



Planning Committee

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

**Tuesday, May 17, 2016
4:00 p.m.**

Pg. # ITEM

MINUTES

PLN-8

*Motion to adopt the **minutes** of the meeting of the Planning Committee held on April 19, 2016.*



NEXT COMMITTEE MEETING DATE

June 7, 2016, (tentative date) at 4:00 p.m. in the Anderson Room

COUNCILLOR DEREK DANG

1. **COMMUNICATION TOOL FROM RICHMOND COMMUNITY SERVICES ADVISORY COMMITTEE ON CHANGES IN VANCOUVER COASTAL HEALTH MANAGEMENT IN RICHMOND**
(File Ref. No.)

PLN-14

See Page PLN-14 for related materials



2. **HOUSING AGREEMENT BYLAW NO. 9556 TO PERMIT THE CITY OF RICHMOND TO SECURE AFFORDABLE HOUSING UNITS LOCATED AT 10780 NO. 5 ROAD AND 12733 STEVESTON HIGHWAY (TOWNLINE GARDENS)**

(File Ref. No. 08-4057-01) (REDMS No. 4995445 v. 9)

PLN-15

[See Page PLN-15 for full report](#)

Designated Speaker: Joyce Rautenberg

STAFF RECOMMENDATION

That Housing Agreement (10780 No. 5 Road and 12733 Steveston Highway) Bylaw No. 9556 be introduced and given first, second and third readings to permit the City to enter into a Housing Agreement substantially in the form attached hereto, in accordance with the requirements of section 483 of the Local Government Act, to secure the Affordable Housing Units required by the Development Permit Application DP 15-708397.



PLANNING AND DEVELOPMENT DIVISION

3. **APPLICATION BY MADAN L. & CHALINDER K. AHEER AND KHIAL CHAND & HARBAKHAS AHEER FOR REZONING AT 10726/10728 RIVER DRIVE FROM SINGLE DETACHED (RS1/D) TO TWO-UNIT DWELLINGS (RD1)**

(File Ref. No. 12-8060-20-009538; RZ 16-723542; SC 15-713515) (REDMS No. 4963332)

PLN-39

[See Page PLN-39 for full report](#)

Designated Speaker: Wayne Craig

STAFF RECOMMENDATION

- (1) *That Richmond Zoning Bylaw 8500, Amendment Bylaw 9538, for the rezoning of 10726/10728 River Drive from “Single Detached (RS1/D)” to “Two-Unit Dwellings (RD1)”, be introduced and given first reading;*
- (2) *That the application for a Strata Title Conversion by Madan L. & Chalinder K. Aheer and Khial Chand & Harbakhas Aheer for the property located at 10726/10728 River Drive be approved on fulfillment of the following conditions:*

- (a) *adoption of Bylaw No. 9538, rezoning subject property from “Single Detached (RS1/D)” to “Two-Unit Dwellings (RD1)”;*
- (b) *payment of all City utility charges and property taxes up to and including the year 2016; and*
- (c) *submission of appropriate plans and documents for execution by the Approving Officer within 180 days of the date of this resolution; and*
- (3) *That the City, as the Approving Authority, delegate the Approving Officer, the authority to execute the strata conversion plan on behalf of the City, as the Approving Authority, on the basis that the conditions set out in Recommendation 2 have been satisfied.*



4. **APPLICATION BY KENNETH JARMANA FOR REZONING AT 7671 BRIDGE STREET FROM SINGLE DETACHED (RS1/F) TO SINGLE DETACHED (ZS26) – SOUTH MCLENNAN (CITY CENTRE)**

(File Ref. No. 12-8060-20-009548; RZ 16-728740) (REDMS No. 4977565)

PLN-57

See Page PLN-57 for full report

Designated Speaker: Wayne Craig

STAFF RECOMMENDATION

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9548, to create the “Single Detached (ZS26) – South McLennan (City Centre)” zone, and to rezone 7671 Bridge Street from “Single Detached (RS1/F)” to “Single Detached (ZS26) – South McLennan (City Centre)”, be introduced and given first reading.



5. **APPLICATION BY SANDHILL DEVELOPMENTS LTD. FOR REZONING AT 5660, 5680 AND 5700 WILLIAMS ROAD FROM SINGLE DETACHED (RS1/E) TO TWO-UNIT DWELLING (ZD5) – STEVESTON/WILLIAMS**

(File Ref. No. 12-8060-20-009551/9553/9562; RZ 15-693220) (REDMS No. 4971655 v. 3)

PLN-71

See Page PLN-71 for full report

Designated Speaker: Wayne Craig

STAFF RECOMMENDATION

- (1) *That Official Community Plan Amendment Bylaw 9553, to redesignate 5660, 5680 and 5700 Williams Road from "Single-Family" to "Duplex" on the Steveston Area Land Use Map attached to Schedule 2.4 of Official Community Plan Bylaw 7100 (Steveston Area Plan), be introduced and given first reading;*
- (2) *That Bylaw 9553, having been considered in conjunction with:*
 - (a) *The City's Financial Plan and Capital Program; and*
 - (b) *The Greater Vancouver Regional District Solid Waste and Liquid Waste Management Plans;**is hereby found to be consistent with said program and plans, in accordance with Section 882(3)(a) of the Local Government Act;*
- (3) *That Bylaw 9553, having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043, is hereby found not to require further consultation;*
- (4) *That Richmond Zoning Bylaw 8500, Amendment Bylaw 9551 to create the "Two-Unit Dwelling (ZD5) – Steveston/Williams" zone, and to rezone 5660, 5680 and 5700 Williams Road from "Single Detached (RS1/E)" and "Land Use Contract 149" to "Two-Unit Dwelling (ZD5) – Steveston/Williams", be introduced and given first reading; and*
- (5) *That Richmond Land Use Contract 149 Discharge Bylaw No. 9562, to discharge "Land Use Contract 149" from the title of 5700 Williams Road, be introduced and given first reading.*



6. **APPLICATION BY DA ARCHITECTS + PLANNERS ON BEHALF OF LINGYEN MOUNTAIN TEMPLE FOR REZONING AT 10060 NO. 5 ROAD FROM ROADSIDE STAND (CR), ASSEMBLY (ASY) AND AGRICULTURE (AG1) TO RELIGIOUS ASSEMBLY – NO. 5 ROAD (ZIS7)**

(File Ref. No. 12-8060-20-009557; RZ 13-641554) (REDMS No. 4933595 v. 6)

PLN-105

[See Page PLN-105 for full report](#)

See supplementary information for Public Consultation Summary Report

Designated Speaker: Wayne Craig

STAFF RECOMMENDATION

- (1) *That Richmond Zoning Bylaw 8500, Amendment Bylaw 9557 to create the “Religious Assembly – No. 5 Road (ZIS7)” zone, and to rezone 10060 No. 5 Road from “Roadside Stand (CR)”, “Assembly (ASY)” and “Agriculture (AG1)” to “Religious Assembly – No. 5 Road (ZIS7)”, be introduced and given first reading; and*
- (2) *That the Public Hearing notification area be expanded to include all properties within the area bounded by Francis Road, Steveston Highway, No. 4 Road and Sidaway Road.*



7. APPLICATION BY PLATFORM PROPERTIES (STEVESTON) LTD. FOR REZONING AT 3471 MONCTON STREET, 12060 AND 12040 3RD AVENUE, 3560, 3580 AND 3600 CHATHAM STREET FROM STEVESTON COMMERCIAL (CS2) AND STEVESTON COMMERCIAL (CS3) TO COMMERCIAL MIXED USE (ZMU33) – STEVESTON VILLAGE AND A RELATED HERITAGE ALTERATION PERMIT

(File Ref. No. 12-8060-20-009558; RZ 15-710852; HA 16-727260) (REDMS No. 4992205)

PLN-171

[See Page PLN-171 for full report](#)

Designated Speaker: Wayne Craig

STAFF RECOMMENDATION

- (1) *That Richmond Zoning Bylaw 8500, Amendment Bylaw 9558, to create the “Commercial Mixed Use (ZMU33) – Steveston Village” zone, and to rezone 3471 Moncton Street, 12060 and 12040 3rd Avenue, 3560, 3580 and 3600 Chatham Street from “Steveston Commercial (CS2)” and “Steveston Commercial (CS3)” to “Commercial Mixed Use (ZMU33) – Steveston Village”, be introduced and given first reading;*
- (2) *That a Heritage Alteration Permit be issued subject to Council granting third reading to Richmond Zoning Bylaw 8500, Amendment Bylaw 9558, to authorize the following alterations and works at 3471 Moncton Street, 12060 and 12040 3rd Avenue, 3560, 3580 and 3600 Chatham Street for the proposed redevelopment:*
 - (a) *demolition and removal of any existing structures and buildings;*
 - (b) *land clearing, excavation and any necessary site preparation activities;*

- (c) *site investigation and preparation activities, City servicing and infrastructure works and placement of temporary buildings on the site related to the proposed redevelopment; and*
- (d) *deposit of a consolidation plan at the Land Title Office for the consolidation of the six lots into one development parcel.*



8. **APPLICATION BY PAUL ATWAL FOR REZONING AT 7651 BRIDGE STREET FROM SINGLE DETACHED (RS1/F) TO SINGLE DETACHED (ZS14) - SOUTH MCLENNAN (CITY CENTRE)**

(File Ref. No. 12-8060-20-009561; RZ 16-721609) (REDMS No. 4973714 v. 3)

PLN-303

See Page PLN-303 for full report

Designated Speaker: Wayne Craig

STAFF RECOMMENDATION

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9561, for the rezoning of the west portion of 7651 Bridge Street from “Single Detached (RS1/F)” to “Single Detached (ZS14) - South McLennan (City Centre)”, be introduced and given first reading.



9. **AGRICULTURAL LAND RESERVE APPLICATION BY DAGNEAULT PLANNING CONSULTANTS LTD. FOR NON-FARM USE AND SUBDIVISION AT 9500 NO. 5 ROAD**

(File Ref. No. AG 13-646237) (REDMS No. 4994281)

PLN-324

See Page PLN-324 for full report

Designated Speaker: Wayne Craig

STAFF RECOMMENDATION

- (1) *That the Agricultural Land Reserve Application by Dagneault Planning Consultants Ltd. at 9500 No. 5 Road to allow subdivision of the existing lot into five 0.8 ha (2 acre) lots fronting No. 5 Road and one 8.2 ha (20.3 acre) backland lot and non-farm uses for the development of community institutional facilities and supporting uses on the five 0.8 ha (2 acre) lots on the westerly 110 m (361 ft.) of the site, as outlined in the report dated May 5, 2016 from the Director of Development, be endorsed and forwarded to the Agricultural Land Commission; and*

- (2) *That the Agricultural Land Reserve Transportation Application to dedicate a 20 m (66 ft.) wide portion of land from No. 5 Road to Highway 99 as road (Williams Road – Unopened Allowance), as outlined in the report dated May 5, 2016 from the Director of Development, be endorsed and forwarded to the Agricultural Land Commission.*

☐

10. **MANAGER'S REPORT**

ADJOURNMENT

☐



Planning Committee

Date: Tuesday, April 19, 2016

Place: Anderson Room
Richmond City Hall

Present: Councillor Linda McPhail, Chair
Councillor Chak Au
Councillor Harold Steves

Absent: Councillor Carol Day
Councillor Bill McNulty

Also Present: Councillor Alexa Loo

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

MINUTES

It was moved and seconded

That the minutes of the meeting of the Planning Committee held on April 5, 2016, be adopted as circulated.

CARRIED

NEXT COMMITTEE MEETING DATE

May 3, 2016, (tentative date) at 4:00 p.m. in the Anderson Room

Planning Committee
Tuesday, April 19, 2016

COMMUNITY SERVICES

1. KINGSLEY ESTATES CHILD CARE FACILITY DESIGN - 10380 NO. 2 ROAD

(File Ref. No. 07-3070-01) (REDMS No. 4965591 v. 6)

Coralys Cuthbert, Child Care Coordinator, reviewed the Kingsley Estates Child Care Facility Design, noting that the facility is expected to be completed by June 2017.

Craig Simms, Public: Architecture + Communications, and Jeff Cutler, space2place Landscape Architects, briefed Committee on the project's architectural form and character and landscape and open space design, highlighting that (i) the design will maximize sunlight on the site, (ii) the design will maximize visibility of the play areas, (iii) the frontage along No. 2 Road will include pathways to accommodate pedestrians and cyclists, (iv) the plaza to the south will include a public art piece, (v) there will be play space assigned for toddlers and older children, (vi) outdoor space will include hose bibs, play areas and raised planters, and (vii) the facility will be built to meet LEED Silver equivalent standards.

In reply to queries from Committee, Ms. Cuthbert advised that (i) staff will initiate the process to name and select an operator of the facility and report back to Council, (ii) there will be 37 child care spaces in the facility, and (iii) there will be three parking spaces available for facility staff.

The Chair noted that the applicant's requested modifications are included in the staff recommendation.

It was moved and seconded

- (1) *That the Kingsley Estates child care facility design as outlined in the staff report dated April 4, 2016, from the General Manager of Community Services, be endorsed; and***
- (2) *That the Operating Budget Impact of \$35,000 for maintenance of the Kingsley Estates Child Care Facility be considered in the 5 Year Financial Plan for commencement in 2017.***

CARRIED

2.

Planning Committee
Tuesday, April 19, 2016

**2. AMENDMENT TO PARK RELATED LAND USE DESIGNATIONS
UNDER RICHMOND OFFICIAL COMMUNITY PLAN BYLAW 7100
AND RICHMOND OFFICIAL COMMUNITY PLAN BYLAW 9000**

(File Ref. No. 06-2345-01) (REDMS No. 4499282 v. 24)

Terry Crowe, Manager, Policy Planning, and Jamie Esko, Manager, Park Planning and Design reviewed the proposed amendments to the park related land use designations in the Richmond Official Community Plan (OCP), noting that the proposed amendments will update the OCP map to reflect the addition or removal of properties designated for park use.

Mr. Crowe spoke on the property along the corner of No. 5 Road and Cambie Road, noting that (i) the proposed amendment will remove park designation from the site, which would facilitate future Commercial and Townhouse Residential use consistent with the East Cambie Area Plan, (ii) the City is encouraging that the site consolidate into one lot, (iii) should the site develop, access to the arterial roads will be minimized, (iv) 15% built affordable housing will be required, and (v) historical plans to develop the site into a park did not materialize.

Discussion ensued with regard to (i) removing proposed park designations for Railway Avenue corridor and the Woodward's Landing property, (ii) retaining the existing designation for the Railway Avenue corridor for a potential future light rail, (iii) the historical acquisition of the Woodward's Landing property by the City, and (iv) retaining the Woodward's Landing property for industrial use.

In reply to queries from Committee, Joe Erceg, General Manager, Planning and Development, noted that the proposed bylaw amendment can be modified to remove the proposed designations for the Railway Avenue corridor and the Woodward's Landing property.

In reply to queries from Committee regarding the consultation process related to privately-owned future park properties to be designated park, Ms. Esko, noted that property owners will be notified via letters and telephone calls from staff.

It was moved and seconded

- (1) *That Schedules "A" to "E" and Schedule "H" be removed from Richmond Official Community Plan Bylaw No. 7100 and Richmond Official Community Plan Bylaw No. 9000, Amendment Bylaw No. 9489;*
- (2) *That Richmond Official Community Plan Bylaw No. 7100 and Richmond Official Community Plan Bylaw No. 9000, Amendment Bylaw No. 9489, as amended by Committee, be introduced and given first reading;*

3.

Planning Committee
Tuesday, April 19, 2016

- (3) *That Richmond Official Community Plan Bylaw No. 7100 and Richmond Official Community Plan Bylaw No. 9000, Amendment Bylaw No. 9489, having been considered in conjunction with:*
- (a) *The City's Financial Plan and Capital Program; and*
- (b) *The Greater Vancouver Regional District Solid Waste and Liquid Waste Management Plans;*
- is hereby be found to be consistent with said program and plans, in accordance with Section 882(3)(a) of the Local Government Act;*
- (4) *That Richmond Official Community Plan Bylaw No. 7100 and Richmond Official Community Plan Bylaw No. 9000, Amendment Bylaw No. 9489, having been considered in conjunction with Section 882(3)(c) of the Local Government Act, be referred to the Agricultural Land Commission for comment;*
- (5) *That Richmond Official Community Plan Bylaw No. 7100 and Richmond Official Community Plan Bylaw No. 9000, Amendment Bylaw No. 9489, having been considered in accordance with Official Community Plan Bylaw Preparation Consultation Policy 5043, be referred to the Board of Education of Richmond School District No. 38 for comment; and*
- (6) *That Richmond Official Community Plan Bylaw No. 7100 and Richmond Official Community Plan Bylaw 9000, Amendment Bylaw No. 9489, having been considered in accordance with Official Community Plan Bylaw Preparation Consultation Policy 5043, hereby be found not to require further consultation.*

CARRIED

Discussion ensued with regard to the land use designation for the Railway Avenue corridor and the Woodward's Landing property.

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

It was moved and seconded

That staff review the land use designation for the Railway Avenue corridor and 11551 Dyke Road/Woodwards Landing and report back.

CARRIED

PLANNING AND DEVELOPMENT DIVISION

3. **APPLICATION BY PARGAT S. TATLA FOR REZONING AT 8480/8500 NO. 3 ROAD FROM "SINGLE DETACHED (RS1/E)" TO "SINGLE DETACHED (RS2/B)"**

(File Ref. No. 12-8060-20-009542; RZ 15-697843) (REDMS No. 4963560)

Cynthia Lussier, Planner 1, reviewed the application noting that (i) the application is consistent with the lot size policy in the area, (ii) frontage improvements and one secondary suite are proposed, and (iii) all trees on-site will be removed and replacement trees will be planted.

It was moved and seconded

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9542, for the rezoning of 8480/8500 No. 3 Road from the "Single Detached (RS1/E)" zone to the "Single Detached (RS2/B)" zone, be introduced and given first reading.

CARRIED

4. **APPLICATION BY AJIT THALIWAL AND RAMAN KOONER FOR REZONING AT 5000 MAPLE ROAD FROM SINGLE DETACHED (RS1/E) TO SINGLE DETACHED (RS2/B)**

(File Ref. No. 12-8060-20-009545; RZ 15-703641) (REDMS No. 4971864)

It was moved and seconded

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9545, for the rezoning of 5000 Maple Road from "Single Detached (RS1/E)" to "Single Detached (RS2/B)", be introduced and given first reading.

CARRIED

5. **MANAGER'S REPORT**

Arterial Road Policy Consultation Process

Wayne Craig, Director, Development, updated Committee on the Arterial Road Policy consultation, noting that the City is hosting five open houses scheduled to take place in Thompson Community Centre, Steveston Community Centre, South Arm Community Centre, West Richmond Community Centre, and in City Hall. He added that the open houses will provide display boards and information will be included on the City's website.

Planning Committee
Tuesday, April 19, 2016

ADJOURNMENT

It was moved and seconded

That the meeting adjourn (4:31 p.m.).

CARRIED

Certified a true and correct copy of the Minutes of the meeting of the Planning Committee of the Council of the City of Richmond held on Tuesday, April 19, 2016.

Councillor Linda McPhail
Chair

Evangel Biason
Legislative Services Coordinator



RCSAC

Richmond Community Services Advisory Committee

To: Mayor Brodie and Councillors
From: Daylene Marshall & Alex Nixon, RCSAC Co-Chairs
CC: Cathy Carlile, Lesley Sherlock & Kim Somerville
Date: April 5, 2016
Re: **Changes in VCH Management in Richmond and the potential impact for the community.**

Purpose

The purpose of this Communication Tool (CT) is to inform City Council of Vancouver Coastal Health (VCH) Mental Health staff reductions that may impact services to Richmond residents. No action is requested at this point. VCH-funded agencies will monitor the situation and provide further information as deemed appropriate. The CT supports:

- Council Term Goals: #1. A Safe Community; 1.4 Effective interagency relationships and partnerships.
- RCSAC 2016 Work Plan Actions: "Advise Council if changes in social service programs and corresponding funding structures will impact the City of Richmond" and "Support initiatives that reduce barriers to accessing services in the community".

Issue	Potential impact	Agency or individuals affected	Advice
There have been several changes to mental health managerial positions; VCH has reduced the number of senior managers from 4 to 2. The Manager of the Child and Adolescent with Mental Health Issues Program and the Program Manager of the Adult Mental Health and Addictions Program have been reassigned. Two other managers that were already working in Richmond have taken over these portfolios.	RCSAC members are concerned that these reductions in managerial positions may cause strain to an already underfunded system due to the increased workload assumed by the managers that have picked up the open portfolios.	All VCH funded agencies and their clients may be potentially impacted by these changes.	To inform Richmond City Council of these changes in Vancouver Coastal Health's management and make Council aware of our concerns that these changes might detrimentally impact services, programs and the clients we serve in Richmond. VCH funded agencies will monitor the situation and report back as appropriate.



City of Richmond

Report to Committee

To: Planning Committee **Date:** May 2, 2016
From: Cathryn Volkering Carlile **File:** 08-4057-01/2015-Vol
General Manager, Community Services 01
Re: **Housing Agreement Bylaw No. 9556 to Permit the City of Richmond to Secure Affordable Housing Units located at 10780 No. 5 Road and 12733 Steveston Highway (Townline Gardens)**

Staff Recommendation

That Housing Agreement (10780 No. 5 Road and 12733 Steveston Highway) Bylaw No. 9556 be introduced and given first, second and third readings to permit the City to enter into a Housing Agreement substantially in the form attached hereto, in accordance with the requirements of section 483 of the *Local Government Act*, to secure the Affordable Housing Units required by the Development Permit Application DP 15-708397.

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

Att. 2

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Law Development Applications	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	
REVIEWED BY STAFF REPORT / AGENDA REVIEW SUBCOMMITTEE	INITIALS: DW	APPROVED BY CAO

Staff Report

Origin

The purpose of this report is to recommend that Council adopt Housing Agreement Bylaw No. 9556 (Attachment 1) to secure 1,325 m² (14,260 ft²) or sixteen (16) affordable housing units in the proposed development located at 10780 No. 5 Road and 12733 Steveston Highway (Attachment 2).

This report and bylaw supports Council's 2014-2018 Term Goal #2 A Vibrant, Active and Connected City:

Continue the development and implementation of an excellent and accessible system of programs, services, and public spaces that reflect Richmond's demographics, rich heritage, diverse needs, and unique opportunities, and that facilitate active, caring, and connected communities.

This report and bylaw also supports Council's 2014-2018 Term Goal #3 A Well-Planned Community:

Adhere to effective planning and growth management practices to maintain and enhance the livability, sustainability and desirability of our City and its neighbourhoods, and to ensure the results match the intentions of our policies and bylaws.

This report and bylaw are also consistent with the Richmond Affordable Housing Strategy, adopted on May 28, 2007, which specifies the creation of affordable low end market rental units as a key housing priority for the City.

Townline Gardens has applied to the City of Richmond for permission to develop two 8-storey residential buildings and one 4-storey building, as Phase 3 of the overall development. Council approved the rezoning (RZ 08-0450659) for the overall development on July 25, 2011. "The Gardens" site was rezoned from "Service Station District (G2)", "Botanical Garden District 1 (BG1)" and "Botanical Garden District 2 (BG2)" to "Commercial Mixed Use (ZMU18) – The Gardens (Shellmont)" according to Zoning Bylaw 8500 Amendment Bylaw 8532. The proposed development will introduce approximately 335 residential units, of which sixteen (16) units will be secured as affordable housing units in accordance with the City's Affordable Housing Strategy. The development, proposed at 10780 No. 5 Road and 12733 Steveston Highway, is the third and final Development Permit application for the overall site development.

The Development Permit is scheduled to come before the Development Permit Panel on May 11, 2016; the final endorsement of which is subject to a Housing Agreement being registered on title to secure sixteen affordable housing units with maximum rental rates and tenant income as established by the City's Affordable Housing Strategy. The proposed Housing Agreement Bylaw for the subject development (Bylaw No. 9556) is presented as attached. It is recommended that the Bylaw be introduced and given first, second and third readings. Following adoption of the Bylaw, the City will be able to execute the Housing Agreement and arrange for notice of the agreement to be filed in the Land Title Office.

Analysis

The subject development application involves a development consisting of approximately 335 residential units, including sixteen (16) affordable rental housing units. The affordable housing units anticipated to be delivered are as follows:

Unit Type	Number of Units	Maximum Monthly Rent	Total Household Annual Income
Bachelor	1	\$850	\$34,000 or less
1 bedroom	1	\$950	\$38,000 or less
2 bedroom	6	\$1,162	\$46,500 or less
3 bedroom	8	\$1,437	\$57,500 or less
	16 units		

The Housing Agreement restricts the annual household incomes for eligible occupants and specifies that the units must be made available at low end market rent rates in perpetuity. The Agreement includes provisions for annual adjustment of the maximum annual housing incomes and rental rates in accordance with City requirements. The Agreement also specifies that occupants of the affordable housing units shall have unlimited access to all on-site indoor and outdoor amenity spaces. The applicant has agreed to the terms and conditions of the attached Housing Agreement, and to register notice of the Housing Agreement on title to secure the sixteen (16) affordable rental housing units.

Financial Impact

None.

Conclusion

In accordance with the *Local Government Act* (Section 483), adoption of Bylaw No. 9556 is required to permit the City to enter into a Housing Agreement which together with the housing covenant will act to secure sixteen (16) affordable rental units that are proposed in association with Development Permit Application 15-708397.



Joyce Rautenberg
Affordable Housing Coordinator
(604-247-4916)

Att. 1: Bylaw No. 9556, Schedule A
Att. 2: Map of Subject Property



**Housing Agreement (10780 No. 5 Road and 12733 Steveston Highway)
Bylaw No. 9556**

The Council of the City of Richmond enacts as follows:

1. The Mayor and Corporate Officer for the City of Richmond are authorized to execute and deliver a housing agreement, substantially in the form set out in Schedule A to this Bylaw, with the owner of the lands legally described as:

NO PID

Lot 2 Section 31 Block 4 North Range 5 West NWD Plan EPP61209

2. This Bylaw is cited as **"Housing Agreement (10780 No. 5 Road and 12733 Steveston Highway) Bylaw No. 9556"**.

FIRST READING

SECOND READING

THIRD READING

ADOPTED

MAYOR

CORPORATE OFFICER

CITY OF RICHMOND
APPROVED for content by originating dept. <i>JR</i>
APPROVED for legality by Solicitor <i>BDS</i>

Schedule A to Bylaw No. 9556

To Housing Agreement (10780 No. 5 Road and 12733 Steveston Highway) Bylaw No. 9556

HOUSING AGREEMENT BETWEEN the City of Richmond and 0864227 BC Ltd.

HOUSING AGREEMENT
(Section 483 *Local Government Act*)

THIS AGREEMENT is dated for reference the 13th day of June, 2016.

BETWEEN:

0864227 B.C. LTD. (Inc. No. 0864277),
a company duly incorporated under the laws of the Province of British
Columbia and having its registered office at 120-13575 Commerce
Parkway, Richmond B.C. V6V 2L1

(the "Owner" as more fully defined in section 1.1 of this
Agreement)

AND:

CITY OF RICHMOND,
a municipal corporation pursuant to the *Local Government Act* and
having its offices at 6911 No. 3 Road, Richmond, British
Columbia, V6Y 2C1

(the "City" as more fully defined in section 1.1 of this Agreement)

WHEREAS:

- A. Section 483 of the *Local Government Act* permits the City to enter into and, by legal notation on title, note on title to lands, housing agreements which may include, without limitation, conditions in respect to the form of tenure of housing units, availability of housing units to classes of persons, administration of housing units and rent which may be charged for housing units;
- B. The Owner is the owner of the Lands (as hereinafter defined); and
- C. The Owner and the City wish to enter into this Agreement (as herein defined) to provide for affordable housing on the terms and conditions set out in this Agreement,

In consideration of \$10.00 and other good and valuable consideration (the receipt and sufficiency of which is acknowledged by both parties), and in consideration of the promises exchanged below, the Owner and the City covenant and agree as follows:

ARTICLE 1 DEFINITIONS AND INTERPRETATION

1.1 In this Agreement the following words have the following meanings:

- (a) **"Affordable Housing Unit"** means a Dwelling Unit or Dwelling Units designated as such in accordance with a building permit and/or development permit issued by the City and/or, if applicable, in accordance with any rezoning consideration applicable to the development on the Lands and includes, without limiting the generality of the foregoing, the Dwelling Unit charged by this Agreement;
- (b) **"Agreement"** means this agreement together with all schedules, attachments and priority agreements attached hereto;
- (c) **"City"** means the City of Richmond;
- (d) **"CPI"** means the All-Items Consumer Price Index for Vancouver, B.C. published from time to time by Statistics Canada, or its successor in function;
- (e) **"Daily Amount"** means \$100.00 per day as of January 1, 2009 adjusted annually thereafter by adding thereto an amount calculated by multiplying \$100.00 by the percentage change in the CPI since January 1, 2009, to January 1 of the year that a written notice is delivered to the Owner by the City pursuant to section 6.1 of this Agreement. In the absence of obvious error or mistake, any calculation by the City of the Daily Amount in any particular year shall be final and conclusive;
- (f) **"Dwelling Unit"** means a residential dwelling unit or units located or to be located on the Lands whether those dwelling units are lots, strata lots or parcels, or parts or portions thereof, and includes single family detached dwellings, duplexes, townhouses, auxiliary residential dwelling units, rental apartments and strata lots in a building strata plan and includes, where the context permits, an Affordable Housing Unit;
- (g) **"Eligible Tenant"** means a Family having a cumulative annual income of:
 - (i) in respect to a bachelor unit, \$34,000 or less;
 - (ii) in respect to a one bedroom unit, \$38,000 or less;
 - (iii) in respect to a two bedroom unit, \$46,500 or less; or
 - (iv) in respect to a three or more bedroom unit, \$57,500 or less

provided that, commencing July 1, 2013, the annual incomes set-out above shall, in each year thereafter, be adjusted, plus or minus, by adding or subtracting therefrom, as the case may be, an amount calculated that is equal to the Core Need Income Threshold data and/or other applicable data produced by Canada Mortgage Housing Corporation in the years when such data is released. In the event that, in applying the values set-out above, the rental increase is at any time greater than the rental increase permitted by the *Residential Tenancy Act*, then the increase will be reduced to the maximum amount permitted by the *Residential Tenancy Act*. In the absence of obvious error or mistake, any calculation by the City of an Eligible Tenant's permitted income in any particular year shall be final and conclusive;

- (h) **"Family"** means:
 - (i) a person;
 - (ii) two or more persons related by blood, marriage or adoption; or
 - (iii) a group of not more than 6 persons who are not related by blood, marriage or adoption
- (i) **"Housing Covenant"** means the agreements, covenants and charges granted by the Owner to the City (which includes covenants pursuant to section 219 of the *Land Title Act*) charging the Lands registered on ___ day of _____, 20_, under number _____, as it may be amended or replaced from time to time;
- (j) **"Interpretation Act"** means the *Interpretation Act*, R.S.B.C. 1996, Chapter 238, together with all amendments thereto and replacements thereof;
- (k) **"Land Title Act"** means the *Land Title Act*, R.S.B.C. 1996, Chapter 250, together with all amendments thereto and replacements thereof;
- (l) **"Lands"** means the following lands and premises situate in the City of Richmond and, including a building or a portion of a building, into which said land is Subdivided:
 PID: _____
 Lot 2 Section 31 Block 4 North Range 5 West
 NWD Plan EPP61209
- (m) **"Local Government Act"** means the *Local Government Act*, R.S.B.C. 2015, Chapter 1, together with all amendments thereto and replacements thereof;
- (n) **"LTO"** means the New Westminster Land Title Office or its successor;
- (o) **"Owner"** means the party described on page 1 of this Agreement as the Owner and any subsequent owner of the Lands or of any part into which the Lands are

Subdivided, and includes any person who is a registered owner in fee simple of an Affordable Housing Unit from time to time;

(p) **"Permitted Rent"** means no greater than:

- (i) \$850.00 a month for a bachelor unit;
- (ii) \$950.00 a month for a one bedroom unit;
- (iii) \$1,162.00 a month for a two bedroom unit; and
- (iv) \$1,437.00 a month for a three (or more) bedroom unit,

provided that, commencing July 1, 2013, the rents set-out above shall, in each year thereafter, be adjusted, plus or minus, by adding or subtracting therefrom, as the case may be, an amount calculated that is equal to the Core Need Income Threshold data and/or other applicable data produced by Canada Mortgage Housing Corporation in the years when such data is released. In the event that, in applying the values set-out above, the rental increase is at any time greater than the rental increase permitted by the *Residential Tenancy Act*, then the increase will be reduced to the maximum amount permitted by the *Residential Tenancy Act*. In the absence of obvious error or mistake, any calculation by the City of the Permitted Rent in any particular year shall be final and conclusive;

(q) **"Real Estate Development Marketing Act"** means the *Real Estate Development Marketing Act*, S.B.C. 2004, Chapter 41, together with all amendments thereto and replacements thereof;

(r) **"Residential Tenancy Act"** means the *Residential Tenancy Act*, S.B.C. 2002, Chapter 78, together with all amendments thereto and replacements thereof;

(s) **"Strata Property Act"** means the *Strata Property Act* S.B.C. 1998, Chapter 43, together with all amendments thereto and replacements thereof;

(t) **"Subdivide"** means to divide, apportion, consolidate or subdivide the Lands, or the ownership or right to possession or occupation of the Lands into two or more lots, strata lots, parcels, parts, portions or shares, whether by plan, descriptive words or otherwise, under the *Land Title Act*, the *Strata Property Act*, or otherwise, and includes the creation, conversion, organization or development of "cooperative interests" or "shared interest in land" as defined in the *Real Estate Development Marketing Act*;

(u) **"Tenancy Agreement"** means a tenancy agreement, lease, license or other agreement granting rights to occupy an Affordable Housing Unit; and

(v) **"Tenant"** means an occupant of an Affordable Housing Unit by way of a Tenancy Agreement.

1.2 In this Agreement:

- (a) reference to the singular includes a reference to the plural, and *vice versa*, unless the context requires otherwise;
- (b) article and section headings have been inserted for ease of reference only and are not to be used in interpreting this Agreement;
- (c) if a word or expression is defined in this Agreement, other parts of speech and grammatical forms of the same word or expression have corresponding meanings;
- (d) reference to any enactment includes any regulations, orders or directives made under the authority of that enactment;
- (e) reference to any enactment is a reference to that enactment as consolidated, revised, amended, re-enacted or replaced, unless otherwise expressly provided;
- (f) the provisions of section 25 of the *Interpretation Act* with respect to the calculation of time apply;
- (g) time is of the essence;
- (h) all provisions are to be interpreted as always speaking;
- (i) reference to a "party" is a reference to a party to this Agreement and to that party's respective successors, assigns, trustees, administrators and receivers. Wherever the context so requires, reference to a "party" also includes an Eligible Tenant, agent, officer and invitee of the party;
- (j) reference to a "day", "month", "quarter" or "year" is a reference to a calendar day, calendar month, calendar quarter or calendar year, as the case may be, unless otherwise expressly provided; and
- (k) where the word "including" is followed by a list, the contents of the list are not intended to circumscribe the generality of the expression preceding the word "including".

ARTICLE 2
USE AND OCCUPANCY OF AFFORDABLE HOUSING UNITS

- 2.1 The Owner agrees that each Affordable Housing Unit may only be used as a permanent residence occupied by one Eligible Tenant. An Affordable Housing Unit must not be occupied by the Owner, the Owner's family members (unless the Owner's family members qualify as Eligible Tenants), or any tenant or guest of the Owner, other than an Eligible Tenant.
- 2.2 Within 30 days after receiving notice from the City, the Owner must, in respect of each Affordable Housing Unit, provide to the City a statutory declaration, substantially in the

form (with, in the City Solicitor's discretion, such further amendments or additions as deemed necessary) attached as Appendix A, sworn by the Owner, containing all of the information required to complete the statutory declaration. The City may request such statutory declaration in respect to each Affordable Housing Unit no more than once in any calendar year; provided, however, notwithstanding that the Owner may have already provided such statutory declaration in the particular calendar year, the City may request and the Owner shall provide to the City such further statutory declarations as requested by the City in respect to an Affordable Housing Unit if, in the City's absolute determination, the City believes that the Owner is in breach of any of its obligations under this Agreement.

- 2.3 The Owner hereby irrevocably authorizes the City to make such inquiries as it considers necessary in order to confirm that the Owner is complying with this Agreement.

ARTICLE 3

DISPOSITION AND ACQUISITION OF AFFORDABLE HOUSING UNITS

- 3.1 The Owner will not permit an Affordable Housing Unit Tenancy Agreement to be subleased or assigned.
- 3.2 If this Housing Agreement encumbers more than one Affordable Housing Unit, then the Owner may not, without the prior written consent of the City Solicitor, sell or transfer less than five (5) Affordable Housing Units in a single or related series of transactions with the result that when the purchaser or transferee of the Affordable Housing Units becomes the owner, the purchaser or transferee will be the legal and beneficial owner of not less than five (5) Affordable Housing Units.
- 3.3 The Owner must not rent, lease, license or otherwise permit occupancy of any Affordable Housing Unit except to an Eligible Tenant and except in accordance with the following additional conditions:
- (a) the Affordable Housing Unit will be used or occupied only pursuant to a Tenancy Agreement;
 - (b) the monthly rent payable for the Affordable Housing Unit will not exceed the Permitted Rent applicable to that class of Affordable Housing Unit;
 - (c) the Owner will not require the Tenant or any permitted occupant to pay any strata fees, strata property contingency reserve fees or any extra charges or fees for use of any common property, limited common property, or other common areas, facilities or amenities, or for sanitary sewer, storm sewer, water, other utilities, property or similar tax; provided, however, if the Affordable Housing Unit is a strata unit and the following costs are not part of strata or similar fees, an Owner may charge the Tenant the Owner's cost, if any, of providing cablevision, telephone, other telecommunications, gas, or electricity fees, charges or rates;
 - (d) the Owner will attach a copy of this Agreement to every Tenancy Agreement;

- (e) the Owner will include in the Tenancy Agreement a clause requiring the Tenant and each permitted occupant of the Affordable Housing Unit to comply with this Agreement;
- (f) the Owner will include in the Tenancy Agreement a clause entitling the Owner to terminate the Tenancy Agreement if:
 - (i) an Affordable Housing Unit is occupied by a person or persons other than an Eligible Tenant;
 - (ii) the annual income of an Eligible Tenant rises above the applicable maximum amount specified in section 1.1(g) of this Agreement;
 - (iii) the Affordable Housing Unit is occupied by more than the number of people the City's building inspector determines can reside in the Affordable Housing Unit given the number and size of bedrooms in the Affordable Housing Unit and in light of any relevant standards set by the City in any bylaws of the City;
 - (iv) the Affordable Housing Unit remains vacant for three consecutive months or longer, notwithstanding the timely payment of rent; and/or
 - (v) the Tenant subleases the Affordable Housing Unit or assigns the Tenancy Agreement in whole or in part,

and in the case of each breach, the Owner hereby agrees with the City to forthwith provide to the Tenant a notice of termination. Except for section 3.3(f)(ii) of this Agreement [*Termination of Tenancy Agreement if Annual Income of Tenant rises above amount prescribed in section 1.1(g) of this Agreement*], the notice of termination shall provide that the termination of the tenancy shall be effective 30 days following the date of the notice of termination. In respect to section 3.3(f)(ii) of this Agreement, termination shall be effective on the day that is six (6) months following the date that the Owner provided the notice of termination to the Tenant;

- (g) the Tenancy Agreement will identify all occupants of the Affordable Housing Unit and will stipulate that anyone not identified in the Tenancy Agreement will be prohibited from residing at the Affordable Housing Unit for more than 30 consecutive days or more than 45 days total in any calendar year; and
 - (h) the Owner will forthwith deliver a certified true copy of the Tenancy Agreement to the City upon demand.
- 3.4 If the Owner has terminated the Tenancy Agreement, then the Owner shall use best efforts to cause the Tenant and all other persons that may be in occupation of the Affordable Housing Unit to vacate the Affordable Housing Unit on or before the effective date of termination.

**ARTICLE 4
DEMOLITION OF AFFORDABLE HOUSING UNIT**

- 4.1 The Owner will not demolish an Affordable Housing Unit unless:
- (a) the Owner has obtained the written opinion of a professional engineer or architect who is at arm's length to the Owner that it is no longer reasonable or practical to repair or replace any structural component of the Affordable Housing Unit, and the Owner has delivered to the City a copy of the engineer's or architect's report; or
 - (b) the Affordable Housing Unit is damaged or destroyed, to the extent of 40% or more of its value above its foundations, as determined by the City in its sole discretion,

and, in each case, a demolition permit for the Affordable Housing Unit has been issued by the City and the Affordable Housing Unit has been demolished under that permit.

Following demolition, the Owner will use and occupy any replacement Dwelling Unit in compliance with this Agreement and the Housing Covenant both of which will apply to any replacement Dwelling Unit to the same extent and in the same manner as those agreements apply to the original Dwelling Unit, and the Dwelling Unit must be approved by the City as an Affordable Housing Unit in accordance with this Agreement.

**ARTICLE 5
STRATA CORPORATION BYLAWS**

- 5.1 This Agreement will be binding upon all strata corporations created upon the strata title Subdivision of the Lands or any Subdivided parcel of the Lands.
- 5.2 Any strata corporation bylaw which prevents, restricts or abridges the right to use the Affordable Housing Units as rental accommodation will have no force and effect.
- 5.3 No strata corporation shall pass any bylaws preventing, restricting or abridging the use of the Affordable Housing Units as rental accommodation.
- 5.4 No strata corporation shall pass any bylaw or approve any levies which would result in only the Owner or the Tenant or any other permitted occupant of an Affordable Housing Unit (and not include all the owners, tenants, or any other permitted occupants of all the strata lots in the applicable strata plan which are not Affordable Housing Units) paying any extra charges or fees for the use of any common property, limited common property or other common areas, facilities, or amenities of the strata corporation.
- 5.5 The strata corporation shall not pass any bylaw or make any rule which would restrict the Owner or the Tenant or any other permitted occupant of an Affordable Housing Unit from using and enjoying any common property, limited common property or other common areas, facilities or amenities of the strata corporation except on the same basis that governs

the use and enjoyment of any common property, limited common property or other common areas, facilities or amenities of the strata corporation by all the owners, tenants, or any other permitted occupants of all the strata lots in the applicable strata plan which are not Affordable Housing Units.

ARTICLE 6 DEFAULT AND REMEDIES

- 6.1 The Owner agrees that, in addition to any other remedies available to the City under this Agreement or the Housing Covenant or at law or in equity, if an Affordable Housing Unit is used or occupied in breach of this Agreement or rented at a rate in excess of the Permitted Rent or the Owner is otherwise in breach of any of its obligations under this Agreement or the Housing Covenant, the Owner will pay the Daily Amount to the City for every day that the breach continues after forty-five (45) days written notice from the City to the Owner stating the particulars of the breach. For greater certainty, the City is not entitled to give written notice with respect to any breach of the Agreement until any applicable cure period, if any, has expired. The Daily Amount is due and payable five (5) business days following receipt by the Owner of an invoice from the City for the same.
- 6.2 The Owner acknowledges and agrees that a default by the Owner of any of its promises, covenants, representations or warranties set-out in the Housing Covenant shall also constitute a default under this Agreement.

ARTICLE 7 MISCELLANEOUS

7.1 Housing Agreement

The Owner acknowledges and agrees that:

- (a) this Agreement includes a housing agreement entered into under section 483 of the *Local Government Act*;
- (b) where an Affordable Housing Unit is a separate legal parcel the City may file notice of this Agreement in the LTO against the title to the Affordable Housing Unit and, in the case of a strata corporation, may note this Agreement on the common property sheet; and
- (c) where the Lands have not yet been Subdivided to create the separate parcels to be charged by this Agreement, the City may file a notice of this Agreement in the LTO against the title to the Lands. If this Agreement is filed in the LTO as a notice under section 483 of the *Local Government Act* prior to the Lands having been Subdivided, and it is the intention that this Agreement is, once separate legal parcels are created and/or the Lands are subdivided, to charge and secure only the legal parcels or Subdivided Lands which contain the Affordable Housing Units, then the City Solicitor shall be entitled, without further City Council approval, authorization or bylaw, to partially discharge this Agreement accordingly. The

Owner acknowledges and agrees that notwithstanding a partial discharge of this Agreement, this Agreement shall be and remain in full force and effect and, but for the partial discharge, otherwise unamended. Further, the Owner acknowledges and agrees that in the event that the Affordable Housing Unit is in a strata corporation, this Agreement shall remain noted on the strata corporation's common property sheet.

7.2 **Modification**

Subject to section 7.1 of this Agreement, this Agreement may be modified or amended from time to time, by consent of the Owner and a bylaw duly passed by the Council of the City and thereafter if it is signed by the City and the Owner.

7.3 **Management**

The Owner covenants and agrees that it will furnish good and efficient management of the Affordable Housing Units and will permit representatives of the City to inspect the Affordable Housing Units at any reasonable time, subject to the notice provisions in the *Residential Tenancy Act*. The Owner further covenants and agrees that it will maintain the Affordable Housing Units in a good state of repair and fit for habitation and will comply with all laws, including health and safety standards applicable to the Lands. Notwithstanding the foregoing, the Owner acknowledges and agrees that the City, in its absolute discretion, may require the Owner, at the Owner's expense, to hire a person or company with the skill and expertise to manage the Affordable Housing Units.

7.4 **Indemnity**

The Owner will indemnify and save harmless the City and each of its elected officials, officers, directors, and agents, and their heirs, executors, administrators, personal representatives, successors and assigns, from and against all claims, demands, actions, loss, damage, costs and liabilities, which all or any of them will or may be liable for or suffer or incur or be put to by reason of or arising out of:

- (a) any negligent act or omission of the Owner, or its officers, directors, agents, contractors or other persons for whom at law the Owner is responsible relating to this Agreement;
- (b) the construction, maintenance, repair, ownership, lease, license, operation, management or financing of the Lands or any Affordable Housing Unit or the enforcement of any Tenancy Agreement; and/or
- (c) without limitation, any legal or equitable wrong on the part of the Owner or any breach of this Agreement by the Owner.

7.5 **Release**

The Owner hereby releases and forever discharges the City and each of its elected officials, officers, directors, and agents, and its and their heirs, executors, administrators,

personal representatives, successors and assigns, from and against all claims, demands, damages, actions, or causes of action by reason of or arising out of or which would or could not occur but for the:

- (a) construction, maintenance, repair, ownership, lease, license, operation or management of the Lands or any Affordable Housing Unit under this Agreement; and/or
- (b) the exercise by the City of any of its rights under this Agreement or an enactment.

7.6 Survival

The obligations of the Owner set out in this Agreement will survive termination or discharge of this Agreement.

7.7 Priority

The Owner will do everything necessary, at the Owner's expense, to ensure that this Agreement, if required by the City Solicitor, will be noted against title to the Lands in priority to all financial charges and encumbrances which may have been registered or are pending registration against title to the Lands save and except those specifically approved in advance in writing by the City Solicitor or in favour of the City, and that a notice under section 483(5) of the *Local Government Act* will be filed on the title to the Lands.

7.8 City's Powers Unaffected

This Agreement does not:

- (a) affect or limit the discretion, rights, duties or powers of the City under any enactment or at common law, including in relation to the use or subdivision of the Lands;
- (b) impose on the City any legal duty or obligation, including any duty of care or contractual or other legal duty or obligation, to enforce this Agreement;
- (c) affect or limit any enactment relating to the use or subdivision of the Lands; or
- (d) relieve the Owner from complying with any enactment, including in relation to the use or subdivision of the Lands.

7.9 Agreement for Benefit of City Only

The Owner and the City agree that:

- (a) this Agreement is entered into only for the benefit of the City;
- (b) this Agreement is not intended to protect the interests of the Owner, any Tenant, or any future owner, lessee, occupier or user of the Lands or the building or any portion thereof, including any Affordable Housing Unit; and

4996944v3

Housing Agreement (Section 483 Local Government Act)
10780 No. 5 Road, 10788 No. 5 Road and 12733 Steveston Highway
Application No. DP 15-708397

- (c) the City may at any time execute a release and discharge of this Agreement, without liability to anyone for doing so, and without obtaining the consent of the Owner.

7.10 No Public Law Duty

Where the City is required or permitted by this Agreement to form an opinion, exercise a discretion, express satisfaction, make a determination or give its consent, the Owner agrees that the City is under no public law duty of fairness or natural justice in that regard and agrees that the City may do any of those things in the same manner as if it were a private party and not a public body.

7.11 Notice

Any notice required to be served or given to a party herein pursuant to this Agreement will be sufficiently served or given if delivered, to the postal address of the Owner set out in the records at the LTO, and in the case of the City addressed:

To: Clerk, City of Richmond
6911 No. 3 Road
Richmond, BC V6Y 2C1

And to: City Solicitor
City of Richmond
6911 No. 3 Road
Richmond, BC V6Y 2C1

or to the most recent postal address provided in a written notice given by each of the parties to the other. Any notice which is delivered is to be considered to have been given on the first day after it is dispatched for delivery.

7.12 Enuring Effect

This Agreement will extend to and be binding upon and enure to the benefit of the parties hereto and their respective successors and permitted assigns.

7.13 Severability

If any provision of this Agreement is found to be invalid or unenforceable, such provision or any part thereof will be severed from this Agreement and the resultant remainder of this Agreement will remain in full force and effect.

7.14 Waiver

All remedies of the City will be cumulative and may be exercised by the City in any order or concurrently in case of any breach and each remedy may be exercised any number of times with respect to each breach. Waiver of or delay in the City exercising

any or all remedies will not prevent the later exercise of any remedy for the same breach or any similar or different breach.

7.15 Sole Agreement

This Agreement, and any documents signed by the Owners contemplated by this Agreement (including, without limitation, the Housing Covenant), represent the whole agreement between the City and the Owner respecting the use and occupation of the Affordable Housing Units, and there are no warranties, representations, conditions or collateral agreements made by the City except as set forth in this Agreement. In the event of any conflict between this Agreement and the Housing Covenant, this Agreement shall, to the extent necessary to resolve such conflict, prevail.

7.16 Further Assurance

Upon request by the City the Owner will forthwith do such acts and execute such documents as may be reasonably necessary in the opinion of the City to give effect to this Agreement.

7.17 Covenant Runs with the Lands

This Agreement burdens and runs with the Lands and every parcel into which it is Subdivided in perpetuity. All of the covenants and agreements contained in this Agreement are made by the Owner for itself, its personal administrators, successors and assigns, and all persons who after the date of this Agreement, acquire an interest in the Lands.

7.18 Equitable Remedies

The Owner acknowledges and agrees that damages would be an inadequate remedy for the City for any breach of this Agreement and that the public interest strongly favours specific performance, injunctive relief (mandatory or otherwise), or other equitable relief, as the only adequate remedy for a default under this Agreement.

7.19 No Joint Venture

Nothing in this Agreement will constitute the Owner as the agent, joint venturer, or partner of the City or give the Owner any authority to bind the City in any way.

7.20 Applicable Law

Unless the context otherwise requires, the laws of British Columbia (including, without limitation, the *Residential Tenancy Act*) will apply to this Agreement and all statutes referred to herein are enactments of the Province of British Columbia.

7.21 Deed and Contract

By executing and delivering this Agreement the Owner intends to create both a contract and a deed executed and delivered under seal.

7.22 Joint and Several

If the Owner is comprised of more than one person, firm or body corporate, then the covenants, agreements and obligations of the Owner shall be joint and several.

7.23 Limitation on Owner's Obligations

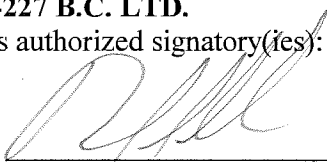
The Owner is only liable for breaches of this Agreement that occur while the Owner is the registered owner of the Lands provided however that notwithstanding that the Owner is no longer the registered owner of the Lands, the Owner will remain liable for breaches of this Agreement that occurred while the Owner was the registered owner of the Lands.

IN WITNESS WHEREOF the parties hereto have executed this Agreement as of the day and year first above written.

0864227 B.C. LTD.

by its authorized signatory(ies):

Per:


Name: RICK ILICH

CITY OF RICHMOND

by its authorized signatory(ies):

Per:

Malcolm D. Brodie, Mayor

Per:

David Weber, Corporate Officer

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

Appendix A to Housing Agreement

STATUTORY DECLARATION

CANADA)	IN THE MATTER OF A
)	HOUSING AGREEMENT WITH
PROVINCE OF BRITISH COLUMBIA)	THE CITY OF RICHMOND
)	("Housing Agreement")

TO WIT:

I, _____ of _____, British Columbia, do solemnly declare that:

1. I am the owner or authorized signatory of the owner of _____ (the "Affordable Housing Unit"), and make this declaration to the best of my personal knowledge.
2. This declaration is made pursuant to the Housing Agreement in respect of the Affordable Housing Unit.
3. For the period from _____ to _____, the Affordable Housing Unit was occupied only by the Eligible Tenants (as defined in the Housing Agreement) whose names and current addresses and whose employer's names and current addresses appear below:

[Names, addresses and phone numbers of Eligible Tenants and their employer(s)]

4. The rent charged each month for the Affordable Housing Unit is as follows:
 - (a) the monthly rent on the date 365 days before this date of this statutory declaration: \$ _____ per month;
 - (b) the rent on the date of this statutory declaration: \$ _____; and
 - (c) the proposed or actual rent that will be payable on the date that is 90 days after the date of this statutory declaration: \$ _____.
5. I acknowledge and agree to comply with the Owner's obligations under the Housing Agreement, and other charges in favour of the City noted or registered in the Land Title Office against the land on which the Affordable Housing Unit is situated and confirm that the Owner has complied with the Owner's obligations under the Housing Agreement.

6. I make this solemn declaration, conscientiously believing it to be true and knowing that it is of the same force and effect as if made under oath and pursuant to the *Canada Evidence Act*.

DECLARED BEFORE ME at the City of _____,
 _____, in the Province of British
 Columbia, this _____ day of
 _____, 20____.

 A Commissioner for Taking Affidavits in the
 Province of British Columbia

)
)
)
)
)
)
)
)
)
)

 DECLARANT

PRIORITY AGREEMENT

In respect to a Housing Agreement (the "Housing Agreement") made pursuant to section 483 of the *Local Government Act* between the City of Richmond and **0864227 B.C. Ltd.** (the "Owner") in respect to the lands and premises legally known and described as:

PID: _____
Lot 2 Section 31 Block 4 North Range 5 West
NWD Plan EPP61209

(the "Lands")

HSBC Bank Canada (the "Chargeholder") is the holder of a Mortgage and Assignment of Rents encumbering the Lands which Mortgage and Assignment of Rents were registered in the Lower Mainland LTO under numbers CA4427878 and CA4427879, respectively ("the Bank Charges").

The Chargeholder, being the holder of the Bank Charges, by signing below, in consideration of the payment of Ten Dollars (\$10.00) and other good and valuable consideration (the receipt and sufficiency of which is hereby acknowledged and agreed to by the Chargeholder), hereby consents to the granting of the covenants in the Housing Agreement by the Owner and hereby covenants that the Housing Agreement shall bind the Bank Charges in the Lands and shall rank in priority upon the Lands over the Bank Charges as if the Housing Agreement had been signed, sealed and delivered and noted on title to the Lands prior to the Bank Charges and prior to the advance of any monies pursuant to the Bank Charges. The grant of priority is irrevocable, unqualified and without reservation or limitation.

HSBC BANK CANADA
by its authorized signatory(ies):

Per: _____
Name:

Per: _____
Name:

PRIORITY AGREEMENT

In respect to a Housing Agreement (the "Housing Agreement") made pursuant to section 483 of the *Local Government Act* between the City of Richmond and **0864227 B.C. Ltd.** (the "Owner") in respect to the lands and premises legally known and described as:

PID: _____
Lot 2 Section 31 Block 4 North Range 5 West
NWD Plan EPP61209

(the "Lands")

BCMP Mortgage Investment Corporation (the "Chargeholder") is the holder of a Mortgage and Assignment of Rents encumbering the Lands which Mortgage and Assignment of Rents were registered in the Lower Mainland LTO under numbers CA4428803 and CA4428804, respectively ("the Bank Charges").

The Chargeholder, being the holder of the Bank Charges, by signing below, in consideration of the payment of Ten Dollars (\$10.00) and other good and valuable consideration (the receipt and sufficiency of which is hereby acknowledged and agreed to by the Chargeholder), hereby consents to the granting of the covenants in the Housing Agreement by the Owner and hereby covenants that the Housing Agreement shall bind the Bank Charges in the Lands and shall rank in priority upon the Lands over the Bank Charges as if the Housing Agreement had been signed, sealed and delivered and noted on title to the Lands prior to the Bank Charges and prior to the advance of any monies pursuant to the Bank Charges. The grant of priority is irrevocable, unqualified and without reservation or limitation.

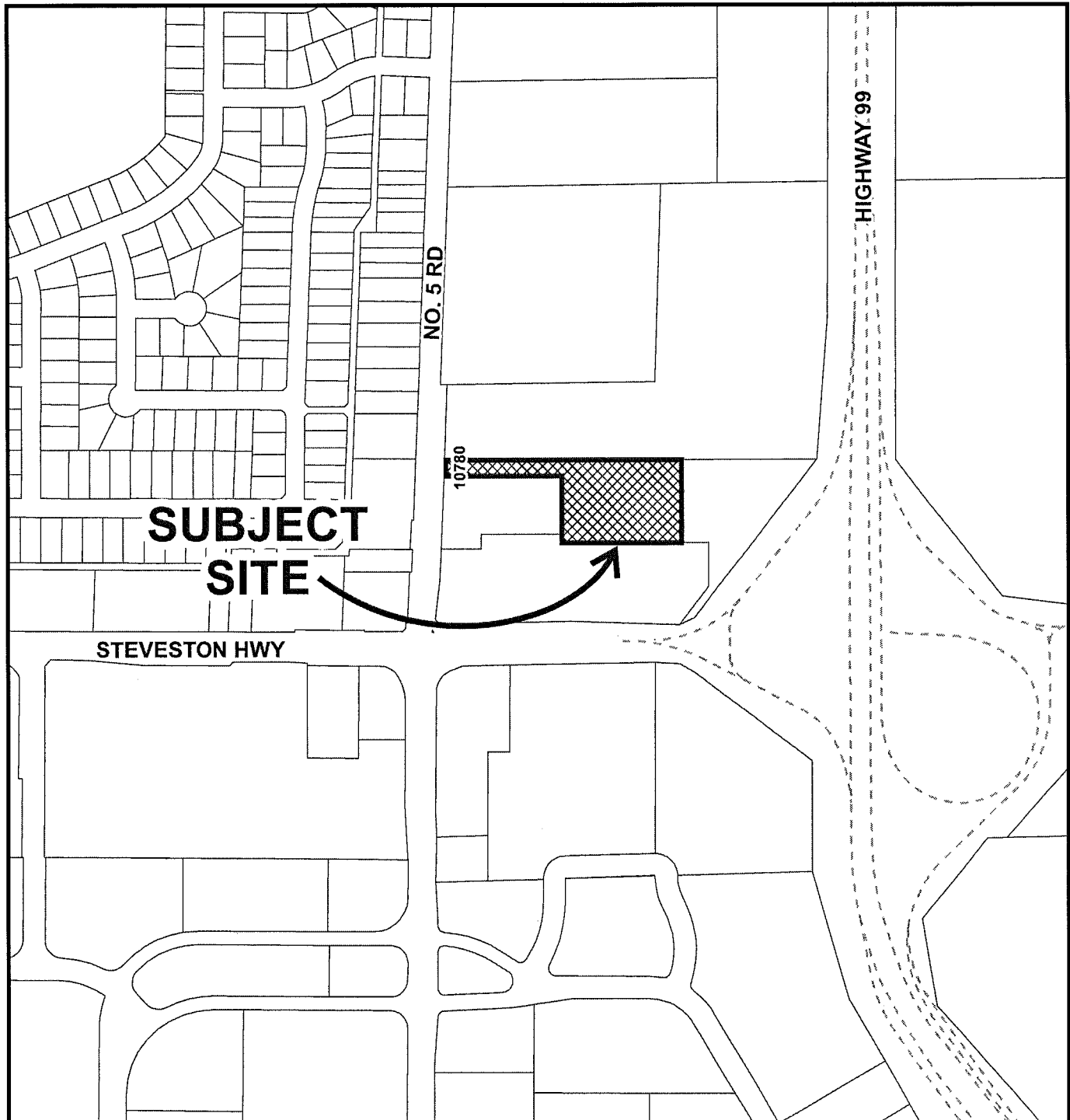
BCMP MORTGAGE INVESTMENT CORPORATION
by its authorized signatory(ies):

Per: _____
Name:

Per: _____
Name:



City of
Richmond



10780 No. 5 Road

Original Date: 04/29/16

Revision Date:

Note: Dimensions are in METRES



City of Richmond

Report to Committee Planning and Development Division


To: Planning Committee
From: Wayne Craig
Director, Development
Date: April 27, 2016
File: RZ 16-723542
SC 15-713515
Re: Application by Madan L. & Chalinder K. Aheer and Khial Chand & Harbakhas Aheer for Rezoning at 10726/10728 River Drive from Single Detached (RS1/D) to Two-Unit Dwellings (RD1)

Staff Recommendation

1. That Richmond Zoning Bylaw 8500, Amendment Bylaw 9538, for the rezoning of 10726/10728 River Drive from "Single Detached (RS1/D)" to "Two-Unit Dwellings (RD1)", be introduced and given first reading.
2. That the application for a Strata Title Conversion by Madan L. & Chalinder K. Aheer and Khial Chand & Harbakhas Aheer for the property located at 10726/10728 River Drive be approved on fulfillment of the following conditions:
 - a) Adoption of Bylaw No. 9538, rezoning subject property from "Single Detached (RS1/D)" to "Two-Unit Dwellings (RD1)".
 - b) Payment of all City utility charges and property taxes up to and including the year 2016.
 - c) Submission of appropriate plans and documents for execution by the Approving Officer within 180 days of the date of this resolution.
3. That the City, as the Approving Authority, delegate the Approving Officer, the authority to execute the strata conversion plan on behalf of the City, as the Approving Authority, on the basis that the conditions set out in Recommendation 2 have been satisfied.


Wayne Craig
Director, Development

SDS:blg
Att.

REPORT CONCURRENCE
CONCURRENCE OF GENERAL MANAGER


Staff Report

Origin

Madan L. & Chalinder K. Aheer and Khial Chand & Harbakhas Aheer have applied to the City of Richmond for permission to rezone the properties at 10726/10728 River Drive from the “Single Detached (RS1/D)” zone to the “Two-Unit Dwellings (RD1)” zone, in order to facilitate a Strata Title Conversion of an existing duplex on-site (Attachment 1). A site survey, showing the existing duplex is included in Attachment 2. A Strata Title Conversion application for the existing two-family dwelling has also been submitted.

Findings of Fact

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

Surrounding Development

Development immediately surrounding the subject site is as follows:

- To the North: Across River Drive, an automotive repair service on a lot zoned “Industrial Storage (IS)”; currently under rezoning application (RZ 15-708599) to rezone to a site-specific zone in order to construct a multi-family residential development.
- To the South: Single-family dwellings on lots zoned “Single Detached (RS1/D)” fronting Gilmore Crescent.
- To the East: Single-family dwellings on lots zoned “Single Detached (RS1/D)” fronting River Drive.
- To the West: Single-family dwellings on lots zoned “Single Detached (RS1/D)” fronting River Drive.

Related Policies & Studies

Official Community Plan/Bridgeport Area Plan

The Official Community Plan (OCP) land use designation for the subject site is “Neighbourhood Residential”. This development proposal is consistent with this designation.

The Bridgeport Area Plan land use designation for the subject site is “Residential (Single Family)”. This redevelopment proposal is consistent with this designation.

Lot Size Policy 5448

The subject site is located within the area governed by Single-Family Lot Size Policy 5448 (adopted by Council September 16, 1991 and amended in 2012) (Attachment 4). The Policy permits properties to be subdivided in accordance with “Single Detached (RS1/B)” or “Single Detached (RS1/C)”. The development proposal is consistent with this Policy, as it does not result in the subdivision of the lot. As discussed further in the Analysis section, the proposed rezoning and Strata Title Conversion does not preclude future subdivision potential.

Rezoning Applications for Two-Family Housing Districts, Involving Existing Non-Conforming Two-Family Dwellings

On March 29, 2005, Council adopted Policy #5042 for Rezoning Applications for Two-Family Housing Districts, Involving Existing Non-Conforming Two-Family Dwellings. A copy of the Policy is contained in Attachment 5, which establishes a protocol to guide staff in the review of applications of this nature. A summary of the review is provided in the Analysis section of this report.

Floodplain Management Implementation Strategy

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

Aircraft Noise Sensitive Development Policy

The subject site is located within the Aircraft Noise Sensitive Development (ANSD) Policy Area 2. Registration of an aircraft noise sensitive use covenant on Title is required prior to final adoption of the rezoning bylaw.

Public Consultation

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

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

Analysis**Proposed Rezoning**

The applicants are requesting to rezone the subject property from “Single Detached (RS1/D)” to “Two-Unit Dwellings (RD1)” in order to facilitate a Strata Title Conversion of the existing non-conforming duplex: no new building or structure is proposed. Staff have no concerns related to tree preservation, vehicle access, or site servicing.

The application has been reviewed in accordance with the adopted Council Policy for “Rezoning Applications for Two-Family Housing Districts, Involving Existing Non-Conforming Two-Family Dwellings” (Attachment 5). Based on this review, the following information is offered as analysis:

- The applicants submitted a legal survey plan (Attachment 2) indicating that the existing duplex complies with all regulations of the proposed zone.
- On February 11, 2016, staff from the Building Approvals Division conducted an inspection of the existing duplex and found no alterations or plumbing issues. The interior and exterior of the duplex appeared to be in original condition.
- Registration of a restrictive covenant, limiting the property to a maximum of two (2) dwelling units, is required as a condition of final adoption of the rezoning bylaw, in accordance with Policy #5042.
- A written statement provided by the applicants indicates that the duplex is 28 years old and is in good, clean and livable condition.
- The existing duplex on the subject site is owner occupied and not rental housing at this time. The owners applying for the Strata Title Conversion live in the dwelling and plan to continue to do so should the conversion be approved. The proposed conversion does not impact the availability of rental units.
- The purpose of the Strata Title application is to give the owners separate ownership for the subject property and allow each owner to have their own mortgage.
- The external building condition of the duplex is generally consistent with the neighbouring dwellings.
- No off-site engineering or servicing improvements have been identified.
- Lot Size Policy 5448 permits subdivision in accordance with “Single Detached (RS1/B)” or “Single Detached (RS1/C)”. However, the subject site could be subdivided into two (2) single-family residential lots (minimum 13 m wide) in accordance with Section 2.3.7 of the Richmond Zoning Bylaw, which allows existing duplex sites to be subdivided into no more than two (2) single-family residential lots. The proposed rezoning and Strata Title Conversion of the existing duplex would not preclude future subdivision potential.
- The applicants have submitted a preliminary strata plan (Attachment 6). The proposed plan would meet City requirements, and is in a form acceptable to the City’s Approving Officer.
- The applicants are aware that Council’s endorsement of the Strata Title Conversion will lapse in 180 days, and have committed to meet all requirements within this time period.

Financial Impact or Economic Impact

None.

Conclusion

The purpose of this rezoning application is to rezone the property at 10726/10728 River Drive from the "Single Detached (RS1/D)" zone to the "Two-Unit Dwellings (RD1)" zone, to facilitate Strata Title Conversion of an existing duplex.

This rezoning application complies with the land use designations and applicable policies contained within the Official Community Plan (OCP) and Bridgeport Area Plan for the subject site.

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

On this basis, it is recommended that Richmond Zoning Bylaw 8500, Amendment Bylaw 9538 be introduced and given first reading.

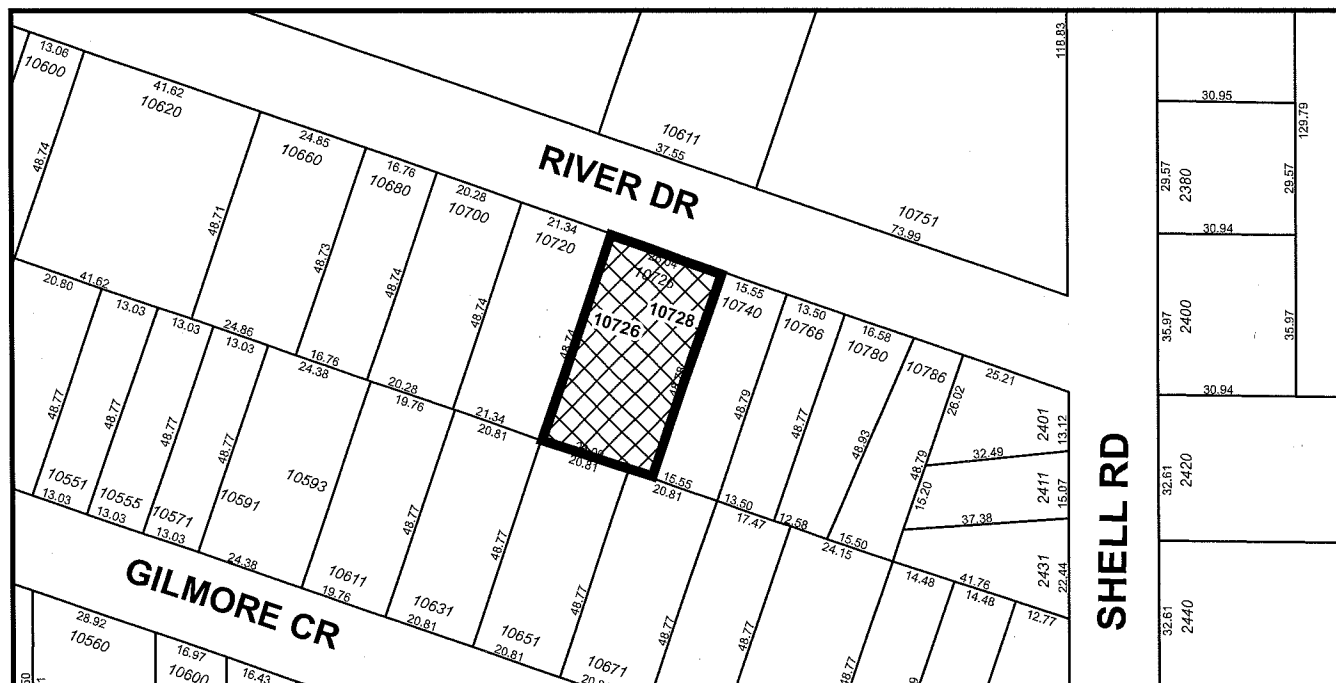
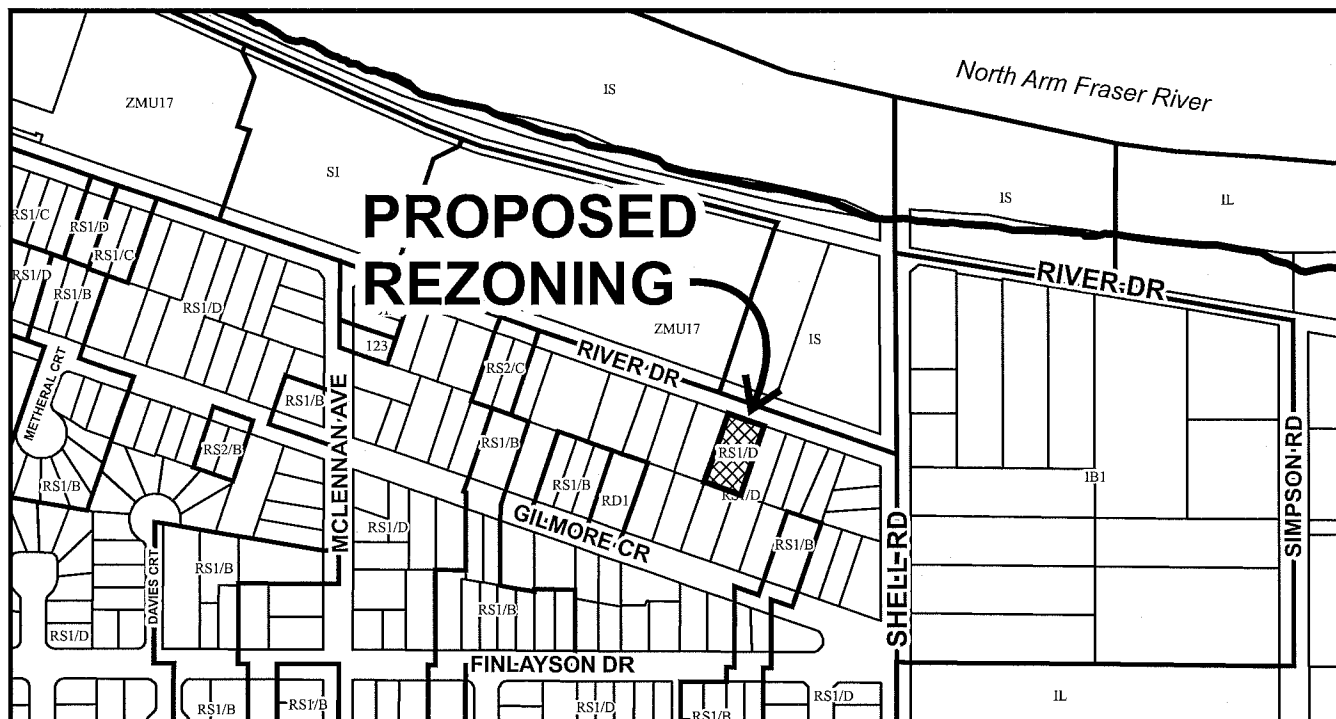


Steven De Sousa
Planning Technician
(604-276-8529)

SDS:blg

- Attachment 1: Location Map
- Attachment 2: Site Survey Plans
- Attachment 3: Development Application Data Sheet
- Attachment 4: Lot Size Policy 5448
- Attachment 5: Council Policy 5042
- Attachment 6: Preliminary Strata Plan
- Attachment 7: Rezoning Considerations

City of
Richmond



RZ 16-723542

Revision Date:

Note: Dimensions are in METRES



City of
Richmond



RZ 16-723542

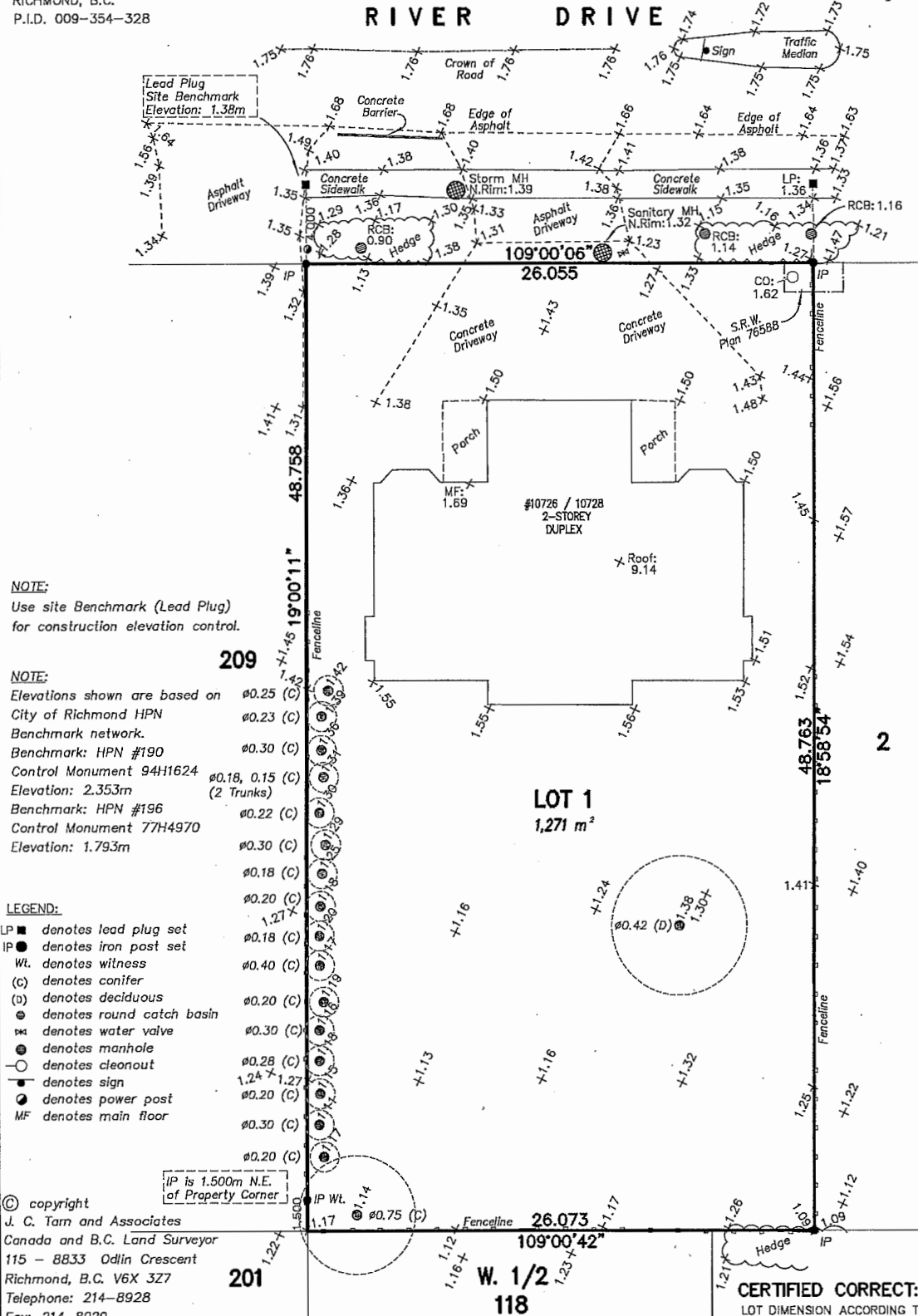
Original Date: 02/05/16

Revision Date:

Note: Dimensions are in METRES

TOPOGRAPHIC SURVEY OF LOT 1
SECTION 23 BLOCK 5 NORTH RANGE 6 WEST
NEW WESTMINSTER DISTRICT PLAN 76587

#10726 RIVER DRIVE,
 RICHMOND, B.C.
 P.I.D. 009-354-328



NOTE:
 Use site Benchmark (Lead Plug)
 for construction elevation control.

NOTE:
 Elevations shown are based on
 City of Richmond HPN
 Benchmark network.
 Benchmark: HPN #190
 Control Monument 94H1624
 Elevation: 2.353m
 Benchmark: HPN #196
 Control Monument 77H4970
 Elevation: 1.793m

LEGEND:

LP ■ denotes lead plug set
 IP ● denotes iron post set
 WL denotes witness
 (C) denotes conifer
 (D) denotes deciduous
 ● denotes round catch basin
 ● denotes water valve
 ● denotes manhole
 ○ denotes cleanout
 ■ denotes sign
 ● denotes power post
 MF denotes main floor

© 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. 6439
 FB-301 P69-72
 Drawn By: IO

DWG No. 6439-Topo

SCALE: 1:200
 0 5 10 15
 ALL DISTANCES ARE IN METRES AND DECIMALS
 THEREOF UNLESS OTHERWISE INDICATED
 PLN-46

CERTIFIED CORRECT:
 LOT DIMENSION ACCORDING TO
 FIELD SURVEY.

Johnson C. Tam
 JOHNSON C. TAM, B.C.L.S.
 MARCH 4th, 2016.



RZ 16-723542

Attachment 3

Address: 10726/10728 River Drive

Applicant: Madan L & Chalinder K Aheer and Khial Chand & Harbakhas Aheer

Planning Area(s): Bridgeport

	Existing	Proposed
Owner:	Madan Aheer, Chalinder Aheer, Khial Aheer & Harbakhas Aheer	No change
Site Size (m²):	1,271 m ² (13,681 ft ²)	No change
Land Uses:	One (1) legal non-conforming two-family dwelling	One (1) two-family dwelling
OCP Designation:	Neighbourhood Residential	No change
702 Policy Designation:	Lot Size Policy 5448 permits RS1/B	No change
Zoning:	Single Detached (RS1/D)	Two-Unit Dwelling (RD1)
Number of Units:	Two (2)	No change

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.55	0.32	none permitted
Lot Coverage – Building:	Max. 45%	18%	none
Lot Size (min. dimensions):	864 m ²	1,271 m ²	none
Setback – Front Yard (m):	Min. 6 m	7 m	none
Setback – Side & Rear Yards (m):	Min. 1.2 m	3 m	none
Height (m):	2.5 storeys	2 storeys	none

Other: N/A



City of Richmond

Policy Manual

Page 1 of 2

Adopted by Council: September 16, 1991

POLICY 5448

Amended By Council: February 20, 2012

File Ref: 4045-00

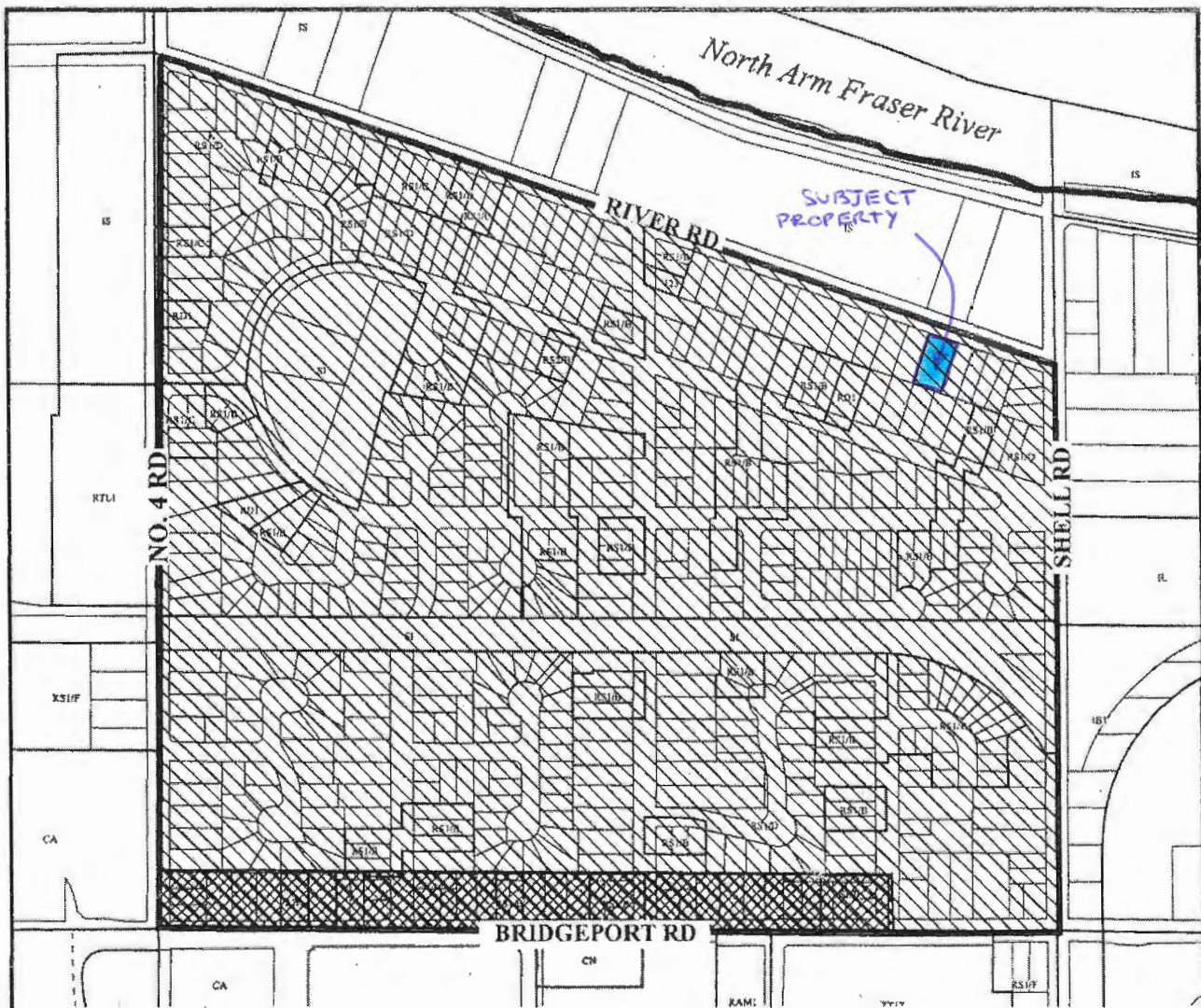
SINGLE-FAMILY LOT SIZE POLICY IN QUARTER-SECTION 23-5-6**POLICY 5448:**

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

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

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

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



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

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



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



Policy 5448 Section 23, 5-6

Adopted Date: 09/16/91

Amended Date: 02/20/12



Page 1 of 1	Adopted by Council: March 29 th , 2005	Policy 5042
File Ref:	Rezoning Applications for Two-Family Housing Districts, Involving Existing Non-conforming Two-family Dwellings	

Policy 5042:

It is Council policy that:

Rezoning applications seeking a rezoning to "Two-Family Housing District (R5)", involving existing non-conforming two-family dwellings, must be supported with adequate information to assist Council assess all potential impacts arising from the rezoning application in the following areas:

1. A certificate prepared by a registered B.C. Land Surveyor showing the location, dimensions, and setbacks of all buildings and structures presently on the property, together with a floor area ratio calculation is required to verify Zoning Bylaw compliance.
2. An inspection of the existing structure by City Staff is required to confirm the building contains a maximum of two dwelling units. A Restrictive Covenant limiting the property to a maximum of two dwelling units is required as a condition of final adoption of a rezoning bylaw.
3. The property owner shall provide a written statement on the following items:
 - a. The building's age, quality, general conditions and any measures proposed to upgrade or alter the buildings appearance; and
 - b. The occupancy of the existing structure and what impact the proposed rezoning may have on the existing residents of the two-family dwelling.
4. Where as a result of the normal rezoning process, the public has raised concerns over the design of an existing structure or construction of a new two-family dwelling on the subject site, staff will present to Council a summary of the public concerns along with options available to address the concerns.
5. Each application shall be reviewed to determine if there are any off-site improvements required to bring the site up to City standards. Should any off-site improvements be required, such improvements are required as a condition of final adoption of a rezoning bylaw.
6. Where a Council approved 702 Single Family Lot Size Policy would permit the subject site to be subdivided, Council will be advised of the site's future subdivision potential.
7. Rezoning applications intended to facilitate a strata title conversion of the existing structure shall be accompanied by a Strata Title Conversion Application and such application forwarded to Council concurrently with the rezoning proposal.

**STRATA PLAN OF LOT 1 SECTION 23
BLOCK 5 NORTH RANGE 6 WEST NEW
WESTMINSTER DISTRICT PLAN 76587**

SHEET 1 OF 4 SHEETS
**FIRST SHEET
STRATA PLAN EPS**

BCGS 92G.015
CITY OF RICHMOND

#10726 RIVER DRIVE, (STRATA LOT 1)
#10728 RIVER DRIVE, (STRATA LOT 2)
RICHMOND, B.C.
P.I.D 009-354-328

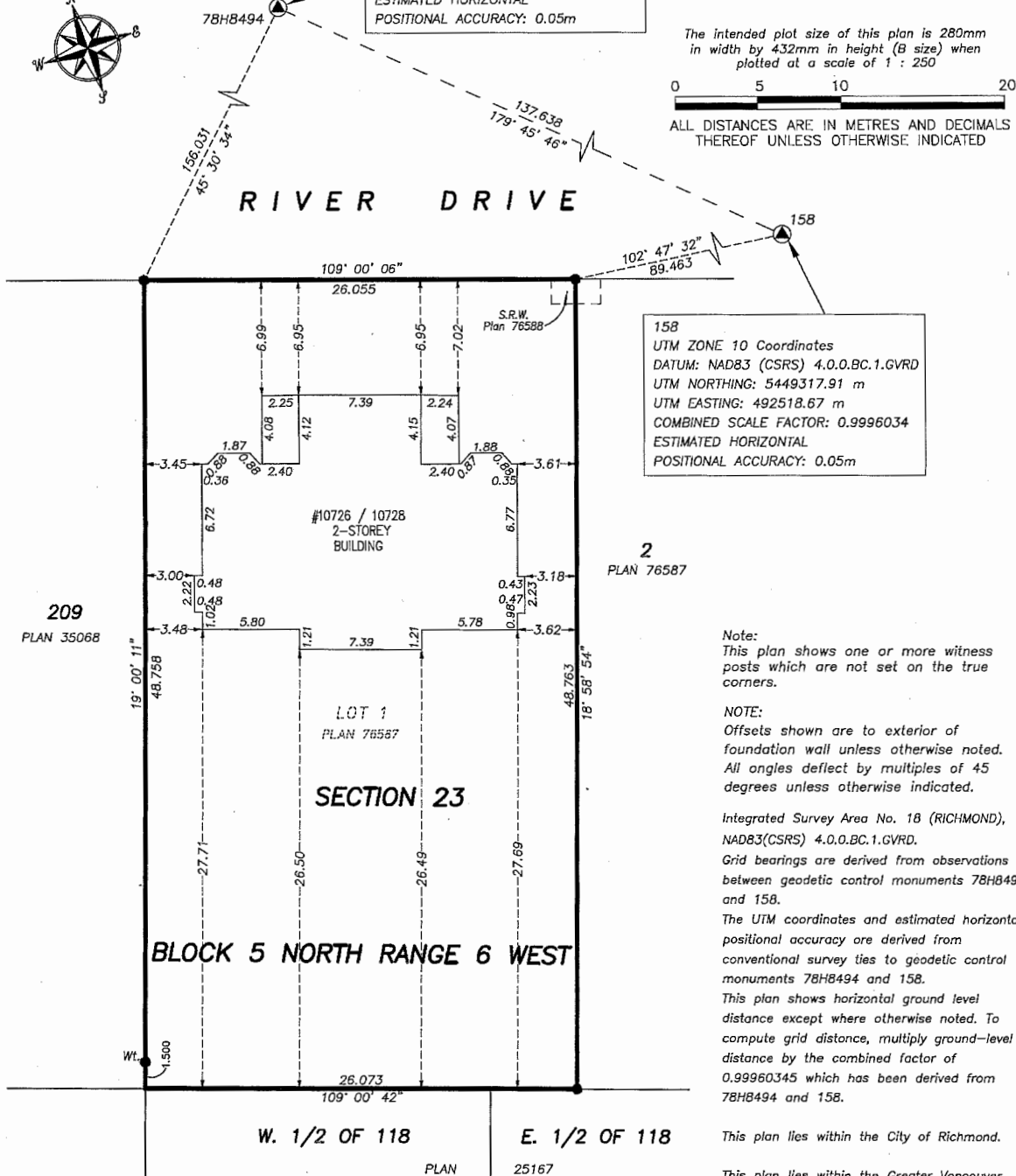
78H8494
UTM ZONE 10 Coordinates
DATUM: NAD83 (CSRS) 4.0.0.BC.1.GVRD
UTM NORTHING: 5449455.50 m
UTM EASTING: 492518.11 m
COMBINED SCALE FACTOR: 0.9996035
ESTIMATED HORIZONTAL
POSITIONAL ACCURACY: 0.05m



The intended plot size of this plan is 280mm
in width by 432mm in height (B size) when
plotted at a scale of 1 : 250

0 5 10 20

ALL DISTANCES ARE IN METRES AND DECIMALS
THEREOF UNLESS OTHERWISE INDICATED



Note:
This plan shows one or more witness
posts which are not set on the true
corners.

