATION
JAN 11 2015	ISSUED FOR RECORDING AND 3 RD APPLICATION
MAR 21 2015	ISSUED FOR RECORDING AND 3 RD APPLICATION
APR 15 2015	ISSUED FOR RECORDING AND 3 RD APPLICATION

ANDREW CHEUNG ARCHITECTS INC.
 5410 11TH AVENUE S.W.
 VANCOUVER, B.C. V6V 1K5
 TEL: 604.683.1111
 FAX: 604.683.1889

PROJECT: 6740 COONEY ROAD RICHMOND	
TITLE: GROUND FLOOR PLAN	
DATE: 11/12/15	SCALE: AS SHOWN
DESIGNER: ANDREW CHEUNG ARCHITECTS INC.	PROJECT NUMBER: DP 2.2



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 OF APPLICATION

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APR 08 2015 ISSUED FOR RECEIVING AND
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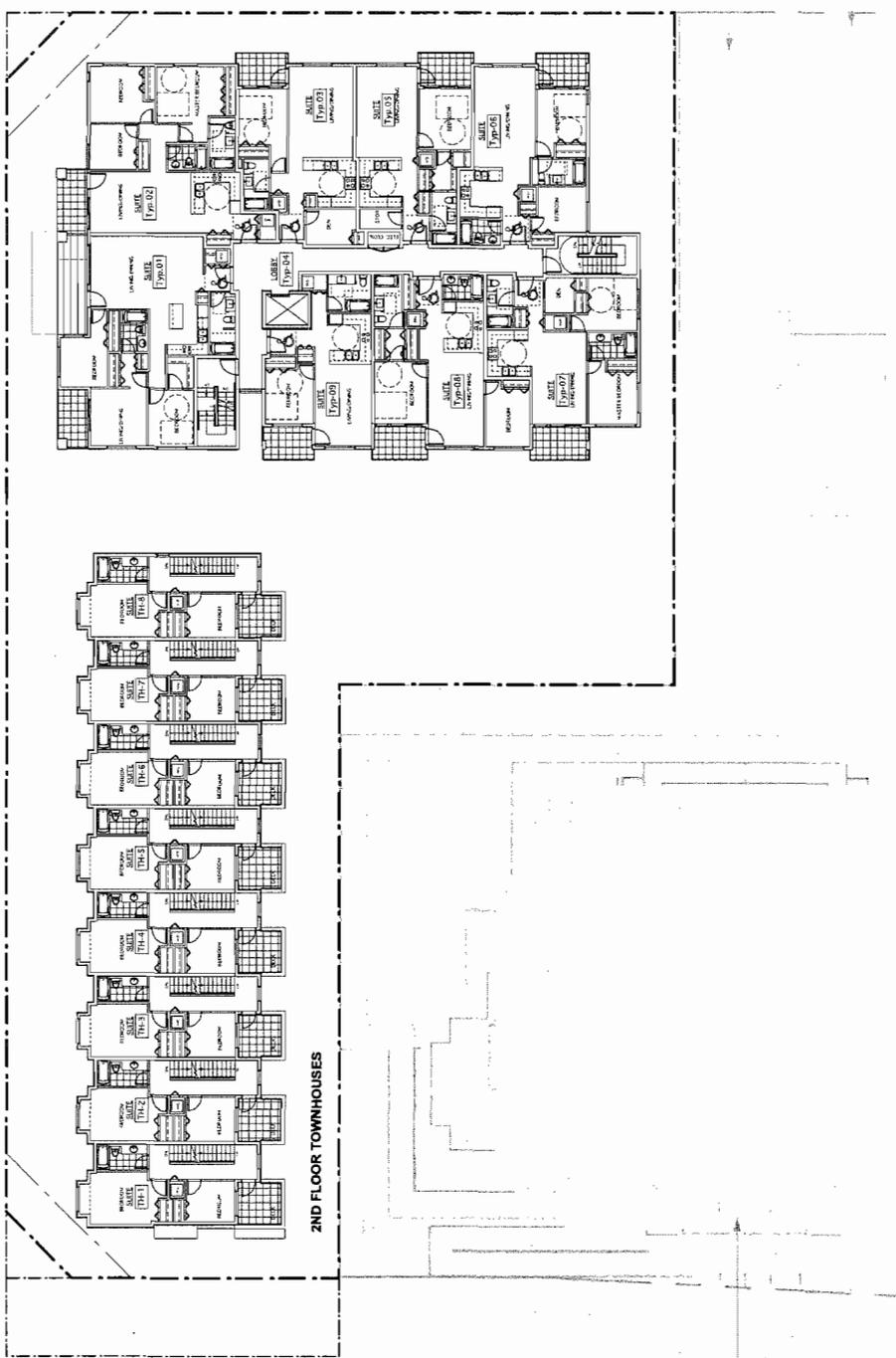
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**ANDREW CHEUNG
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1025 WEST WASHINGTON ST. S.
 RICHMOND, VA 23220

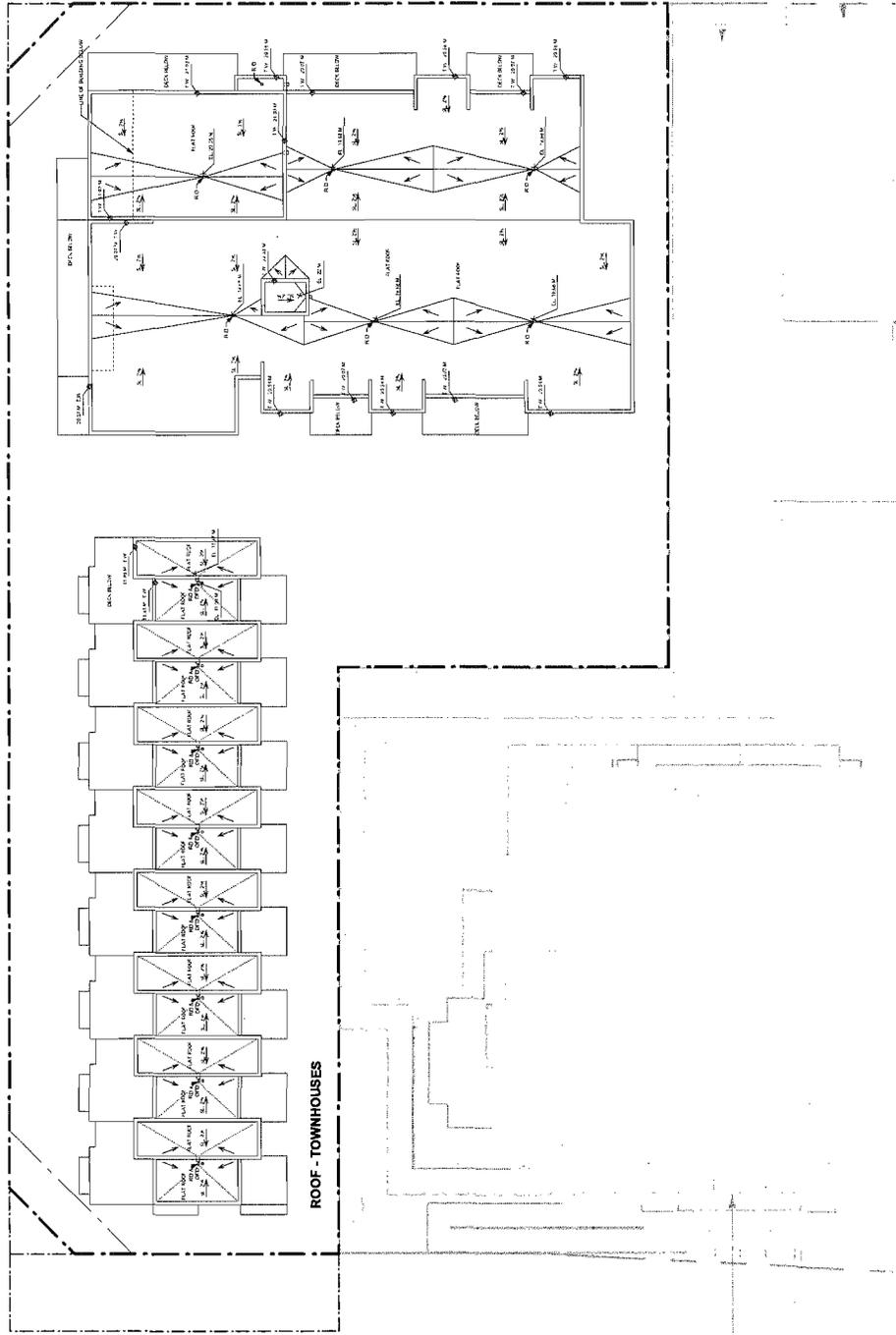
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 FAX (804) 685-1888

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CHECKED BY		JL	
DATE		2015	
PROJECT NO.		2015	
SHEET NO.		DP 2.3	





PLN - 151



ROOF - TOWNHOUSES

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FEB 17 2015	ISSUED FOR REVIEW
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DEC. 10 2014	ISSUED FOR RECORDING AND 2 ND APPLICATION
JAN 10 2015	ISSUED FOR RECORDING AND 2 ND APPLICATION
MAR 11 2015	ISSUED FOR RECORDING AND 2 ND APPLICATION
APR 9 2015	ISSUED FOR RECORDING AND 2 ND APPLICATION

ANDREW CHEUNG ARCHITECTS INC.
 11530 WARD ZIMM INC
 WILLOWDALE, ONTARIO
 M2H 1G5
 TEL (904) 885-2089
 FAX (904) 885-1889

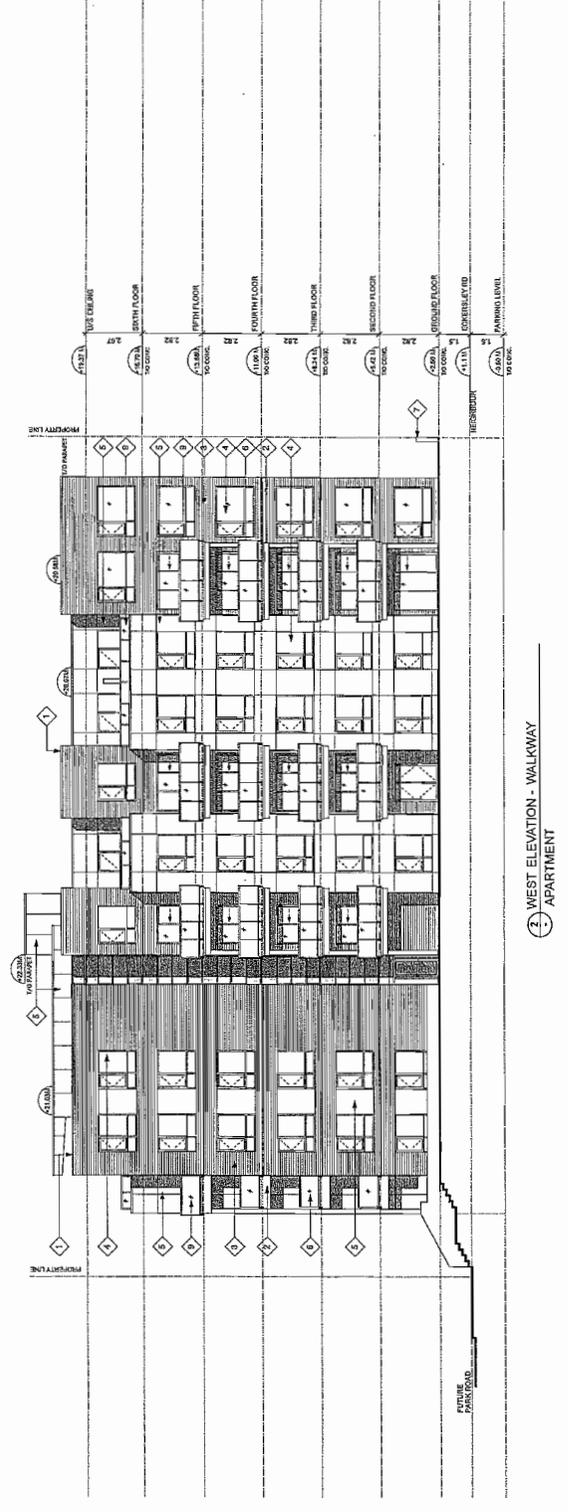
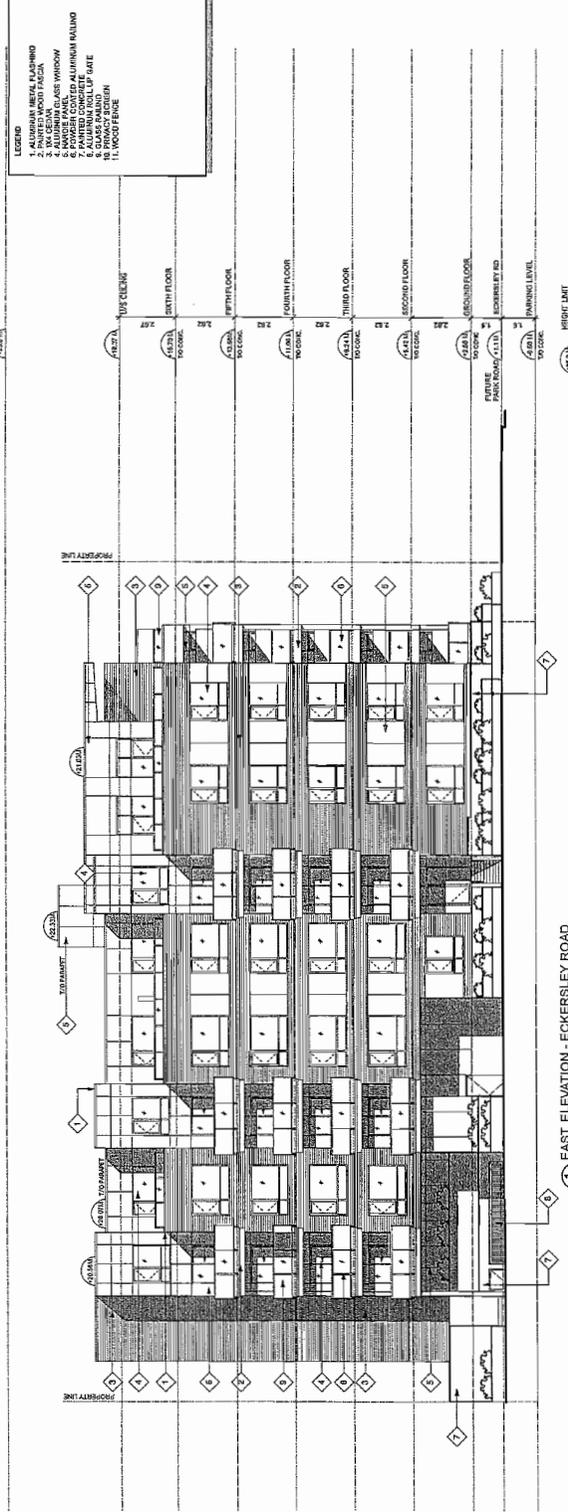
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	MAY 11, 2014	SELECTED FOR PERMITS AND OF APPLICATION
	AUG 15, 2015	SELECTED FOR REZONING AND OF APPLICATION