NOTE:
Offsets shown are to exterior of
foundation wall unless otherwise noted.
All angles deflect by multiples of 45
degrees unless otherwise indicated.

Integrated Survey Area No. 18 (RICHMOND),
NAD83(CSRS) 4.0.0.BC.1.GVRD.

Grid bearings are derived from observations
between geodetic control monuments 78H8494
and 158.

The UTM coordinates and estimated horizontal
positional accuracy are derived from
conventional survey ties to geodetic control
monuments 78H8494 and 158.

This plan shows horizontal ground level
distance except where otherwise noted. To
compute grid distance, multiply ground-level
distance by the combined factor of
0.99960345 which has been derived from
78H8494 and 158.

This plan lies within the City of Richmond.

This plan lies within the Greater Vancouver
Regional District.

The buildings included in this strata plan have
not been previously occupied.

The buildings shown hereon are within the
external boundaries of the land that is the
subject of the strata plan.

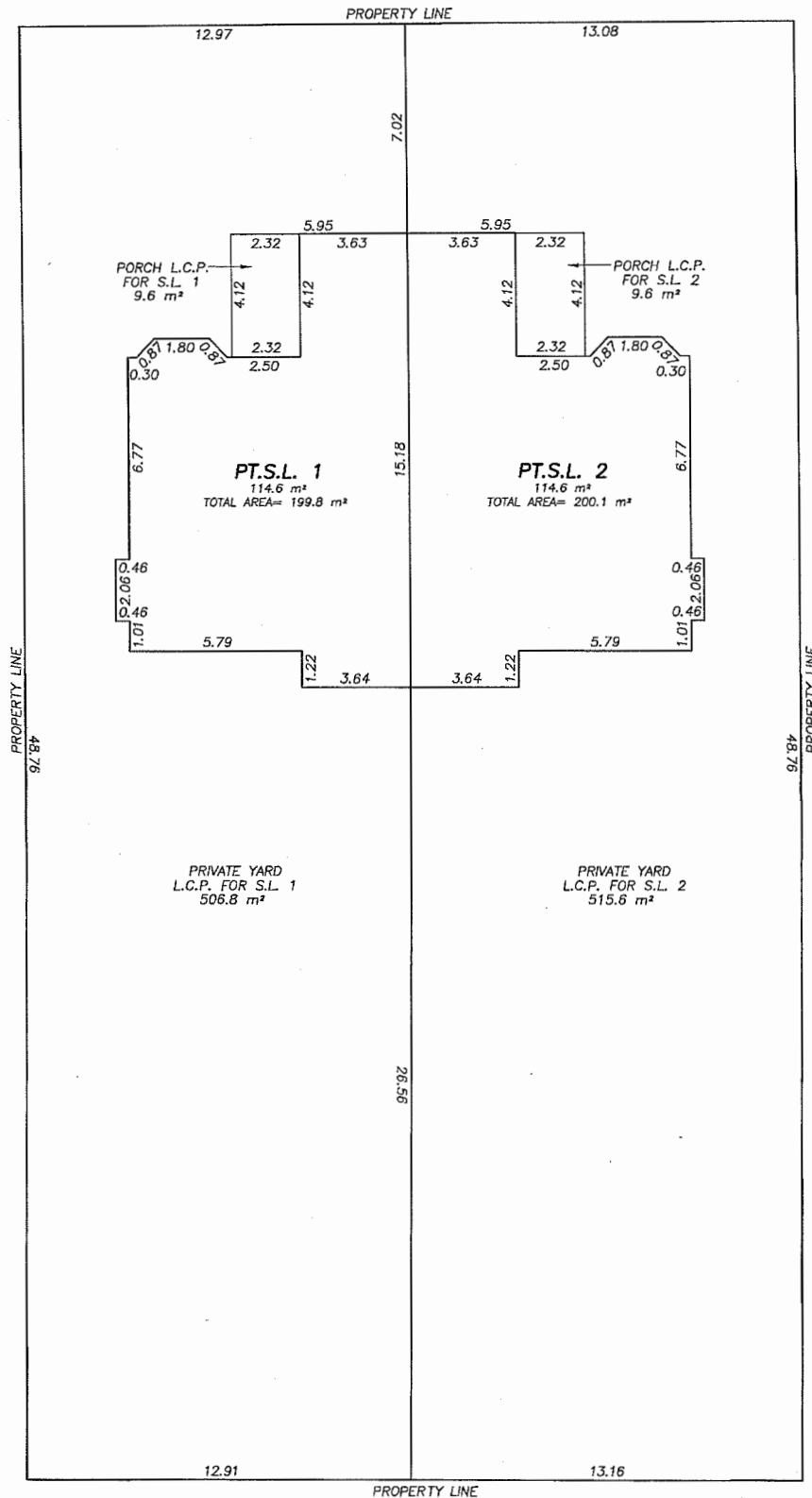
The field survey represented by this plan was
completed on the 28th day of March, 2016.
Johnson C. Tam, B.C.L.S 711.

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
File: 6439-FS

LEGEND:

- ▲ Control Monument Found
- Iron post Found
- L.C.P. denotes limited common property
- S.L. denotes strata lot
- P.T.S.L. denotes part strata lot
- WL. denotes witness

PLN-51

GROUND FLOOR**STRATA PLAN EPS****PART STRATA LOTS 1 AND 2****1B****1A****1A**

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
File: 6439-FS

The intended plot size of this plan is 280mm in width by 432mm in height (B size) when plotted at a scale of 1 : 150



ALL DISTANCES ARE IN METRES AND DECIMALS
THEREOF UNLESS OTHERWISE NOTED

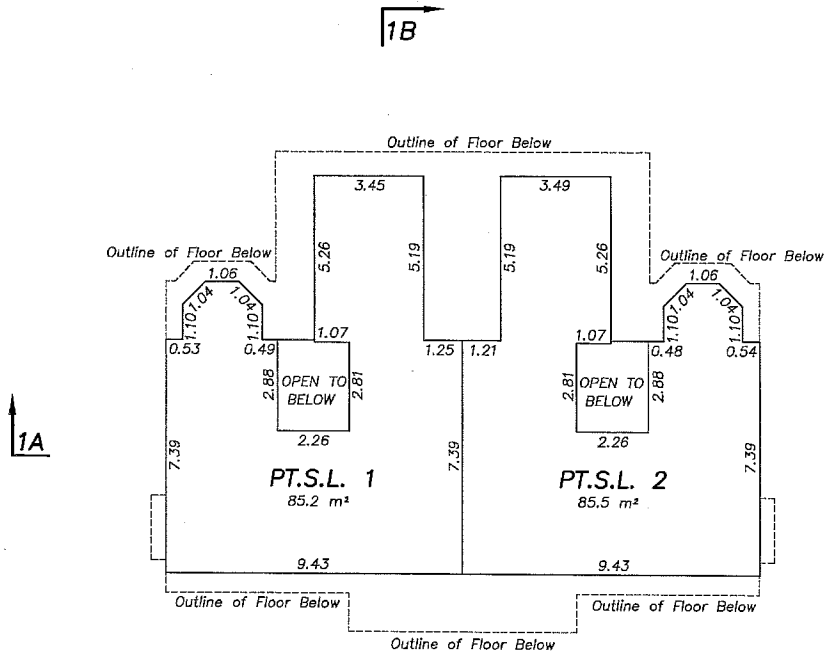
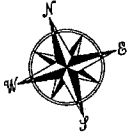
NOTE:
Dimensions are shown to centreline of all walls except where otherwise noted.

Section arrows on this plan point in the direction of view.

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

March 28th, 2016.

PLN - 52

SECOND FLOOR**STRATA PLAN EPS****PART STRATA LOTS 1 AND 2**

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
 File: 6439-FS

The intended plot size of this plan is 280mm in width by 432mm in height (B size) when plotted at a scale of 1 : 150



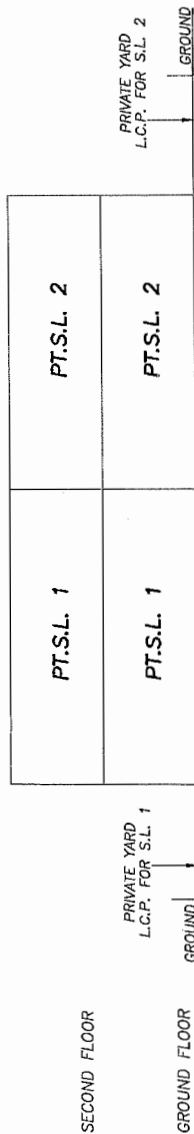
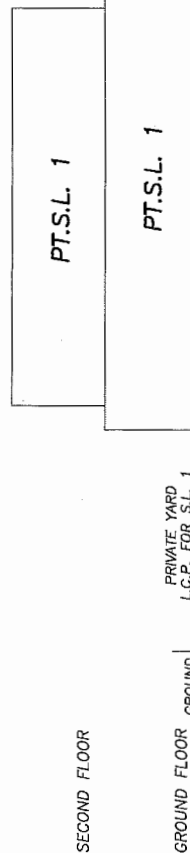
ALL DISTANCES ARE IN METRES AND DECIMALS
 THEREOF UNLESS OTHERWISE INDICATED

NOTE:
 Dimensions are shown to centreline of all walls except where otherwise noted.
 Section arrows on this plan point in the direction of view.

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

March 28th, 2016.

PLN - 53

BUILDING SECTIONS**STRATA PLAN EPS****SECTION 1A - 1A****SECTION 1B - 1B**

The intended plot size of this plan is 280mm in width by 432mm in height (B size) when plotted at a scale of 1 : 150



ALL DISTANCES ARE IN METRES AND DECIMALS THEREOF UNLESS OTHERWISE INDICATED

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
File: 6439-FS

PLN - 54

JOHNSON C. TAM, B.C.L.S.
March 28th, 2016.



City of Richmond

Rezoning Considerations

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

Address: 10726/10728 River Drive

File No.: RZ 16-723542

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9538, the developer is required to complete the following:

1. Registration of an aircraft noise sensitive use covenant on title.
2. Registration of a flood indemnity covenant on title.
3. Registration of a restrictive covenant limiting the property to a maximum of two (2) dwelling units.

Prior to approval of Strata Title Conversion, the developer is required to complete the following:

1. Adoption of Bylaw No. 9538, rezoning the subject property from "Single Detached (RS1/D)" to "Two-Unit Dwellings (RD1)";
2. Payment of all City utility charges and property taxes up to and including the year 2016;
3. Submission of appropriate plans and documents for execution by the Approving Officer within 180 days of the date of this resolution.

Note:

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

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

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

- Additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering may be required including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.
- 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 9538 (16-723542)
10726/10728 River Drive**

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

1. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following area and by designating it **"TWO-UNIT DWELLINGS (RD1)"**.

P.I.D. 009-354-328

Lot 1 Section 23 Block 5 North Range 6 West New Westminster District Plan 76587

2. This Bylaw may be cited as **"Richmond Zoning Bylaw 8500, Amendment Bylaw 9538"**.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

CITY OF RICHMOND
APPROVED by BK
APPROVED by Director or Solicitor al

MAYOR

CORPORATE OFFICER



City of Richmond

Report to Committee Planning and Development Division

To: Planning Committee
From: Wayne Craig
Director, Development

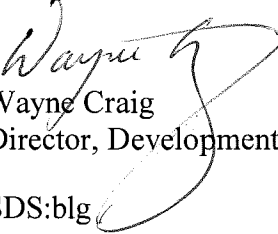
Date: April 14, 2016

File: RZ 16-728740

Re: Application by Kenneth Jarmana for Rezoning at 7671 Bridge Street from Single Detached (RS1/F) to Single Detached (ZS26) – South McLennan (City Centre)

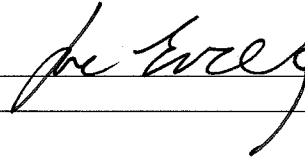
Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9548, to create the “Single Detached (ZS26) – South McLennan (City Centre)” zone, and to rezone 7671 Bridge Street from “Single Detached (RS1/F)” to “Single Detached (ZS26) – South McLennan (City Centre)”, be introduced and given first reading.


Wayne Craig
Director, Development
SDS:blg
Att.

REPORT CONCURRENCE

CONCURRENCE OF GENERAL MANAGER



Staff Report

Origin

Kenneth Jarmana has applied to the City of Richmond for permission to rezone the eastern portion of the property at 7671 Bridge Street from the “Single Detached (RS1/F)” zone to a new site-specific single-family residential zone: “Single Detached (ZS26) – South McLennan (City Centre)”. The new zone is requested by the applicant in order to increase the permitted floor area for a detached accessory building to be retained on the site after the western portion of the site has been subdivided into a separate lot (Attachment 1). A survey of the subject site is included in Attachment 2.

Previous Rezoning

On September 4, 2013, Planning Committee gave first reading to Bylaw 9049 to rezone a portion of 7671 Bridge Street fronting Armstrong Street from “Single Detached (RS1/F)” to “Single Detached (ZS14) – South McLennan (City Centre)” under RZ 13-631303. The bylaw would allow subdivision of the subject property into two (2) single-family lots. Third reading was given following the October 21, 2013 Public Hearing and the rezoning bylaw was adopted by Council on January 25, 2016.

The subject site is occupied by a newer single-family dwelling fronting Bridge Street and a large detached accessory building. The principal dwelling has a floor area of approximately 372 m² (4,004 ft²) and the accessory building has a floor area of approximately 112 m² (1,200 ft²).

The previous report to Council (April 14, 2013) on the previous rezoning indicated that the existing house and large detached accessory building could both be retained on site, subject to a Council consideration of a Development Variance Permit for maximum permitted lot coverage.

Through the review of the current subdivision application, detailed site surveys identified that the retention of both the house and the detached accessory shed do not exceed site coverage, but rather the maximum permitted floor area ratio in the “Single Detached (RS1/F)” zone is exceeded. The owner has requested a rezoning to increase the permitted floor area for the lot in order to proceed with the subdivision and retain both existing buildings, as the owner had planned through the previous rezoning and subdivision applications.

Findings of Fact

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

Surrounding Development

Development immediately surrounding the subject site is as follows:

- To the North: Single-family dwelling on a lot zoned “Single Detached (RS1/F)” with a rezoning application to rezone to “Single Detached (ZS14) – South McLennan (City Centre)” (RZ 16-721609), which is currently in circulation.
- To the South: 34-unit, three (3) storey townhouse complex zoned “Medium Density Townhouses (RTM2)”.
- To the East: Across Bridge Street, a single-family dwelling on a lot zoned “Single Detached (RS1/F)”.
- To the West: Across Armstrong Street, a single-family dwelling on a lot zoned “Single Detached (ZS14) – South McLennan (City Centre)”.

Related Policies & Studies**Official Community Plan**

The Official Community Plan (OCP) land use designation for the subject site is “Neighbourhood Residential”. This rezoning application is consistent with this designation.

The subject property is located in the McLennan South sub-area of the City Centre Area Plan. The Plan designates the subject property as “Residential, Historic Single-Family”. This rezoning application is consistent with this designation.

Floodplain Management Implementation Strategy

A flood indemnity covenant to meet the requirements of the Richmond Flood Plain Designation and Protection Bylaw 8204 has been registered on Title of the subject lot as a condition of the previous rezoning application (RZ 13-631303).

Public Consultation

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

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

Analysis

Proposed Rezoning

The proposed rezoning application would rezone the eastern portion of 7671 Bridge Street (approximately 50 m in depth, with an area of 973.5 m²) to a new site-specific zone “Single Detached (ZS26) – South McLennan (City Centre)”. The proposed site-specific zone is identical in all provisions as the “Single Detached (ZS14) – South McLennan (City Centre)” zone, but allows for a larger floor area ratio for an accessory building only. The proposed zone includes a site plan to identify a specific area on the lot where an accessory building greater than 10 m² in area can be located. The proposed rezoning to the “Single Detached (ZS26) – South McLennan (City Centre)” would permit the existing structures on the lot to be retained.

The maximum floor area ratio (FAR) for the single family dwelling is consistent with the other single family zones in the vicinity of the site, and the additional FAR for the detached accessory building is limited to a maximum of 0.12 of the lot area, and is restricted to a location at the rear of the proposed lot. The existing accessory building is 5 m in height. Should the existing accessory building be removed, Section 4.14.4 of the Richmond Zoning Bylaw would limit the height of any future accessory building over 10 m² to 4 m for a building with a pitched roof and 3 m for a building with a flat roof.

Tree Retention and Replacement

Tree retention and replacement considerations were included and secured in the previous rezoning of the subject site (RZ 13-631303).

Affordable Housing Strategy

Requirements from the Affordable Housing Strategy were secured through the previous rezoning of the subject site (RZ 13-631303).

Site Servicing and Frontage Improvements

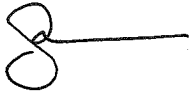
There are no servicing concerns with the proposed rezoning.

Conclusion

The purpose of this rezoning application is to rezone the property at 7671 Bridge Street from the “Single Detached (RS1/F)” zone to a new site-specific single-family residential zone “Single Detached (ZS26) – South McLennan (City Centre)”, to increase the permitted floor area for an accessory building.

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

On this basis, it is recommended that Richmond Zoning Bylaw 8500, Amendment Bylaw 9548, be introduced and given first reading.

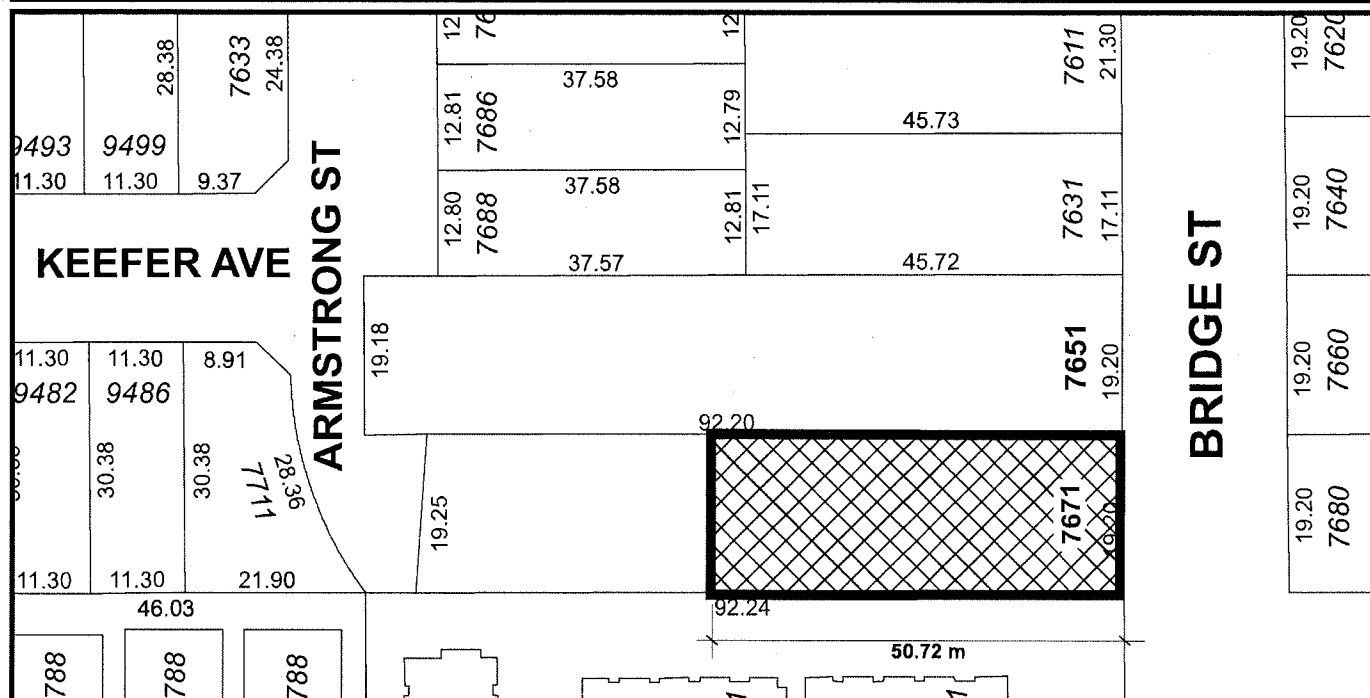
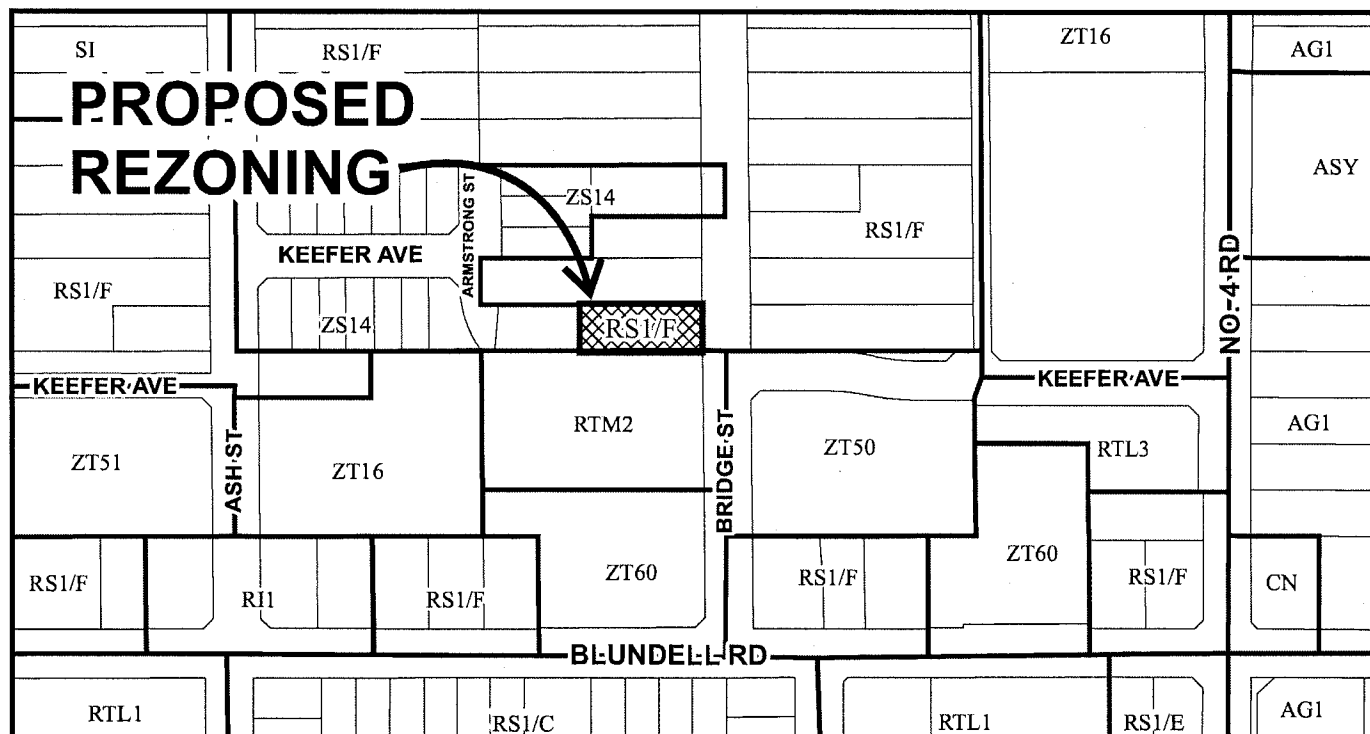
A handwritten signature in black ink, consisting of a stylized 'S' followed by a horizontal line.

Steven De Sousa
Planning Technician
(605-276-8592)

SDS:blg

Attachment 1: Location Map
Attachment 2: Conceptual Development Plans
Attachment 3: Development Application Data Sheet

City of
Richmond



RZ 16-728740

Note: Dimensions are in METRES



City of
Richmond



RZ 16-728740

Original Date: 04/13/16

Revision Date:

Note: Dimensions are in METRES

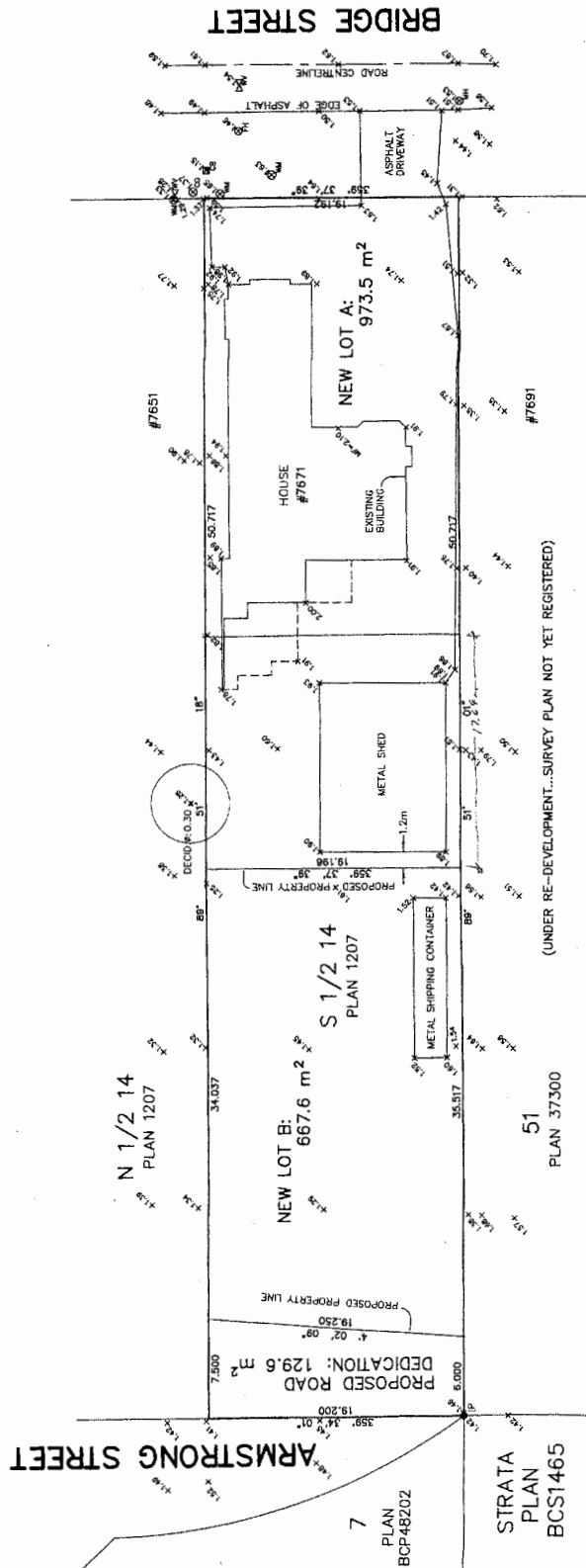
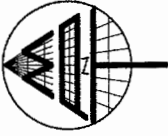
**SURVEY PLAN OF SOUTH HALF LOT 14 BLOCK "F"
SECTION 15 BLOCK 4 NORTH RANGE 6 WEST
NEW WESTMINSTER DISTRICT PLAN 1207**

PARCEL IDENTIFIER (PID): 012-032-131

CIVIC ADDRESS
#7671 BRIDGE STREET
RICHMOND, B.C.

FOR RE-ZONING AND SUBDIVISION APPLICATIONS

CURRENT ZONING: RS1/F



LEGEND
SCALE 1:250
0 5 10 15
ALL DISTANCES ARE IN METRES

- INDICATES SPOT ELEVATION
- INDICATES CATCH BASIN
- INDICATES CLEAN OUT
- INDICATES FIRE HYDRANT
- INDICATES FIRE MANHOLE
- INDICATES WATER METER
- INDICATES WATER VALVE
- INDICATES MAIN FLOOR ELEVATION
- INDICATES IRON POST

NOTES:

- PROPERTY LINE DIMENSIONS ARE DERIVED FROM LAND TITLE OFFICE RECORDS AND SUBJECT TO REVISION PENDING FINAL E.C.D. SURVEY.
- ELEVATIONS ARE IN METRES AND ARE DERIVED FROM CITY OF RICHMOND H.P.N. MONUMENT #202 (77H4623) WITH AN ELEVATION OF 1.452 METRES.
- ALL DESIGNATED TREES AS DEFINED BY CITY OF RICHMOND BYLAW NO. 8057, ARE SHOWN HEREON.

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MATSON PECK & TOPPLISS
SURVEYORS & ENGINEERS
#320 - 11120 HORSESHOE WAY
RICHMOND, B.C. V7A 5H7
PH: 604-270-8331
FAX: 604-270-4137
CADFILE: 17209-001-TPC-000.DWG

CERTIFIED CORRECT
THIS 21ST DAY OF FEBRUARY, 2013

K. Jarmana
B.C.L.S.

DATE OF SURVEY: FEBRUARY 18, 2013

CLIENT REF: KEN JARMANA

R-13-17209-TPG

PLN - 64



RZ 16-728740

Attachment 3

Address: 7671 Bridge Street

Applicant: Kenneth Jarmana

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

	Existing	Proposed
Owner:	Kenneth Jarmana & Sandy Jarmana	No Change
Site Size (m ²):	1,641.1 m ²	East Lot: 973.5 m ² West Lot: 667.6 m ²
Land Uses:	Single Detached	No Change
OCP Designation:	Neighbourhood Residential	No Change
Area Plan Designation:	Residential, Historic Single Family	No Change
Zoning:	East Lot: Single Detached (RS1/F) West Lot: Single Detached (ZS14)	East Lot: Single Detached (ZS26) West Lot: No Change

On Future Subdivided Lots	Bylaw Requirement East Lot (ZS26)	Proposed	Variance
Floor Area Ratio:	Max. 408.2 m ² plus 112 m ² (0.12) for accessory building	372.0 m ² plus 112 m ² (0.12) for accessory building	none permitted
Lot Coverage – Building:	Max. 45%	42%	none
Lot Size (min. dimensions):	828.0 m ²	973.5 m ²	none
Setback – Front Yard (m):	Min. 6.0 m	6.0 m Min.	none
Setback – Side & Rear Yards (m):	Min. 1.2 m & 6.0 m	Min. 1.2 m & 6.0 m	none
Height (m):	2 ½ storeys	2 ½ storeys	none

Other: N/A



**Richmond Zoning Bylaw 8500
Amendment Bylaw 9548 (RZ 16-728740)
Portion of 7671 Bridge Street**

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 into Section 15 (Site Specific Residential (Single Detached) Zones), in numerical order:

"15.26 Single Detached (ZS26) – South McLennan (City Centre)

15.26.1 Purpose

The **zone** provides for **single detached housing**.

15.26.2 Permitted Uses

- **housing, single detached**

15.26.3 Secondary Uses

- **bed and breakfast**
- **boarding and lodging**
- **community care facility, minor**
- **home business**
- **secondary suite**

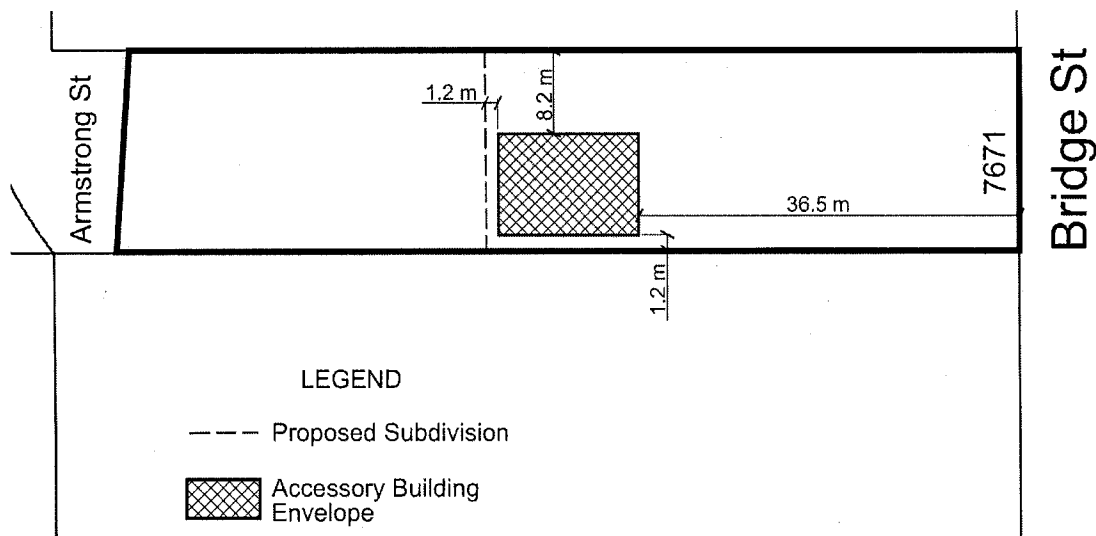
15.26.4 Permitted Density

1. The maximum **density** is one **principal dwelling unit**.
2. The maximum **floor area ratio** (FAR) for a **principal dwelling unit** is 0.55 applied to a maximum of 464.5 m² of the **lot area**, together with 0.30 applied to the balance of the **lot area** in excess of 464.5 m².
3. The maximum **floor area ratio** (FAR) for an **accessory building** is 0.12 applied to the **lot area**.
4. For the purposes of this **zone** only, the following items are not included in the calculation of maximum **floor area ratio**:
 - a) 10% of the **floor area** total calculated for the **lot** in question which must be used exclusively for covered areas of the **principal building** which are open on one or more sides and must face the **front lot line** or **rear lot line**;
 - b) 10% of the **floor area** total calculated for the **lot** in question, to a maximum of 20.0 m² provided that:

- i) this **floor area** is located directly above a **garage**;
- ii) this **floor area** is located directly below sloping ceilings where the ceiling is attached directly to the underside of the sloping roof and having a minimum slope of 9:12 roof pitch; and
- iii) the distance from the floor to the ceiling is no higher than 2.5 m measured vertically.

15.26.5 Permitted Lot Coverage

1. The maximum **lot coverage** is 45% for **buildings**.
2. No more than 70% of a **lot** may be occupied by **buildings, structures and non-porous surfaces**.
3. 25% of the **lot area** is restricted to **landscaping** with live plant material.
4. An **accessory building** that has a **floor area** of more than 10.0 m² shall only be located within the area shown as "Accessory Building Envelope" in Diagram 1, Section 15.26.5.5.
5. Diagram 1



15.26.6 Yards & Setbacks

1. The minimum **front yard** is:
 - a) 6.0 m for parking pads, **garages** and **carports** provided that the maximum **garage** door width shall be the greater of 4.9 m or 50% of the **building** width; and
 - b) 6.0 m for buildings and structures.
2. **Bay windows** which form part of the **principal building** may project into the **front yard** for a distance of 1.0 m.

3. The minimum **interior side yard** is 1.2 m.
4. The minimum **exterior side yard** is 4.0 m.
5. There is no **side yard** requirement for an **accessory building** that has an area of 10.0 m² or less.
6. The minimum **rear yard** is 6.0 m.

Portions of the **principal building** which are less than 2.0 m in **height**, and **accessory buildings** of more than 10.0 m², may be located within the **rear yard** but no closer than:

- a) 6.0 m to a **lot line abutting** a public **road**; or
- b) 0.6 m to any other **lot line**.

15.26.7 Permitted Heights

1. The maximum **height** for **principal buildings** is 2 ½ **storeys**, but it shall not exceed the **residential vertical lot width envelope** and the **residential vertical lot depth envelope**. For a **principal building** with a flat roof, the maximum **height** is 7.5 m.
2. The ridge line of a front roof dormer may project horizontally up to 0.9 m beyond the **residential vertical lot depth envelope** but no further than the **front yard setback**.
3. The ridge line of a side roof dormer may project horizontally up to 0.9 m beyond the **residential vertical lot width envelope** but no further than the **side yard setback**.
4. The maximum **height** for **accessory structures** is 9.0 m.

15.26.8 Landscaping & Screening

1. **Landscaping** and **screening** shall be provided according to the provisions of Section 6.0.
2. A **fence** shall not be located within 6.0 m of a **road** unless:
 - a) a minimum of 30% of the total vertical area of the **fence** is open to the other side or constructed of a transparent material; and
 - b) the maximum **fence height** is 0.9 m. In the case of such a **fence**, its **height** shall be calculated as the vertical distance between the highest point on the **fence** and the greater of:
 - i) the point at which the **fence** intersects the ground; or
 - ii) the top of any curb **abutting** the property, or if there is no curb, the crown of the **adjacent road**.

3. The maximum **height** of a **fence** located elsewhere within a required **yard** is 2.0 m.
4. On a **lot** that has resulted from a single **subdivision** plan that created two or more **lots**, the **owner** shall plant and maintain three (3) trees of a minimum size of 60.0 mm calliper measured at 1.2 m above the root ball, at least one (1) of which shall be located within 6.0 m of the **front lot line**.

15.26.9 On-Site Parking and Loading

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

15.26.10 Other Regulations

1. In addition to the regulations listed above, the General Development Regulations in Section 4.0 and Specific Use Regulations in Section 5.0 apply."
2. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following area and by designating it "**SINGLE DETACHED (ZS26) – SOUTH MCLENNAN (CITY CENTRE)**".

That area shown cross-hatched on "Schedule A attached to and forming part of Bylaw No. 9548".

3. This Bylaw may be cited as "**Richmond Zoning Bylaw 8500, Amendment Bylaw 9548**".

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

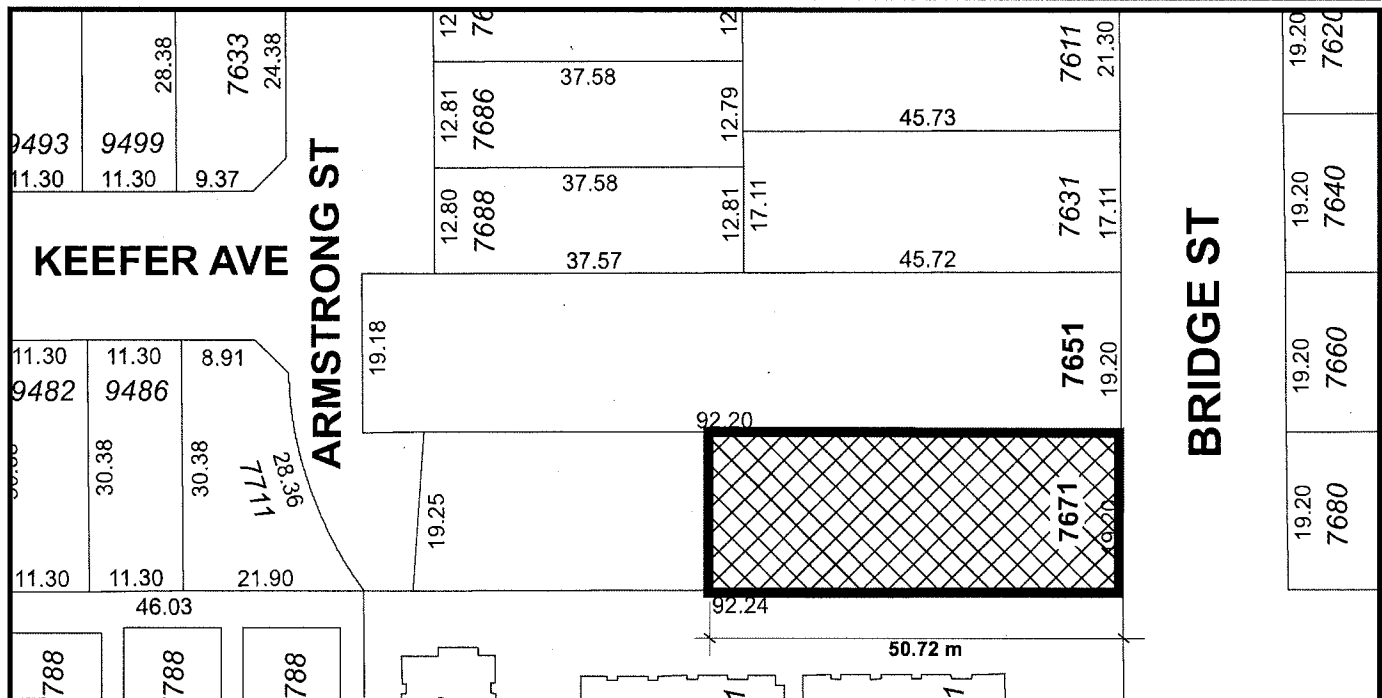
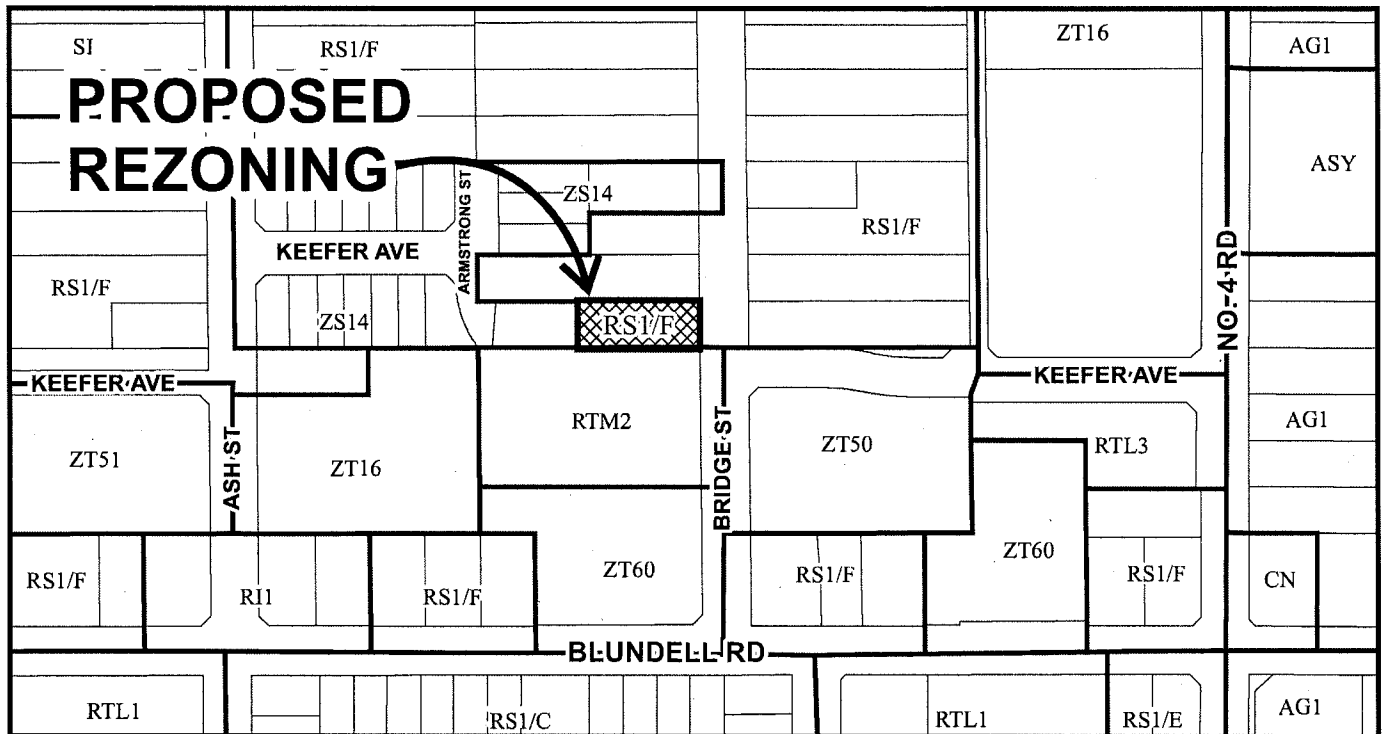
CITY OF RICHMOND
APPROVED by BK
APPROVED by Director or Solicitor ll

MAYOR

CORPORATE OFFICER



City of Richmond



Schedule A attached to
and forming part of
Bylaw No. 9548

Original Date: 04/13/16

Revision Date:

Note: Dimensions are in METRES



City of Richmond

Report to Committee Planning and Development Division

To: Planning Committee
From: Wayne Craig
Director of Development

Date: May 6, 2016
File: RZ 15-693220

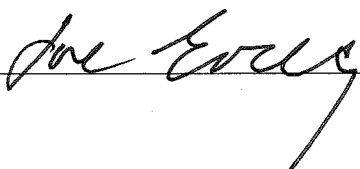
Re: Application by Sandhill Developments Ltd. for Rezoning at 5660, 5680 and 5700 Williams Road from Single Detached (RS1/E) to Two-Unit Dwelling (ZD5) – Steveston/Williams

Staff Recommendation

1. That Official Community Plan Amendment Bylaw 9553, to redesignate 5660, 5680 and 5700 Williams Road from "Single-Family" to "Duplex" on the Steveston Area Land Use Map attached to Schedule 2.4 of Official Community Plan Bylaw 7100 (Steveston Area Plan), be introduced and given first reading.
2. That Bylaw 9553, having been considered in conjunction with:
 - The City's Financial Plan and Capital Program; and
 - The Greater Vancouver Regional District Solid Waste and Liquid Waste Management Plans;is hereby found to be consistent with said program and plans, in accordance with Section 882(3)(a) of the Local Government Act.
3. That Bylaw 9553, having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043, is hereby found not to require further consultation.
4. That Richmond Zoning Bylaw 8500, Amendment Bylaw 9551 to create the "Two-Unit Dwelling (ZD5) – Steveston/Williams" zone, and to rezone 5660, 5680 and 5700 Williams Road from "Single Detached (RS1/E)" and "Land Use Contract 149" to "Two-Unit Dwelling (ZD5) – Steveston/Williams", be introduced and given first reading.
5. That Richmond Land Use Contract 149 Discharge Bylaw No. 9562, to discharge "Land Use Contract 149" from the title of 5700 Williams Road, be introduced and given first reading.


Wayne Craig
Director of Development

EL:blg

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

Staff Report

Origin

Sandhill Developments Ltd. has applied to the City of Richmond for permission to rezone 5660, 5680 and 5700 Williams Road (Attachment 1) from "Single Detached (RS1/E)" and "Land Use Contract 149" to a new site specific "Two-Unit Dwelling (ZD5) – Steveston/Williams" zone, in order to permit the development of 12 duplex units on six (6) lots; with three (3) shared accesses from Williams Road. A preliminary site plan, streetscape elevation and landscape plan are provided for reference in Attachment 2.

The project requires:

- an amendment to the Official Community Plan (OCP) Bylaw 7100 Schedule 2.4, the Steveston Area Plan, to amend the Steveston Area Land Use Map to redesignate the site as duplex;
- a formal discharge of Land Use Contract 149, by a bylaw adopted by Council; and
- a Development Permit application to address the form and character of the proposed duplexes.

The site currently contains one (1) single-family dwelling located at 5660 Williams Road; which will be demolished. The remaining properties are vacant.

Findings of Fact

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

Surrounding Development

Development surrounding the subject site is as follows:

- To the north, across Williams Road, single-family homes on large lots in the "Single Detached (RS1/E)" and "Single Detached (RS1/C)" zones. There is also a townhouse development with eight (8) buildings on a single lot zoned "Low Density Townhouses (RTL1)" across Williams Road to the northeast.
- To the south, fronting Lawson Drive, single-family homes on smaller lots subject to Land Use Contract 149, which will be zoned "Single Detached (RS1/B)" as per Bylaw 9470, adopted by Council on November 24, 2015 as part of the city-wide discharge of Land Use Contract for single-family lots.
- To the east, fronting Williams Road, a utility station owned by Telus on lots zoned "School & Institutional Use (SI)".
- To the west, fronting Williams Road, single-family homes on lots zoned "Single Detached (RS1/E)".

Related Policies & Studies**Official Community Plan**

The Official Community Plan (OCP) land use designation for the subject properties is “Neighbourhood Residential.” The proposed duplex development would be consistent with the “Neighbourhood Residential” designation. The Steveston Area Plan identifies the properties as “Single-Family Residential” (Attachment 4). An OCP Amendment is proposed to redesignate the subject site from “Single-Family” to “Duplex” in the Steveston Area Plan to facilitate the proposed duplex development.

Arterial Road Policy

The Arterial Road Policy directs appropriate development to certain areas along arterial roads outside the city centre. While the current iteration of the Policy does not identify the subject properties for redevelopment, staff is undertaking an Arterial Road Policy Update as directed by Planning Committee. In response to a Planning Committee’s referral, one of the aspects of the Policy Update is to explore additional housing typologies, including duplex developments similar to the subject proposal. The draft amendments presented to Planning Committee on February 16, 2016 propose duplex development along some minor arterial roads, including the subject site. If the Policy Update is adopted by Council, the subject properties and adjacent properties on the south side of Williams Road would be designated “Arterial Road Duplex/Triplex,” and this application would be consistent with the Policy Update; but in the interim, the application is being considered on its own merits.

Single Family Lot Size Policy 5420

The subject site is located within Single Family Lot Size Policy Area 5420 (Attachment 5). The Single Family Lot Size Policy provides direction on the size of single-family lots that may be created through rezoning and subdivision. The Policy permits those properties along Williams Road without lane or internal road access to be rezoned and subdivided as per Single Detached (R2/C) Zone; where the minimum lot size is 360 m² and minimum lot width is 13.5 m.

As per Section 2.3 of the Zoning Bylaw 8500, the Lot Size Policy applies only to “rezoning applications to transfer the land from one subdivision area to another subdivision area within the zone” (i.e., RS1/E to RS2/A), and does not apply to lands located within an Area Plan (i.e., Steveston Area Plan) of the Official Community Plan (OCP), or for applications from single family zone to a multiple-family zone.

Floodplain Management Implementation Strategy

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

Public Consultation

A rezoning sign has been installed on the subject property. Two (2) neighbouring property owners on Lawson Drive met with staff to discuss the development proposal and voice their specific concerns regarding potential rear-yard overlook, proposed landscaping, and site drainage. These two (2) neighbouring property owners also met with the developer and subsequently advised staff that they are in agreement to the development proposal; as the developer has addressed their concerns by removing the proposed balconies on the second floor, proposing to plant new trees within the rear yards of the future duplex lots, and confirming that the development will meet the City's requirements for on-site perimeter drainage. No other comments or inquiries have been received.

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

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

The table below clarifies this recommendation as it relates to the proposed OCP.

OCP Consultation Summary

Stakeholder	Referral Comment (No Referral necessary)
BC Land Reserve Co.	No referral necessary, as the Agricultural Land Reserve is not affected.
Richmond School Board	No referral necessary as this proposed development complies with the existing OCP land use designation of "Neighbourhood Residential". Only minor land use change is proposed to redesignate the subject site from "Single-Family" to "Duplex" in the Steveston Area Plan. The on-going Arterial Road Policy Update has been referred to the Richmond School Board for comments.
The Board of the Greater Vancouver Regional District (GVRD)	No referral necessary, as only minor land use change is proposed.
The Councils of adjacent Municipalities	No referral necessary, as adjacent municipalities are not affected and only minor land use change is proposed.
First Nations (e.g., Sto:lo, Tsawwassen, Musqueam)	No referral necessary, as only minor land use change is proposed.
TransLink	No referral necessary, as no transportation road network changes are proposed.
Port Authorities (Vancouver Port Authority and Steveston Harbour Authority)	No referral necessary, as the ports are not affected.
Vancouver International Airport Authority (VIAA) (Federal Government Agency)	No referral necessary, as the airport is not affected.
Richmond Coastal Health Authority	No referral necessary, as the health authority is not affected.

Stakeholder	Referral Comment (No Referral necessary)
Community Groups and Neighbours	No referral necessary as this proposed development complies with the existing OCP land use designation of "Neighbourhood Residential". Only minor land use change is proposed to redesignate the subject site from "Single-Family" to "Duplex" in the Steveston Area Plan. The on-going Arterial Road Policy Update has been referred to the Urban Development Institute, Greater Vancouver Home Builders' Association and the Small Builders' Group for comments.
All relevant Federal and Provincial Government Agencies	No referral necessary, as only minor land use change is proposed.

Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 9553, having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043, is hereby found to not require further consultation. The public will have an opportunity to comment further on all of the proposed amendments at the Public Hearing.

Analysis

Built Form and Architectural Character

The applicant proposes one (1) two-unit dwelling on each of the six (6) lots to be created through rezoning and subdivision, for a total of 12 dwelling units. The two-unit dwellings will be in a "front-back" configuration; with one (1) dwelling unit at the front of the property and the second attached dwelling unit at the back. The units will be connected by garages. The maximum density will be 0.6 floor area ratio (FAR) and the maximum lot coverage for buildings will be 45%.

Each two-unit dwelling will be two (2) storeys; with the primary living space on the ground floor and bedrooms located above. Each building will feature a peaked roof, in keeping with the architectural character of the neighbourhood.

A Development Permit application will be required to address the form and character of the proposed duplexes. Through the Development Permit, the following issues are to be further examined:

- Demonstrate compliance with applicable Development Permit Guidelines;
- Review of the architectural character, scale and massing to ensure that the proposed duplexes are well designed, fit well into the neighbourhood, and do not adversely impact adjacent homes;
- Address potential privacy concerns for adjacent properties through landscaping and building form;
- Significant revision of building design and unit layout to achieve sufficient variety between duplex clusters as well as between individual duplex units within a cluster; each unit should be individually designed to achieve distinctive identity;
- Provision of one (1) convertible unit per four (4) dwelling units proposed and accessibility/aging-in-place features in all units;

- Refinement of the proposed landscaping design and provision of appropriate replacement tree sizes and species; and
- Provision of paved areas in the front yards for placement of the garbage and recyclable collection bins on collection days.

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

Land Use Contract 149

On November 24, 2015, City Council adopted a number of bylaws that:

- Terminated 93 separate Land Use Contracts (LUCs) that affect single-family properties, which will be effective one-year from the date of adoption.
- Established new zoning designations in their place.

The 93 LUCs that are subject to the early termination bylaws will remain on land title records until November 24, 2016. Should the rezoning bylaw for the subject application be ready for final adoption prior to November 24, 2016, Land Use Contract 149 will need to be discharged from 5700 Williams Road, as per Land Use Contract Discharge Bylaw 9652 attached to this report. Should the project not be completed prior to November 24, 2016, LUC 149 will be discharged with the other Single Family Land Use Contracts.

Proposed Site Specific “Two-Unit Dwelling (ZD5) – Steveston/Williams” Zone

An amendment to the Richmond Zoning Bylaw 8500 is proposed to create the new site specific “Two-Unit Dwelling (ZD5) – Steveston/Williams” zone and to rezone the subject site to the new zone. The proposed zone has been prepared to regulate the proposed duplex development on the subject site and future similar duplex developments along the south side of Williams Road.

The new “Two-Unit Dwelling (ZD5) – Steveston/Williams” zone has been drafted to allow:

- A maximum density of 0.6 FAR (with affordable housing contribution); this proposed density matches the maximum density allowed on compact lots and the base density allowed on townhouse developments along arterial roads;
- One (1) duplex (i.e., two (2) attached units) per lot, with a maximum floor area of 167.2 m² (1,800 ft²) per dwelling unit, excluding the garage (maximum 37.5 m² or 404 ft²) per dwelling unit;
- An Affordable Housing density bonus to secure a voluntary contribution (\$2 per buildable square foot) towards Affordable Housing;
- A maximum lot coverage for buildings at 45%;
- A maximum building height of two-storeys (maximum 9 m) to roof peak;
- A minimum lot width of 13.5 m and a minimum lot area of 464.5 m²; and
- Opportunity for reduced lot width of 10.5 m (instead of the minimum of 13.5 m); where the vehicle access is shared with a neighboring site along the common property line, and secured through a registered vehicle access easement.

Accessible Housing

The developer has agreed that aging in place features will be provided in all units (e.g., inclusion of blocking to bathrooms for installation of grab-bars, provision of blocking to stair walls to accommodate lift installation at a future date, and provision of lever door handles). In addition, one (1) convertible unit shall be provided in each duplex cluster of four (4) units sharing one (1) driveway. Details of the accessible housing features will be reviewed at the future Development Permit stage.

Transportation and Site Access

Williams Road is a minor arterial road with a bike lane in this location. Vehicle access to the proposed six (6) lots will be limited to three (3) driveway crossings from Williams Road. Each driveway will service two (2) of the lots (i.e., 4 dwelling units) and will be located on the common property line between the proposed lots. As the lot access currently serving one single family dwelling, to address the increased traffic impacts, the following mitigation measures as part of the frontage upgrades for the development are required:

- The first 6 m of each driveway from the back of the sidewalk is to be maintained as a 6 m wide to allow for two (2) vehicles in opposing directions to pass, and then tapered at a 5:1 transition to a minimum width of 4 m;
- The driveway is to be constructed to City design standards with 0.9 m flares at the curb and 45° offsets to meet the grade of sidewalk/boulevard; and
- Special stamped/tinted concrete treatment for the sidewalk is to be provided across each driveway and green bike lane paint for the bike lane is to be provided at the crossings to better highlight the driveway points on Williams Road for cyclists and pedestrians.

Each unit will have two (2) parking stalls in a private garage and one (1) visitor parking stall will be provided at the end of the common drive aisle for each pair of duplex lots.

Prior to rezoning, the applicant is required to register a restrictive covenant on Title to ensure that, upon subdivision of the property:

- Vehicle access to each pair of two (2) duplex lots is via a single shared driveway crossing, to be centered on the proposed shared property line;
- The buildings and driveway on the proposed lots to be designed to accommodate on-site vehicle turn-around capability to prevent vehicles from reversing onto Williams Road; and
- A cross-access easement for the shared driveway access, common drive aisle, and the shared visitor parking stall is to be registered on Titles of the each property.

Existing Legal Encumbrances

There is an existing 3 m statutory right-of-way for utilities, registered on title for each of the three (3) subject properties located in the rear yard, which will not be impacted by the proposed zoning and subdivision. The applicant is aware that encroachment into the right-of-way is not permitted.

Tree Retention and Replacement

The applicant has submitted a Certified Arborist's Report; 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 13 bylaw-sized trees on the subject site.

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

- Two (2) Sawara Cypress trees (Trees #8 and #9) located along Williams Road will be removed due to site access issues with driveway alignment and required grade changes. The City's Tree Preservation Coordinator has agreed to the removal of these two (2) trees. To compensate for these trees, the applicant is required to plant two (2) new large (i.e., at least 5.5 m tall) specimen replacement conifers (i.e., Western Red Cedar, Douglas Fir or Sitka Spruce) along the Williams Road frontage, on private property.
- One (1) Monkey Puzzle tree (Tree #10) is identified in good condition and should be moved to a new location on site.
- 10 trees (Trees #1-7, #11-13) identified in poor condition are dead, dying, 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 removed and replaced.
- Replacement trees will be provided at the 2:1 ratio as per the OCP.

Tree Protection and Relocation

The applicant has committed to relocate the existing Monkey Puzzle tree to another location on-site. As a condition to rezoning, a proof of a contract with a company specializing in tree relocation to undertake the transplant of this tree and a Tree Survival Security to the City in the amount of \$2,000 will be required.

Following construction, and all required Building Permit Inspections on the lot where the Monkey Puzzle tree will be located, an acceptable post-construction impact assessment report must be submitted to confirm the tree has survived. The City will then release 50% of the security; and the remaining 50% of the security will be released one year later, subject to inspection.

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; including the demolition of the existing dwellings, and must remain in place until construction and landscaping on-site is completed.

Tree Replacement

The proposed Tree Retention Plan is shown in Attachment 6. A total of 12 trees are proposed to be removed. The OCP tree replacement ratio of 2:1 requires that 24 replacement trees be planted and maintained on the subject site. According to the Preliminary Landscape Plan (Attachment 2), the developer is proposing to plant 26 new trees on-site including the specimen-

sized conifers along Williams Road. The size and species of replacement trees will be reviewed in detail through Development Permit and overall landscape design.

Should the applicant wish to begin site preparation work after third reading of the rezoning bylaw, but prior to final adoption of the rezoning bylaw and issuance of the Development Permit, the applicant will be required to obtain a Tree Permit, install tree protection around trees/hedge rows to be retained, and submit a landscape security in the amount of \$13,000 to ensure the replacement planting will be provided.

Affordable Housing Strategy

Currently there is no policy or contribution rate for duplexes identified in the Affordable Housing Strategy. However, staff recommend that a cash-in-lieu contribution using the current townhouse rate of \$2 per buildable square foot be considered for this development, as townhouse and duplex are similar in built forms (i.e., both building forms have party walls, whereas a single-family dwelling does not).

New cash-in-lieu rates for affordable housing were adopted by Council on September 14, 2015. The new rates will be applied to all new rezoning applications received effective September 15, 2015. Existing in-stream applications are to be processed under the existing rates, provide that the application is presented to Council for consideration before September 14, 2016. Therefore, the Affordable Housing contribution for this application will be \$2 per buildable square foot (i.e., \$41,141.00) if the application is presented to Council for consideration before September 14, 2016; otherwise, it will be \$4 per buildable square foot.

Energy Efficiency and Renewable Energy

Currently there is no policy in energy efficiency for duplexes identified in the OCP. Staff recommend that all new arterial road duplexes be designed to be solar hot water-ready, and to score 82 or higher on the EnerGuide Rating System (ERS), or to meet the Energy Star New Homes Standard. Registration of a legal agreement on title of the proposed lots to secure this standard 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.

Site Servicing and Frontage Improvements

Prior to approval of subdivision, the developer is required to enter into a standard Servicing Agreement for the design and construction of frontage improvements and service connections. Works include, but are not limited to, construction of a new 2.0 m wide concrete sidewalk at the property line and provide a minimum 1.5 m wide treed and landscaped boulevard. The scope of the Servicing Agreement works can be found in Attachment 7.

At future subdivision stage, the developer will be required to pay Development Cost Charges (DCC's) (City & GVS&DD), School Site Acquisition Charge, and Address Assignment Fee. Servicing connections are to be determined at Servicing Agreement stage.

Financial Impact

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

Conclusion

The purpose of this rezoning application is to rezone 5660, 5680 and 5700 Williams Road from the "Single Detached (RS1/E)" zone to a new site specific "Two-Unit Dwelling (ZD5) – Steveston/Williams" zone, in order to permit the development of 12 duplex units on six (6) lots; with three (3) shared accesses from Williams Road. Concurrent with this rezoning application, an amendment to the Steveston Area Plan is required to designate the site from "Single-Family" to "Duplex" and "Land Use Contract 149" is required to be discharged from the title of 5700 Williams Road.

Staff support the proposed OCP amendment and rezoning application to facilitate development of 12 duplexes on the subject site, as it provides for additional housing option along arterial roads. The proposed new "Two-Unit Dwelling (ZD5) – Steveston/Williams" zoning district has been developed to accommodate duplex developments within a predominately single-family residential area. The list of rezoning considerations is included in Attachment 7; which has been agreed to by the applicant (signed concurrence on file).

On this basis, it is recommended that Official Community Plan Bylaw 7100, Amendment Bylaw 9553 be introduced and given first reading.

In addition, it is recommended that Zoning Bylaw 8500, Amendment Bylaw 9551 be introduced and given first reading.

It is further recommended that Richmond Land Use Contract 149 Discharge Bylaw No. 9562 be introduced and given first reading.



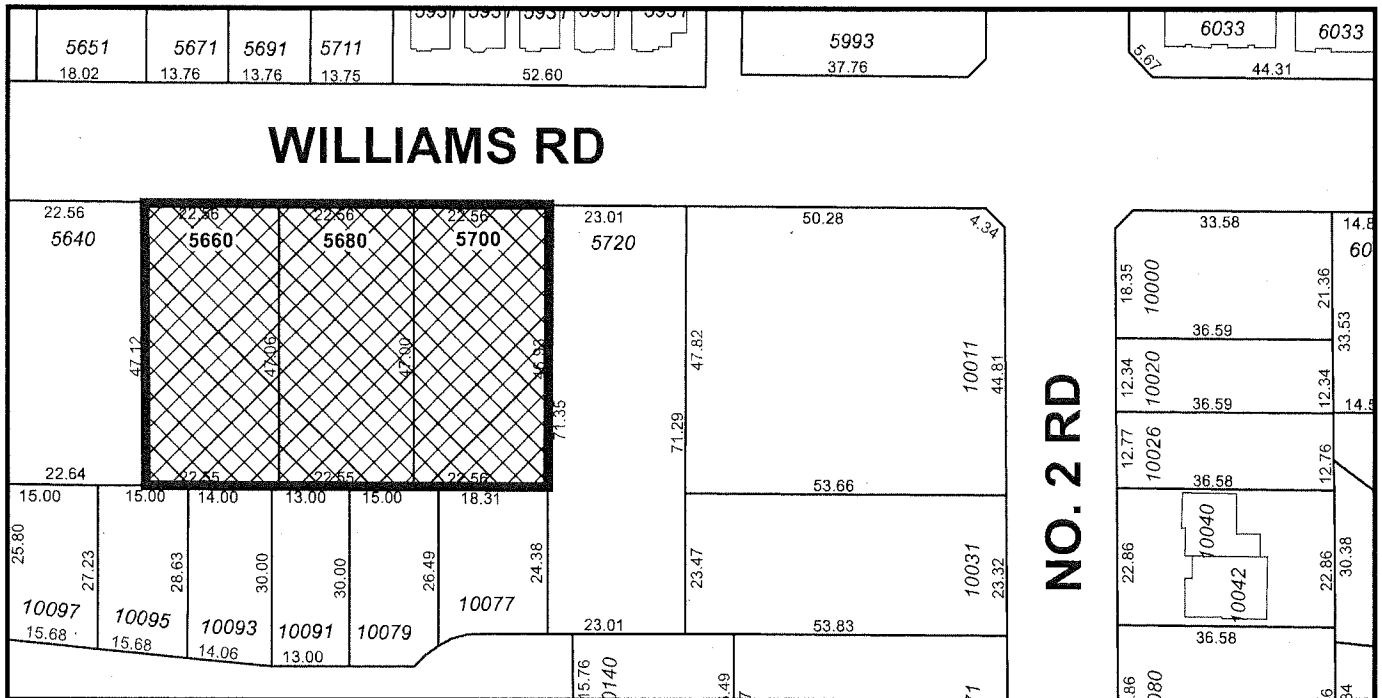
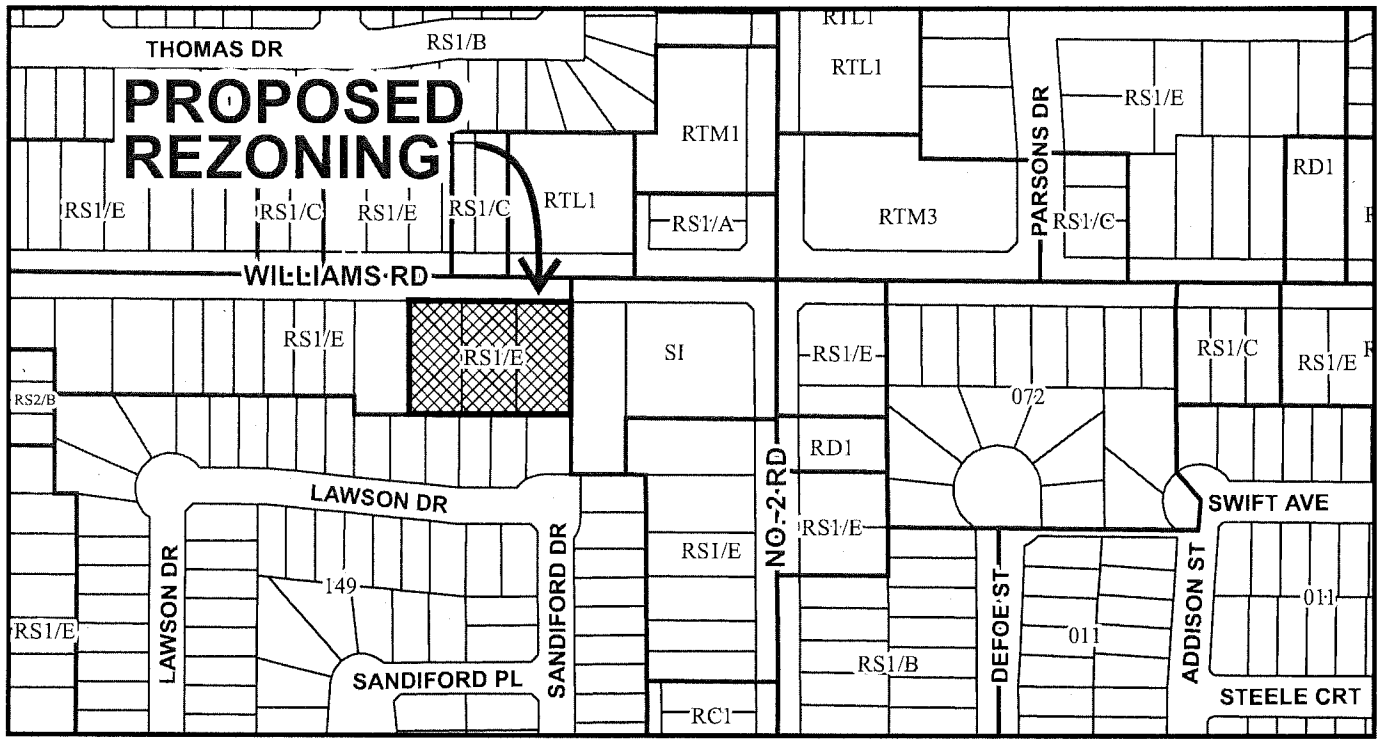
Edwin Lee
Planner 1
(604-276-4121)

EL:blg

- Attachment 1: Location Map
- Attachment 2: Conceptual Development Plans
- Attachment 3: Development Application Data Sheet
- Attachment 4: Steveston Area Land Use Map
- Attachment 5: Single Family Lot Size Policy 5420
- Attachment 6: Tree Retention Plan
- Attachment 7: Rezoning Considerations



City of Richmond



RZ 15-693220

Original Date: 03/12/15

Revision Date: 04/25/16

Note: Dimensions are in METRES



City of
Richmond



RZ 15-693220

Original Date: 03/12/15

Revision Date: 04/25/16

Note: Dimensions are in METRES

NOTES:



150-151 QUEEN ROAD
RICHMOND BRITISH COLUMBIA
V6V 1A7
TEL: 604-271-1111
WWW.DFARCHITECTURE.COM

PROJECT: PROPOSED DUAL EX. DRIVE,
580, 585 & 570 WILLIAMS RD.,
RICHMOND, B.C.

DATE:

SANDHILL DEV. LTD.
228 - 11020 RD. 6 ROAD,
VANCOUVER, B.C.
V7A 4B7

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SITE PLAN

A-100 B

WILLIAMS ROAD

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PLN - 84

1 SITE LAYOUT
A-100

NOTES:



1 STREET ELEVATION ALONG WILLIAMS RD.
1/8" = 1'-0"

PLN - 86

SCHEDULE OF FINISHES

1. Asphalt Shingle roof IKO Cambridge Dual Bk
2. Limestone Edging
3. Wood Trim/ Casing and Fascia
4. Stucco Plaster
5. Vinyl Windows
6. Hardie Shakes
7. Hardie Siding - 4" Exposure
8. Hardie Siding - 6" Exposure
9. Hardie Siding - 8" Exposure
10. Hardie Board & Batten
11. Stone Cladding XL Dutch Stone Prestige Drystack

df
ARCHITECTURE
INC.
15041 SHILL ROAD
RICHMOND BRITISH COLUMBIA
V6V 2K5
TEL: 604.273.1111
WWW.DFAARCHITECTURE.COM

PROPOSED DUPLEX DEVELOPMENT
5650, 5655 & 5750 WILLIAMS RD.,
RICHMOND, B.C.

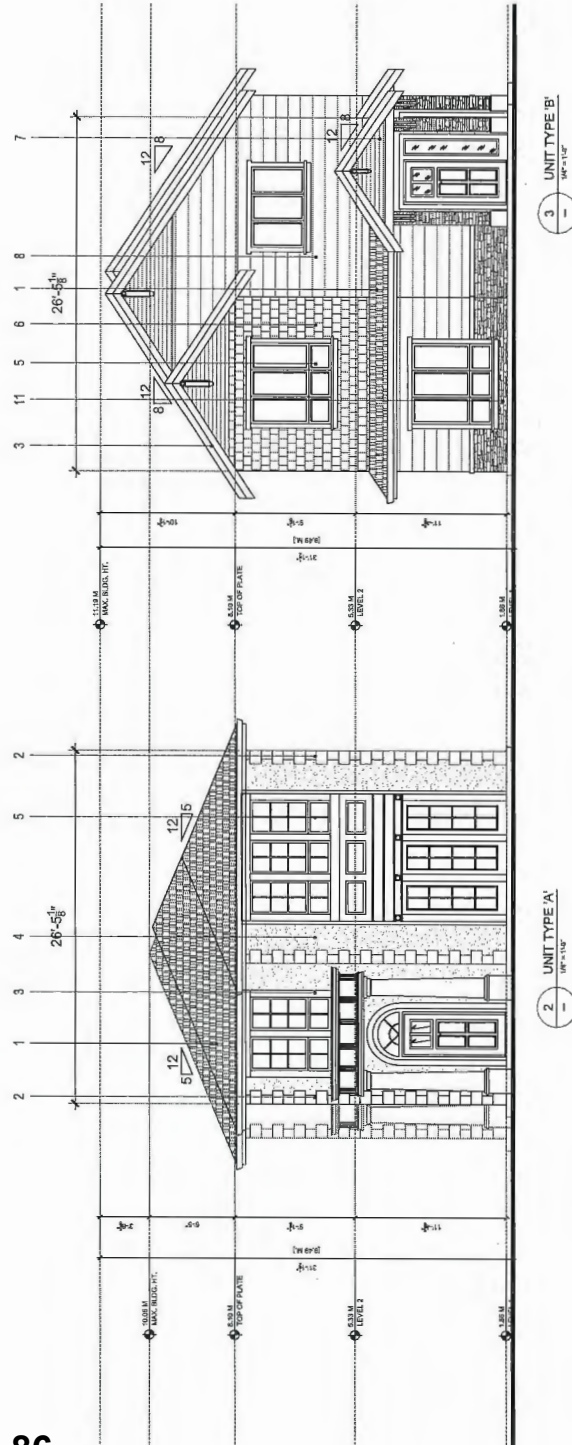
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BANDROLL DEVELOPMENT LTD.
10000 104TH AVE. #100
RICHMOND, B.C.
V7A 4E7

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SITE PLAN

DATE: 01/11/2011
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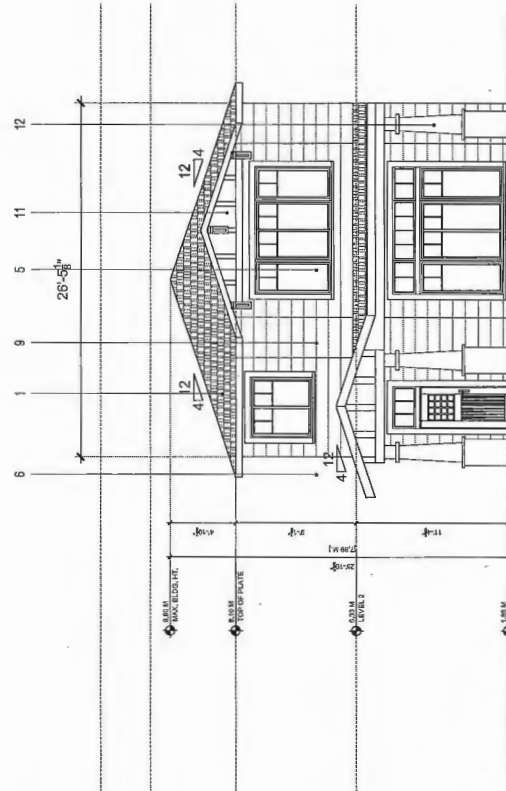
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SCHEDULE OF FINISHES

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3. Wood Trim/ Casing and Fascia
4. Stucco Plaster
5. Vinyl Windows
6. Hardie Sides
7. Hardie Siding - 4" Exposure
8. Hardie Siding - 8" Exposure
9. Hardie Siding - 8" Exposure
10. Hardie Board & Batten
11. Stone Cladding (XL Dutch Stone Prestige Drystack



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401

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LANDSCAPE
ARCHITECTS
Suite C110 - 4105 88th Creek Drive
Richmond, BC V6X 2A9
P: 604.274.9111 F: 604.274.9022

SCALE

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CLIENT: SANDHILL HOMES LTD.

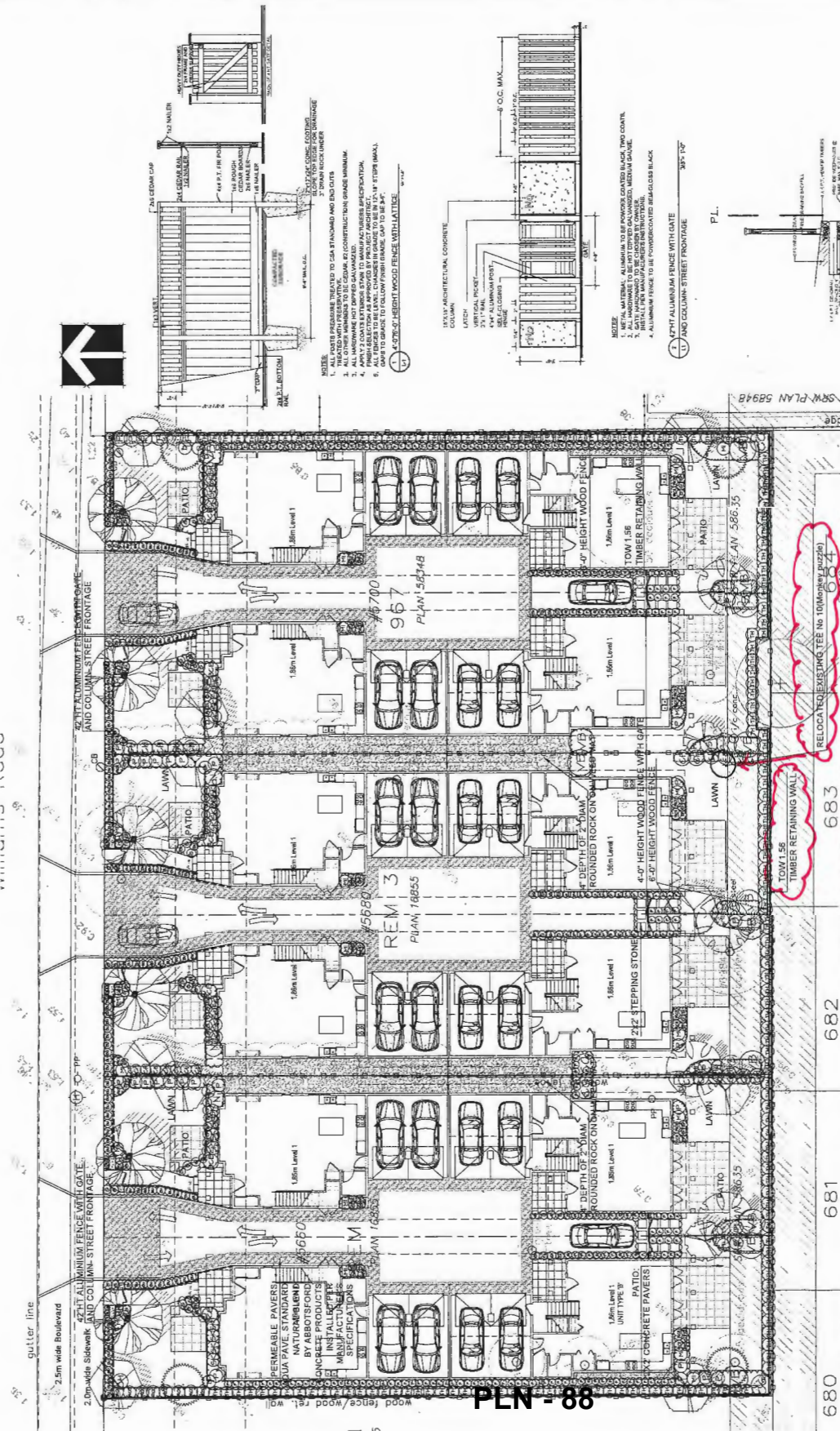
PROJECT:

12 UNIT DUPLEX DEVELOPMENT
5660, 5680, 5700 WILLIAMS AVENUE
RICHMOND
WFL OF ARCHITECTURE INC.

DRAWING TITLE:
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PLAN**

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4	10/11/11	REVISIONS TO PERMIT	DL
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8	10/11/11	REVISIONS TO PERMIT	DL
9	10/11/11	REVISIONS TO PERMIT	DL
10	10/11/11	REVISIONS TO PERMIT	DL
11	10/11/11	REVISIONS TO PERMIT	DL
12	10/11/11	REVISIONS TO PERMIT	DL
13	10/11/11	REVISIONS TO PERMIT	DL
14	10/11/11	REVISIONS TO PERMIT	DL
15	10/11/11	REVISIONS TO PERMIT	DL
16	10/11/11	REVISIONS TO PERMIT	DL
17	10/11/11	REVISIONS TO PERMIT	DL
18	10/11/11	REVISIONS TO PERMIT	DL
19	10/11/11	REVISIONS TO PERMIT	DL
20	10/11/11	REVISIONS TO PERMIT	DL

PLN - 88



RZ 15-693220

Attachment 3

Address: 5660, 5680 and 5700 Williams Road

Applicant: Sandhill Developments Ltd.

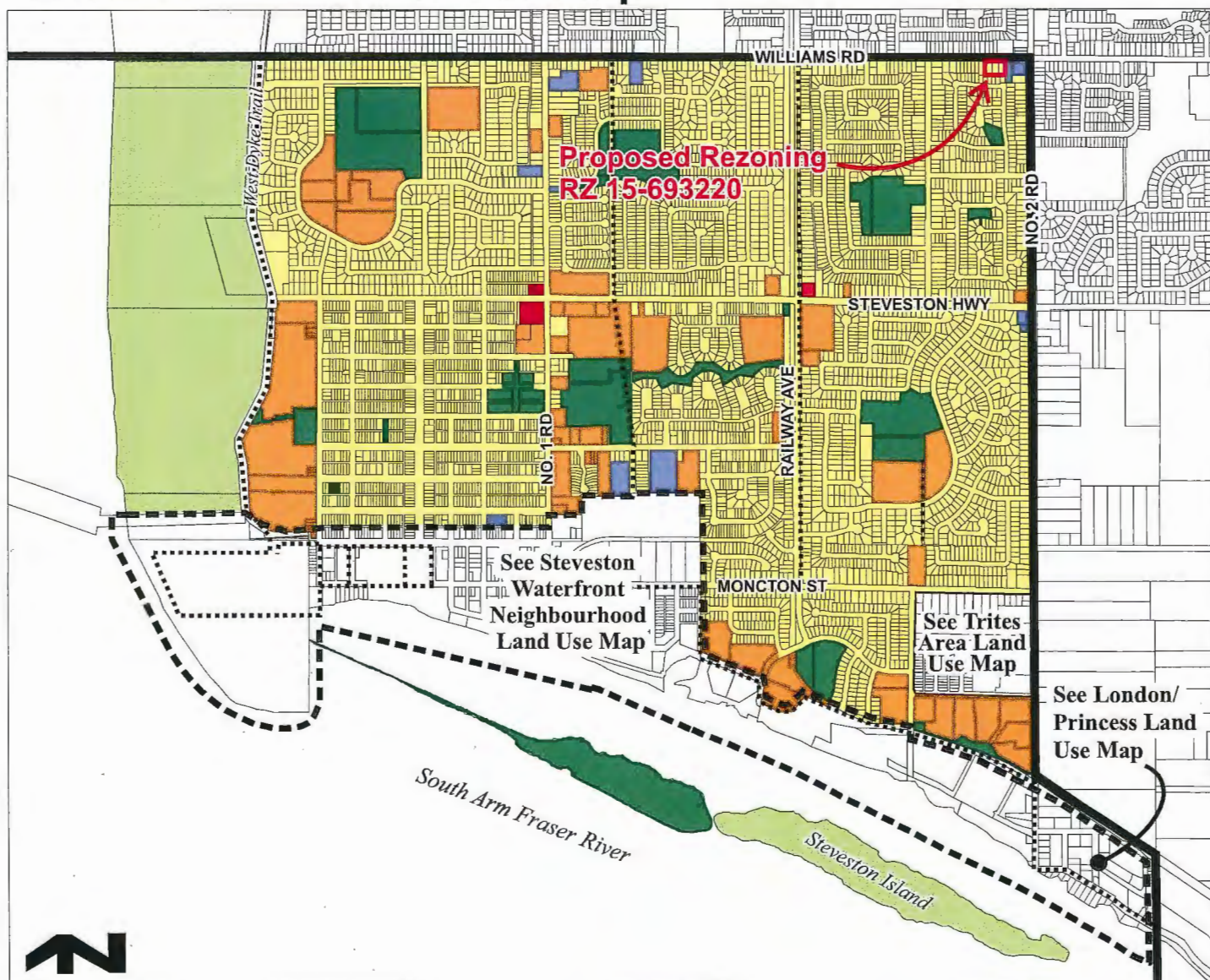
Planning Area(s): Steveston










	Existing	Proposed
Owner:	5660 Williams Road - Harjt Sandhu 5680 and 5700 Williams Road - Sandhill Development (Richmond) Ltd.	To be determined
Site Size (m²):	3,185 m ²	Six (6) lots averaging 530.55 m ²
Land Uses:	Single-family dwelling	Two-unit dwellings
OCP Designation:	Neighbourhood Residential	No change
Area Plan Designation:	Steveston Area Plan: Single-Family Residential	Duplex
702 Policy Designation:	Policy 5420 – Single Detached (RS2/C)	No Change
Zoning:	Single-Detached (RS1/E)	Two-Unit Dwelling (ZD5) – Steveston/Williams
Number of Units:	3	12

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.60	0.60	none permitted
Lot Coverage – Building:	Max. 45%	41.64%	none
Lot Size (min. dimensions):	Min. 464.5 m ²	530.55 m ²	none
Setback – Front Yard (m):	Min. 6 m	6.95 m	none
Setback – Rear Yard (m):	Min. 6 m	6.02 m	none
Setback – Side Yard (m):	Min. 1.2 m	1.2 m	none
Height:	2 Storeys	2 Storeys	none
Off-street Parking Spaces – Regular (R) / Visitor (V):	2 (R) per unit and 0.25 (V) per unit	2 (R) and 0.25 (V) per unit	none
Off-street Parking Spaces – Total:	27	27	none

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

Steveston Area Land Use Map



- | | | | |
|---|-------------------|---|---|
|  | Single-Family |  | Institutional |
|  | Multiple-Family |  | Conservation Area |
|  | Commercial |  | Trail |
|  | Public Open Space |  | Steveston Area Boundary |
| | |  | Steveston Waterfront Neighbourhood Boundary |



City of Richmond

Policy Manual

Page 1 of 2	Adopted by Council: October 16, 1989 Amended by Council: August 17, 1992 Lassam Rd. Adopted by Council: August 21, 1995	POLICY 5420
File Ref: 4045-00	SINGLE-FAMILY LOT SIZE POLICY IN QUARTER-SECTION 36-4-7	

POLICY 5420:

The following policy establishes lot sizes for the area, bounded by **Steveston Highway, Railway Avenue, Williams Road and the rear of the properties located along No. 2 Rd.** in Section 36-4-7:

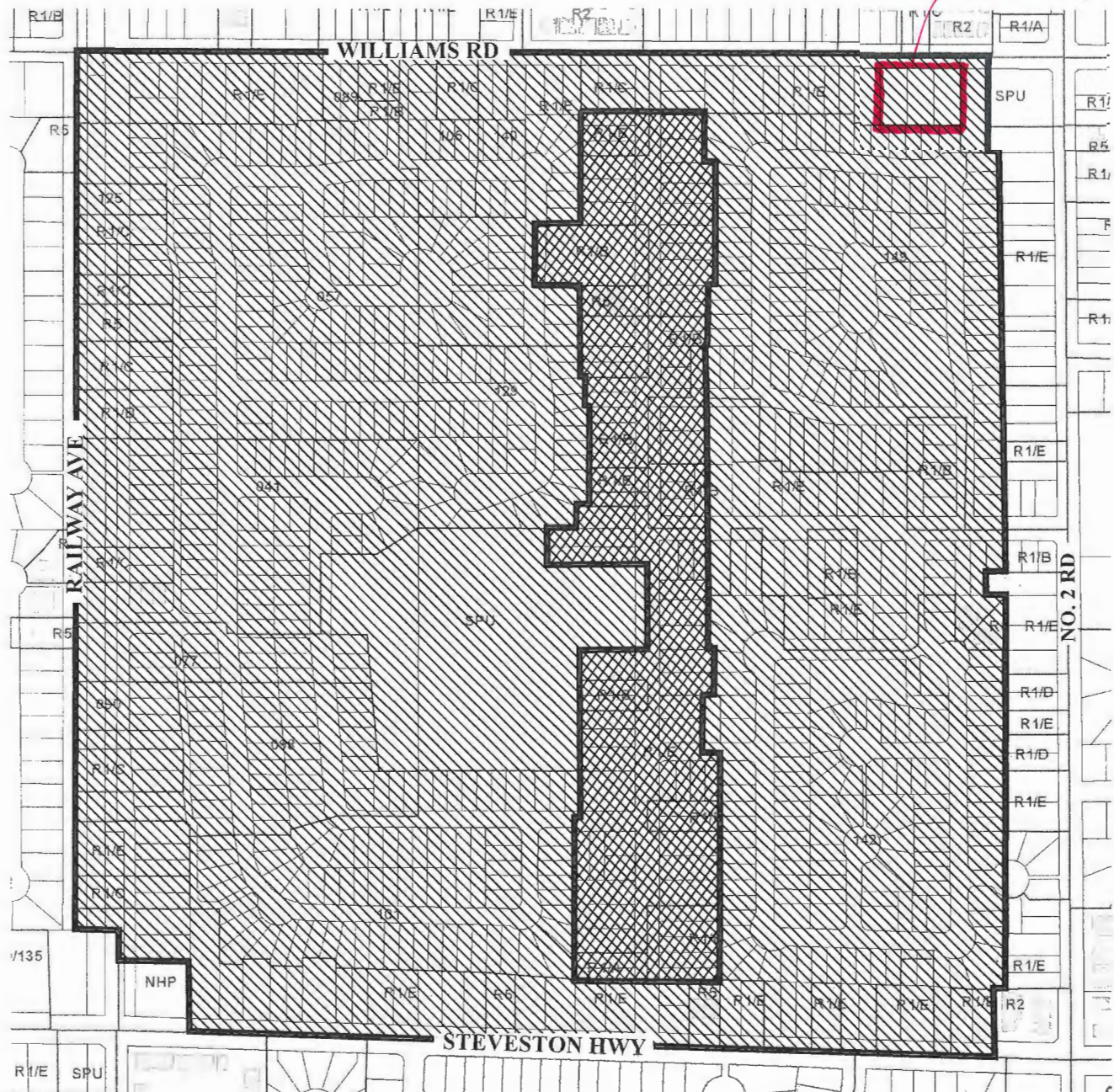
That properties within the area bounded by Steveston Highway, Railway Avenue, Williams Road and the rear property lines of the properties located along No. 2 Rd. (Section 36-4-7), be permitted to subdivide in accordance with the provisions of Single-Family Housing District (R1/B) in Zoning and Development Bylaw 5300, with the following provisions:

- (a) If there is no lane or internal road access, then properties along Railway Avenue and Steveston Highway will be restricted to Single-Family Housing District (R1/E);
- (b) Properties along Williams Road will be permitted Single-Family Housing District (R1/C) unless there is lane or internal road access in which case Single-Family Housing District (R1/B) will be allowed;
- (c) The Policy for the properties along Lassam Rd. (as cross-hatched on the attached map) was adopted on August 21, 1995;

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

Note: Council adopted the above noted Single-Family Lot Size Policy, with an amendment clarifying that the western boundary of the policy area is the middle of Railway Avenue.