ANDREW CHEUNG ARCHITECTS INC.
 1038 WEST 10TH AVENUE, SUITE 100
 VANCOUVER, BC V6H 2G6
 TEL: (604) 865-1885
 FAX: (604) 865-1889

PROJECT	8740 COONEY ROAD RICHMOND
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DESIGNER	ANDREW CHEUNG ARCHITECTS INC.
CLIENT	APARTMENT EAST & WEST
NO.	DP 3.1

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 2. 2X6 CEDAR WOOD FACIA
 3. ALUMINUM CLAS WINDOW
 4. ALUMINUM CLAS W/SHOULDER
 5. POWDER COATED ALUMINUM RAILING
 6. ALUMINUM ROLLUP GATE
 7. BRONZE STAINLESS STEEL
 8. BRONZE STAINLESS STEEL
 9. BRONZE STAINLESS STEEL
 10. BRONZE STAINLESS STEEL
 11. BRONZE STAINLESS STEEL



10/18

- LEGEND**
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 3. POLYURETHANE INSULATION
 4. ALUMINUM CLASH WINDOW
 5. ALUMINUM CLASH WINDOW
 6. POWER COATED ALUMINUM RAILING
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 8. ALUMINUM ROLL UP DOOR
 9. ALUMINUM ROLL UP DOOR
 10. BRICKY SCREEN
 11. WOOD FENCE

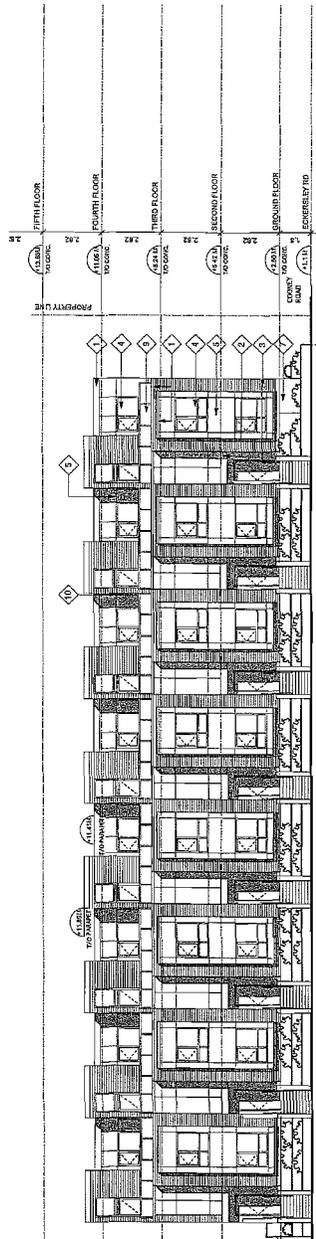
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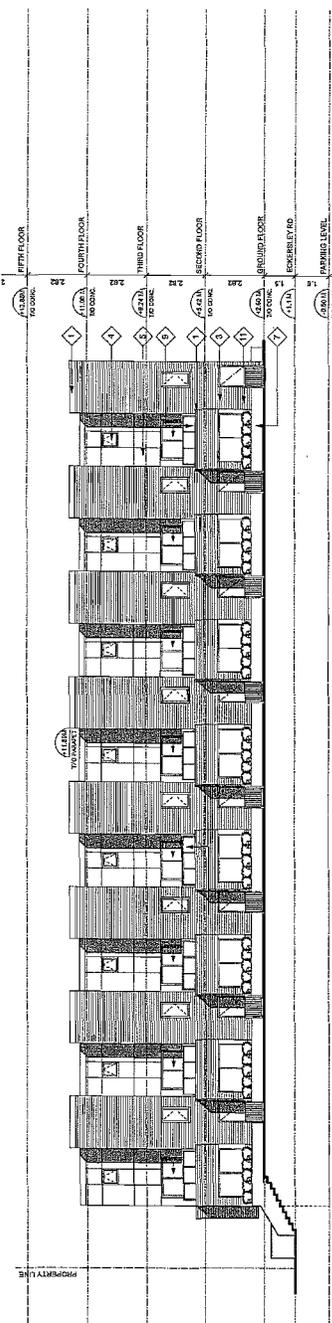
ANDREW CHEUNG ARCHITECTS INC.

11011 110
1870 WEST 10TH AVENUE
VANCOUVER, B.C. V6L 1G1
TEL: (604) 882-1888
FAX: (604) 882-1889

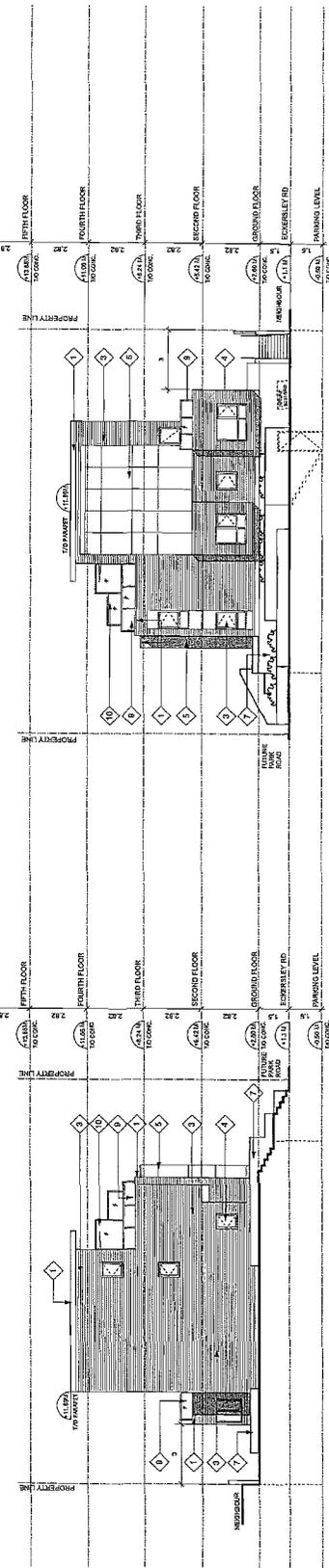
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DATE: 04/24/19	
PROJECT NO: DP 3.3	



1 NORTH ELEVATION - FUTURE PARK ROAD TOWN HOUSE



2 SOUTH ELEVATION - NEIGHBOUR SIDE TOWN HOUSE



3 WEST ELEVATION - COONEY ROAD TOWN HOUSE

4 EAST ELEVATION - WALKWAY TOWN HOUSE

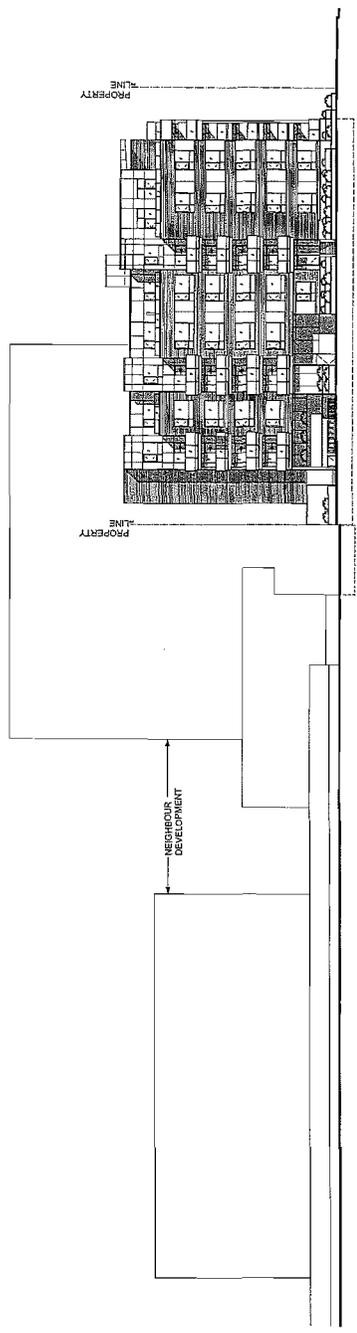
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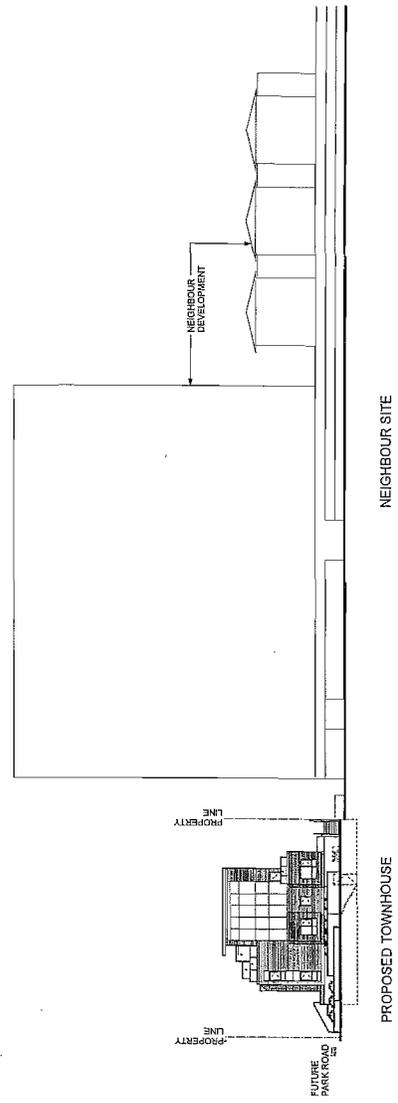
CONSULTANT:

**ANDREW CHEUNG
 ARCHITECTS INC.**
 1639 WEST 22ND AVE.
 VANCOUVER, BC
 V6L 2K1
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 FAX: (604) 685-1888

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177 ECKERSLEY ROAD & COONEY ROAD ELEVATION	
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1 ECKERSLEY ROAD - EAST ELEVATION

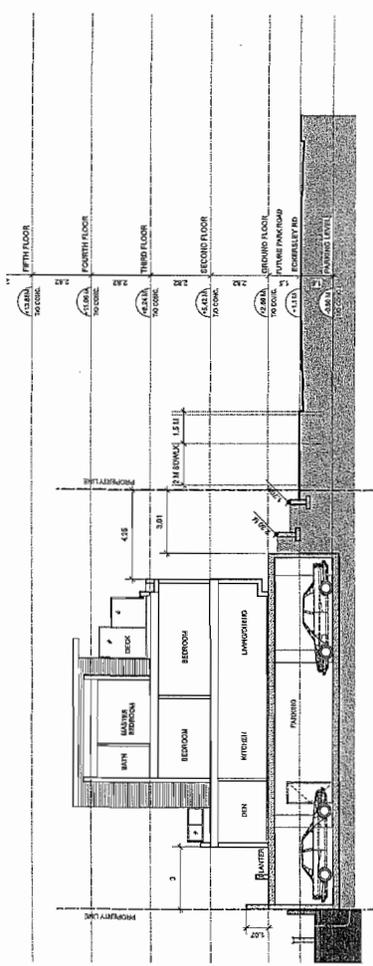
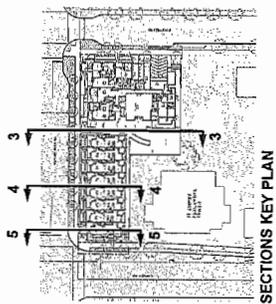


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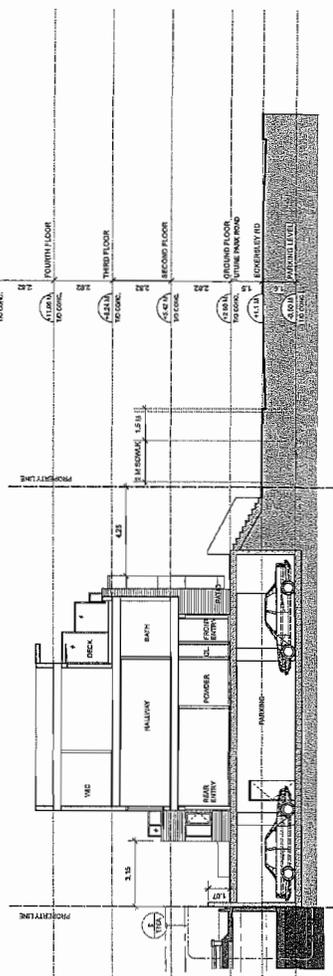
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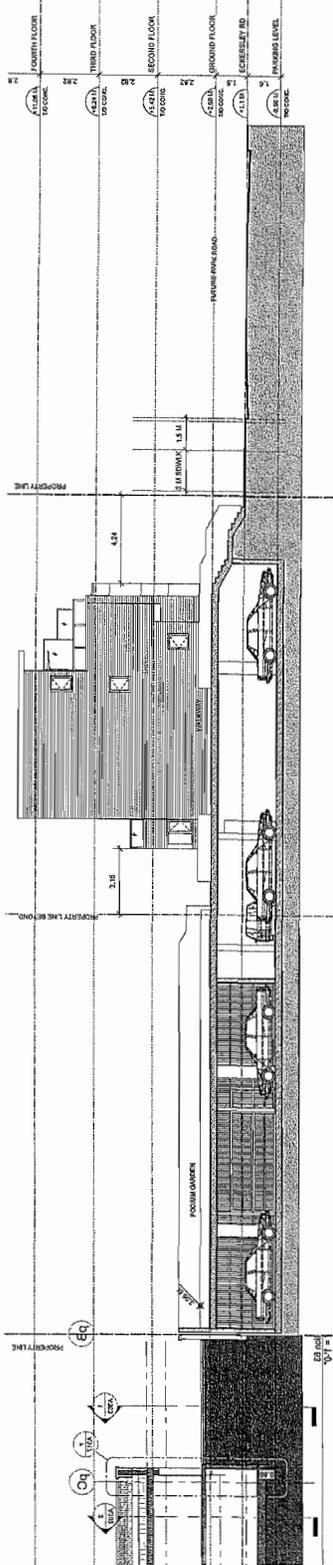
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PROJECT ENGINEER		DATE
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PROJECT CONTRACTOR		DATE
28012		