Note: There are two adoption dates for two separate portions of Policy 5420.



Subdivision permitted as per **R1/B** (date of adoption 08/21/95).



Subdivision permitted as per **R1/B** (date of adoption 10/16/89).

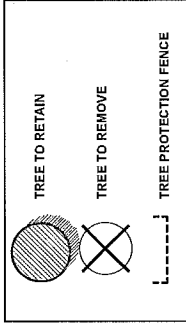
1. Williams Road - R1/C unless there is a lane or internal access then R1/B
2. Railway Avenue & Steveston Highway - R1/E unless there is lane or internal access then R1/B.



Policy 5420 Section 36-4-7

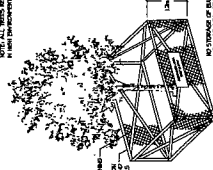
PLN - 92

Adopted Date: 10/16/89
Amended Date: 08/17/92
Lassam Rd.
Adopted Date: 08/21/95
Note: Dimensions are in METRES

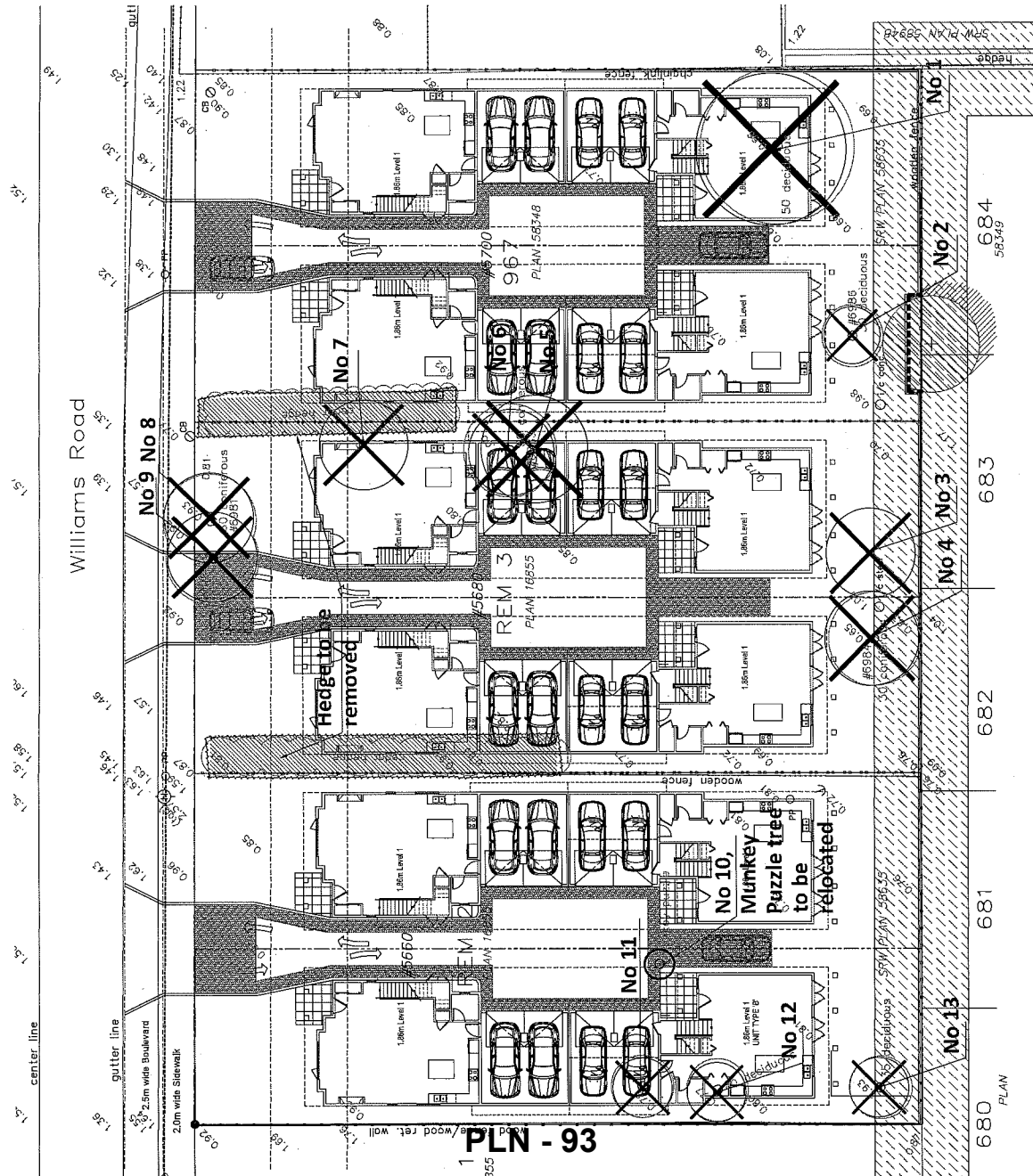


Tree No.	Species	Size
No.1	Apple	mully
No.2	Apple	40
No.3	Apple	20
No.4	Apple	30
No.5	Cypress	28
No.6	western Red cedar	65
No.7	English Holly	mully
No.8	Sawara Cypress	mully
No.9	Sawara Cypress	mully
No.10	Munkey Puzzle Tree	12
No.11	Trees in the rear yard of western lot	
No.12		
No.13		

Tree No.	Species	Size	Notes
No.1	Apple	mully	
No.2	Apple	40	
No.3	Apple	20	
No.4	Apple	30	
No.5	Cypress	28	
No.6	western Red cedar	65	
No.7	English Holly	mully	
No.8	Sawara Cypress	mully	
No.9	Sawara Cypress	mully	
No.10	Munkey Puzzle Tree	12	
No.11	Trees in the rear yard of western lot		
No.12			
No.13			



TREE PROTECTION BARRIER



PLN - 93

PROJECT:
12 UNIT DUPLEX DEVELOPMENT
5560 5560 5700 WILLIAMS AVENUE
RICHMOND

DRAWING TITLE:
TREE MANAGEMENT PLAN

DATE: June 22, 2016
SCALE: 3/16"=1'-0"
DRAWN BY: [blank]
DESIGNED BY: [blank]
CHECKED BY: FCM
PMG PROJECT NUMBER: 15102-2/P

L2

OF 3
15102



Address: 5660, 5680 and 5700 Williams Road

File No.: RZ 15-693220

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9551, the applicant is required to complete the following:

1. Final Adoption of OCP Bylaw 7100 Amendment Bylaw 9553.
2. Registration of a legal agreement on Title to ensure that, upon subdivision of the property:
 - a) Vehicle access to the every two (2) duplex lot is via a single shared driveway crossing centered on the proposed shared property line.
 - b) The buildings and driveway on the proposed lots be designed to accommodate on-site vehicle turn-around capability to prevent vehicles from reversing onto Williams Road.
3. Registration of a legal agreement on Title to ensure that, upon subdivision of the property, a cross-access easement for the shared driveway access, common drive aisle, and the shared visitor parking stall will be registered on titles of the new lots.
4. Registration of a flood indemnity covenant on title.
5. Registration of a legal agreement on title identifying that the proposed development must be designed and constructed to meet or exceed EnerGuide 82 criteria for energy efficiency or to meet the Energy Star New Homes Standard, and that all dwellings are pre-ducted for solar hot water heating.
6. Submission of a Contract entered into between the applicant and a company specializing in tree relocation to undertake the transplant of the Monkey Puzzle tree onsite with proper removal, storage, and replanting techniques. The Contract should include the scope of work to be undertaken and a provision for the Arborist to submit a post-construction assessment report to the City for review.
7. Submission of a Tree Survival Security to the City in the amount of \$2,000 for the Monkey Puzzle tree to be transplanted on site. The City will release 50% of the security after construction and landscaping on the proposed duplex development on the future lot, where the Monkey Puzzle tree will be located, are completed, inspections are approved, and an acceptable post-construction impact assessment report is received. The remaining 50% of the security would be released one (1) year later subject to inspection.
8. 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.

Should the applicant wish to begin site preparation work after third reading of the rezoning bylaw, but prior to final adoption of the rezoning bylaw and issuance of the Development Permit, the applicant will be required to obtain a Tree Permit, install tree protection around trees to be retained/transplanted, and submit a landscape security in the amount of \$13,000 to ensure the replacement planting will be provided.
10. The submission and processing of a Development Permit* completed to a level deemed acceptable by the Director of Development.
11. City acceptance of the developer's offer to voluntarily contribute \$2 per buildable square foot (e.g. \$41,141.00) to the City's Affordable Housing Reserve Fund.

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

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

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

1. Submission of a Landscaping Security to the City of Richmond based on 100% of the cost estimates provided by the landscape architect.

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

1. Pay Single Family Development Cost Charges (City & GVS&DD) per each additional lot created, School Site Acquisition Charge, and Address Assignment Fee. Servicing connections are to be determined at Servicing Agreement stage.
2. Enter into a Servicing Agreement* for the design and construction of engineering infrastructure improvements. Works include, but may not be limited to, the following service works and off-site improvements:

Water Works:

- Using the OCP Model, there is 637.9 L/s of water available at a 20 psi residual at the Williams Road frontage. Based on your proposed development, your site requires a minimum fire flow of 95 L/s.
- The Developer is required to:
 - Submit Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) fire flow calculations to confirm the development has adequate fire flow for onsite fire protection. Calculations must be signed and sealed by a Professional Engineer and be based on Building Permit Stage and Building designs.
- At the Developers cost, the City is to:
 - Cut and cap the existing water service connections at the watermain along Williams Road frontage.
 - Install 12 new water service connections complete with meter and meter box along Williams Road frontage.

Storm Sewer Works:

- At the Developers cost, the City is to:
 - Cut and cap the existing storm service connections and remove the existing storm sewer inspection chambers fronting Williams Road.
 - Install 3 new storm service connections complete with a new inspection chamber and dual service leads, and tie-in to existing 600mm storm sewer on the south side of Williams Road.

Sanitary Sewer Works:

- At the Developers cost, the City is to:
 - Cut and cap the existing service lead to 5660 Williams Road in the southwest corner of the lot.
 - Cut and cap the existing sanitary service connections and remove the existing sanitary sewer inspection chamber for 5680 and 5700 Williams Road.
 - Install three (3) new service connections complete with inspection chambers and dual service leads along the south end of the property line.
- All sanitary works to be completed prior to on-site building construction.

PLN - 95

Initial: _____

Frontage Improvements:

- The Developer is required to:
 - Construct a new 2.0 m wide concrete sidewalk at the property line. The new sidewalk is to connect to the existing sidewalk east and west of the site.
 - Remove the existing sidewalk and backfill the area between the curb and the new sidewalk to provide a minimum 1.5 m wide treed and landscaped boulevard (width of the boulevard is exclusive of the 0.15 m wide top of curb).
 - Construct the driveways to City design standards with 0.9 m flares at the curb and 45° offsets to meet the grade of sidewalk/boulevard.
 - Provide special stamped/tinted concrete treatment for the sidewalk across each driveway and green bike lane paint for the bike lane at the crossing.
 - Consult Parks on the requirements for tree protection/placement including tree species and spacing as part of the frontage works.
 - Consult Engineering on lighting and other utility requirements as part of the frontage works.
 - Coordinate with BC Hydro, Telus and other private communication service providers:
 - To underground Hydro service lines.
 - When relocating/modifying any of the existing power poles and/or guy wires within the property frontages.
 - To determine if above ground structures are required and coordinate their locations (e.g. LPT, Shaw cabinets, Telus Kiosks, etc.).

General Items:

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

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

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

Note:

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

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

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

- 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 9551 (RZ 15-693220)
5660, 5680 and 5700 Williams 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 into the end of the table contained in Section 5.15.1 regarding Affordable Housing density bonusing provisions:

Zone	Sum Per Buildable Square Foot of Permitted Principal Building
"ZD5	\$2.00"

- b. Inserting the following into Section 16 (Site Specific Residential (Two-Unit Dwelling) Zones), in numerical order:

"16.5 Two-Unit Dwelling (ZD5) – Steveston/Williams

16.5.1 Purpose

The **zone** provides for **two-unit housing** and other compatible **uses** on properties along minor arterial roads within the Steveston Area.

16.5.2 Permitted Uses

- **housing, two-unit**

16.5.3 Secondary Uses

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

16.5.4 Permitted Density

1. The maximum **density** is one **two-unit housing unit** per lot.
2. The maximum **floor area ratio** is 0.40, together with an additional 37.5 m² per **dwelling unit** for use only as **accessory buildings** and on-site parking, which cannot be used for **habitable space**.
3. Notwithstanding Section 16.5.4.2, the reference to "0.4" is increased to a higher **density** of "0.60" if the **owner**, at the earliest time **Council** adopts a zoning

amendment bylaw to include the **owner's lot** in the ZD5 **zone**, pays into the **affordable housing reserve** the sum specified in Section 5.15 of this bylaw.

4. Notwithstanding Section 16.5.4.2 and Section 16.5.4.3, the maximum **floor area** per **dwelling unit** is 167.22 m².

16.5.5 Permitted Lot Coverage

1. The maximum **lot coverage** is 45% for **buildings**.
2. No more than 70% of a **lot** may be occupied by **buildings, structures** and **non-porous surface**.
3. 25% of the **lot area** is restricted to **landscaping** with live plant material.

16.5.6 Yards & Setbacks

1. The minimum **front yard** is 6.0 m
2. The minimum **interior side yard** is:
 - a) 2.0 m for **lots** of 20.0 m or more in width;
 - b) 1.8 m for **lots** of 18.0 m or more but less than 20.0 m in width; or
 - c) 1.2 m for **lots** less than 18.0 m wide.
3. The minimum **exterior side yard** is 3.0 m, except it is 6.0 m on an arterial **road**.
4. The minimum **rear yard** is 6.0 m. For a **corner lot** where the **exterior side yard** is 6.0 m, the **rear yard** is reduced to 1.2 m.
5. The minimum **setbacks** for **accessory buildings, carports, garages** and parking pads are:
 - a) 12.0 m for the **front yard**;
 - b) 3.0 m for the **exterior side yard**;
 - c) 1.2 m for the **interior side yard**; and
 - d) 6.0 m for the **rear yard**; except that for a **corner lot** where the **exterior side yard** is 6.0 m, the **rear yard setback** is reduced to 1.2 m.
6. **Bay windows, hutches**, fireplaces and chimneys, whether enclosed or unenclosed, which form part of the **principal building** may project for a distance of:
 - a) 1.0 m into the **front yard**;
 - b) 0.6 m into the **exterior side yard**; and
 - c) 0.6 m into the **rear yard**.
7. **Porches** which form part of the **principal building**, that are less than 5.0 m in **height** and open on those sides which face a public **road** may project for a distance of 1.5 m into the **front yard** and **exterior side yard**.

8. **Balconies** which form part of the **principal building** may project a distance of:
 - a) 0.6 m into the **front yard**;
 - b) 0.6 m into the **exterior side yard**; and
 - c) 0.6 m into the **rear yard**.
9. Other portions of the **principal building** which are less than 2.0 m in **height** may be located within the **rear yard** but no closer than:
 - a) 3.0 m of a public **road**;
 - b) 6.0 m of an arterial **road**; and
 - c) 1.2 m of the **rear lot line**.
10. No portion of a **two-unit housing building, garage or carport** shall be located further than 50.0 m from the **front lot line**, and in the case of **corner lot** or a **double fronting lot**, the **lot line** from which the **lot** is addressed and is principally accessed.

16.5.7 Permitted Heights

1. The maximum **height** for **principal buildings** is 2 **storeys**, but it shall not exceed the **residential vertical lot width envelope** and the **residential vertical lot depth envelope**. For a **principal building** with a flat roof, the maximum **height** is 7.5 m.
2. The ridge line of a front roof dormer may project horizontally up to 0.915 m beyond the **residential vertical lot depth envelope** but no further than the **setback** required for the **front yard**.
3. The ridge line of a side roof dormer may project horizontally up to 0.915 m beyond the **residential vertical lot width envelope** but no further than the **setback** required for the **interior side yard** or the **exterior side yard**.
4. The maximum **height** for detached **accessory buildings** less than 10 m² is 3.0 m measured from **finished site grade** to the roof ridge for a detached **accessory building** with a pitched roof, and 2.5 m for a detached **accessory building** with a flat roof.
5. The maximum **height** for detached **accessory buildings** greater than 10 m² is 4.0 m measured from **finished grade** to the roof ridge for an **accessory building** with a pitched roof, and 3.0 m for an **accessory building** with a flat roof.
6. The maximum **height** for **accessory structures** is 5.0 m.

16.5.8 Subdivision Provisions/Minimum Lot Size

1. The minimum **lot width** is 13.5 m, except where a vehicular access easement between the **front lot line** and the **carports, garages** and parking pads is secured on the neighbouring property, in which case the minimum **lot width** may be reduced to 10.5 m.
2. The width of the vehicular access easement in Section 16.5.8.1 must be least 50% the ultimate width of the required driveway.

4. The minimum **lot depth** is 45.0 m.
5. The minimum **lot area** is 464.5.0 m².

16.5.9 Landscaping & Screening

1. **Landscaping** and **screening** shall be provided according to the provisions of Section 6.0.
2. The **owner** shall plant and maintain within 3.0 m of the **front lot line** one new or replacement tree of a minimum size of 6.0 cm on every **lot**.
3. In the case of a **corner lot**, an additional new or replacement tree shall be planted within 3.0 m of the **side lot line** which **abuts a road**.
4. **Fences**, when located within 3.0 m of a **side lot line abutting** a public road, shall not exceed 1.2 m in **height**.

16.5.10 On-Site Parking and Loading

1. On-site **vehicle** parking shall be provided according to the standards set out in Section 7.0.
2. Where a driveway access is on an arterial road, the driveway width shall be 6.0 m for a driveway access servicing 2 or more units.
3. Where a shared driveway access is servicing 3 or more units, one visitor **parking space** shall be provided.
4. Visitor parking shall be:
 - a) marked with a clearly visible sign a minimum size of 300 mm by 450 mm with the words "VISITORS ONLY" in capital letters identifying the spaces; and
 - b) marked on the parking surface with the words "VISITORS ONLY" in capital letters a minimum 30 cm high and 1.65 m in length.

16.5.11 Other Regulations

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

2. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following area and by designating it **"TWO-UNIT DWELLING (ZD5) - STEVESTON/WILLIAMS"**.

P.I.D. 003-781-569

Lot 2 Except Part Subdivided by Plan 55424 Section 36 Block 4 North Range 7 West New Westminster District Plan 16855

P.I.D. 003-905-292

Lot 3 Except: Part Subdivided by Plan 55424 Section 36 Block 4 North Range 7 West New Westminster District Plan 16855

P.I.D. 003-935-906

Lot 967 Section 36 Block 4 North Range 7 West New Westminster District Plan 58348

3. This Bylaw may be cited as **"Richmond Zoning Bylaw 8500, Amendment Bylaw 9551"**.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

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

MAYOR

CORPORATE OFFICER



**Richmond Official Community Plan Bylaw 7100
Amendment Bylaw 9553 (RZ 15-693220)
5660, 5680 and 5700 Williams Road**

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

1. Richmond Official Community Plan Bylaw OCP Bylaw 7100 is amended by repealing the existing land use designation on the Steveston Area Land Use Map in Schedule 2.4 (Steveston Area Plan) thereof of the following area and by designating it "Duplex",

P.I.D. 003-781-569

Lot 2 Except Part Subdivided by Plan 55424 Section 36 Block 4 North Range 7 West New Westminster District Plan 16855

P.I.D. 003-905-292

Lot 3 Except: Part Subdivided by Plan 55424 Section 36 Block 4 North Range 7 West New Westminster District Plan 16855

P.I.D. 003-935-906

Lot 967 Section 36 Block 4 North Range 7 West New Westminster District Plan 58348

2. This Bylaw may be cited as **"Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 9553"**.

FIRST READING


PUBLIC HEARING

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

CITY OF RICHMOND
APPROVED by 
APPROVED by Manager or Solicitor 

MAYOR

CORPORATE OFFICER



**Richmond Land Use Contract
Discharge Bylaw No. 9562 (RZ 15-693220)
5700 Williams Road**

Whereas "Land Use Contract", having Charge Number RD86149, charges the following land:

P.I.D. 003-935-906
Lot 967 Section 36 Block 4 North Range 7 West New Westminster District Plan 58348
(the "Land Use Contract")

Whereas the Land Use Contract was entered into with the City of Richmond as a party and filed in the Land Title Office, New Westminster, British Columbia; and,

Whereas the owners of said land which is subject to the Land Use Contract have requested and agreed with the City that the "Land Use Contract" be discharged as against its property title;

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

1. That the Land Use Contract be discharged as against:
P.I.D. 003-935-906
Lot 967 Section 36 Block 4 North Range 7 West New Westminster District Plan 58348
2. That the Mayor and Corporate Officer are hereby authorized to execute any documents necessary to discharge the Land Use Contract from said land.
3. This Bylaw may be cited as "**Richmond Land Use Contract Discharge Bylaw No. 9562**".

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

ADOPTED

CITY OF RICHMOND
APPROVED by 
APPROVED by Director or Solicitor 

MAYOR

CORPORATE OFFICER



City of Richmond

Report to Committee Planning and Development Division

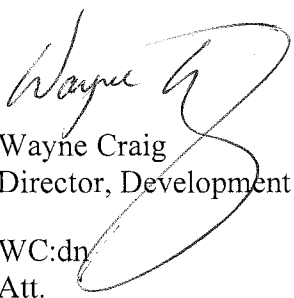
To: Planning Committee
From: Wayne Craig
Director, Development

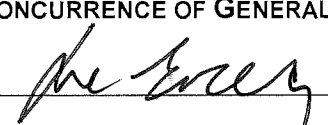
Date: May 11, 2016
File: RZ 13-641554

Re: Application by DA Architects + Planners on behalf of Lingyen Mountain Temple for Rezoning at 10060 No. 5 Road from Roadside Stand (CR), Assembly (ASY) and Agriculture (AG1) to Religious Assembly – No. 5 Road (ZIS7)

Staff Recommendation

1. That Richmond Zoning Bylaw 8500, Amendment Bylaw 9557 to create the “Religious Assembly – No. 5 Road (ZIS7)” zone, and to rezone 10060 No. 5 Road from “Roadside Stand (CR)”, “Assembly (ASY)” and “Agriculture (AG1)” to “Religious Assembly – No. 5 Road (ZIS7)”, be introduced and given first reading.
2. That the Public Hearing notification area be expanded to include all properties within the area bounded by Francis Road, Steveston Highway, No. 4 Road and Sidaway Road.


Wayne Craig
Director, Development
WC:dn
Att.

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

Staff Report

Origin

DA Architects + Planners, on behalf of Lingyen Mountain Temple (LMT), has applied to the City of Richmond to rezone the westerly 110 m wide portion of 10060 No. 5 Road (Attachment 1) from “Roadside Stand (CR)”, “Assembly (ASY)”, and “Agriculture (AG1)” to a new site-specific zone “Religious Assembly – No. 5 Road (ZIS7)” to permit expansion of the existing temple (Attachment 3).

The application to expand the existing LMT temple was considered by the Planning Committee on April 23, 2014. At that time the proposal included an Official Community Plan (OCP) amendment and a 18,463 m² (198,738 ft²) temple expansion. The proposal has been significantly redesigned since it was considered by the Planning Committee on April 23, 2014. The primary updates to the proposal include:

- Limiting the proposed development expansion area to the westerly 110 m (360 ft.) portion of the subject site consistent with both the site’s designation in the Official Community Plan (OCP) and the Backlands Policy;
- Reducing the proposed building floor area of the expansion by 53%;
- Reducing the proposed building heights and architectural massing; and
- Enclosing the majority of the proposed on-site parking.

A Servicing Agreement (SA) is required and is discussed in detail in Attachment 10. The scope of the SA includes storm sewer upgrades along the site’s No. 5 Road frontage, widening and extension of the existing sanitary right-of-way along the site’s No. 5 Road frontage, and road widening and frontage improvements along the site’s No. 5 Road frontage.

Findings of Fact

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

Background

The existing Lingyen Mountain Temple (LMT) is a Buddhist monastery consisting of existing buildings that were constructed in 1999 on the northwest corner of the subject site. The current configuration of the temple includes a prayer hall facing the street, an unenclosed courtyard bound by two (2) monastery wings, and a recitation hall to the east, with a total floor area of approximately 3,132 m² (33,716 ft²), excluding covered walkways.

On April 23, 2014, the Planning Committee considered a proposal to expand the temple. This scheme proposed to amend the Official Community Plan (OCP) designation to extend the “Community Institutional” designation eastward beyond the existing boundary for institutional use to include an additional 110 m (360 ft.) to 115 m (377 ft.), in order to designate a total of 220 m (720 ft.) to 225 m (738 ft.) wide portion of the site for institutional uses.

The April 23, 2014 staff report recommended denial of the proposal based on staff's assessment that:

- Impacts associated with the overall building height and massing were not yet resolved;
- The proposed agricultural compensation required additional details;
- The Traffic Impact Assessment (TIA) required further work; and
- Further clarification regarding the proposed dormitory use was required.

The following referral was carried at the April 23, 2014 Planning Committee meeting:

That staff examine the options to revise the application for the rezoning of 10060 No. 5 Road from "Roadside Stand (CR)" Zone and Assembly (ASY)" to "Site-Specific Assembly (ZASY)" and report back.

Synopsis of Significant Project Revisions

In response to the Planning Committee referral, the applicant worked with staff and has significantly revised the proposal. The following table provides an overview of the significant changes proposed by the current proposal. The associated details are discussed in a subsequent section of this report.

Table 1: Synopsis of Proposal Revisions

	April 2014 Expansion Proposal	Current Expansion Proposal
OCP Amendment	OCP amendment proposed Development proposed on a westerly 220 m to 225 m wide portion of the site. Inconsistent with the OCP and the Backlands Policy	No OCP amendment proposed. Development limited to the westerly 110 m wide portion of the site in accordance with the OCP and the Backlands Policy
Farm Plan	Proposal encroaches into Backlands. Farm Plan details, including drainage, to be developed.	Compliance with the Backlands Policy. Developed Farm Plan. Provisions to secure a north/south farm access road on the Backlands.
Floor Area	Proposed total expansion floor area: 18,463 m ² (198,738 ft ²)	Proposed total expansion floor area, exclusive of covered walkways: 8,748 m ² (94,170 ft ²) 53% reduction in proposed building floor area
Building Mass	Eight (8) buildings introducing 18,463 m ² (198,738 ft ²) of floor area.	Ten (10) buildings introducing 8,748 m ² (94,170 ft ²) of floor area. Reduced building footprints and associated roof mass. Large buildings replaced with a number of smaller and lower buildings.
Building Height	Proposed Main Buddha Hall maximum building height: 30 m (98 ft.) from finished grade or 31.57 m (104 ft.) geodetic	Proposed Main Buddha Hall maximum building height: 25.9 m (85 ft.) from finished grade or 27.48 m (90 ft.) geodetic Building heights and sizes generally reduced.
Parking	456 surface parking stalls proposed within the No. 5 Road setback.	The Traffic Impact Assessment (TIA) establishes an on-site minimum parking requirement of 385 parking stalls. Building floor area has been reduced by 53%; however, the proposed on-site parking is reduced by only 15%. Majority of on-site parking would be provided within an enclosed parking structure. Surface parking screened from No. 5 Road.
Traffic	Further development of TIA required.	TIA supported by staff.

	April 2014 Expansion Proposal	Current Expansion Proposal
Volumes	Traffic management and parking arrangements for major events not resolved to the satisfaction of the City.	The TIA provides options for managing traffic during special events, identifies improvements to No. 5 Road, and reviews broader potential traffic impacts.
Nuns/Monks & Retreats	Expected number of resident nuns: 147 Expected number of retreat participants: 152	Expected number of resident nuns and/or monks: 60. Expected number of retreat participants: between 10 to 70 participants.

Surrounding Development

To the north: unopened Williams Road and Mylora Golf Club zoned “Golf Course (GC)”, designated “Community Institutional” and “Agriculture” in the Official Community Plan (OCP). An ALR non-farm use application has been submitted on the Mylora Golf Club site to facilitate subdivision of the existing parcel into five (5) lots fronting No. 5 Road and one (1) backlands lot.

To the east of 10060 No. 5 Road: Highway 99 and farmed agriculture land zoned “Agriculture (AG1)” and designated “Agriculture” in the OCP.

To the south of 10060 No. 5 Road: the proposed development would abut a church on a parcel zoned “Assembly (ASY)” and designated “Community Institutional” in the OCP. The southeast leg of the site abuts a City owned parcel to the south zoned “Agriculture and Botanical Show Garden (ZA3) – Fantasy Gardens (Ironwood Area)” and designated “Agriculture” in the OCP.

To the west: No. 5 Road, a church (at the corner of Williams Road and No. 5 Road) zoned “Assembly (ASY)”, and single-family homes zoned “Single Detached (RS1/E)”. The church is designated “Community Institutional” and the single-family lots are designated “Neighbourhood Residential” in the OCP.

Related Policies & Studies

Official Community Plan (OCP)

The site is designated “Community Institutional” on the westerly 110 m (360 ft.) portion of the site and “Agriculture” on the balance of the property. The proposal complies with the Official Community Plan (OCP).

Agricultural Land Reserve (ALR) Buffer Zone & No. 5 Road Backlands Policy (Policy 5037)

The subject property is entirely within the Agricultural Land Reserve (ALR); removal of the parcel from the ALR is neither proposed nor required. The City’s No. 5 Road Backlands Policy (Policy 5037), which was adopted by Council on March 27, 2000), was developed in partnership with the Agricultural Land Commission (ALC). The policy establishes the maximum limit for community institutional uses at 110 m (360 ft.) from the property line abutting No. 5 Road and requires active farming on the remainder of the property, which is referred to as the Backlands. The policy applies to properties fronting onto No. 5 Road between Blundell Road to the north and Steveston Highway to the south. The proposal complies with the policy.

Floodplain Management Implementation Strategy

The proposed redevelopment must meet the requirements of the Richmond Flood Plain Designation and Protection Bylaw 8204. Registration of a flood indemnity covenant is required

Riparian Management Area (RAR)

10060 No. 5 Road extends to the top of the bank of an existing linear water course located adjacent to Highway 99. The watercourse is identified in the City's Riparian Area Regulation (RAR) inventory. The watercourse has been assessed to have ecological value and an existing berm, which is approximately 15 m (49 ft.) wide, is located on the applicant's site and extends from the top of the bank. There is no disturbance of this area planned in association with the subject rezoning application or associated farm activities. However, the location of this berm may be affected by road widening associated with the George Massey Tunnel Replacement (GMTR) project, which is discussed in more detail in a subsequent section of this report.

External Agency

Ministry of Transportation and Infrastructure (MOTI)

The eastern edge of the subject site abuts a Provincial Highway; therefore, the rezoning application was referred to the Ministry for review. The applicant was required to provide the following to the satisfaction of MOTI:

- Traffic Impact Assessment (TIA)
- Pre and Post Development Runoff Calculations
- Agricultural Assessment Plan
- Drainage and Planting Plan

MOTI staff have confirmed that these requirements have been satisfactorily provided.

The George Massey Tunnel Replacement (GMTR) project includes acquisition of land for road widening from properties within the No. 5 Road Backlands Policy area that are adjacent to Highway 99. The width of land required for road widening varies depending on location and the ultimate project design drawings. At this time, widening requirements have not been finalized.

Although the subject site is affected by the GMTR project, the proposal to rezone a westerly 110 m (360 ft.) wide portion of the subject site is mostly independent of the GMTR project and may proceed independently. In accordance with Section 52 (3) (a) of the Transportation Act, a zoning bylaw amendment must be approved by the MOTI if the subject project is within 800 metres (2,625 ft.) of an intersection of a controlled access highway. The MOTI is using their legislative authority to request a 5 m (16 ft.) wide dedication along the eastern edge of this site. This is the first time the City has been requested to secure significant additional highway widening in the Backlands area through a rezoning application. However, the land acquisition negotiations led by the GMTR project currently include this 5 m wide portion of the site. Therefore, dedication of the easterly 5 m (16 ft.) wide portion of the subject site is required only in the case that the GMTR project land acquisition negotiations do not occur or are not complete by the time the subject application has otherwise addressed all bylaw adoption requirements.

Agricultural Land Commission (ALC)

The Agricultural Land Commission (ALC) has considered a number of proposals that have been initiated by the LMT and has issued a series of conditional approvals over a period of fourteen (14) years. The ALC has advised that there is no expiration clause associated with the conditional approvals. A conditional approval, which considered non-farm use on the westerly 140 m (460 ft.) portion of the site, was issued by the ALC on February 6, 2002. The applicant will utilize only a westerly 110 m (360 ft.) wide portion of the site for non-farm use. The proposed site-specific zoning bylaw, which limits the rezoning boundary to the westerly 110 m

(360 ft.) portion of the site, would prohibit extension of non-farm use. As a condition of bylaw adoption, the applicant is required to provide the City with written confirmation from the ALC that all terms associated with the resolution have been addressed to the satisfaction of the ALC.

Public Consultation

A rezoning sign has been installed on the subject property. The development review process that has occurred since April 23, 2014 has not resulted in any direct phone calls and/or emails to staff. However, there has been considerable consultation as discussed below.

The process of redesigning the proposal included consideration of the various concerns that were previously expressed by some members of the public related to the scheme considered in 2014.

- Encroachment into the agriculture designated Backlands results in loss of agriculture land
The proposal was amended to restrict redevelopment to the westerly 110 m portion of the site and does not encroach into the Backlands.
- Buildings, particularly the Main Buddha Hall, are too high
The height of the Main Buddha Hall was lowered from 30 m (98 ft.) from finished grade or 31.57 m (104 ft.) geodetic to 25.9 m (85 ft.) from finished grade or 27.4 m (89 ft.) geodetic. Building footprints and roof mass were reduced and building heights were generally reduced.
- Traffic volumes will increase as a result of expanding the temple
The site plan was revised to improve on-site circulation and include provisions for on-site queuing. Direct access to residential driveways on the west side of No. 5 Road across from the subject site would be maintained. The proposed on-site parking is either enclosed or visually screened.

Subsequent to undertaking these updates, the applicant hosted two (2) public consultation opportunities to gather feedback regarding the changes to the proposal.

Public Information Meeting (June 23, 2015)

A Public Information Meeting (PIM) was hosted at the South Arm Community Centre on June 23, 2015 between 6:30 PM to 8:30 PM. Notification included Canada Post delivery of approximately 3,549 event flyers, advertisement in the local paper, and letters to stakeholder groups and local businesses. Approximately 352 comments forms were received at the public information meeting. The information presented at the public information meeting and feedback forms were also made available on-line. An additional 176 comments forms were submitted through the website. On-line responses were accepted until June 29, 2015.

Attachment 4 was prepared by the applicant and provides a synopsis of the event. The applicant's analysis indicates 99% approval for the revised height and size of the project, 94% support for traffic management strategies used to manage special events when traffic volumes increase, and 99% support for the revised proposal. A binder that includes a copy of all information presented to the public and a copy of all completed comments forms is available in the Councillor's Lounge, at the City Clerk's Office and on-line as part of supplementary information to this report.

Attachment 5 includes a series of maps created by staff that plot responses from households from within the defined notification catchment area to the feedback questionnaires that were distributed by the applicant.

Round Table Meeting with Local Residents (November 10, 2015)

A Round Table Meeting, which was initiated by the applicant, was hosted on November 10, 2015 at the South Arm Community Centre. The applicant initiated the meeting to provide a second, more intimate opportunity for local residents to discuss the proposal. The meeting focused on introducing the revised proposal and providing an opportunity to discuss and note resident concerns, as well as providing information and responding to questions. The applicant's synopsis is attached to this report (Attachment 6). Copies of all comments forms that were received are in a binder in both the Councillor's Lounge and are available at the City Clerk's Office and on-line as part of supplementary information to this report.

Should the Planning Committee endorse this application and Council grant 1st reading to the rezoning bylaw, the bylaw will be forwarded to a Public Hearing, where any area resident or interested party will have an opportunity to comment. An expanded Public Hearing notification area bounded by Francis Road, Steveston Highway, No. 4 Road and Sidaway Road is recommended by staff (Attachment 9).

Richmond Agricultural Advisory Committee (AAC) Review

The Richmond Agricultural Advisory Committee (AAC) considered the applicant's proposed Farm Plan on December 17, 2015. The proposal was unanimously supported by the AAC provided that a financial security to ensure implementation of the Farm Plan is provided as a condition of the rezoning approval. Minutes from the meeting are attached to this report (Attachment 7).

The farm strategy for the subject site includes retention of existing fruit trees, development of four (4) acres as a native tree nursery, development of two to three (2 to 3) acres for the production of Haskap berries, and development of one (1) acre for the production of blueberries. To ensure implementation of the Farm Plan, the applicant will provide a bond (i.e. \$186,000.00) as a condition of rezoning bylaw adoption.

Analysis

Project Description

The proposed expansion is characterized as a two (2) phase extension of the existing LMT temple. The intention is to include the existing temple into the overall expansion proposal and to establish a single integrated temple on the subject site. Once completed, a replica of the existing temple buildings that are currently located on the site, which are characterized as a series of buildings linked by covered walkways arranged around an outdoor courtyard, would "bookend" a similar but larger arrangement of temple buildings that would be constructed during the first phase of development (Attachment 3).

Scope of Expansion

The proposed expansion of the existing LMT would introduce an additional 8,748 m² (94,171 ft²) of floor area, excluding covered walkways on the westerly 110 m (360 ft.) wide undeveloped portion of the subject site. If approved, the total floor area on the site, including the existing temple, exclusive of covered walkways, would be 11,881 m² (127,885 ft²). The proposed total expansion includes 53% less floor area than proposed in 2014. Although the expansion would establish the LMT as the largest institutional building within the No. 5 Road corridor, the

associated Floor Area Ratio (FAR), excluding covered walkways, would remain below the maximum FAR 0.50 permitted for institutional uses under the standard Assembly (ASY) zone.

The proposed expansion would be entirely accommodated within the westerly 110 m (360 ft.) portion of the subject site, in accordance with the No. 5 Road Backlands Policy and existing OCP designations. The rezoning application includes the 110 m (360 ft.) wide portion of the site where the existing temple is located. The total area of the lot proposed to be rezoned is 25,381 m² (273,200 ft²), which includes the 5,833 m² (62,790 ft²) portion of the site where the existing temple is located. For the purpose of comparison, the superceded expansion proposal proposed to rezone a 37,999 m² (410,000 ft²) portion of the site, which did not include the area occupied by the existing temple. The total portion of the property proposed to be developed to accommodate institutional use has been reduced by 48%.

Building Floor Area and Heights

The expansion proposal includes ten (10) new structures with varying building area and height as outlined in Attachment 3. The following table provides a synopsis of religious assembly building heights for existing buildings within the No. 5 Road institutional corridor.

Table 2: Synopsis of Existing Religious Assembly Maximum Building Heights

Site	Maximum Building Height
Shia Muslim at 8580 No. 5 Road	20.1 m (66 ft.) for 2 spires and 15.4 m (51 ft.) for large architectural dome
India Cultural Centre at 8600 No. 5 Road	17 m (56 ft.) for steel frame Onion dome. >12 m (40 ft.) for 5 small domes
Thrangu Monastery at 8140 No. 5 Road	21.4 m (70 ft.)
Existing LMT at 10060 No. 5 Road	21 m (69 ft.) or 22.57 m (74 ft.) geodetic (existing Main Buddha Hall)
Proposed LMT Expansion at 10060 No. 5 Road	25.9 m (85 ft.) or 27.48 m (90 ft.) geodetic (proposed new Main Buddha Hall)

Overall, the proposed building mass and heights have been reduced since the proposal was considered by members of Council in 2014. A defining feature of the proposal is that the proposed building heights are fixed by their relationship to the existing temple buildings. The proposed development is characterized by “bookend” buildings on either side of a larger arrangement of similarly arranged temple buildings. To ensure consistency of building heights between the “bookend” buildings and associated building height relationships throughout the proposal, the applicant surveyed the heights of the existing buildings to establish their geodetic heights to provide precise height references.

The buildings are proposed to be constructed in two (2) phases as shown in the diagram below.
Phase 1:

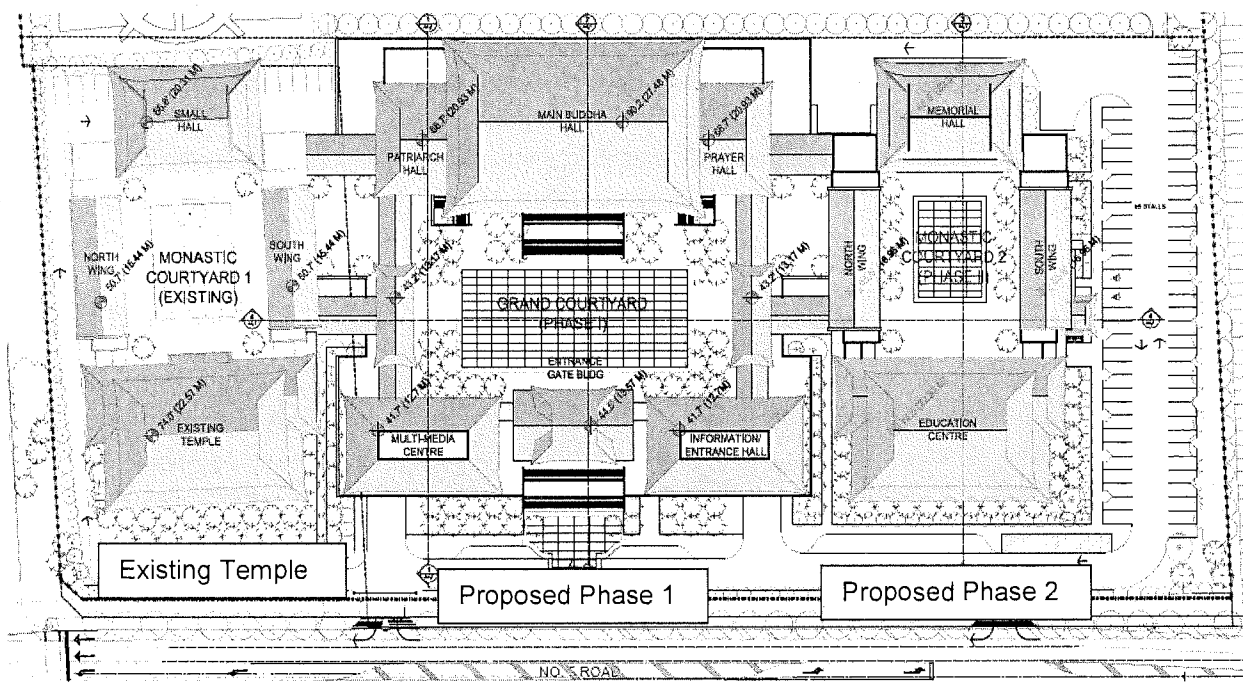
- The first phase of development would include 4,474 m² (48,160 ft²) of floor area exclusive of covered walkways.
- Buildings that are proposed in Phase 1 would be located above an enclosed parking structure and proposed building heights in Phase 1 are inclusive of the height of the parking structure.

- Phase 1 would include the tallest building proposed on-site, the Main Buddha Hall, which is 5 m (16 ft.) taller than the existing tallest temple building. The height for the proposed Main Buddha Hall building is 25.9 m (85 ft.) or 27.4 m (90 ft.) geodetic.
- The Main Buddha Hall building is proposed to be centrally located on the easterly edge of the development area. The location both maintains symmetry and hierarchical principals that are typical of Buddhist architecture while minimizing the potential view and shadow impacts on adjacencies.
- The height and mass of the remaining proposed buildings are proportionally reduced based on their relationship with the proposed Main Buddha Hall.

Phase 2:

- Phase 2 includes the “bookend” buildings and a surface parking area that would be screened from views from No. 5 Road. The associated proposed floor area, exclusive of covered walkways, is 4,274 m² (46,000 ft²).
- In proposed Phase 2, to maintain the “bookend” relationship with the existing temple buildings, the tallest building height is 21 m (69 ft.) or 22.5 m (74 ft.) geodetic for the temple proposed at the south west corner of the proposed development area, which is consistent with the height of the existing temple’s tallest building.
- The remaining buildings within the proposed second phase of development would similarly mirror the finished building height of the existing temple buildings.

Image 1: Proposed Phasing Plan



Potential Impact on Adjacent Properties

The site plan minimizes impacts on adjacent properties.

- Taller buildings are generally located on the eastern portion of the development area. As a result, the visibility of the taller buildings would be partially screened by the lower buildings proposed on the western portion of the site (Attachment 3).

- A proposed minimum 29 m (95 ft.) south side yard building setback minimizes shadow and overlook impacts on the adjacent institutional building. Impacts on the southern neighbouring property from the proposed surface parking area would be minimized by the retention of twenty eight (28) of 32 existing trees that straddle or are within close proximity of the southern property line, and the proposed landscaping strategy (Attachment 3).
- The visibility of the proposed temple expansion from Highway 99 is reduced by restricting development to the westerly 110 m (360 ft.) portion of the site.
- The proposed temple expansion consists of ten (10) structures that are linked by an unenclosed covered walkway. By separating the temple floor area into nine (9) individual buildings:
 - The overall building mass is dispersed between individual buildings;
 - The roof volume is broken up;
 - A diversity of building heights is introduced;
 - View corridors through the proposed temple expansion are introduced.

Vehicle & Pedestrian Circulation, and No. 5 Road Improvements

The proposal includes two (2) vehicle access points from No. 5 Road. Williams Road is intended as a farm access only road. Existing access would be closed. The northern most access, which is nearest to the Williams Road and No. 5 Road intersection, would be restricted to right turns only. Left-in and left-out vehicular movements would be physically restricted by a channelized island. The southern site access would permit full turning movements and would be associated with the introduction of a left turn lane along No. 5 Road to accommodate southbound vehicles waiting to turn left into the site. Covenant BJ1287A, which restricts the width of access to the site to 7.75 m (25 ft.), would be discharged as a condition of bylaw adoption to facilitate the proposed 9 m (29 ft.) wide access on the southern portion of the site. Painted centre medians are proposed along No. 5 Road to maintain access to existing single family driveways on the west side of the No. 5 Road.

Once on-site, vehicles would travel along a perimeter drive aisle that provides options to access either the enclosed parking or the surface parking area. By providing travel path options and including provisions for on-site vehicle stacking, traffic would be dispersed during high traffic volume events. By directing vehicle traffic to the perimeter of the development area, separation between vehicles and pedestrians is maximized.

Pedestrian and cycling traffic to the site would be encouraged by introducing a shared 3.5 m (12 ft.) wide off-site pedestrian and cycling path along the site's No. 5 Road frontage. The improvements would be consistent with those introduced by recent development at the southern end of No. 5 Road toward Steveston Highway. The primary pedestrian access would be shifted from the existing Meditation Hall grand stairs to an entrance gate structure in proposed Phase 1. The proposal to arrange buildings around open courtyards and to connect buildings using unenclosed walkways would provide options for pedestrians moving between buildings and separate pedestrians from on-site driveways. The applicant would contribute \$50,000 towards transit related upgrades in proximity of the site to further support transit use.

North/South Farm Access Road

On February 15, 2016, the No. 5 Road Backlands Policy was amended to include provisions to establish a north/south farm access road between properties that are located within the Backlands to divert farm vehicles away from No. 5 Road, minimize potential traffic conflict between the general public and farm users, and provide continuous, connected farm vehicle access to support farming of the Backlands. Introduction of a north/south farm access road on the subject site would provide direct farm access between 10640 No. 5 Road (the City owned "Gardens") and a portion of 9500 No. 5 Road, which is located on the north side of Williams Road, and proposed to be dedicated to the City for farm use in the future.

The desired location for the north/south farm access road is along the eastern edge of the site. The applicant proposes to comply with the policy; however, at this time, the location of the north/south farm access road cannot be established as the ultimate location of the east property line will change as a result of road widening associated with the GMTR project, which is discussed in an earlier section of this report. As a condition of rezoning bylaw adoption, the applicant will be required to register a covenant on title prohibiting issuance of a Building Permit for proposed Phase 1 until a right-of-way is secured on the site that secures a farm access road for use by farm vehicles as discussed in Attachment 10 and includes construction and maintenance of the farm access road that continues to Williams Road. The Williams Road road allowance provides an opportunity for the east/west connection to No. 5 Road.

Landscaping

A garden experience is fundamental to the overall design. The proposal would include landscaping along the perimeter of the site, between buildings, within open courtyards and active farming of the Backlands. A schematic landscape plan for the site's No. 5 Road perimeter and along the southern property line that abuts the existing assembly building has been provided (Attachment 3). An associated bond (i.e. \$457,997.00) would be held until both phases of development are complete and the site is suitably landscaped as shown in the landscape plan. The plan and the bond also include provisions for the installation of a landscape buffer separating the proposed institutional use from agricultural use on the site's Backlands.

Improvements to the No. 5 Road boulevard would be undertaken through the SA process and would be consistent with the treatment established by recent mixed use development at the intersection of Steveston Highway and No. 5 Road. The existing 1.4 m (4.5 ft.) high solid fence would be improved and extended, and trees and shrubs would be planted to establish a double row of trees along the No. 5 Road frontage and to soften the character of the on-site north/south drive aisle. Use of asphalt for the north/south drive aisle would be limited. To enhance the treatment along the southern edge of the site, which benefits from existing trees on the neighbour's property, the applicant proposes to introduce a rain garden and new trees and shrubs along the southern perimeter of the site.

Advisory Design Panel (ADP)

The project was presented by the applicant to the ADP on March 9, 2016 with the intention of focusing the review on features associated with elements that are controlled by zoning, including building mass, height, and site planning. The Panel supported the overall proposed building heights, building massing and site plan. A copy of the relevant excerpt from the ADP Minutes from March 9, 2016 is attached for reference and includes the applicant's design response

immediately following the specific Design Panel comments identified in '***bold italics***' (Attachment 8).

Vehicle Parking

A Traffic Impact Assessment (TIA) has been provided. Instead of determining the required parking based on a rate applied to proposed floor area, Transportation has accepted a fixed parking requirement of 385 parking stalls as recommended by the TIA. The analysis undertaken by the TIA considered growth rate projections compared against floor area based calculations, historical demands, best practices applied in other municipalities, and site specific parking needs that consider low parking demand associated with specific uses that are proposed on-site. Transportation staff support the TIA report findings.

The proposed development includes unique land uses with the following characteristics that warrant consideration of a site-specific parking solution.

- The proposed expansion includes large areas of ornamental space where people do not congregate and that would not generate parking demand.
- 3,133 m² (33,725 ft²) or 0.13 FAR of the maximum permitted building area would be dedicated for use by the nuns and/or monks. Nuns/monks do not drive and only occasionally leave the site.
- The area used by people on retreat or pupils attending Sunday school would not generate significant traffic.
- Secondary uses would not generate notable traffic. The Patriarch Hall, Memorial Hall and Prayer Hall would open during standard temple hours but do not represent the main purpose for visiting the temple; therefore, these areas would not independently generate traffic.
- Excluding special events, the busiest time at the LMT is during a four (4) hour window on Sunday afternoons. During the past five (5) years, the observed peak parking demand during a regular Sunday afternoon is 180 vehicles. The proposed expansion is proposed to generate peak Sunday demands of approximately 255 vehicles with the construction of Phase 1 and up to 349 vehicles with construction of Phase 2. Consistent with best transportation industry practises, a 10% parking buffer would be provided. The applicant has confirmed that Phase 1 will provide 434 parking spaces and Phase 2 will introduce 386 stalls, which complies with the minimum required 385 stalls, which includes a 10% parking buffer, as recommended in the TIA, and supported by Transportation.

Staff note that bicycle parking would be provided in accordance with the Richmond Zoning Bylaw

Special Event Parking

There are three (3) special events hosted at the LMT during the year. The large celebrations include the Chinese New Year, Buddha's Birthday, and the Temple's Anniversary. The events are associated with increased parking demand.

The TIA includes an overview of observed event parking demand in 2002, 2010, 2013 and 2015. The peak observed event parking demand was 598 vehicles during the Buddha's Birthday in 2015. During this event 421 vehicles parked on-site, 177 vehicles parking at two (2) off-site parking locations established by the LMT's large event traffic management plan, and numerous

people were observed using transit. The LMT has a positive history of implementing traffic control measures during special events and proposes to continue to work with the City and RCMP through the Richmond Event Approval Coordination Team (REACT) process, to manage parking during large events using the following strategies:

- Secure off-site parking agreements;
- Encourage transit use;
- Arrange “No Parking” signs along both sides of No. 5 Road in the area of the temple property;
- Employ a traffic/parking control company and volunteers to assist with traffic control on-site and at remote parking lots
- Provide bus and van shuttles between off-site parking areas
- Use of temporary wayfinding signs;
- Issue a letter to neighbours prior to any special event; and
- Provide the City with an annually updated transportation management plan.

Transportation supports the proposed strategies for management of traffic during large events.

Loading

Transportation supports calculation of the loading requirement based on area that would generate a loading demand. The overall development would provide two (2) medium spaces and one (1) large loading space. The two (2) medium spaces would be arranged front to back to also accommodate a large loading space.

Religious Study & Residence

Religious assembly use, as defined in Richmond Zoning Bylaw 8500, permits convents and monasteries. Forty one (41) nuns currently live at the temple. Following expansion of the temple, the existing temple buildings would be exclusively used by the nuns. Monks may reside on-site in the future. The LMT has advised that upon completion of the expansion, approximately 70 nuns and/or monks may stay on-site.

Retreats provide local members of the public with an opportunity to participate in uninterrupted study and meditation. The applicant proposes to continue to offer retreats that range from 2 days to 10 days in duration. Attendance varies depending on the length of the retreat. The applicant has advised that 2 day retreats would typically be attended by 50 individuals. However, the number of participants may increase to approximately 70 individuals during special events. In comparison, 10 day retreats would be attended by approximately 10 individuals. Those on retreat would sleep in the dormitories and remain on-site for the duration of the retreat.

Proposed Rezoning Bylaw

To date, institutional buildings along No. 5 Road have been accommodated using the standard Assembly (ASY) zone and a Development Variance Permit to permit architectural features with cultural significance to the user group that require additional building height. A Development Permit is not required for an institutional building. A site-specific zone is proposed and includes the following provisions:

- Floor Area Ratio (FAR): The bylaw would reference a maximum allocation of 0.13 FAR of the maximum permitted FAR for exclusive use by nuns/monks and/or dormitory use to accommodate retreats. The bylaw would limit the number of people participating in retreats by limiting the dormitory use to a maximum of 70 people.

- **Height and Building Location:** A range of building heights are proposed, the bylaw references geodetic maximum building heights and corresponding building footprints to ensure buildings are placed in accordance Attachment 3.
- **Parking:** The bylaw identifies a fixed parking requirement of 385 parking stalls.

Tree Retention and Replacement

The City Tree Preservation Coordinator has 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
Development site	13	Poor condition (dying, previously topped and/or exhibit structural defects) Remove and apply 2:1 replacement
Neighbouring Property (10160 No. 5 Road)	32	To be protected as per City of Richmond Tree Protection Information Bulletin Tree-03.
	4	Recommendation to remove 4 trees (tag # 331,340,343,350). Permission from the adjacent property owner and issuance of a valid tree removal permit is required. If permission to remove the trees is not granted, the trees are to be protected.

The applicant has provided a schematic landscape plan that includes the perimeter treatment along the site's western and southern property lines. Ninety four (94) trees are proposed to be planted on-site along the western and southern edge of the site. Further, the applicant intends to include landscaping throughout the site, including courtyard areas.

OCP Sustainability

The applicant has advised that construction of a LEED Gold equivalency building is intended. The environmental features would be confirmed at the detailed building design stage and the applicant has advised that the development may include:

- Heat exchangers and ground source heat pumps,
- Water efficiency features;
- Extensive recycling and composting programs; and/or
- Photovoltaic power generation, energy efficient appliances and fixtures, as well as energy efficient wall and roof construction.

Dedications & Improvements and Servicing Capacity & Upgrades

The applicant is required to provide road dedications and undertake frontage improvements as discussed in detail in Attachment 10.

Engineering servicing upgrades would be addressed through the required Servicing Agreement (SA), which is discussed in detail in Attachment 10. The scope of the SA includes but is not limited to upgrading existing storm sewers, installation of a new fire hydrant at Williams Road frontage, and widening and extending the sanitary right of way along the site's No. 5 Road frontage. Existing utility statutory right-of-ways (BP194151 and BP243287) are to be discharged and replaced with a new utility statutory right-of-way.

Financial Impact or Economic Impact

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

Conclusion

The applicant has significantly revised the proposal to expand the LMT temple to address concerns that were expressed by some members of the Planning Committee on April 23, 2014. The proposal has been revised to limit the development area to the westerly 110 m (360 ft.) portion of the subject site and complies with both the site's designation in the OCP and with the Backlands Policy. The applicant has developed a farm plan that is supported by the AAC and proposes enhanced farming of the Backlands. The proposed building floor area has been reduced by 53%, the majority of parking is enclosed, and proposed building heights and building mass have been reduced. The applicant has provided a TIA that identifies a minimum number of on-site parking spaces for regular temple operation and articulates traffic management strategies for large events, which is supported by Transportation staff.

On this basis, staff:

1. Recommend that Zoning Bylaw 8500, Amendment Bylaw 9557 be introduced and given first reading; and
2. Recommend that the Public Hearing notification area be expanded to include all properties bounded by Francis Road, Steveston Highway, No. 4 Road and Sidaway Road.



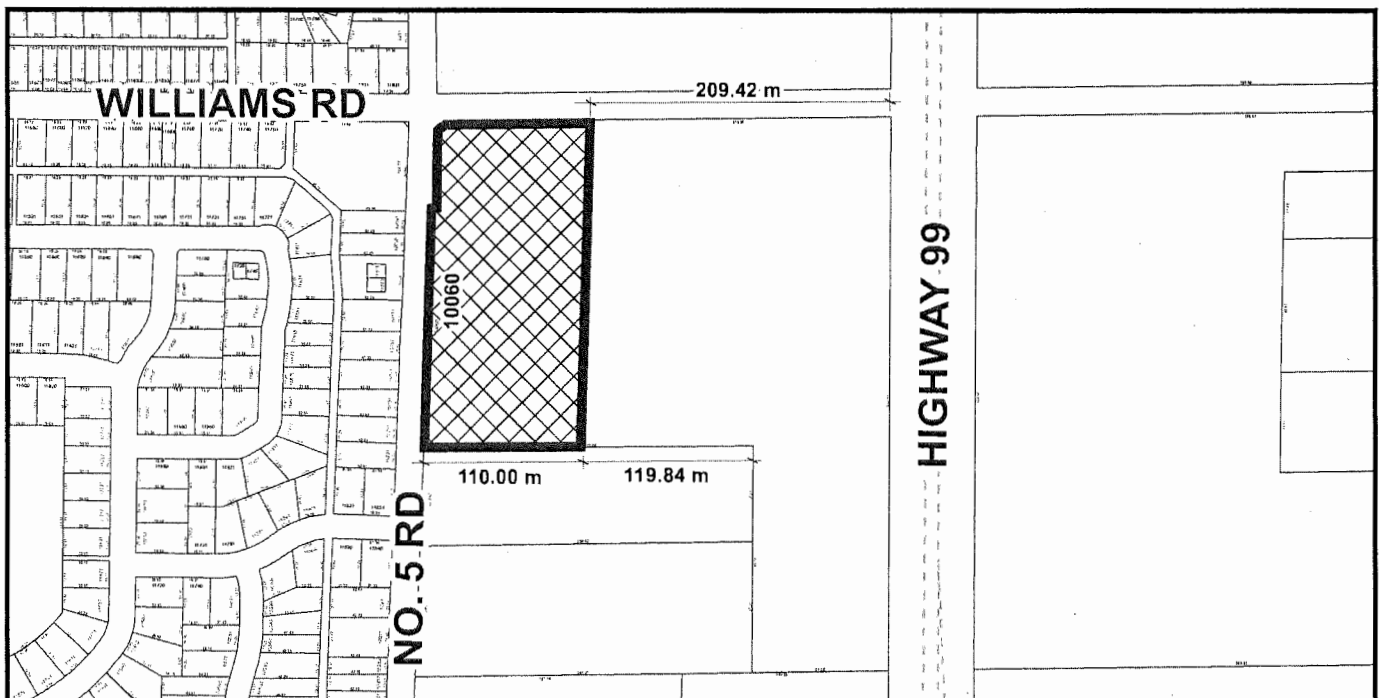
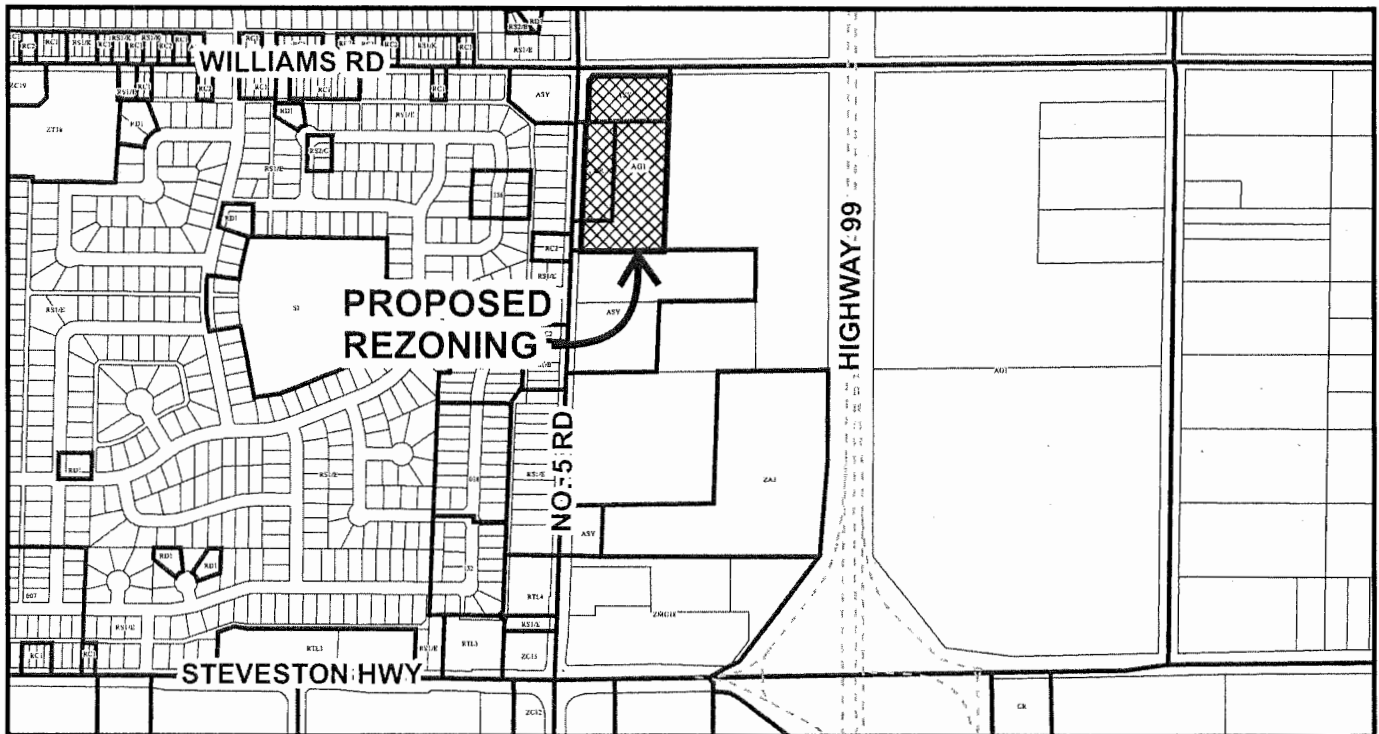
Diana Nikolic, MCIP
Senior Planner/Urban Design

DN:cas

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| Attachment 1: | Location Map |
| Attachment 2: | Development Application Data Sheet |
| Attachment 3: | Conceptual Development Plans |
| Attachment 4: | Public Open House Material and Synopsis (prepared by applicant) |
| Attachment 5: | Public Open House Neighbourhood Responses Map |
| Attachment 6: | Round Table Feedback (prepared by applicant) |
| Attachment 7: | Agriculture Advisory Committee (AAC) Minutes Excerpt |
| Attachment 8: | Advisory Design Panel (ADP) Minutes Excerpt (with responses from the applicant) |
| Attachment 9: | Recommended Public Hearing Notification Area |
| Attachment 10: | Rezoning Considerations |



City of Richmond



RZ 13-641554

Original Date: 04/29/16

Revision Date: 05/11/16

Note: Dimensions are in METRES



City of
Richmond



RZ 13-641554

Original Date: 12/10/15

Revision Date: 05/11/16

Note: Dimensions are in METRES



City of Richmond

Development Application Data Sheet

Development Applications Department

RZ 13-641554

Attachment 2

Address: 10060 No. 5 Road

Applicant: DA Architects + Planners on behalf of Lingyen Mountain Temple

Planning Area(s): No. 5 Road Backlands

	Existing	Proposed
Owner:	Lingyen Mountain Temple	Lingyen Mountain Temple
Site Size (m²):	92,001 m ² (22.73 acres)	90,853 m ² (22.45 acres)
Land Uses:	Temple, farming	Expanded temple, farming
OCP Designation:	Community Institutional, Agriculture	Community Institutional, Agriculture
Zoning:	Roadside Stand, Assembly, Agriculture	Religious Assembly – No. 5 Road, Agriculture
Other Designations:	Backlands Policy	Complies with Backlands Policy

	Proposed Bylaw 9557 (ZIS7) Requirement	Proposed	Variance
Floor Area Ratio: Including existing temple and Phase 1 and 2 on the westerly 110 m portion of the site	Excluding covered walkways: 0.47 FAR	Excluding covered walkways: 0.47 FAR	none permitted
Lot Coverage – Building:	Max. 40%	34%	none
Rezoning Area (min. size):	25,000 m ² (269,000 ft ²)	25,381 m ² (273,202 m ²)	none
Setbacks	North: 6 m South: 24 m East: 0 m West: 17 m	North: 6.23 m South: 24.95 m East: 0.04 m No. 5 Road: 17 m	none
Height (m) HPM (i.e. geodetic):	12.7 m geodetic to 27.48 m geodetic	12.7 m geodetic to 27.48 m geodetic	none
Off-street Parking Spaces – Total:	385	386 Phase 1: 434 Phase 2: 386	none
Loading Areas that do not generate parking such as areas used exclusively by nun/monks is exempted from the calculation	Medium Size: 2 Large Size: 1 (overlapping arrangement)	Medium Size: 2 Large Size: 1	
Bike Parking Areas that do not generate parking such as areas used exclusively by nun/monks is exempted from the calculation	Class 1: 24 Class 2: 68	Class 1: 30 Class 2: 70	none

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

TOTAL AREA PER PHASE

EXISTING TEMPLE		Total Area (sf)	Total Area (sqm)
	Gross Building Area (including covered walkways)	49,252.70	4,016.31
	Gross Building Area (excluding covered walkways)	33,716.00	3,132.32
	Total Covered Walkways	9,536.70	885.99

LOT COVERAGE (FOR NEW DEVELOPMENT)

	Area (sf)	Area (sqm)
Site Area:	202,092.49	18,775.00
Proposed Footprint:	68,775.20	6,389.42
	Lot Coverage:	34%

PHASE I

Level	Total Area (sq ft)	Total Area (sqm)
1- Ground (including covered walkways)	91,580.40	8,466.13
2- Main (including covered walkways)	43,898.00	4,076.26
3- Top (including covered walkways)	20,811.50	1,935.45
Total Exclusions	91,877.20	8,535.67
Total Covered Walkways	16,250.70	1,509.74
Gross Building Area (including covered walkways)	156,290.30	14,519.84
Gross Building Area (excluding covered walkways)	140,039.60	13,010.10
Total FAR Area (including covered walkways)	64,413.10	5,984.17
Total FAR Area (excluding covered walkways)	48,162.40	4,474.43

PHASE II

Level	Total Area (sq ft)	Total Area (sqm)
3 - Ground (including covered walkways)	26,877.50	2,313.17
2 - Main (including covered walkways)	23,444.70	2,150.21
3 - Top (including covered walkways)	15,021.40	1,395.53
Total Exclusions	5,204.60	483.52
Total Covered Walkways	11,829.40	1,098.99
Gross Building Area (including covered walkways)	63,043.30	5,856.91
Gross Building Area (excluding covered walkways)	51,213.90	4,757.92
Total FAR Area (including covered walkways)	57,888.70	5,373.39
Total FAR Area (excluding covered walkways)	46,009.30	4,274.40

PROJECT TOTAL - PHASES I AND II

Level	Total Area (sf)	Total Area (sqm)
3- Ground (including covered walkways)	116,438.00	10,845.30
2- Main (including covered walkways)	67,042.70	6,228.47
3- Top (including covered walkways)	35,832.90	3,328.98
Total Exclusions	97,084.80	9,019.19
Total Covered Walkways	28,080.10	2,608.73
Gross Building Area (including covered walkways):	191,333.60	17,768.07
Gross Building Area (excluding covered walkways):	159,253.50	14,756.56
Total FAR Area (including covered walkways):	122,251.80	11,357.56
Total FAR Area (excluding covered walkways):	94,171.70	8,748.83

PROPOSED FAR (FOR NEW DEVELOPMENT)

Site Area:	202,092.49	18,775.00
FAR (including covered walkways):	0.60	0.60
FAR (excluding covered walkways):	0.47	0.47

TOTAL FAR (INCLUDING EXISTING SITE)

TOTAL FAR (INCLUDING EXISTING SITE)		
Site Area:	273,202.60	25,381.34
Existing "Temple Area (inc. covered walkways)	43,252.70	4,018.31
Proposed Development (inc. covered walkways):	237,251.80	11,357.56
Proposed Development (exc. covered walkways):	94,171.70	8,748.83
FAR (including covered walkways):	0.61	0.61
FAR (excluding covered walkways):		0.47

TOTAL AREA PER PHASE

EXISTING TEMPLE		Total Area (sf)	Total Area (sqm)
	Gross Building Area (including covered walkways)	49,252.70	4,016.31
	Gross Building Area (excluding covered walkways)	33,716.00	3,132.32
	Total Covered Walkways	9,536.70	885.99

LOT COVERAGE (INCLUDING EXISTING SITE)

LOT COVERAGE (INCLUDING EXISTING SITE)		
	Area (sf)	Area (sqm)
Site Area:	273,202.60	25,381.34
Existing Footprint (incl. covered walkways)	24,435.40	2,268.26
Proposed Footprint: (Ph1 Main+Ph2 Grd. Flrs. inc. walk.)	68,775.20	6,389.42
Total:	95,190.60	8,657.69
Lot Coverage:	34%	34%

PARKING SUMMARY

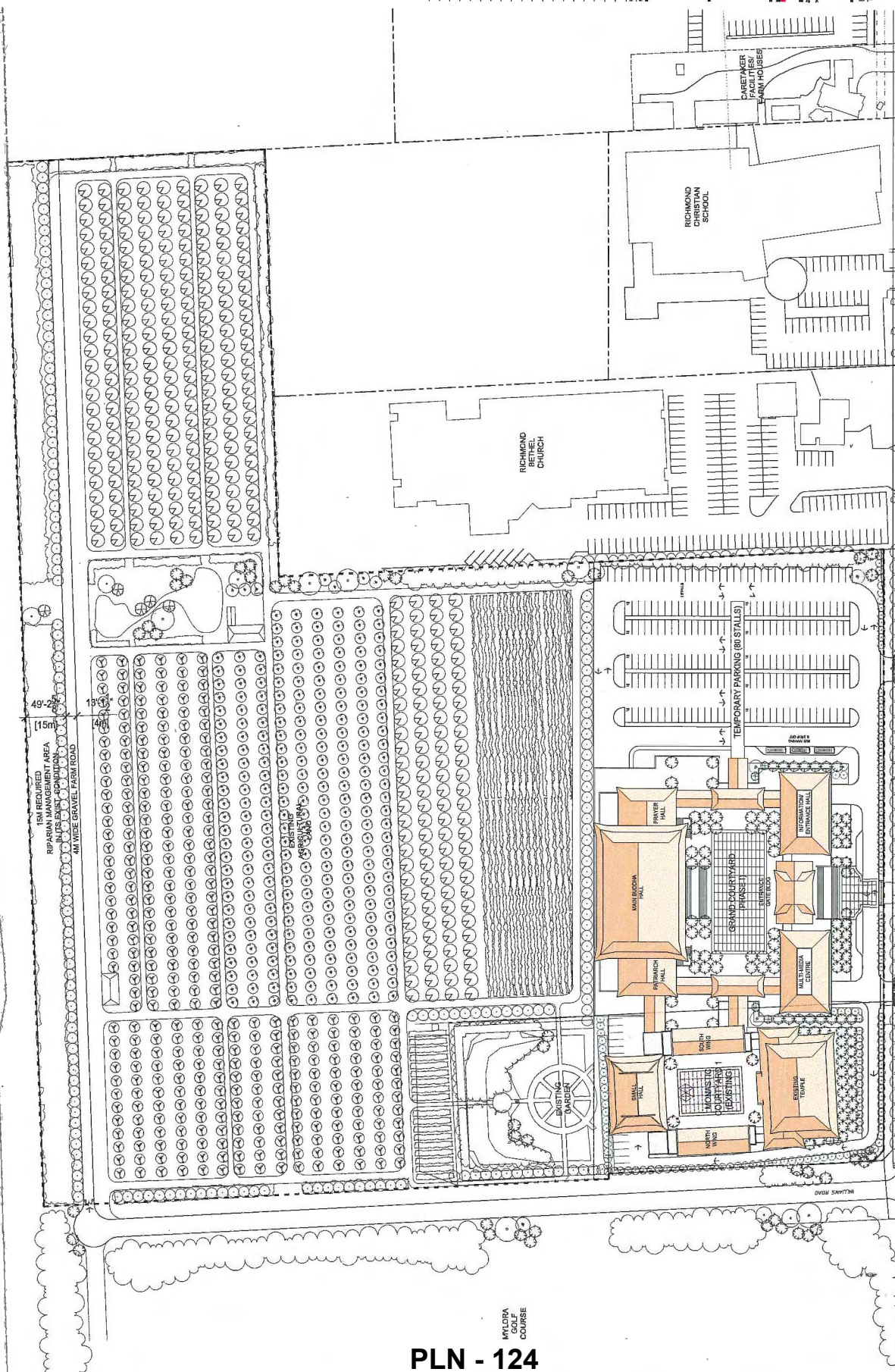
	Provided	Required
Covered and Surface Parking Stalls	386	385
Bicycle Parking	30 Class 1, and 70 Class 2 stalls	24 Class 1, and 68 Class 2 stalls
Bus Parking	3	3
Loading Bay	1	1

No.	Description	Value	2b
4	Re Award for Planning Report	2016-04-28	
3	Re Award for Planning Report	2016-04-27	
2	Re Award for Planning Report	2016-04-27	
1	Re Award for Planning Report	2015-04-14	

DA
DA Architects & Planners
20-300-104 Homer Street, Vancouver
British Columbia, Canada V6B 1B9
Tel 604 685 6312
Fax 604 685 6318
www.dagroup.ca

LINGVEN MOUNTAIN
TEMPLE DEVELOPMENT

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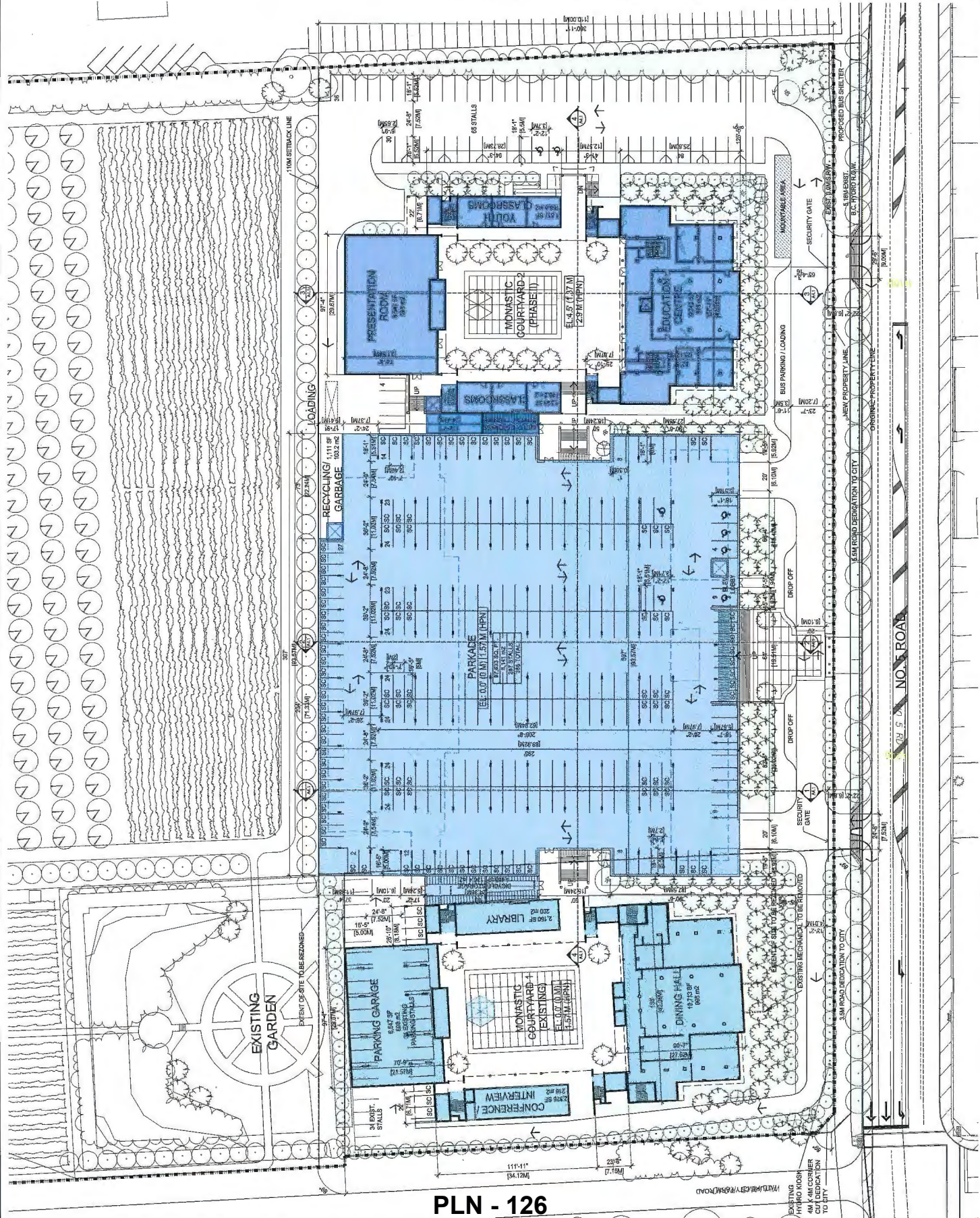
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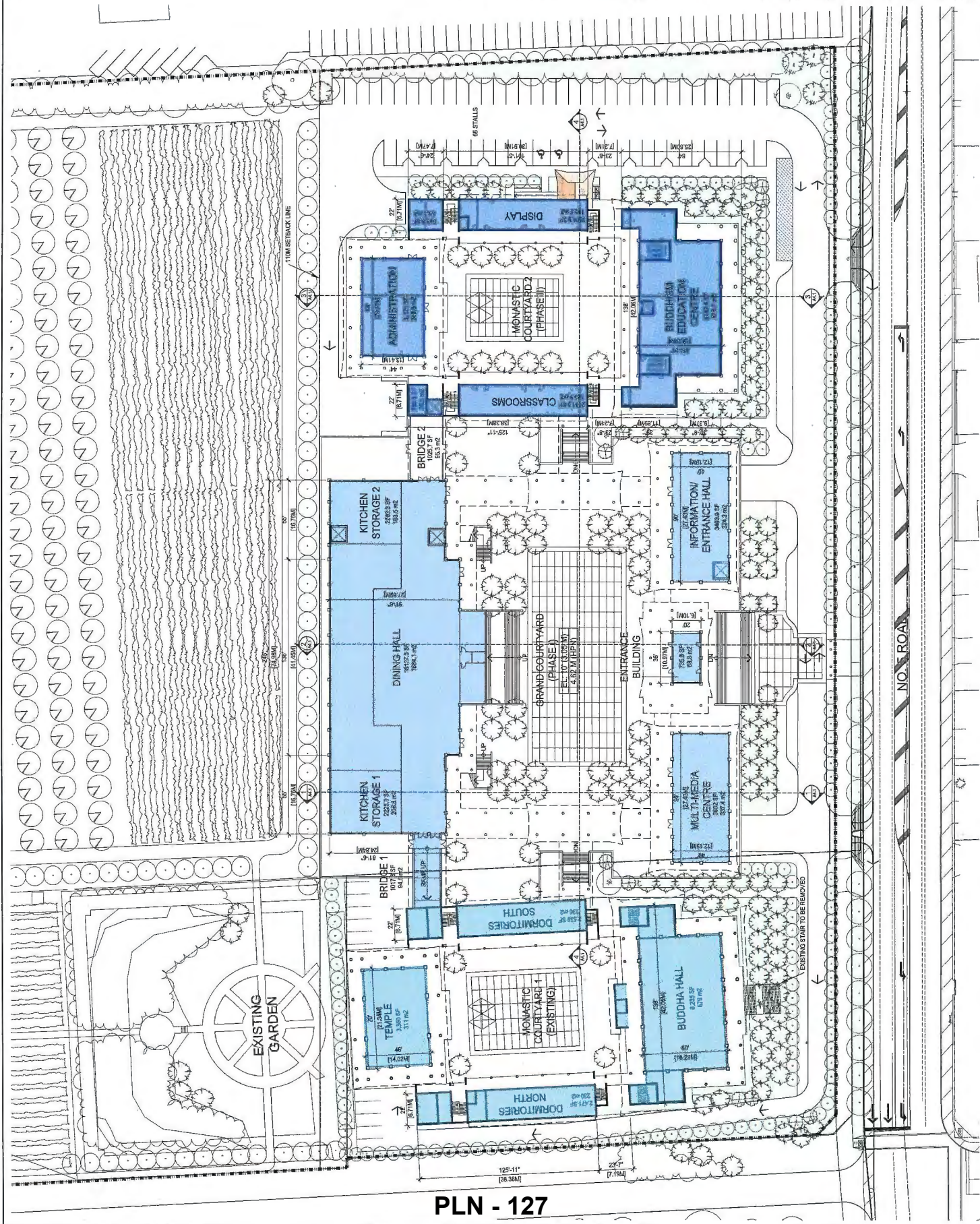
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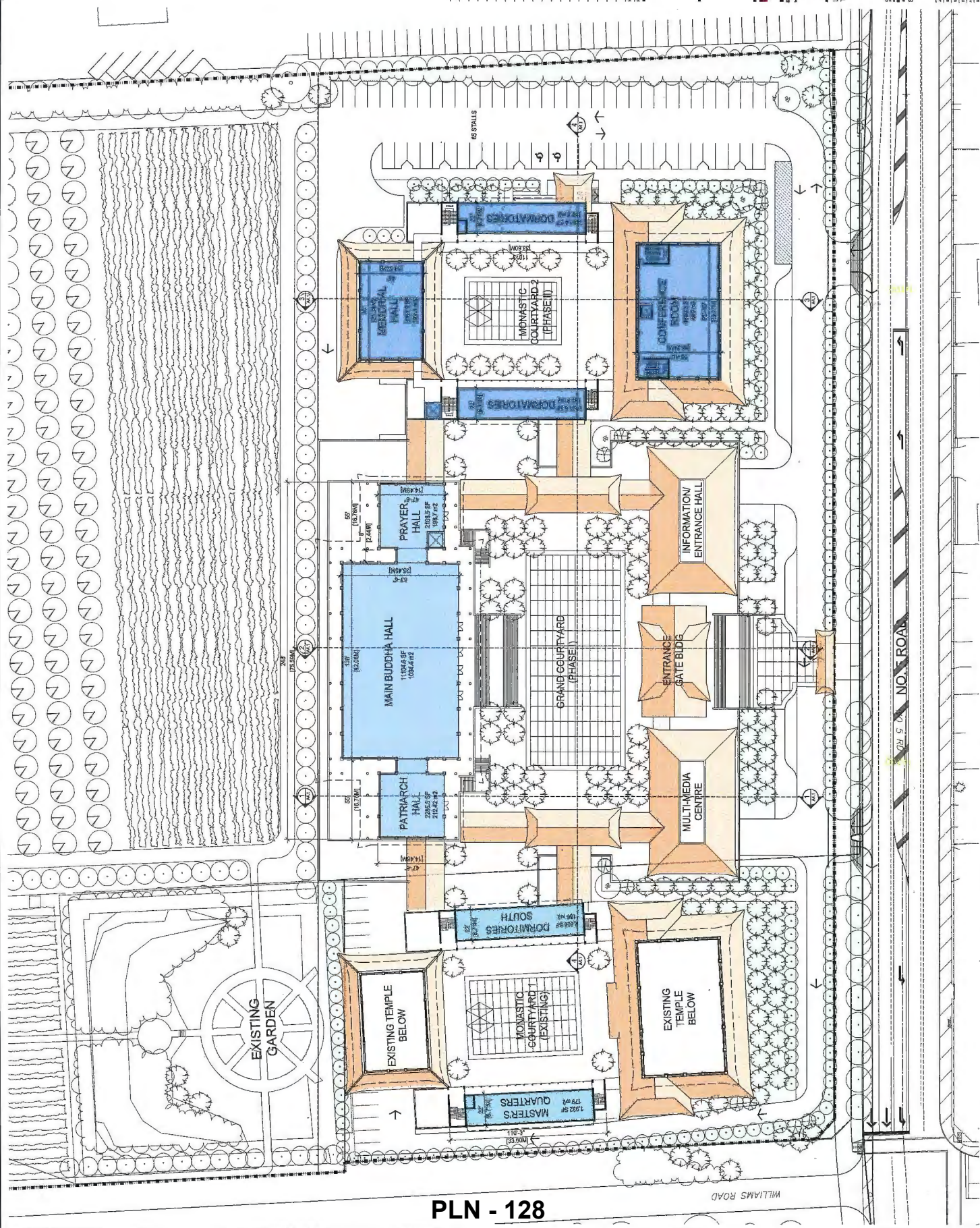
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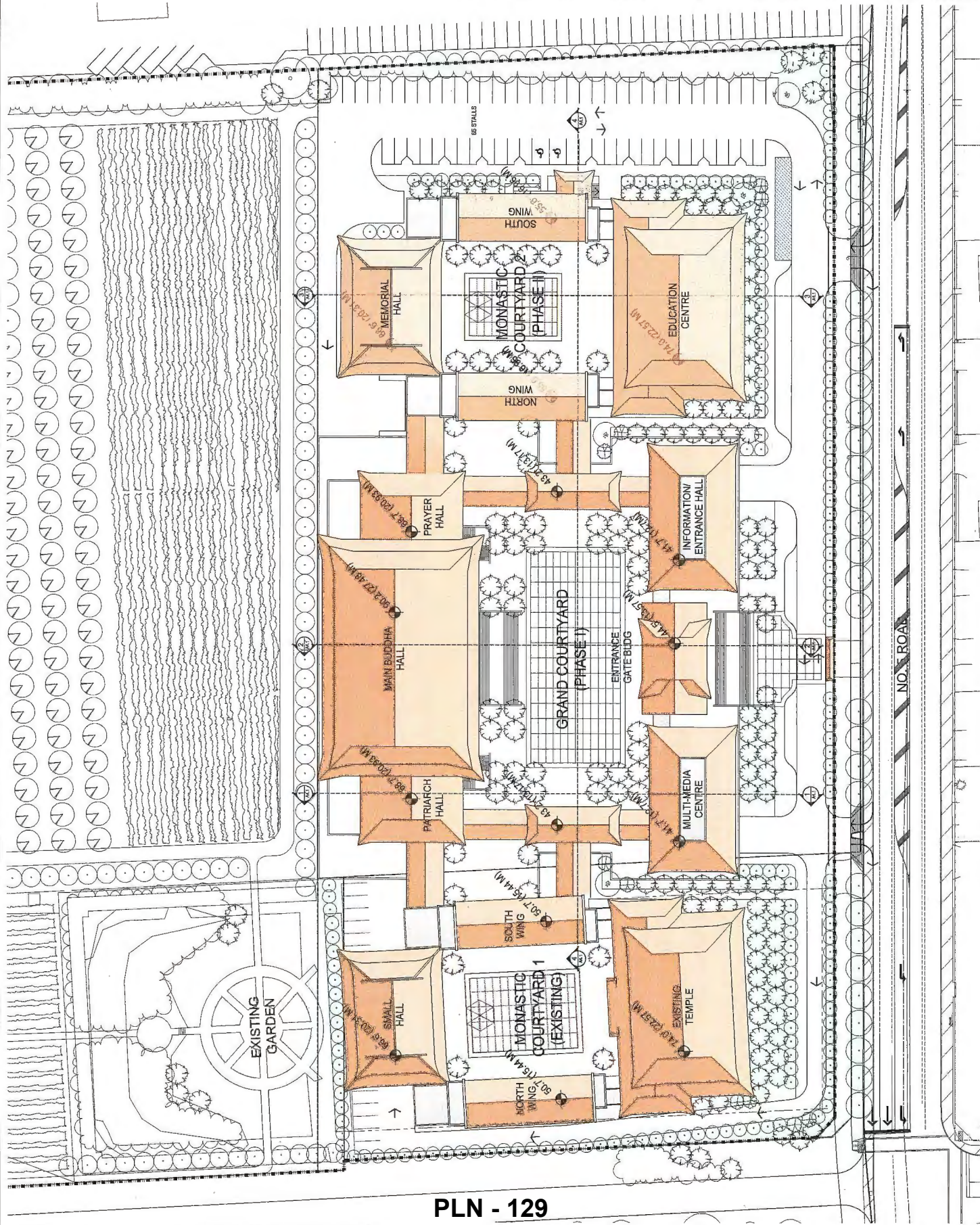
PHASE 1 SITE PLAN

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Model	9" x 36" 6"	
Year		
Model ID		
Color and		
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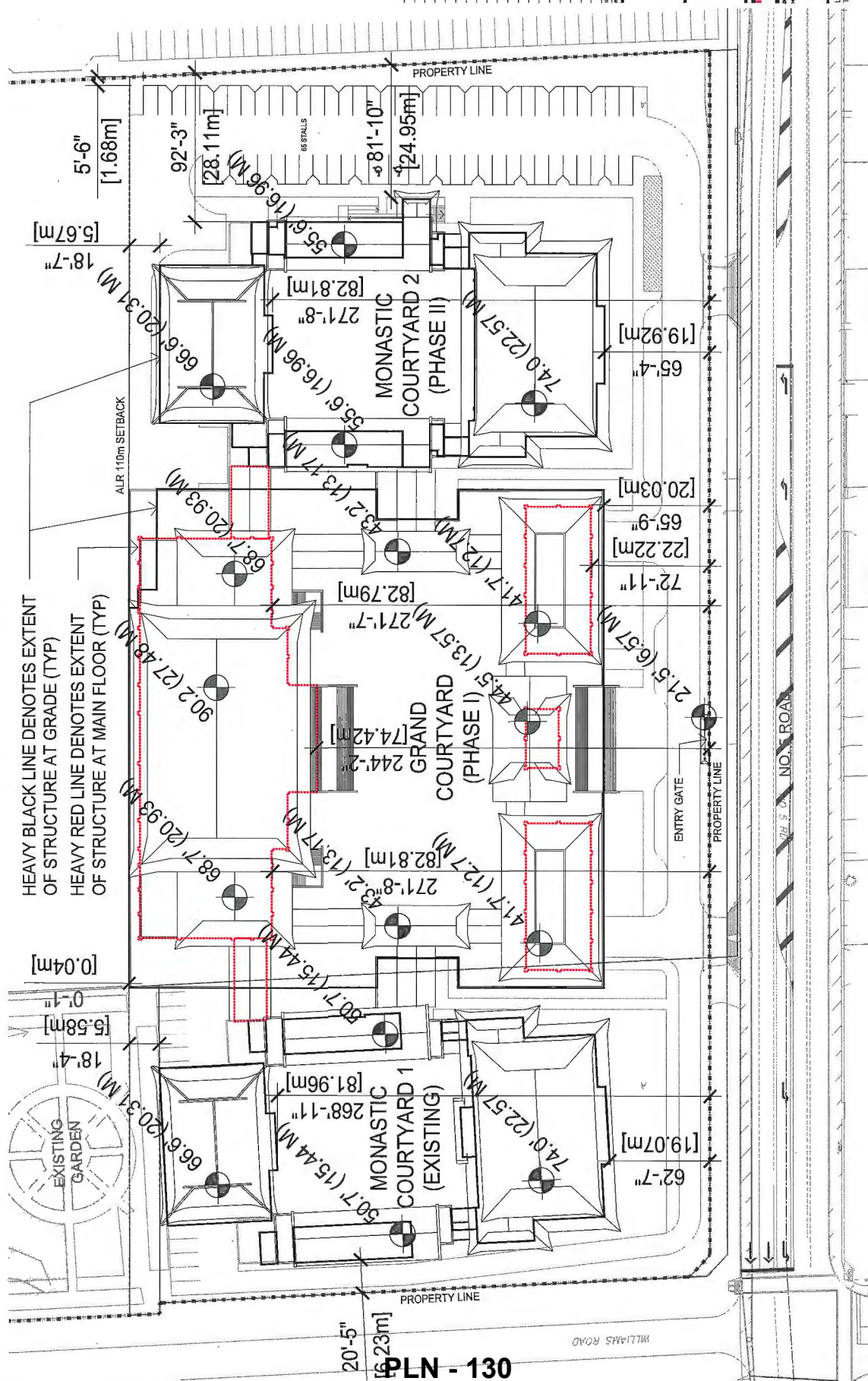
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200-1014 Harmer Street, Vancouver
British Columbia, Canada V6T 1B7

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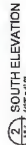
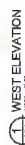
INGYEN MOUNTAIN
TEMPLE DEVELOPMENT

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[illegible]

ROOF ELEVATIONS ARE MEASURED IN HPN GEODETIC

PLN - 130

[illegible]



MAIN COURTYARD
(PHASE I)



MAIN COURTYARD
(PHASE II)



MONASTIC
COURTYARD 2
(PHASE II)

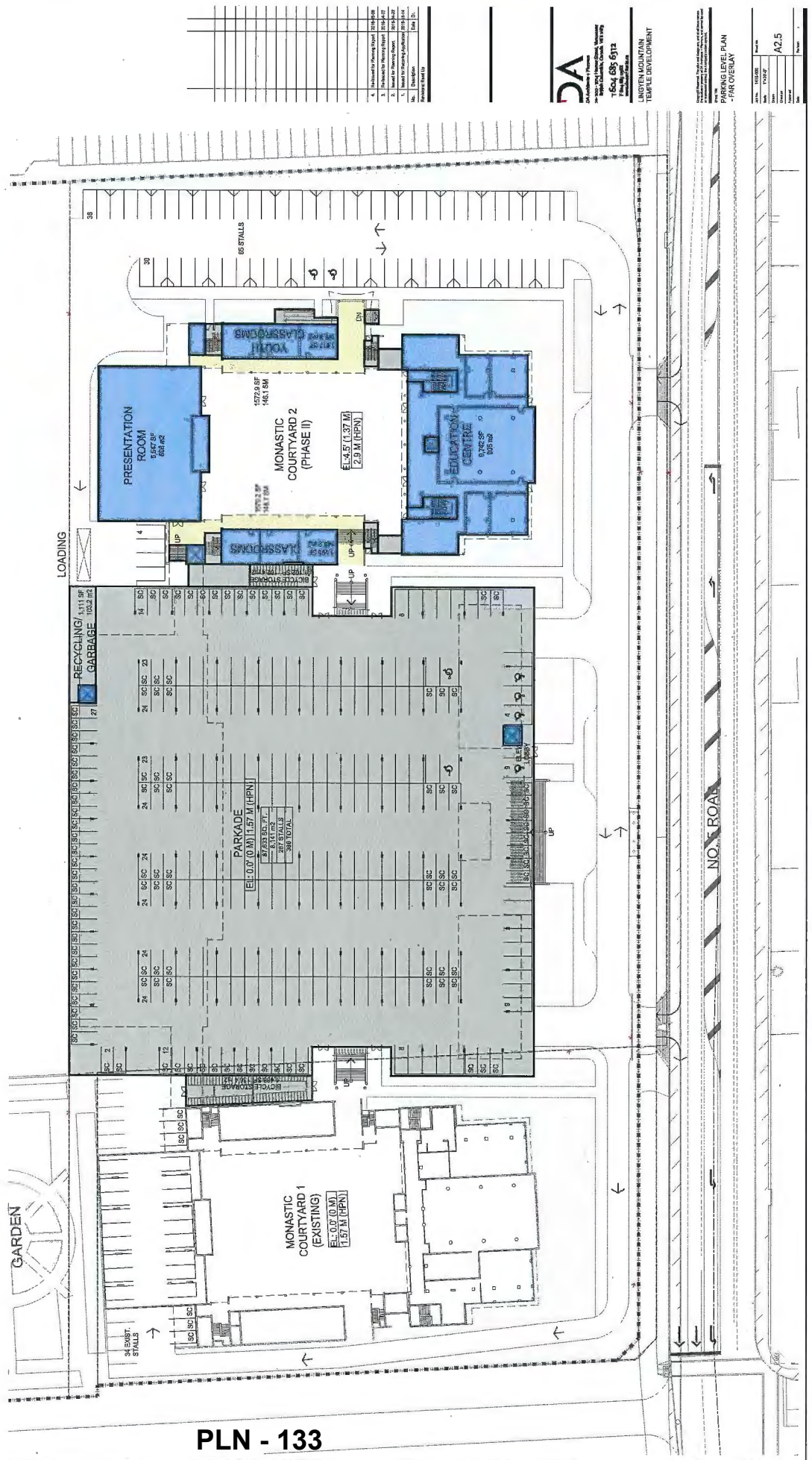


Part No.	1413-000	Printed on	A4.1
Size	5 1/2" x 8 1/2"		
Year	2000		
Model			
Sheet No.			