SECTION 5



SECTION 4

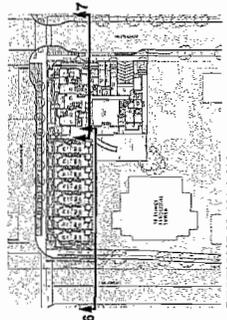


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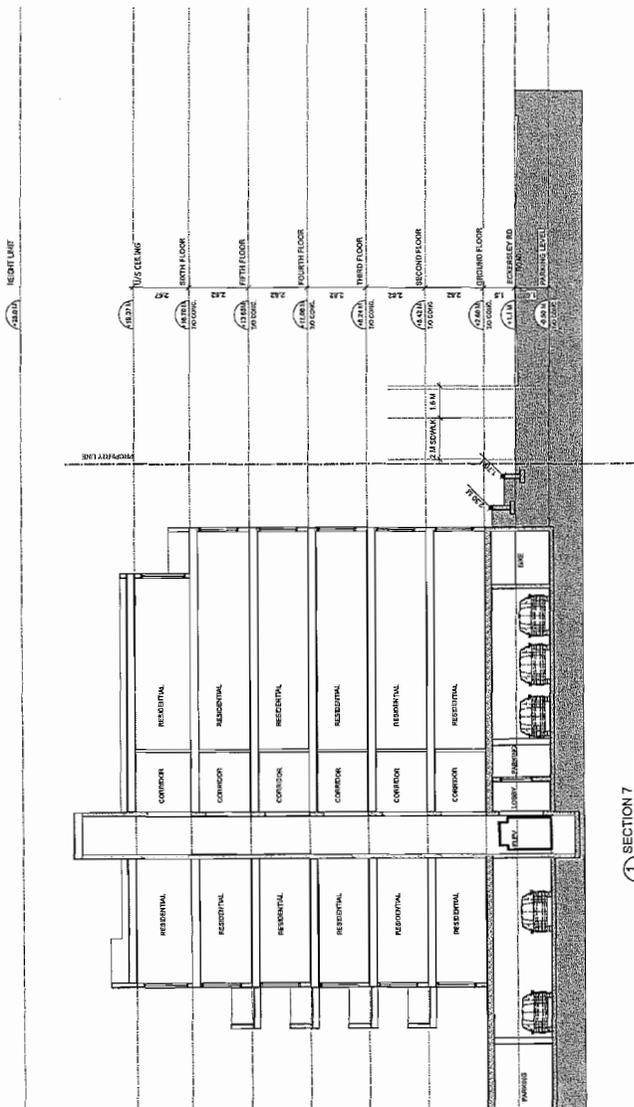
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JAN 15, 2016	ISSUED FOR REVISIONS AND UP APPLICATION
DATE	DESCRIPTION

ANDREW CHEUNG ARCHITECTS INC.
 1839 West 2nd Ave.
 Vancouver, BC V6L 1T6
 Tel: (604) 685-2288
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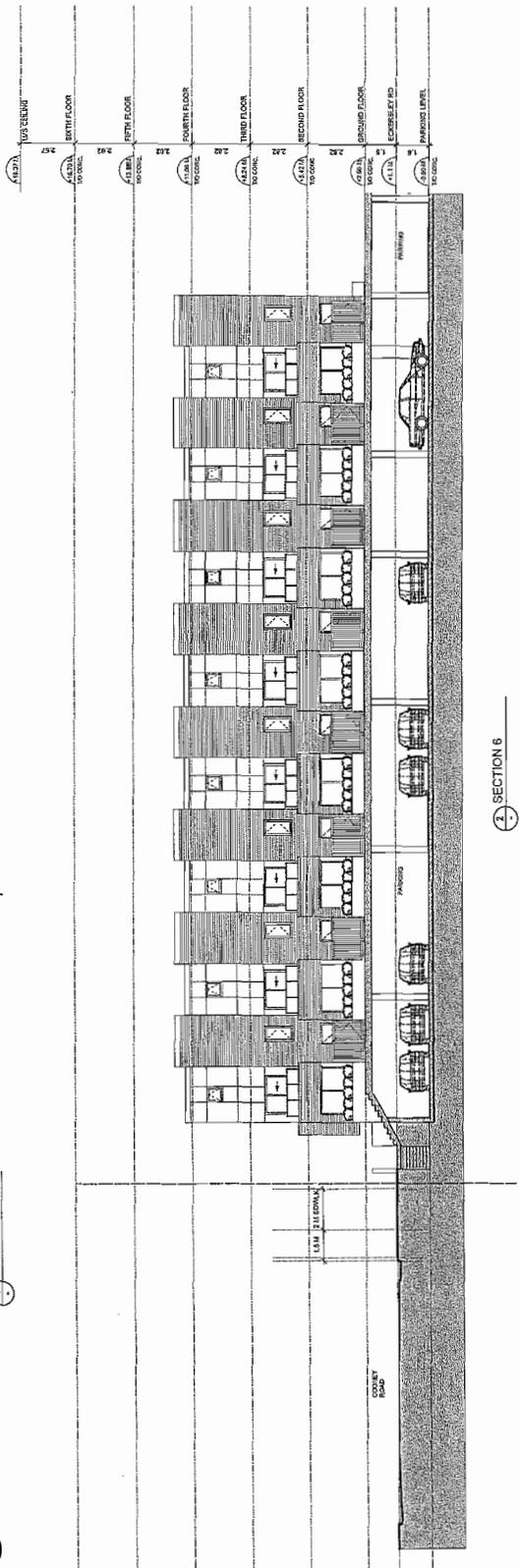
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DATE	NOV 2016
PROJECT NO.	6740 COONEY ROAD RICHMOND
SECTION NO.	SECTIONS 6 & 7
DATE	NOV 2016
SCALE	SCALE 1:1100
DESIGNER	ANDREW CHEUNG ARCHITECTS INC.
DATE	NOV 2016



SECTIONS KEY PLAN



SECTION 7



SECTION 6



RZ 10-516067

Attachment 3

Address: 6731, 6751 Eckersley Road and 6740 Cooney Road

Applicant: LW and Chen Development Ltd.

Planning Area(s): Brighthouse Village

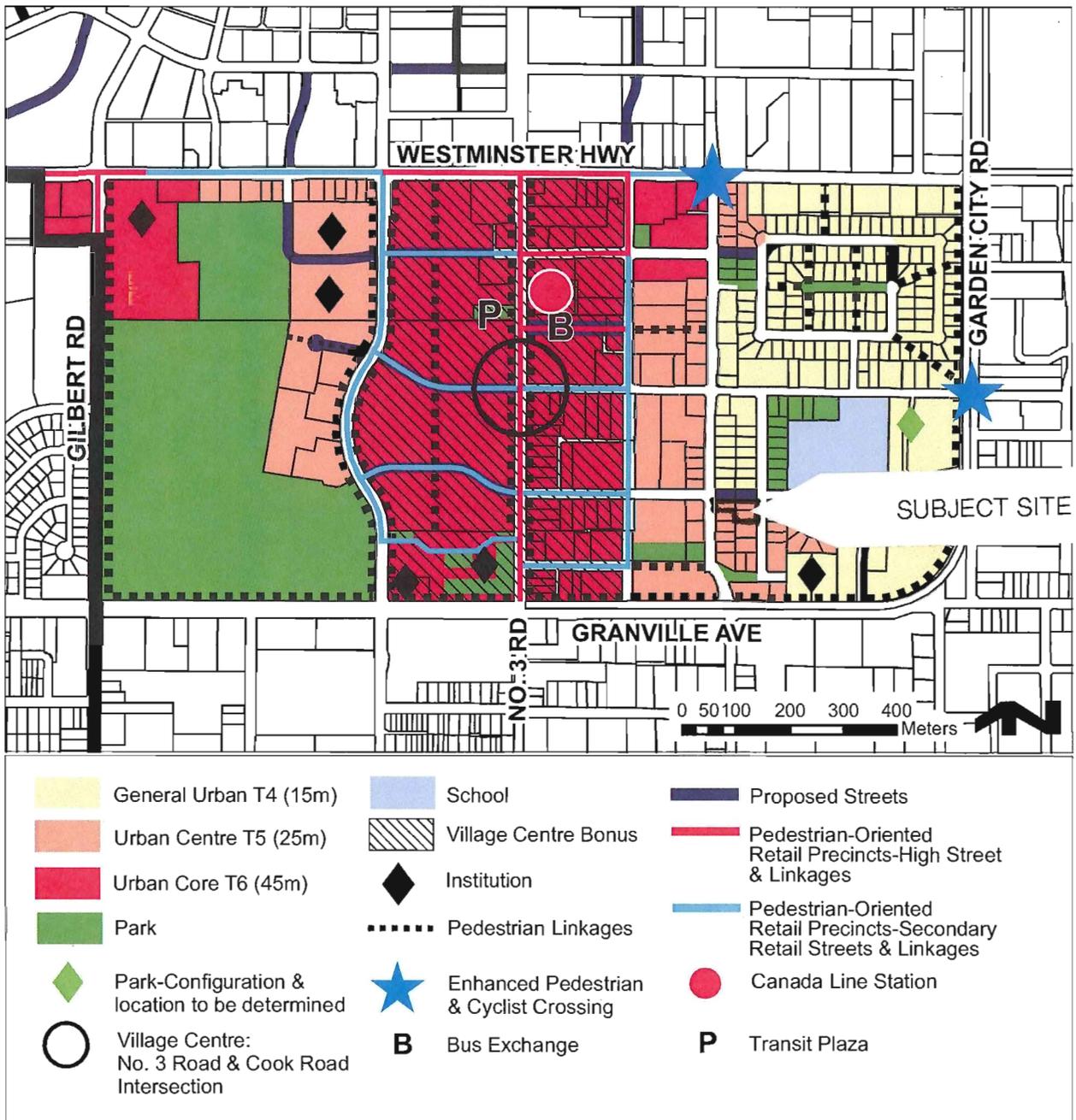
	Existing	Proposed
Owner:	LW and Chen Development Ltd.	LW and Chen Development Ltd.
Site Size (m²):	2,428.7 m ² (26,142 ft ²)	2,318 m ² (24,960 ft ²)
Land Uses:	Single-family	Multi-family including townhouses and a mid-rise apartment
OCP Designation:	Mixed-Use	Mixed-Use
Area Plan Designation:	Urban Centre T5 (25 m)	Urban Centre T5 (25 m)
Zoning:	Single Detached (RS1/E)	Mid Rise Apartment and Townhouse (ZMRx) – Brighthouse Village (City Centre)
Number of Units:	3 single-family homes	Approximately 49 residential units consisting of 8 townhouse units and 41 apartment units

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 1.2 FAR plus 0.8 FAR conditional to compliance with the Affordable Housing Strategy	2.0 FAR plus BUH density exemption = 2.03	none permitted
Lot Coverage – Building:	Max. 60%	53.6%	none
Lot Size (min. dimensions):	2,300 m ² (0.6 ac.)	2,334 m ² (25,130 ft ²)	none
Setback – Public road setbacks:	Eckersley Road: 3.0 m Park Road: townhouse: 4.0 m apartment 3.0 m Cooney Road: 3.0 m	Eckersley Road: 3.02 m Park Road townhouse: 4.25 m apartment: 3.02 m Cooney Road: 3.02 m (with projecting bay windows)	none
Setback – rear:	townhouses: 3.0 m apartments: 2.0 m	townhouses: 3.02 m apartments: 2.06 m	none
Setback – parking structure	Public road: 3.0 m Rear yard: 0.0 m	Public road: 3.0 m Rear yard: 0.1 m	
Height (m):	Apartment: 25.0 m Townhouses: 12.0 m	Apartment: 22.34 m Townhouses: 11.89 m	none

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Off-street Parking Spaces – Regular (R) / Visitor (V):	Residential: 1.2/unit: 59 Visitor: 0.2/unit: 10	Residential: 1.2/unit: 54 Visitor: 0.2/unit: 10 TDM permitted 10% reduction in residential parking requirement	none
Off-street Parking Spaces – Total:	69	64	none
Tandem Parking Spaces:	permitted	none	none
Amenity Space – Indoor:	100 m ² (1,076 ft ²)	117.37 m ² (1,263 ft ²)	none
Amenity Space – Outdoor:	6 m ² /unit: 294 m ²	318.2m ² (3,425 ft ²)	none

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

Specific Land Use Map: Brighthouse Village (2031)



Sunday, 18 January, 2015

Sustainable Features

6740 Cooney Rd. Richmond. : Residential Apartments and Townhouses.

The following is a list of some of the sustainable related aspects and features included in this development design:

- The site is centrally located and close to transit, schools, shopping and parks.
- The site consists of 3 residual lots, and overall irregularly shaped. Once rezoned, the site will support a much higher density, contributing to better use of city centre land and efficiency of infrastructures.
- In response to the CCAP requirement this project will comply with LEED Silver equivalency, paying particular attention to features significant to Richmond (e.g., landscaped roofs, connecting and drawing power from District Energy Utility (DEU), storm water management and quality, etc.) Applicant will submit a LEED scoreboard confirming that the subject development will achieve between 50 and 60 points (Silver equivalency) prior to issuance of a Development Permit.
- The building will be DEU ready with a DEU connection room provided on ground floor, accessible directly from the exterior of the building.
- At least 20% of the materials will be locally sourced and at least 10% of the materials used in the building will be recycled materials (resource re-use).
- Construction Waste Management will be controlled to divert at least 50% of waste material from landfill.
- Low VOC emitting materials and low flow toilets, showers and lavatories will be used in the building.
- The building aims to achieve at least 23% savings in energy consumption and a 10% in energy cost savings. All exterior glazing will have 'low-e' coatings.
- "In-set" balconies ensure a better weather protection for outdoor experience of residents, and help provide better resistance against solar heat gains for units facing East, South and West directions.
- Large areas of non-roof (landscaped outdoor area) as well as larger roof terraces at the townhouses will help the heat island effect and contribute to additional insulation value and help reduce energy loss.
- All landscaping located on site, along the streets on tiered planters, as well as over the parking in outdoor amenity area will use low maintenance planting/landscape materials, and are irrigated with a highly efficient irrigation system (smart irrigation controllers, moisture sensors and other devices that will help avoid over-watering). Climate-tolerant plants and diversity of species will contribute to reduce water consumption.
- A second row of trees are added on site in addition to the city standard trees located in the boulevard. These additional trees help emphasize the "garden city" look and feel described in OCP.
- Accessible roof decks have pre-cast pavers or similar sustainable materials.
- Electric charging plug provisions are provided in enclosed bike storage rooms and for 20% of the required parking stalls.
- All units are provided with open balconies or landscape treated roof decks.
- Balconies have glazed guards to allow visibility.