1 - GROUND LEVEL AREAS

PHASE I	Use	Area (sq)	Area (sq)
	Elevators	266.80	24.79
	TOTAL BUILDING AREA	266.80	24.79
Area Exclusions			
	Covered Parking	87,633.00	8,143.37
	Garbage/Recycling	1,111.00	103.22
	Storage	2,570.00	238.76
	TOTAL EXCLUSIONS	91,314.00	8,485.34
	Covered Walkways	-	-
	Total Exclusions	91,314.00	8,485.34
	Gross Building Area (including covered walkways):	91,380.80	8,508.13
	Gross Building Area (excluding covered walkways):	91,380.80	8,508.13
	TOTAL FAR Area (including covered walkways):	266.80	24.79
	TOTAL FAR Area (excluding covered walkways):	266.80	24.79

PHASE II	Use	Area (sq)	Area (sq)
	Preparation Room	6,547.00	608.24
	Classrooms	1,595.20	148.20
	Youth Classrooms	1,817.00	168.80
	Education Centre	8,914.80	838.21
	Elevators	228.80	21.26
	Internal Stairs	792.40	68.97
	TOTAL BUILDING AREA	19,945.20	1,843.68
Area Exclusions			
	Outside Stairs	902.20	83.83
	Outside Ramp	264.60	24.44
	Mechanical	588.00	54.63
	TOTAL EXCLUSIONS	1,754.80	162.88
	Covered Walkways	3,957.20	362.00
	Total Exclusions	1,754.80	162.88
	Gross Building Area (including covered walkways):	24,877.20	2,311.17
	Gross Building Area (excluding covered walkways):	24,877.20	2,311.17
	TOTAL FAR Area (including covered walkways):	24,877.20	2,311.17
	TOTAL FAR Area (excluding covered walkways):	19,945.20	1,843.68



KEY PLAN

PHASE II	Use	Area (sf)	Area (sq)
Area Exclusions	Administration	3,121.00	269.95
	Classrooms	2,286.50	212.42
	Display	2,540.80	236.05
	Education Centre	6,309.40	586.15
	TOTAL BUILDING AREA	14,257.70	1,324.58
	Exterior Stairs	809.60	75.21
	Interior Stairs	637.00	59.18
	Elevators	229.80	21.35
	TOTAL EXCLUSIONS	1,676.40	155.74
	Covered Walkways	7,210.60	669.89
Total Exclusions	Total Exclusions	1,676.40	155.74
	Gross Building Area (including covered walkways)	23,144.70	2,150.24
	Gross Building Area (excluding covered walkways)	15,834.10	1,463.33
	TOTAL FAR AREA (including covered walkways)	21,468.30	1,964.47
	TOTAL FAR AREA (excluding covered walkways)	14,257.70	1,324.58



No.	Description	Date	Dr.
4.	Re-issued for Planning Report	2018-06-09	
3.	Re-issued for Planning Report	2018-06-27	
2.	Issued for Planning Report	2018-06-22	
1.	Issued for Planning Application	2018-06-14	



Revisions: None

LA

DA Applicants + Partners
104-200-1014 Huron Street, Vancouver
British Columbia, Canada V6T 1P9
7604 685 6312

LINGYEN MOUNTAIN
TEMPLE DEVELOPMENT

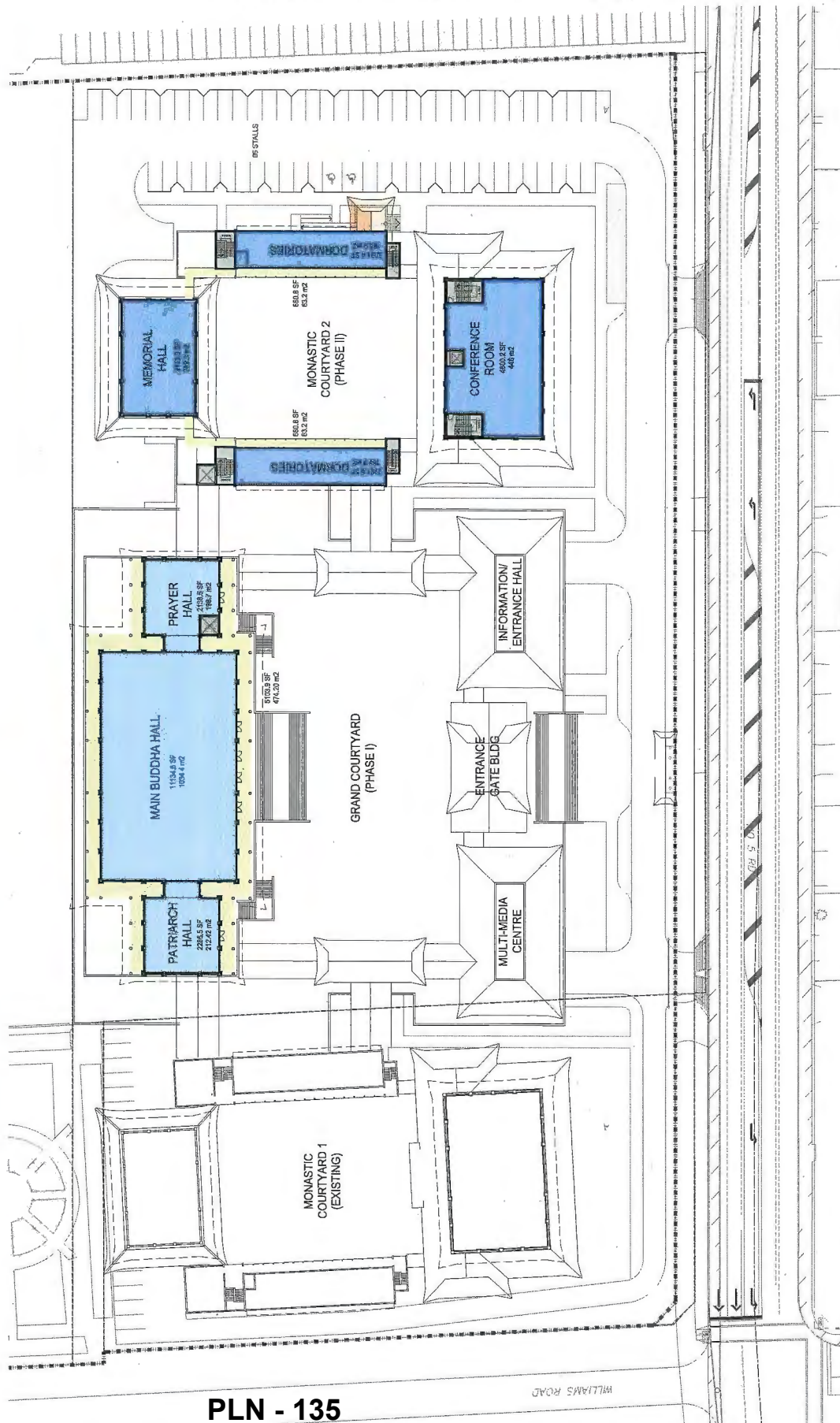
MAIN LEVEL PLAN -

Job No.	1418-000	<div style="text-align: center;">  </div>	<div style="text-align: center;">  </div>
Back	5" x 20" x 2"		
Grain	PK		
Crustal			
Applied			
Style		Material	

PHASE I

PHASE I	Use	Area (sq)	Area (sq)
	Main Buddha Hall	11,134.60	1,034.44
	Patriarch Hall	2,385.50	212.42
	Prayer Hall	2,138.50	198.67
	TOTAL BUILDING AREA	15,559.60	1,445.53
	Elevators	148.00	13.75
	TOTAL EXCLUSIONS	148.00	13.75
	Covered Walkways	5,103.90	474.17
	Total Exclusions	148.00	13.75
	Gross Building Area (including covered walkways):	20,811.50	1,933.45
	Gross Building Area (including covered walkways):	15,707.80	1,450.28
	TOTAL FAR Area (including covered walkways):	20,663.30	1,910.70
	TOTAL FAR Area (excluding covered walkways):	15,559.60	1,445.59

PHASE II	Use	Area (sf)	Area (sqm)
Area Exclusions	Memorial Hall	3,103.30	288.31
	Dormitories North	2,001.50	186.95
	Dormitories South	2,001.40	186.94
	Conference Room	4,800.20	446.95
	TOTAL BUILDING AREA	11,906.40	1,106.14
	Exterior Stairs	834.60	77.54
	Interior Stairs	656.40	61.91
	Elevators	252.40	23.45
	TOTAL EXCLUSIONS	1,753.40	162.90
	Covered Walkways	1,351.60	126.50
	Total Exclusions:	1,753.40	162.90
	Gross Building Area (including covered walkways):	15,021.40	1,395.53
	Gross Building Area (excluding covered walkways):	13,659.80	1,269.04
	TOTAL FAR Area (including covered walkways):	13,268.00	1,233.64
	TOTAL FAR Area (excluding covered walkways):	11,906.40	1,106.14



CONNECT LANDSCAPE ARCHITECTURE INC.
DOES NOT GUARANTEE THE EXISTENCE,
LOCATION, AND ELEVATION OF UTILITIES AND /
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CONCEALED STRUCTURES, AND IS
RESPONSIBLE FOR NOTIFYING THE
APPROPRIATE COMPANY, DEPARTMENT OR
PERSON(S) OF ITS INTENTION TO CARRY OUT ITS
OPERATIONS.



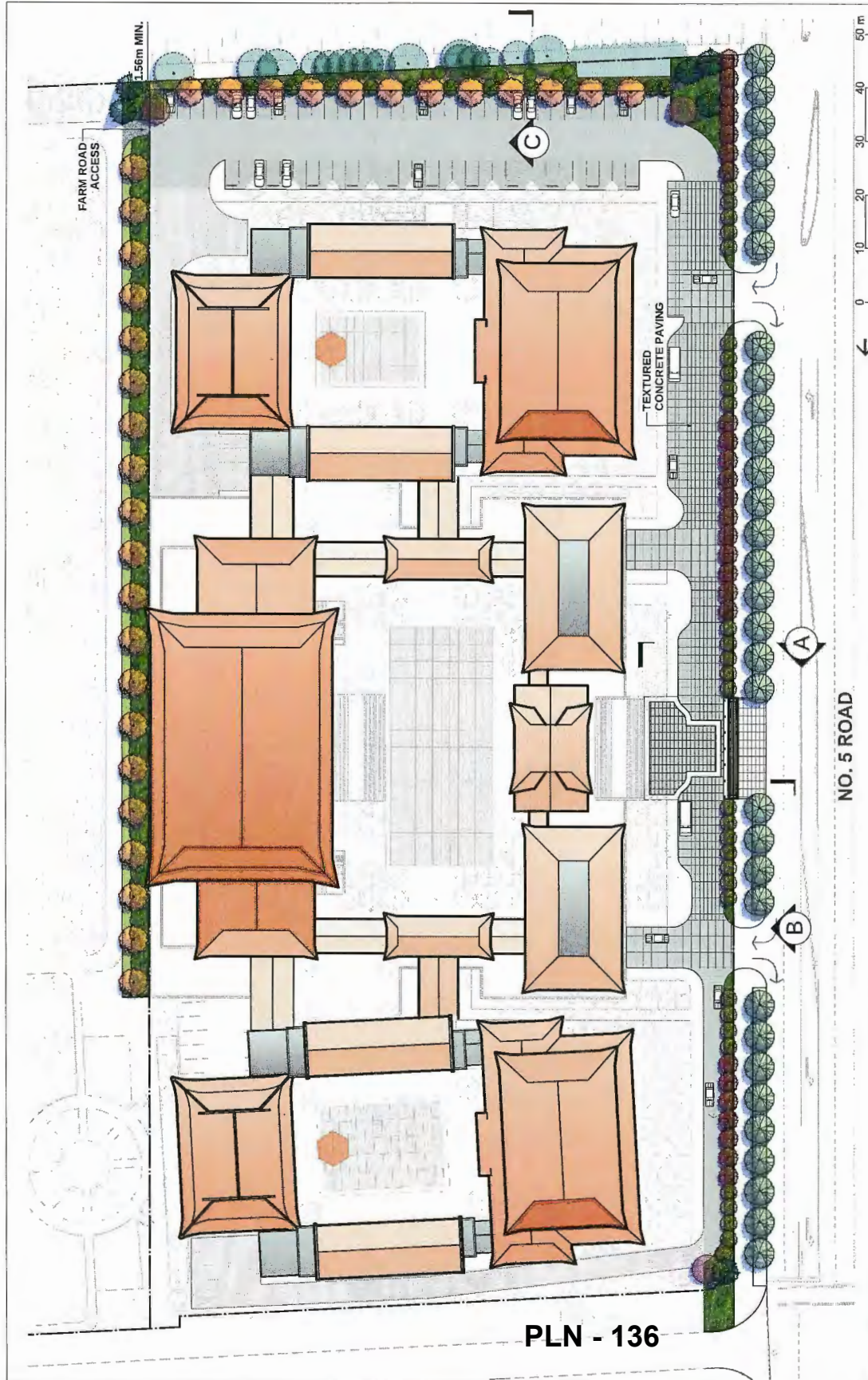
REVISIONS	DATE	DESCRIPTION
1	15-05-13	ISSUED FOR PLANNING REPORT
2	15-12-14	ISSUED FOR CITY COMMENTS
3	15-08-14	ISSUED FOR REZONING SUBMISSION
4	15-08-14	UPDATE

LINGYEN MOUNTAIN TEMPLE

10060 No 5 Road Richmond, British Columbia	Scale:	1:250
Drawn:	EL/VD	
Reviewed:	KL	
Project No.	06-436	

LANDSCAPE PERIMETER PLAN

L1.0



PLANT LIST

TREES SYMBOL	QTY.	BOTANICAL NAME	COMMON NAME	SIZE	SPACING
	7	Acer circinatum	Vine Maple	4m Height	as shown
	32	Acer rubrum	Red Maple	6cm cal., B&B	as shown
	13	Fagus sylvatica Dawyck	Fastigiate Beech	6cm cal., B&B	as shown
	31	Ginkgo biloba	Ginkgo	6cm cal., B&B	as shown
	3	Magnolia sieboldii	Oyama Magnolia	6cm cal., B&B	as shown
	6	Pinus sylvestris fastigiata	Scotch Sentinel Pine	2.5m ht., B&B	as shown
	25	Stewartia pseudocamellia	Japanese Stewartia	6cm cal., B&B	as shown
	32	Street Trees	Species and spacing approved by the City of Richmond		

Existing trees to be retained, per arborist report
Cedar hedge to be retained, per arborist report

INTERNAL DRIVE & EAST BUFFER AREA SHRUBS

SYMBOL	AREA, BOTANICAL NAME	COMMON NAME	SIZE	SPACING
	1210 m2 Gaultheria shallon Lonicera pileata Skimmia japonica 'Rubella' Vaccinium ovatum	Salal Privet Honeysuckle Skimmia Rubella Evergreen Huckleberry	4" (10cm) pot #1 pot #2 pot #2 pot	300mm o.c. 300mm o.c. 300mm o.c. 450mm o.c.

RAIN GARDEN AREA SHRUBS

SYMBOL	AREA, BOTANICAL NAME	COMMON NAME	SIZE	SPACING
	330 m2 Carex tumulicola Juncus effusus Ribes alpinum Symphoricarpos x chenaultii 'Hancock'	Foothill Sedge Common Rush Alpine Currant Snowberry	#1 pot #1 pot #5 pot #2 pot	300mm o.c. 900mm o.c. 1000mm o.c. 600mm o.c.

LAWN

SYMBOL	AREA, BOTANICAL NAME	COMMON NAME	SIZE	SPACING
	240m2 Standard class 2 boulevard sod to match BCLNA standards			

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REVISIONS	
1	UPDATE FOR REZONING SUBMISSION 15-08-14
2	ISSUED FOR CITY COMMENTS 15-12-14
3	ISSUED FOR PLANNING REPORT 16-05-16

LINGYEN MOUNTAIN
TEMPLE

10060 No 5 Road
Richmond, British Columbia

Scale:	1:20
Drawn:	EL/KD
Reviewed:	KL
Project No.	06-436

SECTION & ELEVATION

L2.0



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RESPONSIBLE FOR NOTIFYING THE
APPROPRIATE COMPANY, DEPARTMENT OR
PERSONS OF ITS INTENTION TO CARRY OUT ITS
OPERATIONS

EXISTING TREES TO BE
RETAINED, PER ARBORIST
REPORT

PROPOSED TREES

PROPOSED HEDGEROW
PLANTINGS (RIBES ALPINUM
& SNOWBERRY)

PROPOSED SUBMERGENT
PLANTINGS

PROPOSED DIAMOND
SHAPED TREE PLANTERS

OFFSITE EXISTING CONDITION



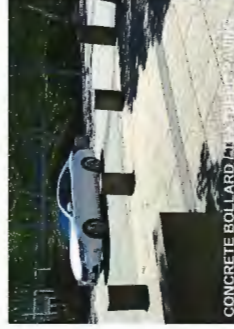
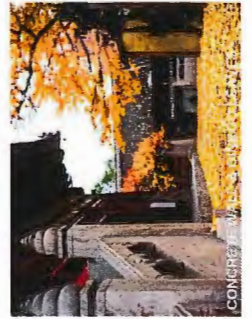
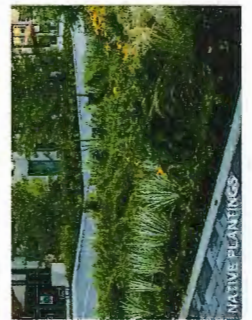
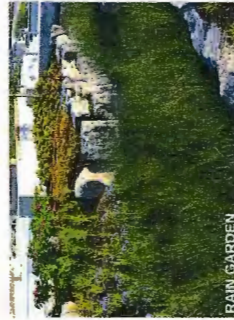
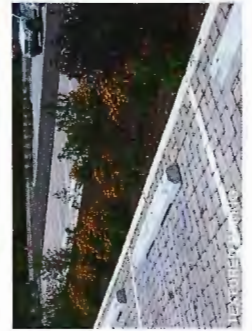
VARIES 1.5-5.0m
RAIN GARDEN

TEXTURED PARKING

C RAIN GARDEN TYPICAL SECTION
Scale: 1:20

PLN - 138

PRECEDENTS



**LINGYEN MOUNTAIN
TEMPLE**

10060 No 5 Road
Richmond, British Columbia

Scale:	AS SHOWN
Drawn:	EL/ND
Reviewed:	KL
Project No:	06-436

SECTION & PRECEDENTS

Note:

For Public Consultation and Media Summary Report, please see Supplementary Information for Attachment 4 and Attachment 6

PUBLIC CONSULTATION & MEDIA SUMMARY REPORT

Lingyen Mountain Temple Development Proposal
OPEN HOUSE

Prepared by: DA Architects + Planners
July 8, 2015

>> 200 - 1014 Homer Street, Vancouver, British Columbia, Canada V6B 2W9 T 604 685 6312 F 604 685 0988

Mark Ehman Architect AIBC, Partner

PLN - 140

Randy Knill Architect AIBC, Partner

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2. NOTIFICATION METHODS DETAILS	6
3. OPEN HOUSE EVENT DETAILS	8
4. FEEDBACK SUMMARY	10

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- B. Open House Questionnaire Form
- C. Web-Site Questionnaire Form
- D. Sign-In Sheet Form
- E. Open House Questionnaire Form Transcription
- F. Web-Site Questionnaire Form Transcription
- G. Sign-In Sheet Transcription
- H. Canada Post Route Map & Flyer for the Open House Notification Area
- I. Open House Newspaper Advertisements
- J. Web-Site Flyer distributed during the Open House event
- K. Open House Boards
- L. Original Sign-In Sheet Scans
- M. Original Open House Questionnaire Submissions Scans

1. EXECUTIVE SUMMARY

DA Architects + Planners were asked to facilitate a public consultation process for the Lingyen Mountain Temple's proposal to redevelop and expand their facilities on their land located at 10060 No. 5 Road. On June 23, 2015, an information-only Open House was held at the South Arm Community Centre. Previous Open House events presented design schemes for a much larger project proposed by James Cheng Architects Inc. The June 23rd Open House presented a reduced scheme that responded to the feedback received from the public.

The purpose of the Open House was to:

- provide an overview of the revised application for the Lingyen Buddhist Temple expansion.
- present preliminary design concept of the revised Temple development
- illustrate positive responses to issues identified at the prior Open House events
- gather feedback, suggestions, and opinions of the public about the new proposal.

Notification for the Open House replicated the methods used for the public consultation during the previous Open House events. Notification included Canada Post delivery of approximately 3,549 event flyers; advertisements placed in five print media; and, letters to stakeholder groups, local businesses, and political figures.

Approximately two hundred and ninety six (296) attendees signed in at the Public Open House held on June 23, 2015 between 6:30 – 8:30 PM (see Appendix D). The public was invited to view the presentation boards (see Appendix K) and ask questions of the project design team. Comment forms were provided for attendees to give their feedback (see Appendix B). Three hundred and fifty two (352) comment forms were submitted in paper form during the Open House event (see Appendix M). Comment form respondents were asked to provide feedback on the following:

- the reduced height and size of the project;
- the elimination of the Agricultural Land Reserve encroachment
- the traffic management strategies initiated by the temple for special events
- whether they were generally supportive of the revised proposal

The Open House display boards and the Questionnaire comment forms were made available online at www.lymtdevelop.com (see Appendix C). The attendees were given flyers containing the web address (see Appendix J) and encouraged to visit the web-site for information and as an option to provide their feedback in digital format until June 29th, when the results were collected and analyzed.

Ninety-seven percent (97%) of respondents indicated that they were in support of the Lingyen Mountain Temple's proposed redevelopment and expansion. Overwhelming majority of the comments provided were positive. Many members of the community indicated that the existing facilities are congested and they welcome the much anticipated expansion. Others expressed how important the Temple is in their lives as a place of worship, spiritual sanctuary and educational facility for their children.

Notification and Attendee Origin

Number of invitees (approx.. flyer distribution)	2,600	-
Open House Attendees (Signed in)	296	-
Total Comment Forms Received	528	100%
Total Comment Forms Received at the Event	352	67%
Total Comment Forms Received Online	176	33%
Live in Richmond	486	92%
Do Not live in Richmond	42	8%
Number of Households that Submitted	342	-

Several residents expressed concerns about the traffic and parking conditions in conjunction with the new development and the size and scale of the temple as it relates to the other religious buildings along the No. 5 Rd.

Open House Quick Facts – Level of Support per Household

Supportive	226	99.5%
Supportive and Live in Richmond	224	99%
Non-Supportive	1	0.5%
Undecided	0	0%

Next Steps

Throughout the next several month, the project team will endeavour to work with City of Richmond staff to prepare the Lingyen Mountain Temple proposal for presentation to Planning Committee.

The project team at this time includes:

1. DA Architects + Planners
2. Sharp & Diamond - Landscape Architect
3. Bunt & Associates - Traffic Consultant
4. McTavish Consultants – Agronomist

The Design team completed preliminary concept planning which is currently under review with the City of Richmond. The Open House was meant to provide the community a “snapshot” of the preliminary design work that responds to the concerns expressed about the previous larger proposal.

Our direct next step is to:

1. DA continue to develop, refine and coordinate the design.
2. Landscape – provides the level of detail appropriate for the rezoning application.
3. Bunt & Associates – The traffic consultant has been working with City of Richmond engineering staff to determine the terms of reference for the updated traffic report. When this is completed it will be submitted for City review and comment.
4. Agronomist – Bruce McTavish is updating the Farm Report, and the Pre and Post Development Runoff Calculations

2. NOTIFICATION METHODS SUMMARY

Notification for the Open House was similar to the methods used for the public consultation during the previous Open House events, and as suggested by the Planning Department.

Open House Invitation Flyer

Approximately 2,600 flyer invitations were distributed to residents and businesses by a Canada Post flyer drop off. The notification extended along No. 5 Road southward to Horseshoe Way, eastward to Shell Road to Blundell Road to the North. See Appendix D for a Map showing the distribution area.

Newspaper Advertisement & Media

The Open Houses were advertised in five newspapers including: the Richmond Review on June 19th, 2015; Richmond News on June 18th 2015; Ming Pao on June 21st, 2015; Sing Tao on June 21st, 2015; and, World Journal on June 19th, 2015. See Appendix E for copies of the Advertisements that were distributed to the Media.

Stakeholder Groups

Throughout the Lingyen Mountain Temple consultation process, over 30 stakeholder groups and contacts have been identified, contacted and provided with information about the consultation process, and public open houses. These are:

Schools & Community Organizations

Az-Zahraa Islamic Academy Preschool
Daniel Woodward & Kingswood Elementary Principal
Matthew McNair Secondary School Principal and PAC
Richmond Christian School
Richmond Jewish Day School
Richmond Fruit Tree Sharing Project
Richmond Sunrise Rotary Club
South Arm Community Association
Thomas Kidd Elementary Principal

Religious Organizations

Church of God Anderson/Trinity
Dharma Drum Mountain Buddhist Association
Fujian Evangelical Church
India Cultural Centre of Canada - Gurdwara Nanak Niwas
International Buddhist Society
Peace Evangelical Church
Richmond Bethel MB Church
Richmond Chinese Evangelical Free Church
Richmond Chinese Mennonite Brethren Church
Richmond Chinese Baptist Church
Subramaniya Swamy Temple
Steveston Buddhist Temple
Thrangu Monastery Canada
Vedic Cultural Society Of British Columbia (Ram Krishna Mandir)

Business Organizations

Ironwood Mall
Local Businesses (5)
Richmond Chamber of Commerce
Mylora Golf Courses
Tourism Richmond
Townline (Fantasy Gardens)

3. OPEN HOUSE EVENT DETAILS

Event Name: Lingyen Development Public Open House

Date: Tuesday, June 23, 2015

Time: 6:30 PM – 8:30 PM (drop-in)

Location: South Arm Community Centre (8880 Williams Rd., Richmond)

Attendees: Approximately 296 signed in, while 352 attended based on the comment forms

Comment forms received during the event: 352 (100% of attendees submitted comment forms)

Project Team in Attendance

Property Owner: Lingyen Mountain Temple

- Headmaster and Nuns

Project Architects: DA Architect + Planners

- Al Johnson
- David Gordon
- Jennifer Alders
- Ross Komnatskyy

Landscape Architects: Sharp & Diamond

- Ken Larsson
- Eason Li

Agriculture Consultants: McTavish Resource & Management Consultants

- Bruce McTavish

Traffic Consultants: Bunt & Associates

- Simon de Verteuil

Open House Format

Open House Event on June 23, 2015 was held to illustrate the new design proposal and gather feedback from the community regarding the revised proposal that has been reduced and updated to respond to the key issues raised in the previous Open House Events #1 and #2, to do with size and scale of the project, traffic management and ALR encroachment.

The attendees were encouraged to sign in at a table placed near the entrance to the event space. The sign-in sheet requested attendees to indicate if they were a resident of Richmond or not. As well, the sign in sheet requested attendees' names, address/email and phone number. Members of the Lingyen Mountain Temple design team were available to receive feedback and answer questions during the event. Attendees were invited to review display boards placed around the room (see Appendix I). Several display boards provided comparison between the last Temple Development Proposal submitted in April 2014 and the current design. Major part of the display boards was dedicated to explaining the current proposal in terms of planning, architectural character and relationship to context. The architectural presentation was supported by presentation boards prepared by the Landscape Architect, Agricultural and Transportation Consultants.

In the centre of the room several tables with Questionnaire forms were placed where the attendees were encouraged to give their feedback and leave the completed forms in the drop box at the sign-in table up front. All the information presented at the Open House, as well as the Questionnaire forms were made available online at www.lymtdevelop.com. Flyers containing the web-site address (see Appendix) were distributed during the event and the participants were given an option of providing their feedback either online, or in a paper form during the Open House Event.

4. FEEDBACK SUMMARY

Feedback was received through Questionnaire forms that were submitted during the June 23rd Open House in paper form (see Appendix B) or uploaded to the web-site (www.lymtdevelop.com) by June 29th (see Appendix C). Questionnaire form questions were phrased with the assumption that respondents had read the Open House boards or reviewed them online. The comment forms asked the respondents to provide a Yes/No answer to the questions listed below, as well as asking for General Comments on the project.

1. Architecture/ALR Encroachment (height and size): The height and size of the project has been reduced and Agricultural Land Reserve encroachment eliminated since April 2014 rezoning application. Do you support these changes to the project?"
2. Traffic and Parking: "The temple has initiated Traffic Management Strategies for special events in the last couple years. In your experience has this improved the traffic?"
3. Overall Thoughts: "Are you generally supportive of the revised proposal?"

Of the 352 Questionnaire forms submitted at the Open House, 351 (99%) were in support of the Revised Lingyen Temple Development Proposal. This approval rating was mirrored by the data re-examined based on households. Some households were represented by numerous comment form submissions. When the respondent data is reassessed on the basis of one comment form per household, however, the total submission amount during the Open House is reduced to 227 households. Of these households, 226 (99%) were in support of the proposal while 1% were opposed (See Appendix A for all Questionnaire Form Summary Tables, Appendix E for Questionnaire Transcription and Appendix M for the original scans).

Respondents were asked whether they were supportive of the changes made to the current proposal as compared to the one submitted for review in April 2014. One hundred percent (100%) of respondents indicated that they liked the new direction of the design. Respondents were also asked to indicate their thoughts on the traffic mitigation and parking control measures proposed. Ninety seven percent (97.4%) of respondents felt that the measures proposed were sufficient, 0.6% did not and 2% indicated they were not sure one way or another.

Respondents' negative sentiments generally included:

- The temple is trying to create a tourist destination.
- The temple's height is out of proportion to the existing buildings in this area.
- There will be an increased traffic volume in the neighborhood causing traffic congestion.

Website Feedback

A total of 176 comments have been received via the Lingyen Mountain Temple Consultation Website (<http://www.lymtdevelop.com>) between June 23rd and June 29th. 173 (98%) were supportive of the Temple expansion, and spoke of how it will benefit the community (see Appendix H for the transcript of Website Feedback). A total of 121 households have been identified in the analysis of the feedback received online, 75% of which lived in Richmond, while 25% did not (see Appendix F for web-site Questionnaire Transcription).

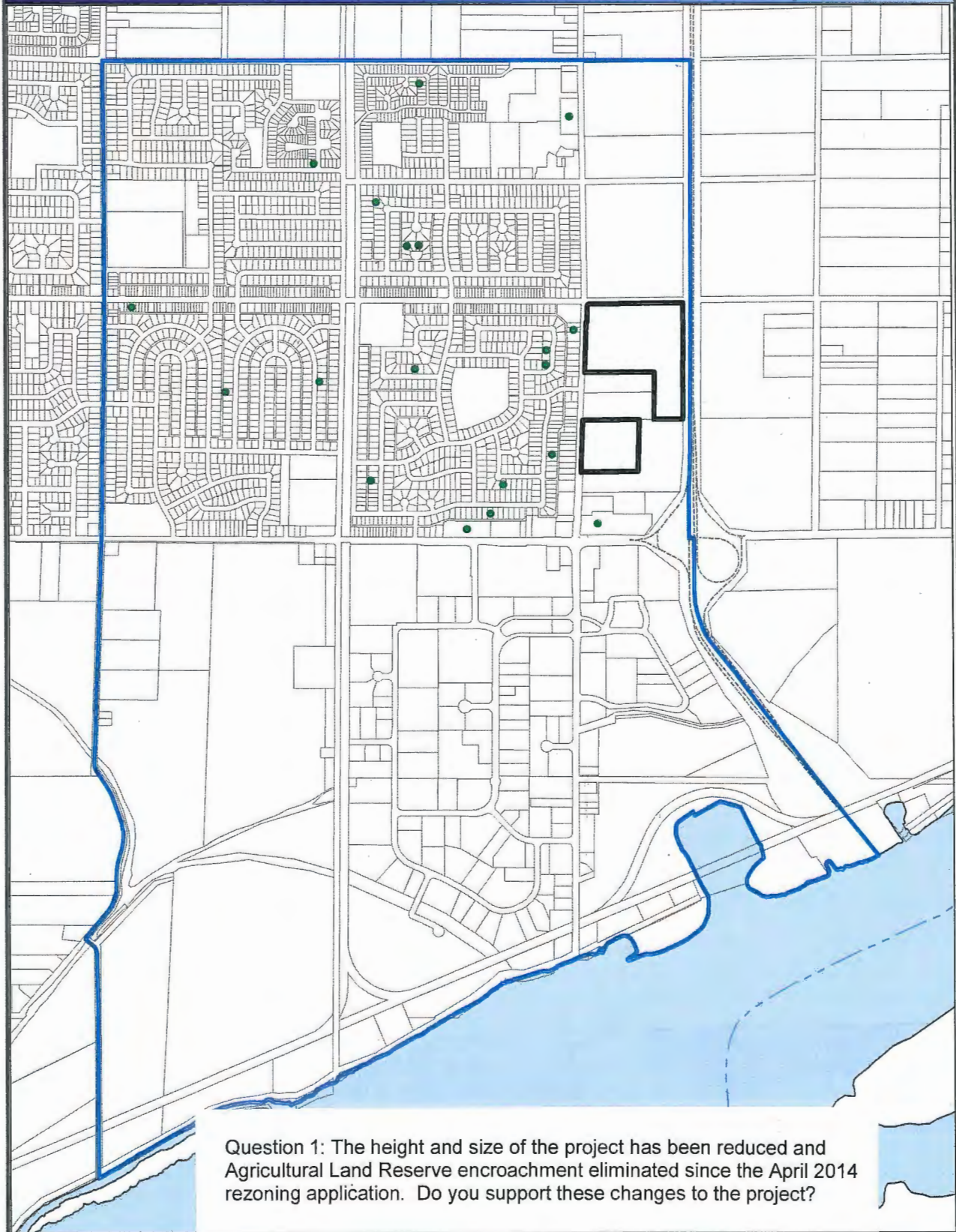
Two percent (2%) of the online respondents were opposed to the changes made to the proposal, one percent (1%) was unsure and ninety seven percent (97%) were in favor of the new direction. Three and a half percent (3.5%) did not think that the traffic management utilized by the Temple was adequate, eight and a half percent (8.5%) were unsure and eighty eight percent (88%) thought that the Temple was effective in managing traffic during special events. An overwhelming majority of the online respondents were generally in favour of the revised proposal at ninety eight percent (98%), with only one individual opposed and two that were unsure.

Total Feedback Summary

The Questionnaire forms received during the Open House were cross-referenced with the Questionnaire forms received online to identify 528 unique individual submissions. These were further assessed to find 6 households where some members of the household have attended the Open House event while others filled out the Questionnaire forms online. Thus this report was able to identify 342 unique households that submitted Questionnaire forms either on the web-site or during the Open House Event. The majority of the respondents (90%) live in Richmond, while 10% do not. (see the Total Feedback Summary Tables per individual and per household in Appendix A)

Lingyen Mountain Temple Rezoning: June 2015 Questionnaire

Question 1 Responses



Question 1: The height and size of the project has been reduced and Agricultural Land Reserve encroachment eliminated since the April 2014 rezoning application. Do you support these changes to the project?

Legend

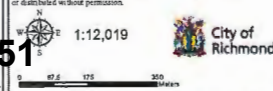
- Flyer Distribution Area
- Subject Site

Website and Open House Questionnaire:
Question 1

- Responded Yes

Question 1 in Flyer Distribution Area:
-30 Yes Responses
-0 No Responses
-0 Don't Know Responses

Note:
The information shown on this map is excerpted from various sources and the City makes no warranty, expressed or implied, as to the accuracy or completeness of the information.
Users are reminded that lot sizes and legal descriptions must be confirmed at the Land Title office in New Westminster.
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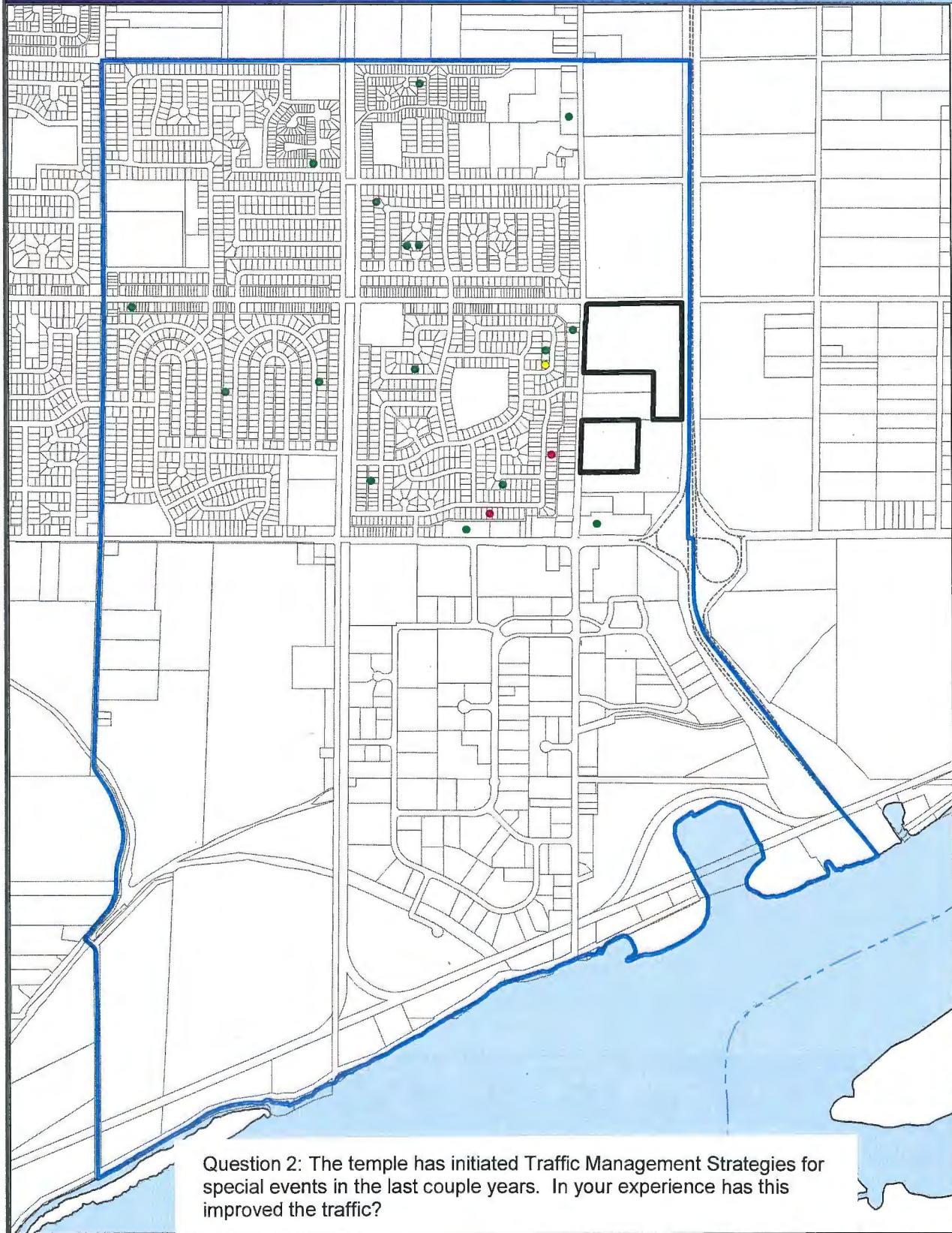


PLN - 151
October 23, 2015
Prepared by Onkar Buttar



Lingyen Mountain Temple Rezoning: June 2015 Questionnaire

Question 2 Responses



Question 2: The temple has initiated Traffic Management Strategies for special events in the last couple years. In your experience has this improved the traffic?

Legend

- Flyer Distribution Area
- Subject Site

Website and Open House Questionnaire
Question 2

- Yes
- No
- Don't Know

Question 2 in Flyer Distribution Area:

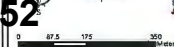
-27 Yes Responses
-2 No Responses
-1 Don't Know Response

Notes:
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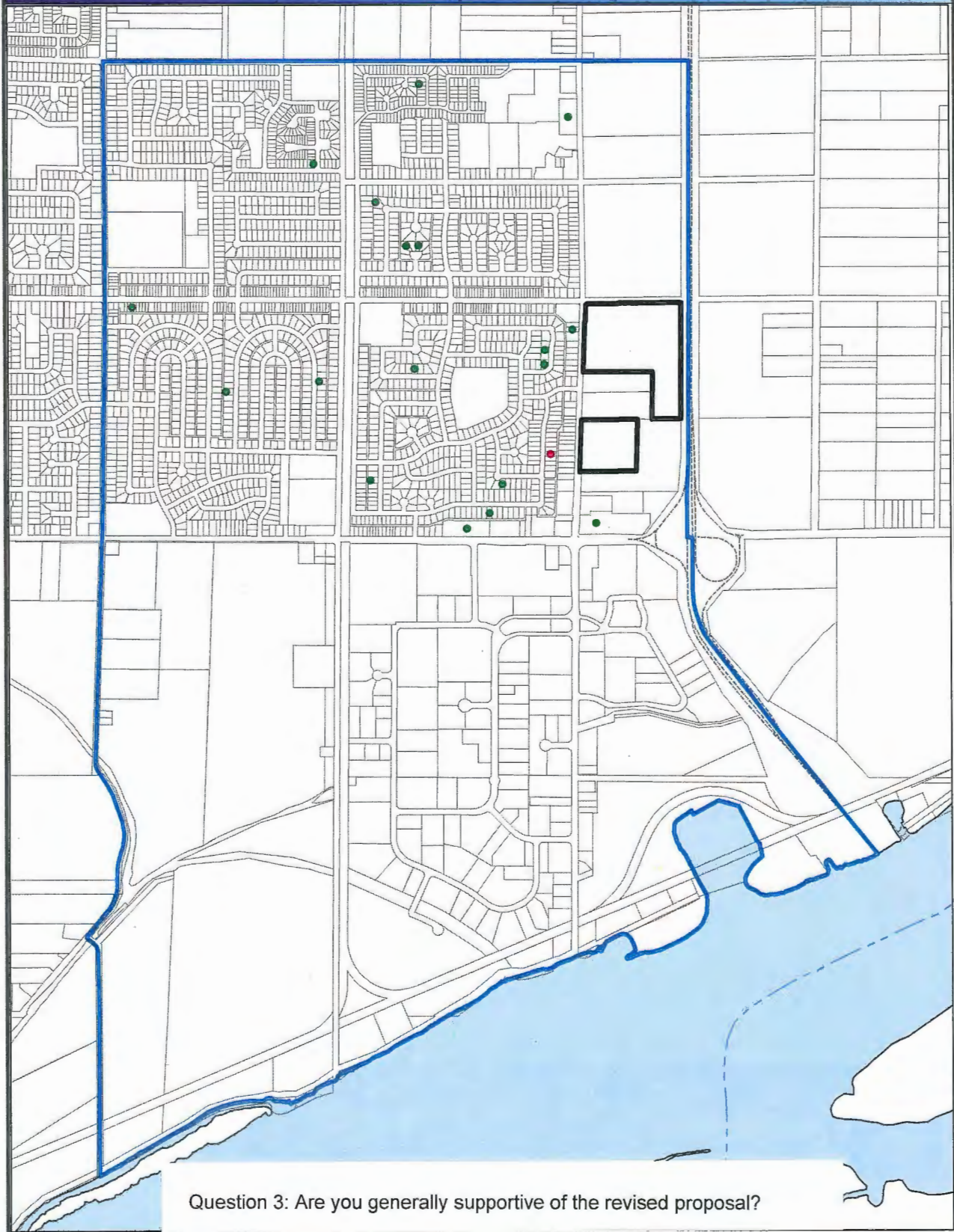


PLN - 152
October 23, 2015
Prepared by Onkar Buttar



Lingyen Mountain Temple Rezoning: June 2015 Questionnaire

Question 3 Responses



Question 3: Are you generally supportive of the revised proposal?

Legend

- Flyer Distribution Area
- Subject Site

Website and Open House Questionnaire:
Question 3

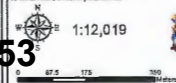
- Yes
- No

Question 3 in Flyer Distribution Area:

- 29 Yes Responses
- 1 No Response
- 0 Don't Know Responses

PLN - 153
October 23, 2015
Prepared by Onkar Buttar

Note: The information shown on this map is compiled from various sources and the City makes no warranty, expressed or implied, as to the accuracy or completeness of the information. Users are reminded that for sales and legal description must be confirmed at the Land Title Office in New Westminster. This is NOT a legal document, and is published for information and convenience purposes only. © City of Richmond, 2015. All rights reserved. Not to be reproduced or distributed without permission.



Note:

For Public Consultation and Media Summary Report, please see Supplementary Information for Attachment 4 and Attachment 6



DA Architects + Planners

Lingyen Mountain Temple

Briefing Notes: Round Table Meeting

Date: November 10, 2015

Meeting Date: November 03, 2015

Page: 1 of 4

Location: South Arm Community Centre, Richmond, BC

Revision: 00

Present:

Name: Randy Knill	DA Architects and Planners
Name: Jeff Ashwell	DA Architects and Planners
Name: Carol Day	City Councillor, City of Richmond
Name: Joe Kirk	Local Resident
Name: Jennifer Kirk	Local Resident
Name: Marty McKinney	Local Resident
Name: R. Frederickson	Local Resident
Name: Ray Nix	Local Resident
Name: Stefan Emberson	Local Resident
Name: Ed Kroteker	Local Resident
Name: Derek White	Local Resident
Name: Elaine White	Local Resident

The meeting was a round table open forum workshop. It opened with a project overview presentation by DA Architects, followed by comments / questions from the attendees.

- Randy Knill (RK) opened the meeting at 7pm.
- Questionnaires and comment forms were provided to all attendees (see attached).
- RK asked that everyone present introduce themselves.
- RK presented a history of the Temple project, which included how DA became the project Architect, and a history of the previous James Cheng Architects submissions.

Group concerns, questions, and discussion items:

1. Traffic / Parking:

- DA current proposal has the majority of the parking (approx. 377 cars) hidden within a covered parking structure, below the temple buildings. The group indicated this is a much better and practical solution than past proposals.

- b. For the 3 large annual Temple Celebration Days (Chinese New Year's, Buddha's Birthday, and The Temple Opening Anniversary), the proposed 377 parking stalls may not be adequate. Lingyen has signed agreements with Winners and other institutions along No. 5 road to share parking, and has committed to provide shuttle busses and traffic directing persons. These agreements have been given to The City. The group generally agreed this was an improvement.
- c. No. 5 Rd existing traffic is already at high volumes and considered "dangerous", due to excessive speeds. Traffic is generated by many users, not just Lingyen.
- d. Most No. 5 Rd. traffic is moving southbound, and bottlenecks at Steveston Hwy. Much of this southbound traffic is generated by "rat-runners" using No. 5 Rd. as a means of short-cutting the Hwy. 99 Massey Tunnel backups. It was noted that the resultant problems at the No 5 Rd / Steveston Hwy intersection, and the Steveston Hwy on - ramp to Hwy 99 would be remedied when / if the new Massey Bridge project proceeds and that No. 5 road traffic volumes during peak hours would be greatly reduced.
- e. Attendees commented that a median strip, or concrete curbing (as installed at "The Gardens"), running the full length of No 5 Road would allow for left turn in, and only right turn out from the eastern sites. This would help reduce the traffic congestion and "dangerous" left turn out conditions. The concrete median causes problems, however for residents along No 5 Road.
- f. Attendees commented that much of the existing hazardous conditions at Williams and No 5 Rd. arise from parents dropping their children off at the neighbouring Church School south of the Lingyen site. Common traffic patterns have parents turning right onto No. 5 from Williams Rd., then weaving to the centre lane to turn left into the school parking lot.
 - i. A recommendation made by attendees was to allow eastbound Williams Rd. traffic to continue across No. 5 Rd. intersection and enter the Lingyen Site from the north property line. Cars would then turn south (right) and enter the Lingyen site using the proposed laneway running parallel to No. 5 Rd. Cars would continue across the Lingyen site and enter the temple parking, or continue south and enter the Church School grounds via a newly cut access. Attendees felt that this would remove much of the congestion and the perceived dangerous "maneuvering" the parents were making under the current traffic conditions.
 - ii. DA promised to bring this idea to the attention of the City Traffic Planners and to our Traffic Consultant for review and comment.
- g. Distribute traffic load when exiting the Lingyen site. Concern that all Temple practitioners would leave the Temple at the same time was addressed by DA. Historically, the temple users do not all leave at the same time, but are distributed over several hours.

h. Attendees also noted:

- i. No. 5 Rd. / Steveston Hwy intersection congestion is an existing big problem.
- ii. Might need a traffic light at Seacliff and No. 5 Rd.
- iii. Concern for “added load to an already busy street” on No. 5 Rd.
- iv. Tandem dump trucks and semi-trailers, as many as 40 at a time, running southbound and clogging intersection at No. 5 and Steveston Hwy.
- v. Rice Mill Rd. joining Steveston Hwy. discussed as a “hopeful” traffic improvement for future.
- vi. Port of Vancouver wants to open Blundell access to Hwy 99 for truck access route. Attendees noted this would be “a nightmare” and that Blundell is not designed to carry this additional load or truck traffic.
- vii. Future Massey Bridge (Tunnel Replacement)
 1. Carol Day noted that in a presentation given by MoTI at their recent presentation (Oct 30), that 60% of Hwy 99 existing northbound traffic is Richmond-bound and exits the 99 before reaching the Oak St. Bridge. This was presented and received with skepticism. Belief was that the existing tunnel bottlenecks would transfer to the Oak St. Bridge.
 2. Prior to Massey Bridge proposal, the Province would not entertain widening of the Steveston Hwy exit due to the existing watercourse. Now that the bridge is gaining momentum, the watercourse has disappeared as a Provincial concern.

2. Building Height / Size / Placement:

- a. Size of the overall project was presented to be much smaller than previous proposals. All attendees agreed that changes in height and overall scale were improvements from previous submissions. Some concern about the new height was expressed.
- b. DA confirmed that the new proposal does not encroach into ALR land as previous proposals had. This was favourably received by the group.
- c. Tallest building (main temple) is 85’ tall, with flanking buildings max. height of 70’. Greatly reduced from previous submissions. Some concern that if approved, other places of worship may wish to build taller structures. (Pandora’s box syndrome)
- d. Asked if the main temple height could be reduced to 70’, DA responded that it would be difficult to achieve due to the historic traditional architectural proportion system the temple is based on. DA noted that the building was set back and away from No. 5 Rd. and that the one storey buildings (in conformance with the 12m height allowance) closer to No. 5 Rd. would block much of the view to the larger temple building beyond.
- e. Building height concerns were that the DA proposal might have similar building heights as the Cheng Architects proposal. DA presented the new proposal and much of the

AGRICULTURAL ADVISORY COMMITTEE (AAC)

Held Thursday, December 17, 2015 (7:00 pm)

M.2.002

Richmond City Hall

...

4. Development Proposal – Rezoning 10060 No. 5 Road (Lingyen Mountain Temple)

Staff provided an overview of the application and the consulting agrologist provided a summary of the proposed farm plan.

The Committee had the following questions and comments:

- Committee had questions regarding one of the proposed crops, Haskap berries. In response, the consulting agrologist noted that Haskap berries are like blueberries, but are prone to less disease.
- One member asked who would be farming the site and noted that a farm of this size would require a business plan. The consulting agrologist responded that the existing operation would likely remain unchanged, but a third party may be involved if necessary. The applicant's consultant, Bruce McTavish will be retained to assist in the development of the farm and to mentor the Temple's farm practices.
- Members noted that a financial security should be required to ensure the farm plan is implemented. Staff noted that a bond will be secured as part of the rezoning application process to ensure the implementation of the farm plan.
- General comments were made that it was good to see a nursery proposal with native trees.
- Committee asked questions regarding the proposed farm access road. Staff noted that there is an active application on the former Mylora Golf Course site located immediately to the north. In association with the Mylora subdivision, the applicant has been advised to improve Williams Road to 120 m east of No. 5 Road. The LMT is to extend the Williams Road improvements eastward to the point at which it aligns with the on-site north/south farm road; or if the LMT moves forward in advance of the Mylora site, the LMT is responsible for the westerly 120 m portion of Williams Road upgrades, as well as easterly improvements to the point at which Williams Road would be intersected by the north/south farm road.

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

That the rezoning application for the expansion of Lingyen Mountain Temple at 10060 No. 5 Road be supported as presented on a condition that a financial security to implement the farm plan is provided as a condition of the rezoning approval.

Carried unanimously

...

Advisory Design Panel Excerpt

Wednesday, March 9, 2016

...

3. RZ 13-641554 – EXISTING TEMPLE EXPANSION ON A WESTERLY 110 M PORTION OF THE SITE

ARCHITECT: DA Architects + Planners

PROPERTY LOCATION: 10060 No. 5 Road

Applicant's Presentation

Architect Randy Knill, DA Architects + Planners, and Landscape Architect Ken Larsson, Connect Landscape Architecture, presented the project and answered queries from the Panel.

Panel Discussion

Comments from the Panel were as follows:

- current proposal is better than the previous one;
We have worked hard to produce a design that makes sense and knits into the fabric of the community.
- no concerns with proposed height;
- fences are pulled out along No. 5 Road frontage in the current proposal; consider removing the fence and focusing on how the building corners would be experienced by motorists and pedestrians; south west and east building corners need further design development; consider introducing a walkway to break up the west elevation of the building at the southwest corner of the site; could also consider introducing public art at the two corner buildings along No. 5 Road to mitigate the blank wall appearance;
The fences are part of the historical reference and play an important part in the overall concept. The ADP presentation illustrated a schematic fence, as plain white masses. As the design develops the fences will become more detailed and become an important design element within the overall composition. The other concerns are really relevant to our next stage of Design Development and will certainly be included i.e. providing more interesting corners, and enhanced pedestrian experience.
- agree with comment that the current proposal is a big improvement over the previous proposal;

- proposed parking below the structure has pushed everything up, making the building façade more prominent; consider further articulation to the building façades along No. 5 Road;

The presentation showed the concept design at rezoning level. As the design develops and more detail is evolved, these kinds of concerns will certainly be addressed. We appreciate the comments because they echo our intentions in our “move forward plan”

- applicant needs to develop and provide more detailed drawings of proposed landscaping;

See comment directly above. As the design moves forward from the conceptual design that more detailed drawings will be prepared.

- ensure adequate soil volume for the proposed tree planting scheme;

It is our intention to provide the infrastructure for a vibrant and healthy landscape environment. This is a priority for our clients as well.

- concerned on the blank wall appearance of the building facades along No. 5 Road;

There is only a blank wall because we are looking at underdeveloped façades. This will be addressed as the design evolves.

- consider further treatment to the internal road; should not be treated as a regular service road; also consider expanding the paving at the grand entrance to the site (between the two parkade entries) to create a more ceremonial feel to it;

The internal road is not a service road. It is a main access for the public and will have varied surfaces like paving patterns and a variety of materials to establish it as a major ceremonial site entrance.

- appreciate the LEED Gold target and sustainability features of the proposed project;
- consider opening up the parkade to eliminate the need for mechanical ventilation;

It is our intention to provide natural ventilation to the open parking garage to reduce the mechanical requirements.

- appreciate the blending of the old and proposed new buildings; support for use of building materials and colours used in the existing temple; the project fits well with the neighbourhood;
- consider further articulation to the two parkade entries to create a gateway feel and sense of arrival to the temple;

Providing a comfortable and welcoming articulated entry is a high priority for the client.

- project is challenging from a mechanical perspective; applicant needs to maintain the Chinese architecture as well as incorporate more sustainability features;

We are aware of the challenges and have seen excellent examples of sensitive mechanical designs in other temple projects which we plan on replicating here.

- proposed project is a big improvement over the previous proposal;
- significant lack of landscape design is noted; applicant needs to address the blank parkade walls;

There is only a blank wall because we are looking at undeveloped designs for the façades in a massing diagram and model. This will be addressed as the design evolves.

- agree with comments to accentuate the entry/exit driveways to the parkade;

See above

- appreciate the provision of internal road which will help alleviate the traffic situation along No. 5 Road during the temple's special events;
- appreciate the attention given to pedestrian circulation in the site;
- consider introducing public art in the project to relate with non-temple goers;
- public art would be useful for public relations and enhancement of the architecture of the proposed project;

Considerable artistry and high level of quality materials present the general public (as well as temple attendees) at the streetscape level with an enlightened aesthetic experience for pedestrians and motorists.

- agree with comments to enhance the landscaping for the site;
- agree with comments regarding the usefulness of the proposed internal street fronting No. 5 Road; the internal street should be treated more elegantly, e.g. using stone materials, not just permeable paving to enhance the pedestrian experience;
- applicant should have provided renderings showing the pedestrian view from the sidewalk; would have been helpful to the Panel;

There were three perspective renderings that showed different views of the streetscape. A0.3 in the original submission (1 view) and L-3 (2 views), which was distributed at the meeting both show sidewalk and contextual representations.

- consider increasing the density and/or scale of tree planting in the courtyard with provisions for adequate soil volume;

As the design proceeds, we intend to develop a well-developed and healthy landscape in the courtyard. Having new interior space for activities that are now held in the existing courtyard due to lack of interior space opens the possibility of enhanced courtyards in the new building.

- consider decreasing the scale and/or density of street planting along No. 5 Road to provide more visibility to the building facades;

This will be studied in our future design development, although we need to comply with the City Policy for No. 5 Road pedestrian streetscape elements.

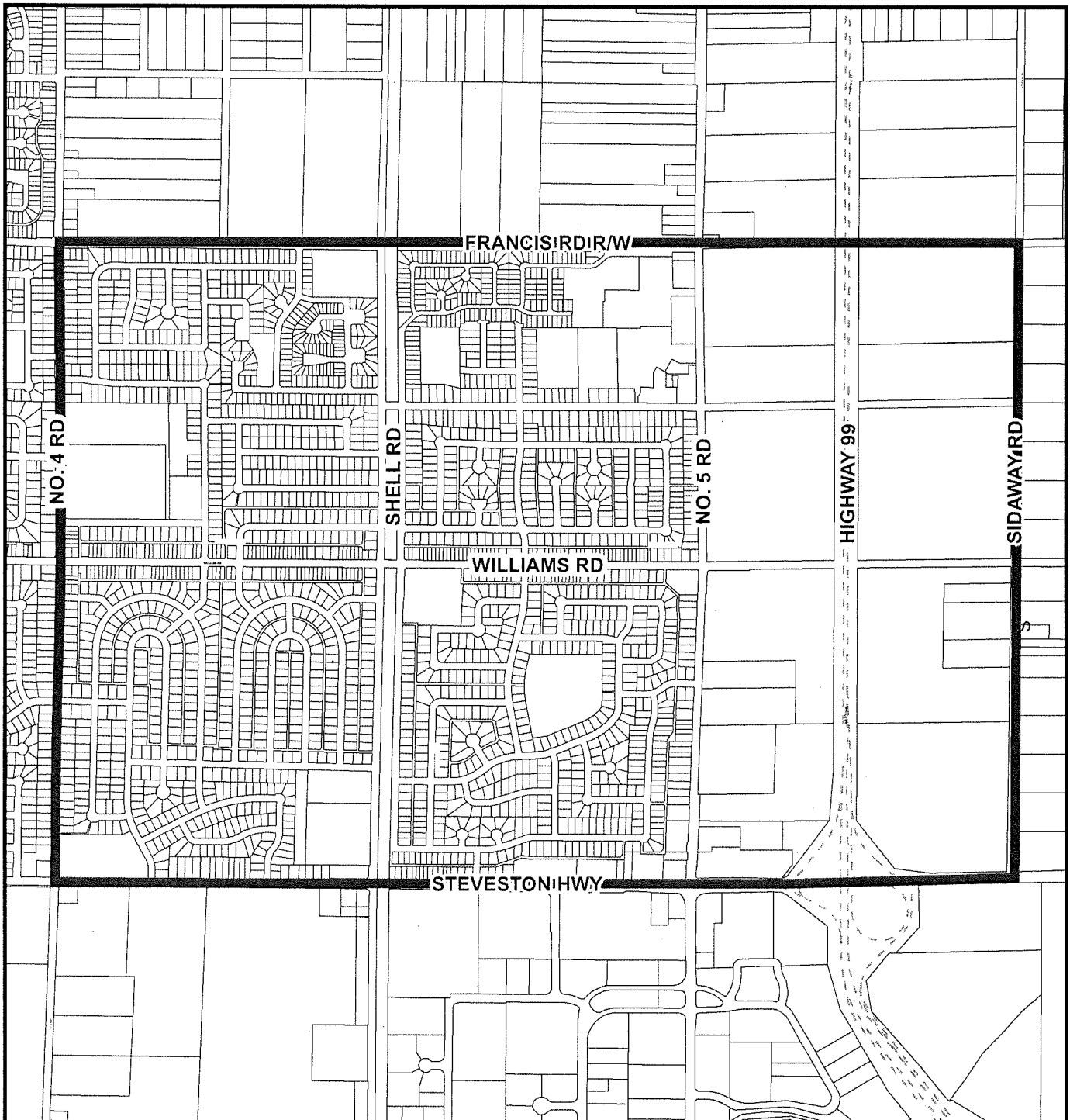
- consider introducing changes to the land forms, e.g. increasing the elevation in some areas, to address the challenges posed by the blank wall appearance of building facades along No. 5 Road; and

Varying land forms to help screen the parking façade will be taken into account during design development.

- look forward to an improved scheme for the proposed project as it moves forward.
- At the conclusion of the review, the project architect asked the Panel to confirm whether they have any concerns associated with proposed building heights and massing. In response to the query, the Panel members indicated that they did not have any specific concerns associated with the proposed building height and massing provided the Panel's comments are addressed.



City of
Richmond



Public Hearing Notification Area

Original Date: 05/12/16

Revision Date:

Note: Dimensions are in METRES

PLN - 163



Address: 10060 No. 5 Road

File No.: RZ 13-641554

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9557, the developer is required to complete the following:

1. Provincial Ministry of Transportation & Infrastructure Approval
2. The applicant is required to demonstrate to the City that the Ministry of Transportation and Infrastructure's (MOTI) road dedication requirement and/or negotiated acquisition of property for road widening associated with the George Massey Tunnel Replacement (GMTR) project has been satisfied by achieving either:
 - a) Dedicate as road a 5 m wide portion of the property along the site's eastern edge in accordance with Section 52 (3) (a) of the Transportation Act; or
 - b) Conclude negotiations associated with the GMTR project, which includes all land dedication required for future highway improvements, including the 5 m wide portion of the property along the site's eastern edge referenced in 2.a) above.
3. The applicant is required to demonstrate to the City that approval from the Agricultural Land Commission (ALC) has been granted in writing for the following terms, as articulated by the ALC Resolution #36/2002:
 - a) Submission, acceptance and implementation of a farm plan that specifically addresses surface and internal drainage on the property; and
 - b) Registration of a restrictive covenant on the agricultural Backlands specifying its use as agricultural and restricting any non-farm related services or uses.
 - c) Submission of an acceptable Farm Plan
4. An estimated 2.5 m wide road dedication along No. 5 Road along the site frontage approximately 60 m south of Williams Road; and a 5.5 m wide road dedication along the remainder of the No. 5 Road frontage to accommodate the cross section established by a road functional plan to the satisfaction of the Director of Transportation.
5. Registration of a legal agreement on title that prohibits issuance of a Building Permit for Phase 1 until a statutory right-of-way to secure a north/south farm access road is registered on the site, or an alternative agreement that complies with the City's Backlands Policy in place at the time of the issuance of the Building Permit. Conditions for the farm access road may include:
 - The farm access road must provide a connection to Williams Road.
 - Permission to use the farm access road statutory right-of-way is to be granted to the City and its designates.
 - A structure(s) to control access is permitted.
 - The farm access road must be designed and constructed for farm use only and is intended to facilitate only the movement of farm vehicles and machinery to fields.
 - The statutory right-of-way for the farm access road is a minimum of 4 m wide.
 - The farm access road location and driving surface is to be determined by a certified professional registered with the B.C. Institute of Agrologists, subject to review and approval of the City's Transportation staff. Design details are to be presented as an addendum to the Farm Plan and an associated bond is to be determined and secured.
 - A functional farm road base is to be determined by a certified professional registered with the B.C. Institute of Agrologists. If identified as necessary, drainage is required to be provided. Works are subject to review and approval by the City's Engineering staff.

- Construction and maintenance of the farm access road and statutory right-of-way is the responsibility of the property owner.
 - Proposed road design and fill materials must be reviewed and approved by the City's Engineering and Transportation Department staff. Suitable material includes sod, gravel and crushed limestone. Blacktop, asphalt, hog fuel and ground-up asphalt is not permitted.
 - Placement of the farm access road should consider designated Riparian Management Areas related to riparian setbacks.
6. Registration of a flood plain covenant on title identifying a minimum habitable elevation of 2.9 m GSC.
 7. Discharge of covenant BJ1287A, which restricts the width of access to the site to 7.75 m.
 8. Discharge of existing utility right-of-ways BP194151 and BP243287.
 9. Receipt of a Letter of Credit (LOC) or bond for implementation of the farm plan in the amount of \$186,000.00
 10. Receipt of a Letter of Credit (LOC) or bond for landscaping in the amount of \$533,491.00.00. The full value of the LOC or bond will be retained by the City until the completion of Phase 2, including the installation of landscaping
 11. City acceptance of the developer's offer to voluntarily contribute \$50,000 towards bus landing pads/shelters in the vicinity of the site.
 12. Enter into a Servicing Agreement* for the design and construction of the following works, which include but may not be limited to:

Storm Sewer:

The following drainage upgrades along the site's No 5 Road frontage are required or the Developer may hire a consultant to complete a storm analysis to the major conveyance.

The Developer is required to:

- Upgrade the existing storm sewers from existing manhole MH2588 (at the intersection of Williams Road and No. 5 Road) to existing manhole MH2585 (at the intersection of Seacliff Road and No. 5 Road) with a length of 306 meters to 600mm diameter pipe.
- The proposed development shall apply for Ministry of Transportation and Infrastructure (MOTI) approval to facilitate discharge of on-site drainage to the existing ditch along the proposed site's Highway 99 frontage. Proof of MOTI's approval of discharge to the Highway 99 ditch is required.
- If MOTI approval to discharge on-site run-off to the existing ditch along Highway 99 is not obtained by the developer, further downstream assessment and possible storm sewer upgrades are required along No 5 Road and Steveston Highway.

At the Developer's cost, the City will:

- Cut and cap the existing storm service connections and remove the existing Inspection Chamber (IC) located along the site's No 5 Road frontage.

Water Works:

- Using the OCP Model, there is 542.4 L/s available at 20 psi residual. Based on provided information, the site requires a minimum fire flow of 250 L/s. Water analysis is not required. Fire flow calculations signed and sealed by a professional engineer based on F.U.S or ISO are required once the building design is confirmed at the Building Permit stage to confirm adequate available flow.
- Based on the proposed rezoning, the site requires a fire hydrant at Williams Road frontage.

Sanitary works:

- Sanitary analysis and upgrades are not required.
- The existing sanitary right of way along the site's No 5 Road frontage shall be widened and extended west to the property line. Discharge of the existing Right of Ways (BP194151 and BP243287) and registration of the new utility statutory right-of-way is required prior to Servicing Agreement design approval.
- The sanitary service connection details shall be finalized via the servicing agreement design process.

Frontage Improvements:

- The following provides a general description of required frontage works, which are to correspond to details articulated in road functional design drawings that are approved by Transportation and Engineering. Cross section requirements (west to east) for the site's No.5 Road frontage:
 - Existing curb/gutter on the west side to remain
 - Minimum 3.3 m wide southbound travel (curb) lane
 - 3.2 m wide southbound travel (centre) lane
 - 3.2 m wide left turn lane.
 - 3.2 m wide northbound travel (centre) lane
 - 3.3 m wide northbound travel (curb) lane.
 - 0.15 m wide curb/gutter
 - 2.5 m wide grass and tree boulevard (for approximately 60 m south of Williams Road where the right of way is constrained, this boulevard may be reduced to 1.5 m wide)
 - 3.5 m wide shared pedestrian /cycling path
- Upgrade the existing traffic signal at the Williams Road/No. 5 Road intersection to accommodate the changes in the road cross-section elements noted above and to include, but not limited to APS features and illuminated street name signs.

The Developer is required to:

- Coordinate with BC Hydro, if required, to relocate the existing BC Hydro poles along the proposed site's No 5 Road frontage as they may conflict with the new sidewalk. Alterations and relocation of any private utilities will be at the developer's cost.
- Pre-duct for future hydro, telephone and cable utilities along all road frontages.
- Locate all above ground utility cabinets and kiosks required to service the proposed development within the developments site (see list below for examples). A functional plan showing conceptual locations for such infrastructure shall be included in the development process design review. Please coordinate with the respective private utility companies and the project's lighting and traffic signal consultants to confirm the requirements (e.g., statutory right-of-way dimensions) and the locations for the aboveground structures. If a private utility company does not require an aboveground structure, that company shall confirm this via a letter to be submitted to the City. The following are examples of statutory right-of-ways that shall be shown in the functional plan and registered prior to SA design approval:
 - BC Hydro PMT – 4mW X 5m (deep)
 - BC Hydro LPT – 3.5mW X 3.5m (deep)
 - Street light kiosk – 1.5mW X 1.5m (deep)
 - Traffic signal kiosk – 1mW X 1m (deep)
 - Traffic signal UPS – 2mW X 1.5m (deep)
 - Shaw cable kiosk – 1mW X 1m (deep) – show possible location in functional plan
 - Telus FDH cabinet-1.1 m W X 1 m (deep – show possible location in functional plan
 - Provide street lighting along the proposed site's No. 5 Road frontage.

General Items:

- If pre-load is required, provide prior to first SA design submission, a geotechnical assessment of pre-load and soil preparation impacts on the existing utilities fronting or within the development site, proposed utility installations, and provide mitigation recommendations. The mitigation recommendations (if required) shall be incorporated into the first SA design submission or if necessary prior to pre-load.
- Additional legal agreements, as determined via the subject development's Servicing Agreement(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.

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

1. Submission of a Construction Parking and Traffic Management Plan to the Transportation Department. Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.
2. Incorporation of accessibility 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 Department at 604-276-4285.
4. 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.

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 9557 (RZ 13-641554)
Westerly 110 m wide portion of 10060 No. 5 Road**

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

1. Richmond Zoning Bylaw 8500 is amended by inserting the following into Section 24 (Site Specific Public Zones), in numerical order:

“24.7 Religious Assembly – No. 5 Road (ZIS7)

24.7.1 Purpose

The **zone** provides for **religious assembly, education** and other limited community **uses**.

24.7.2 Permitted Uses

- child care
- education
- religious assembly

24.7.3 Secondary Uses

- dormitory

24.7.4 Permitted Density

1. The maximum **floor area ratio** is 0.47, together with an additional 0.14 **floor area ratio** provided that the additional 0.14 **floor area ratio** is used entirely to accommodate covered exterior walkways having a minimum of one (1) open side.
2. Notwithstanding Section 24.7.4.1, the reference to “0.47” may allocate a maximum 0.13 of the maximum **floor area ratio** for portions of the building that are exclusively used as accessory residential area occupied by residents of the **religious assembly building(s)** and/or for **dormitory** use.

24.7.5 Permitted Lot Coverage

1. The maximum **lot coverage** is 40% for **buildings** and covered walkways with a minimum of one (1) open side.

24.7.6 Yards & Setbacks

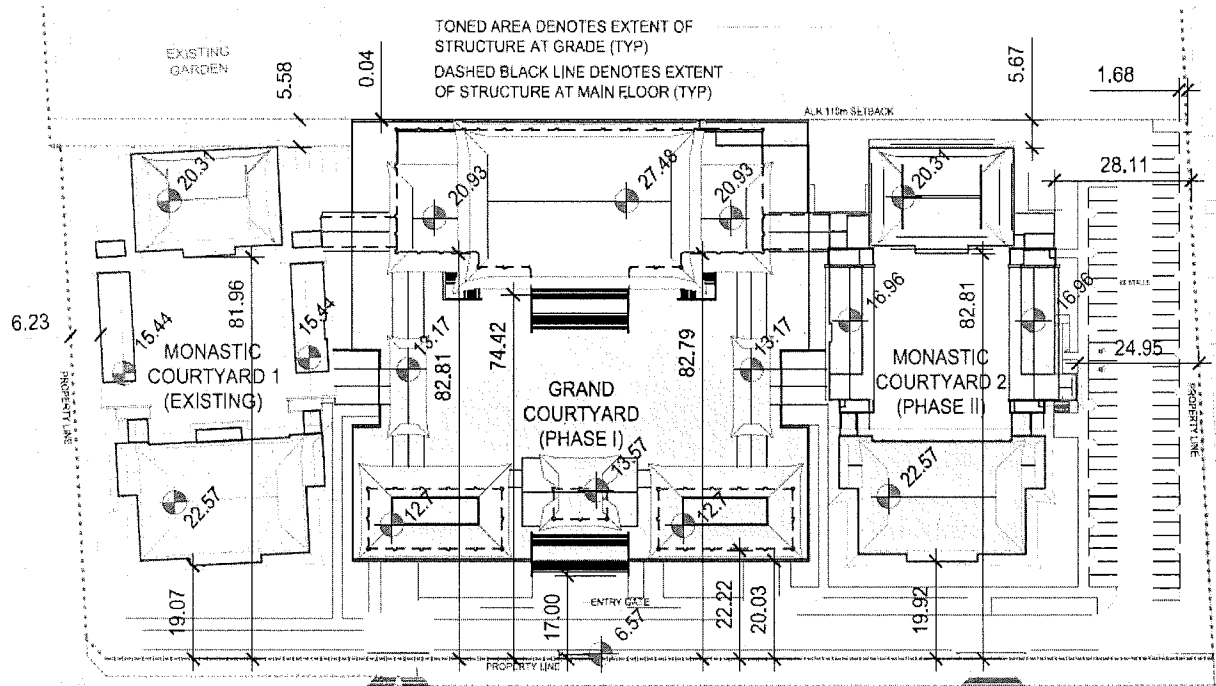
1. The minimum **building setback** is:
 - a) North: 6 m;
 - b) South: 24 m;
 - c) East: 0 m; and
 - d) West: 17 m.

- Notwithstanding Section 24.7.6.1, **buildings** and covered walkways are to be sited as shown in Diagram 1.

24.7.7 Permitted Heights

- The maximum **height** for **buildings**, or portions thereof shall not exceed the figure indicated within the **building** footprint envelop identified in Diagram 1 and referenced as geodetic **height**, which for the purposes of this bylaw are as referenced below.

Diagram 1



ROOF ELEVATIONS ARE MEASURED IN HPN GEODETIC
ROOF ELEVATIONS AND DIMENSIONS ARE IN METRIC UNITS

- The maximum **height** for covered walkways is 16 m geodetic.
- The maximum height for **accessory buildings** and **accessory structures** is 6.5 m geodetic and is limited to a single entry gate on No. 5 Road.

24.7.8 Subdivision Provisions/Minimum Lot Size

- The minimum **lot area** requirement is 25,380 m².

24.7.9 Landscaping & Screening

- Landscaping** and **screening** shall be provided according to the provisions of Section 6.0 except that a single entry gate is permitted on the No. 5 Road frontage provided the maximum height is 6.5 m geodetic.

24.7.10 On-Site Parking and Loading

- Provision of a minimum 385 **vehicle parking spaces**.
- Provision of a minimum 24 Class 1 bicycle parking spaces and a minimum 68 Class 2 bicycle parking spaces.

3. Provision of 2 medium size and 1 large size **loading space**.

All other requirements shall be provided according to the standards set out in Section 7.0.

24.7.11 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. For the purpose of this zone, **dormitory use** shall not exceed a maximum of 70 people.
 3. For the purpose of this zone, the total number of resident nuns and/or monks shall not exceed a maximum of 70 people.
 4. Special events shall comply with the Richmond Event Approval Coordination Team (REACT) process, or City approved equivalent.
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 on the westerly 110 m wide portion of the following parcel and by designating the westerly 110 m wide portion of the parcel **RELIGIOUS ASSEMBLY – NO. 5 ROAD (ZIS7)**:

P.I.D.: 025-566-806

Lot A Section 31 Block 4 North Range 5 West New Westminster District Plan BCP3255

3. This Bylaw may be cited as "**Richmond Zoning Bylaw 8500, Amendment Bylaw 9557**".

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

MINISTRY OF TRANSPORTATION AND
INFRASTRUCTURE APPROVAL

ADOPTED

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

MAYOR

CORPORATE OFFICER



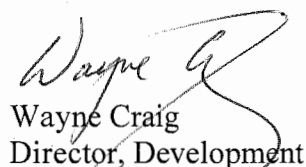
City of Richmond

Report to Committee Planning and Development Division

To: Planning Committee
From: Wayne Craig
Director, Development
Date: May 5, 2016
File: RZ 15-710852
HA 16-727260
Re: **Application by Platform Properties (Steveston) Ltd. for Rezoning at 3471 Moncton Street, 12060 and 12040 3rd Avenue, 3560, 3580 and 3600 Chatham Street from Steveston Commercial (CS2) and Steveston Commercial (CS3) to Commercial Mixed Use (ZMU33) – Steveston Village and a Related Heritage Alteration Permit**

Staff Recommendation

1. That Richmond Zoning Bylaw 8500, Amendment Bylaw 9558, to create the “Commercial Mixed Use (ZMU33) – Steveston Village” zone, and to rezone 3471 Moncton Street, 12060 and 12040 3rd Avenue, 3560, 3580 and 3600 Chatham Street from “Steveston Commercial (CS2)” and “Steveston Commercial (CS3)” to “Commercial Mixed Use (ZMU33) – Steveston Village”, be introduced and given first reading.
2. That a Heritage Alteration Permit be issued subject to Council granting third reading to Richmond Zoning Bylaw 8500, Amendment Bylaw 9558, to authorize the following alterations and works at 3471 Moncton Street, 12060 and 12040 3rd Avenue, 3560, 3580 and 3600 Chatham Street for the proposed redevelopment:
 - a. Demolition and removal of any existing structures and buildings;
 - b. Land clearing, excavation and any necessary site preparation activities;
 - c. Site investigation and preparation activities, City servicing and infrastructure works and placement of temporary buildings on the site related to the proposed redevelopment; and
 - d. Deposit of a consolidation plan at the Land Title Office for the consolidation of the six lots into one development parcel.



Wayne Craig
Director, Development

WC:ke
Att.

May 5, 2016

- 2 -

RZ 15-710852
HA 16-727260

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

Staff Report

Origin

Platform Properties (Steveston) Ltd. has applied to the City of Richmond for permission to:

- a. Rezone 3471 Moncton Street, 12060 and 12040 3rd Avenue, 3560, 3580 and 3600 Chatham Street from “Steveston Commercial (CS2)” and “Steveston Commercial (CS3)” to a new “Commercial Mixed Use (ZMU33) – Steveston Village” zoning district in order develop a mixed-use building containing approximately 2,358 sq. m. (25,380 sq. ft. of commercial space and 35 residential units (totalling approximately 4,459 sq. m. or 48,000 sq. ft.). This development will also include 2 levels of structured internal parking.
- b. Obtain a Heritage Alteration Permit on the subject site to allow for site preparation activities and works, building/structure demolition, placement of temporary buildings and lot consolidation related to the redevelopment.

A location map is contained in Attachment 1.

Findings of Fact

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

Surrounding Development

The subject site consists of six lots that are bounded by Moncton Street, 3rd Avenue, Chatham Street and an existing lane. The site contains buildings on the southern portion of the site near Moncton Street with the remainder of the site utilized for open storage of building supplies.

To the North: Across Chatham Street, three storey mixed use developments and off-street parking on sites zoned “Steveston Commercial (CS3)”.

To the South: Across Moncton Street, one storey commercial buildings zoned “Steveston Commercial (CS2)”.