- All bedrooms and living rooms have large glazed windows to allow maximum natural light and provide a lively atmosphere. All habitable rooms are provided with windows that open to allow natural/ventilation.

- Glazed windows and other exterior wall assemblies will have adequate acoustic performance as required by building code and regulations.

- Consideration will be given to sustainable fit and finish of the building including energy star appliances, lighting fixtures and other electrical appurtenances used throughout the building, as well as reduced allergen carpeting/ finishing materials.

Crime Prevention Through Environmental Design (CPTED)

The proposed development includes the following CPTED features:

- All street level units, including all of the townhouses have entries that lead directly to street, with their main living rooms overseeing the public realm along the street sidewalk, with large overlooking windows.

- Front entry porches that are welcoming and encourage residents' presence in front of their unit and help monitoring events at public realm.

- Only 3 secured access gates to the landscaped podium / private yards / outdoor amenity area, each located on one of the three adjacent streets, and such as to offer easy access between the outdoor spaces and the surrounding public realm.

- Security features in the building lobby to limit access.

- Separate visitor parking with open grill roll-up gate, and additional secured gate beyond to protect access to private parking.

- Single vehicular access point to the parkade via a recessed entry gate for all visitors and residents.

- Parkade lighting with interior parkade walls and columns painted white to increase visibility.

- Glazing in all vestibule doors and access/exit doors from parking.

- Additional safety windows in concrete walls near key locations such as parking elevator vestibule..

- Secured garbage rooms with access via a large, 1 1/2 storey high covered loading bay.

- Secured bike storage rooms with view windows built in their entry doors.

- Secure podium-top common outdoor amenity area with children's play area located in the inner-most corner facing South West for best sun exposure all day . Overlooking views of the outdoor amenity area from residential units adjacent and from adjacent neighbouring Emerald development tower and podium.



Address: 6731, 6751 Eckersley Road and 6740 Cooney Road

File No.: RZ 10-516067

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9241, the developer is required to complete the following:

1. Road dedication, including the following, which includes functional design that is approved by the Director of Transportation:
 - a) 4.0 x 4.0 m corner cut at the corner of Cooney Road and Park Road (the north west corner of the site);
 - b) 4.0 x 4.0 m corner cut at the corner of Eckersley Road and Park Road (the north east corner of the site); and
 - c) An approximate 4.68 m wide dedication, to be verified by the applicant's survey and final functional plan, along the entire west property line. The dedication area may be amended subject to detailed road design that will be undertaken in association with the Servicing Agreement. The west property line is to align with the new west property line established by the southern adjacent development (6888 Cooney Road, SA 08-439280).
2. Consolidation of all the lots into one development parcel (which will require the demolition of the existing dwellings).
3. Registration of an aircraft noise sensitive use covenant on title.
4. Registration of a flood plain covenant on title identifying a minimum habitable elevation of 2.9 m GSC, or at least 0.3 m above the highest elevation of the crown of any adjacent parcel, or as exempted by Section 4.3(a) of the Flood Plain Designation and Protection Bylaw No. 8204 for a site within Area A of the bylaw.
5. Registration of a legal agreement on title ensuring visitor parking spaces remain unassigned and available for use by visitors.
6. Registration of a legal agreement on title stipulating that the development is subject to potential impacts due to other development that may be approved within the City Centre including without limitation, loss of views in any direction, increased shading, increased overlook and reduced privacy, increased ambient noise and increased levels of night-time ambient light, and requiring that the owner provide written notification of this through the disclosure statement to all initial purchasers, and erect signage in the initial sales centre advising purchasers of the potential for these impacts.
7. The submission and processing of a Development Permit* completed to a level deemed acceptable by the Director of Development.
8. City acceptance of the developer's offer to voluntarily contribute \$2/sq.ft. per buildable square foot applied to townhouse density and \$4/sq. ft. per buildable square foot applied to apartment density (e.g. \$22,089.00 for townhouse + \$158,561.00 for apartment) to the City's affordable housing fund.
9. City acceptance of the developer's offer to voluntarily contribute \$0.76/sq.ft. per buildable square foot (e.g. \$37,935.00) to the City's public art fund.
10. Discharge of statutory right of way J87135 Plan 44271.
11. Registration of a restrictive covenant and/or alternative legal agreement(s), to the satisfaction of the City, securing the owner's commitment to connect to District Energy Utility (DEU), which covenant and/or legal agreement(s) will include, at minimum, the following terms and conditions:
 - a) No building permit will be issued for a building on the subject site unless the building is designed with the capability to connect to and be serviced by a DEU and the owner has provided an energy modelling report satisfactory to the Director of Engineering.
 - b) If a DEU is available for connection, no final building inspection permitting occupancy of a building will be granted until the building is connected to the DEU and the owner enters into a Service Provider Agreement on terms and conditions satisfactory to the City and grants or acquires the Statutory Right-of-Way(s) and/or easements necessary for supplying the DEU services to the building.
 - c) If a DEU is not available for connection, then the following is required prior to the earlier of subdivision (stratification) or final building inspection permitting occupancy of a building:

- i) The City receives a professional engineer's certificate stating that the building has the capability to connect to and be serviced by a DEU.
 - ii) The owner enters into a covenant and/or other legal agreement to require that the building connect to a DEU when a DEU is in operation.
 - iii) The owner grants or acquires the Statutory Right-of-Way(s) and/or easements necessary for supplying DEU services to the building.
 - iv) If required by the Director of Engineering, the owner provides to the City a letter of credit, in an amount satisfactory to the City, for costs associated with acquiring any further Statutory Right of Way(s) and/or easement(s) and preparing and registering legal agreements and other documents required to facilitate the building connecting to a DEU when it is in operation.
12. Enter into a Servicing Agreement* for the design and construction of the following works, which include but may not be limited to:

Water:

Using the OCP Model, there is 469 L/s available at 20 psi residual at the hydrant located at 6888 Cooney Road and 316 L/s available at 20 psi residual at 6751 Eckersley Road. Based on the development proposed, the site requires a minimum fire flow of 220 L/s. Water analysis is not required; however, at the Building Permit stage, fire flow calculations that are signed and sealed by a professional engineer based on the Fire Underwriter Survey or ISO are required to confirm that there is adequate available flow.

Provide a 200mm diameter watermain and hydrant at the site's Park Road frontage. The new 200mm watermain shall tie-in to the existing watermains on Eckersley Road on the east and Cooney Road on the west.

Drainage works servicing:

Storm sewer capacity analysis is not required; however, the following storm sewer works are required:

Cooney Road frontage:

Upgrade the existing 375mm diameter storm sewer to 600mm diameter from existing manhole STMH 116855 located at the southwest corner of 6740 Cooney Road going north to its tie-in to the proposed 600mm diameter along the site's Park Road frontage and to the existing 375mm diameter storm sewer to the north. Upgrade length is approximately 40 meters. An adequately sized manhole is required at the tie-in point.

Eckersley Road frontage:

Upgrade the existing ditch to a 600mm storm sewer from existing manhole STMH 116877 located at the southeast corner of 6751 Eckersley Road going north to its tie-in to the proposed 600mm diameter along the site's Park Road frontage and to the existing ditch to the north. Upgrade length is approximately 61 meters. An adequately sized manhole is required at the tie-in point.

Park Road frontage:

Provide a 600mm diameter storm sewer at Park Road frontage from the proposed 600mm diameter storm sewer along Eckersley Road to the proposed 600mm diameter storm sewer along Cooney Road. Upgrade length is approximately 85 meters. Adequately sized manholes are required at the tie-in points.

Sanitary works servicing:

Sanitary sewer capacity analysis is not required; however, the following sanitary sewer works are required:

- a) Provide a new sanitary manhole south of the existing sanitary manhole SMH884. The new sanitary manhole shall be in line with the existing sanitary manhole that was built under SA09-490129 at the intersection of Eckersley Road and Park Road.
- b) Remove and dispose off-site the existing sanitary manhole SMH884 and extend the existing 200mm diameter sanitary sewer located at the rear yard of 6691 Eckersley Road south and tie-in to the new sanitary manhole required in item a) above.
- c) Provide an adequately sized sanitary sewer from the new manhole required in item a) above to the existing sanitary manhole that was built under SA09-490129 at the intersection of Eckersley Road and Park Road.

- d) Remove and dispose off-site the existing manholes, sanitary mains, sanitary connections and inspection chambers between existing manhole SMH884 and the south property line of 6740 Cooney Road after the new manhole required in item a) and the sanitary mains required in item c) above are operational and accepted by the City.
- e) After removal of the existing manholes, sanitary mains, sanitary connections and inspection chambers between existing manhole SMH884 and the south property line of 6740 Cooney Road, discharge the existing sanitary statutory right of way J871345 Plan 44271 at the rear yards of the following properties:
 - o 6740 Cooney Road
 - o 6731 Eckersley Road
 - o 6751 Eckersley Road
- f) Abandon and fill with controlled density fill the existing manhole, inspection chamber and sanitary mains between the south property line of 6740 Cooney Road and existing manhole SMH51636 located near the south property line of the site on Eckersley Road. Retain the existing statutory right of ways in 6888 Cooney Road.
- g) Plug the west opening of existing manhole SMH51636.
- h) Sanitary service connection for the proposed site shall be at Park Road frontage and tied-in to the south side of the new sanitary manhole required under item a) above.

Frontage Upgrades:

Cooney Road

Relocate the east curb of Cooney Road and widen the pavement width as per SA 08-439280 to match road works to the south and the new Cooney Rd. cross section. From the new property line on Cooney Road introduce a 2.0 m wide concrete sidewalk and minimum 1.5 m wide treed boulevard with street trees between the sidewalk and the new road curb.

Park Road

Ensure that the future property lines shown in the site plan/main floor plans conform to the functional design for the proposed extension of Park Road between Cooney Road and Eckersley Road. Functional design for Park Road is to be designed by the developer to the satisfaction of City Transportation and Engineering staff. A functional design of Park Road is required to confirm dedication/statutory right of way along the site's Park Road frontage and the extent of off -site works. The Park Road alignment is to tie into the south curb of the existing Park Road sections to the west and the east of the site to ensure a straight road alignment. A preliminary functional road design and cross section is illustrated on the Draft Interim Road Functional Plan attached to this document.

The Park Road cross section is to include the following from the north property line:

- 2.0 m concrete sidewalk
- Minimum 1.5m wide landscaped and treed boulevard
- 0.15 m wide curb and gutter (curb to align with Park Road curb at west leg of intersection)
- 11.2 m wide asphalt pavement
- 1.0 m wide gravel shoulder
- Temporary retaining wall

The applicant is responsible for the construction of Park Road based on a functional road plan to the satisfaction of the Director of Transportation. There is no compensation if, at the SA stage, the cost of design and construction is greater than the site's Park Road Funding Program catchment area contribution value based on proportional land area (\$550,000.00 during the 2015 calendar year, or 27.3% of the total projected costs at a rate reflective of current year costs subject to the satisfaction of the Director of Transportation). However, if the cost of design and construction is less than the catchment contribution value at the SA stage, the applicant will be responsible for the value of the contribution shortfall.

Eckersley Road

2.0 m wide new sidewalk at property line, with remaining to existing curb to be treed boulevard. See SA 08-439280 to match. The west curb alignment is to create a parking layby for Eckersley Road, which will be finalized as part of the Servicing Agreement process.

Additional Requirements:

Pre-ducting and undergrounding of pole lines along Eckersley Road and Cooney Road frontages.

Review street lighting along road frontages and extend street lighting works consistent with SA 08-439280.

The developer is responsible for the under-grounding of the existing private utility pole lines (subject to concurrence from the private utility companies) along Eckersley Road and Cooney Road frontages. Private utility companies may require rights-of-ways for their equipment and/or to accommodate the future under-grounding of the overhead lines. It is recommended that the developer contact the private utility companies to learn of their requirements.

The developer is responsible for the installation of pre-ducting for private utilities along Cooney Road, Park Road and Eckersley Road frontages. Private utility companies may require rights-of-ways to accommodate their equipment (i.e., Vista, PMT, LPT, etc.) and future under-grounding of the overhead lines. It is recommended that the developer contact the private utility companies to learn of their requirements.

Telecommunication equipment (i.e., SAC Pad, kiosks, etc.) must be located on private property and not within City SROWs or Public Rights of Passage and not impact public amenities such as sidewalks, boulevards and bike paths. It is recommended that the developer contact the private utility companies to learn of their requirements.

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. The Engineering design, via the Servicing Agreement and/or the Development Permit and/or the Building Permit design must incorporate the recommendations of the impact assessment.

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

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

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

Note:

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

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

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

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

Signed (original on file)

Date



Richmond Zoning Bylaw 8500
Amendment Bylaw 9241 (RZ 10-516067)
6731, 6751 Eckersley Road AND 6740 Cooney Road

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

- 1. Richmond Zoning Bylaw 8500, as amended, is further amended by:
a) inserting the following at the end of the table contained in Section 5.15.1:

Table with 2 columns: Zone, Sum Per Buildable Square Foot of Permitted Principal Building. Row 1: 'ZLR26', '\$2.00 for housing, townhouse, \$4.00 for housing, apartment'

- b) inserting the following into Section 18 (Site Specific Residential (Low Rise Apartment Zones), in numerical order:

18.26 Mid Rise Apartment and Townhouse (ZLR26) – Brighthouse Village (City Centre)

18.26.1 Purpose

The zone provides for medium density apartments and townhouses and compatible uses.

18.26.2 Permitted Uses

- housing, apartment
• housing, townhouse

18.26.3 Secondary Uses

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

18.26.4 Permitted Density

- 1. The maximum floor area ratio is 1.2, together with an additional 0.1 floor area ratio provided that it is entirely used to accommodate amenity space.
2. Notwithstanding Section 18.26.4.1, the reference to "1.2" is increased to a higher density of "2.0" if the owner, at the time Council adopts a zoning amendment bylaw to include the owner's lot in the ZLR26 zone, pays into the affordable housing reserve, the sum of the buildable square foot rates applied to housing, townhouse and housing, apartment as specified in Section 5.15 of the Zoning Bylaw.

18.26.5 Permitted Lot Coverage

1. The maximum **lot coverage** is 60% for **buildings**.

18.26.6 Yards & Setbacks

1. The minimum public **road setback** is:
 - a) 3.0 m from Eckersley Road;
 - b) 4.0 m for **housing, townhouse** and 3.0 m for an **housing, apartment** from Park Road; and
 - c) 3.0 m from Cooney Road
2. The minimum **yard setback** along the south **property line** is:
 - a) 3.0 m for **housing, townhouse**; and
 - b) 2.0 m for **housing, apartment**.
3. The minimum parking **structure setback** is:
 - a) 3.0 m from a public **road**; and
 - b) 0 m from a **rear yard**, provided that the parking **structure** is screened by a combination of trees, shrubs, ornamental plants or lawn as specified by a Development Permit approved by the **City**.

18.26.7 Permitted Heights

1. The maximum **height** for **housing, apartment** is 25.0 m.
2. The maximum **height** for **housing, townhouse** is 12.0 m.
3. The maximum **height** for **accessory buildings** and **accessory structures** is 5.0 m.

18.26.8 Subdivision Provisions/Minimum Lot Size

1. The minimum **lot area** requirement is 2,300 m².

18.26.9 Landscaping & Screening

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

18.26.10 On-Site Parking and Loading

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

18.26.11 Other Regulations

1. In addition to the regulations listed above, the General Development Regulations in Section 4.0 and the Specific Use Regulations in Section 5.0 apply.”

- 2. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following parcels and by designating it **MID RISE APARTMENT AND TOWNHOUSE (ZLR26) – BRIGHOUSE VILLAGE (CITY CENTRE)**:

P.I.D. 004-057-945
 Lot 48 Section 9 Block 4 North Range 6 West New Westminster District Plan 16523

P.I.D. 004-615-948
 Lot 28 Section 9 Block 4 North Range 6 West New Westminster District Plan 16523

P.I.D. 004-927-583
 Lot 27 Section 9 Block 4 North Range 6 West New Westminster District Plan 16523

- 3. This Bylaw may be cited as **“Richmond Zoning Bylaw 8500, Amendment Bylaw 9241”**.

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

MAYOR

CORPORATE OFFICER





To: Planning Committee
From: Wayne Craig
Director of Development

Date: March 25, 2015

File: ZT 15-694251

Re: Application by Penta Builder's Group for a Zoning Text Amendment to the
"Commercial Mixed Use (ZMU22) - Steveston Commercial" Zone

Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9235, to amend the "Commercial Mixed Use (ZMU22) - Steveston Commercial" zone by adding "animal grooming" as a permitted use, be introduced and given first reading.


Wayne Craig
Director of Development

AY:blg
Att.

REPORT CONCURRENCE

CONCURRENCE OF GENERAL MANAGER



Staff Report

Origin

Penta Builder's Group has applied to the City of Richmond for a Zoning Text Amendment to add "animal grooming" as a permitted use within the "Commercial Mixed Use (ZMU22) - Steveston Commercial" zone. The zone applies to the subject property at 3531 Bayview Street. A map showing the location of the subject property is provided in Attachment 1.

Findings of Fact

On July 8, 2013, Council approved the rezoning (RZ 12-615239), Development Permit (DP 12-623994) and Heritage Alteration Permit (HA 12-624406) for the development of a two-storey mixed-use commercial/residential building on the subject site. The site specific "Commercial Mixed Use (ZMU22) - Steveston Commercial" zone was created and applied to the subject site as part of the rezoning process. The building will consist of six (6) ground-oriented commercial units and six (6) residential units over a partially in-ground parking structure. A Building Permit (BP 13-636238) was issued for the proposed development on August 16, 2013, and the building is nearing completion and occupancy.

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

Surrounding Development

The subject property is located in Steveston Village at the corner of Bayview Street and 3rd Avenue. Existing development immediately surrounding the site is as follows:

- To the north and east, are commercial buildings zoned "Steveston Commercial (CS2)".
- To the south, across Bayview Street, is a vacant remediated lot zoned "Light Industrial (IL)".
- To the west, across 3rd Avenue, is the Gulf of Georgia Cannery National Historic Site, situated on a lot zoned "Light Industrial (IL)".

Background

"Animal grooming" is not currently listed in the "Commercial Mixed Use (ZMU22) - Steveston Commercial" zone as a permitted use. The applicant has advised staff of a potential tenant wishing to lease a commercial unit in the proposed development (specifically Unit# 105) to operate an animal grooming business (see Attachment 3).

Related Policies & Studies

2041 Official Community Plan (OCP) and Steveston Area Plan

The Official Community Plan (OCP) designates the subject site as "Neighbourhood Service Centre" which permits a range of retail and service uses to address the needs of area residents.

The Steveston Area Plan designates the subject site as “Heritage Mixed Use (Commercial-Industrial with Residential & Office Above)” which permits commercial uses at grade with residential uses above grade in the same building. The proposed Zoning Text Amendment to permit one (1) additional commercial use on the subject site complies with the OCP and Steveston Area Plan land use designations.

Steveston Village Conservation Strategy

The Steveston Village Conservation Strategy was adopted by Council in 2009, and consists of a range of policies and guidelines for heritage conservation in Steveston Village. In compliance with the Strategy, a Heritage Alteration Permit for the proposed development was obtained at Development Permit stage to ensure that the building design meets the applicable guidelines for new development in the Village. The proposed Zoning Text Amendment is not expected to impact the exterior building design as approved by Council through the Development Permit and Heritage Alteration Permit processes.

Public Consultation

Information signage describing the proposed Zoning Text Amendment has been installed on the subject site. Staff have not been notified of any concerns expressed by the public regarding the proposal.

Analysis

Off-Street Parking Requirements

The development proposal, as approved at Building Permit stage, provides a total of 30 on-site parking spaces; 11 spaces for residential use, 17 spaces for commercial use and two (2) shared residential visitor/commercial spaces. The proposed off-street parking exceeds the minimum parking requirements outlined within Richmond Zoning Bylaw 8500 and would not be impacted by the proposed Zoning Text Amendment.

Text Amendment to the “Commercial Mixed Use (ZMU22) - Steveston Commercial” Zone.

The present “Commercial Mixed Use (ZMU22) – Steveston Commercial” zone lists the following range of permitted uses:

- Child care
- Education
- Education, Commercial
- Government Service
- Health Service, Minor
- Industrial, General
- Manufacturing, Custom Indoor
- Office
- Parking, Non-accessory
- Recreation, Indoor

- Restaurant
- Retail, Convenience
- Retail, General
- Service, Business Support
- Service, Financial
- Service, Household Repair
- Service, Personal
- Studio
- Veterinary Service

Staff support the proposed text amendment to the ZMU22 zone on the following basis:

- The purpose of the ZMU22 zone is to provide for “commercial, residential and industrial uses in the Steveston Village”. The addition of “animal grooming” as a permitted use to the ZMU22 zone would be consistent with the purpose of the zone and other commercial uses currently permitted in the zone.
- An animal grooming business at the subject site would be complimentary to surrounding commercial retail and service uses in Steveston Village.
- “Animal grooming” is a permitted use on properties immediately surrounding the subject site zoned “Steveston Commercial (CS2)” and “Light Industrial (IL)”.
- The proposed text amendment would have no impact on the exterior form, character or design of the proposed building as approved by Council through the Development Permit and Heritage Alteration Permit processes.
- The proposed text amendment would have no impact on the approved on-site parking conditions.

Financial Impact or Economic Impact

None.

Conclusion

The proposed Zoning Text Amendment to add “animal grooming” as a permitted use in the “Commercial Mixed Use (ZMU22) - Steveston Commercial” zone is consistent with the purpose of the zone, and complies with the land use designations outlined within the Official Community Plan (OCP) and the Steveston Area Plan.

On this basis, it is recommended that Zoning Bylaw 8500, Amendment Bylaw 9235 be introduced and given first reading.



Andrew Yu
Planning Technician (Temp)
(604-204-8518)

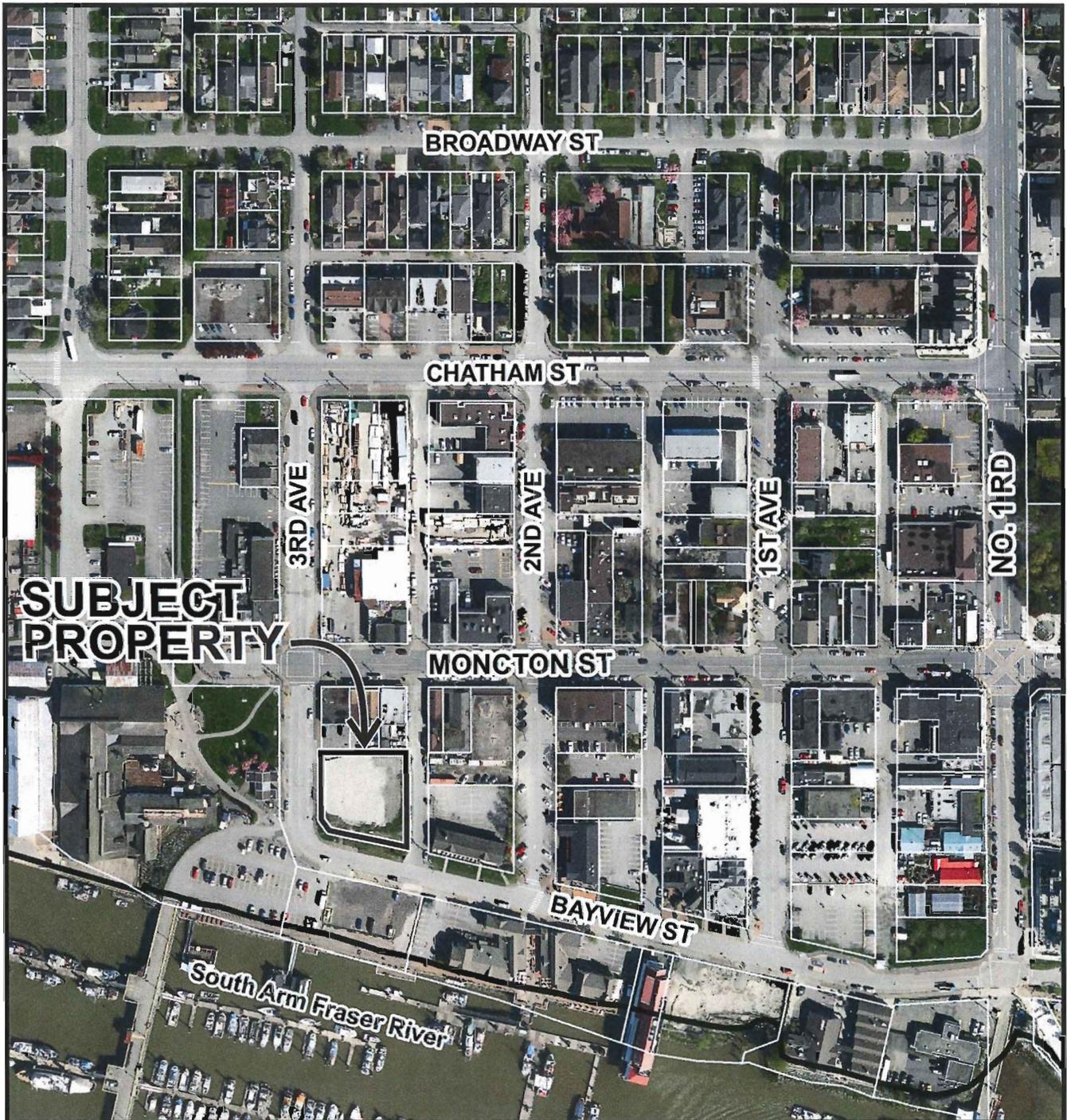
Attachment 1: Location Map

Attachment 2: Development Application Data Sheet

Attachment 3: Proposed Building Level 1 Floor Plan (approved for BP 13-636238)



City of
Richmond



ZT 15-694251

Original Date: 03/19/15

Revision Date:

Note: Dimensions are in METRES

PLN - 180



ZT 15-694251

Attachment 2

Address: 3531 Bayview Street

Applicant: Penta Builder's Group

Planning Area(s): Steveston

	Existing	Proposed
Owner:	Penta Bayview Holdings Ltd.	TBD
Site Size (m²):	1,611.1 m ²	No change
Land Uses:	Mixed use (commercial at grade, residential above)	No change
OCP Designation:	Neighbourhood Service Centre	Complies
Steveston Area Plan Designation:	Heritage Mixed Use (Commercial-Industrial with Residential & Office Above)	Complies
Zoning:	Commercial Mixed Use (ZMU22) - Steveston Commercial	Add "animal grooming" as a permitted use
Other Designations:	Steveston Village Conservation Strategy	No Impact

	Bylaw Requirement	Previously Approved (under BP 13-636238)	Proposed
Floor Area Ratio:	Max. 1.2	1.18	No change
Lot Coverage – Building:	Max. 70%	67%	No change
Setback – North (m):	Min. 1.5 m	1.6 m	No change
Setback – South (m):	Min. 5.6 m	5.6 m	No change
Height (m):	Max. 15.0 m GSC	15.0 m GSC	No change
Off-street Parking Spaces – Residential (R):	9 spaces (R) 2 spaces (V) – shared with commercial (C)	11 spaces (R) 2 spaces (V) – shared with commercial (C)	No change
Residential Visitor (V) / Commercial (C):	18 spaces (C)	17 spaces (C)	
Off-street Parking Spaces – Total:	29	30	No change
Amenity Space – Indoor:	cash-in-lieu	cash-in-lieu	No change

NOTES:
 DIMENSIONS INDICATED (Dimensions not shown)
 - - - - - 1/4" = 1'-0" (Scale)
 - - - - - 1/8" = 1'-0" (Scale)
 - - - - - 1/16" = 1'-0" (Scale)
 - - - - - 1/32" = 1'-0" (Scale)

NO.	DATE	DESCRIPTION
1	10/15/10	ISSUED FOR PERMITS
2	11/15/10	ISSUED FOR PERMITS
3	12/15/10	ISSUED FOR PERMITS
4	01/15/11	ISSUED FOR PERMITS
5	02/15/11	ISSUED FOR PERMITS
6	03/15/11	ISSUED FOR PERMITS
7	04/15/11	ISSUED FOR PERMITS
8	05/15/11	ISSUED FOR PERMITS
9	06/15/11	ISSUED FOR PERMITS
10	07/15/11	ISSUED FOR PERMITS
11	08/15/11	ISSUED FOR PERMITS
12	09/15/11	ISSUED FOR PERMITS