To the West: Across 3rd Avenue, one and two storey commercial buildings zoned “Steveston Commercial (CS2)” and containing 3 identified heritage resources (Steveston Courthouse, Sockeye Steveston Hotel and symbolic civic precinct for Steveston) in the Steveston Village Conservation Strategy.

To the East: Across an existing lane, one and two storey commercial buildings zoned “Steveston Commercial (CS2)” and “Steveston Commercial (CS3)”.

Related Policies & Studies**Official Community Plan/Steveston Area Plan**

The subject site is located in the Steveston Village Core Area of the Steveston Area Plan and is designated “Heritage Mixed Use” allowing for commercial/industrial uses on the ground floor with residential uses above. The proposed mixed use development consisting of street fronting commercial at grade and residential uses on the second and third storeys complies with this land use designation.

The Steveston Area Plan contains the following policies on density and massing/height specific to the subject site (Attachment 3):

- Range of 1.2 to 1.6 Floor Area Ratio (FAR) – The Steveston Area Plan identifies maximum density ranging from 1.2 FAR for the southern portion (30.5 m or 100 ft.) of sites fronting Moncton Street to 1.6 FAR for the remaining north area to Chatham Street. The proposed density for this project complies with the density provisions of the Steveston Area Plan.
- Building height and massing – The Steveston Area Plan identifies a maximum building height ranging from 9 m (29.5 ft.) (two storey) for the southern portion (30.5 m or 100 ft.) of the site’s fronting Moncton Street up to 12 m (39.3 ft.) (three storey) for the remaining north area to Chatham Street.

The proposed development consists of one storey height and massing directly fronting Moncton Street with the two storey element pulled back from the street. The one and two storey portion would be located within the south 30.5 m of the site. The proposed density and building height/massing for this project complies with these land use policies of the Steveston Area Plan.

Steveston Village Heritage Conservation Area

The subject site is located in the Steveston Village Conservation Area. This designation requires that any construction activity or modification to buildings or land in the area (including subdivision), requires approval of a Heritage Alteration Permit (HAP) in conjunction with normal development applications required for redevelopment. The HAP application being considered in this report is to allow for demolition, land clearing/excavation, site preparation, placement of temporary buildings and lot consolidation, consistent with the requirements of the Steveston Area Plan – Steveston Village Conservation Area.

A second heritage alteration permit will be required as part of the forthcoming Development Permit application process to allow for construction of this project.

The Steveston Village Conservation Area references the importance of the historical subdivision pattern and lot lines associated with the 1892 survey plan to the overall heritage character of the area. As it relates to the subject site, this historical subdivision pattern is characterized by three, generally equal width lot frontages along Moncton Street and Chatham Street oriented north-south and three equal lot frontages along 3rd Avenue. The proposed development generally complies and represents the historic subdivision pattern for this block through a combination of

architectural treatments (columns, building recesses), differing street wall façade treatments and building massing changes.

Floodplain Management Implementation Strategy

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

Public Consultation

A rezoning sign has been installed on the subject property. Staff have received one piece of email correspondence from the public about the rezoning application (Attachment 4) in support of the proposal.

Should the Planning Committee endorse this application and Council grant 1st reading to the rezoning bylaw, the bylaw will be forwarded to a Public Hearing, where any area resident or interested party will have an opportunity to comment.

Developer-Initiated Public Consultation

The developer held two community public information open houses held on October 8, 2015 (McMath School) and March 9, 2016 (Gulf of Georgia Cannery). Specific stakeholder consultation meetings were also held with the Steveston 20/20 Group in September 2015 and February 2016, where a number of other community groups were also present. The developer also consulted with the Steveston Merchants Association, whose members support the proposed rezoning application and submitted a letter indicating so (Attachment 5). In general, the feedback on the proposed rezoning from the stakeholder consultation and community public information meeting open houses was positive. Please refer to Attachment 6 for a full developer consultation summary report.

Richmond Heritage Commission

The proposed redevelopment was presented to the Richmond Heritage Commission on February 17, 2016 and was supported. Please refer to Attachment 7 for an excerpt of the Richmond Heritage Commission minutes.

Analysis

Built Form and Architectural Character

The proposed mixed-use development responds to massing and urban design guidelines contained in the Steveston Area Plan by featuring a building form that transitions from one storey, stepping back to two storey along the south portion of the site fronting Moncton Street with three storey massing on the remainder of the site. An at-grade street wall is presented along the four frontages of the development situated at zero lot line in order to represent a strong single-storey element along the public road frontages of the site.

Along Moncton Street, one storey commercial space is proposed in response to the existing context. The second storey residential uses are pulled back from Moncton Street to minimize the visual appearance of the second storey.

The three storey building massing will occupy approximately three quarters (north portion) of the site. The massing in this component of the project will be articulated by stepping back the second and third storeys from the at-grade street wall to present a strong single-storey base and flat roof typology consistent with the Steveston Area Plan.

Along the north portion of the site fronting Chatham Street, the building will feature a three storey building pulled to edge of the street with architectural detailing and roof form typical of historic larger maritime supporting buildings in the area (refer to Attachment 8 for preliminary rezoning drawings).

Proposed Commercial Mixed Use (ZMU33) – Steveston Village Zoning District

This rezoning application proposes the creation of a new mixed use zoning district applicable to the site. The zone includes a range of uses compatible with existing uses in the Steveston Village Conservation Area, including commercial and retail activities, personal and financial services, industrial/manufacturing activities and residential uses. The proposed new zone would permit a potential grocery store tenant, which the developer has indicated could occupy the commercial space on the north portion of the site.

The new Commercial Mixed Use (ZMU33) – Steveston Village zoning district for the development site has specific provisions to:

- Permit a base density of 1.0 FAR.
- Additional density permitted above 1.0 FAR related to affordable housing and Steveston Village Conservation Grant Program provisions up to a maximum density of 1.52 FAR.
- Applies a 2 storey (9 m or 29.5 ft.) building height/massing limitation for Moncton Street to a depth of 30.5 m for the subject site.
- Allow a maximum building height of 12 m (three storeys) – Variance is being requested for architectural roof design features, access hatches to rooftop deck areas and rooftop deck guardrails, as discussed later in this report.
- Other regulations specific to lot coverage, yard setbacks, shared commercial and visitor residential parking and on-site parking reductions for commercial uses in the development in accordance with the Steveston Area Plan.

The above zoning provisions are consistent with the Steveston Village Conservation Strategy.

Transportation, Site Access and Off-Street Parking

The subject site is serviced by an existing lane on the east side of the property, which will be upgraded as part of this development. For the commercial component of the project, proposed access to parking on the ground floor will be both from the lane and single driveway access on 3rd Avenue. For the residential units, parking is located on the second level of the building with all access from the lane only. Two separate entrances to the parking are provided from the lane as well as a dedicated loading bay. Off-street parking for the proposed commercial and

residential uses will generally be separate from one another as they will be located on different parking levels. A parkade gate for the residential access to the lane is proposed.

Off-Street Parking

The development proposes a total of 104 off-street parking stalls (minimum of 53 residential; 48 commercial) and also allows for the sharing of residential visitor parking with existing commercial stalls. Parking for the residential uses is being provided in accordance with the Zoning Bylaw. The total off-street parking component for this project complies with the off-street parking requirements in the Steveston Area Plan and Steveston Village Conservation Strategy.

Pedestrian Environment

Pedestrian connections throughout the Steveston Village core area and pedestrian friendly scale of development are a priority in the area. The proposed at-grade commercial uses and street front orientation of the development contributes to the pedestrian scale of the development. To mitigate potential conflicts between pedestrians and vehicles on 3rd Avenue, the developer is proposing to maintain pedestrian/vehicle sight lines, continuous sidewalk level to ensure priority for pedestrians over vehicles and material/texture treatments in the sidewalk at the driveway crossing to provide visual cues to pedestrians and vehicles.

Off-Site Pedestrian Pathway Upgrades

In addition to enhancing the pedestrian realm along 3rd Avenue, this development will be undertaking a portion of off-site works, in partnership with the city, to upgrade an existing off-site pedestrian path directly west of the property containing the Steveston Hotel at 12111 3rd Avenue (see location map in Attachment 9). These path upgrades will improve pedestrian connectivity through Steveston Village and will be completed through a servicing agreement as a rezoning consideration for this project (refer to Attachment 11). Path upgrades will involve widening, lighting, signage, wayfinding design elements and landscaping.

Variances Requested

This mixed-use project has been developed to comply with the regulations contained in the new site-specific zone, with the exception of the maximum building height. The following is a summary of the requested height variances for this project:

- Range of 0.3 m (0.9 ft.) to 1.5 m (5 ft.) height increase for architectural roof forms, parapets and an elevator structure (located mid-block along 3rd Avenue by the residential lobby entrance).
- 1.5 m (5 ft.) for access hatches to individual roof top decks and related guardrail structures.

In consideration of the proposed height variances, staff note the following supporting rationale:

- The proposal allows for architectural detailing and variation of roof forms in the overall development, which supports historic roof forms exhibited in Steveston Village as outlined in the Steveston Area Plan.
- The additional height added to certain components of the project does not pose any negative overlook or shadowing impacts to surrounding developments.

- In relation to the proposed variance at the north edge of the site (Chatham Street) for the ridge of a low pitched roof form, the design rationale for this element is to reference the historic cannery buildings in the area that had simple pitched roofs. Furthermore, the zoning bylaw measures building height to top of the ridge, whereas previous definitions of building height (prior to the Zoning Bylaw amendment to the building height definition in September 2015) enabled building height to be measured to the mid-point of the sloped roof. The applicant had based the design for this portion of the sloped roof on the definition of height prior to the revision in September 2015. Under the previous definition of building height, this roof element would not have required a variance.
- The portion of the buildings above the height limitation contains no habitable area.
- As supported by the Steveston Area Plan, the proposal includes rooftop decks for approximately two-thirds of the residential units to be used as outdoor living spaces. BC Building Code requires access structures and guardrail heights to adhere to specifications to address minimum height and clearance requirements. These structures on top of the roof deck are included in the measurement of building height and therefore require a variance.
- The developer has conducted a streetscape view analysis to demonstrate that the individual rooftop deck access structures are not visible from the street surrounding the development.
- The height of the guardrail is kept to a minimum while addressing BC Building Code requirements. The applicant notes that the guardrail will be transparent materials (glass) to reduce the visual impact of the railings. Through the Development Permit application, further design refinement of the guardrail will occur.

Further review of the proposed building height variances will be undertaken through the Development Permit application process, should the zoning amendment bylaw proceed to Public Hearing. Approval of proposed building height variances is subject to a separate decision that is part of the Development Permit application.

Affordable Housing Strategy

The residential floor area of the proposed mixed-use project is subject to a cash-in-lieu contribution in accordance with the City's Affordable Housing Strategy. As the subject rezoning application was in-stream at the time rate increases were approved in September 2015, the 2015 rate of \$4.00 per sq. ft. of proposed residential floor area applies, for a total cash-in-lieu contribution of \$191,912, secured as a rezoning consideration for this development.

Steveston Village Heritage Conservation Grant Program

The Steveston Area Plan and Steveston Village Conservation Strategy provides additional density if developers provide voluntary financial contributions, to the Steveston Village Heritage Conservation Grant Program. The contribution amount of \$47 per sq. ft. to the grant program is applicable to all developable floor area over 1.2 FAR up to a maximum of 1.6 FAR. In developments that also require an affordable housing response (i.e., cash-in-lieu at the applicable rates), the heritage grant program allows for the contribution to be reduced by the amount of the cash-in-lieu contribution required by the Affordable Housing Strategy.

Under this formula, the proposed developer contributions in accordance with the Steveston Village Heritage Conservation Grant Program is \$547,930, which reflects the \$191,912 affordable housing contribution adjustment, to be secured as a rezoning consideration.

Public Art Program

In accordance with the City's Public Area Program, this project is proposing to participate in the program by providing a voluntary cash contribution of \$49,775 to the City's Public Art Reserve fund, to be secured as a rezoning consideration.

Amenity Space

In accordance with the City's Cash In Lieu of Indoor Amenity Space Policy 5041, a voluntary contribution is being made in the amount of \$1,000 per residential unit for the first 19 units, and \$2,000 per residential unit for the remaining 15 units (35 total residential units proposed) (i.e., \$49,000).

An open courtyard outdoor amenity area sized at 240 sq. m (2,583 sq. ft.) is located on the second floor of the development and complies with the OCP policy requiring 6 sq. m (65 sq. ft.) per residential unit. The outdoor amenity area will be located in a central internal courtyard of the development and would be accessible to all residential units through the internal path, stairs and elevator network. Preliminary programming for this outdoor amenity area involves implementing seating/benches and multipurpose space to allow for outdoor activities and interaction amongst homeowners. Further design detailing of this area will occur through the processing of the Development Permit application.

Coast Mountain Bus Company Washroom Facilities

This development provides for a washroom facility being made available to Coast Mountain Bus Company (CMBC) and Translink employees. The developer and CMBC have agreed in principle to general terms regarding the size, location, access and maintenance of facilities. To secure this item, a legal agreement will be registered on title for the washroom facility as a rezoning consideration that will include a lease agreement between applicable parties.

Renewable Energy Systems Response

As part of the developer's review of sustainability initiatives proposed in the development and in response to recent Planning Committee discussion about implementation of renewable energy systems (including solar photovoltaic) for projects in Steveston, specific investigations were conducted by the developer about the opportunities of implementing a sustainable renewable energy system in the development that were economically viable. Based on the developer's research, the economics of implementing a solar photovoltaic energy system is not presently viable. The developer notes that there may be opportunities for a renewable energy system through heat exchange with the potential grocery tenant proposed in the development, but additional investigation by the developer on this matter is required. As a result, the developer proposes to continue to examine and develop a feasible sustainable energy system through the processing of the Development Permit application that is a proper fit with the proposal (see Attachment 10 for the applicant submitted summary letter on this issue). Staff note that while

the applicant has committed to evaluating opportunities for inclusion of a suitable renewable energy system into the development through the Development Permit, this rezoning application does not require any specific energy efficiency measures or implementation of renewable energy technologies.

Existing Legal Encumbrances

There is an existing legal agreement on 3471 Moncton Street related to an awning encroachment agreement. As this site is being redeveloped, staff recommend discharge of this legal agreement as a rezoning consideration for this project.

Site Servicing and Frontage Improvements

Engineering and Transportation staff have identified the following works and upgrades associated with this rezoning proposal:

- Moncton Street – Frontage upgrades to install a new sidewalk, hardscaped boulevard and related street furniture/lighting upgrades as necessary.
- 3rd Avenue – Frontage upgrades to install a new sidewalk, applicable boulevard treatment and related street furniture/lighting upgrades as necessary, including pedestrian safety measures (coloured, textured and/or raised sidewalk) along the 3rd Avenue sidewalk.
- Chatham Street – Frontage upgrades to achieve a 7 m wide space between the property line and edge of curb consisting of a new sidewalk, hardscape boulevard, street trees, street furniture, lighting upgrades as necessary, accessible concrete bus landing pad and potential asphalt bike path (Note: As part of the streetscape review being undertaken for Chatham Street, should Council adopt streetscape visions for Chatham Street that differ from the frontage works identified as part of this rezoning, the above frontage works shall be adjusted to be consistent with the Council approved streetscape visions for Chatham Street).
- Signed and marked pedestrian crossing across Chatham Street.
- Upgrades to the existing lane to the east of the site consisting of re-grading and installation of necessary drainage.
- City Utility Infrastructure – Upgrade existing City storm sewer (Chatham Street) and sanitary sewer (Moncton Street) systems to current city standards.
- The above works and upgrades will be undertaken through a Servicing Agreement to be completed as a rezoning consideration for this development (Attachment 11).

Heritage Alteration Permit

As the subject site is located in the Steveston Village Conservation Area, a HAP is being considered in conjunction with this rezoning application in order to allow or modification to building and lands involving demolition of existing buildings/structures, land clearing/excavation, site preparation and lot consolidation. These works and lot consolidation are related to the rezoning application on the site. The Council issuance of the HAP should be subject to Council granting third reading to Richmond Zoning Bylaw 8500, Amendment Bylaw 9558 (RZ 15-710852).

A second HAP application will be required as part of the forthcoming Development Permit application process to allow for construction of the project.

Financial Impact or Economic Impact

The rezoning application results in an insignificant Operational Budget Impacts (OBI) for off-site City infrastructure.

Conclusion


The purpose of this rezoning application is to create a new "Commercial Mixed Use (ZMU33) – Steveston Village" zoning district and rezone 3471 Moncton Street, 12060 and 12040 3rd Avenue, 3560, 3580 and 3600 Chatham Street to this new zoning district. The proposal is for a mixed use development containing at-grade commercial fronting the streets with an internal 2 level parkade and residential units above. Massing consists of one storey transitioning to two storey on the south portion of the site (fronting Moncton Street) and three storey massing for the remainder.

The subject site is located in the Steveston Village Conservation Area, which requires a HAP for any works or modification to land in Steveston Village. As a result, a HAP is also being brought forward in conjunction with the rezoning application to allow for site preparation, demolition activities, temporary construction buildings and lot consolidation to be done related to the rezoning application and proposed redevelopment.

Staff supports the rezoning application and related HAP application as it is consistent with the Steveston Area Plan land use policies, density and height/massing regulations applicable to the site. The development proposes a significant commercial anchor and hub of activity to complement and add to the viability of the existing attractions, activities and businesses on the west side of Steveston Village.

It is recommended that Zoning Bylaw 8500, Amendment Bylaw 9558 be introduced and given first reading.

It is further recommended that Heritage Alteration Permit (HA 16-727260) be issued subject to Council granting third reading to Richmond Zoning Bylaw, Amendment Bylaw 9558 to authorize demolition of existing buildings/structures, land clearing/excavation, site preparation, installation of temporary construction relate buildings and lot consolation of the subject site.



Kevin Eng
Planner 2

KE:cas

Attachment 1: Location Map

Attachment 2: Development Applications Data Sheet

Attachment 3: Steveston Area Plan Land Use Map

Attachment 4: Public Correspondence Received by Staff
Attachment 5: Steveston Merchants Association Letter of Support
Attachment 6: Developer Submitted Public Consultation Report
Attachment 7: Richmond Heritage Commission – Excerpt of February 17, 2016 Minutes
Attachment 8: Conceptual Development Plans
Attachment 9: Location Map of Off-Site Pedestrian Pathway
Attachment 10: Developer Letter – Sustainable Energy Response
Attachment 11: Rezoning Considerations



City of Richmond

Heritage Alteration Permit

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

File No.: HA 15-710852

To the Holder: Platform Properties (Steveston) Ltd.

Property Address: 3471 Moncton Street, 12060 and 12040 3rd Avenue, 3560, 3580 and 3600 Chatham Street

Legal Description: P.I.D. 004-257-944
Lot 'A' Block 7 Section 10 Block 3 North Range 7 West New Westminster District Plan 249

P.I.D 006-713-254
Lot 14 Block 7 Section 10 Block 3 North Range 7 West New Westminster District Plan 249

P.I.D 003-427-323
Lot 13 Block 7 Section 10 Block 3 North Range 7 West New Westminster District Plan 249

P.I.D 004-062-841
Lot 12 Block 7 Section 10 Block 3 North Range 7 West New Westminster District Plan 249

P.I.D 003-969-720
Lot 11 Block 7 Section 10 Block 3 North Range 7 West New Westminster District Plan 249

P.I.D 004-138-651
Lot 10 Block 7 Section 10 Block 3 North Range 7 West New Westminster District Plan 249

(s.972, Local Government Act)

1. (Reason for Permit)
 - ☐ Designated Heritage Property (s.967)
 - ☐ Property Subject to Temporary Protection (s.965)
 - ☐ Property Subject to Heritage Revitalization Agreement (s.972)
 - ☒ Property in Heritage Conservation Area (s.971)
 - ☐ Property Subject to s.219 Heritage Covenant
2. The purpose of the Heritage Alteration Permit is to permit the following activities on the subject site:
 - a. Demolition and removal of any existing structures and buildings;
 - b. Land clearing, excavation and any necessary site preparation activities.
 - c. Site investigation and preparation activities related to the proposed redevelopment and necessary City servicing and infrastructure works.
 - d. Installation of temporary construction related buildings.

PLN - 183

Initial: _____

- e. Deposit of a consolidation plan at the Land Title Office for the consolidation of the six lots into one development parcel.
4. This Heritage Alteration Permit is issued subject to compliance with all of the Bylaws of the City applicable thereto, except as specifically varied or supplemented by this Permit.
5. This Heritage Alteration Permit is issued subject to Council granting third reading to Richmond Zoning Bylaw 8500, Amendment Bylaw 9558 (RZ 15-710852).
6. If the alterations authorized by this Heritage Alteration Permit are not completed within 24 months of the date of this Permit, this Permit lapses.

AUTHORIZING RESOLUTION NO. ISSUED BY THE COUNCIL THE DAY OF

DELIVERED THIS DAY OF , 2016

MAYOR

CORPORATE OFFICER

IT IS AN OFFENCE UNDER THE *LOCAL GOVERNMENT ACT*, PUNISHABLE BY A FINE OF UP TO \$50,000 IN THE CASE OF AN INDIVIDUAL AND \$1,000,000 IN THE CASE OF A CORPORATION, FOR THE HOLDER OF THIS PERMIT TO FAIL TO COMPLY WITH THE REQUIREMENTS AND CONDITIONS OF THE PERMIT.

RS1/A

ZMU26

CS3

092

CS3

ZR6

CHATHAM ST

IL

CS2

3RD AVE

CS3

CS2

070

CS3

1ST AVE

CS2

CG2

MONCTON ST

122

028

CS2

ZMU22

CS2

34.14

33.53

3571

3597

3631

3632

IL

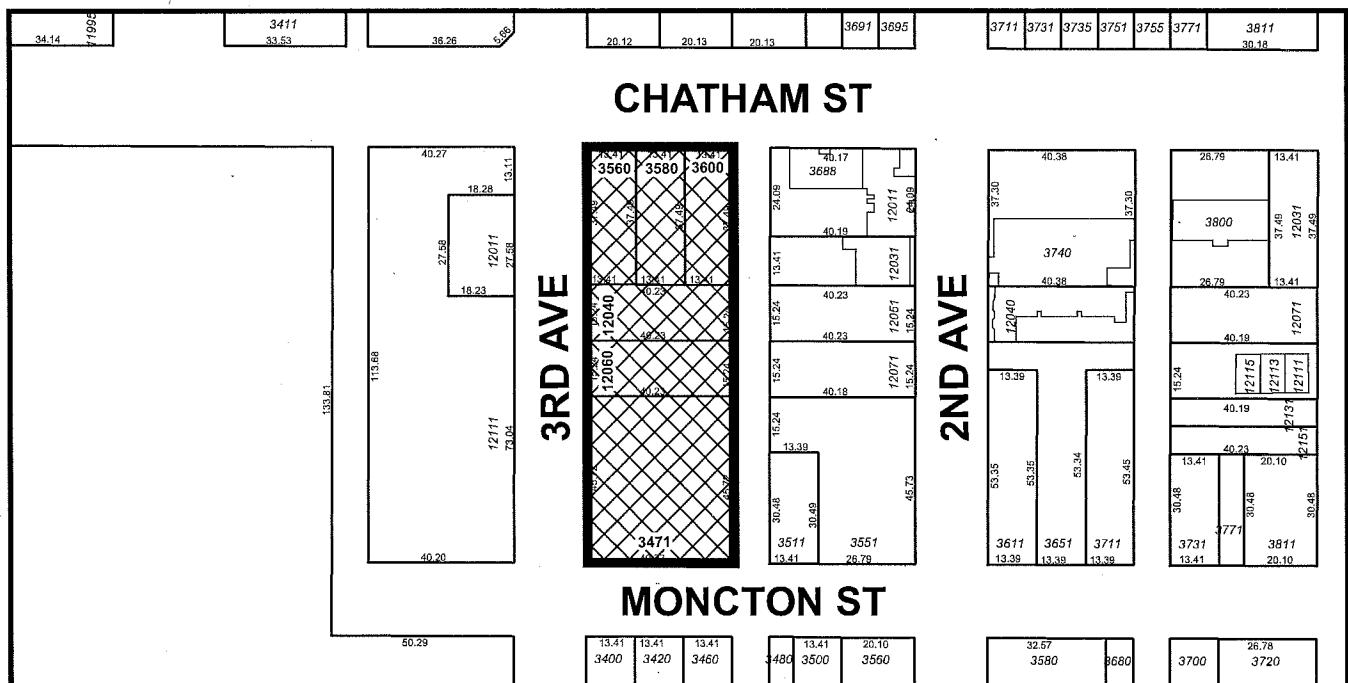
CS3

NO-1 RD

RAM1

S1

PROPOSED REZONING



RZ 15-710852
HA 16-727260

Note: Dimensions are in METRES



City of
Richmond



RZ 15-710852
HA 16-727260

Original Date: 10/08/15

Revision Date: 04/25/16

Note: Dimensions are in METRES



RZ 15-710852

Attachment 2

Address: 3471 Moncton Street, 12060 and 12040 3rd Avenue, 3560, 3580 and 3600 Chatham Street

Applicant: Platform Properties (Steveston) Ltd.

Planning Area(s): Steveston Area Plan

	Existing	Proposed
Owner:	Lariviere Holdings Ltd.	Platform Properties (Steveston) Ltd.
Site Size (m²):	3471 Moncton St – 1,838 m ² 12060 3 rd Ave – 613 m ² 12040 3 rd Ave – 613 m ² 3560 Chatham St – 503 m ² 3580 Chatham St – 503 m ² 3600 Chatham St – 503 m ²	One consolidated site - 4,570 m ²
Land Uses:	Existing building supplies commercial store and related outdoor storage yard	Mixed use development with commercial at grade and residential uses on the second and third storeys with supporting off-street parking.
Steveston Area Plan Designation:	Heritage Mixed Use (Commercial-Industrial with Residential and Office Above)	No change - complies
Zoning:	Steveston Commercial (CS2 and CS3)	Commercial Mixed Use (ZMU 33) – Steveston Village
Number of Units:	N/A	Approximately 35 residential units

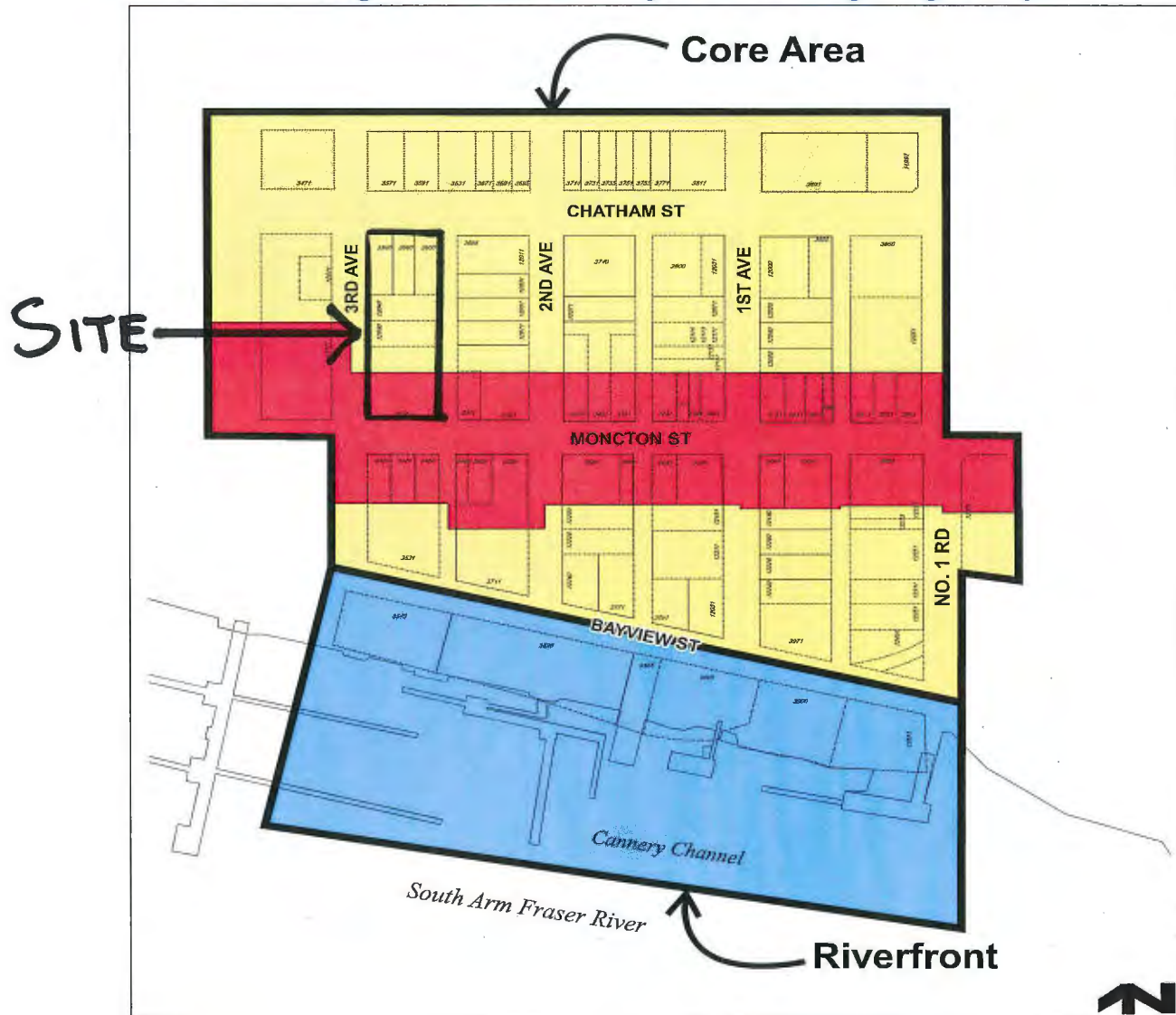
On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 1.52	1.52	none permitted
Lot Coverage – Building:	Max. 100%	100%	none
Setback – Front, Side & Rear Yards (m):	No Front, Rear or Side Yard Setback	No Front, Rear or Side Yard Setback	none
Height (m):	9 m on southern portion (Moncton) 12 m over the remainder of the site	Range of 0.3 m to 1.5 m height increase to accommodate architectural roof forms, an elevator structure and rooftop access structures and related guardrails.	Variance requested

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Off-street Parking Spaces – Commercial Residential Shared Com/Res Visitor	48 stalls 53 stalls 7 stalls	51 stalls 53 stalls 7 stalls (shared commercial/residential visitors)	none
Off-street Parking Spaces – Total:	101 stalls	104 stalls	none
Amenity Space – Outdoor:	6 m ² per residential unit	240 m ²	none

Other: _____

City of Richmond

Steveston Village Land Use Density and Building Height Map



		Maximum FAR	Maximum Storeys	Maximum Building Height
	Core Area, generally	1.6	3	12 m *
	Moncton Street **	1.2	2	9 m *
	Riverfront Area	1.6	3	20 m GSC ***

* Maximum building height may increase where needed to improve the interface with adjacent existing buildings and streetscape, but may not exceed the maximum storeys.

** Three-storey building height with additional appropriate density may be considered in special circumstances (See Section 4.0 Heritage).

*** Maximum building height may not exceed the height of the Gulf of Georgia Cannery, which is approximately 22 meters GSC.

TO: MAYOR AND COUNCILLORS
 COUNCILOR LOK
 FROM: CITY CLERK'S OFFICE

Mayor and Councillors

From: Mayor and Councillors
Sent: Wednesday, 10 February 2016 4:54 PM
To: 'sjeades@direct.ca'
Subject: RE: Plat:form Properties proposal to redevelop Rod' Lumber site (File: 08-4105-20-RZ 2015-710852)

pc: Terry Crowe
 Wayne Craig
 Kevin Eng
 - Rezoning application received and in progress.

Dear Sarah Gordon,

This is to acknowledge and thank you for your correspondence in relation to the above matter, a copy of which has been forwarded to the Mayor and each Councillor. Your correspondence has also been forwarded to Mr. Kevin Eng, Planner, for information. If you have any further questions or concerns, you may get in touch with him at 604-276-4000.

Thank you again for taking the time to make your views known.

Sincerely,

Dovelle Buie
 Acting Manager, Legislative Services

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

From: sjeades@direct.ca [mailto:sjeades@direct.ca]
Sent: Wednesday, 10 February 2016 11:57
To: Mayor and Councillors
Subject: Plat:form Properties proposal to redevelop Rod' Lumber site

Dear Mayor and Councillors,

Night and day.

This was my reaction this morning when I listened to Plat:form Properties' presentation this morning regarding their proposed redevelopment plan of the Third Avenue and Moncton Street/Chatham Street block in Steveston. I was so relieved to see no comparisons whatsoever to the Onni Group's heavy handed, 'we know what is best for Steveston' approach.

Instead, Plat:form Properties presented beautifully rendered architectural drawings with careful consideration of what would fit into Steveston's streetscape, and how it would best serve the community.

As a Steveston resident and business owner I am excited to see such transparency from Kyle Shury's company, right down to the fine details of the elevations with a plan to mirror the low rise frontage of Moncton street (instead of building as high as they would possibly can), to their carefully thought out placement of the grocery store on Chatham Street to allow for traffic flow (to utilize wide Chatham Street rather than overly congested, narrow Moncton Street for the storefront) and parking off the lane is to be applauded.

This development is needed. The scale is appropriate. It is in the right location. It will stimulate business throughout the village and create excitement on that west corner pocket of Chatham Street.

Onni has been a thorn in Steveston's side for too long now. They need to be told no once and for all regarding rezoning so that they can get on with finding appropriate businesses to lease that eyesore of a space.

Offices, the brilliant idea of a marina (three cheers for that!), MMU related businesses which would tie in with a marina, a museum, library, all of these are excellent ideas. The buildings are there now and as much as I wish they hadn't been built the time has come to fill them with appropriate services.

Allow the historic Steveston village business district to thrive. Bring in offices Imperial Landing and their staff will shop and dine locally during lunch and after work. We don't need more Menchies-like businesses overtaking the waterfront.

And we most certainly do not need a waterfront grocery store which will create a congestion nightmare getting in and out of No. 1 Road, and along narrow single lane Bayview Street (with the added navigation problem of that big traffic circle) and exiting through the residential neighbourhood, making Steveston a less desirable place to visit because traffic is too heavy and increase parking problems.

It was a breath of fresh air to see how carefully and sensitively Plat:form Properties has thought through this development plan to fit in and best serve our community. Best of all, the proposal comes from a developer who lives in the neighbourhood and has his finger on the pulse of what Steveston REALLY needs.

Bravo!

Warm regards,
Sarah Gordon

Appendix 1: Steveston Merchants Association Letter of Support



March 30, 2016

Platform Properties Ltd.
900-1200 West 73rd Avenue
Vancouver, BC V6P 6G5
Attention: Kyle Shury

RE: Letter of Support for Platform Properties' Development Proposal

Dear Mr. Shury,

It is our pleasure to write a letter of support for the rezoning application and development proposal at 3471 Moncton Street (Rod's Building Supplies lands).

The consultation process with Platform Properties has been led with transparency and openness, to which the members of the Steveston Merchants Association (SMA) are greatly appreciative. Thank you for your presentation on February 10, 2016. Over 40 members of the SMA were in attendance and your proposal drew overwhelming support from our members. The presentation was very informative and the question and answer session provided us with a sense of assurance that the proposal was not only in the best interest of the SMA, but the community as a whole.

Regarding the need for an anchor tenant (ie. grocery store) within Steveston Village, the SMA believes that the Platform Properties' anchor location is more appropriate than the proposed location at Imperial Landing. The Platform location will help draw pedestrian and vehicular traffic to the quieter north west corner of the Village, thus creating greater Village synergy and more equitable prosperity among the merchants, from east to west.

In closing, the SMA supports the rezoning application and development proposal presented by Platform Properties. We appreciate the consultative process that Platform has undergone thus far and look forward to the numerous benefits that this development will bring to Steveston Village.

Sincerely,

Steveston Merchants Association

3811 Moncton Street P.O. Box 31856, Steveston Village, Richmond BC V7E 0B5

MONCTON & 3RD AVENUE

Richmond, BC



Public Consultation Summary

On behalf of: Platform Properties (Steveston) Ltd.

plat:form
Platform Properties Ltd

April 2016

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1 Introduction

1.1 Purpose

The purpose of this document is to describe the formal community consultation undertaken in support of the rezoning application for the property located at Moncton Street & 3rd Avenue. It describes both the processes undertaken and a summary of the results received.

This document is intended to be a companion to the rezoning application and provide support for the land use and design decisions outlined in the rezoning application. Accordingly, this document does not describe the details of the rezoning application, nor does it outline the rationale for the proposed development. It is a summary of the consultation process and the comments heard to date, providing a record of all formal consultation in advance of Council consideration of the rezoning application.

This document has been prepared by Platform Properties (Steveston) Ltd. (the “Applicant”) for the rezoning process, and has been prepared as a summary of ongoing consultation efforts. Where available, the verbatim comments from comment forms have been included as appendices. The summaries are intended to capture the general themes emerging from the consultation process.

1.2 Background

In September 2015, the Applicant submitted an application to rezone the property located at Moncton Street & 3rd Avenue from the existing Steveston Commercial zoning (CS-2, CS-3) to a site-specific zoning (ZMU) in accordance with the objectives of the *City of Richmond Official Community Plan - Steveston Area Plan*. The application was further informed by a number of individual community stakeholder and resident meetings undertaken during the preparation of the application submission.

The rezoning application process is necessarily consultative, and the Applicant made efforts to engage the community prior to, and at the outset, of the application submission to ensure the application reflected the expectations and aspirations of the community and stakeholders. In this summary, only formal engagements will be summarized. Though an important part of the consultative process, individual meetings will not be summarized, as the intent of this summary is to capture formal and structured consultative contacts.

2 Consultation Approach

2.1 General Approach

The general approach to consultation was to begin with targeted individual consultation at the pre-application stage to inform the application, and then to launch the formal public consultation program shortly after the application submission.

The initial informal consultations were primarily an attempt to learn and share information and ideas about the proposed redevelopment of Moncton & 3rd Avenue and to receive feedback on the proposal as well as the consultation approach.

Once the application was submitted, the first substantive round of formal consultation was undertaken, and consisted of formal meetings with Steveston 20/20 Group and the first public open house. The balance of this summary will reflect the formal consultations undertaken to date.

2.2 Consultation Contacts

There have been a number of interactions with stakeholders. The following is a log of our formal public consultation contacts:

Meeting with Steveston 20/20 Group	September 29, 2015
Community Open House No. 1	October 8, 2015
Meeting with Steveston Merchants Association	February 10, 2016
Meeting No. 2 with Steveston 20/20 Group	February 11, 2016
Meeting with City of Richmond Heritage Commission	February 17, 2016
Community Open House No. 2	March 9, 2016

**Groups present during the Steveston 20/20 Group presentations included: The Steveston Historical Society, Steveston Harbour Authority, Richmond Museum Society, Britannia Heritage Society, Gulf of Georgia Cannery Society, Steveston Japanese Canadian Cultural Society, City of Richmond, Maples Senior Society, Steveston Community Society, Richmond Marine Rescue Society, Richmond Chamber of Commerce, and the Richmond News.*

Through the balance of this report, an outline and description of the formal consultation events, as well as a summary of the feedback or direction, will be provided. The summary will be supported by verbatim comments from comment forms where possible.

3 Stakeholder Consultations

3.1 Individual Community Stakeholder Engagements

There were a number of contacts and groups suggested by City staff, in addition to those already engaged through the Steveston 20/20 Group, that were contacted and made aware of the application/open house. These additional contacts and groups included the Steveston Merchants Association, Tourism Richmond, the Heritage Commission at the City of Richmond, and the Mayor and Councillor's Office at the City of Richmond.

In addition to these engagements, a number of individual meetings were conducted with interested parties, business owners, and other property owners in the Steveston community, and these meetings continue to take place.

3.2 Steveston 20/20 Group Meeting No. 1

Representatives of the Applicant team met with the Steveston 20/20 Group on September 29, 2015. At the meeting, a presentation was made describing the rezoning application proposal, along with a brief dialogue regarding the substance of the application and the process for moving forward through community consultation.

Following the presentation, a question period was held. The presentation materials were sent to the organization following the meeting, and they were distributed to the various stakeholder groups that comprise the Steveston 20/20 Group. These stakeholder groups include: The Steveston Historical Society, Steveston Harbour Authority, Steveston Merchants Association, Richmond Museum Society, Steveston Rotary Club, London Farms Historical Society, Britannia Heritage Society, Gulf of Georgia Cannery Society, Steveston Japanese Canadian Cultural Society, Maples Senior Society, Steveston Community Society, and the Richmond Marine Rescue Society. Members from the Richmond Chamber of Commerce, Richmond News, and the City of Richmond were also present at this meeting.

3.3 Steveston Merchants Association Meeting

Representatives of the Applicant team met with the Steveston Merchants Association (SMA) on February 10, 2016 at Tapenade Bistro. With over 40 members in attendance, a presentation was made by the Applicant's architect, Patrick Cotter of ZGF Cotter, and Kyle Shury, principal of Platform Properties. The presentation described the Applicant's intent and vision for the redevelopment proposal, followed by a description of the building's form and character and its integration into Steveston Village.

Following the presentation, a question period was held. Reception from the SMA was positive, with strong support for the site as the anchor tenant location in the Village. Positive feedback for the project's design and attention to detail was also received.

The SMA sent a letter of support on March 30, 2016, which can be found in Appendix 1.

3.4 Steveston 20/20 Group Meeting No. 2

Representatives of the Applicant team met for a second time with the Steveston 20/20 Group on February 11, 2016. At the meeting, a presentation was made by the Applicant's architect, Patrick Cotter of ZGF Cotter, and Kyle Shury, principal of Platform Properties. The presentation described the Applicant's intent and vision for the redevelopment proposal, followed by a description of the building's form and character and its integration into Steveston Village.

Following the presentation, a question period was held. Reception was positive with comments that the project was an appropriate fit for the Village and fairly represented the historical context of the Village.

3.5 City of Richmond Heritage Commission Meeting

Representatives of the Applicant team met with the Heritage Commission on February 17, 2016. At the meeting, a presentation was made by the Applicant's architect, Patrick Cotter of ZGF Cotter, and Kyle Shury, principal of Platform Properties. The presentation described the Applicant's intent and vision for the redevelopment proposal, followed by a description of the building's form and character and its integration into Steveston Village.

Following the presentation, a question period was held. Topics covered were traffic flow, parking, potential tenants, and the building's form and character. The overall reception was positive, with the attending members voting unanimously in approval of the proposal in principle.

The attending members were Gent Ng, Leo Mol, Raymond Holme, Rocky Lu, and Jesus Hipolito. Councillor Derek Dang was also in attendance.

4 Community Open Houses

4.1 Open House No. 1

4.1.1 Open House No. 1 Description

The first open house was held October 8, 2015 in the atrium of R.A. McMath Secondary School. The Applicant advertised the meeting in the Richmond News for two publications leading up to the open house, and invited Steveston community organizations, interested stakeholders consulted to date and the City of Richmond Mayor and Council. The Applicant also conducted a targeted mail drop advising owners and tenants of surrounding properties of the open house (see Appendix 2 for targeted mail drop notification letter and property map).

The meeting was attended by over 60 community residents and interested individuals. The session began at 6:00 p.m. with an opportunity for participants to view presentation boards (Appendix 3), and to dialogue with representatives of the Applicant team. At 7:00 p.m., the Applicant gave a presentation outlining the preliminary thoughts on land use and density, initial proposed building massing, and introduced the *Comment Form*. After the presentation, participants were invited to continue small group and individual dialogue with representatives of the Applicant team.

Each participant was given a *Comment Form* to provide his or her comments and feedback. 33 comment forms were received, and the verbatim comments are included within Appendix 4.

4.1.2 Open House No. 1 Comments

Following the meeting, the Applicant team reviewed the comments and discussion topics from the meeting. The comments were grouped into the following themes, which were intended to inform future design efforts, technical responses, and policy directions.

General Comments

- Overall, the comments were positive and very supportive of the proposed development concept, process, and approach
- Majority of comments received viewed the development as a positive addition to the Steveston Village
- Several comments came with the caveat that adequate onsite parking needs to be accommodated through the development

Land Use Mix and Density

- There was support for the proposed residential/commercial mixed use, comments indicated that people found the development a good fit for the Village
- The commercial retail land use was well received, with strong support for additional retail space in Steveston Village
- The residential land use was also well received

Commercial/Retail Component

- Very strong support for a grocery store
- Much support from the community for the creation of retail space, and the prospect of local serving retail and service uses within walking distance
- Attendees expressed some interest in the project's parking provisions to ensure adequate parking provision
- Many see this commercial/retail component as a good way to help serve the future needs of the community

Residential Component

- General support from the community for the creation of residential space in the Village, with comments suggesting that additional residents in the Village will help revitalize the area and add year-round vitality

Preliminary Design of the Building Form and Massing

- General support for overall building form and massing
- Courtyard amenity was viewed favourably
- Comments made expressing desire for heritage-style design components to be included in the proposed development

4.2 Open House No. 2

4.2.1 Open House No. 2 Description

The second open house was held March 9, 2016 at the Gulf of Georgia Cannery. The Applicant advertised the meeting in the Richmond News for two publications leading up to the open house, notified the attendees of Open House No. 1, and invited Steveston community organizations, interested stakeholders consulted to date and the City of Richmond Mayor and Council. The Applicant also conducted a targeted mail drop advising owners and tenants of surrounding properties of the open house (see Appendix 5 for targeted mail drop notification letter and property map).

The meeting was attended by over 70 community residents and interested individuals. The session began at 6:00 p.m. with an opportunity for participants to view presentation boards (Appendix 6), and to dialogue with representatives of the Applicant team. At 7:00 p.m., the Applicant gave a presentation outlining the corporate values of Platform Properties, as well as the intent and vision for the redevelopment proposal. The Applicant's Architect described the land use and density, as well as the more detailed building massing, form and character (see Appendix 7 for presentation slides). Lastly, the Applicant spoke to the synergy that an anchor tenant on the proposed site would create for Steveston Village. After the presentation, participants were invited to continue small group and individual dialogue with representatives of the Applicant team.

Each participant was given a *Comment Form* to provide his or her comments and feedback. 29 comment forms have been received to date, and the verbatim comments are included within Appendix 8.

4.2.2 Open House No. 2 Comments

Following the meeting, the Applicant team reviewed the comments and discussion topics from the meeting. The comments were grouped into the following themes, which were intended to confirm the rezoning application and guide the future development permit application.

General Comments

- Overall, the comments were positive and very supportive of the proposed development concept, process, and approach
- Comments viewed the development as a positive addition to the Steveston Village
- Comments acknowledged the economic benefit to the village and a more balanced year-round draw of shoppers
- Comments expressed desire for heritage-style design components to be included in the proposed development

Land Use Mix and Density

- Much support for the “fit” in the Village, noting positive project aesthetics and sensitive implementation in keeping with the Village
- Comments noted the commercial and residential mix was well proportioned
- One comment stated that parking access must have good flow

Commercial/Retail Component

- Very strong support for a grocery store
- Support for the sensitivity of the design to the neighbouring buildings
- One comment expressed a desire for retail units to not exceed 2,000 square feet

Residential Component

- General support from the community for the creation of residential space in the Village, with comments suggesting that additional residents in the Village will help revitalize the area and add year-round vitality
- Support for the residential layout and parking design
- One comment expressed that they would like to see more apartment space

Building Form and Character

- Strong support for overall building form and character
- Graduated building heights from Chatham to Moncton were viewed favourably

- The sloping roof design was viewed favourably
- Two comments expressed a desire for the building design to not look “industrial”

5 Appendices

Appendix 1: Steveston Merchants Association Letter of Support

Appendix 2: Open House No. 1 Targeted Mail-Drop Notification Letter & Property Map

Appendix 3: Open House No. 1 Presentation Boards

Appendix 4: Open House No. 1 Comments

Appendix 5: Open House No. 2 Targeted Mail-Drop Notification Letter & Property Map

Appendix 6: Open House No. 2 Presentation Boards

Appendix 7: Open House No. 2 Presentation Slides

Appendix 8: Open House No. 2 Comments

Appendix 1: Steveston Merchants Association Letter of Support



March 30, 2016

Platform Properties Ltd.
900-1200 West 73rd Avenue
Vancouver, BC V6P 6G5
Attention: Kyle Shury

RE: Letter of Support for Platform Properties' Development Proposal

Dear Mr. Shury,

It is our pleasure to write a letter of support for the rezoning application and development proposal at 3471 Moncton Street (Rod's Building Supplies lands).

The consultation process with Platform Properties has been led with transparency and openness, to which the members of the Steveston Merchants Association (SMA) are greatly appreciative. Thank you for your presentation on February 10, 2016. Over 40 members of the SMA were in attendance and your proposal drew overwhelming support from our members. The presentation was very informative and the question and answer session provided us with a sense of assurance that the proposal was not only in the best interest of the SMA, but the community as a whole.

Regarding the need for an anchor tenant (ie. grocery store) within Steveston Village, the SMA believes that the Platform Properties' anchor location is more appropriate than the proposed location at Imperial Landing. The Platform location will help draw pedestrian and vehicular traffic to the quieter north west corner of the Village, thus creating greater Village synergy and more equitable prosperity among the merchants, from east to west.

In closing, the SMA supports the rezoning application and development proposal presented by Platform Properties. We appreciate the consultative process that Platform has undergone thus far and look forward to the numerous benefits that this development will bring to Steveston Village.

Sincerely,

A handwritten signature in blue ink, which appears to read "Jim Jander". The signature is written over a large, loopy blue circular mark.

Steveston Merchants Association

3811 Moncton Street P.O. Box 31856, Steveston Village, Richmond BC V7E 0B5

Appendix 2: Open House No. 1 Targeted Mail-Drop Notification Letter & Property Map

To Whom It May Concern:

**RE: Moncton Street & 3rd Avenue – Rod's Building Supplies Lands
Invitation to Community Information Meeting**

Platform Properties is proposing to redevelop the Rod's Building Supplies lands and is seeking community input at this early stage. Platform is hosting a Community Information Meeting and you are invited to attend to learn more about the proposed future development of the lands and to share your thoughts and feedback.

The particulars of the Community Information Meeting are as follows:

When: Thursday October 8th, 2015

Where: McMath Secondary School (Atrium)
4251 Garry Street,
Richmond, BC

Time: 6:00pm – 8:00pm (presentation at 7:00pm)

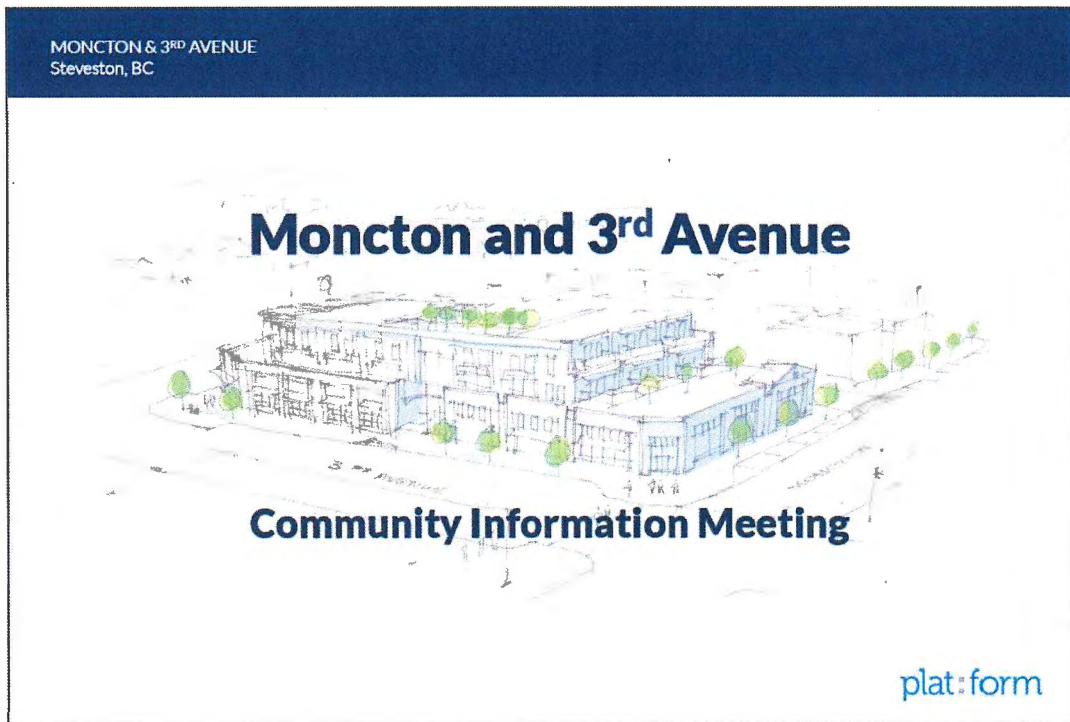
If you are unable to attend, however would like to learn more, please contact Andrew Sinclair of Platform Properties at 604-563-5000, ext. 5.

Subject Property – Moncton Street & 3rd Avenue, Richmond, BC





Appendix 3: Open House No. 1 Presentation Boards



Welcome to the Moncton and 3rd Avenue Community Information Meeting

Please sign in and take a comment package

plat:form

Purpose

- The purpose of this meeting is to invite the community to learn about the proposed redevelopment of the Rod's Building Supplies site at Moncton Street and 3rd Avenue.
- The meeting is also an opportunity for the community to begin sharing thoughts and ideas on the proposed redevelopment.
- This is an introductory meeting, and there will be future opportunities for public engagement as the process moves forward and the application evolves.
- The information and drawings being presented on the redevelopment at this meeting are preliminary and are for discussion purposes only.

Format

- 6:00 – 7:00 Open House Format
- 7:00 – 7:20 Presentation by Platform Properties
- 7:20 – 8:00 Open House Resumes and Comment Forms Completed

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plat:form

It starts with our name – the word “plat” means a plot of land, and “form” stands for the innovative manner in which we shape it.

Plat:form also represents a meeting place for creative minds and the coming together of a team.

We create value in real estate by building relationships through commitment, trust, and our hands-on approach to finding solutions that benefit those we work with. We live our values daily and use them to guide our work, make decisions, and create opportunities.

These are our five core values:

- 1. People Matter:** We believe the success of our company is dependent on the relationships we create among our team, our partners, our customers, and the people and communities with which we engage.
- 2. Never Give Up:** We remain committed to our projects, through their inevitable ups and downs, and are always seeking solutions as to how to best move forward.
- 3. Trusted Developer:** Our reputation is critical to our success and we strive to build trust through our honest, collaborative, and experienced approach.
- 4. Connected to Our Success:** We maintain a hands-on approach through all phases of our projects, and although it generates additional workloads we still believe this delivers the best possible end result.
- 5. Win-Win Philosophy:** In a culture of respect, we work to find and execute the best possible solutions for all involved, with the underlying belief that the most successful projects are the ones where everyone benefits.

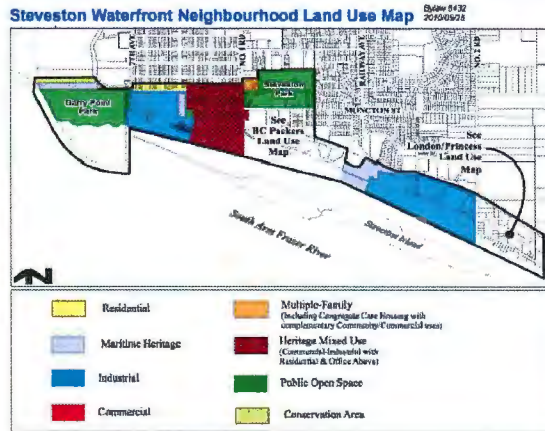
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- The property is bordered by Moncton Street, the lane between 2nd and 3rd Avenues, Chatham Street, and 3rd Avenue. The property comprises an entire city block.
- The property consists of 6 separate lots amounting to 4,600 square metres (49,500 square feet).
- The property was initially used for residential and commercial. Since the 1950's, Rod's Building Supplies has grown over the site, and currently occupies the whole property.



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- The City of Richmond Official Community Plan – Steveston Area Plan designates the property for Heritage Mixed Use (Commercial-Industrial with Residential & Office above).
- The property is in the Steveston Village Core Area, which is also a designated Heritage Conservation Area in the City's Official Community Plan – Steveston Area Plan. This Heritage Conservation Area establishes heritage policies, incentives, and permit requirements for new developments and/or modification of land or buildings in the Steveston Village Heritage Conservation Area.
- The preliminary concept has been developed to be consistent with existing Official Community Plan – Steveston Area Plan land use policies pertaining to building height, massing, density, uses, heritage guidelines, and overall building form and character.



plat:form

- The property is currently zoned Steveston Commercial (CS-2) on the southern portion and (CS-3) on the portion fronting Chatham.
- These zones permit a range of commercial, retail, service, education, industrial, and residential uses.
- The CS-2 zone limits building heights to 9 metres, while the CS-3 zones permit buildings up to 12 metres.
- The current zoning contemplates residential and commercial mixed-use buildings.



plat:form

The proposed redevelopment of the lands at Moncton and 3rd Avenue will bring additional life and activity to the core of Steveston Village. Ideally anchored by a grocery store, with companion smaller retail stores, it will serve local residents and visitors. The retail development at the street level will also enhance the year-round commercial success and vitality of the Village and complement neighbouring businesses.

The addition of residential development in the heart of Steveston will further efforts to create a Village that prospers year-round and will provide a unique opportunity to reside in the heart of historic Steveston.

The proposed redevelopment will not only reflect Steveston's heritage as a sea-side fishing Village, but also its present and future as an important neighbourhood and tourist destination.

The proposed building will be distinctly Steveston, and it will help frame future development in the area.

plat:form

- The proposed redevelopment will comprise a mixed-use building with retail and commercial uses at the street level, with two storeys of residential above.
- Possible commercial uses include a grocery store, along with other small retailers.
- The residential will be apartment or townhome style units, located on the second and third storeys.

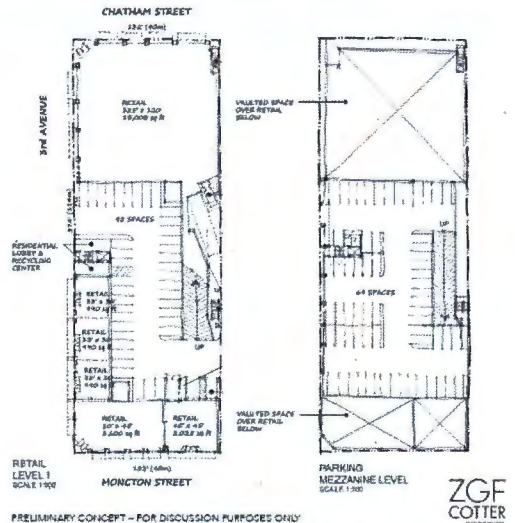


PRELIMINARY CONCEPT - FOR DISCUSSION PURPOSES ONLY

ZGF
COTTER

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- The ground floor of the proposed building would consist of commercial retail units, ideally anchored by a larger unit such as a grocery store.
- Smaller commercial units would front Moncton Street and 3rd Avenue to support a pedestrian-oriented streetscape.
- In total, the proposal would accommodate approximately 20,000 – 25,000 square feet of new commercial development.
- The required parking will be provided for on-site, with approximately 100+ stalls on the ground and mezzanine level.

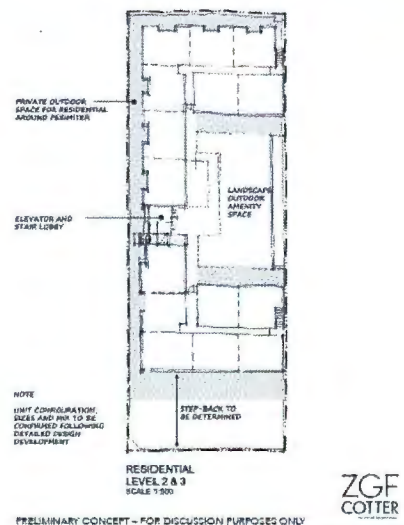


PRELIMINARY CONCEPT - FOR DISCUSSION PURPOSES ONLY

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- The second and third storeys would consist of approximately 30-35 residential homes.
- The homes would frame a central courtyard area providing a common amenity for the residents.

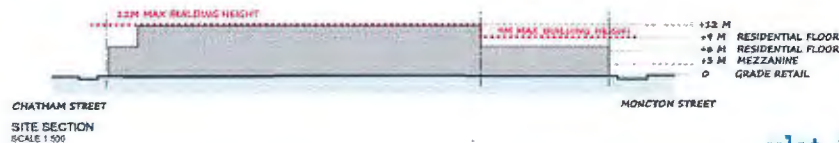
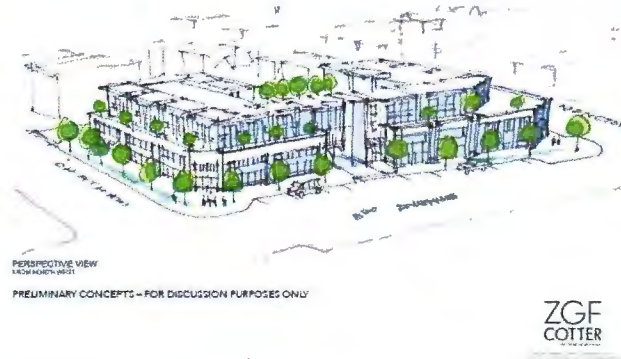


PRELIMINARY CONCEPT - FOR DISCUSSION PURPOSES ONLY

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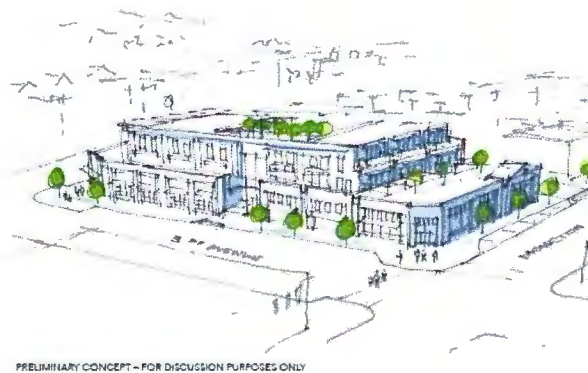
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- The building form will step back from Moncton Street to articulate a pedestrian scale that reflects historic buildings on Moncton Street.
- The intent is to work within the prescribed height limits under the Steveston Area Plan.
- Building materials and architectural elements will be of high quality and will reflect the neighbourhood's history while also evolving the architecture and character of the area.



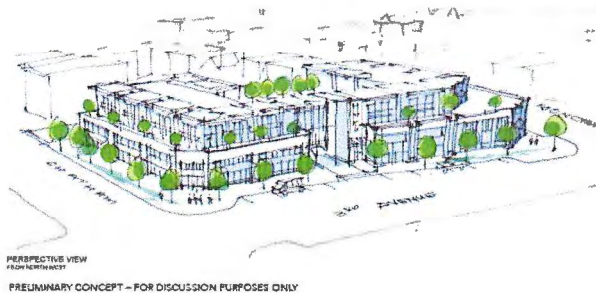
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- The proposed redevelopment will further the OCP's objective of promoting year-round village vitality.
- It will add new retail and service options for residents and visitors.
- The new residential development will add to the neighbourhood fabric and contribute new residents that will support the commercial village and enhance the vibrancy of the area.
- The proposed redevelopment will respect the overall heritage character of Steveston Village.



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- A rezoning application has been submitted to the City.
- Community and stakeholder group consultation underway.
- Additional and more detailed design development.
- Collaboration with the City and stakeholder groups on the proposed redevelopment.
- Refine the design and proposal in response to feedback received.
- Consideration of the rezoning application and development proposal by Council through the normal process, which will require a Public Hearing.
- Additional community and stakeholder group consultation.



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Appendix 4: Open House No. 1 Comments

**NOTE: Comments have been inputted "as written", any typographical errors are intentional*

1. What are your general thoughts on the proposed land-use mix?

- A mix is perfect for Steveston.
- I am excited about this project. It would be beneficial to see a grocery store.
- Well thought out
- Very pleased to see that area modernized & used to it's full potential. I am happy to hear that parking spots will be provided as parking is a source of concern for many residents.
- it's typical - not outstanding
- Positive - would be a great addition to the village and vastly improve this block. It's exactly the type of development this area needs and will help to join the retail and office businesses on Chatham to the main street on Moncton.
- Like the idea of Grocery store / retail / residential combination.
- I think Steveston needs some new retail space and nice residential locations to go with the quaint village
- Looks good on preliminary plans.
- Looks good!
- It has been well thought out
- I like it. Great improvement to that corner.
- Excellent use of the Lands
- Good use of property. I like the draw of more retail towards 3rd. Would like to see some green elements / public art aspect to the building
- Fits with what is elsewhere in Village eg on Chatham + with many sites in City of Vancouver. Makes economic + liveability sense.
- Great idea, like the mix.
- Generally positive - the massing is such that it fits into the Moncton streetscape. If Rod's is going to leave Steveston, I think that this concept is a good fit.
- They're in keeping with much of Steveston. While very early in the process it seem workable - and respectful of the Heritage area. Please ensure the streetscape is "broken" to give the impression of a collection of smaller stores rather than one long "wall of glass" (i.e. keep the village feel)
- A grocery (a decent!) store is what Steveston people ask for.

- Like it. Make sure parking is included, not all parking on roads.
- Looking forward to seeing that corner get a face lift & mixed use is the most suitable
- Fits the area
- I like the idea of it.
- We need more mixed use like this as it provides vitality and new ideas for residents + shoppers alike.
- I am not opposed to this plan. I think it is a good use of grade level & above retail space.
- 100% in favour. Steveston needs a good grocery store.
- Good - retail + residential
- I like it, needed for the village
- Good choice
- Excellent, good use for area
- Good
- Mixed commercial + residential is the way to go. More public support for multi use land use
- I agree strongly that a new grocery store is needed in the neighbourhood

a) Please comment on the commercial/retail component.

- This will provide exposure to new stores. A grocery store is a much needed addition to the village.
- I am happy that so much parking will be provided for residence and shoppers.
- Grocery store would be well received
- Very excited about a new grocery store!
- Make sure you offer the grocer enough space to make it viable - We really need a good grocery store.
- Would be very pleased if anchor tenant would be a full grocery / supermarket, as this is a service greatly lacking in the area. How hard would it be to get Trader Joes to move into that space. That would be AMAZING.
- PLEASE try and have a grocery store. Same concern about filling space when so much retail is empty in Steveston at the moment.
- like it
- Is there enough parking for retail? Grocery store an excellent idea to keep Steveston a year-round destination - but there must be easy access + sufficient parking.

- Great setup.
- Excellent - grocery store great bonus
- Good balance. Hope Urban Fare or similar come to town.
- Looks like a great design. Urban Fare "anchor" please!
- Good to see grocery element. Would like to see Nesters or small format grocery with better selection than current (Super Grocer)
- ? Ability to attract another grocer with Supergrocer in Steveston + another planned for Steveston #1 Rd redevelopment
- Nice balance - not sure if the grocery store could be split up into other commercial uses if another grocery store gets up + going before?
- The grocery store is much-needed. I would love to see a Choices or Nester's. Choices is a good fit - small, locally-owned + a good community supporter
- How big will the grocery store be? Adequate parking must be ensured. (Steveston residents are very 'possessive' of have enough parking.) This isn't downtown Vancouver + we don't want to be! Is it possible to create a small plaza or gathering space for people to chat, have coffee, read, etc? - with benches or all-weather tables.
- How many more retailers Steveston needs is probably questionable.
- Really need the grocery store. 30-35 units is a good number. Do not want to see more empty building. How about a hardware store?
- Food store is much needed
- We need a grocery store!
- It's a very good use of space.
- Would love to see a grocery store!
- Non-marine related please!
- great mix for the neighbourhood.
- grocery + retail + services would be great
- would love to see a high end grocery store
- good idea. Needs a balanced approach
- Very good for Steveston + the future needs of community
- Good
- A grocery store would be a great asset to the Village + maybe a specialty wine store like Sip Wine @ Ironwood. Longer hours + new businesses are always welcome.
- It is time to replace the lumber yard with grocery store. As long as there is sufficient parking

b) Please comment on the residential component.

- People will have to live in the village. Growth is natural and welcomed.
- OK
- I think more residents in the core of the village will revitalize the area & add more interest, another layer of what it means to live in Steveston (more residents = more life, more variety!)
- I would love it if a portion of the residential units were kept as family and low income rental units, to enable a vibrant and welcoming / inclusive residential opportunity.
- Wondering about overall height compared to other Steveston buildings
- I think it is necessary because of the increase in population + retirees
- Maintain residential component! It keeps Steveston alive in winter when visitors are few. Strongly suggest balconies for residential component.
- It sounds nice with parking.
- Looks good. Not sure if I would want to live across from the pub.
- Reasonable # of residential units.
- Would want to see building limited to 4 storeys with green roof elements.
- Like the fact it suggest a set back + sidewalk areas look wider which is ideal for amount of foot traffic in Steveston.
- How many units of the 30-35 will be rentable? Will you be able to cap it?
- A mix of 2-level townhouses + 1 level apartments would be great. I think a lot of Steveston residents are looking for a 2-BR, 1200-1400 sq. ft. unit on one level where they can downsize from their current SF home.
- Hard to say right now. Type of units? (# of bedrooms) There is certainly a demand in Steveston for condos so that's fine - go for it.
- Sounds good, need lots of greenery. I believe we need to start adding trees to the Steveston landscape.
- The more the better, Steveston is a much loved area that too few people get to call home
- These homes will be great. Views of the harbour!
- Can be creative use of the residential
- A good idea. We need some options for those older folks down-sizing and the young who may be first time home buyers.
- Am in favour of a good mix of housing style above the retail
- no strong feelings either way

- more small apartments
- no real strong feelings on this, as long as it fits the village feel
- Attractive but don't feel strongly
- Residential component supports the merchants of Steveston
- Needed.
- 30-35 in village residents would add a new vibe to the Village with people engaged more in the village being in the heart of the community.
- More people in the core of the village will improve the sustainability of the local economy.

2. *What are your thoughts on the preliminary design of the building form and massing?*

- I like it. Courtyard is a nice touch and provides outdoor space.
- I am pleased about the heritage look that the building will have.
- OK
- It looks lovely. The tiering make it less imposing & more "historical"
- Don't like the rooftop living area. Would rather you have a 2 storey front - no set back to upper floors - do away with third floor entirely. This would be far more reflective of the buildings that historically faced Moncton St.
- Looks good. Will really fit well in the block & won't be too large or imposing. LOVE the addition of two levels of parking that is hidden in the project + away from the street.
- Looks good - hope to have same "heritage" style components.
- looks good + in keeping w/ Steveston
- Looks good so far
- I like it. It will blend nicely in Steveston. Not to tall.
- No concerns.
- Not enough detail provided at this time.
- Like it.
- Generally good; like the fact that most of the circulation is from the lane. Wouldn't be bad if the 3rd Avenue parking lot access was deleted, and all vehicles access was from the lane.
- O.K. - just be sure to reflect the heritage nature + guidelines of the Steveston Heritage area.

- Keep development inline with the heritage look of Steveston, really important
- It looks nice, improving the whole span of 3rd Avenue
- I think 4 storey building off Chatham would be best.
- very positive.
- Looks modern and efficient
- I like the landscaped area amenity space.
- looks good.
- thoughtful and well planned
- Seems ok, will probably go through some changes
- Okay
- Okay
- Looks fine. Include new environmental codes.
- I like the proposed building, courtyard is great in the roof top - and there be units w/ roof top area like the building on Chatham + No 1 Road
- No thoughts.

3. *What are your overall thoughts on the proposed redevelopment?*

- For it. Nice job so far.
- I think this building will fit the overall look and feel of the village. I like the use of all the greenery and the idea of a courtyard.
- OK, nothing controversial
- Overall I am excited to see this happening in Steveston.
- Looks good, can't wait to hear more, especially as design is developed further. Hope that the materials/finishes can really fit into the fishing village theme and look. I like independent, location heritage focussed design (not like generic strip mall). Also I hope there area a LOT more street trees than the village currently has.
- Great - exciting for Steveston.
- Plans look well laid out
- Would be welcomed to encourage year-round use of Steveston + more use of western end of town.
- Great.
- I like the design - not too tall

- Looks like it will blend in well with the village.
- Like parking on site + set-back + courtyard area for residents of units.
- General good land use - nice to have mix of res/commercial
- Generally positive - increasing the commercial space in Steveston and creating more 'critical mass' is a good thing. Steveston is still too quiet on weeknights off-season
- Workable. If you can enhance the Village atmosphere + feel of Steveston - that's good!
- I like it, but hope when complete "we" (company) are looking back and can say "We delivered" and kept our promise. Add an acknowledgement in design or name with a nod to Rod's Lumber.
- Good idea!
- This (*referring to Rod's Lumber*) is currently an eyesore for Steveston Village. The development will be great!
- It's a great concept
- This is good for the Steveston community.
- I am in favour
- 100% in favour. The grocery/retail will fill a gap in the current market mix
- great idea for Steveston
- I love it
- Great idea, still needs a hardware store/marine supplies
- Supportive of development
- Good (illegible)
- Very positive
- I think it is a good idea

4. Please provide any other comments in the space below.

- Only concern is increased traffic on Chatham, which has low visibility entering in and out of the alley area, with buses on Chatham. It's already challenging to enter + exit on to Chatham, perhaps a traffic study would be required with possible new intersection traffic controls on 3rd Avenue at Chatham.
- Are parking spaces for both retail and residential properties? Is there enough if a supermarket is included?
- We need some new development. A grocery store would be great :)
- Hope it is approved.

- All looks great!
- Units strata? Workable for 30-35 units? Low vacancy in retail in Steveston to date?
- Despite my preference for a more modern feel (the original exterior for the G&F site was fabulous), I suspect that the "heritage look" will prevail. Use good quality materials + trims and it will look fine. Please find a way to commemorate Rod's Bldg Supply as the previous use.
- While this isn't a project the size of the one Onni built be sure you learn from their mistakes. They've written a book on how to get a community + council angry at them. Turn that around + you'll be fine.
- Keep the process open and be open minded to the people's concerns. A plaque of the history of the piece of land, so all can be aware of the history.
- This will be a needed boost to the north/west corner of the Village. The Chatham location for the food store will keep traffic out of the core/waterfront.
- I support it
- The sooner the better.
- All good :)

Appendix 5: Open House No. 2 Targeted Mail Drop Notification Letter & Property Map

To Whom It May Concern:

**RE: Moncton Street & 3rd Avenue – Rod's Building Supplies Lands
Invitation to Community Information Meeting**

Platform Properties is proposing to redevelop the Rod's Building Supplies lands and is again seeking community input. Platform is hosting a second Community Information Meeting and you are invited to attend to learn more about the proposed rezoning application and share your thoughts and feedback.

The particulars of the Community Information Meeting are as follows:

When: Wednesday March 9th, 2016
Where: Gulf of Georgia Cannery (East Wing)
12138 Fourth Avenue
Richmond, BC
Time: 6:00pm – 8:00pm (presentation at 7:00pm)

If you are unable to attend, however would like to learn more, please contact Andrew Sinclair of Platform Properties at 604-563-5000, ext. 5.

Subject Property – Moncton Street & 3rd Avenue, Richmond, BC





Appendix 6: Open House No. 2 Presentation Boards

MONCTON & 3RD AVENUE
Steveston, BC

Moncton and 3rd Avenue



VIEW AT CHATHAM & 3RD AVE.

Community Information Meeting

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Welcome to the Moncton and 3rd Avenue Community Information Meeting

Please sign in and take a comment package

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Purpose

- The purpose of this meeting is to invite the community to learn more about the proposed redevelopment of the Rod's Building Supplies property at Moncton Street and 3rd Avenue.
- The meeting is also an opportunity for the community to further share their thoughts and ideas on the proposed redevelopment. Building form and character will be emphasized during the presentation.
- This is the second Community Information Meeting, and there will be further opportunities for public engagement through the process.
- The information and drawings being presented are the result of a comprehensive consultation program.
- The current proposal is being reviewed by City of Richmond staff and may be revised as a result of this review.

Format

- 6:00 – 7:00 Open House Format
- 7:00 – 7:20 Presentation by Platform and Architect Patrick Cotter
- 7:20 – 8:00 Open House Resumes and Comment Forms Completed

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It starts with our name – the word “plat” means a plot of land, and “form” stands for the innovative manner in which we shape it.

Plat:form also represents a meeting place for creative minds and the coming together of a team.

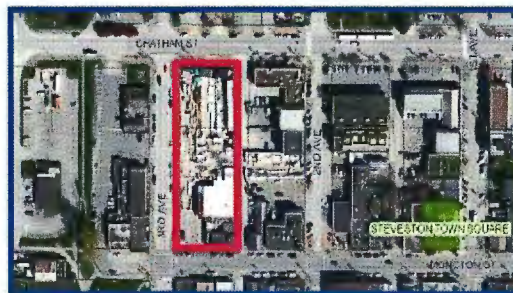
We create value in real estate by building relationships through commitment, trust, and our hands-on approach to finding solutions that benefit those we work with. We live our values daily and use them to guide our work, make decisions, and create opportunities.

These are our five core values:

- 1. People Matter:** We believe the success of our company is dependent on the relationships we create among our team, our partners, our customers, and the people and communities with which we engage.
- 2. Never Give Up:** We remain committed to our projects, through their inevitable ups and downs, and are always seeking solutions as to how to best move forward.
- 3. Trusted Developer:** Our reputation is critical to our success and we strive to build trust through our honest, collaborative, and experienced approach.
- 4. Connected to Our Success:** We maintain a hands-on approach through all phases of our projects, and although it generates additional workloads we still believe this delivers the best possible end result.
- 5. Win-Win Philosophy:** In a culture of respect, we work to find and execute the best possible solutions for all involved, with the underlying belief that the most successful projects are the ones where everyone benefits.

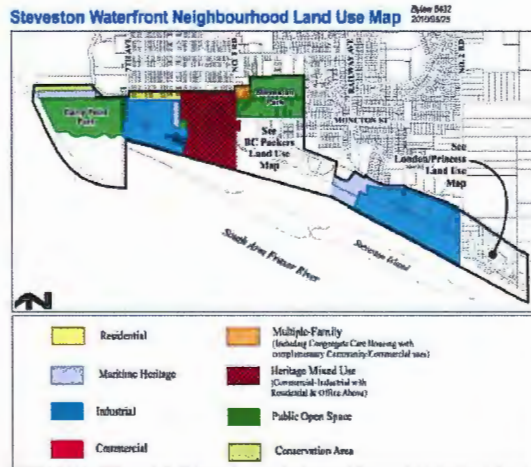
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- The property is bordered by Moncton Street, the lane between 2nd and 3rd Avenues, Chatham Street, and 3rd Avenue. The property comprises an entire city block.
- The property consists of 6 separate lots amounting to 4,600 square metres (49,500 square feet).
- The property was initially used for residential and commercial. Since the 1950's, Rod's Building Supplies has grown over the site, and currently occupies the whole property.



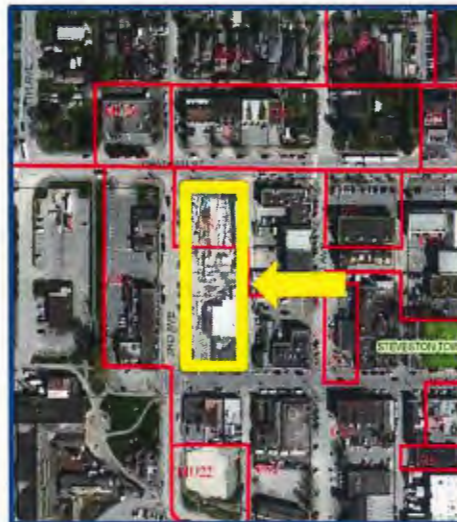
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- The City of Richmond Official Community Plan – Steveston Area Plan designates the property for Heritage Mixed Use (Commercial-Industrial with Residential & Office above).
- The property is in the Steveston Village Core Area, which is also a designated Heritage Conservation Area in the City's Official Community Plan – Steveston Area Plan. This Heritage Conservation Area establishes heritage policies and permit requirements for new developments and/or modification of land or buildings in the Steveston Village Heritage Conservation Area.
- The proposed redevelopment has been developed to be consistent with existing Official Community Plan – Steveston Area Plan land use policies pertaining to building height, massing, density, uses, heritage guidelines, and overall building form and character.



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- The property is currently zoned Steveston Commercial (CS-2) on the southern portion and (CS-3) on the portion fronting Chatham.
- These zones permit a range of commercial, retail, service, education, industrial, and residential uses.
- The CS-2 zone limits building heights to 9 metres, while the CS-3 zone permits buildings up to 12 metres.
- The current zoning contemplates residential and commercial mixed-use buildings.



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The proposed redevelopment of the lands at Moncton and 3rd Avenue will bring additional life and activity to the core of Steveston Village. Ideally anchored by a grocery store, with companion smaller retail stores, it will serve local residents and visitors. The retail development at the street level will also enhance the year-round commercial success and vitality of the Village and complement neighbouring businesses.

The addition of residential development in the heart of Steveston will further efforts to create a Village that prospers year-round and will provide a unique opportunity to reside in the heart of historic Steveston.

The proposed redevelopment will not only reflect Steveston's heritage as a maritime fishing Village, but also its present and future as an important neighbourhood and tourist destination.

The proposed building will be distinctly Steveston, and it will help frame future development in the area.

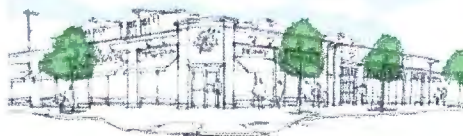
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- The proposed redevelopment will comprise a mixed-use building with retail/commercial uses at the street level, and two storeys of residential above.
- Possible commercial uses include a grocery store, along with other small retailers.
- The residential will be a mix of apartment and townhome style homes, located on the second and third storeys.



VIEW AT CHATHAM & 3RD AVE.

PRELIMINARY CONCEPT - FOR DISCUSSION PURPOSES ONLY



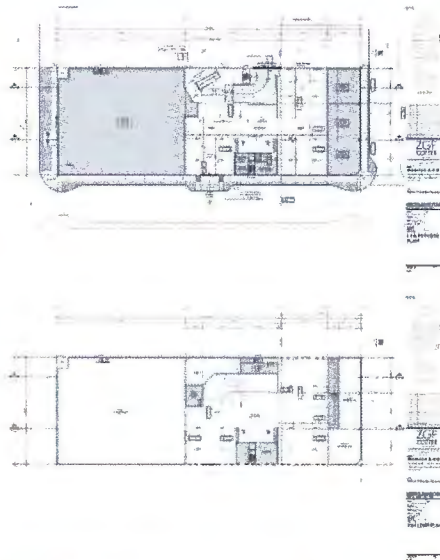
VIEW AT MONCTON & 3RD AVE.



MID-BLOCK VIEW ALONG 3RD AVE.

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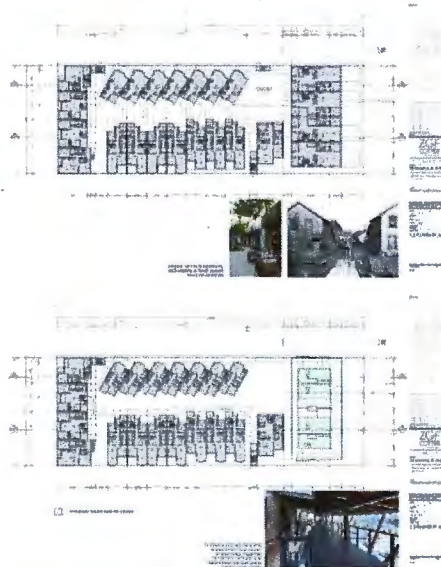
- The ground floor of the proposed building will consist of commercial retail units, ideally anchored by a larger user fronting Chatham Street, such as a grocery store.
- Smaller commercial units will front Moncton Street to support a pedestrian-oriented streetscape.
- In total, the proposal will accommodate approximately 25,000 square feet of new commercial development.
- The required parking will be provided for on-site, with approximately 100+ stalls on the ground and mezzanine levels.
- Access for the residential parking is proposed from the lane, while access for the commercial parking is proposed from the lane and 3rd Avenue.
- The City is currently reviewing the proposed parking access and circulation configuration, which may be revised as a result of this review.



PRELIMINARY CONCEPT - FOR
DISCUSSION PURPOSES ONLY

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OF ARCHITECTURE

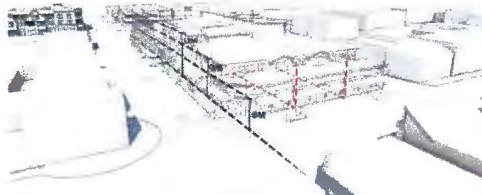
- The second and third storeys will comprise a mix of single-storey apartments and two-storey townhomes, approximately 35 homes in total.
- The homes will frame a central courtyard area providing a common amenity for the residents.



PRELIMINARY CONCEPT - FOR
DISCUSSION PURPOSES ONLY

ZGF
COTTER plat:form
OF ARCHITECTURE

- The building form will step back from Moncton Street to articulate a pedestrian scale that reflects historic buildings on Moncton Street.
- The intent is to work within the prescribed height limits under the Steveston Area Plan, however a small variance may be requested in order to maintain the proposed form and character of the building.
- Building materials and architectural elements will be of high quality and will reflect the neighbourhood's history while also evolving the architecture and character of the area.



VIEW AT MONCTON AND 3RD AVE.

PRELIMINARY CONCEPTS - FOR DISCUSSION PURPOSES ONLY

ZGF
COTTER plat:form
ARCHITECTS

- The proposed redevelopment will further the OCP's objective of promoting year-round village vitality.
- It will add new retail and service options for residents and visitors.
- The new residential will add to the neighbourhood fabric and contribute new residents in support of the commercial village, enhancing the overall vibrancy of the area.
- The proposed redevelopment will respect and contribute to the overall heritage character of Steveston Village.



BIRD'S EYE VIEW AT MONCTON & 3RD AVE.

PRELIMINARY CONCEPT - FOR DISCUSSION PURPOSES ONLY

ZGF
COTTER plat:form
ARCHITECTS

- A rezoning application was submitted in September 2015, which is currently under review by the City.
- Community consultation to date has resulted in a positive response to the proposed redevelopment.
- Collaboration with the community and the City will continue.
- Consideration of the rezoning application by Council through the normal process, which will require a Public Hearing.



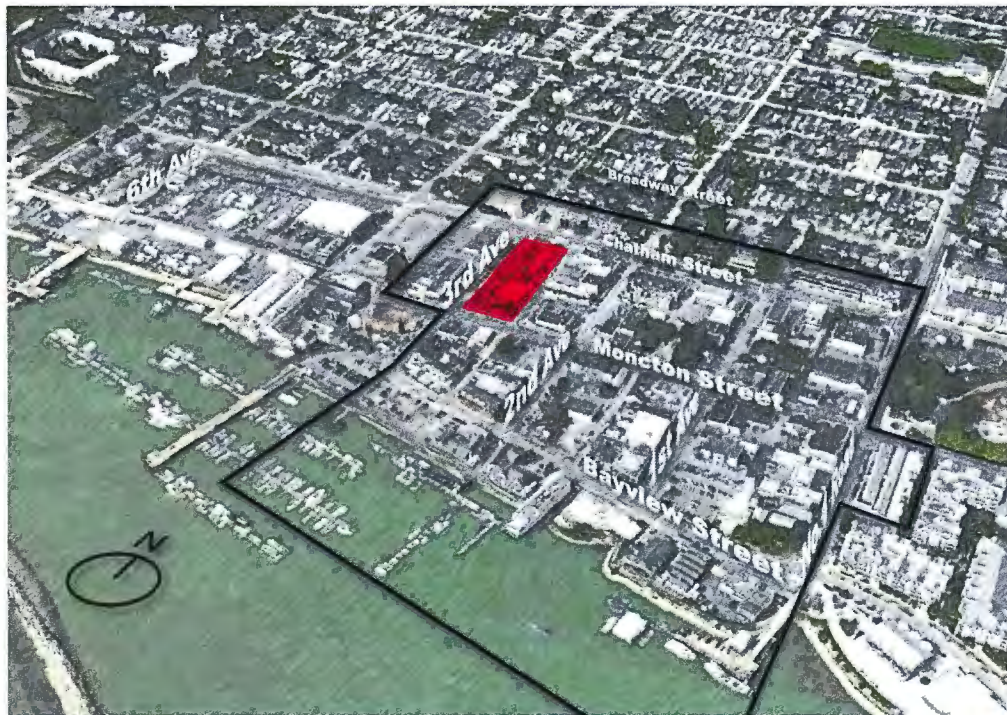
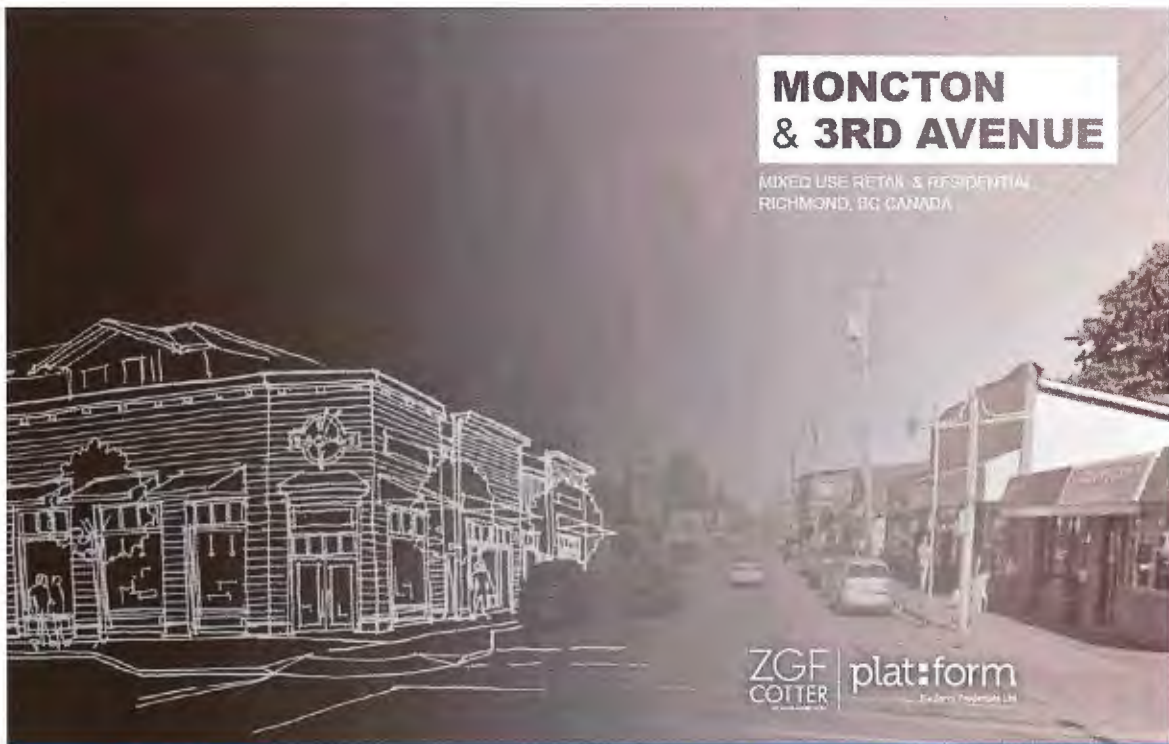
VIEW AT CHATHAM & 3RD AVE.