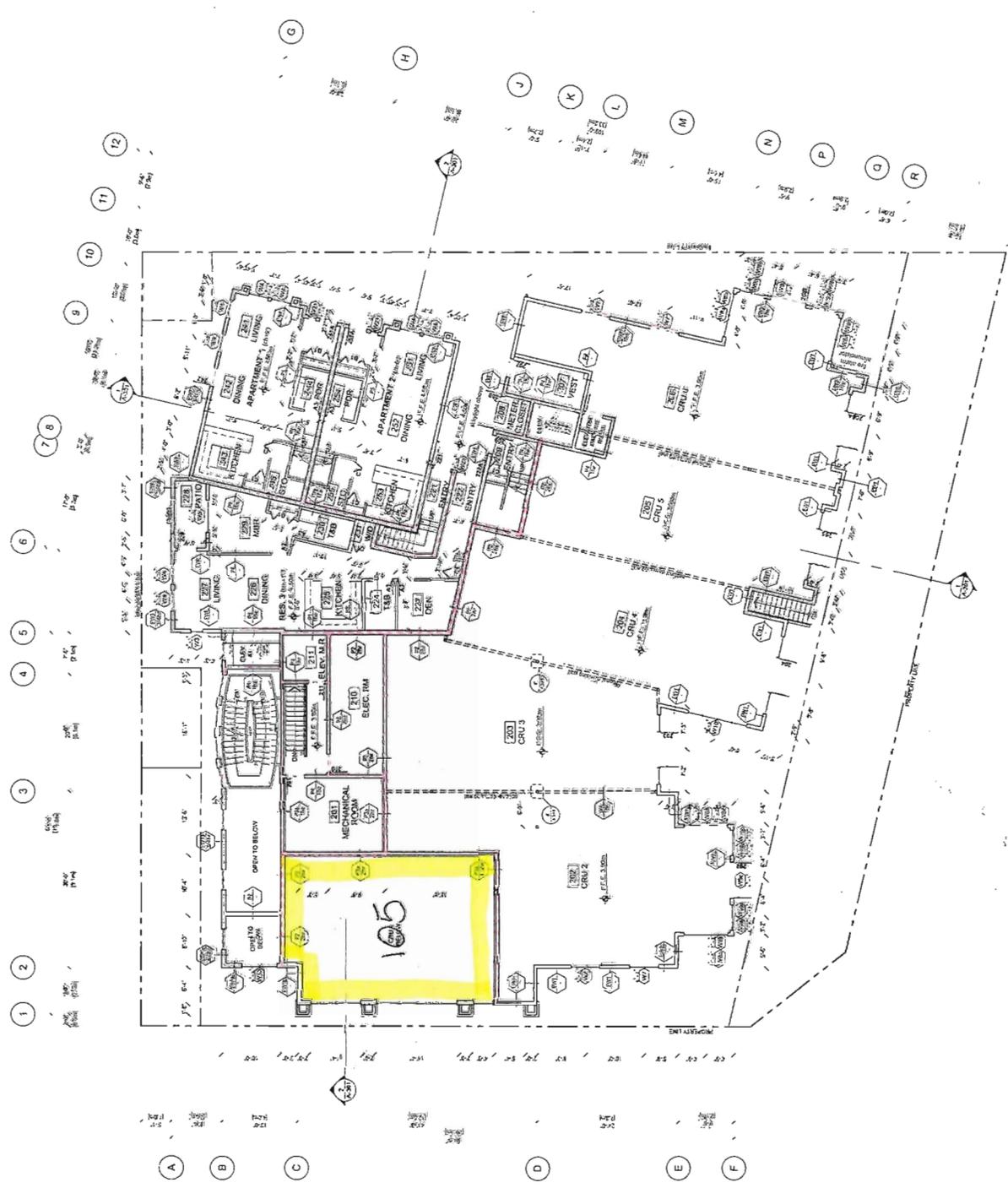
cotter
 ARCHITECTS
 301 Bayview Street, Richmond, BC
 TEL: 604.273.1111
 WWW.COTTERARCHITECTS.COM

BAYVIEW
 RESIDENTIAL COMMERCIAL
 MIXED USE DEVELOPMENT
 301 Bayview Street, Richmond, BC
 13-636236-00
 Penin Bayview Holdings Ltd.

DATE	10/15/10
SCALE	1/4" = 1'-0"
PROJECT NO.	13-636236-00
CLIENT	Penin Bayview Holdings Ltd.
DESIGNER	Cotter Architects
DATE	10/15/10

LEVEL 1 FLOOR PLAN

DATE: 10/15/10
 SHEET NO.: A-112



LEVEL 1
 105-110



Richmond Zoning Bylaw 8500
Amendment Bylaw 9235 (ZT 15-694251)
3531 Bayview Street

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

- 1. Richmond Zoning Bylaw 8500 is amended by:
a) Inserting in Section 20.22.2 Permitted Uses:
• "animal grooming"
2. This Bylaw may be cited as "Richmond Zoning Bylaw 8500, Amendment Bylaw 9235".

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

ADOPTED

Five horizontal lines for signature or date entry.

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

MAYOR

CORPORATE OFFICER



To: Planning Committee
From: Wayne Craig
Director of Development

Date: March 13, 2015
File: 08-4430-01/2015-Vol 01

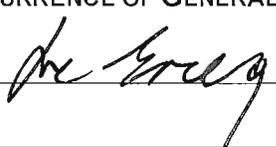
Re: Proposed Revisions to the "Coach Houses (RCH, RCH1)" Zone Used Along Arterial Roads

Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9233 to amend the "Coach Houses (RCH, RCH1)" zone, be introduced and given first reading.


Wayne Craig
Director of Development

CL:blg
Att.

REPORT CONCURRENCE		
ROUTED TO: Transportation Building Approvals	CONCURRENCE <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	CONCURRENCE OF GENERAL MANAGER 
REVIEWED BY STAFF REPORT / AGENDA REVIEW SUBCOMMITTEE	INITIALS: 	APPROVED BY CAO 

Staff Report

Origin

On March 18, 2013, City Council adopted the “Coach Houses (RCH1)” sub-zone for new rezoning applications along arterial roads for lots with rear lane access. The intent of the new sub-zone was to:

- Improve site planning, landscaping, and private outdoor space on lots containing coach houses; and
- Address concerns expressed by City Council about the design of coach houses with respect to their box-like appearance, building height, massing, and footprint, and issues of adjacency (e.g. overlook, screening).

At the time the RCH1 sub-zone was adopted, Council also passed a resolution that City staff review the experience of the RCH1 sub-zone in one year’s time, or, when some coach houses are built under the sub-zone, and report back to Planning Committee.

The purpose of this report is to report back to the Planning Committee on the coach houses that have been built along arterial roads since 2013, and to propose subsequent amendments to the “Coach Houses (RCH, RCH1)” zone. The proposed amendments are intended to respond to the construction of these coach houses and to ensure that the initial intent of the sub-zone is met.

Findings of Fact

On December 9, 2013, City Council approved the first rezoning application to the “Coach Houses (RCH1)” sub-zone at 10591 No. 1 Road, to permit the property to be subdivided to create two (2) compact lots, each with a principal single-detached dwelling and a coach house above a detached garage, with access to a rear lane. Photos of the coach houses, as viewed from the rear lane, are included in Attachment 1.

Analysis

During the review process for the coach houses at 10591 No. 1 Road, staff and the applicant encountered a number of challenges with meeting the intent of the RCH1 sub-zone. Specifically:

- The narrow width of the lots (9 m) and the requirement for a total of three (3) side-by-side vehicle parking spaces to be provided on-site, resulted in a building with limited facade articulation.
- The compact width of the proposed lots made it difficult to incorporate soft landscaping between the coach houses, the side lot lines, and the rear lane in accordance with the RCH1 sub-zone, while meeting other requirements of the zone (e.g. parking, and maximizing private open space between the coach house and the main dwelling).

Proposed Amendments to the “Coach Houses (RCH, RCH1)” Zone

Based on the challenges encountered with the first coach houses built under the RCH1 sub-zone, staff propose minor amendments to the “Coach Houses (RCH, RCH1)” zone. The amendments provide for improved facade articulation of the coach house building, enhanced appearance of the rear lane through greater soft landscaping, less shadowing on neighbouring lots, and the ability to meet the parking and rear yard requirements of the zone.

Facade Articulation of the Coach House Building

Currently, the minimum side yard setback requirement to the building containing the coach house in the RCH1 sub-zone is 0.6 m. To improve facade articulation on all sides of the coach house building on narrow lots (i.e., only those lots between 9 m to 11.5 m wide), the proposed bylaw amendments require varied side yard setbacks, as follows:

- a minimum 0.6 m side yard setback to the coach house building on the ground floor and a minimum 1.2 m side yard setback to the coach house building for the 2nd floor on one side of the lot; and
- a minimum 1.8 m side yard setback to the coach house building on the other side of the lot.

Enhanced Lane Appearance & Less Shadowing

The proposed 1.8 m minimum side yard setback on one side of the lot also ensures that there is adequate space to incorporate a wider soft landscaping strip between the coach house entry, the side lot lines, and the rear lane while maximizing the depth of the private outdoor space required between the main dwelling and coach house building on the lot.

In addition, bylaw amendments are also proposed to require the coach house building on lots with an east-west orientation to be located towards the south of the subject site to reduce shadowing onto the adjacent properties to the north.

Parking Requirements

Currently, the Zoning Bylaw requires two (2) on-site vehicle parking spaces for a single detached dwelling and one (1) space for a coach house on sites zoned “Coach Houses (RCH, RCH1)”. To enable the site planning and landscaping improvements described above (on narrow lots only 9 m-11.5 m wide), a tandem parking arrangement is permitted for the two (2) required parking spaces for residents of the single detached dwelling. The FAR exemption for garage areas on these narrow lots has also been increased from 50 m² to 58 m² in recognition of the additional garage area needed to accommodate the tandem arrangement.

Additional Minor Enhancements

Additional minor zoning enhancements are also proposed at this time, with respect to:

- Clarifying the 1st storey roof height requirements of the coach house building; and
- Requiring defined pedestrian access to the coach house entry from the rear lane.

A summary of the specific amendments proposed to the “Coach Houses (RCH, RCH1)” zone is included in Attachment 2.

Alternatives Options

Staff considered one alternative option to respond to the challenges encountered with the experience of the first coach houses built at 10591 No. 1 Road. Specifically, to simply increase the minimum lot width required for new lots created under the RCH1 zone from 9 m wide to 11.5 m wide.

Many of the remaining undeveloped lots along arterial roads with rear lane access are approximately 20 m wide. Subdivision of such lots would result in new lots that are only approximately 10 m wide. Since the resulting lot widths after subdivision would be less than 11.5 m, this option would effectively limit the opportunity to further develop coach houses on arterial roads.

Since coach houses provide the opportunity for rental housing in the City, and can also serve as mortgage-helpers for home owners, staff prefer to encourage this form of housing rather than to limit it. It is for this reason that staff does not recommend this alternative option.

Consultation with Single-family Home Builders

A meeting was held on March 12, 2015, at which staff consulted with some of Richmond's single-family developers and homebuilders about the proposed amendments to the "Coach Houses (RCH, RCH1)" zone. Staff presented display boards that outlined the objectives behind the proposed amendments and that illustrated three (3) resulting design options that could be achieved on a compact lot. Specifically, this includes a coach house building containing:

- a) an enclosed three-car garage (Design option 1);
- b) a carport/garage combination (Design option 2); or
- c) an enclosed side-by-side two-car garage, plus one (1) exterior tandem parking space (Design option 3).

The display material and design options that were presented at the meeting are included in Attachment 3.

The feedback from the developers and homebuilders about the proposed amendments was generally positive. The attendees appreciated that the proposed zoning provides some flexibility for site planning on narrow lots, as seen in the design options presented. Staff also learned the following from the group: concerns about potential owner/tenant parking conflicts resulting from a tandem parking arrangement; suggestions to increase the floor area exemption for parking spaces on narrow lots to take into account the resulting options for the coach house building design; and a suggestion to lower on-site parking requirements in cases where street parking is allowed on arterial roads.

The specific nature of the feedback from the group, along with staff response to each point is summarized in Attachment 4.

Public Input

An opportunity for members of the public to comment on the proposed amendments will be provided through the regular statutory notification process for the Public Hearing. Specifically, the notice of Public Hearing will be placed in the local newspaper (10 days prior), which describes the ways that members of the public can express their comments or concerns to City Council.

Financial Impact

None.

Conclusion

In response to the Council's recommendation that City staff report back to Planning Committee on new coach houses built along arterial roads since 2013, staff propose minor amendments to the "Coach House (RCH, RCH1)" zone to enhance the design of coach houses on narrow lots.

The proposed amendments have been discussed with some of Richmond's single-family developers and homebuilders, and the feedback was generally positive.

Staff recommended that Zoning Bylaw 8500, Amendment Bylaw 9233 be introduced and given first reading.



Cynthia Lussier
Planning Technician- Design
(604-276-4108)

CL:blg

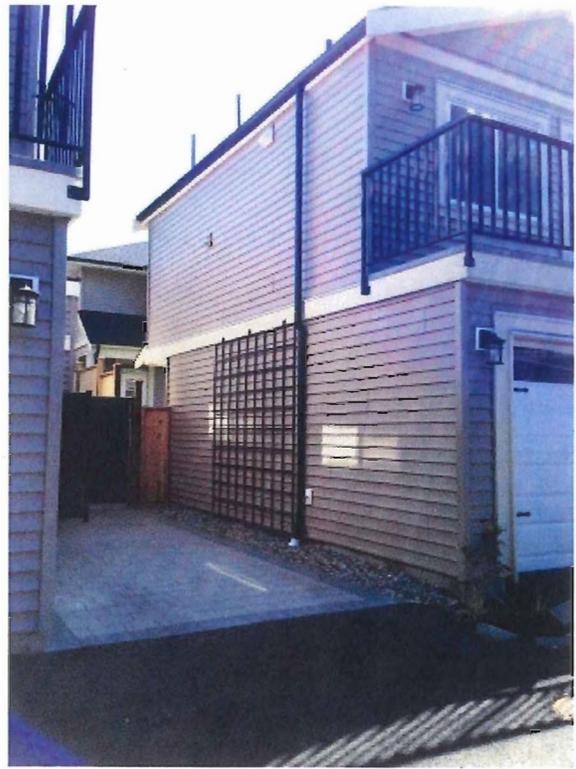
- Att. 1: Photos of Coach Houses built at 10591 & 10575 No. 1 Road
- Att. 2: Summary of Proposed Changes to the "Coach Houses (RCH, RCH1)" Zone
- Att. 3: Display Boards Presented to Single-Family Home Builders on March 12, 2015
- Att. 4: Summary of Feedback from Consultation with Single-Family Home Builders