PRELIMINARY CONCEPT - FOR DISCUSSION PURPOSES ONLY

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COTTER plat:form
an urban practice

Appendix 7: Open House No. 2 Presentation Slides





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SCALE

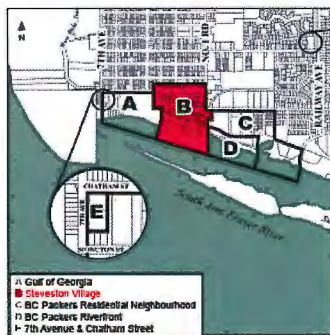
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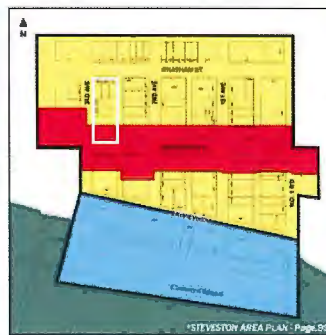


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STEVESON NEIGHBOURHOODS
THE SITE OCCUPIES THE
'STEVESON VILLAGE'
NEIGHBOURHOOD WITHIN THE
STEVESON AREA PLAN.



STEVESON VILLAGE MASSING
THE SITE FITS UNDER TWO
HEIGHT DESIGNATIONS.
12m / 3 STOREY
8m / 2 STOREY



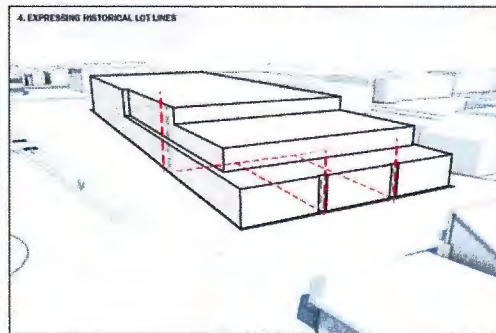
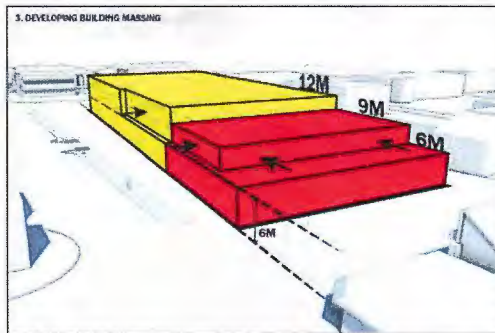
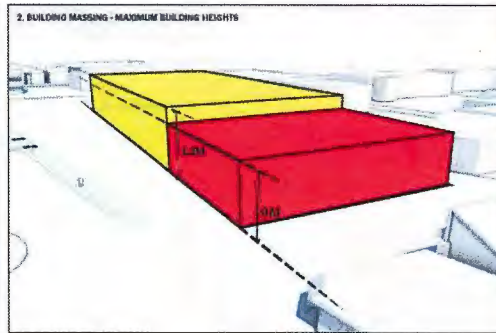
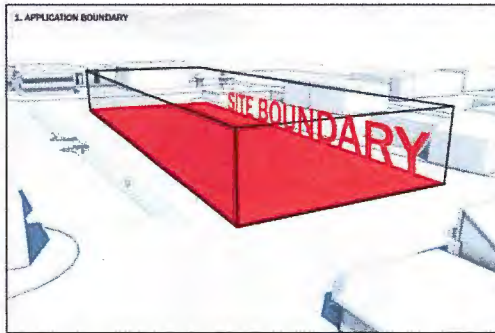
STEVESON VILLAGE HISTORIC
LOT LINES
THERE ARE THREE HISTORIC
LOTS ON THE SITE. ALL FRONTING
BAYVIEW ST. THE CHANGING LOT
LINES NEED TO BE DEPICTED
AND EXPRESSED THROUGH THE
BUILDINGS FACADE DESIGN.



STEVESON VILLAGE HERITAGE
BUILDING INVENTORY
THE SITE HAS NO IDENTIFIED
HERITAGE BUILDINGS

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TITLE:
NO:





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TITLE:
SITE ANALYSIS
CONTEXTING
STUDY
NO. 1



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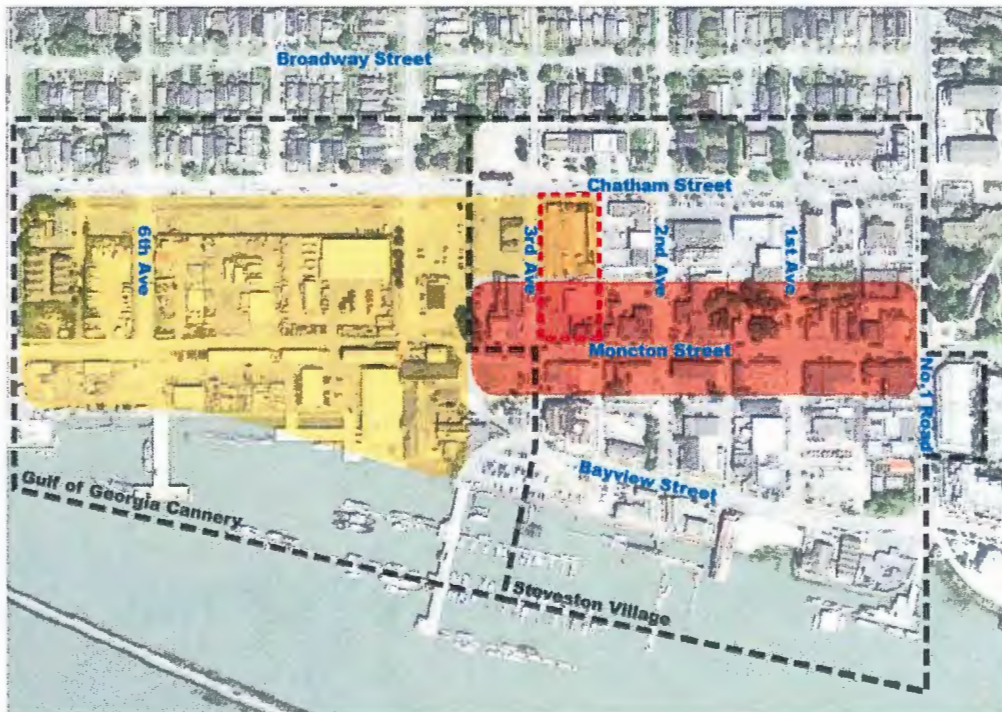
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STUDY
NO. 1



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TITLE:
SITE ANALYSIS
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(SECTION)
(EXTERIOR)
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REV:



1 MONCTON STREET AT THIRD AVENUE WITH 2 AND 3 STOREY WOOD BUILDINGS, ALL WITH FALSE FRONT BUILDING FACADES. SIDEWALKS AND STREETS ARE FINISHED WITH TIMBER BOARD. SUBJECT SITE OUTLINED IN BLUE



4 RESIDENTIAL ARCHITECTURE WITH 3 SIDED BAY WINDOWS THAT ARE EXTRUDED THROUGH TWO STOREYS (OUTLINED IN BLUE).



2 GULF OF GEORGIA CANNERY
LARGER BUILDINGS ARE PART OF THE MARITIME INDUSTRIAL HISTORY OF STEVESTON. SIMPLE MASSING, LARGE SHED ROOFS, WITH TIMBER FRAME STRUCTURES.



5 METAL STOREFRONTS IN A MIXED-USE BUILDING WITH A CORNER ENTRY.



3 HOUSING WITH EXTERNAL WALKWAYS



6 LARGER BUILDINGS WITH APPLIED BALCONY STRUCTURE AND DETAILING. HORIZONTAL WOOD SIDING AS PRIMARY FINISH MATERIAL.

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TITLE:
SUBJECT
BUILDING &
CONTEXTUAL
STRATEGIES

NO.
BY

CHARACTER STUDIES:



CHATHAM AND THIRD AVENUE

MASSING DESIGNED TO EVOKE MARITIME INDUSTRIAL HISTORY



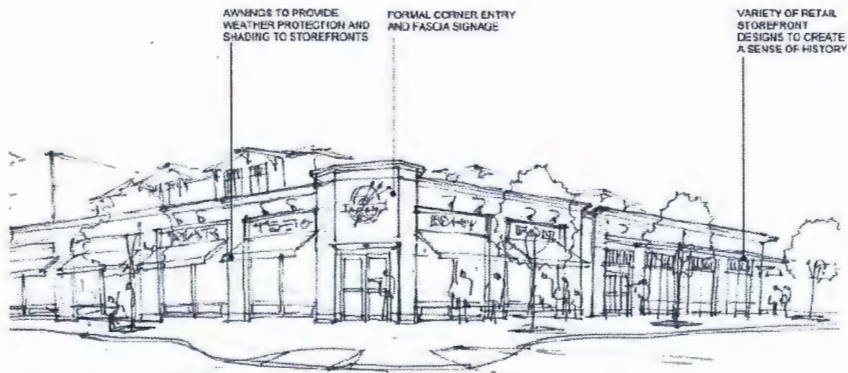
PRECEDENT IMAGES

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SUBJECT
BUILDING &
CONTEXTUAL
STRATEGIES
CHATHAM &
THIRD AVE
NO.
BY

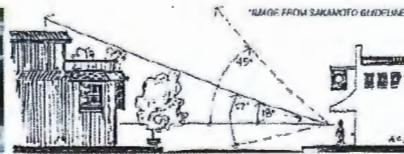
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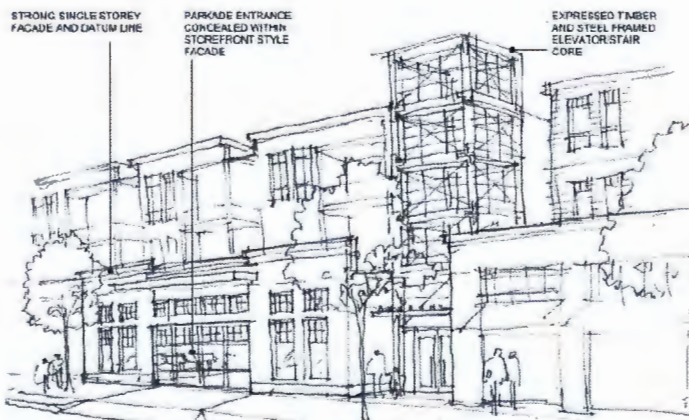
MONCTON AND THIRD AVENUE



PRECEDENT IMAGES



CHARACTER STUDIES:



THIRD AVENUE, MID BLOCK



PRECEDENT IMAGES

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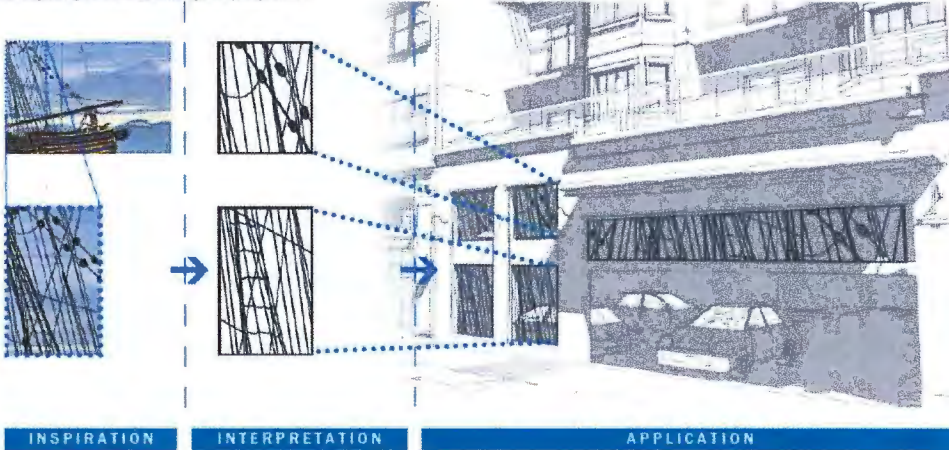
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TITLE:

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ORNAMENTAL METAL SCREENS AT PARKING BUILDING FRONTAGE

The design intention is that the parking grates are considered as artwork. They are envisioned as iron grates with a design that reflects Steveston Village in an abstract way. The diagrammed process below uses a distinct image of Steveston's maritime heritage as its inspiration; it then identifies and interprets a representative texture from the prevalent historical imagery; this texture/pattern is then applied as open metal security screening covering the punched window openings to the parking structure.



INSPIRATION

INTERPRETATION

APPLICATION

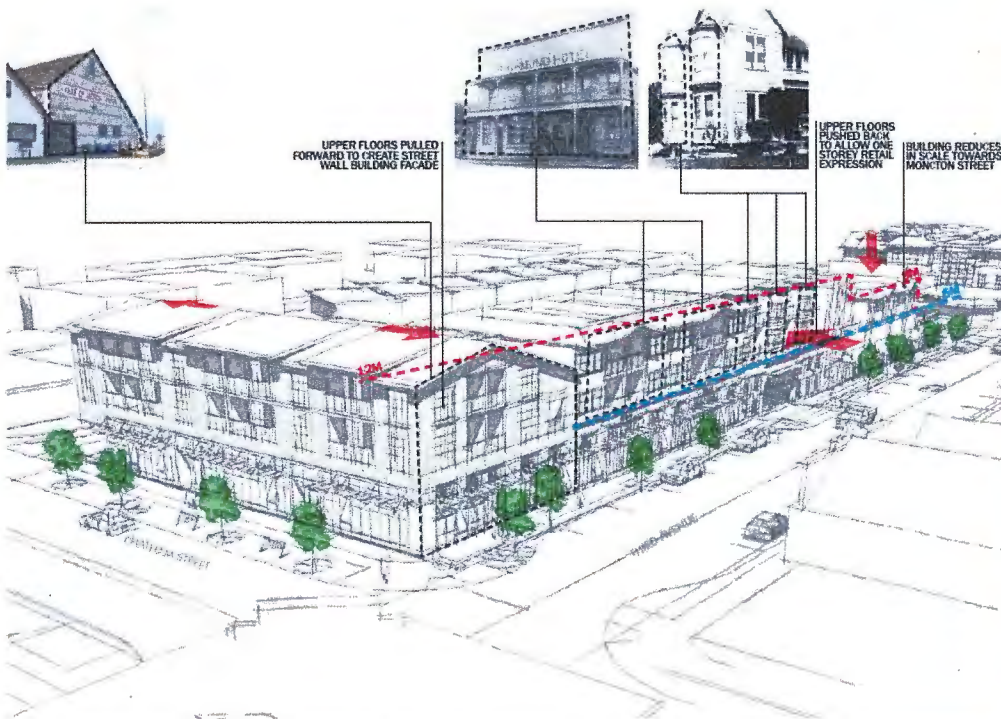


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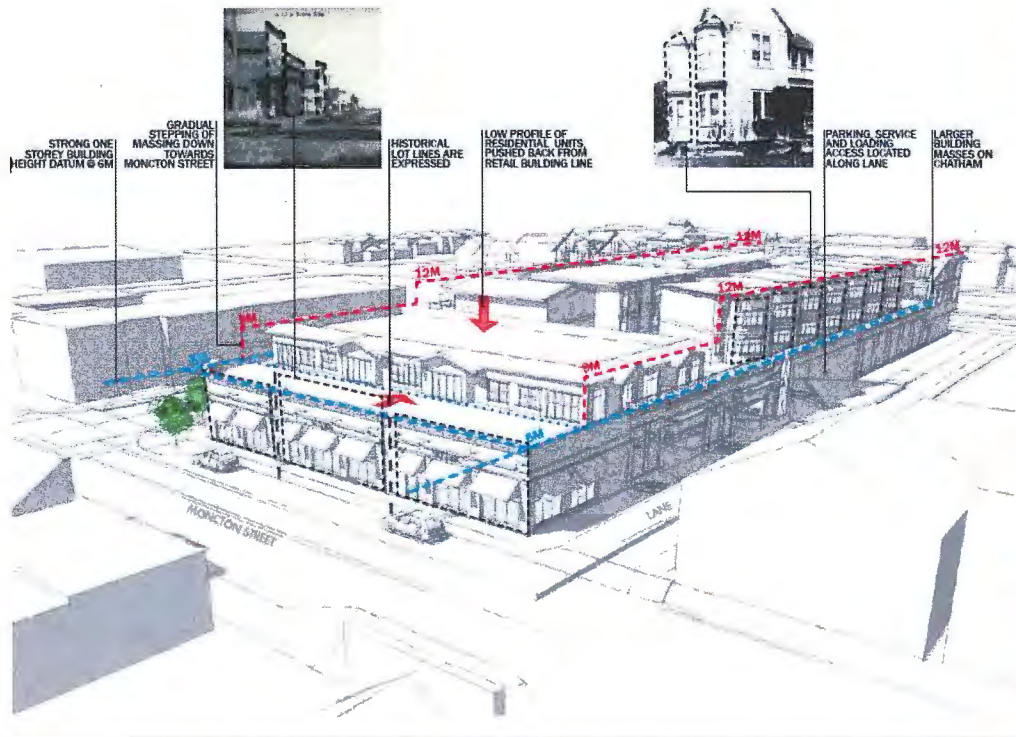
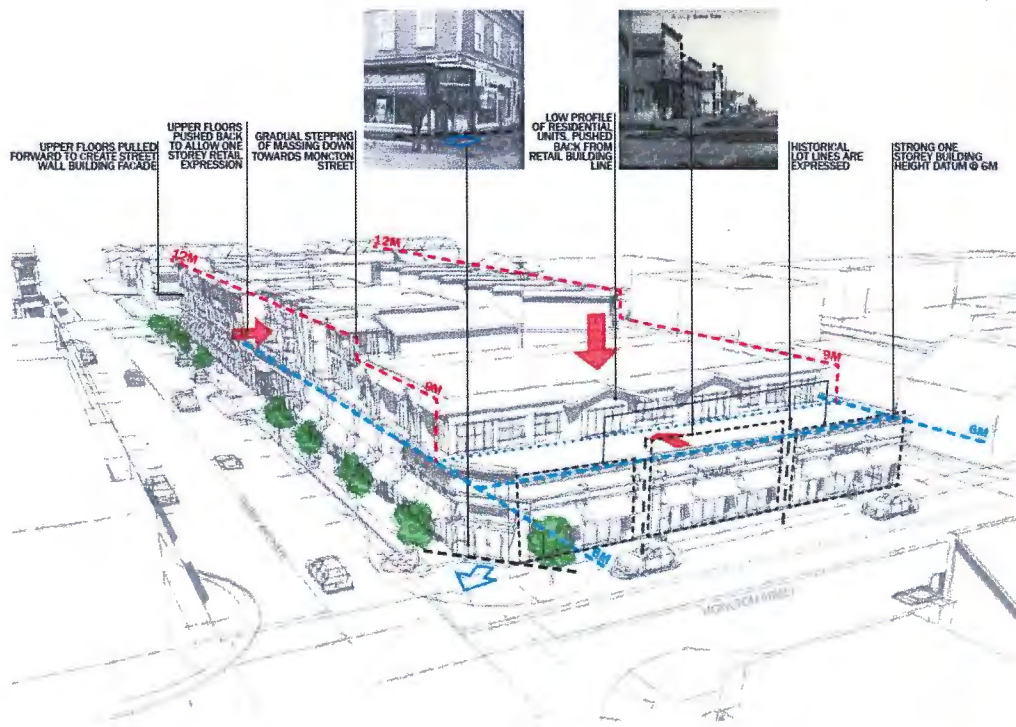


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BUILDING
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DATE: 10/10/10
NO: 101



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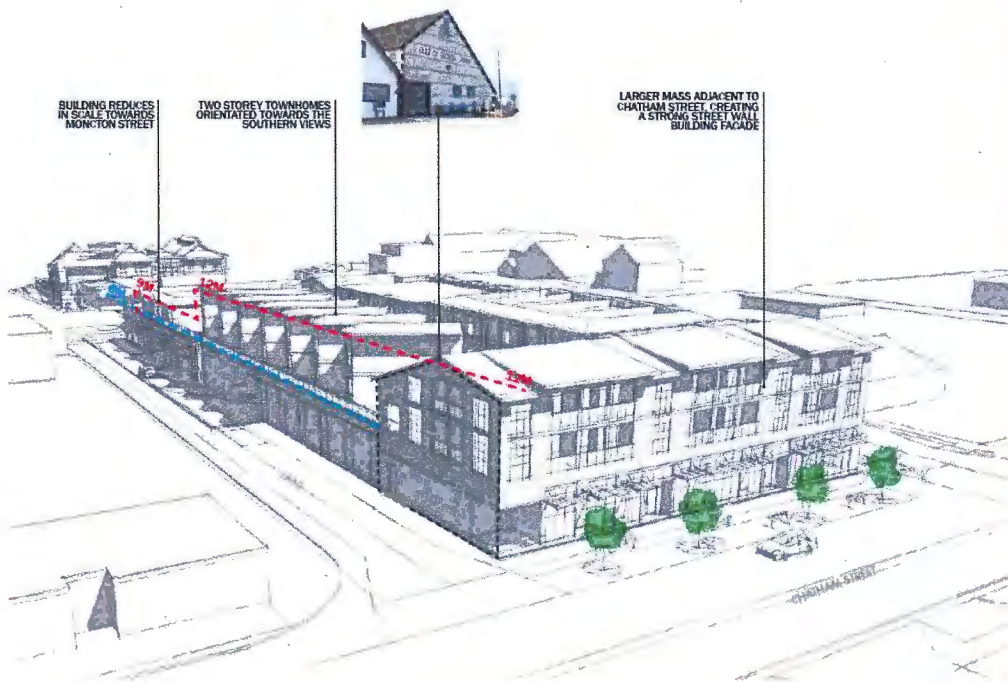
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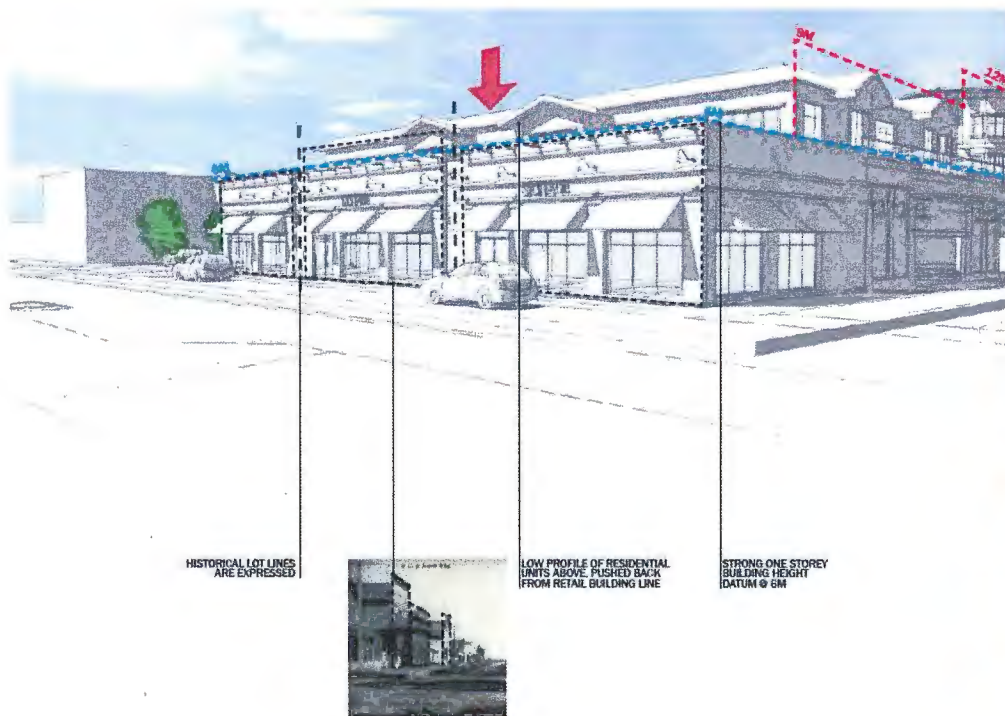
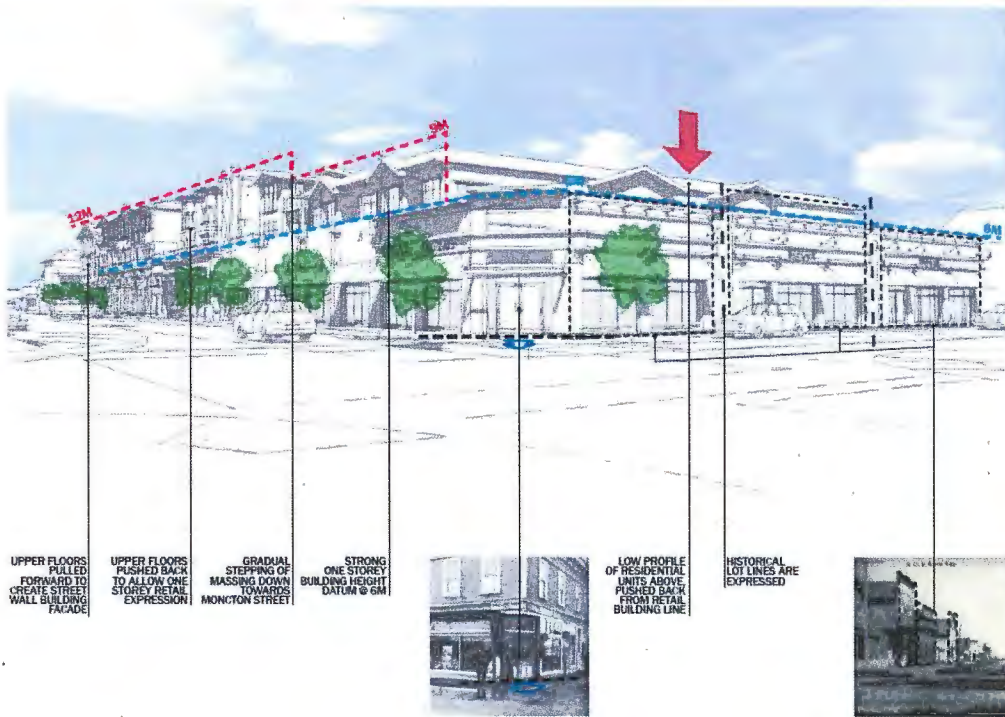
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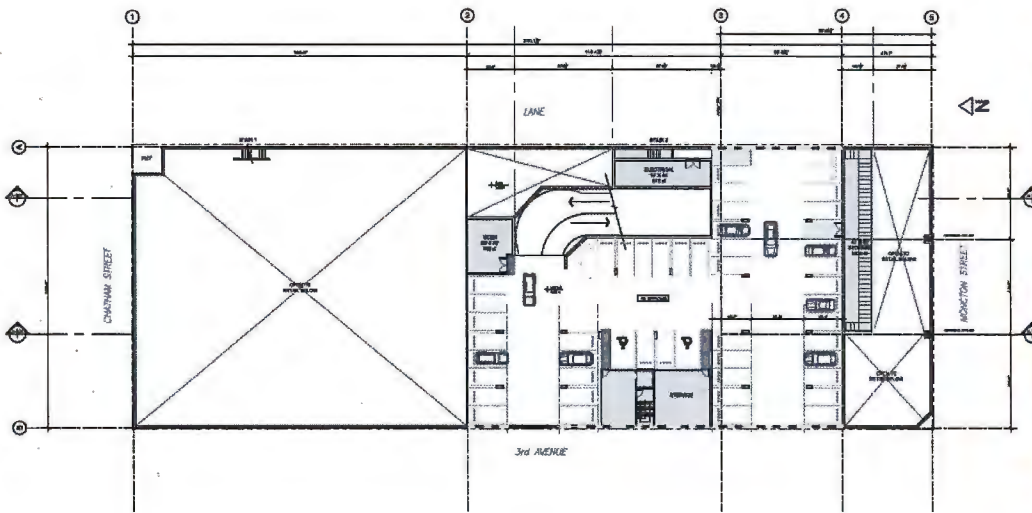


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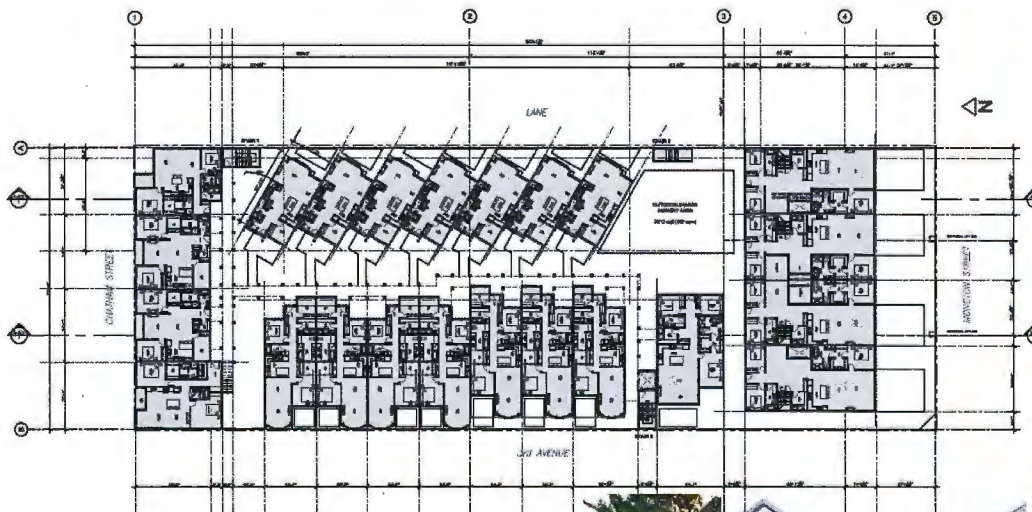
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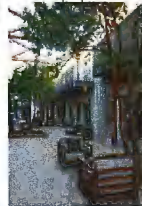
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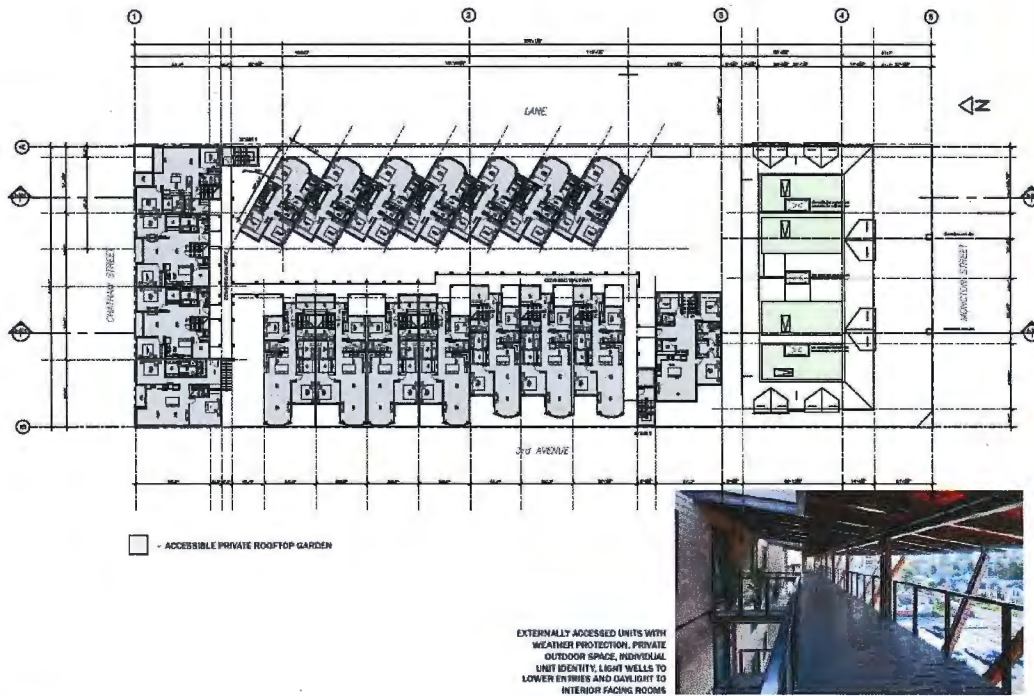
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EXTERNAL ACCESS TO RESIDENTIAL
 UNITS CREATES OUTDOOR AMENITY
 SPACE FOR RESIDENTS



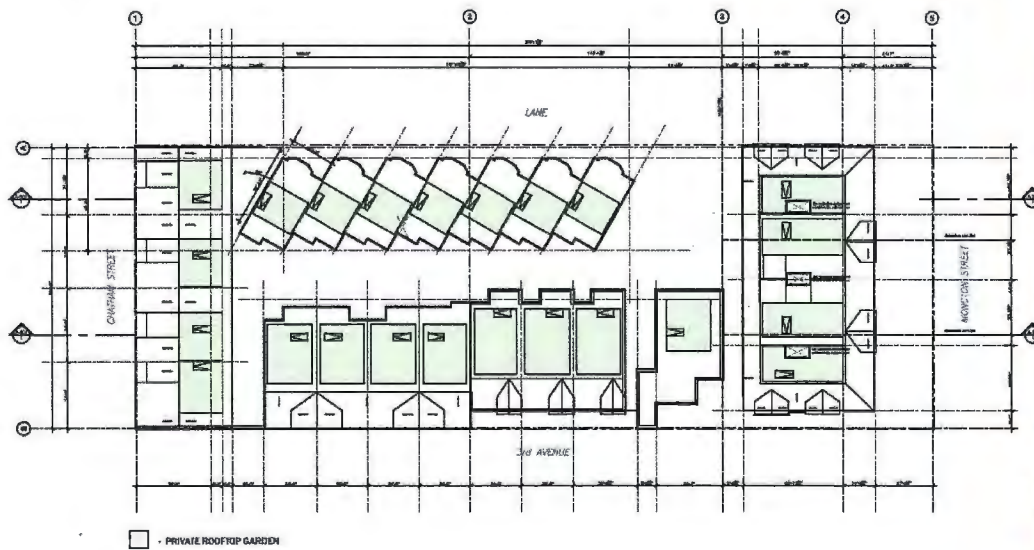
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SCALE: 1/8" = 1'-0"

TITLE: 1ST FLOOR PLAN

NO. 248



plat:form

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

TITLE: 2ND FLOOR PLAN

NO. 248

ROOFTOP DESIGN / URBAN AGRICULTURE

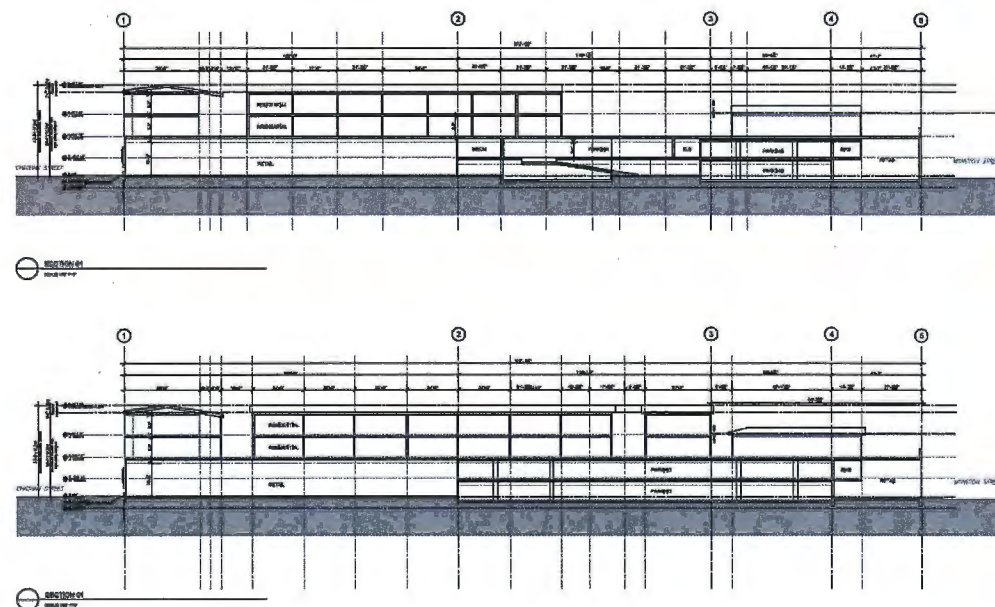


INTEGRATION OF URBAN AGRICULTURE
• Low gardens

ROOFTOP ACCESS



ROOFTOP ACCESS
• Exploring 3 different options for adding
batches, continuous handrails would be
integrated



plat:form
ZGF
COTTER

SCALE:

TITLE:
SECTION 01
SECTION 02

NO.
001

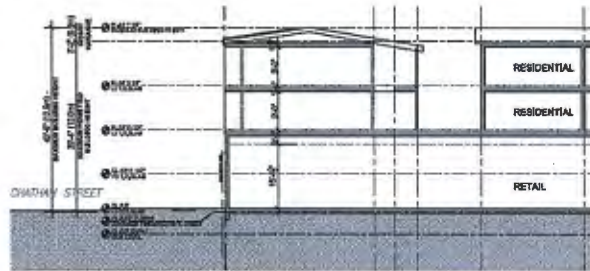
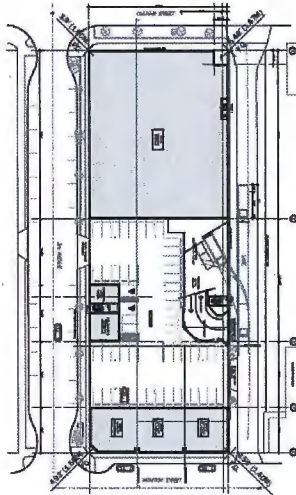
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TITLE:
SECTION 01
SECTION 02

NO.
001

BUILDING HEIGHT CALCULATION
 THE AVERAGE FINISHED GRADE (THE AVERAGE GROUND ELEVATION) ON THE SITE IS $\approx +0.22'$ ($\approx 1.59m$)



plat:form
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SCALE:
 1" = 10'-0"
 TITLE:
 BUILDING
 HEIGHT
 CALCULATION

NO.
 001

MONCTON & 3RD AVENUE

MIXED USE RETAIL & RESIDENTIAL
 RICHMOND, BC CANADA



ZGF
 COTTER plat:form

Appendix 8: Open House No. 2 Comments

**NOTE: Comments have been inputted "as written", any typographical errors are intentional*

1. What are your general thoughts on the proposed land-use mix?

- The project is aesthetically pleasing and a very thoughtful mix of commercial and residential. Retail adds vibrancy and grocery will bring customer back 2-3 times / week
- Positive, as long as parking access has good flow
- Looks great. Really like the proportion of residential & retail
- Very impressive
- I love how they are thinking of the community
- Excellent presentation - very well spoken + presented
- I feel the proposed development will help promote year-round business not only for the immediate development by neighbouring properties too.
- Agree - looks a very good idea. Sensitively done in keeping with the village
- Very exciting prospect
- My general thoughts are that I am excited by the proposed land-use mix and the new life that it will bring to our neighbourhood.
- I have objections to the proposed land use. I think residential with some mixed retail / commercial / industrial would be fine. However, I am completely against having any project that allows for a retail / commercial tenant over 5000-6000 sq ft. This is twofold: 1) The existing Steveston merchants cannot compete with any store bigger than this, especially a 20,000 sq ft merchant that can outcompete 30-40 businesses currently existing. There is an economy of scale that allows one corporate entity that big to essentially take out a large percentage of its competitors. Simply by taking 10% away from the existing business can put existing stores in jeopardy. This project as detailed will transition small "mom-and-pop" shops and independent businesses and essentially replace them with big corporate entities. 2) The introduction of one 20,000 sq ft outlet will lead to the introduction of the next, whenever the next project in Steveston begins. Examples could be the hardware store, or the fishing gear store buildings, and others. If and when they get bought and rezoned, they will also be looking for large scale tenants that take up over 6000 sq ft and it just means more large corporate entities. The existing business core will be replaced with the "run-of-the-mill" strip mall that you see elsewhere full of big box, franchise, and corporate stores. This will all take away from the charm of Steveston. Introducing one 20,000 sq ft store will mean the introduction of the next, and the one after that.
- I feel that the proposed land-use mix is quite reasonable in that it provides for various sizes of commercial entities along with the residential units

- Good - appropriate for the area. Historically, boarding houses and hotels provided residences for transient workers in the fishing industry so having people live in the village core was common.
- I am in favour of the proposal. I like the design put forward.
- I think it is a great idea to have both retail and residential component to this project. It will definitely make the current Steveston Village more interesting and more convenient to the neighborhood.
- Good to see this site developed Rod's Lumber is not really part of the Steveston Heritage theme and looks quite run down. Rod's also seems to divide the town from east to west.
- It is great use of land & space and has been a long time coming for the area of Steveston Village. It is the right time for Rod's Building Supplies to make room for a new mixed-use development!
- The land-use mix fits well with Steveston Village. Rod's Building Supply is long overdue for development!
- This plan will work great in Steveston. We really need a grocery store. There are numerous older adults and families / adults who like to walk to the grocery store. This plan will allow people with mobility issues and no vehicles to get to the groceries.
- Good use of the land with reasonable amount of residential and commercial use.
- Great looking building. Looking forward to more activity on the site.
- Like the idea of helping Steveston Village become less of a sleepy Village. The addition of more residential + retail will be very welcomed.
- In favor of mixed-use, providing existing & new residents with more services & grocery shopping around Steveston Village core.
- I like the idea of this mixed use building. In our ever growing community we need more residential and retail spaces in Steveston.
- I believe the proposed land use mix is precisely what the west side of the Steveston Village needs. As it is a small walkable area - it would be nice to expand housing, parking and retail towards the West side to include the existing retailers along Moncton and fill out that area with more appealing vendors and upscale condo's. This will expand the tourist appeal of Steveston as well as its livability.
- Good mix of retail / commercial & residential
- Generally the mix looks fine

a) Please comment on the commercial/retail component.

- Grocery is a need. Best place in community for it as it is in the middle NOT the edge
- Best suited grocery would be meridian market as in Tsawwassen

- Again good approach to the sensitivity of design & neighbouring buildings
- love the idea of a grocery store
- We need more retail at a large scale
- great mix of retail vs commercial
- a grocery store / anchor would be a welcome addition
- Agree with all of it
- Can't wait for a grocery store
- Pleased that it is not a façade and also not "boxy"
- Commercial / retail component: should be small stores only, 2000 sq ft or less preferably.
- As noted above, it is nice to see the proposed various sized commercial / retail components which hopefully will allow smaller businesses to stay in town, ie. The likes of the present craft store. It will also be important to keep lease/rental ratios at an affordable rate for small businesses
- Love the grocery store - care will have to be taken to prevent problems with noise generation. Truck deliveries and pickups will have to be monitored - Make sure retail spaces are flexible and rent/lease costs are kept within reasonable limits to allow retailers of small, local shops (like the craft store currently on site) to occupy them.
- Again in favour. I like that the anchor tenant faces Chatham and smaller units face Moncton. This keeps the small shop heritage feel of Moncton/Steveston Main Street.
- I am looking forward to have another grocery store in Steveston. We lived near No. 1 and Steveston Hwy and it will be nice to have another larger grocery store in the heart of the Steveston Village. There are numbers of smaller retail stores in Steveston that are with characters. It will be nice to have a few more near the cannery.
- Steveston is lacking in a central market that is easily accessed by both car & walking. This would be a great location. Smaller shops would benefit also.
- Steveston has been lacking new commercial/retail shops in the village, especially a new GROCERY STORE, for many years now! This will bring diversification and variety to the area.
- The village needs a proper grocery store this is by far the best location for it.
- We need a grocery / food store in Steveston. The retail that you put in needs to reflect the needs of the community which has changed from the fishing industry to an urban residential city. What about a new library or daycare centre? Or doctors offices / health centre?
- Great location / opportunity for a grocery store. Ample parking. Good location in the "core of Steveston" for a grocery store use. Much better than the Onni location which I believe will cause traffic issues.

- Cannot wait for a new food store and more retail to add. This is the right location for a food store. Bring traffic up Chatham (a wider road) and at grade parking for commercial uses.
- I am very in favor of a grocery store anchoring this site. As someone who lives and works in Steveston I am pleased at the prospect of increase the diversity of the retail in the village.
- Having consumer oriented services like dry cleaning, postal services, glower shops, bakeries, etc. Keeps the community accessible, walkable and helps connecting residents and visitors.
- It would be good to get a grocery store here to provide more selection and variety to the residence that live here. Everything will be convenient and walkable for the residence who live here.
- the mix of commercial and retail is ideal use for that location as it is keeping with Steveston and expanding both sectors. More retail would be welcome at that end of the village to connect all of Steveston together and expand the walkability of the Village. An alternate Grocery option would benefit all the residents of the area as there is no other reliable grocers within walking distance for many of the residents of Steveston and surround areas. Develeopeing the West side of Steveston - especially that block will connect and tie in all of Steveston together and raise up the overall look and feel of the village
- Excited about the prospect of another grocery store going in. Hoping that here will be ample parking which is easily accessible. Will be nice to have some additional store in Steveston.
- Looks fine, wish there was more.

b) Please comment on the residential component.

- People living in the village will help business prosper with built in customers. Good example is Downtown Vancouver
- I like mix (apt/townhouse) and courtyard
- Would like to see a little more apt space
- Sounds like a nice mixture
- Great mixed use. Tasteful.
- Very careful & thoughtful planning in keeping with character of Steveston
- Even in the preliminary design, the residential component is intelligently thoughtout. Love the design of the secured residential parking.
- Looked good
- Already thinking of moving in!
- First half of scanned form illegible (too pixelated)

- Like the layout
- Residential is fine
- It is unique in that the residential units on the Moncton Street side are set back from the view along Moncton which helps give pedestrian more of a presence rather than being overwhelmed by three storey building frontages
- Reasonable. I like the parapet wall screen the rooftop patio space on the south façade. - Make sure there is adequate off street parking for all residents and their visitors, night and day. The city's accepted standards are generally inadequate and there is spillover into adjacent streets and boulevards. - Retail staff are going to need designated parking on site - Will there be enough room for customer parking as well?
- Layout is appealing. I would like for the density to be consistent with the surrounding medium density buildings. Have you achieved this?
- Hopefully the residential project will bring more live into the neighborhood. Steveston in the day is ok but always feels kind of deserted at night. It will be nice to have more people actually live in the village.
- "Good" residential space at a good location will always be valuable. To be able to get around without the use of a car and have all amenities close is important.
- Over the years Steveston has become a very popular place for young & new families to move to and so it is in need of more condo buildings. The residential component of this project couldn't have come at a better time.
- Steveston is becoming unaffordable. Residents are selling and moving with much affordable choice in the Village. The res component of this project will be a welcome choice for those who want to stay in the Village.
- Many seniors / older adults and families require housing in the Lower Mainland. I think you should build more housing - why not increase the number of units?
- Looks like it will fit in well with the Steveston Community. Reasonable number of units.
- More residents to make the Village viable. Great central location with water views!
- Really like to see the mix of condo and town houses.
- The proposed dwellings seem to cater to smaller households, 1, or 2 people, which is in line with the current Steveston demographics.
- Amazing location! Right in the heart of Steveston Village. Convenient location
- Steveston is a high demand area but is limited by space. Steveston will most likely always require housing especially as it is a popular spot for retirees and young families. Because of the limited space and height of development, housing will be in high demand.
- Nice combination of townhouses / condo. Not too congested.
- Residential is ok, but would like to have seen more commercial office space or higher density residential. Hard to tell though.

2. *What are your thoughts on the building's form and character?*

- I like the glass and metal with undertones of maritime. Would like more brick
- Looks crowded
- Good use of precedents in keeping w/ community. Like step backs of Moncton with more massing on Chatham.
- very good mix for the community
- Excellent form and character that matches Steveston.
- Form and character well planned and suited to area
- The form and character will fit seamlessly into Steveston Village. I also support a sloping roof design.
- Liked it
- Beautiful - thanks for the detailed explanation re: design + background
- The building fits in well, not overpowering in height or volumes. Heritage look is what the city wants but it would be good if all the new developments were more "diverse"
- Like the graduated heights
- Building form and character - no objections to the look of the buildings, just the way the current tenants are being proposed with big box tenants.
- The proposed building should not be made to look industrial! The industrial buildings on Steveston were mostly along the waterfront and they were mostly wood sided. The residential area of Steveston was just that. Residential (see attached photo circa 1970) Please use wood on the new building as it conveys a warmer residential feeling - metal doesn't.
- Please avoid an "industrial" look - ie. Not metal siding - even if you are trying to reflect Steveston's past as a working town. Even canneries and cannery housing were wood clad. There was a clear distinction between the canneries and net sheds as workplaces and where you lived. Retail buildings in the village care were not metal sided. - Keep them plain, simple - no frivolous "gingerbread" or filigree trim. - Use flat false fronts on Moncton facade. - Bay windows on Third a nice touch - reminiscent of the original Sockeye Hotel front and Steves house on 1 Rd at Chatham, both gone now.
- The modern heritage mix is ideal. This project will achieve the look.
- I appreciate the designer actually goes into archive and did a lot of field study to the building characteristic of that particular period of time. There were some retail/residential projects along 1st and 2nd avenue, but the design and style is too superficial that does not fit in the historical look that the city is trying to restore. It is very hard to build something new that is actually resemble the beauty back in time. I am really looking forward to see how the design team can pull it off.
- I love what I saw and it will fit beautifully within the village!
- Beautiful design and a great fit for Steveston Village!

- Looks like you spent a great deal of time ensuring the form + character matched the current environment.
- Really like the nautical touches to fit in with historic Steveston. Building heights are reasonable.
- Building look beautiful.
- Like the renderings so far. The "cannery design elements will help the building into the surrounding area and compliment the actual cannery buildings to the West.
- The architecture of the proposed building is in line with existing multi-unit, mixed use developments along Chatham St.
- Looks modern!
- I really liked the form and character of the building. I believe it in keeping with the 'new' Steveston - as reflected in some of the newer buildings and developments in the surrounding areas - London Landing to be exact. The character and form honours Steveston history and represents Steveston's future vision - a mix of the old and new. This will add to the quaint village and keep it current and keep it exciting as a tourist destination
- Appreciate the thought & consideration that has gone into the form & character, in particular, on Moncton St. However, we do have concerns about the size of the building on Third Ave / Chatham. While it may "fit" with the buildings on Chatham, we feel that it does not complement the lovely, quaint heritage buildings on Third Ave (closer to Chatham)
- Aesthetically, the building exterior suits the area, although not sure how the footprint and height of the building envelope will fit in.

3. What are your overall thoughts on the proposed redevelopment?

- Long time need
- As long as heritage is respected, it looks good
- Like it. Will improve the community & bring the right context / mix of commercial & residential
- good idea
- It will enhance the village.
- excellent use of space
- Overall, the development will be a welcome addition to Steveston Village. I truly believe this development will bring much needed services / amenities to the village while providing extremely desirable residential units.
- Supportive. Lot better than what's there presently.
- Long overdue, exciting addition to Steveston. Will add more character, revitalization.

- Steveston needs to develop to keep it vibrant. Rod's is not in character with Steveston and needs to go.
- Very pleased that there is discussion before construction. From the drawings presented it will be an asset to Steveston
- Overall thoughts - see above. Completely against any one large scale retail business being introduced.
- Do not try to transition the residential area into an industrial area. There was never a transition in Steveston between the residential and working areas, it was where one stopped and the other started. There was no transition.
- Use subdued earthy colours - we are not St Johns NL with jellybean housing. - Consider a "green" wall instead of a blank (concrete) wall on the south side of the 3 storey component. Don't use murals - we're not Chemainus. This wall may not be visible from street level on Moncton but will be seen from dyke level on Bayview. - Not fussy about the glass tower elevator - can you conceal it?
- I am in favour of the project. Steveston needs another anchor grocery store in the Village. The development will go a long way to modernizing Steveston yet maintaining its heritage charm.
- I am positive to this project. The key to success lays in the form and character of this building. Building projects along 1st and 2nd avenue has the better location, but did not help to create that friendly, interesting atmosphere that the local people are looking for. We need building that's with character, to attract the right kind of retail and right kind of people.
- Overall, the redevelopment proposal will reshape & revitalize Steveston Village. We are excited to see & experience the finished project!
- I hope the community and the city support this amazing project. Looking forward to seeing it start soon!
- Excellent - we need this development.
- I am in full support with the plans put forward.
- Sooner the better. A much needed development to enliven this corner of the Village.
- This should help to pull some of the traffic away from the end of #1rd and spread it towards the other side of the village.
- In favor of improvements in the neighbourhood. Though it might to increase pressure on complimentary parking around Steveston, and become increasingly noisy from a neighbouring pub & some community events, & still see it as a positive change in Steveston.
- Great idea, Steveston needs more residential / commercial buildings to support their growing community!
- As a long time resident of Richmond, I do think that Steveston needs some new development to continue to attract tourists, to remain current to cater to the

expanding community and surrounding areas. The proposed development does just that - adding to the overall improvement and attraction to the area.

- Excited about the redevelopment but am interested to see what the final drawings will look like.
- Overall, looks good and well considered

4. Please provide any other comments in the space below

- Pleased to hear thought has been put in with the scale + architecture of the buildings around and historical outlines of buildings. The 3 set-backs are a great idea + proposes though for buildings built in the future on the north side.
- full marks for using Steveston Coffee House!
- looking forward to the finished product
- I like the pitched roof idea. Most older buildings and homes have pitched roofs. It will blend better.
- not so much grocery - as deli - with ready made food - hot dinner options!
- I feel this design will be very successful and useful in Steveston. The residential component, while unique in Steveston (in terms of design) resembles many successful design scheme seen in Kits and Kerrisdale
- Great job!
- I really like the proposal. The market proposal on Chatham is long overdue. Many residents in Steveston have asked for a new grocer for daily convenience. Existing store are terrible.
- Really hope your anchor tenant will be a good grocery store
- I feel that the comments provided the night of were misleading. Having talked to some businesses, they have not been consulted, nor approve of the project. The comment that one anchor business will bring traffic throughout all of steveston is also false. The introduction of the anchor only makes the businesses within the same complex viable, and will NOT in any shape or form bring business to the 1st and 2nd avenues, nor East or South Steveston Village. People will not walk that far, especially with groceries in hand. Parking also will not allow people to park and shop as signage will indicate that parking is only for shopping within the 3rd and chatham building. I think a better way would be to have residential with a number of smaller businesses, rather than one 20,000 sq ft store.
- I realize that the economics of the project is important but I would also suggest that you think about the legacy that Platform Properties will be leaving behind. Everyone leaves a legacy behind in what they do - some leave a good legacy - others not so good and of which we already have one in Steveston. My opinion as to leaving a good legacy is not to build to the maximum allowable.

- Retail power poles and overhead wiring on street. Its part of Steveston. - Steve trees are nice- harken back to 1900 Sockeye Hotel streetscape. - "Rigging/net/lines" screen art at parking entrance is a nice touch. - Overall height is a big concern. I realize your priority is to maximize square footage and return your investment but your bottom line profit doesn't matter to me. What I care about is an appropriate building development in my neighbourhood. Keep the peaked rooflines but bring the building height down. Consider one storey over the grocery component even if the city says you can have more. Don't go overheight anywhere. The Steveston Hotel should be your benchmark.
- I would hate to see the waterfront ruined by big retail / financial companies. I feel your proposal is by far the best suited for my area, Steveston. Away from the water is fantastic
- I will like to know a bit more about the style of the building. ie what kind of material and what kind of colors the designer is planning to proposed, to make sure the building will have the right look rather than just a cheap Disney-like knock-out. Also I am concern about the parking. It is getting harder to find parking space in Steveston, especially in Summer.
- Please allow retail that reflects the needs/wants of residents. I am a fan of meter parking - allows me to also drive + get a parking spot - more \$ for city.
- Good luck! I trust the City of Richmond will approve the Development as presented.
- This location for a food store is much better than the Onni site. Keeps traffic away from an already busy corner with NO PARKING.
- It would be important to see the streetscape improved with benches and bicycle racks, so people have more incentive to come by foot or bicycle.
- Steveston does need a deli, fresh food or new grocer and this West side block of 3rd in particular would serve the surround residents well. It's easily accessible to the local residents and may become the new heart of Steveston without compromising heritage and the village's distinct character.
- Good luck!

**Richmond Heritage Commission
Excerpt of Meeting Minutes
February 17, 2016**

Development Proposal (Steveston Village Conservation Area) – Rod's Building Supplies Site Rezoning (Moncton Street, 3rd Avenue, Chatham Street, Existing Lane)

Staff distributed information booklets on the Development Proposal for the Rod's Building Supplies site at Moncton and 3rd Avenue in Steveston. Members of this development team joined the Commission to make a presentation and answer any questions on this development.

It was noted that this is a rezoning application that is being processed by staff. Through this review, comments and feedback is being sought from the Richmond Heritage Commission (as well as other community stakeholder groups) before being considered by Council. This rezoning will also be accompanied by a Heritage Alteration Permit that must be approved by Council.

This mixed use development will include a commercial and residential component.

The application was submitted in September and the developer conducted community consultation in October 2015 in the form of a public information meeting.

It was noted that this rezoning application deals primarily with land use, zoning, density and adjacency issues with additional design and architectural detailing to occur at the next application stage (Development Permit).

The developer provided details on the development and noted the importance of the following aspects:

- The context and history of the site and surrounding Village area.
- The importance of incorporating a pedestrian friendly scale to the development.
- Providing a significant hub of activity at the west portion of Steveston Village.
- Relating to significant heritage buildings that surround the site.
- Following the criteria set out by the Steveston Area Plan, Steveston Village Conservation Strategy and Sakamoto Guidelines
- Expressing historical lot lines in the proposed development.
- Continuity of the streetscape experience.
- Project has been modelled to represent a continuation of the existing urban fabric of the Village that has evolved over time.

The developer also provided information on the details of the site with respect to the lane access, frontage, scale, character of the street, building components, architectural expression, Chatham's street character, the expression of the storefront, parking requirements, access to parking, and creating a sidewalk that evokes elements of a wooden boardwalk.

General discussion ensued around a potential height variance being explored in order to implement roof forms representative of cannery buildings in the area.

It was also noted that the design suggests using a screening element on openings of the parking structure to incorporate a maritime themed element of the area in an artful way.

In response to questions from the Commission, the following points were noted:

- The look of the building from the Chatham side is reminiscent of an industrial cannery-like building.
- The current vehicle access configuration proposes access from 3rd Ave (which is the same size as Moncton Street) as well as off of the lane. This access configuration is currently being reviewed by staff.
- All units will be universally accessible.
- The angled units adjacent to the lane allow for more natural light and enhanced views.
- Privacy elements such as a hedge, fence, private terraces and landscaping have all been employed for residents.
- Lighting will be located lower down to the retail level to illuminate the ground plane with both character and ornamental lighting.
- The required amount of parking will be provided (as per the zoning requirements) in a 2 level parking structure. The first level will service retail and the second level will provide secured residential parking.
- The proposal accommodates the potential for a small to medium size grocery store tenant to occupy the commercial space fronting Chatham.
- Smaller commercial units fronting Moncton Street will accommodate a variety of businesses.
- Design elements such as the colour palette and architectural detailing will be refined at Development Permit stage. It was noted that the developers can research colours within the heritage colour palette for reference in the development. The Development Permit will be presented to the Heritage Commission in future.

The Commission thanked the developers for their presentation and noted that they are excited to see this come back to the Commission at the next stage.

It was moved and seconded

That the Richmond Heritage Commission support, in principle, the rezoning proposal for the Rod's Building Supplies Site rezoning as it has been developed to date.

CARRIED

MONCTON & 3RD AVENUE

MIXED USE RETAIL & RESIDENTIAL
RICHMOND, BC CANADA

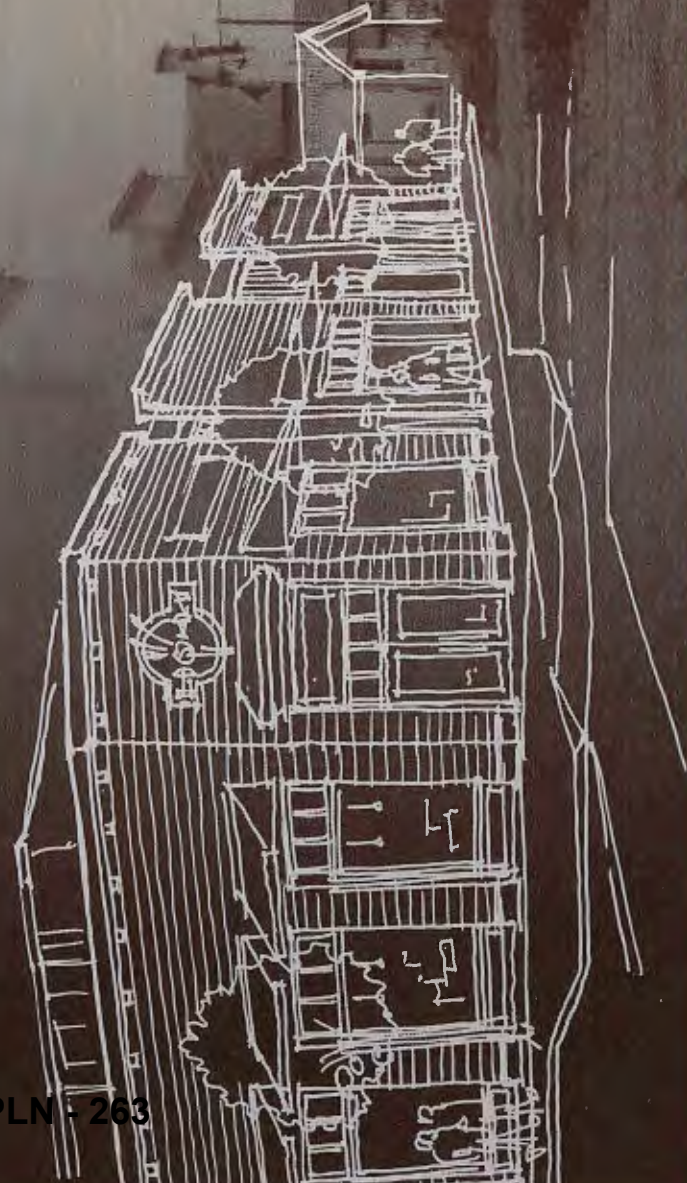
REZONING APPLICATION

MAY 5th, 2016

PLN - 263

ATTACHMENT 8

ZGF | plat:form
COTTER | platform:pedestals



An aerial photograph of a city block, likely in New York City, showing a grid of streets. The streets labeled include Broadway Street, Chatham Street, Moncton Street, Bayview Street, 3rd Ave, 2nd Ave, and 6th Ave. A red rectangular area is highlighted on 3rd Ave, between Chatham Street and Moncton Street. A north arrow is visible in the bottom right corner, pointing towards the top right of the image. The text 'PLN - 264' is printed at the bottom center.

PLN - 264

**ZGF
COTTER**

707 COTTER ACHT BCTS INC
901-838 West Hastings Street, Vancouver, BC V6C 0A6
TEL: 604-273-1477 FAX: 604-273-1473 EMAIL: info@zgfco.com
WEB: www.zgfco.com

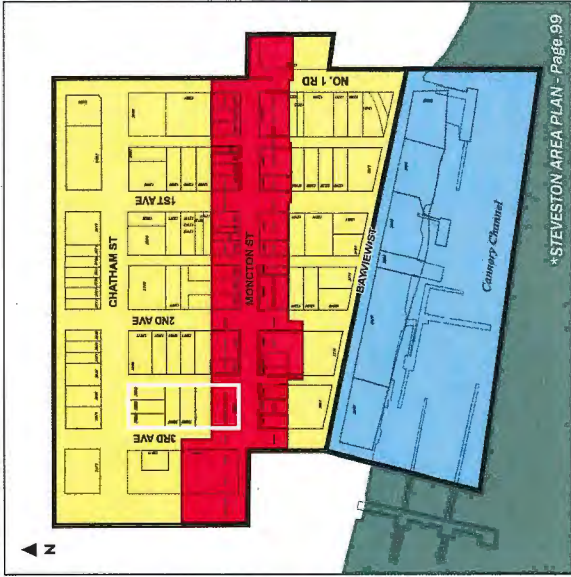
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SCALE	
JOB NO.	18-36
DATE	

DRAWING NO.	REV.
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NOTES:



STEVESTON NEIGHBOURHOODS
THE SITE OCCUPIES THE
"STEVESTON VILLAGE"
NEIGHBOURHOOD WITHIN THE
STEVESTON AREA PLAN.



STEVESTON VILLAGE MASSING
THE SITE SITS UNDER TWO
HEIGHT DESIGNATIONS.
12m / 3 STOREY
9m / 2 STOREY

DATE	ISSUE
2018-01-10	ISSUE 1
2018-01-10	ISSUE 2
2018-01-10	ISSUE 3
2018-01-10	ISSUE 4
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2018-01-10	ISSUE 99
2018-01-10	ISSUE 100

ZGF
COTTER

805-548 West Hastings Street, Vancouver, BC V6C 0M6
TEL: 604-773-1417 FAX: 604-773-1417 EMAIL: info@zgf.com
WWW.ZGF.COM

Moncton & 3rd
Residential/Commercial
Mixed-Use Development
Steveston, BC

Platform Properties (Steveston) Ltd.

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2018-01-10	ISSUE 99
2018-01-10	ISSUE 100

STEVESTON
AREA PLAN &
SITE
CONSTRAINTS

003

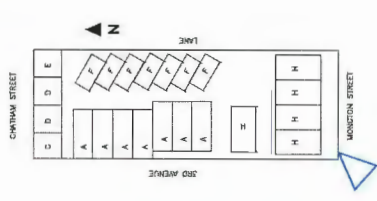
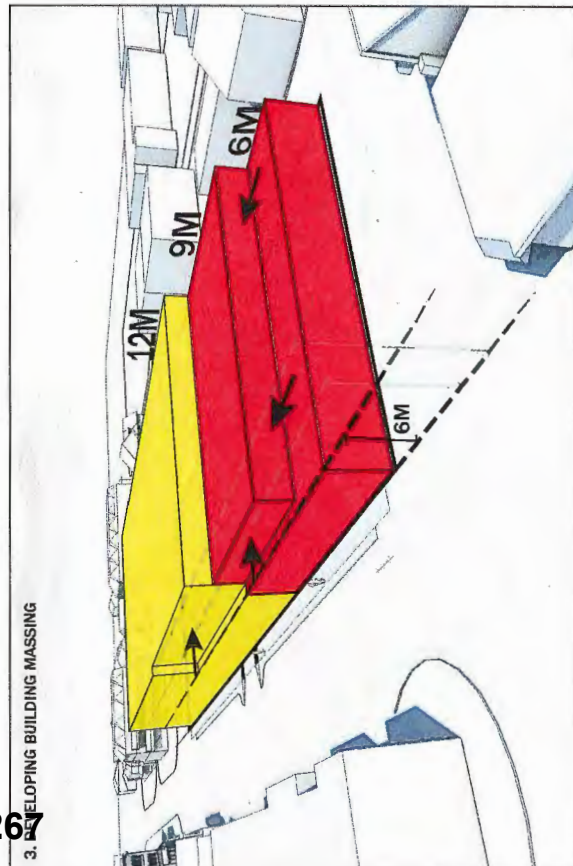
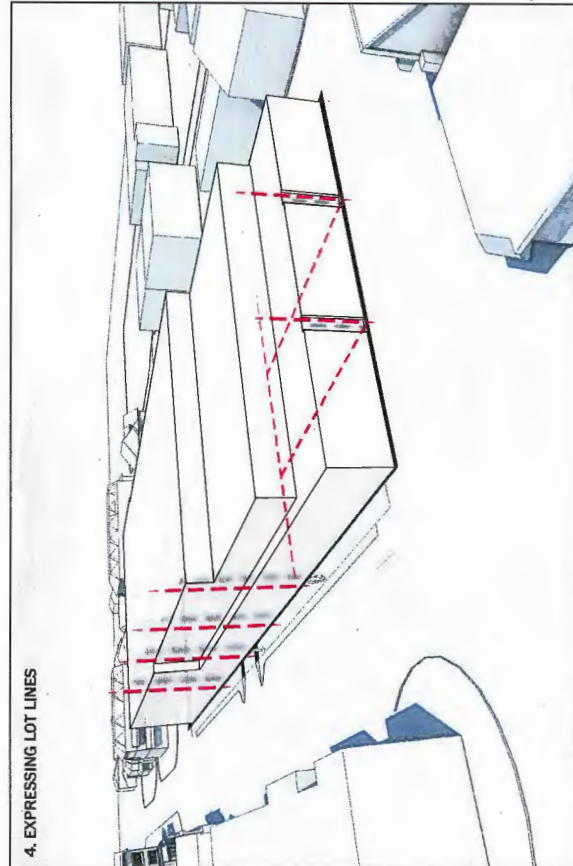
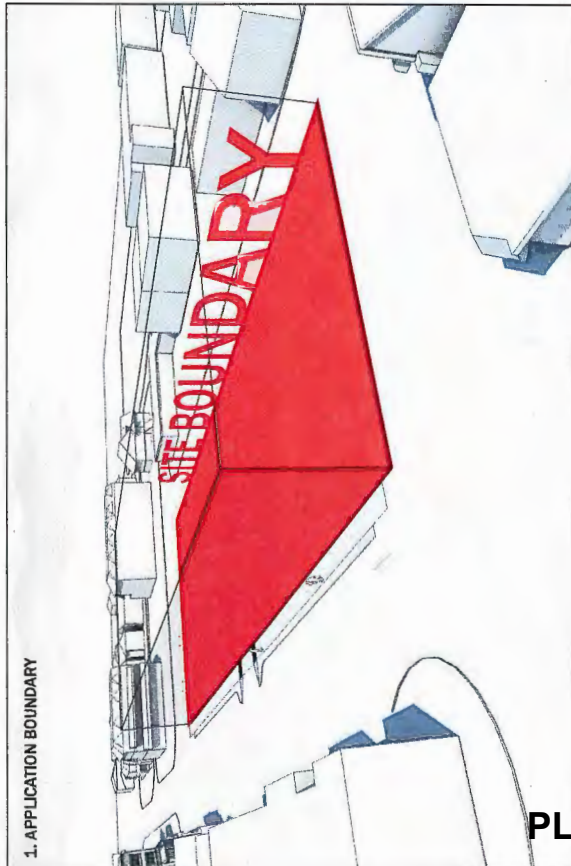
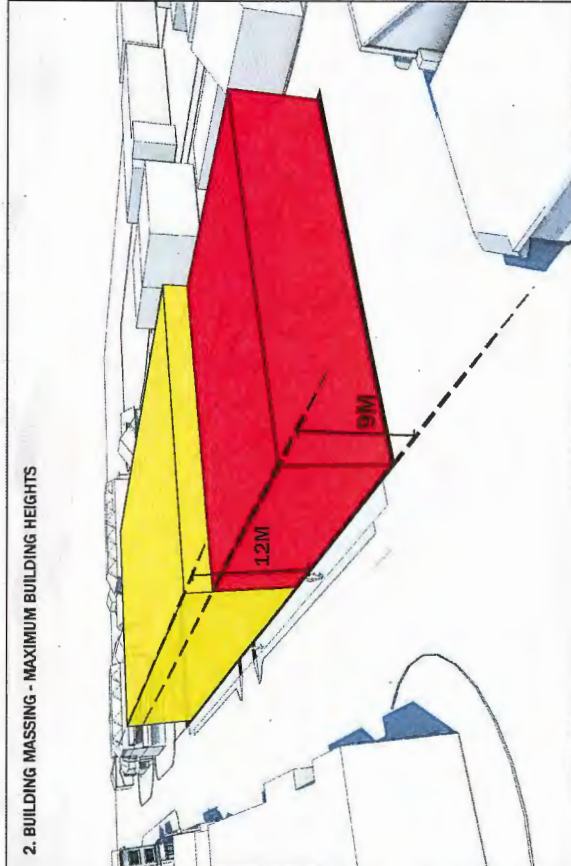


STEVESTON VILLAGE HISTORIC
LOT LINES
THERE ARE THREE HISTORIC
LOTS ON THE SITE, ALL FRONTING
MONCTON ST. THE DIVIDING LOT
LINES NEED TO BE DEPICTED
AND EXPRESSED THROUGH THE
BUILDINGS FACADE DESIGN.



STEVESTON VILLAGE HERITAGE
BUILDING INVENTORY
THE SITE HAS NO IDENTIFIED
HERITAGE BUILDINGS

NOTES:



DATE	REVISION	DESCRIPTION
10/10/2017	1	ISSUED FOR PERMIT

ZGF
COTTER
100 SOUTH MAIN STREET, SUITE 200
STEVANSON, IL 60153
TEL: 630.420.1000 FAX: 630.420.1001
WWW.ZGFCOTTER.COM

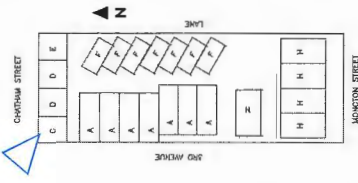
Moncton & 3rd
Residential/Commercial
Mixed-Use Development
Stevenson, IL
Platform Properties (Stevenson) Ltd.

DATE:	10/10/2017
PROJECT:	Moncton & 3rd
CLIENT:	Platform Properties (Stevenson) Ltd.
ARCHITECT:	ZGF COTTER
ENGINEER:	10/10/2017
DESIGNER:	10/10/2017
DATE:	10/10/2017

BUILDING
MASSING
DEVELOPMENT

DATE:	10/10/2017
PROJECT:	Moncton & 3rd
CLIENT:	Platform Properties (Stevenson) Ltd.
ARCHITECT:	ZGF COTTER
ENGINEER:	10/10/2017
DESIGNER:	10/10/2017
DATE:	10/10/2017

NOTES:



UPPER FLOORS PULLED FORWARD TO CREATE STREET WALL BUILDING FACADE

LOT LINES ARE EXPRESSED

UPPER FLOORS PUSHED BACK TO ALLOW ONE STOREY RETAIL EXPRESSION

BUILDING REDUCES IN SCALE TOWARDS MONCTON STREET



PLN - 268

ZGF
COTTER

950-888-1111
950-888-1111
950-888-1111

Moncton & 3rd
Residential/Commercial
Mixed-Use Development
Stouffville, ON

Client:
Platform Properties (Stouffville) Ltd.

DATE:
10/10/2018

PROJECT:
10/10/2018

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

SHEET NO.:
10-01

SHEET TITLE:
BUILDING MASSING - NORTH/WEST BIRDS EYE VIEW

DATE:
10/10/2018

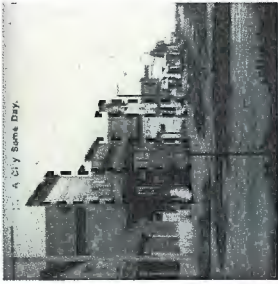
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10/10/2018

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

SHEET NO.:
10-01

SHEET TITLE:
BUILDING MASSING - NORTH/WEST BIRDS EYE VIEW

NOTES:



UPPER FLOORS PULLED FORWARD TO CREATE STREET WALL BUILDING FACADE

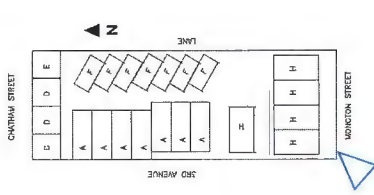
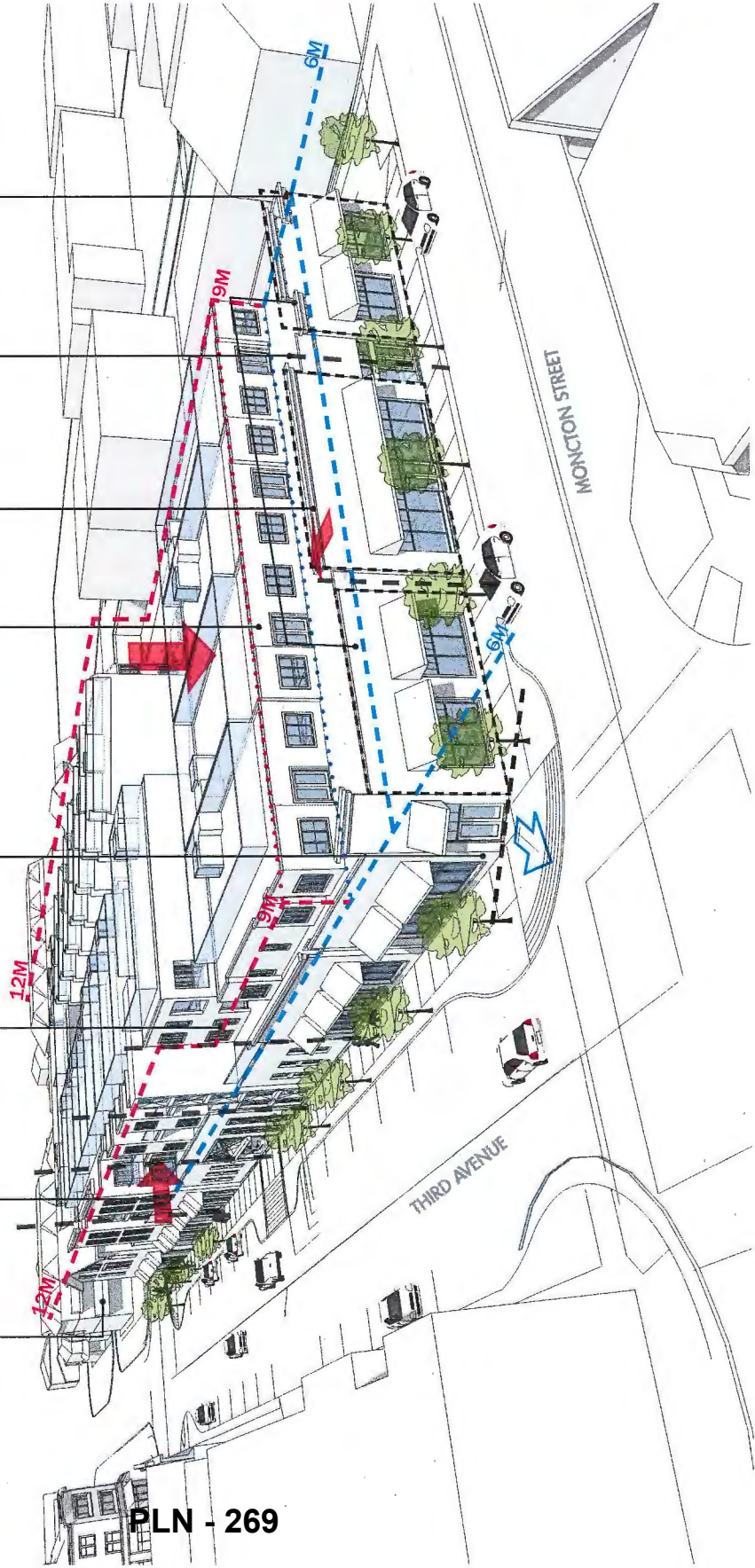
UPPER FLOORS PUSHED BACK TO ALLOW ONE STOREY RETAIL EXPRESSION

GRADUAL STEPPING OF MASSING DOWN TOWARDS MONCTON STREET

LOW PROFILE OF RESIDENTIAL UNITS, PUSHED BACK FROM RETAIL BUILDING LINE

LOT LINES ARE EXPRESSED

STRONG ONE STOREY BUILDING HEIGHT DATUM



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ZGF
COTTER

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Moncton & 3rd
Residential/Commercial
Mixed-Use Development
Steveston, BC

Platform Properties (Steveston) Ltd.

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10/10/2018	1.8
10/10/2018	1.9
10/10/2018	2.0
10/10/2018	2.1
10/10/2018	2.2
10/10/2018	2.3
10/10/2018	2.4
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10/10/2018	2.6
10/10/2018	2.7
10/10/2018	2.8
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10/10/2018	3.0
10/10/2018	3.1
10/10/2018	3.2
10/10/2018	3.3
10/10/2018	3.4
10/10/2018	3.5
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10/10/2018	3.7
10/10/2018	3.8
10/10/2018	3.9
10/10/2018	4.0
10/10/2018	4.1
10/10/2018	4.2
10/10/2018	4.3
10/10/2018	4.4
10/10/2018	4.5
10/10/2018	4.6
10/10/2018	4.7
10/10/2018	4.8
10/10/2018	4.9
10/10/2018	5.0
10/10/2018	5.1
10/10/2018	5.2
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10/10/2018	5.4
10/10/2018	5.5
10/10/2018	5.6
10/10/2018	5.7
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10/10/2018	6.1
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10/10/2018	9.5
10/10/2018	9.6
10/10/2018	9.7
10/10/2018	9.8
10/10/2018	9.9
10/10/2018	10.0

BUILDING
MASSING -
SOUTHWEST
BIRDS EYE VIEW

DATE	REVISION
10/10/2018	1.0
10/10/2018	1.1
10/10/2018	1.2
10/10/2018	1.3
10/10/2018	1.4
10/10/2018	1.5
10/10/2018	1.6
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10/10/2018	1.9
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10/10/2018	2.4
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10/10/2018	2.9
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10/10/2018	9.5
10/10/2018	9.6
10/10/2018	9.7
10/10/2018	9.8
10/10/2018	9.9
10/10/2018	10.0

**HISTORICAL
LOT LINES ARE
EXPRESSED**

**LOW PROFILE OF
RESIDENTIAL UNITS,
PUSHED BACK FROM
RETAIL BUILDING LINE**

Architectural elevation drawing of a building facade, likely a residential or institutional structure, showing a series of gables and windows. The drawing includes several annotations and historical photographs:

- Annotations:**
 - STRONG ONE STOREY BUILDING MASSING TOWARDS HEIGHT DATUM** (pointing to the lower section)
 - GRADUAL STEPPING OF MASSING DOWN TOWARDS MONCTON STREET** (pointing to the lower section)
 - HISTORICAL LOT LINES ARE EXPRESSED** (pointing to the lower section)
 - LOW PROFILE OF RESIDENTIAL UNITS PUSHED BACK FROM RETAIL BUILDING LINE** (pointing to the upper section)
 - PARKING, SERVICE AND LOADING ACCESS LOCATED ALONG LANE** (pointing to the lane area)
 - LARGER BUILDING MASSES ON CHATHAM** (pointing to the upper section)
- Dimensions:**
 - 12M (multiple locations)
 - 9M (multiple locations)
 - 6M (multiple locations)
- Historical Photos:**
 - Top left: A black and white photograph of a building facade, labeled "City Street Day".
 - Bottom left: A black and white photograph of a building facade, labeled "City Street Day".
- Street Labels:**
 - MONCTON STREET
 - LANE
- Project Number:** PLN - 270

PLN - 270

[illegible]

901-839 West Hastings Street, Vancouver, BC V6C 0A6
TEL: 604-272-1477 FAX: 604-272-1473 EMAIL: info@reflexcan.com
REF: 00-111 00-011111 00-

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DATE: 01/10/2010	REV: 01
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[illegible]

801-838 West Hastings Street, Vancouver, BC V6C 0A6
TEL: 604-272-1477 FAX: 604-272-1473 EMAIL: info@igcinter.com
WEB: www.igcinter.com

PROJECT:
Moncton & 3rd
Residential/Commercial
Mixed-Use Development
Steveston, BC

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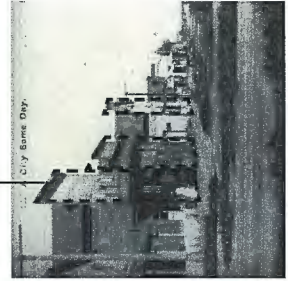
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OTHER:	15-25

**BUILDING
MASSING -
NORTH/WEST
EYE LEVEL VIEW**

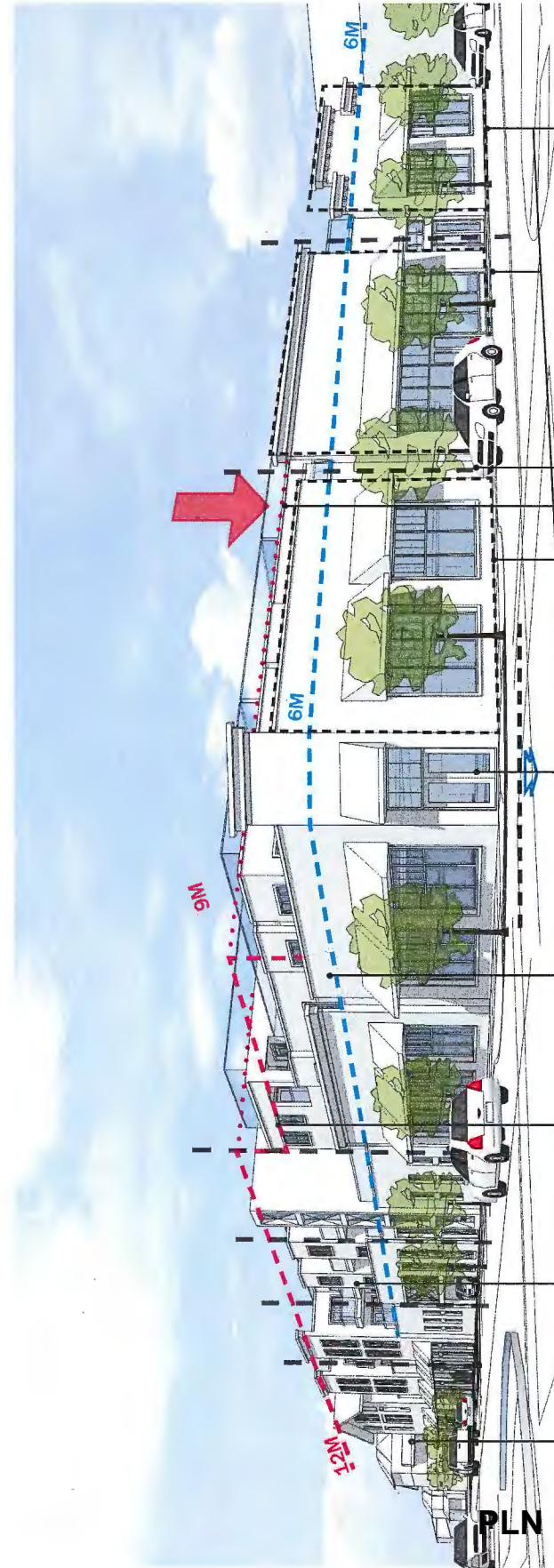
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UPPER FLOORS
PUSHED BACK
TO ALLOW ONE
STOREY RETAIL
EXPRESSION



NOTES:



PLN - 273

LOT LINES ARE
EXPRESSED

LOW PROFILE
OF RESIDENTIAL
UNITS ABOVE,
PUSHED BACK
FROM RETAIL
BUILDING LINE

**STRONG
ONE STOREY
BUILDING HEIGHT
DATUM**

GRADUAL
STEPPING OF
MASSING DOWN
TOWARDS
MONCTON STREET

**UPPER FLOORS
PUSHED BACK
TO ALLOW ONE
STOREY RETAIL
EXPRESSION**

UPPER FLOORS
PULLED
FORWARD TO
CREATE STREET
WALL BUILDING
FACADE



**BUILDING
MASSING -
SOUTH/WEST
EYE LEVEL VIEW**

ISSUING	ISSUAL
CH-CHETTER	
SCOUT	
AND JUL. 14-25	
DATE SHEET	
CHANGER	

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Platform Properties (Sleeveston) Ltd.

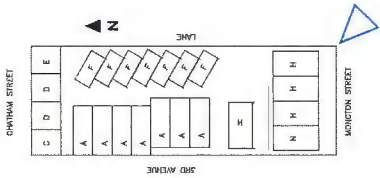
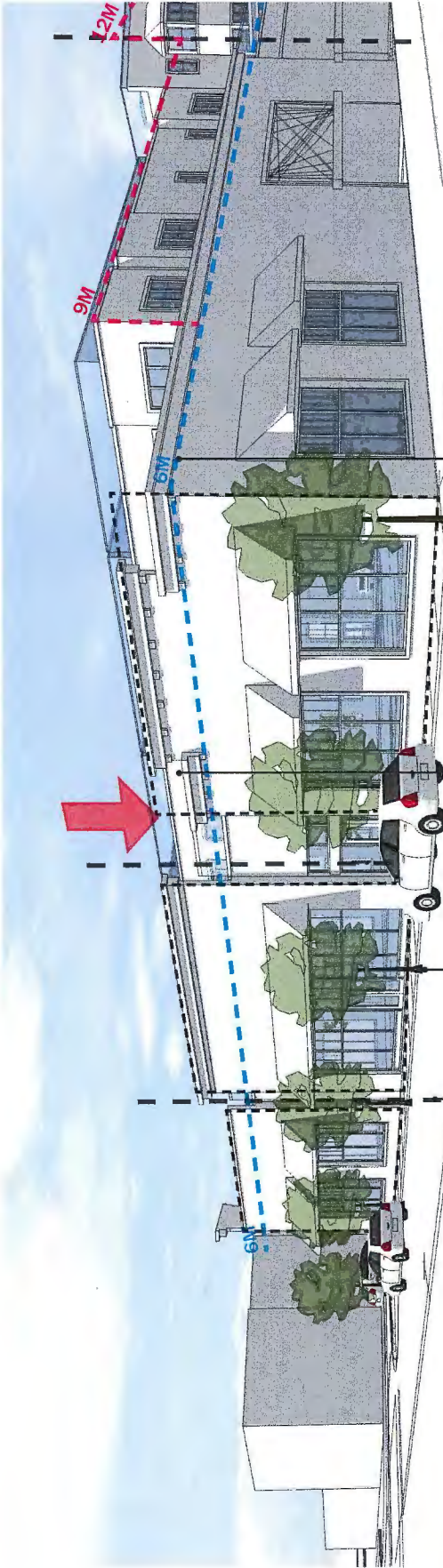
PROJECT:
Moncton & 3rd
Residential/Commercial
Mixed-Use Development
Steveston, BC

ZGF
COTTER

901-838 West Hastings Street, Vancouver, BC V6C 0A6
TEL: 604-272-1477 FAX: 604-272-5473 EMAIL: info@logicator.com
WEB: www.logicator.com

[illegible]

NOTES:



NO.	REVISION DESCRIPTION
1	ISSUED FOR PERMIT

ZGF
COTTER

800-438 West Hastings Street, Vancouver, BC V6C 2M8
Tel: 604-271-1117 Fax: 604-271-1171 Email: info@zgf.com
www.zgf.com

PROJECT
Moncton & 3rd
Residential/Commercial
Mixed-Use Development
Surrey, BC

CLIENT
Platform Properties (Surrey) Ltd.