Attachment 1

Photos of Coach Houses built at 10591 & 10575 No. 1 Road

10575 and 10591 No. 1 Road - View of coach houses from the rear lane





Blank facades on one side of the coach houses



Surface parking for the coach house



Extent of soft landscaping along the rear lane

Summary of proposed changes to the “Coach Houses (RCH, RCH1)” zone

Zoning Section		Existing	Proposed Amendments
8.3.4	Permitted Density (with respect to parking exemptions)	New	For the purpose of this zone only, on interior lots between 9 m & 11.5 m wide: <ul style="list-style-type: none"> The ground floor area within the garage or carport of the coach house building (used only for required vehicle parking spaces) is not included in the calculation of the maximum floor area ratio subject to a maximum of 58 m². A carport is defined as a roofed structure open on two or more sides, that is part of the coach house building, and that is used to shelter the required vehicle parking spaces.
8.3.6	Yards & Setbacks (with respect to the coach house building)	<ul style="list-style-type: none"> Lot width less than 10 m: 0.6 m interior side yard Lot width greater than 10m: 1.2 m interior side yard 	For lot widths between 9 m & 11.5 m: <u>One side</u> <ul style="list-style-type: none"> 0.6 m interior side yard (ground floor) 1.2 m interior side yard (2nd floor) <u>Opposite side</u> <ul style="list-style-type: none"> 1.8 m interior side yard
		New	For lot widths greater than 11.5 m: <u>One side</u> <ul style="list-style-type: none"> 1.2 m interior side yard <u>Opposite side</u> <ul style="list-style-type: none"> 1.8 m interior side yard Note: bay windows and hutches in a coach house may project for a distance of 0.6 m into the side yard.
8.3.7	Permitted Heights (with respect to the coach house building)	<ul style="list-style-type: none"> First storey roof of coach house building facing the main dwelling 3.7 m - 4 m above grade 	<ul style="list-style-type: none"> No change Clarification of wording only

Zoning Section		Existing	Proposed Amendments
8.3.9	Landscaping & Screening	<ul style="list-style-type: none"> Soft landscaping between coach house and lane (including trees) High quality screening between surface parking and adjacent property 	<ul style="list-style-type: none"> No change Clarification of wording only
	(with respect to the area between the coach house and the lane)	New	<ul style="list-style-type: none"> A 0.9 m wide permeable pathway from the lane to the coach house entry is required
8.3.10	On-Site Parking	<ul style="list-style-type: none"> a coach house may not be located above more than a maximum of 2 parking spaces for the main dwelling in the detached garage the required parking space and driveway for a coach house must be unenclosed/uncovered and must be made of permeable material 	<ul style="list-style-type: none"> No change for lot widths greater than 11.5 m Lot width between 9 m & 11.5 m: <ul style="list-style-type: none"> tandem arrangement for the required 2 parking spaces for the main dwelling; with the required parking space for the coach house provided to one side a coach house may not be located above more than a maximum of 2 side-by-side parking spaces in the detached garage

Attachment 3

Display Boards Presented to Single-Family Home Builders on March 12, 2015

Background

2013

- Council adopted the “Coach Houses (RCH1)” zone for new rezoning applications along arterial roads on March 18th 2013, which was intended to address concerns about the design of coach houses in the City.
- Council adopted a resolution that staff report back on the outcome of the new RCH1 zone after some new coach houses had been built.



2014

- The first coach house was built on a compact lot on No. 1 Road under the new RCH1 zone. Staff identified minor issues with respect to meeting the intent of the new RCH1 zone.

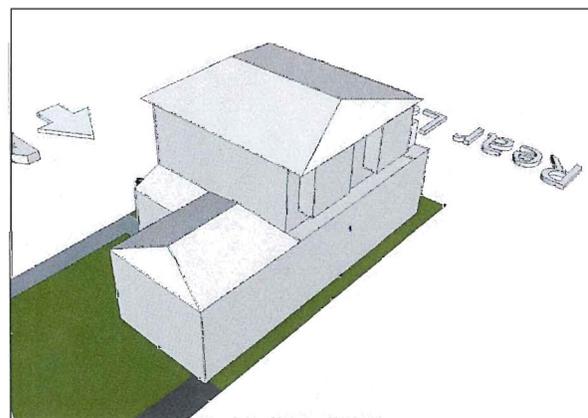
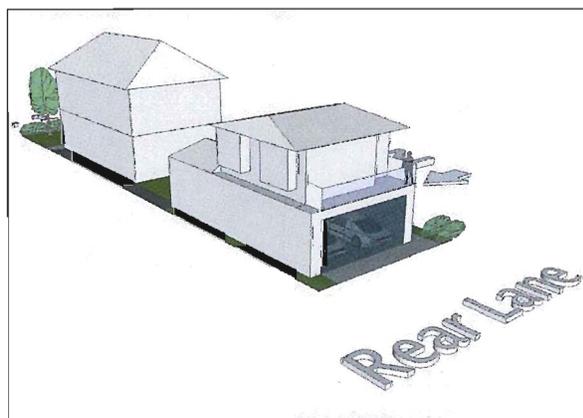
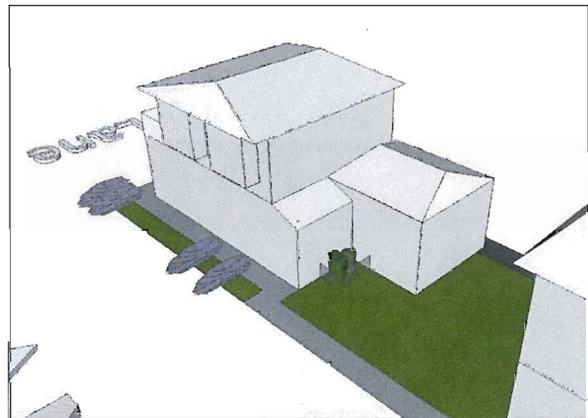
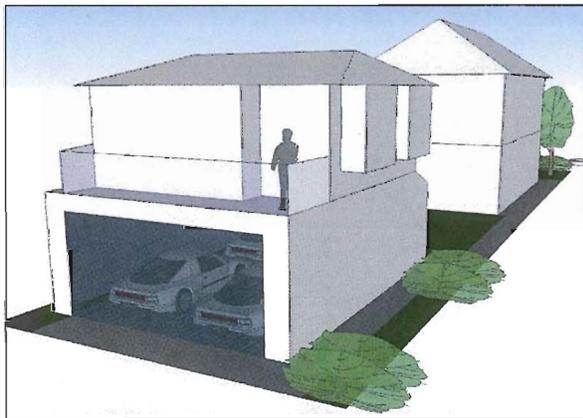
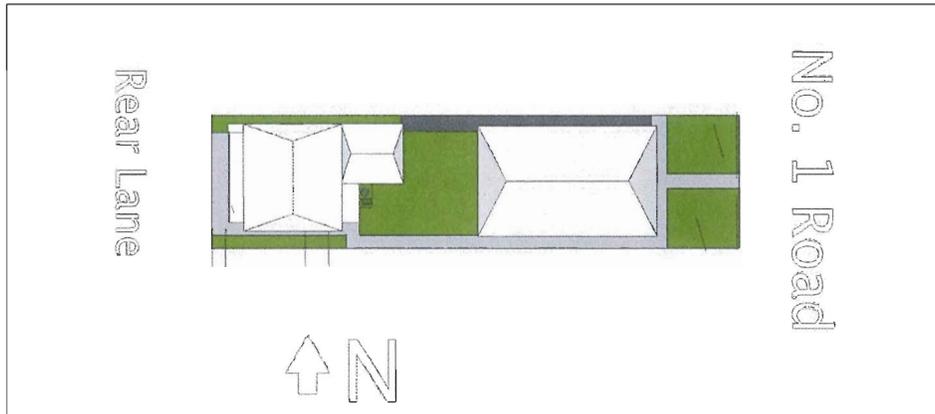
Objectives of the proposed amendments

- To respond to City Council’s referral to report back on new coach houses built under the RCH1 zone.
- To address minor issues associated with the existing RCH1 zone as it applies to compact lots; **not** to overhaul the zone entirely. Specifically:
 - To enable side wall facade articulation on both sides of the coach house.
 - To enable sufficient soft landscaping to be incorporated on-site along the rear lane (in accordance with the RCH1 zoning) while maximizing the available outdoor space between the coach house and main dwelling.

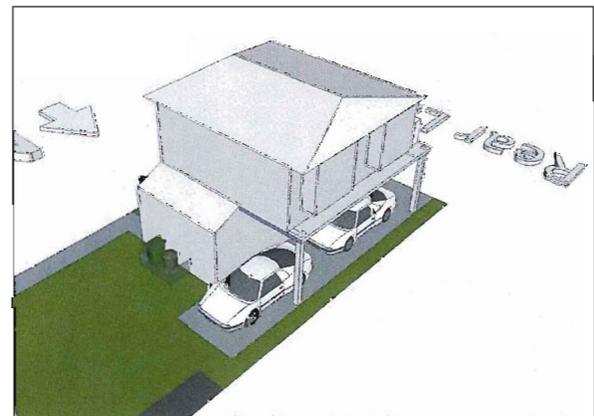
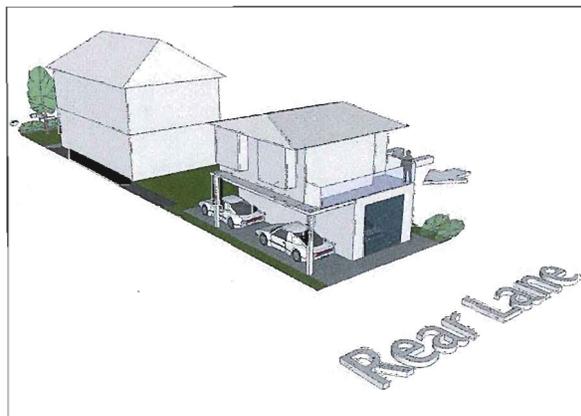
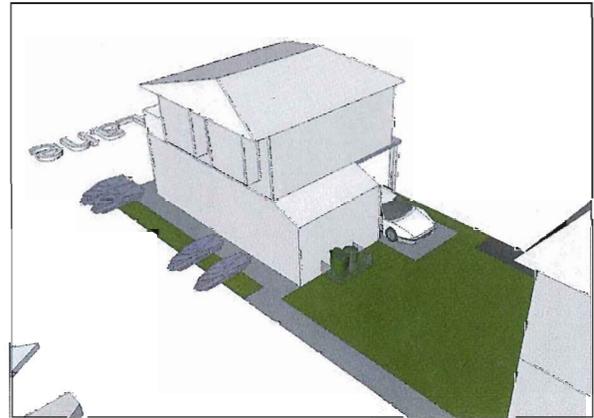
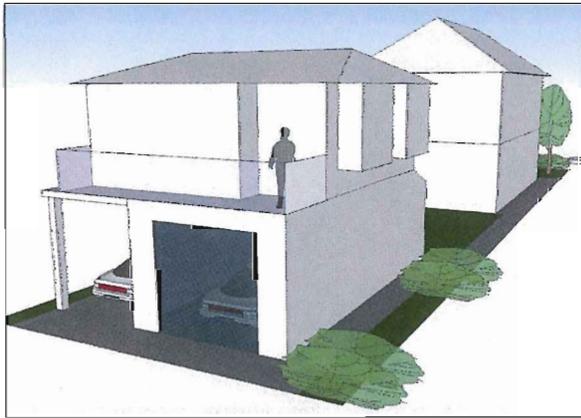
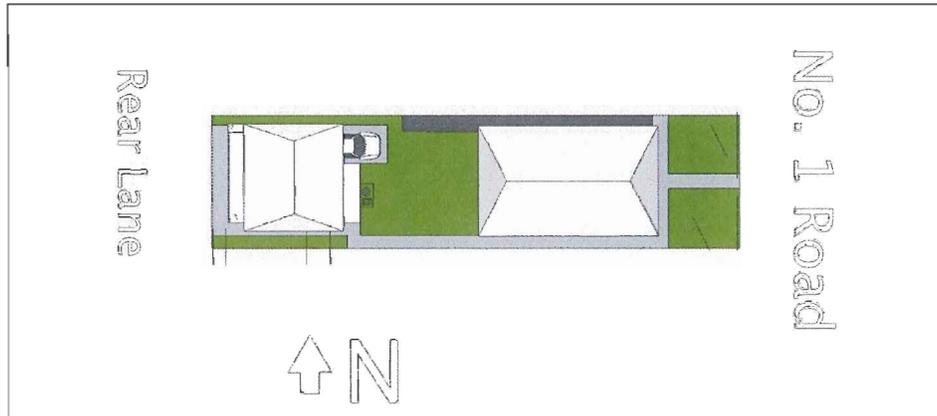
Proposed Amendments to the “Coach Houses (RCH1)” Zone

Zoning Section		Existing RCH1 zone	Proposed amendments to RCH1 zone
6	Yards & Setbacks * (with respect to the coach house building)	<ul style="list-style-type: none"> Lot width less than 10 m: 0.6 m interior side yard Lot width greater than 10m: 1.2 m interior side yard 	For lot widths between 9 m & 11.5 m: <u>One side</u> <ul style="list-style-type: none"> 0.6 m interior side yard (ground floor) 1.2 m interior side yard (2nd floor) <u>Other side</u> <ul style="list-style-type: none"> 1.8 m interior side yard
			For lot widths greater than 11.5 m: <u>One side</u> <ul style="list-style-type: none"> 1.2 m interior side yard <u>Other side</u> <ul style="list-style-type: none"> 1.8 m interior side yard
7	Permitted Heights (with respect to the coach house building)	<ul style="list-style-type: none"> First storey roof of coach house building facing the main dwelling 3.7 m - 4 m above grade 	<ul style="list-style-type: none"> No change Clarification of wording only
9	Landscaping & Screening (with respect to the area between the coach house and the lane)	<ul style="list-style-type: none"> Soft landscaping between coach house and lane (including trees) High quality screening between surface parking and adjacent property 	<ul style="list-style-type: none"> No change Clarification of wording only
		New	<ul style="list-style-type: none"> A 0.9 m permeable pathway from the lane to the coach house entry is required
10	On-Site Parking	<ul style="list-style-type: none"> a coach house may not be located above more than a maximum of 2 parking spaces for the main dwelling in the detached garage the required parking space and driveway a coach house must be unenclosed/ uncovered and must be made of permeable material 	<ul style="list-style-type: none"> No change for lot widths greater than 11.5 m Lot width between 9 m & 11.5 m: <ul style="list-style-type: none"> tandem arrangement for the required 2 parking spaces for the main dwelling; with the required parking space for the coach house provided to one side a coach house may not be located above more than a maximum of 2 side-by-side parking spaces in the detached garage