DATE
10/10/2017

DATE	10/10/2017
BY	10/10/2017
APP. BY	10/10/2017
PROJECT	10/10/2017

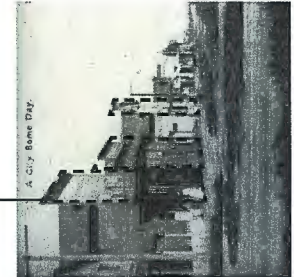
BUILDING
MASSING -
SOUTH/EAST
EYE LEVEL VIEW

DRAWING NO.	REC.
017	

STRONG ONE STOREY
BUILDING HEIGHT
DATUM

LOW PROFILE OF RESIDENTIAL
UNITS ABOVE, PUSHED BACK
FROM RETAIL BUILDING LINE

LOT LINES ARE
EXPRESSED



PLN - 274

GRAPHING NO.2
018
REV.

Architectural floor plan for PLN - 278, showing a multi-story building layout. The plan includes a north arrow, a grid system (1-5 horizontally, A-B vertically), and labels for 'CHATHAM STREET', '3rd AVENUE', and 'LANE'. A central area is labeled 'OUTDOOR SHARED SPACE (2576 sqft (239.5 sqm))'. The plan also shows 'STAIR 1', 'STAIR 2', and 'STAIR 3'. Dimensions are provided for various sections.

A black and white photograph of a narrow alleyway between old wooden buildings. The buildings have multiple windows and a weathered appearance. A person is visible in the distance at the end of the alley.

**EXTERNAL ACCESS TO RESIDENTIAL
UNITS CREATES OUTDOOR AMENITY
SPACE FOR RESIDENTS**

3000 COPIES AVAILABLE
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TEL: 604-272-1477 FAX: 604-272-1411 E-mail: info@glennr.ca
Web: www.glenncan.com

PROJECT
Moncton & 3rd
Residential/Commercial
Mixed-Use Development
Staverton, BC

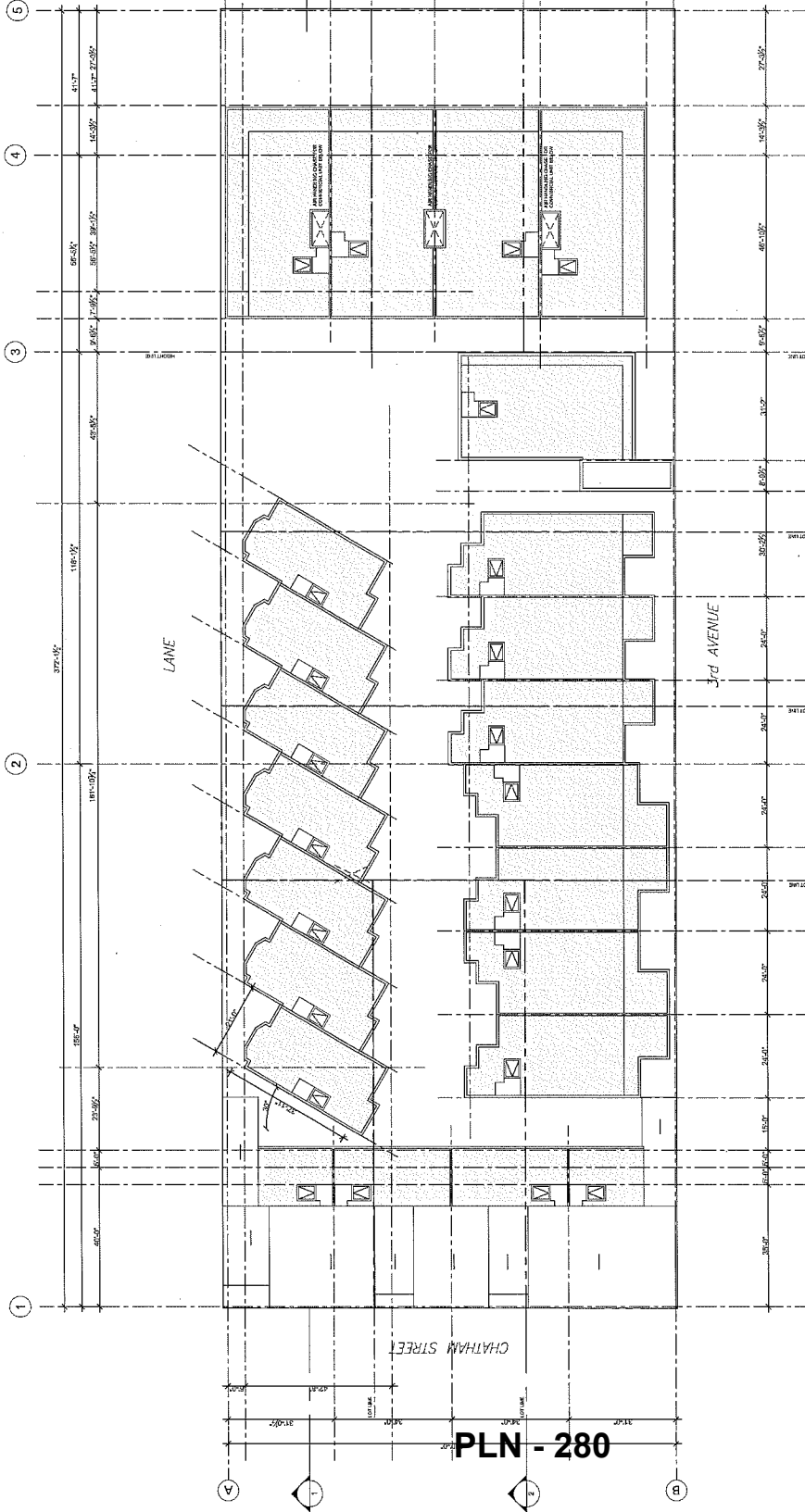
Platform Properties (Steveston) Ltd.

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<p>NAME _____</p>	<p>SEAL _____</p>
<p>CHECKED BY _____</p>	
<p>SCALE 1/32" = 1'-0"</p>	
<p>DOB NO. 15-25</p>	
<p>DATE SHEET CHANGED _____</p>	