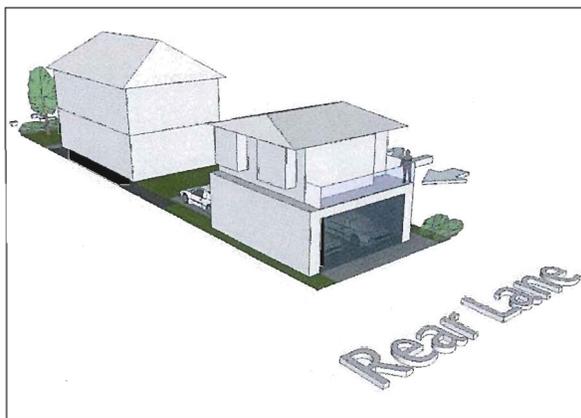
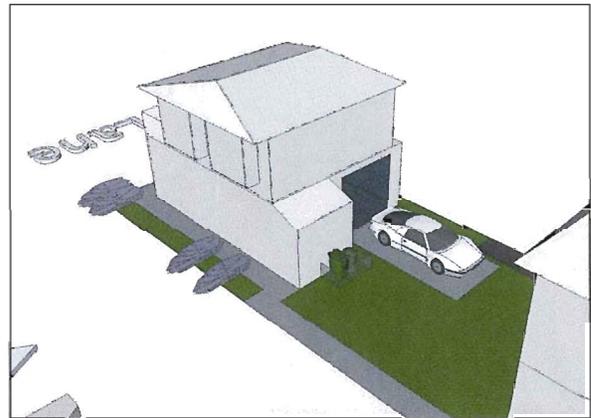
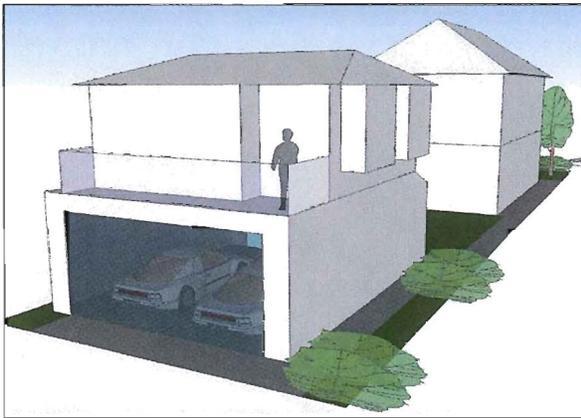
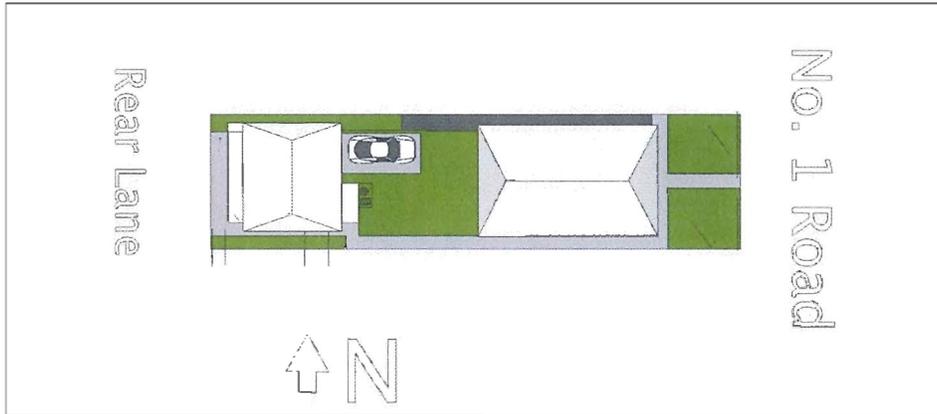
Design Option 1



Design Option 2



Design Option 3



Summary of feedback from consultation with single-family home builders

Attendee feedback	Staff response
Design Options 1 and 2 are more practical than Design Option 3.	The proposed bylaw amendments provide flexibility so that site planning for coach houses on compact lots along arterial roads can be determined by the context and individual developer and owner preferences.
The amended zoning should be clear about which side of a lot to locate the narrower 0.6 m side yard setback to the coach house, versus the wider 1.8 m side yard.	The proposed bylaw amendments specifies a location for the coach house only on lots with an east-west orientation, in order to reduce shadowing on adjacent lots to the north (i.e., the 0.6 m setback should be from the south lot line, with the larger 1.8 m setback provided to the north lot line).
The focus for enhancing soft landscaping on-site should be in the rear yard between the main dwelling and coach house, rather than in side yards and between the coach house and the rear lane.	Staff has not considered this in more detail as part of this exercise as it is viewed as a step backwards from City Council's initial design objectives that formed the basis for the creation of the RCH1 sub-zone in 2013 (i.e. to incorporate soft landscaping along the lane and side yards to enhance the appearance of the lane).
Site planning may be enhanced if there were lower requirements for on-site parking in cases where parking is allowed on the arterial road.	As on-street parking is strictly regulated along arterial roads, the parking associated with coach house development in this context must be provided on-site.
There may be potential owner/tenant parking conflicts and lane congestion from the proposed tandem parking arrangement.	The tandem parking arrangement enables the initial design intent of the RCH1 sub-zone to be achieved without having to increase the lot width requirements. The proposed zoning bylaw amendments require that the two (2) vehicle parking spaces that can be provided in a tandem arrangement are those for use by the residents of the main dwelling, thereby limiting potential owner/tenant parking conflicts.

Attendee feedback	Staff response
Thought should be given to considering a higher floor area exemption for enclosed parking within the garage or carport of the coach house building to account for the 3-car parking arrangement.	This has been considered and the proposed bylaw amendment provides for a maximum enclosed or covered parking exemption of 58 m ² on lots between 9 m and 11.5 m wide for this sub-zone only (an increase from the standard exemption of 50 m ²).
Thought should be given to considering a site plan that allows for three (3) enclosed or covered parking spaces in a side-by-side arrangement in the coach house building on a lot greater than 11.5 m wide.	The current zone restricts the garage to providing a maximum of two (2) side-by-side vehicle parking spaces for the main dwelling, and requires an outdoor surface parking space for the coach house. Staff does not recommend the garage to contain three (3) side-by-side vehicle parking spaces as this would not enhance the appearance of the rear lane, as was one of City Council's initial design objectives at the time that the RCH1 sub-zone was created in 2013.
Thought should be given to exploring the regulations governing the design of laneway housing in the City of Vancouver; some of which could be employed to enhance the coach house zone used along arterial roads in Richmond.	While staff acknowledge the benefits of exploring what other cities are doing to encourage infill development, there are aspects that are unique to Richmond that prevent some options from being considered. For example, the design of laneway housing in Vancouver cannot be used here in Richmond because there are parking restrictions on arterial roads, thereby requiring all resident parking needs associated with coach house development to be achieved on-site. Also, the width and sizes of lots used for laneway housing in Vancouver are greater than lots in Richmond that are designated for coach houses along arterial roads.



**Richmond Zoning Bylaw 8500
Amendment Bylaw 9233
[To amend the "Coach Houses (RCH, RCH1)" zone for arterial roads]**

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

1. Richmond Zoning Bylaw 8500, Section 8.3 entitled "Coach Houses (RCH, RCH1)", is amended by:

- (a) inserting the following subsection 8.3.4.7 after subsection 8.3.4.6:

- "7. Notwithstanding section 4.2.2 of this bylaw, in the RCH1 **zone** only, where the **lot width** is between 9.0 m and 11.5 m:
 - a) a maximum of 58 m² of **enclosed parking** within a **garage** located on-site, or **parking spaces** within an unenclosed carport located on-site, is not included in the calculation of the maximum **floor area ratio**, provided that such **enclosed parking** or **parking spaces** are not used for **habitable space**; and
 - b) for the purposes of this subsection 8.3.4.7, a carport means a roofed **structure**, open on two or more sides, that is attached to the **accessory building** containing the **coach house** and that is used by the occupants of the **lot** to shelter the required **vehicle parking spaces**."

- (b) repealing section 8.3.6 in its entirety and replacing it with the following:

"8.3.6 Yards & Setbacks

1. The minimum **front yard** is 6.0 m, except that **accessory buildings, coach houses, carports, garages and parking spaces** must be **setback** a minimum of 15.0 m.
2. The minimum **interior side yard** in the RCH **zone** is:
 - a) 1.2 m for a **principal building**;
 - b) 0.6 m for an **accessory building** containing a detached **coach house**.
3. The minimum **interior side yard** for a **principal building** in the RCH1 **zone** is 1.2 m.

4. On an **interior lot** in the RCH1 **zone**, where the **lot width** is between 9.0 m and 11.5 m:
 - a) the minimum **setback** for an **accessory building** containing a **coach house** to one **side lot line** is 0.6 m for the ground floor and 1.2 m for the upper floor; and
 - b) the minimum **setback** for an **accessory building** containing a **coach house** to the opposite and opposing **side lot line** is 1.8 m;
5. On an **interior lot** in the RCH1 **zone**, where the **lot width** is greater than 11.5 m:
 - a) the minimum **setback** for an **accessory building** containing a **coach house** to one **side lot line** is 1.2 m; and
 - b) the minimum **setback** for an **accessory building** containing a **coach house** to the opposite and opposing **side lot line** is 1.8 m.
6. In addition to subsections 8.3.6.4 and 8.3.6.5, an **accessory building** containing a **coach house** on an **interior lot** with an east-west orientation shall be located closest to the southern interior **side lot line**, to reduce shadowing on the **adjacent lot** to the north.
7. In the RCH1 **zone** only, **bay windows** and **hutches** which form part of the **coach house** may project for a distance of 0.6 m into the **side yard**.
8. The minimum **exterior side yard** is 3.0 m.
9. The minimum **rear yard** is 6.0 m for the **single detached housing**, except for a **corner lot** where the **exterior side yard** is 6.0 m, in which case the **rear yard** is reduced to 1.2 m.
10. A detached **accessory building** other than a detached **coach house**, of more than 10.0 m² in the RCH **zone** may be located in the **rear yard** but no closer than 3.0 m to a **lot line abutting** a public **road** or 1.2 m to any other **lot line**.
11. A **coach house** in the RCH1 **zone** shall be located within 1.2 m and 10.0 m of the **rear lot line**.
12. The minimum **building separation space** between the principal **single detached housing** unit and the **accessory building** containing:
 - a) a **coach house** in the RCH **zone** is 3.0 m; and
 - b) a **coach house** in the RCH1 **zone** is 4.5 m.
13. Only one wall of the **coach house** may be attached to the **single detached housing** in the RCH **zone**.

14. **Coach houses and accessory buildings** are not permitted in the **front yard**.
 15. Waste and recycling bins for a **coach house** in the RCH1 **zone** shall be located within a **screened structure** that is **setback** a minimum of 1.5 m from the **rear lot line**.
 16. **Building** elements in a **coach house** in the RCH1 **zone** that promote sustainability objectives such as solar panels, solar hot water heating systems and rainwater collection systems may project 0.6 m into the **side yard** and **rear yard**.
 17. An unenclosed and uncovered **balcony** of a detached **coach house** in the RCH1 **zone**, located so as to face the **lane** on a mid block **lot** and the **lane** or side street on a **corner lot**, may project 0.6 m into the **rear yard**.”
- (c) repealing subsections 8.3.7.7 and 8.3.7.8 and replacing them with the following subsections 8.3.7.7 and 8.3.7.8:
- “7. In addition to the requirements in subsection 8.3.7.6, in the RCH1 **zone**, where the **lot width** is between 9.0 m and 11.5 m:
 - a) any portion of the ground floor of an **accessory building** used for parking provided in a **tandem arrangement** that extends beyond the footprint of the second **storey** of a **coach house** shall be no higher than 4.0 m above the highest elevation of the crown of the abutting **lane**; and
 - b) the roof over the portion of the ground floor of an **accessory building** used for parking provided in a **tandem arrangement** must have a minimum pitch of 4:12 and be a gable end roof design.
 8. In the RCH1 **zone**:
 - a) the first **storey** of an **accessory building** containing a **coach house** facing the **single detached housing** shall have a sloping skirt roof, and the maximum **height** of the **eave** of the sloping skirt roof shall be 3.7 m above grade;
 - b) the maximum **height** to the top of the sloping skirt roof of the first **storey** of an **accessory building** containing a **coach house** facing the **single detached housing** shall be 4.0 m above grade; and
 - c) for the purpose of this subsection 8.3.7.8 only, grade means the finished ground elevation around the **accessory building** containing the **coach house**.”

(d) repealing subsections 8.3.9.5 and 8.3.9.6 and replacing them with the following subsections 8.3.9.5 and 8.3.9.6:

- “5. The **rear yard** between a **coach house** and the **lane** in the RCH1 **zone**, including the **building** entry to the **coach house**, must incorporate:
- a) the planting of appropriate trees (e.g. small species or fastigate/columnar) and other attractive soft **landscaping**, but not low ground cover, so as to enhance the visual appearance of the **lane**; and
 - b) high quality permeable materials where there is a driveway to **parking spaces** and where the **lane** has curb and gutter.
6. In the RCH1 **zone**, a high quality **screen** shall be located between the **lane** and any surface **parking spaces** parallel to the **lane**, and along the **lot line** adjacent to any surface **parking spaces** if abutting a neighbouring **lot**. Where the space is constrained, a narrow area sufficient for the growth of plant material shall be provided at the base of the **screen**.”

(e) repealing subsection 8.3.9.9 and replacing it with the following subsection 8.3.9.9:

- “9. In the RCH1 **zone**, a minimum 0.9 m wide, unobstructed, permeable pathway must be provided:
- a) clearly leading from the **road** to the **coach house** entry; and
 - b) clearly leading from the **lane** to the **coach house** entry.”

(f) repealing subsection 8.3.10.3 and replacing it with the following subsection 8.3.10.3:

- “3. In the RCH1 **zone**, where the **lot width** is between 9.0 m and 11.5 m:
- a) the required on-site **parking spaces** for the **single detached housing** may be provided in a **tandem arrangement**, with the required on-site **parking space** for the **coach house** located to one side; and
 - b) a **coach house** may not be located above more than 2 side-by-side **parking spaces** in the detached **garage** or carport, as defined in subsection 8.3.4.7 (b).”

(g) inserting the following subsection 8.3.10.4 after subsection 8.3.10.3:

- “4. In the RCH1 **zone**, where the **lot width** is greater than 11.5 m:
- a) a **coach house** may not be located above more than 2 **parking spaces** in the detached **garage** for the **single detached housing**; and
 - b) the required **parking space** and driveway for a **coach house** must be unenclosed or uncovered and must be made of porous surfaces such as permeable pavers, gravel, grasscrete or impermeable wheel paths surrounded by ground-cover planting.”

2. This Bylaw may be cited as “**Richmond Zoning Bylaw 8500, Amendment Bylaw 9233**”.

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

ADOPTED

CITY OF RICHMOND
APPROVED by
APPROVED by Director or Solicitor

MAYOR

CORPORATE OFFICER