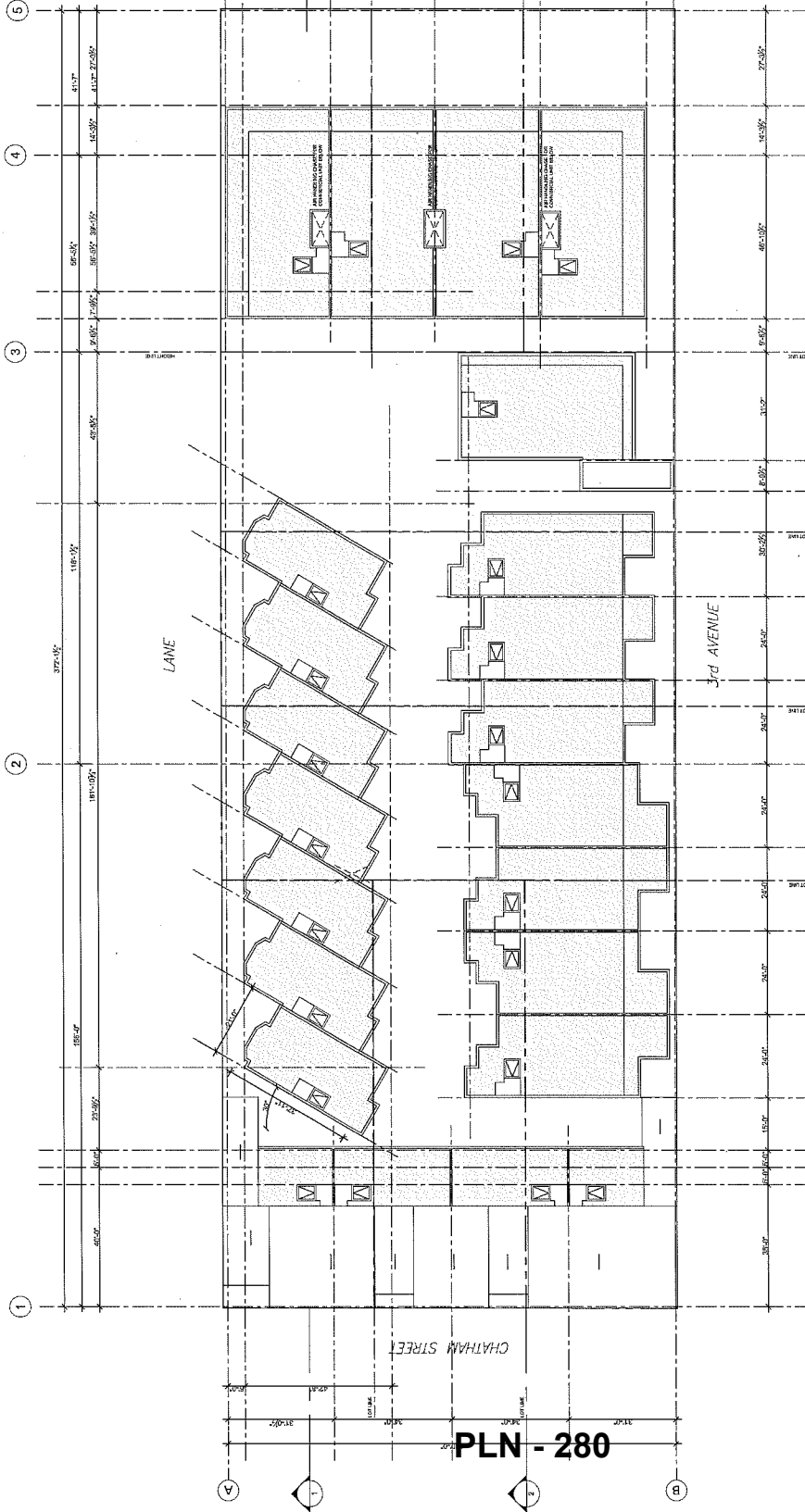
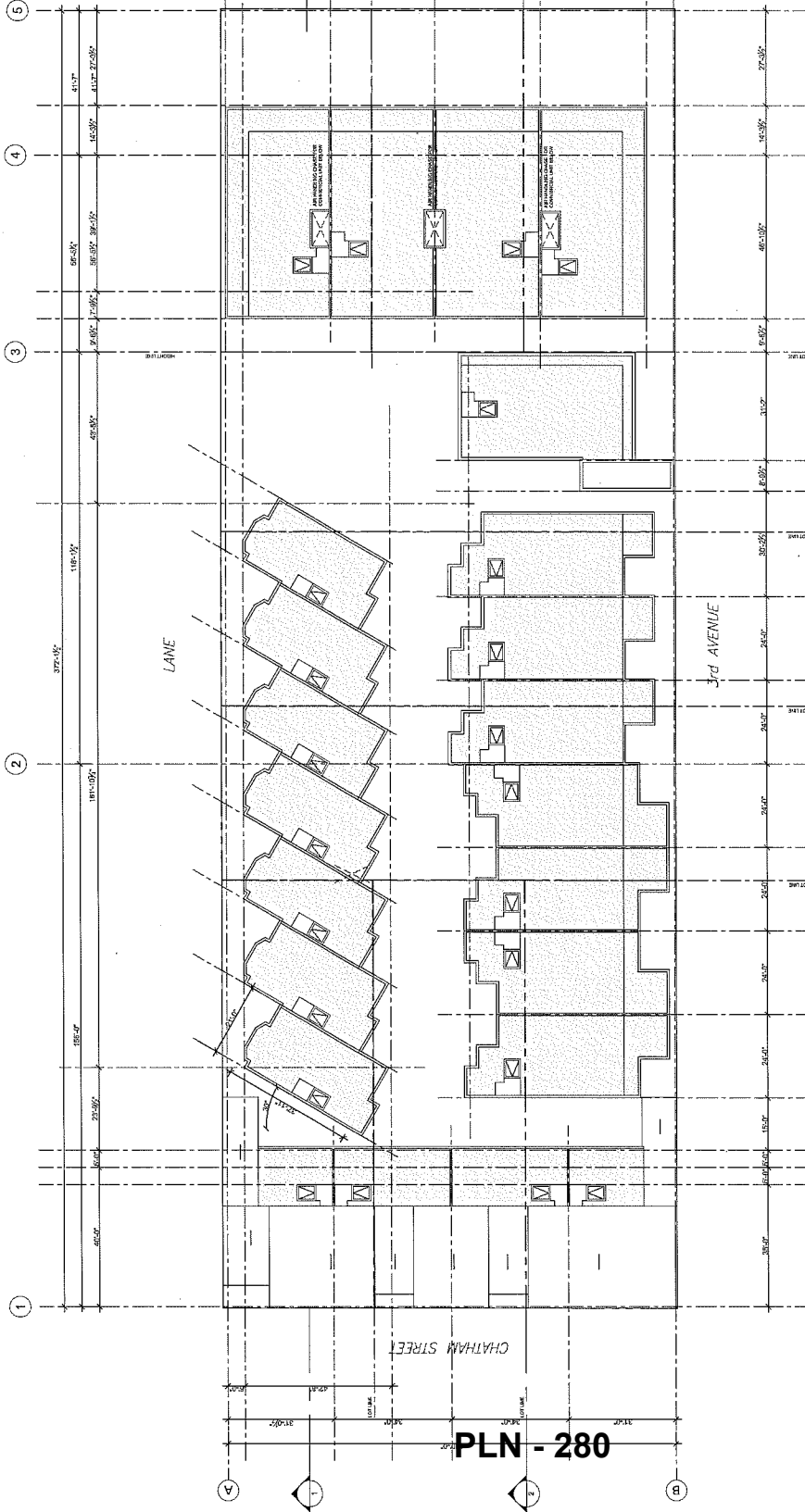
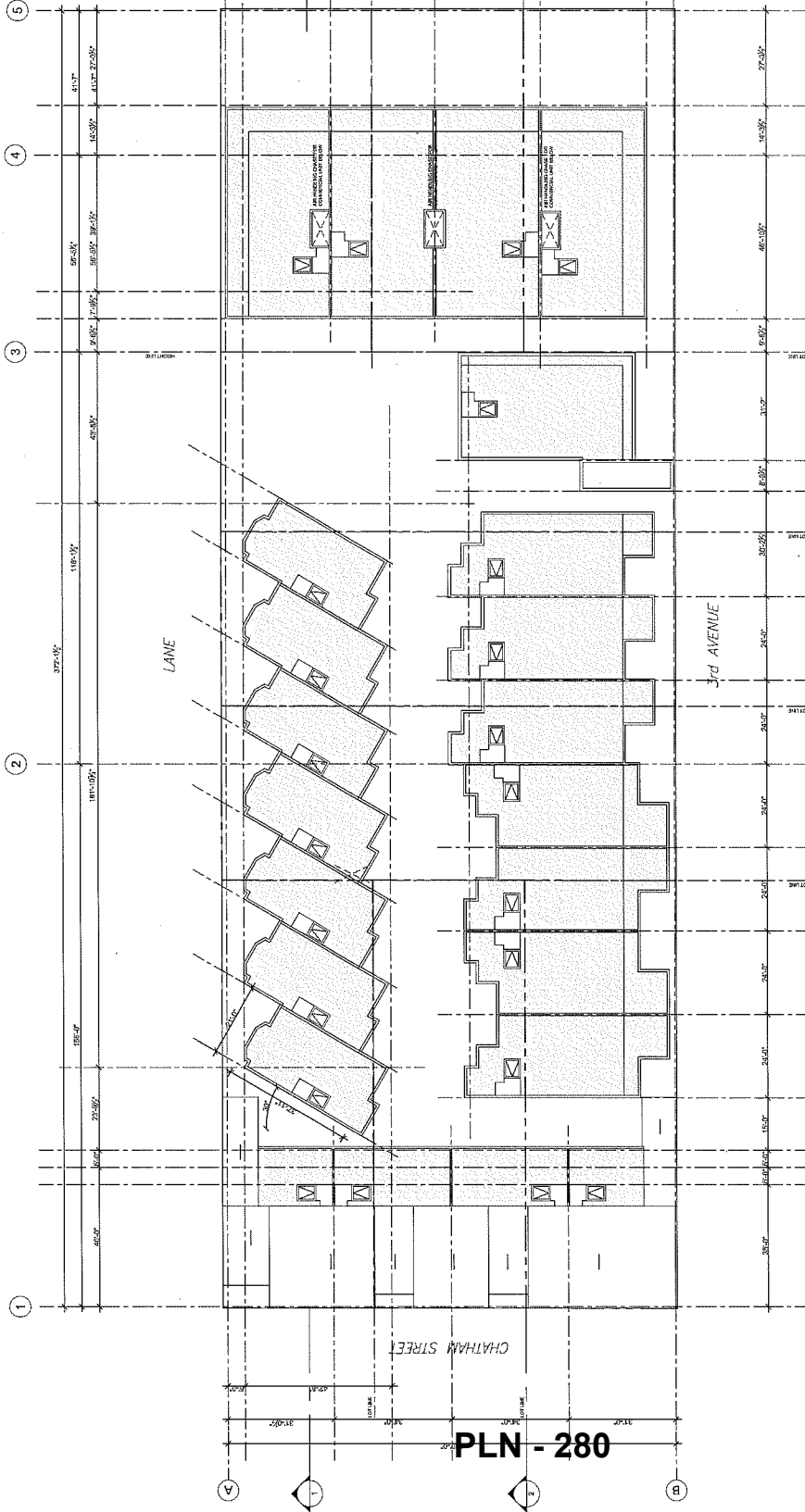
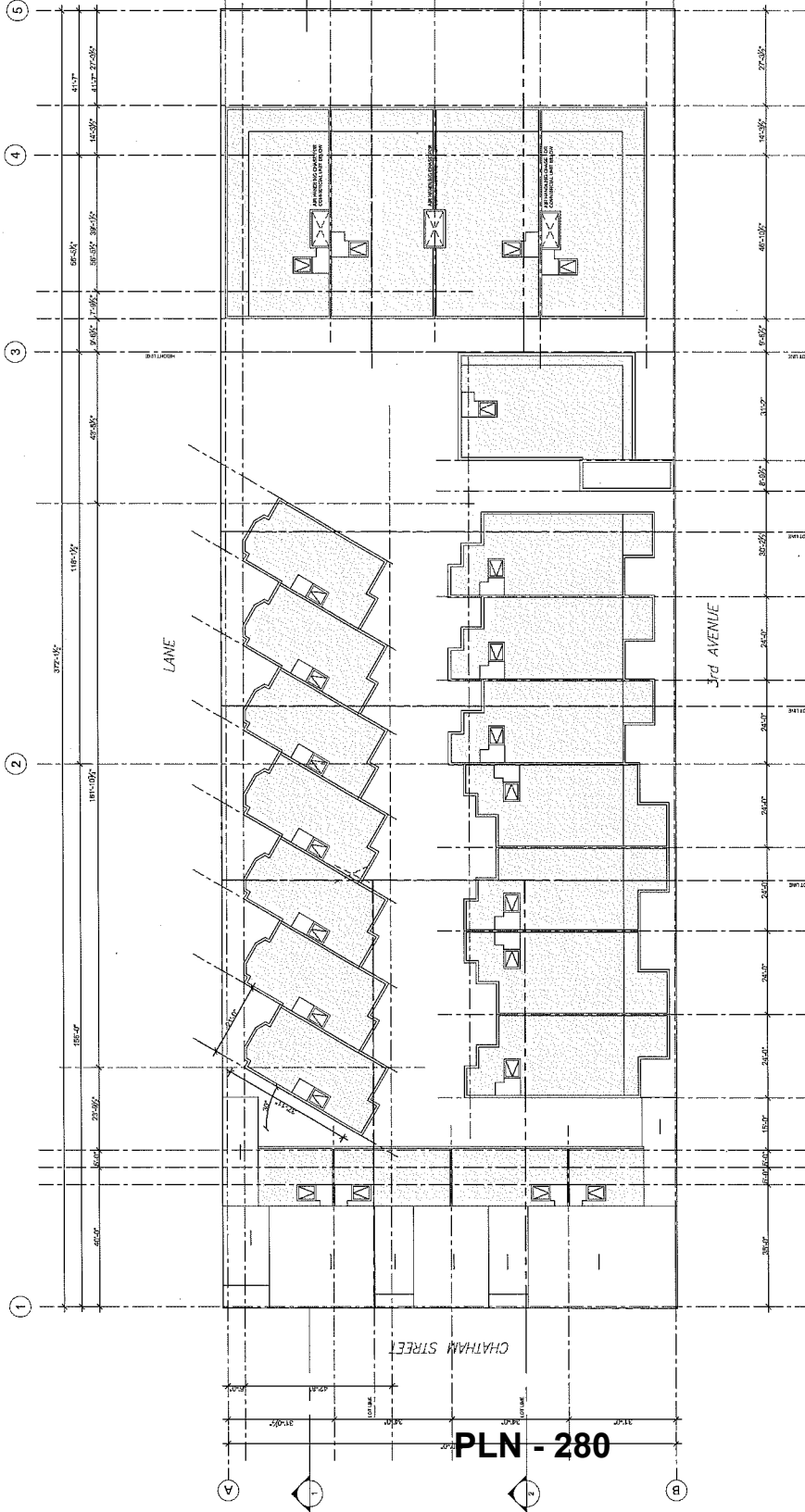
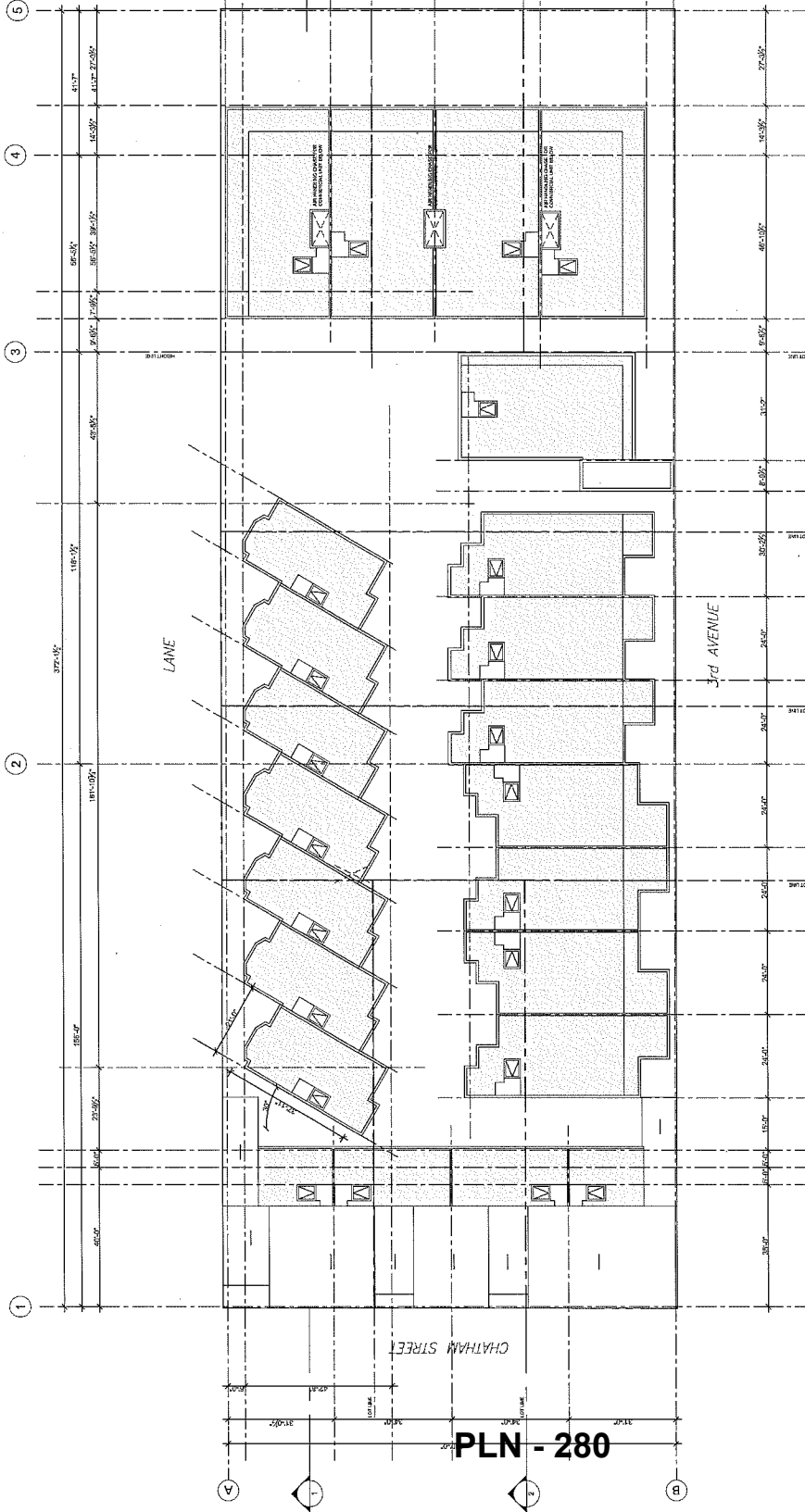
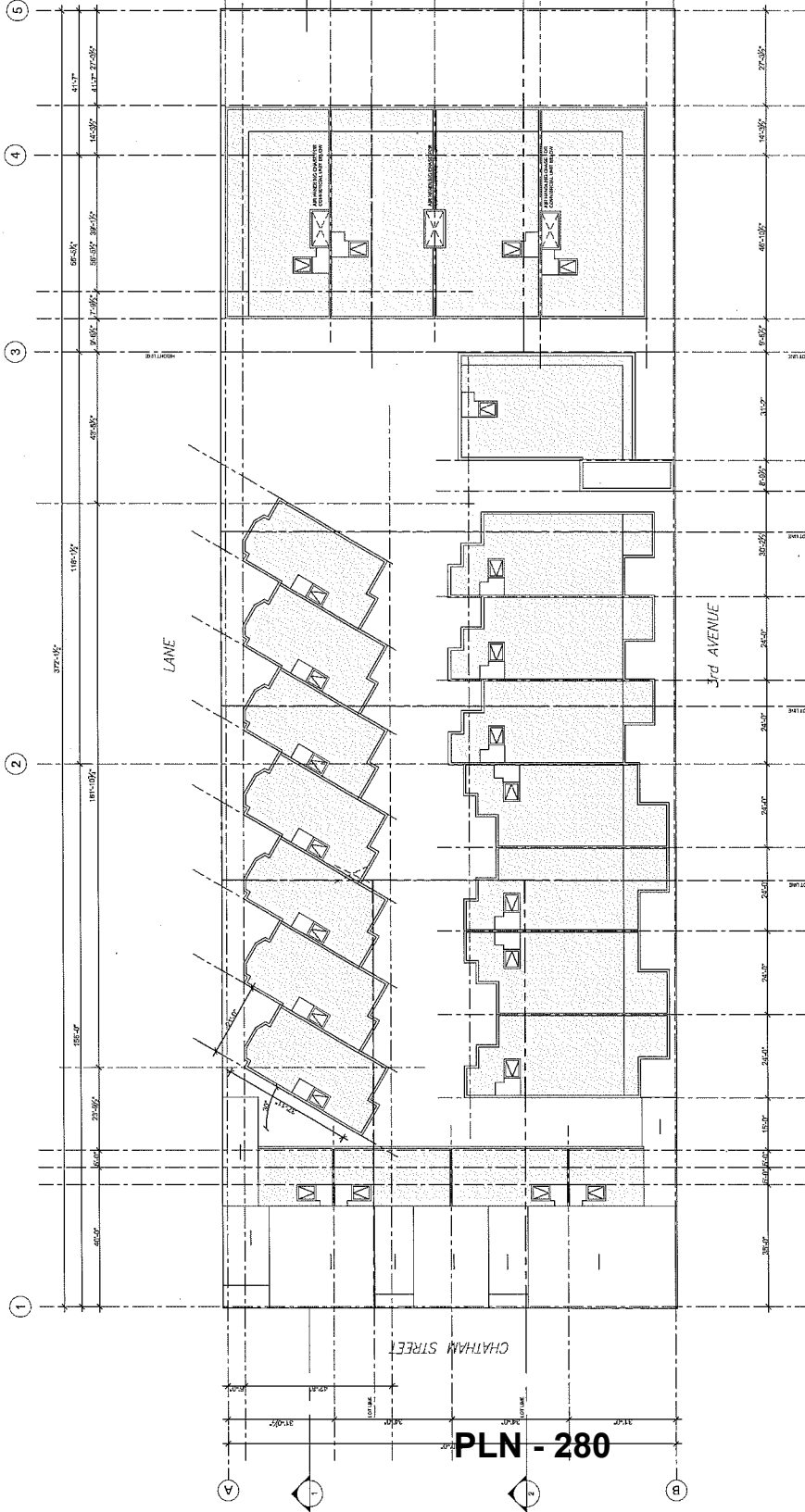
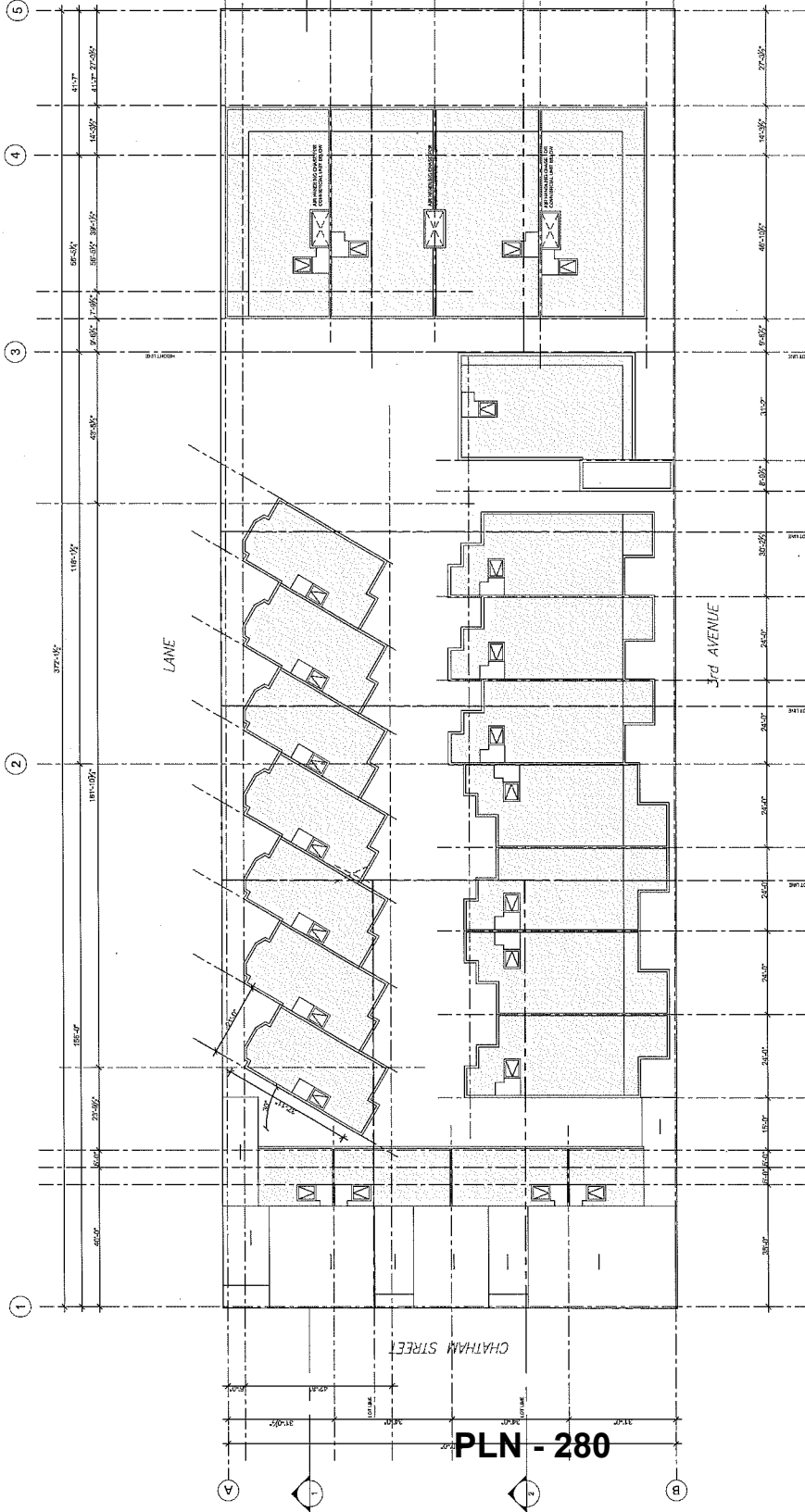
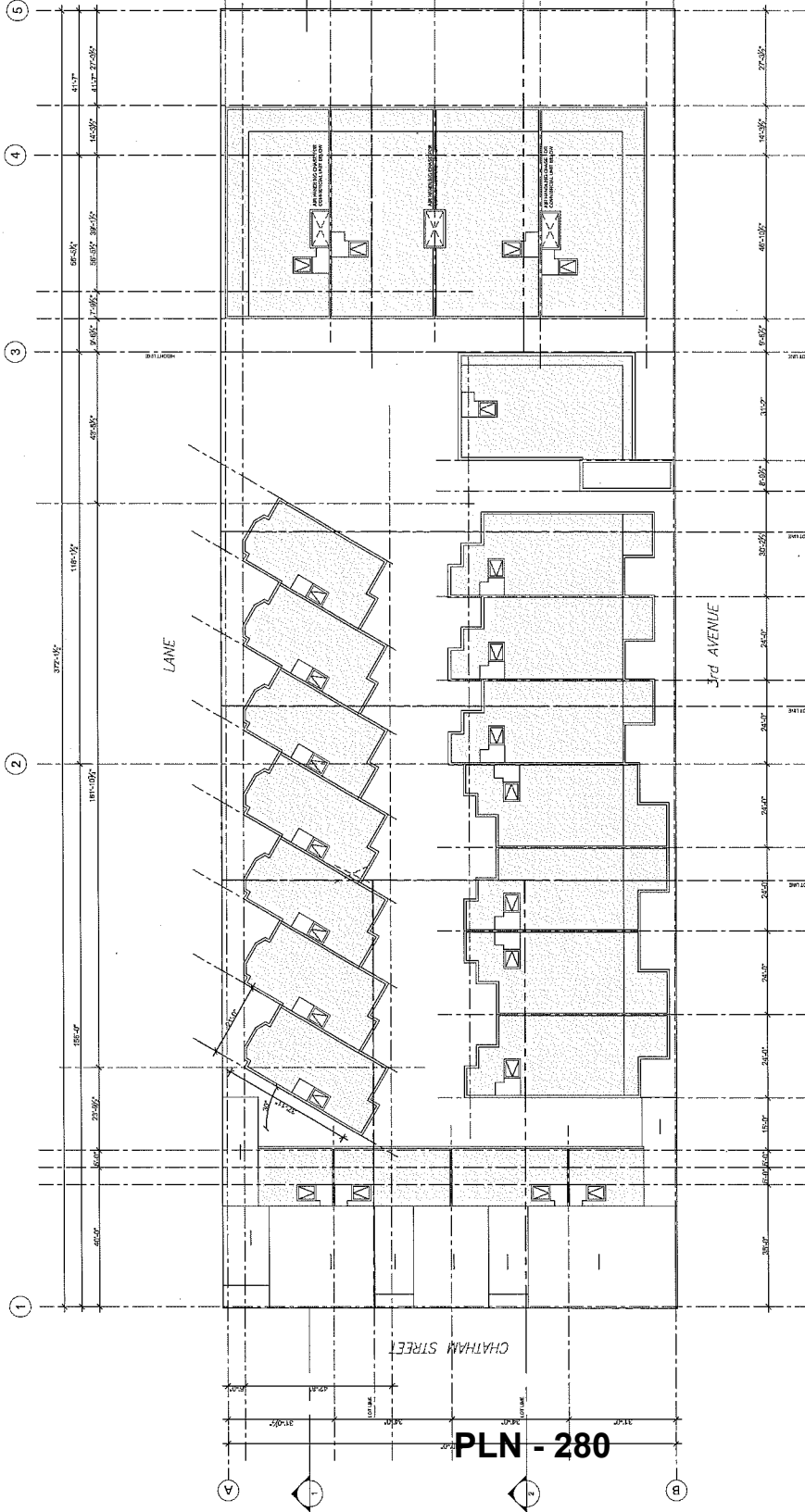
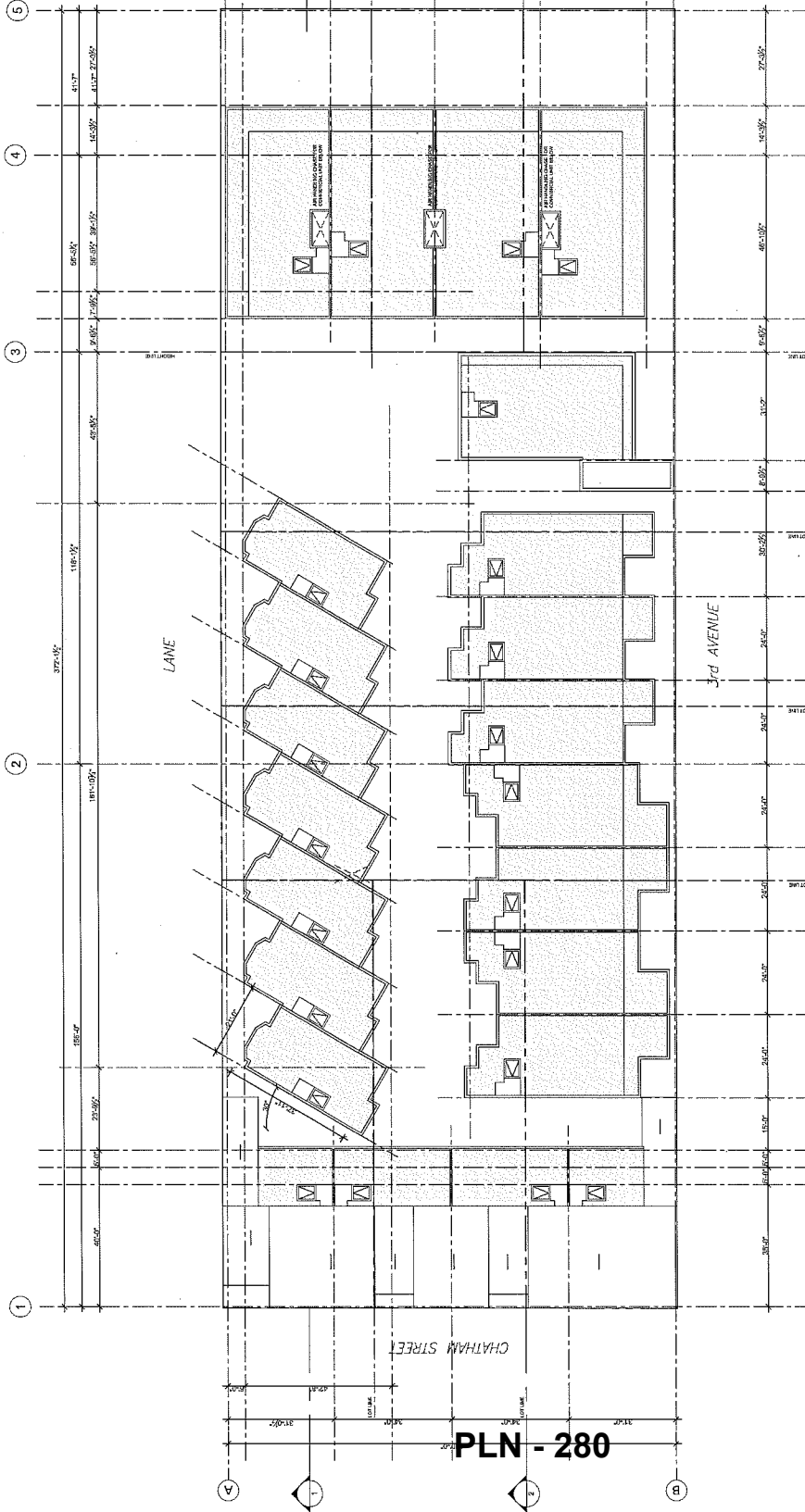
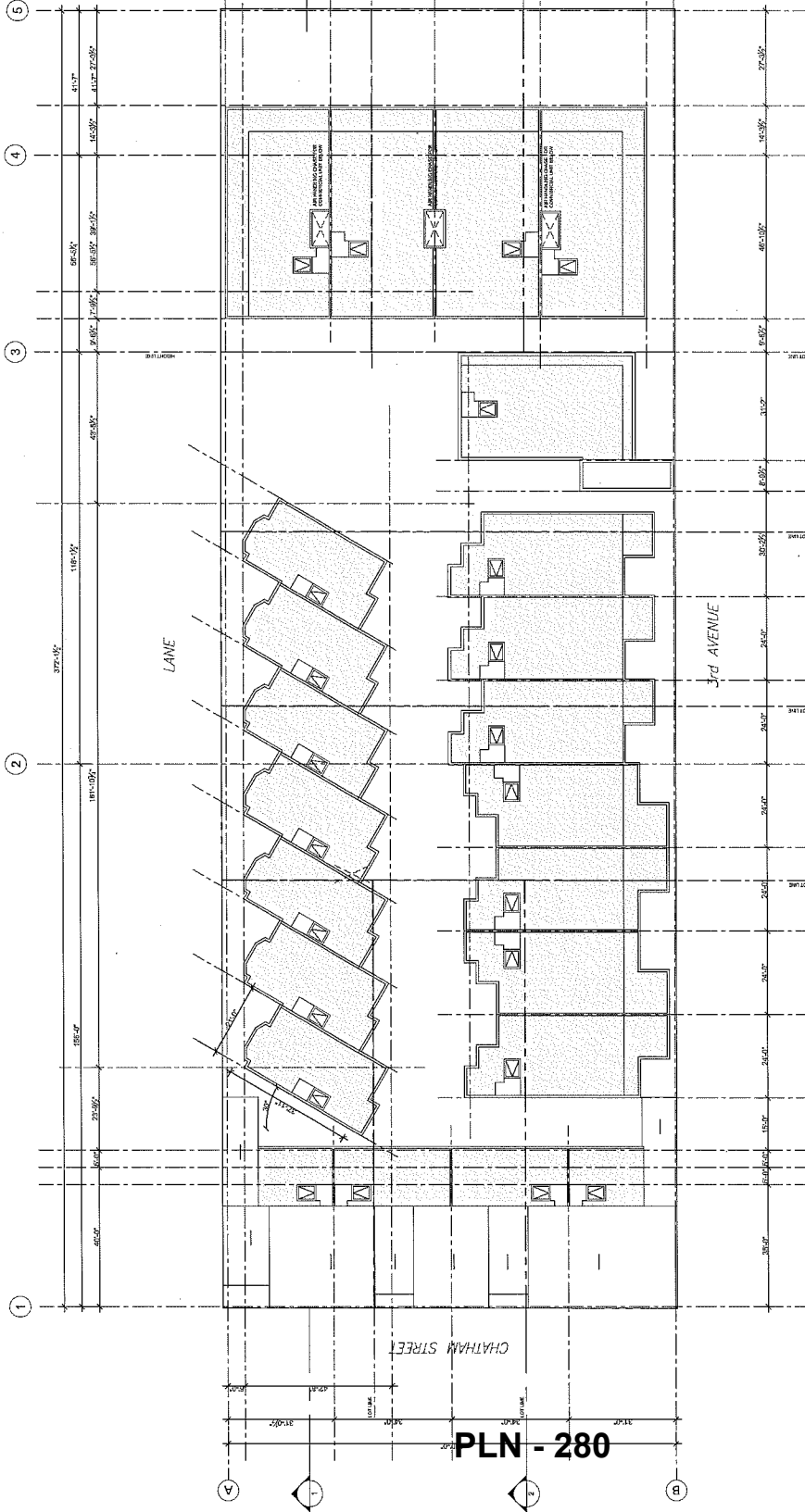
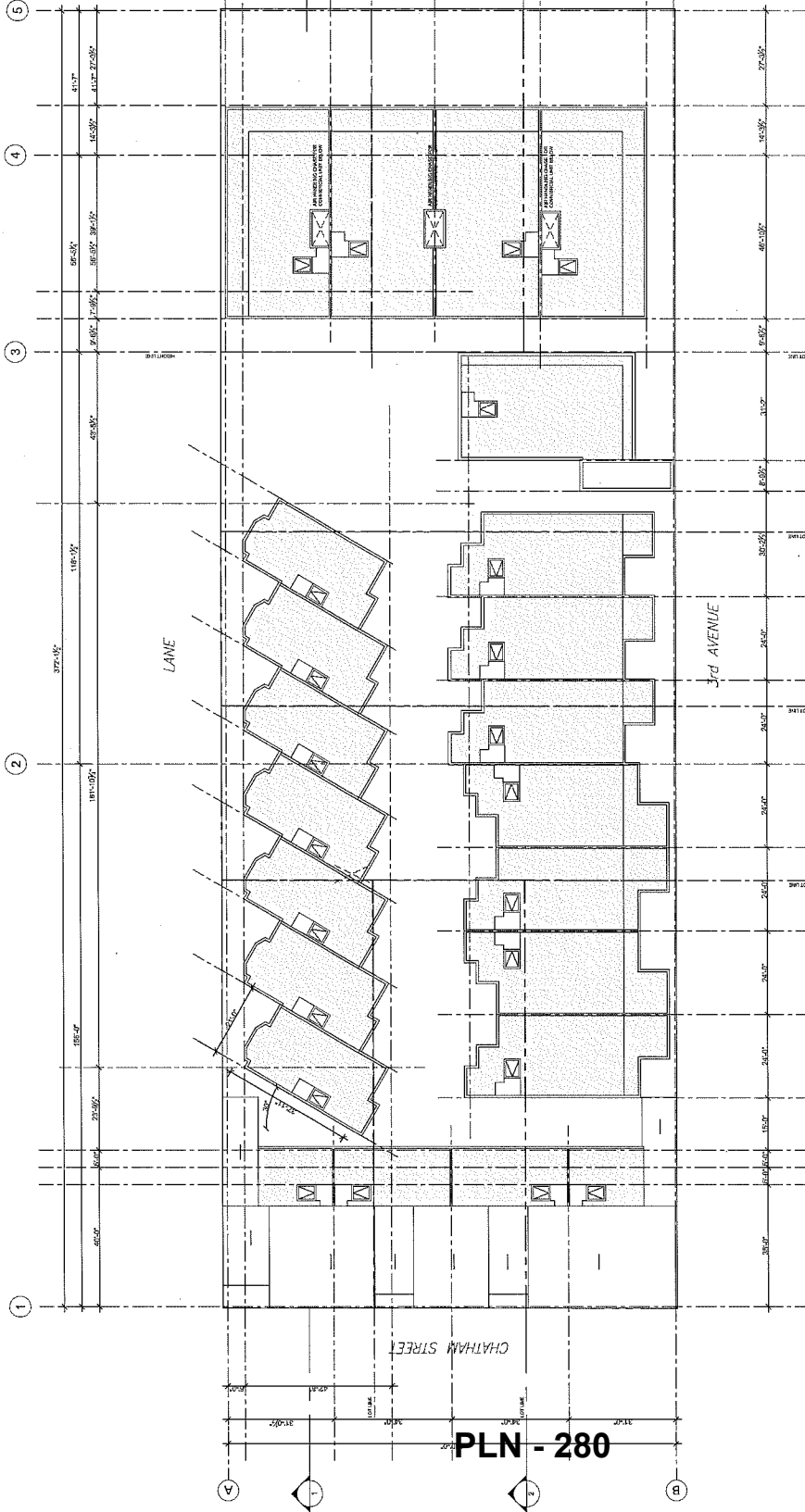
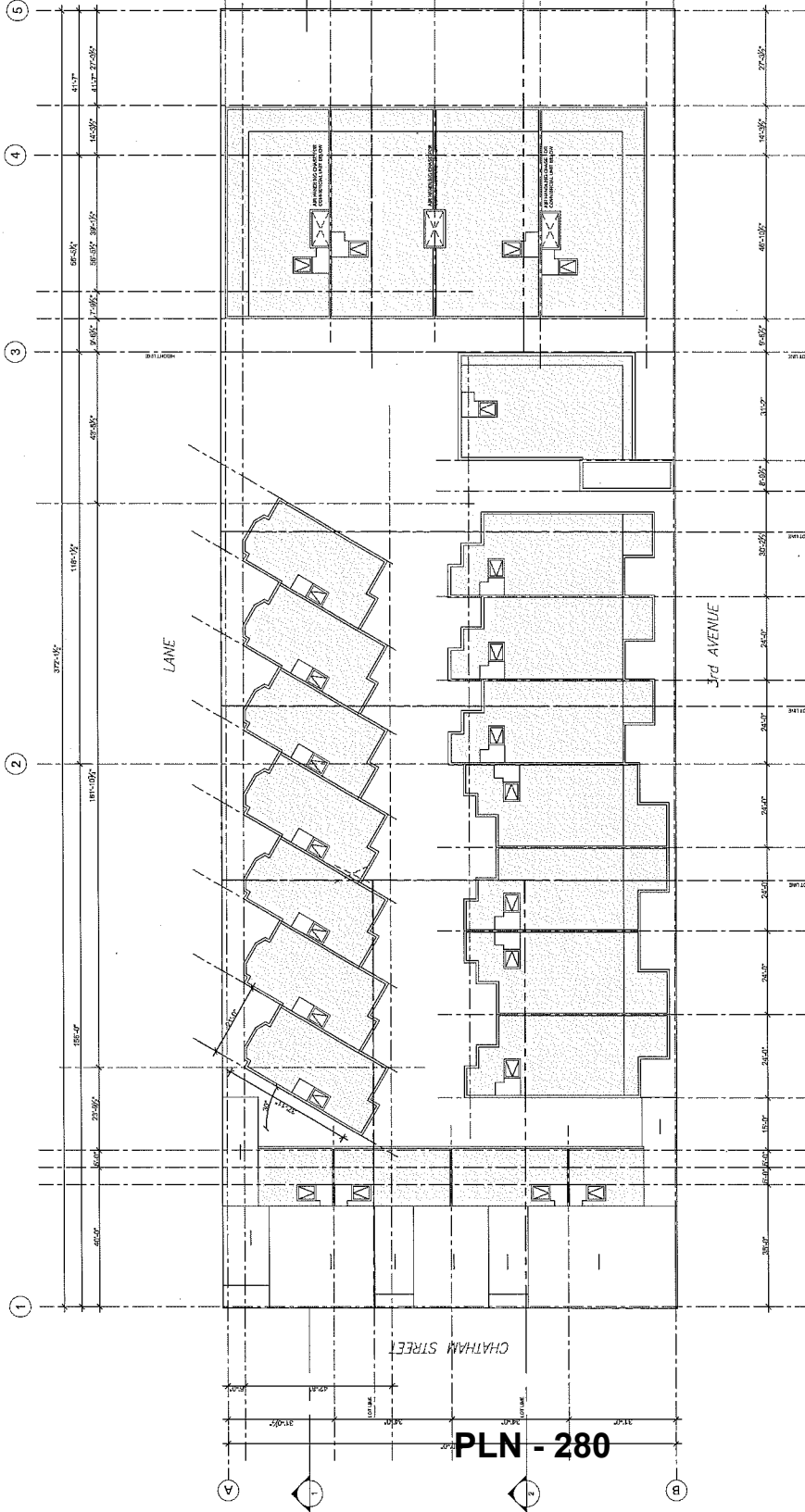
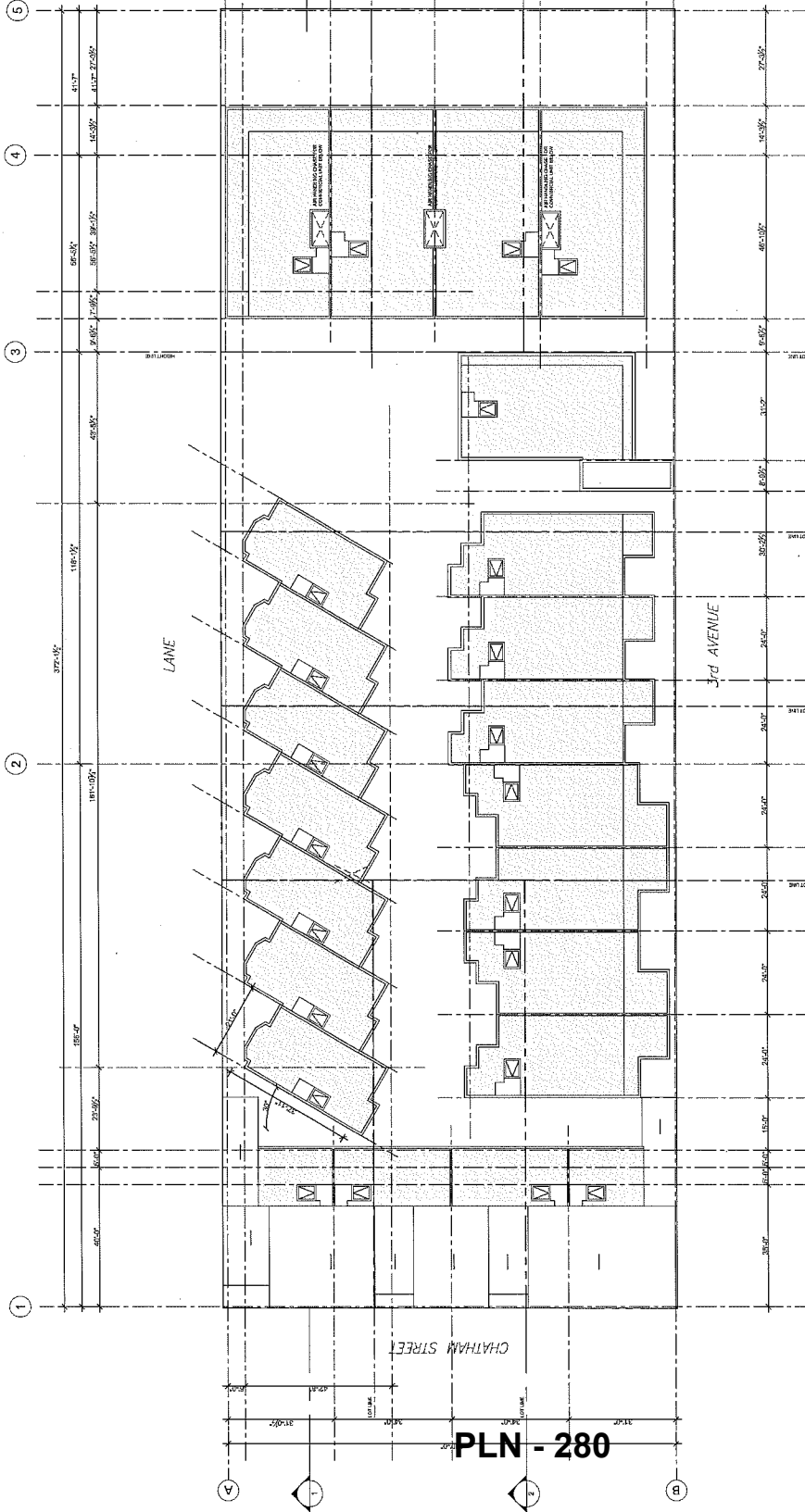
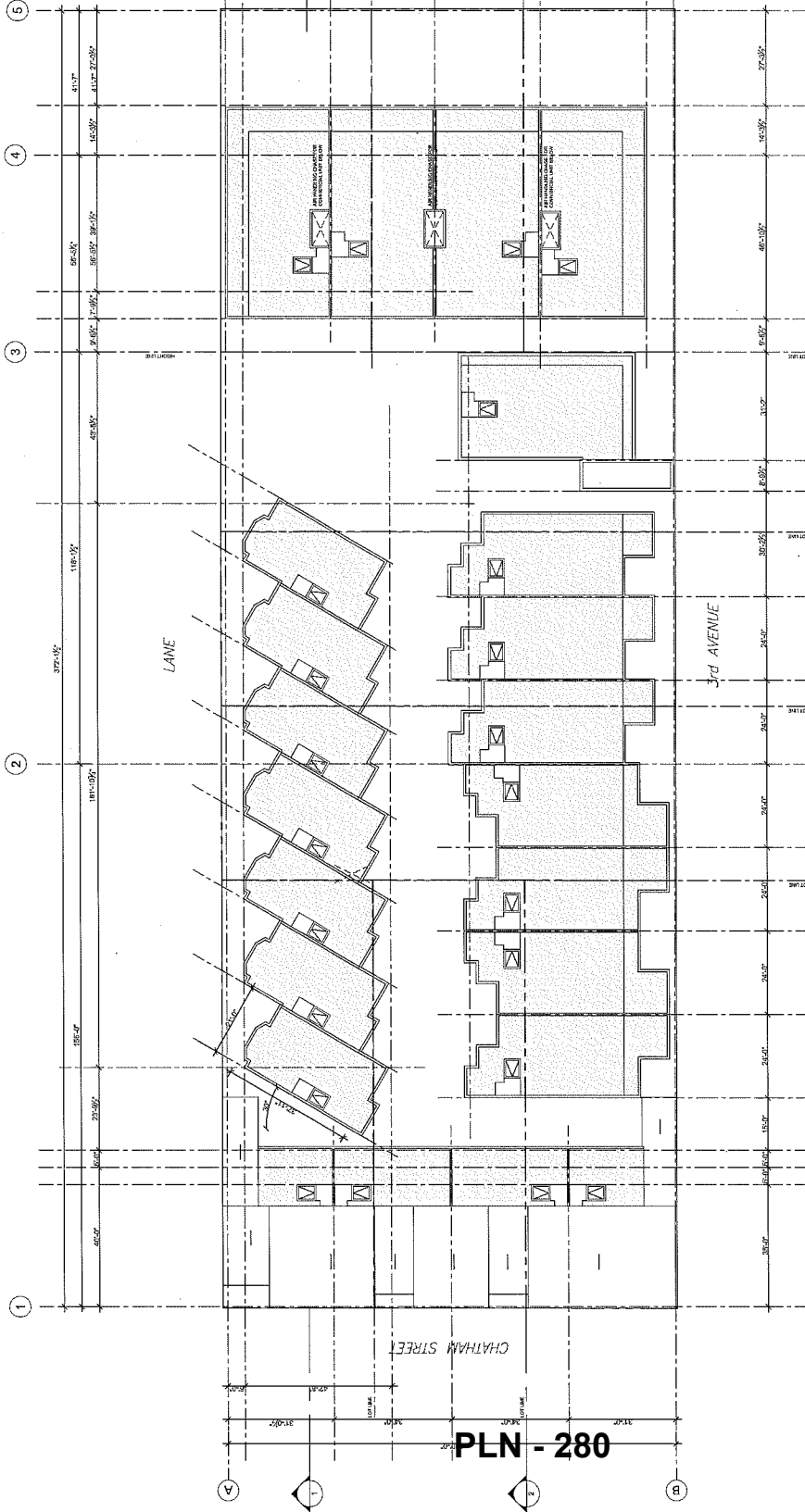
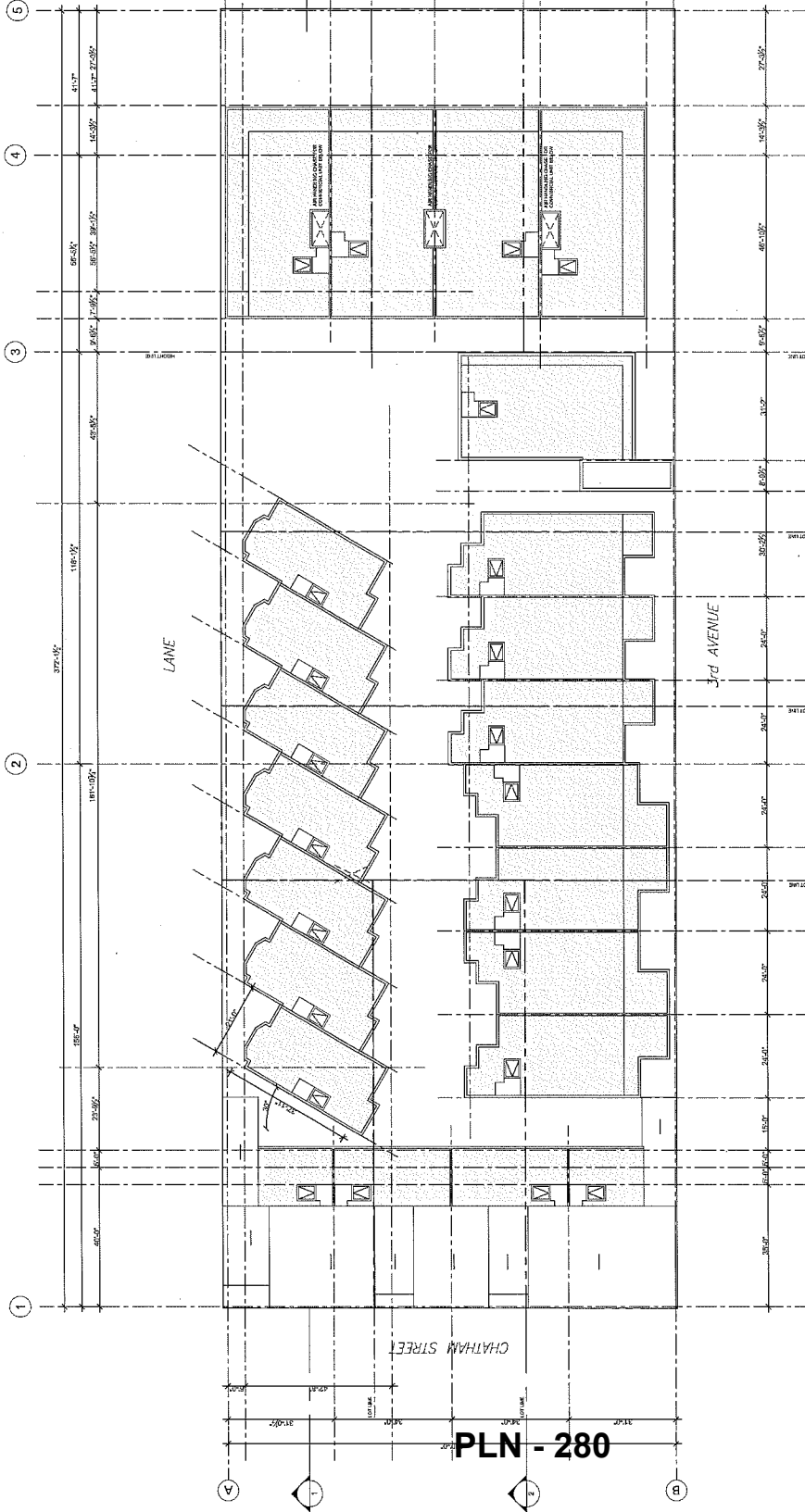
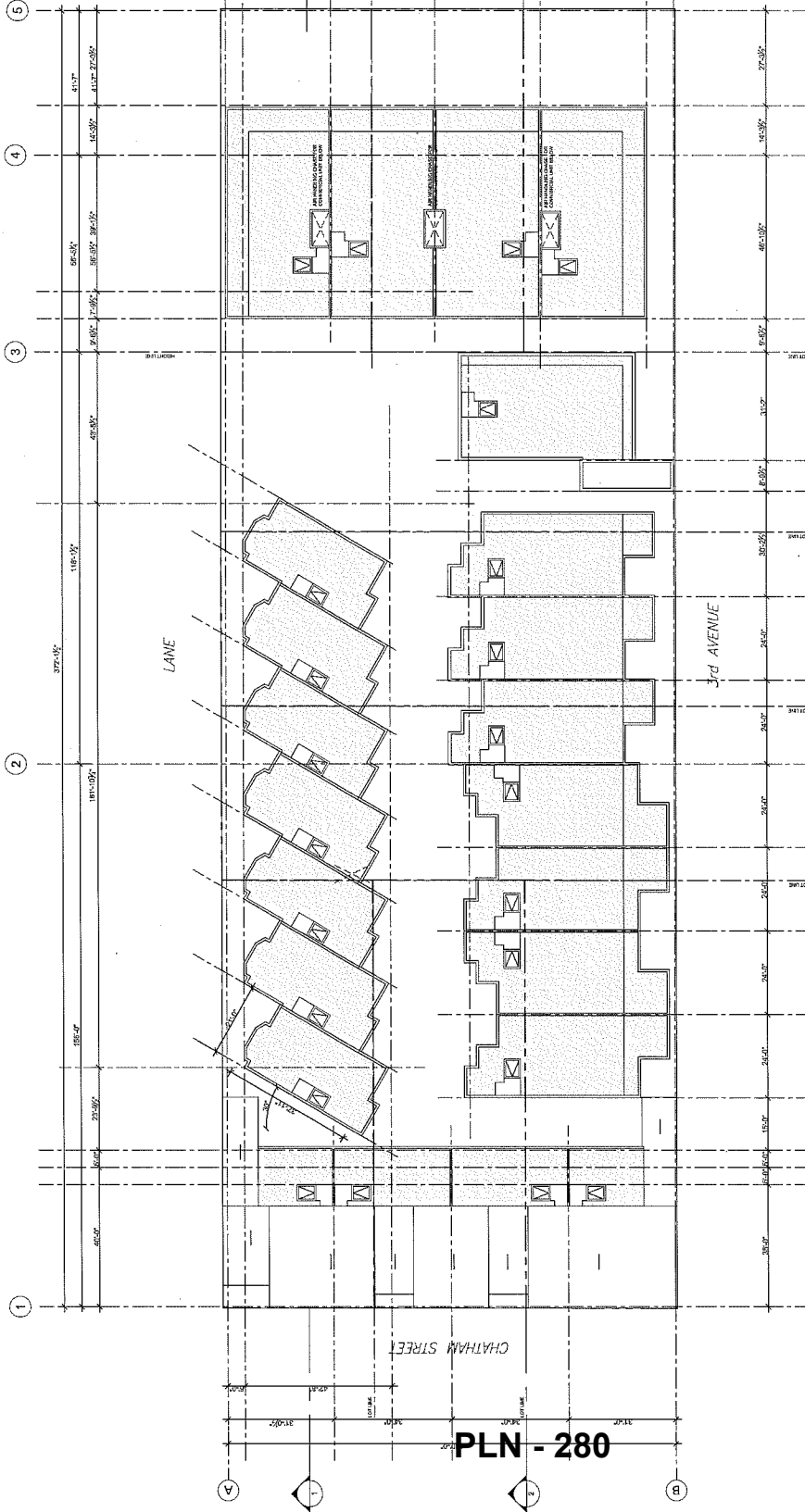
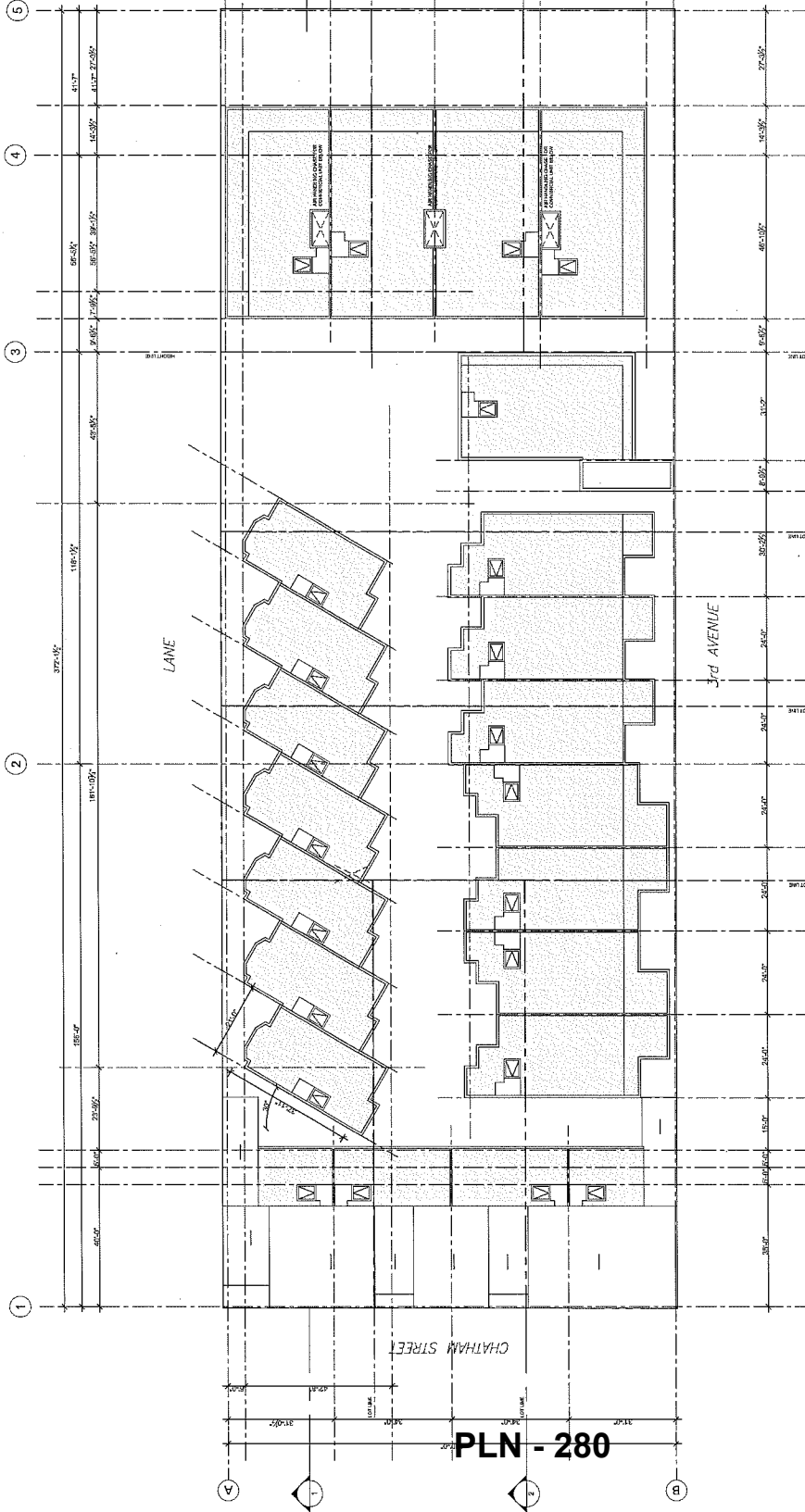
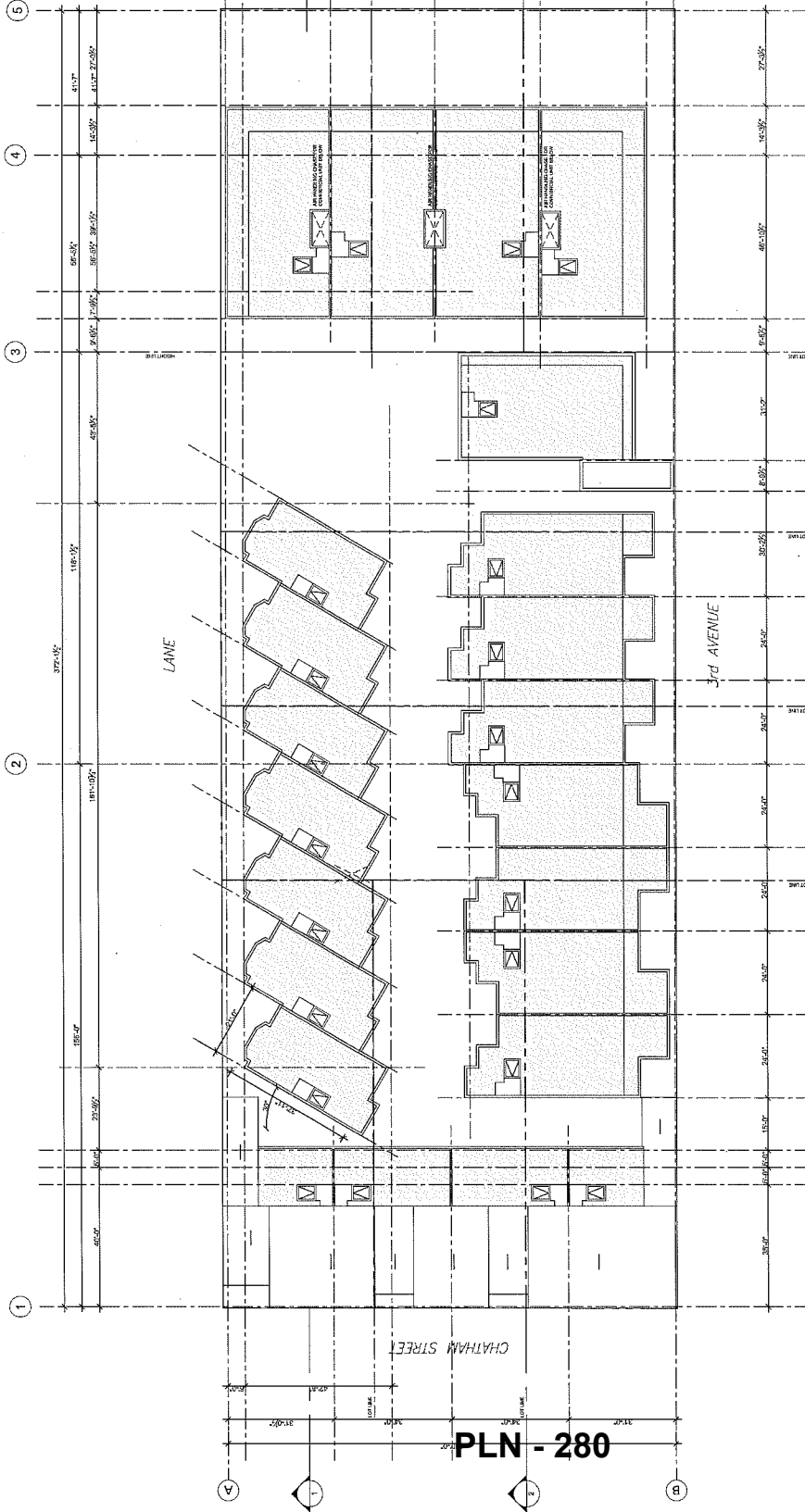
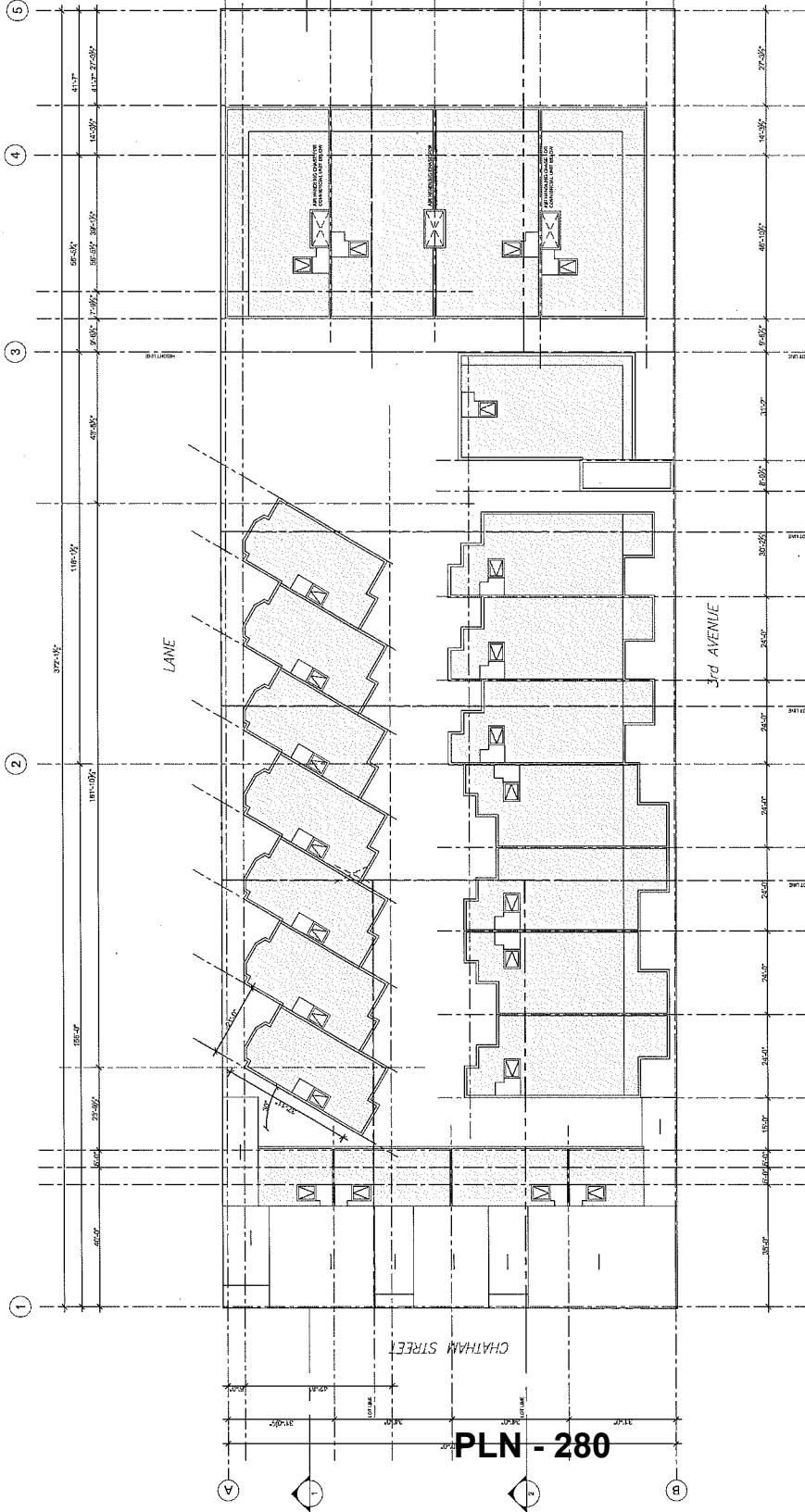
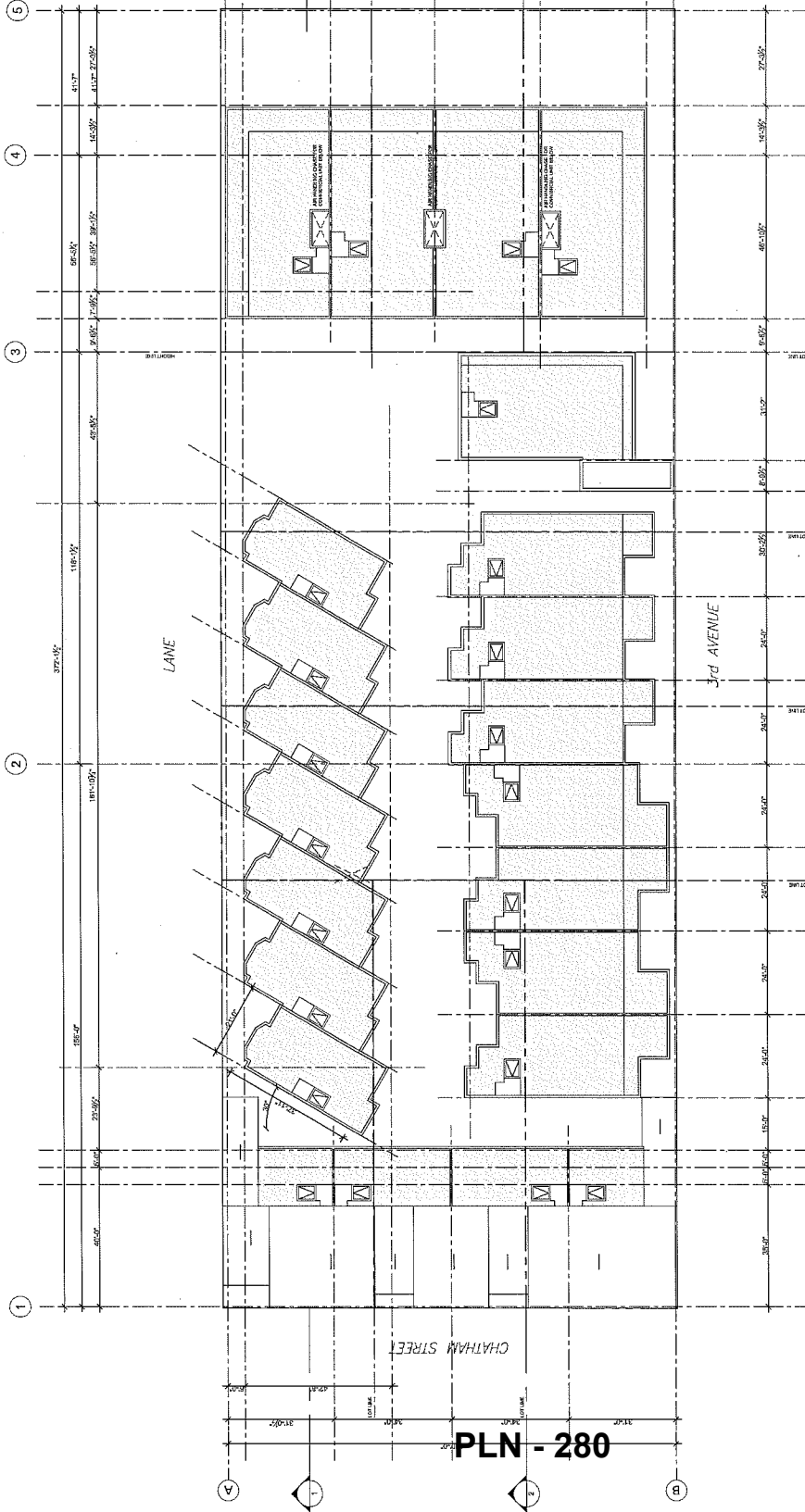
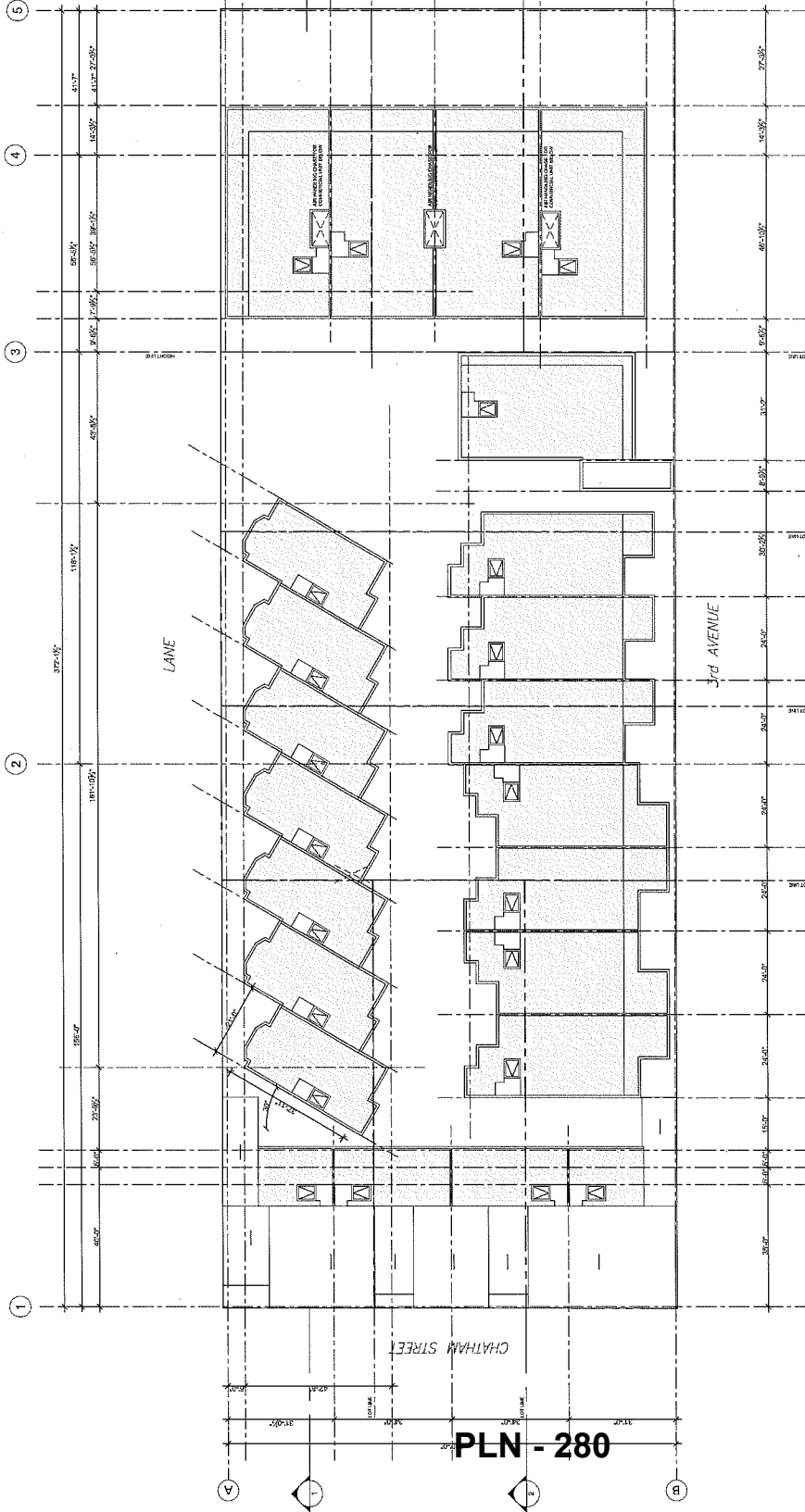
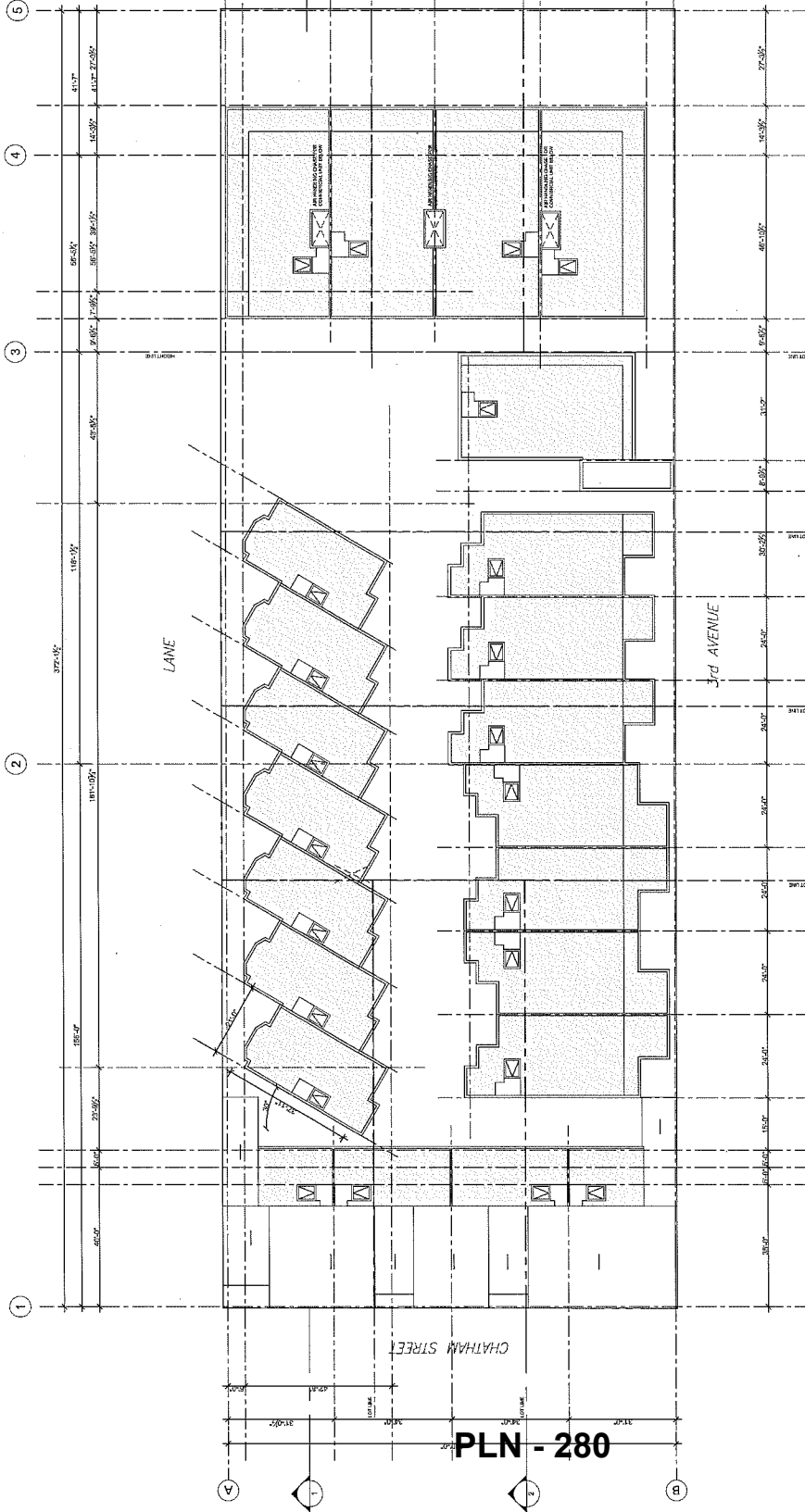
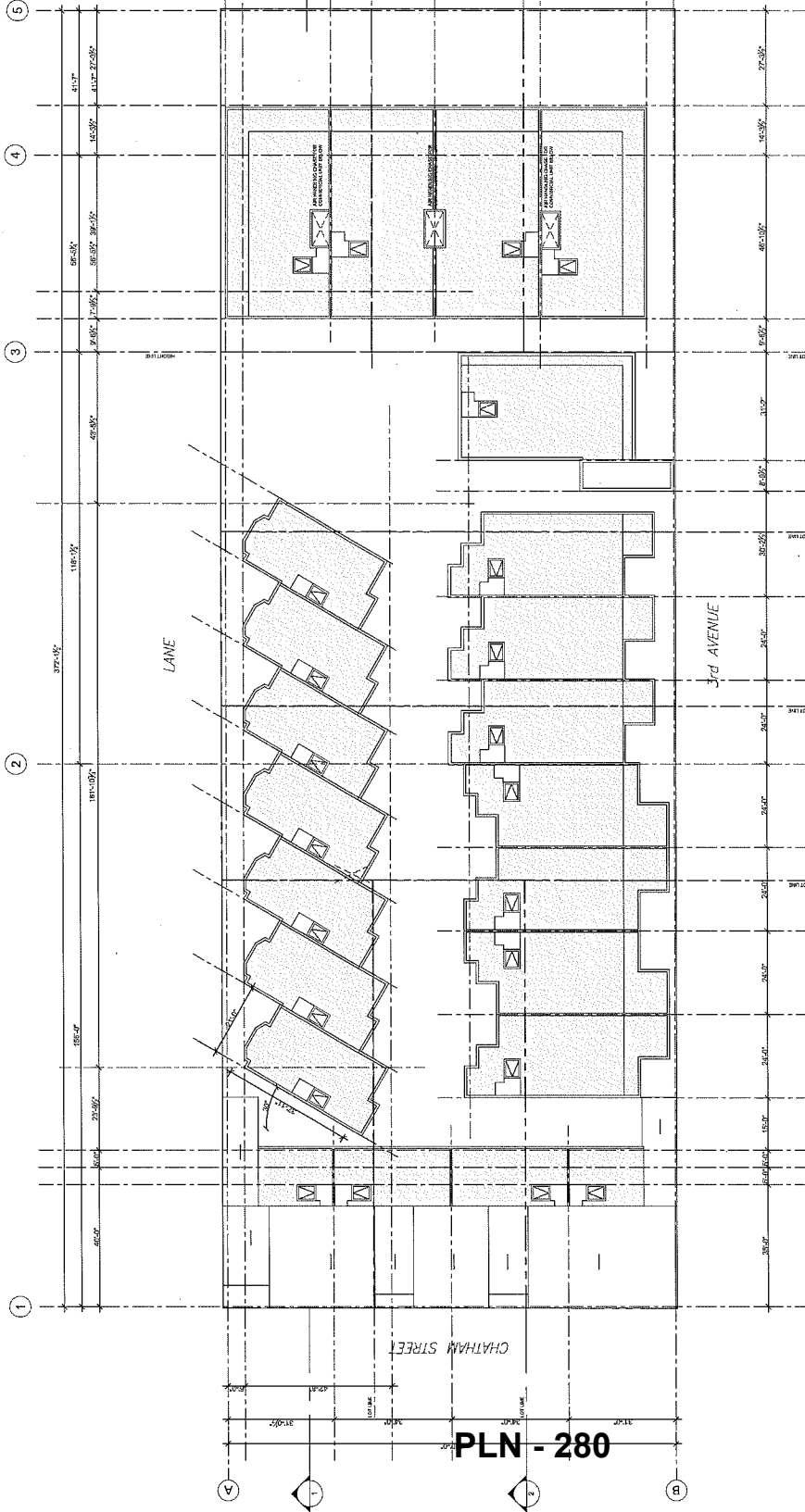
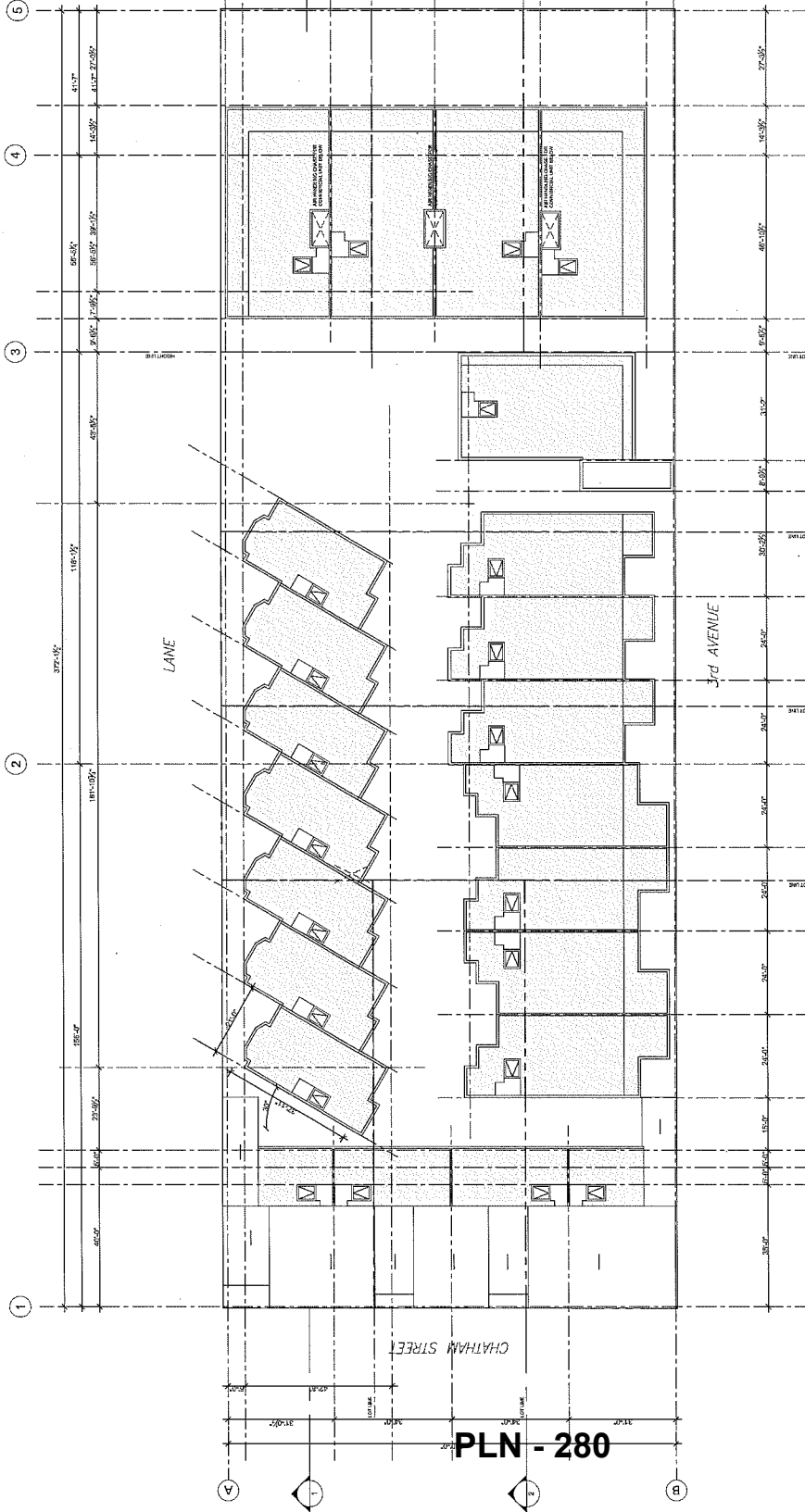
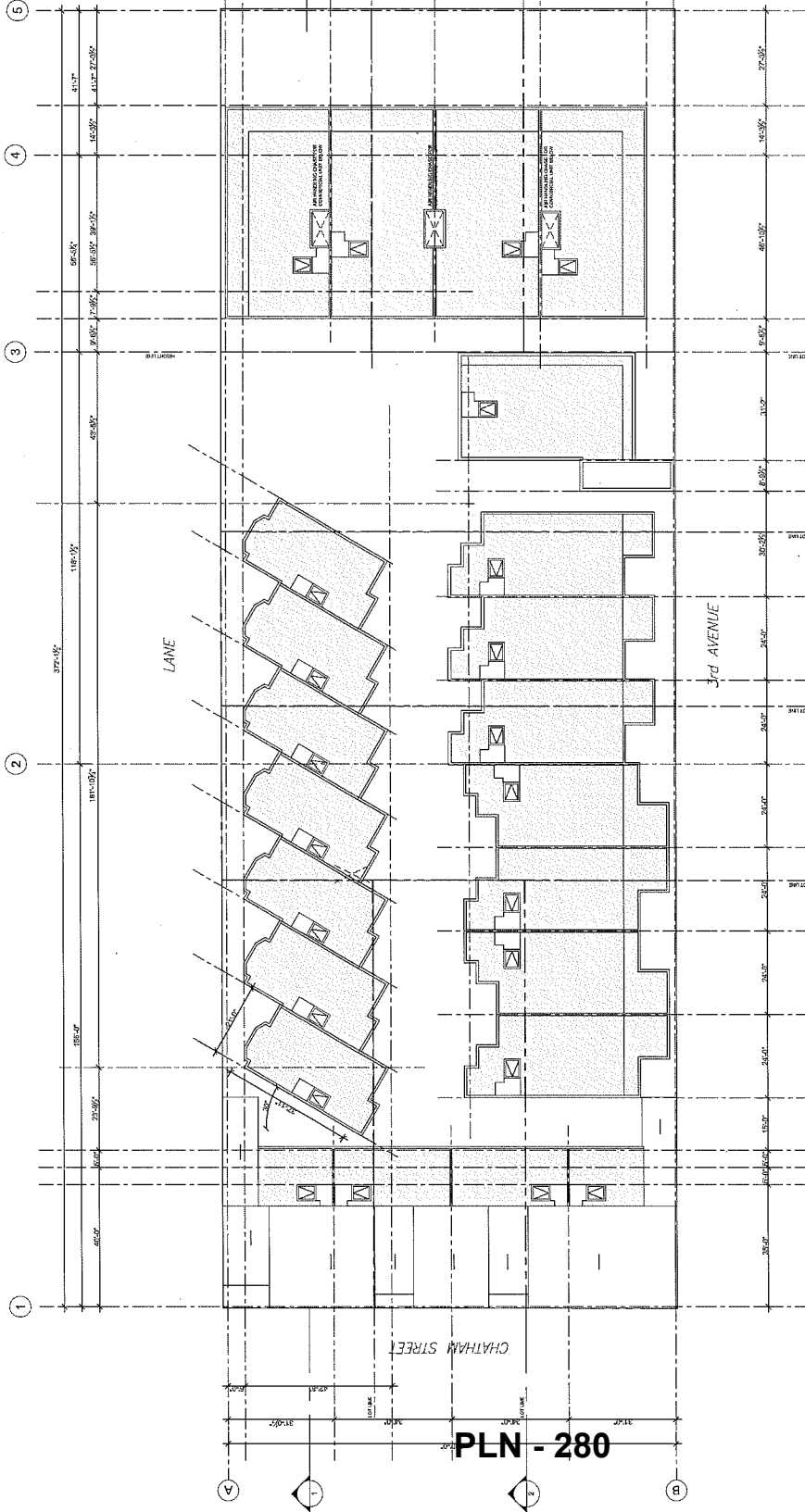
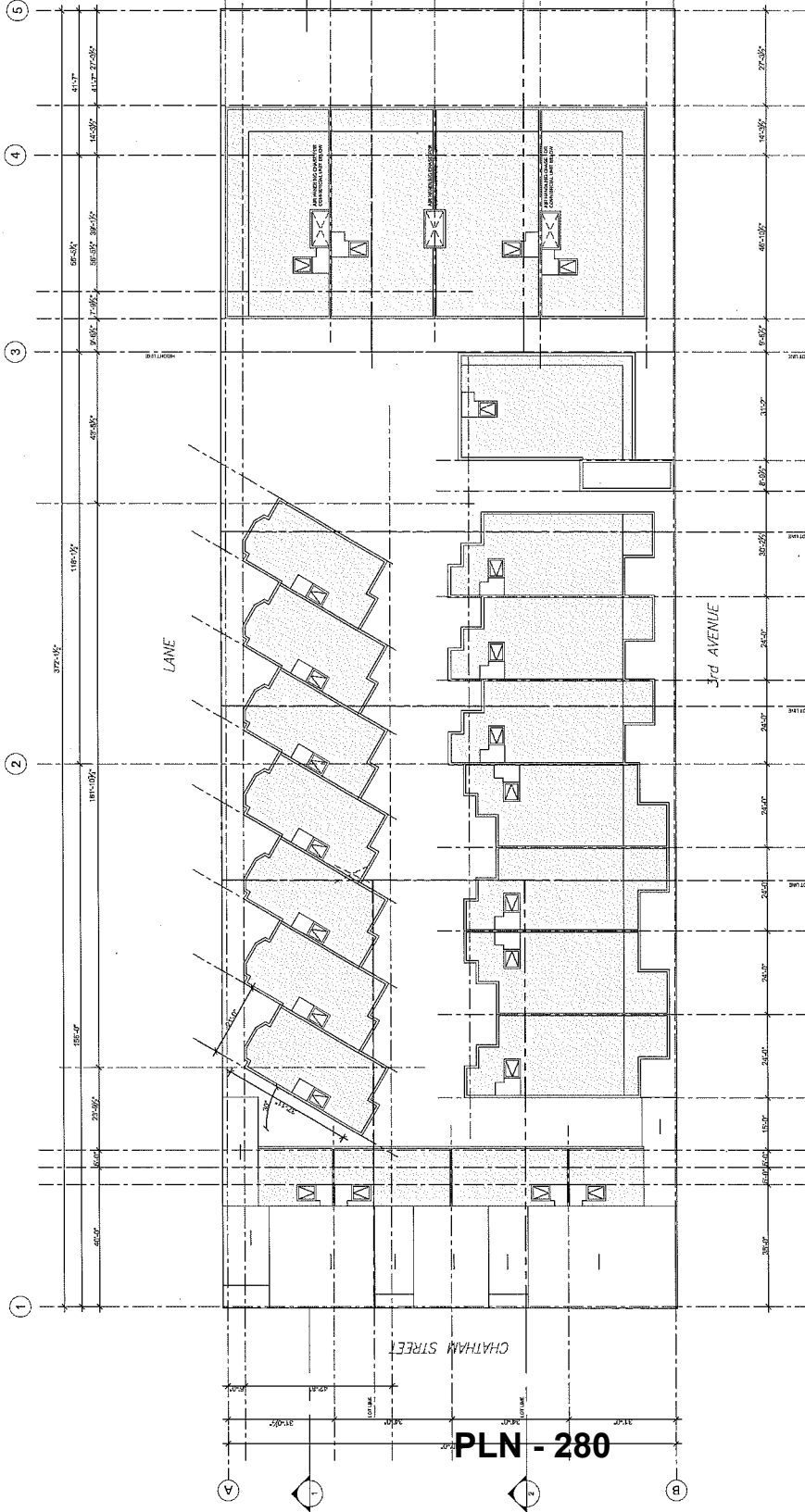
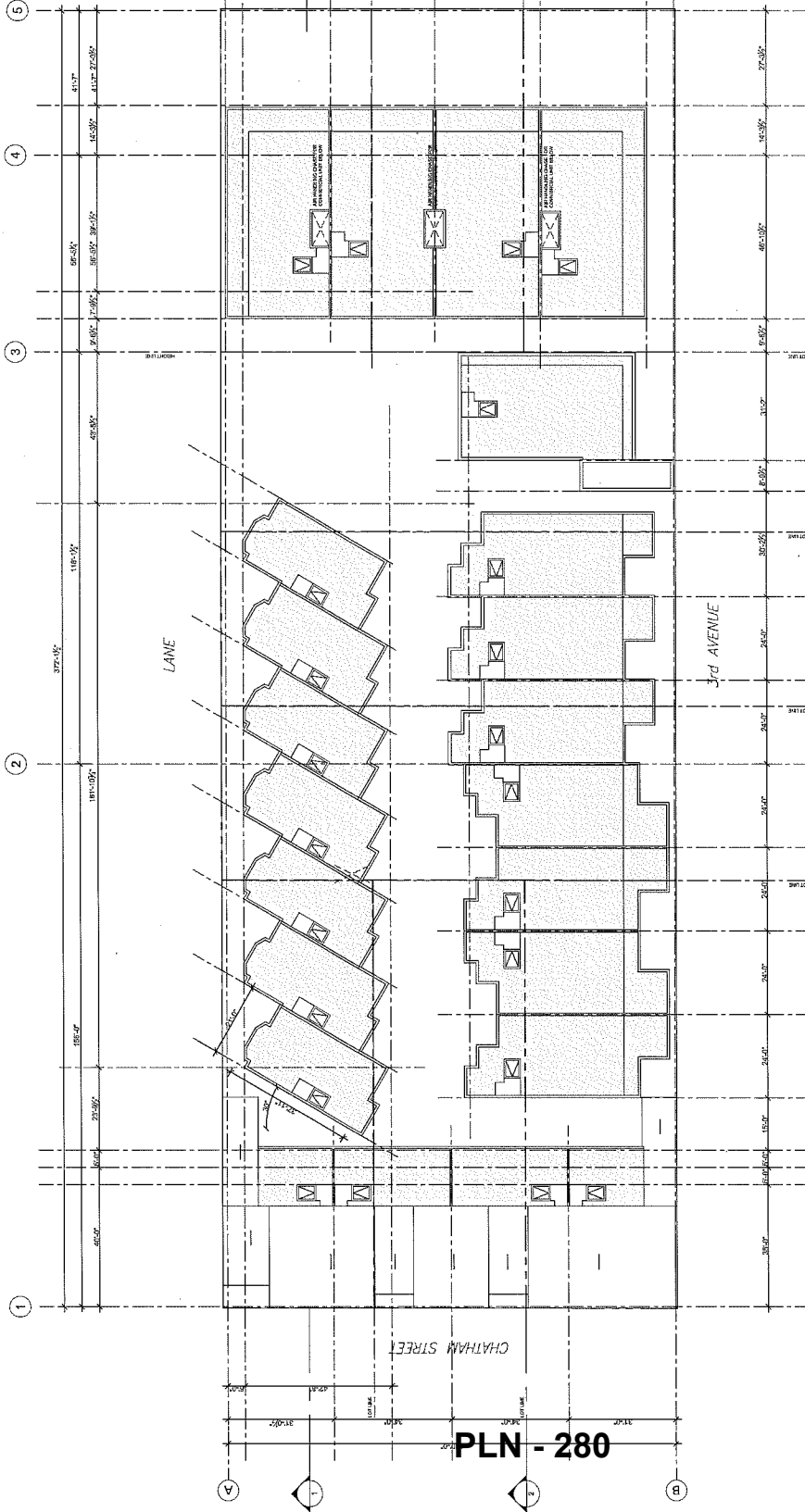
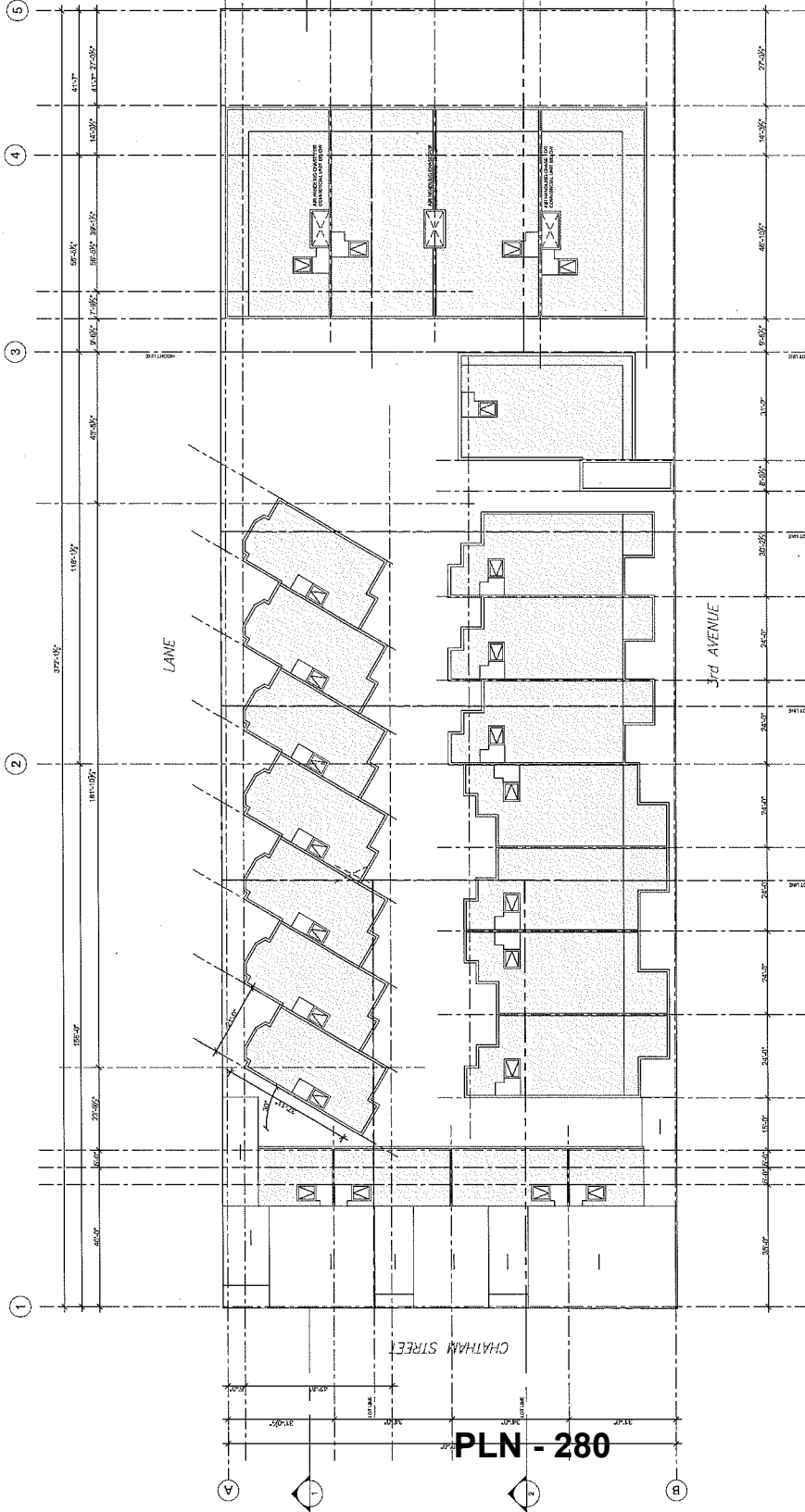
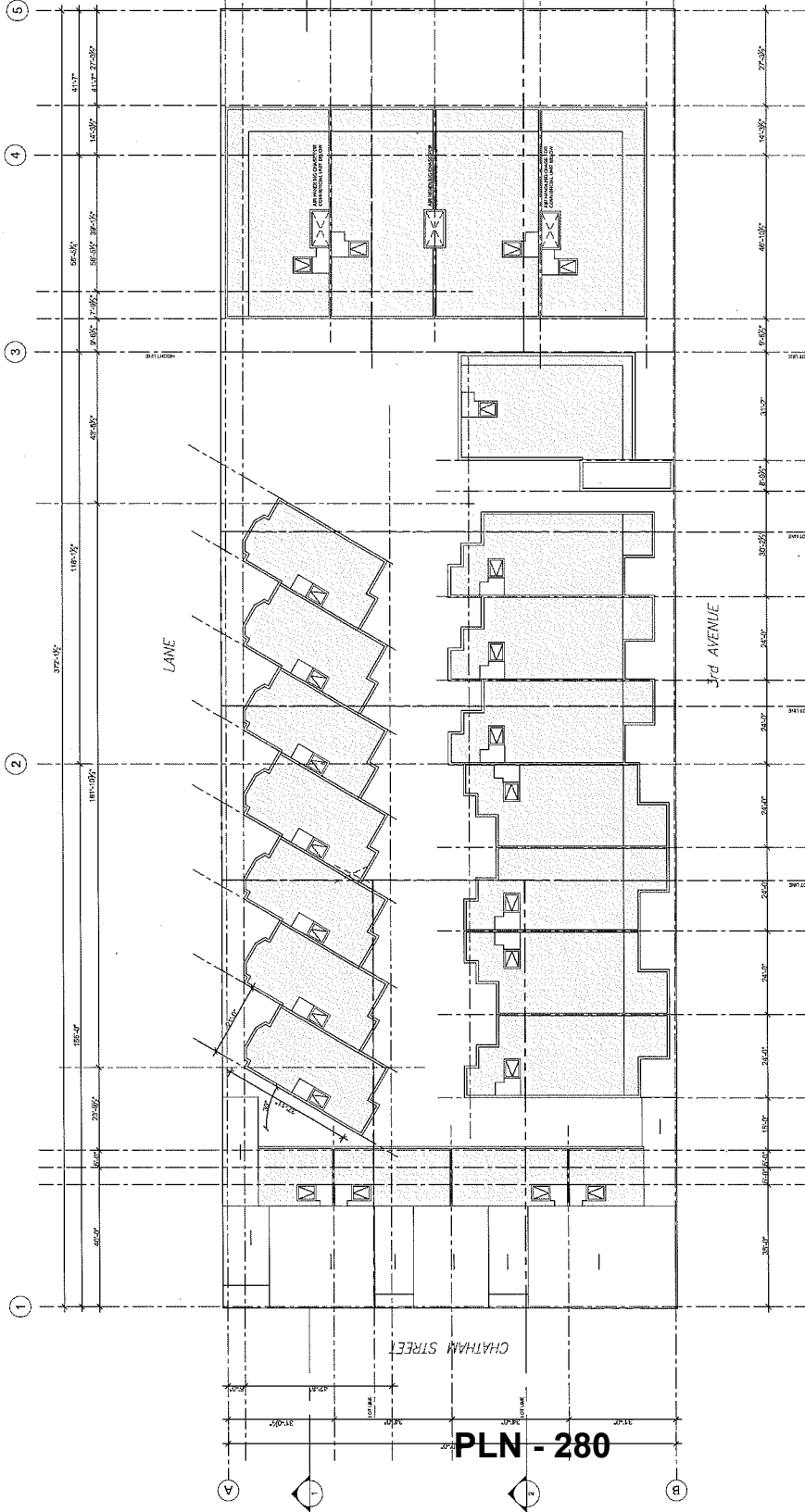
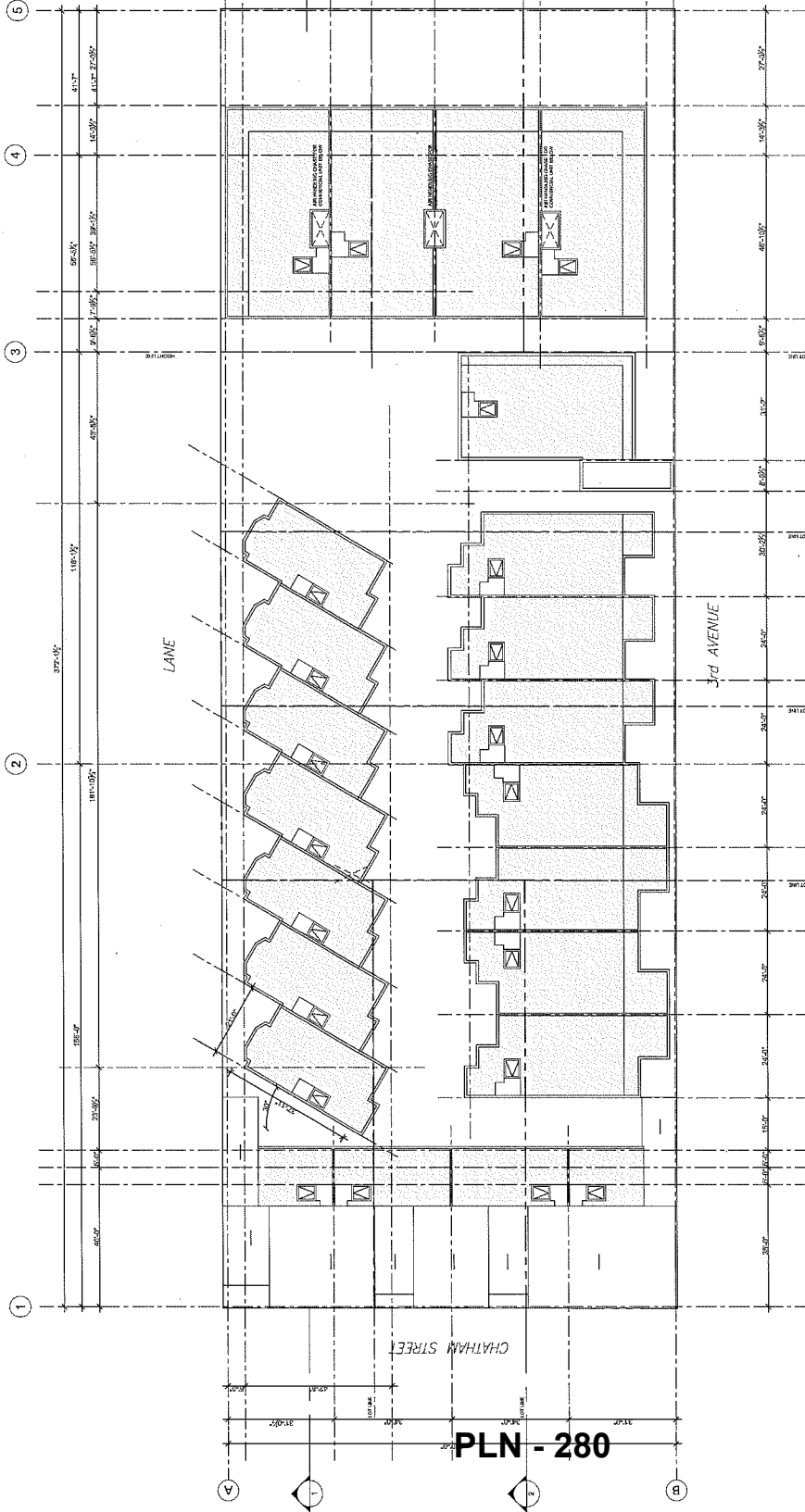
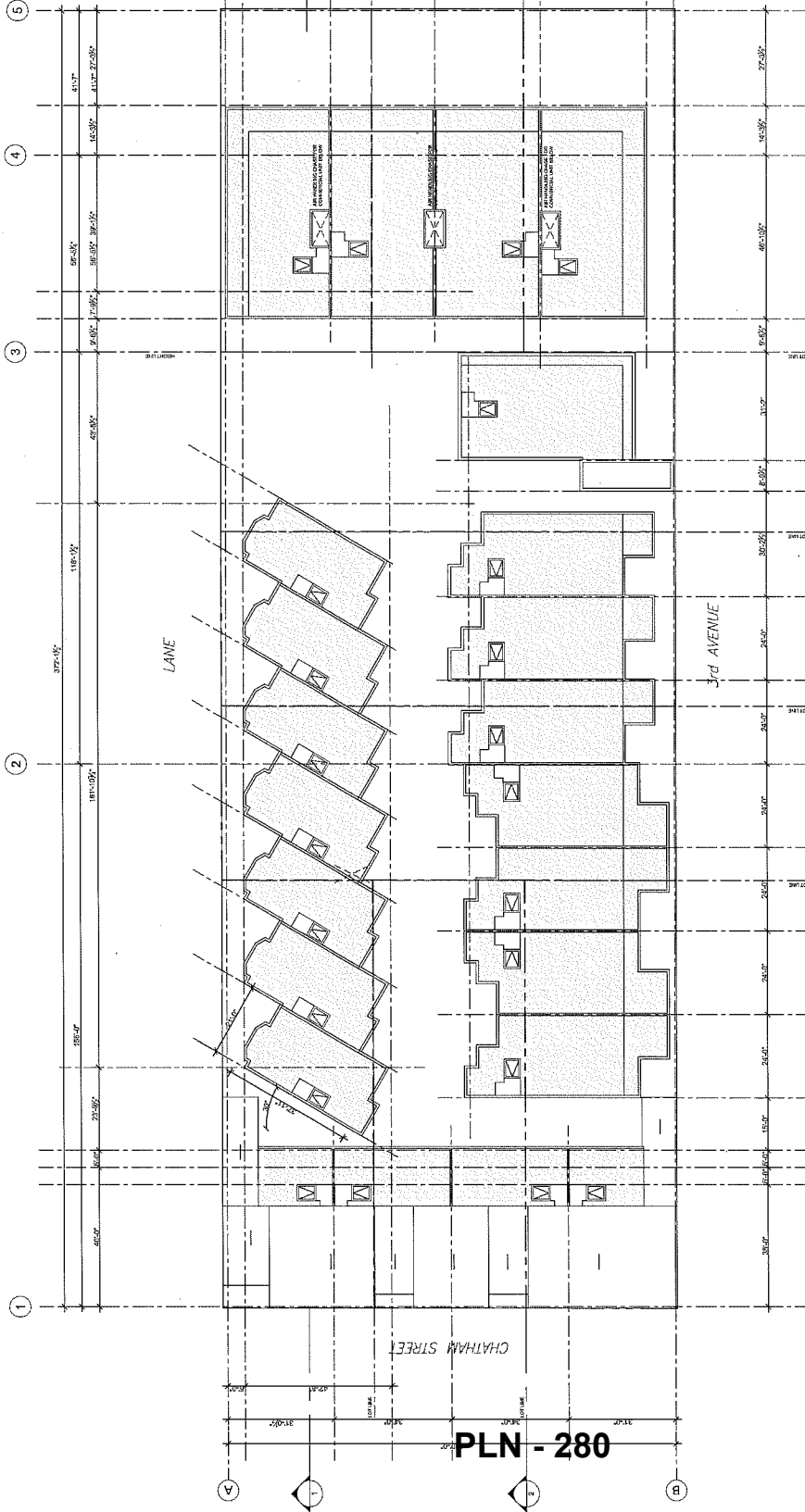
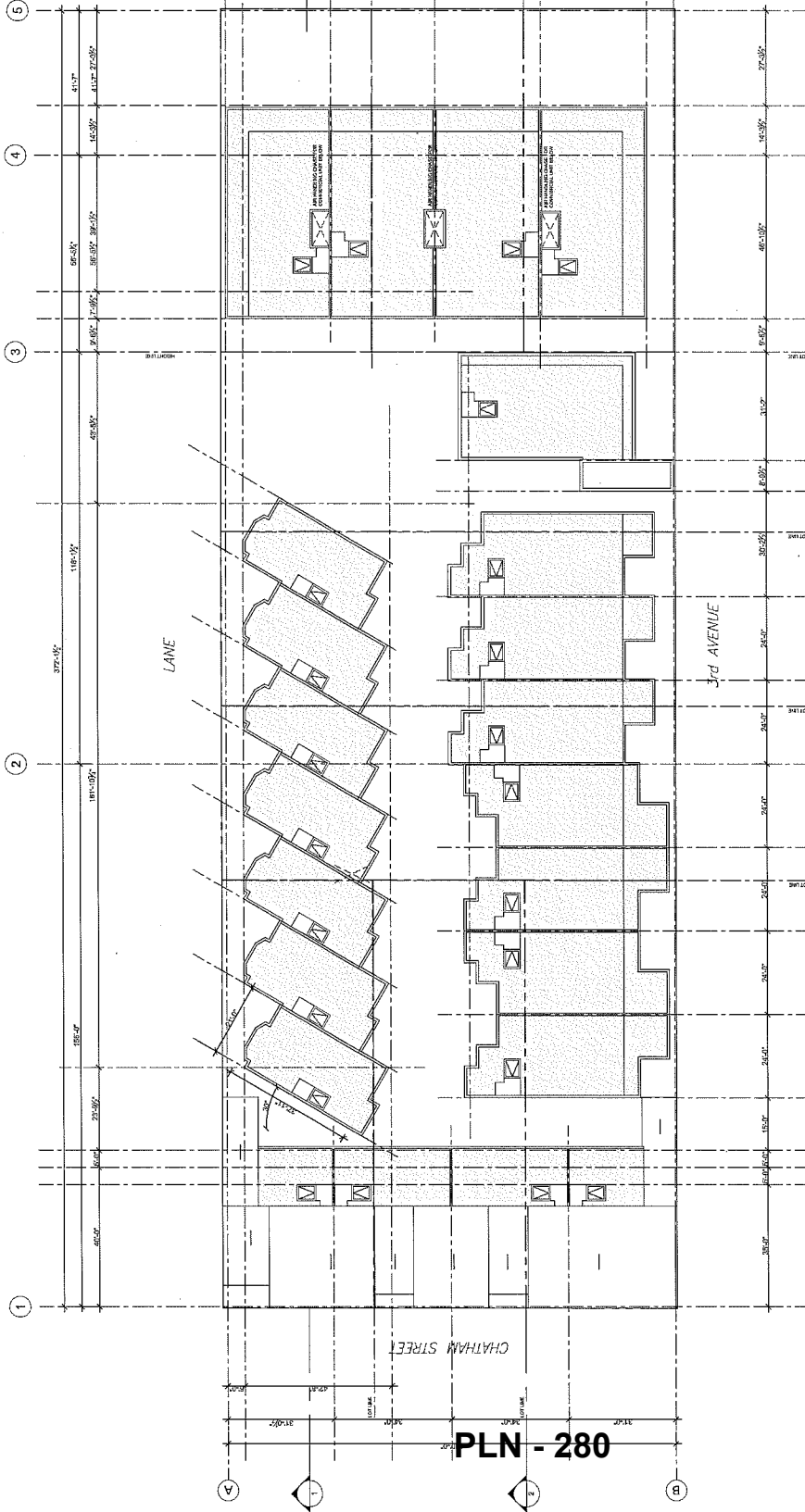
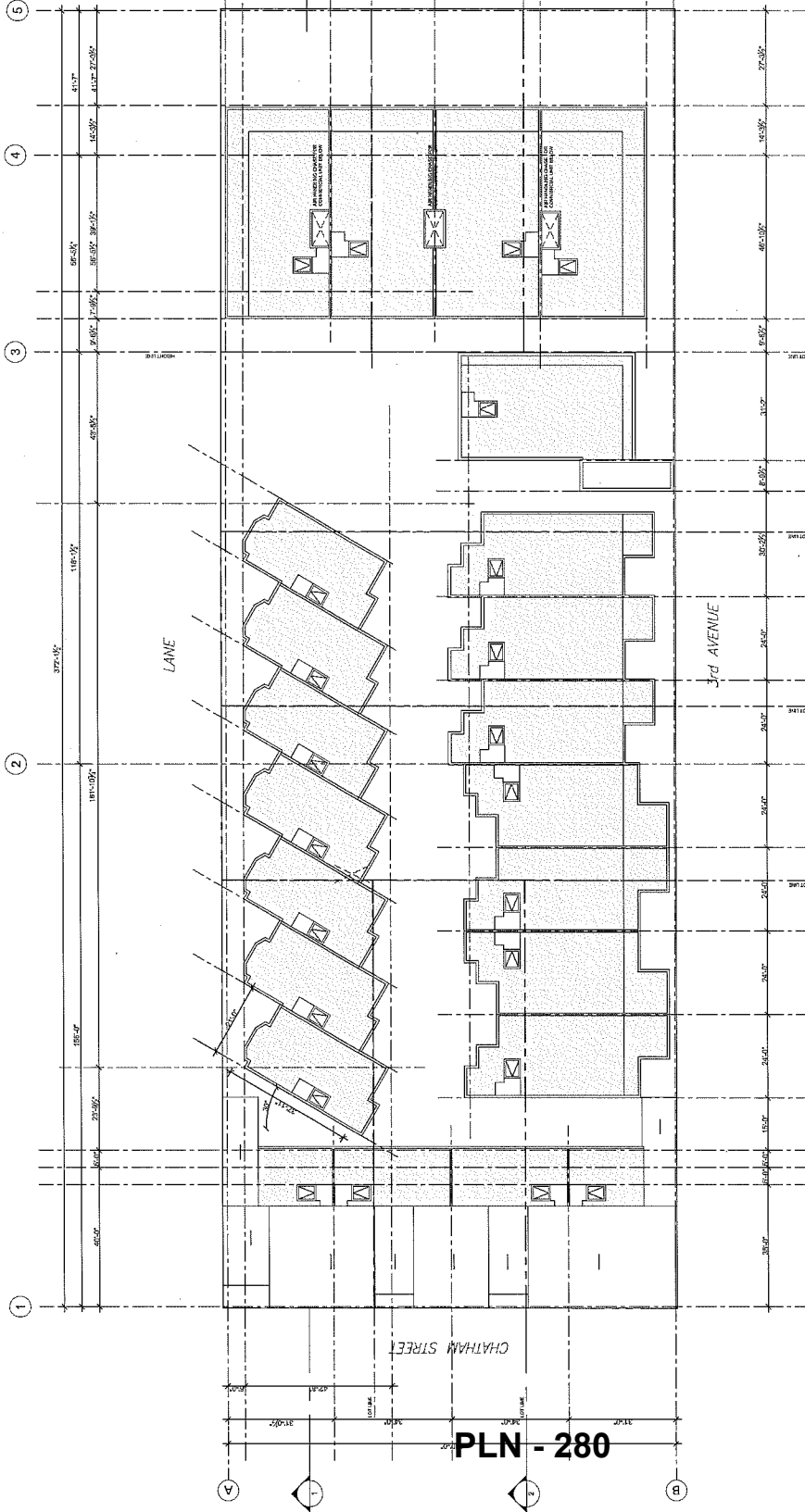
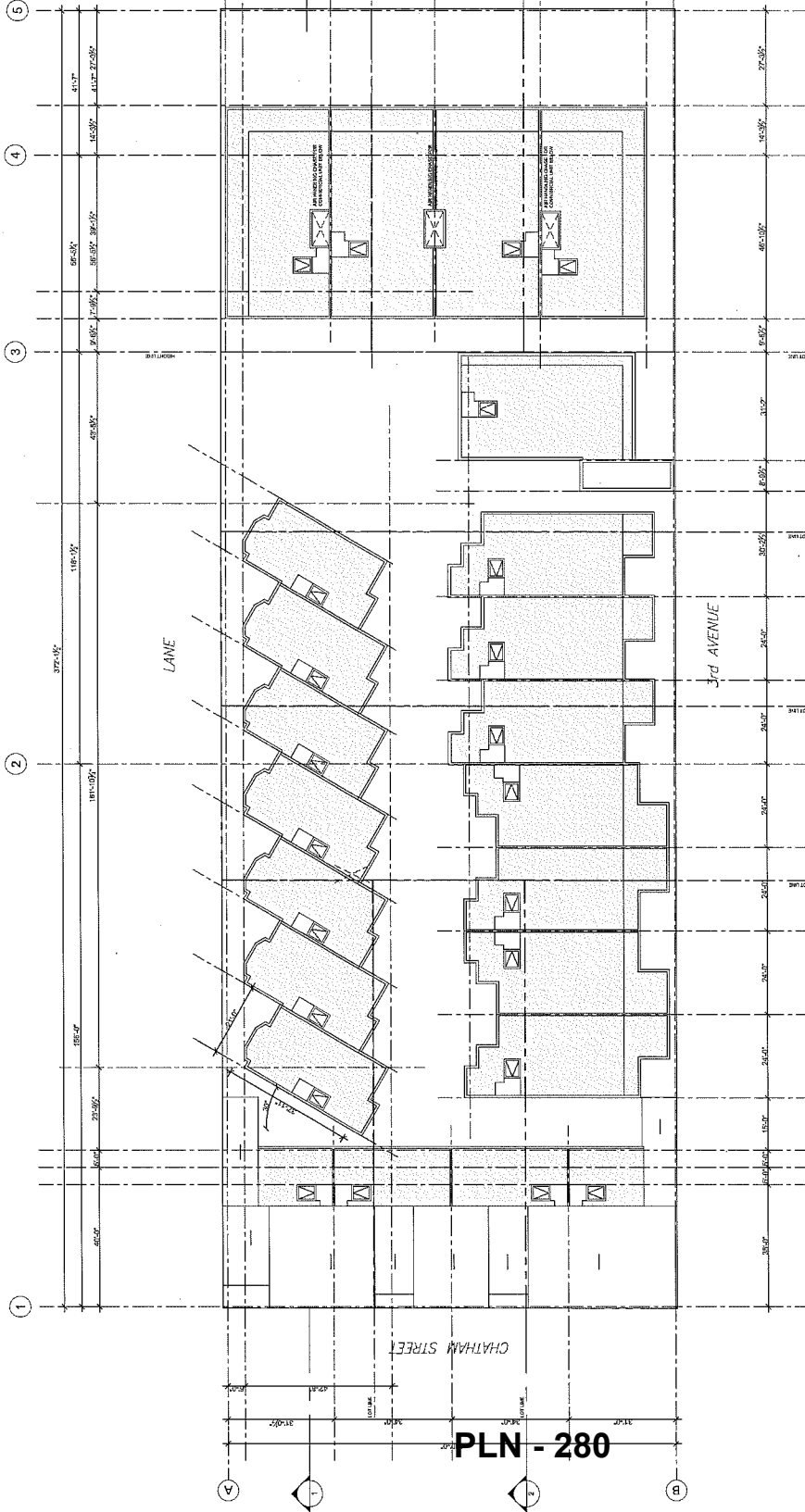
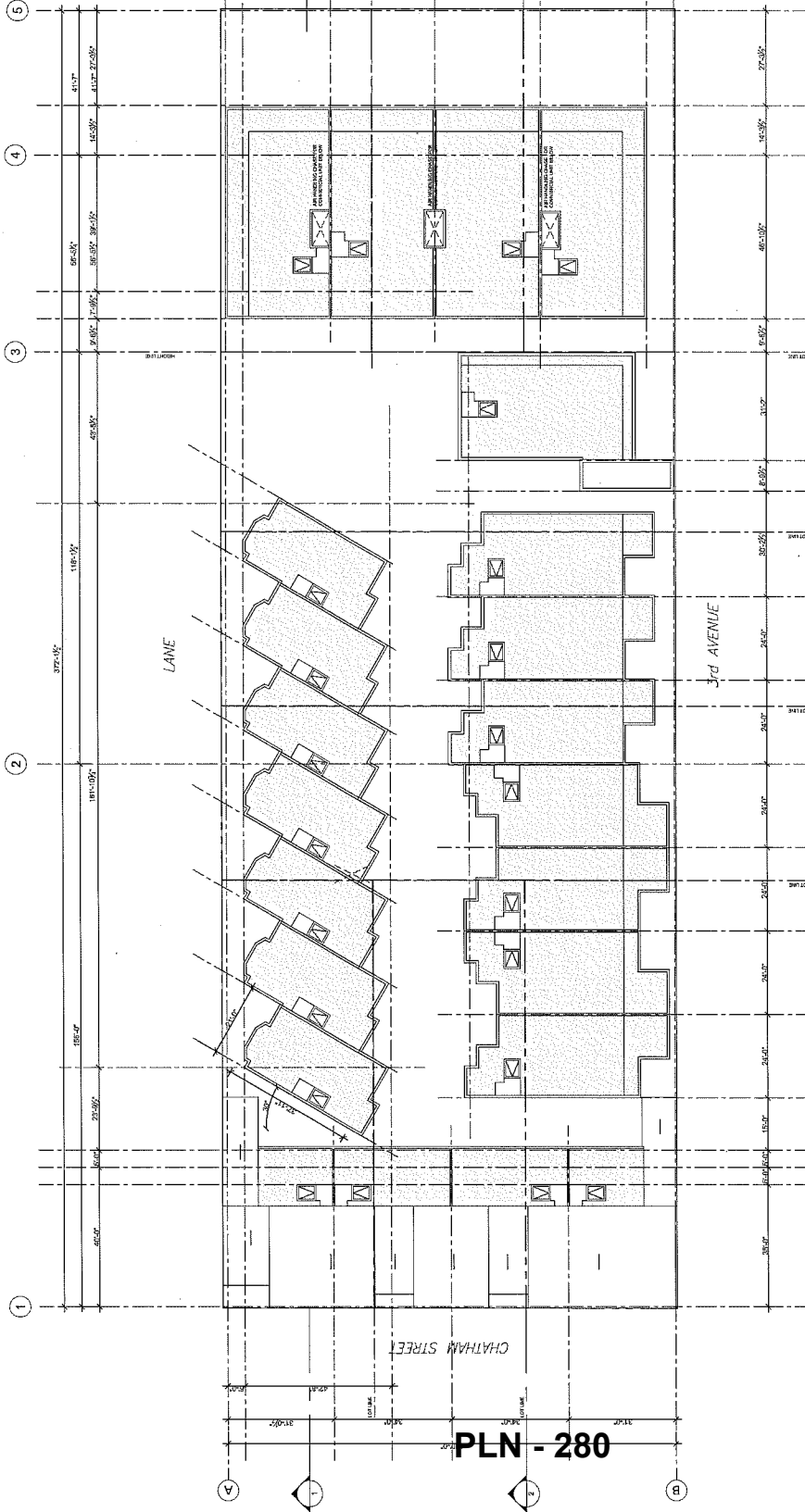
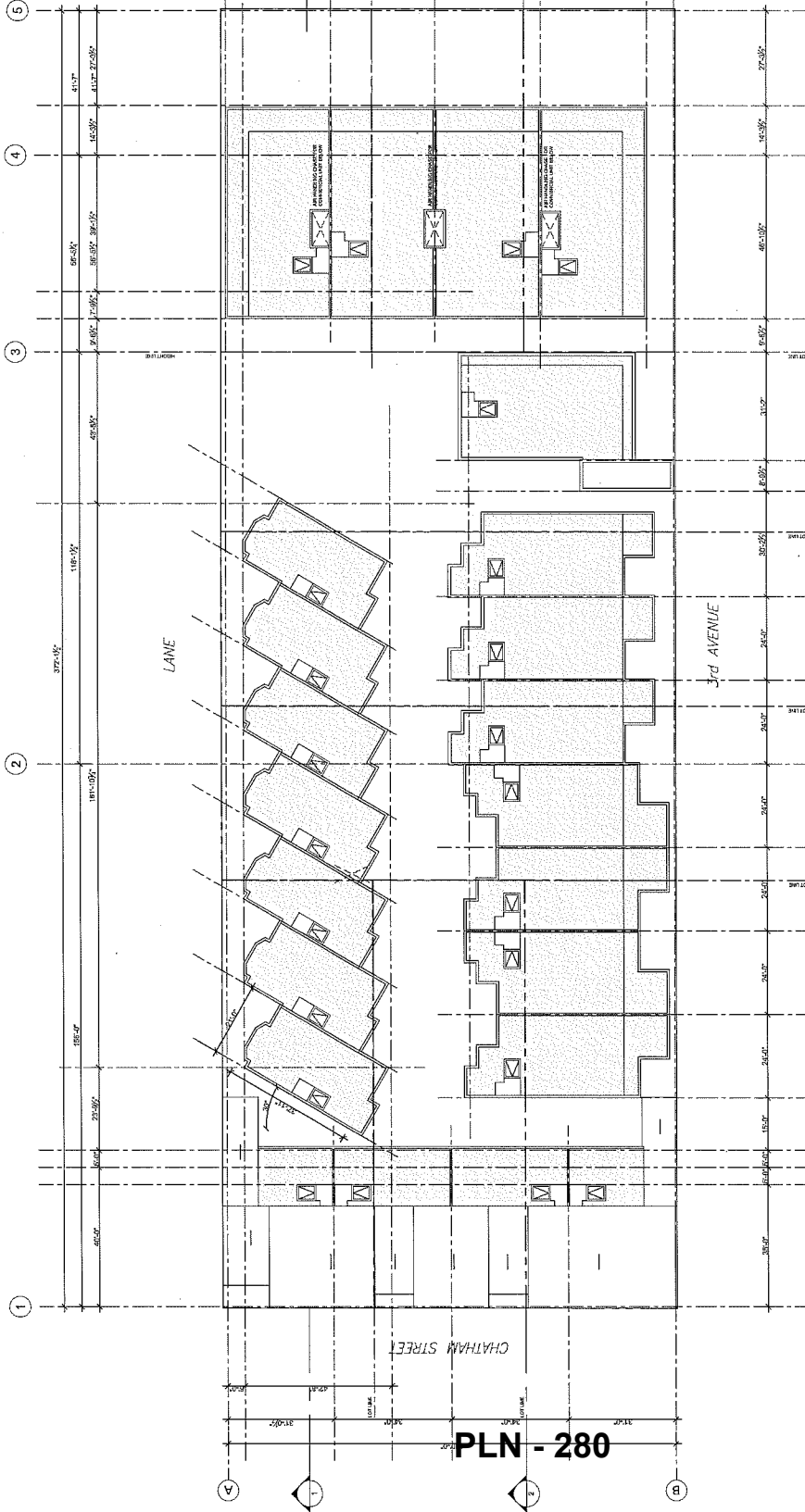
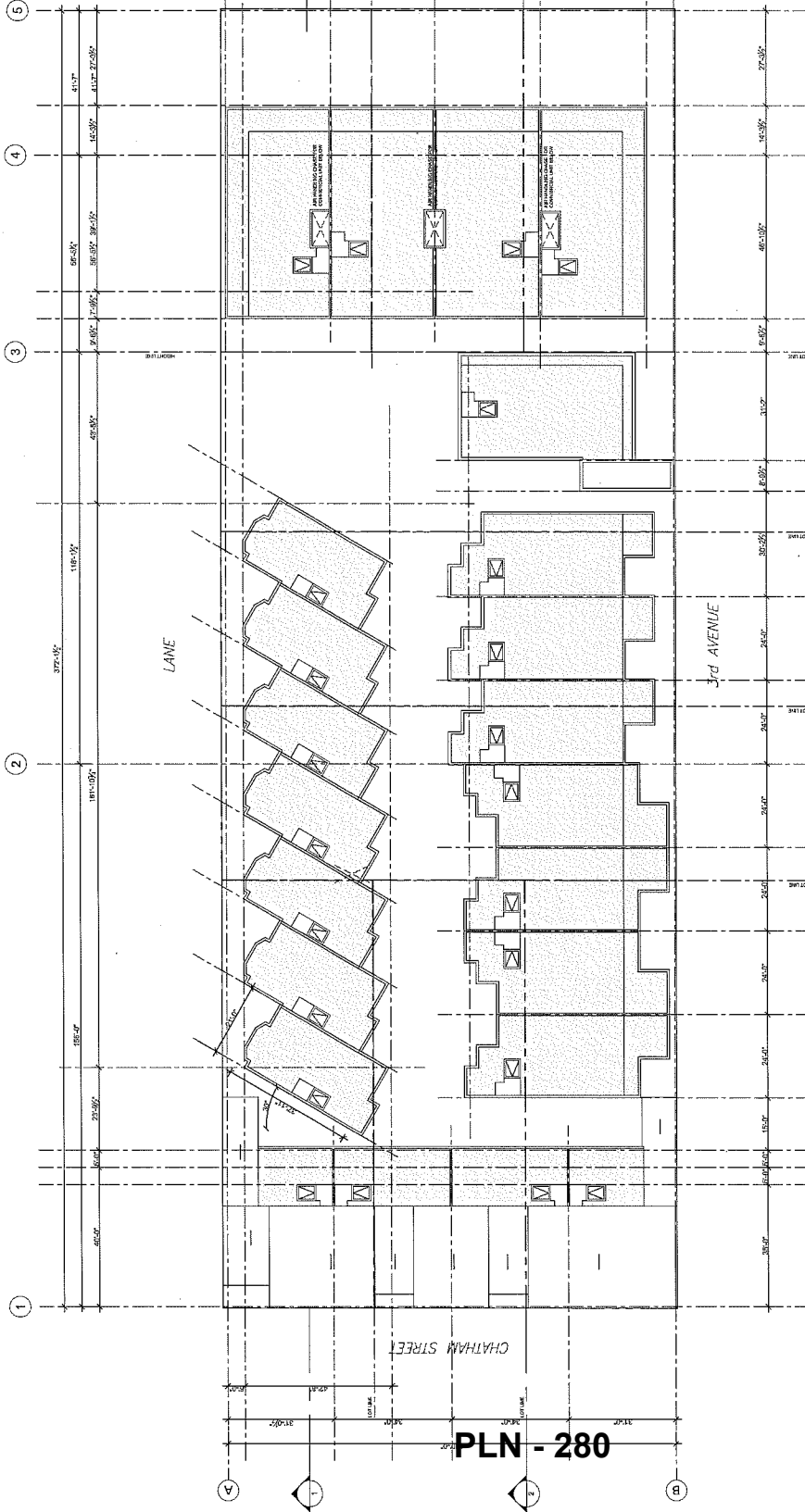
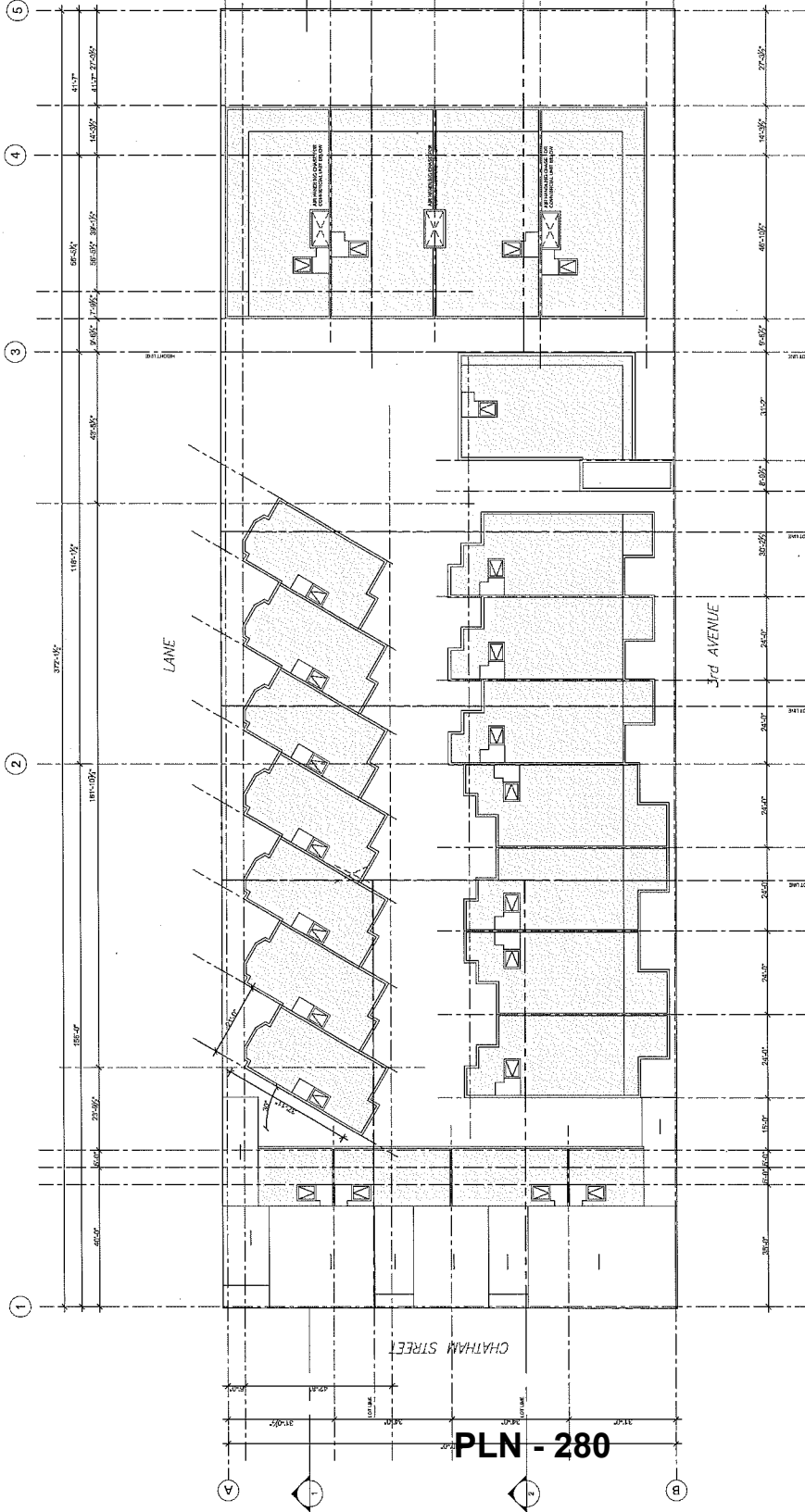
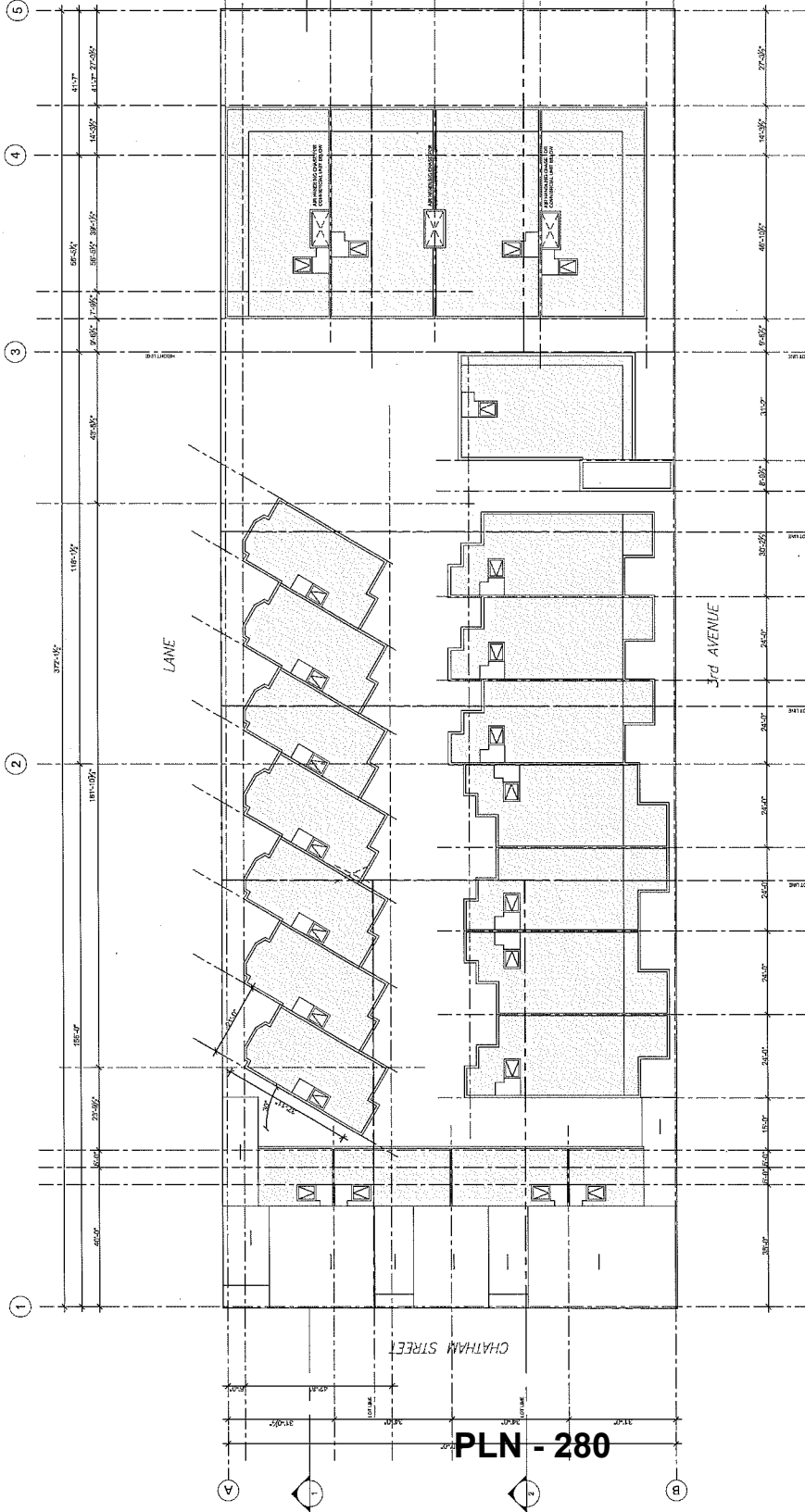
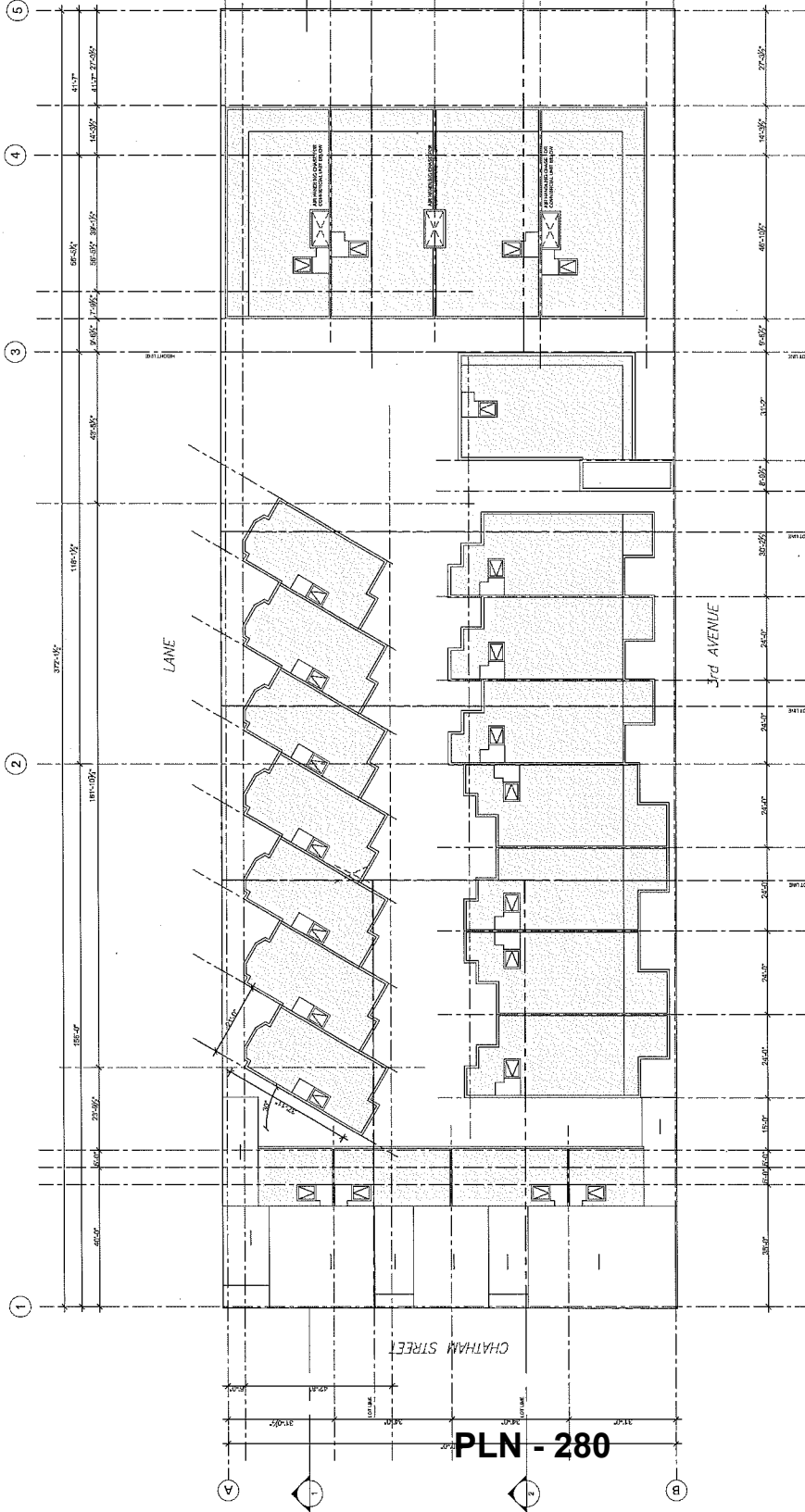
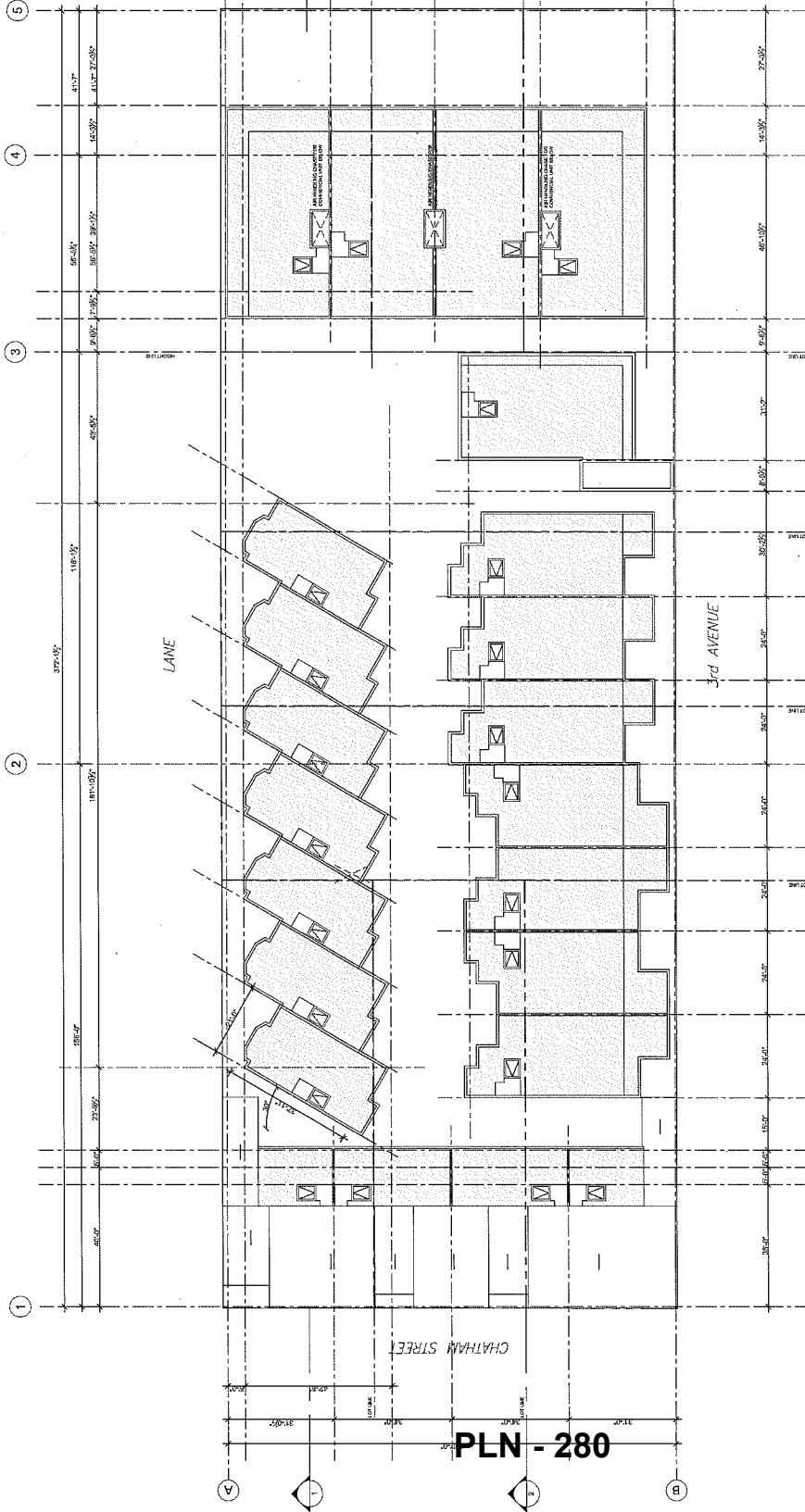
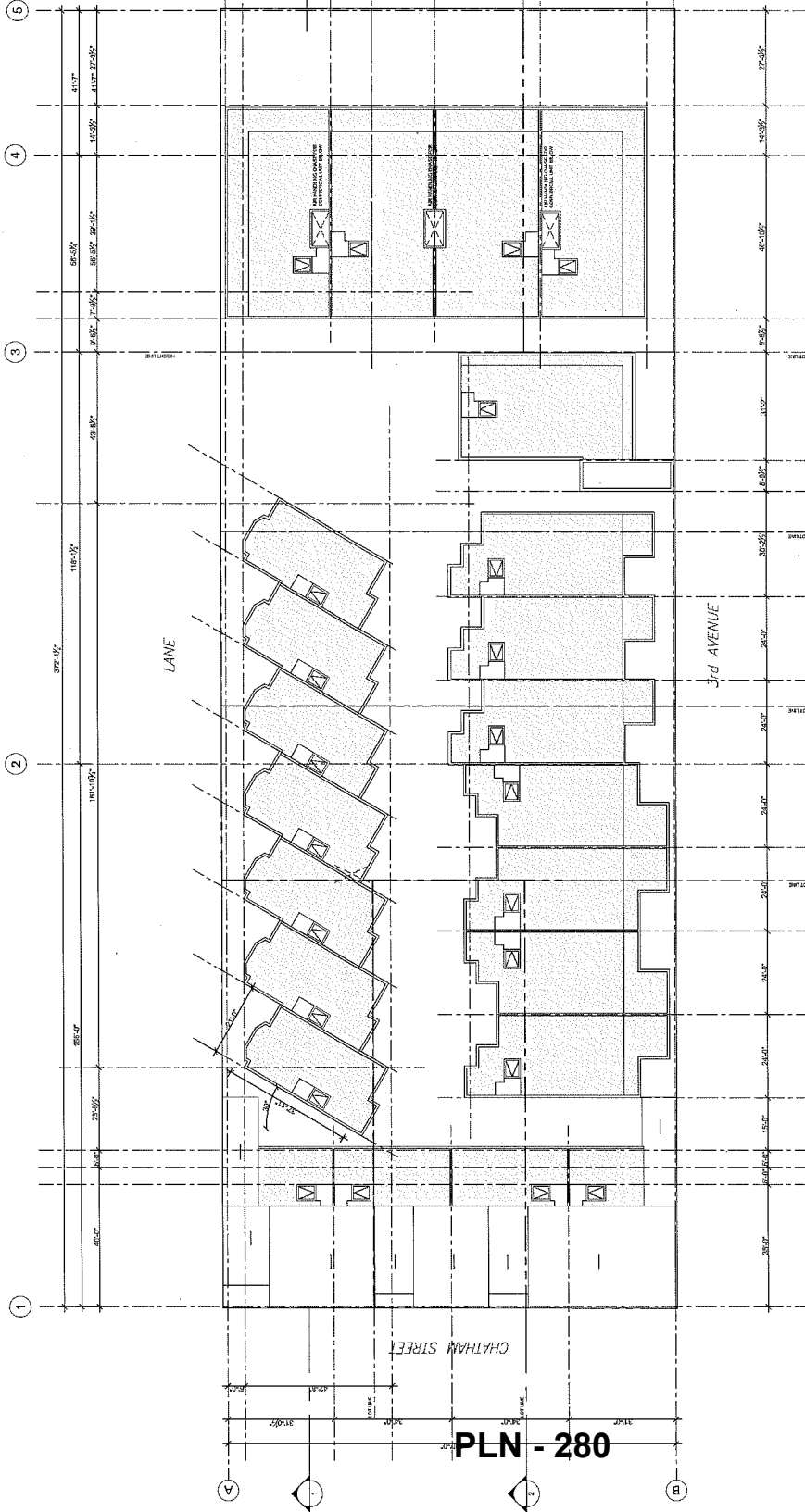
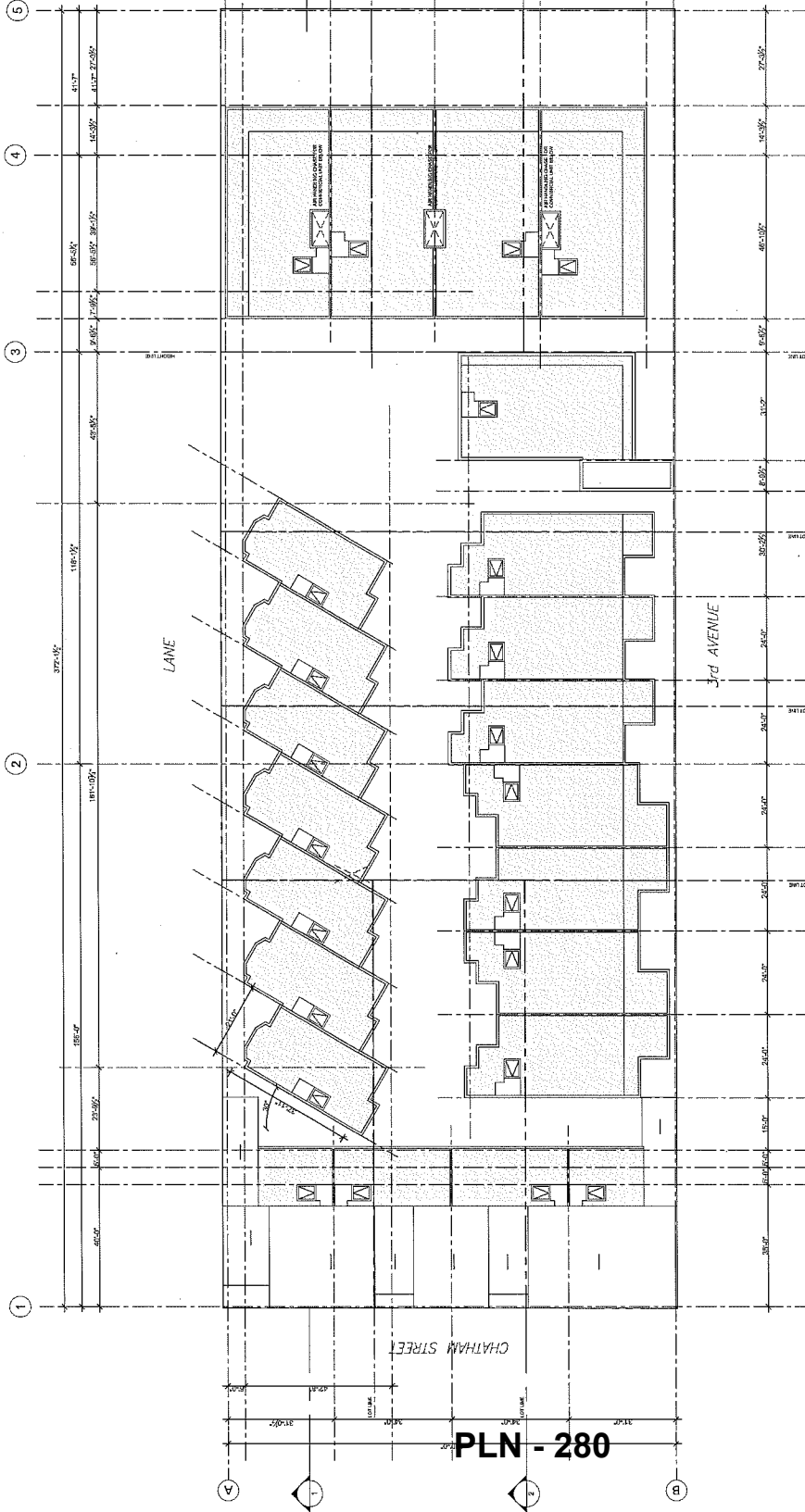
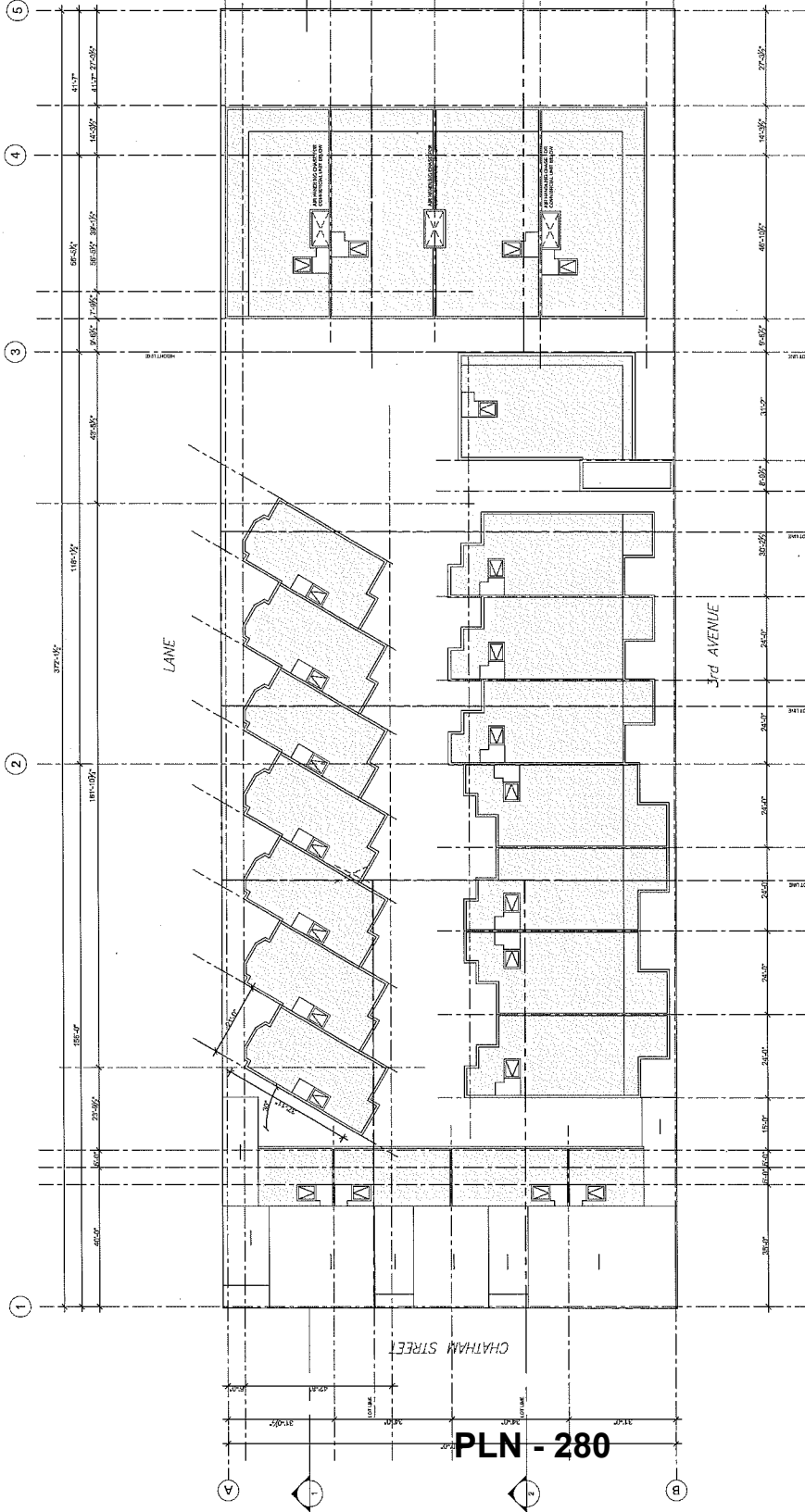
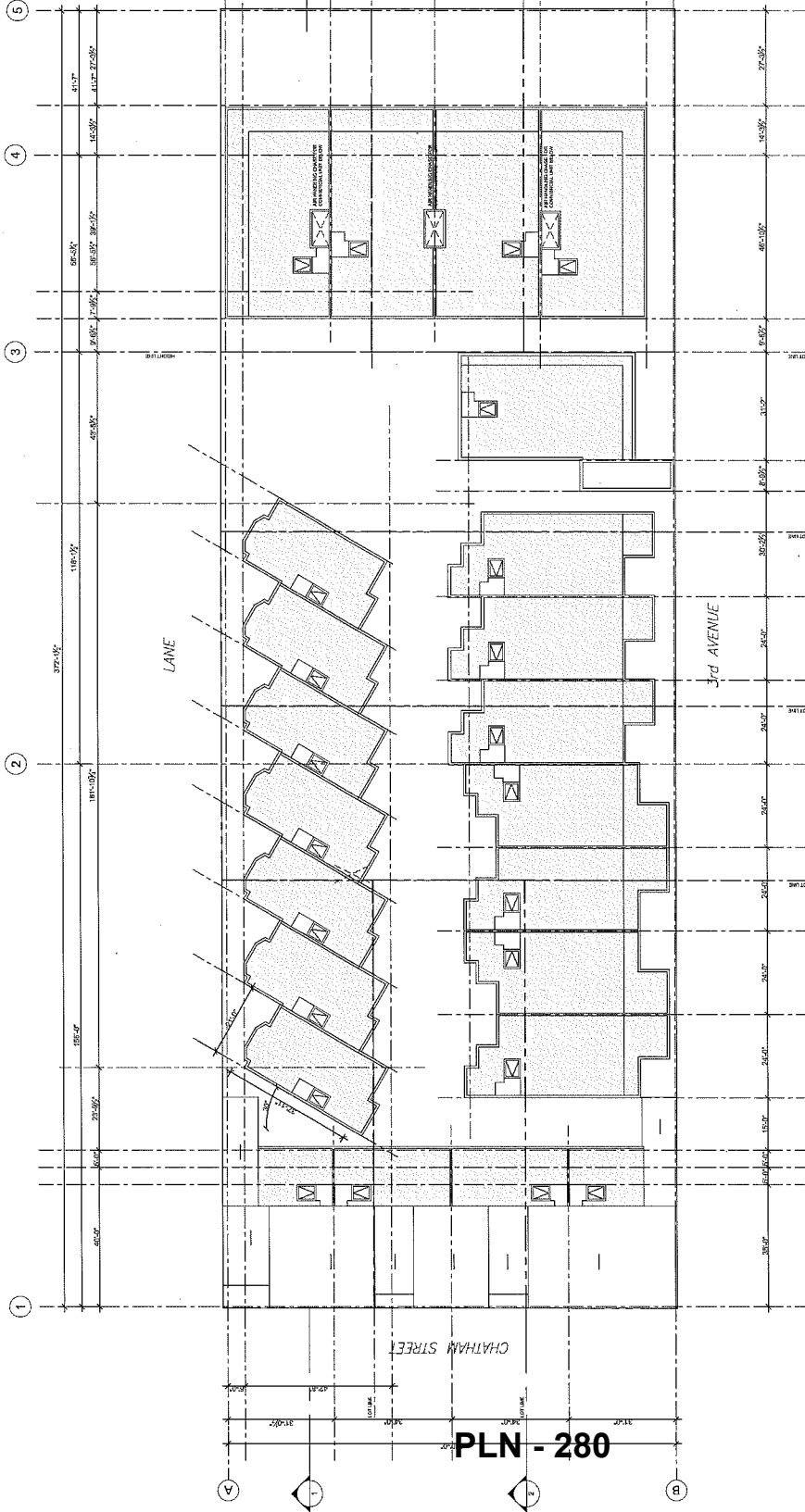
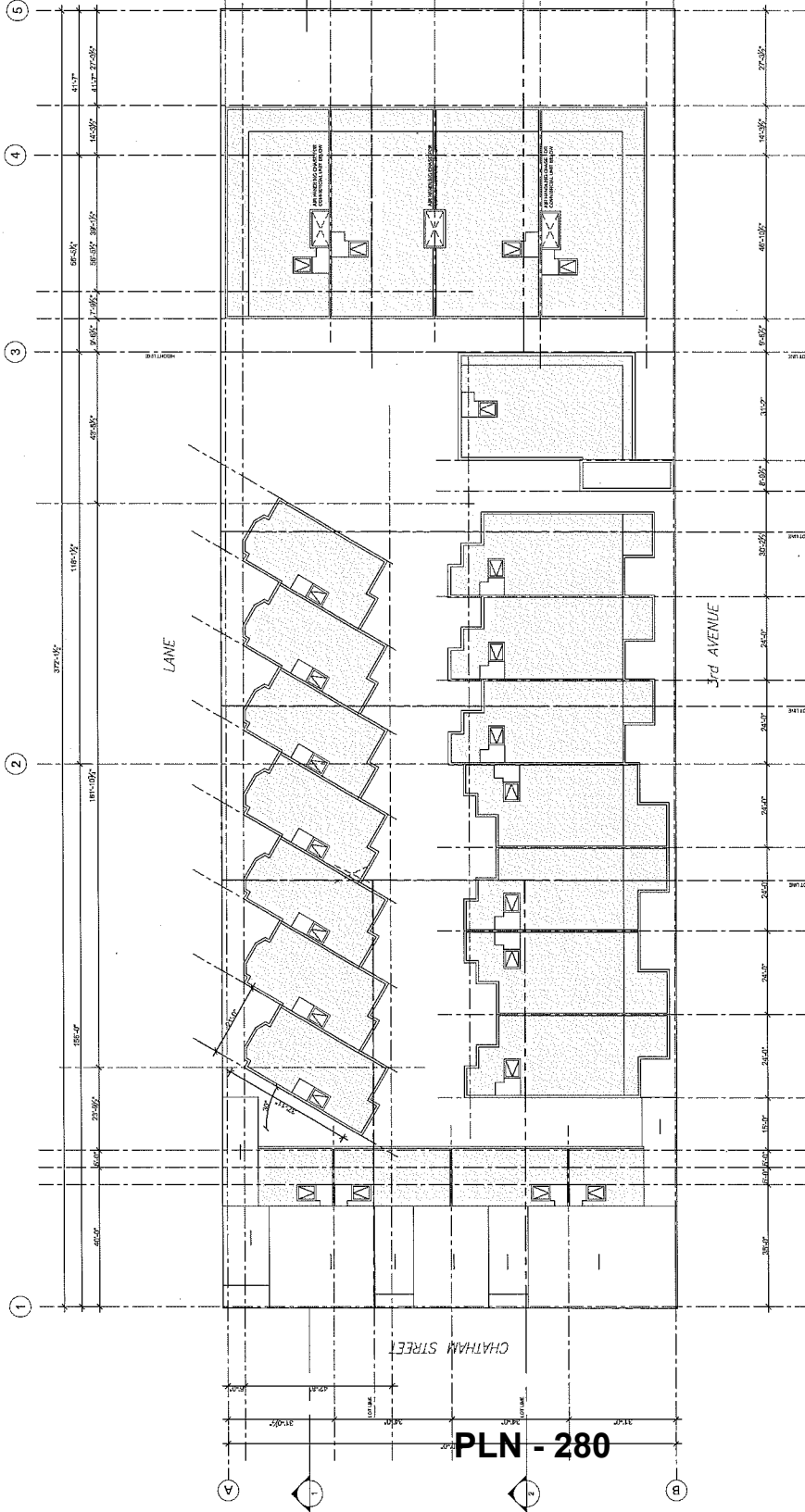
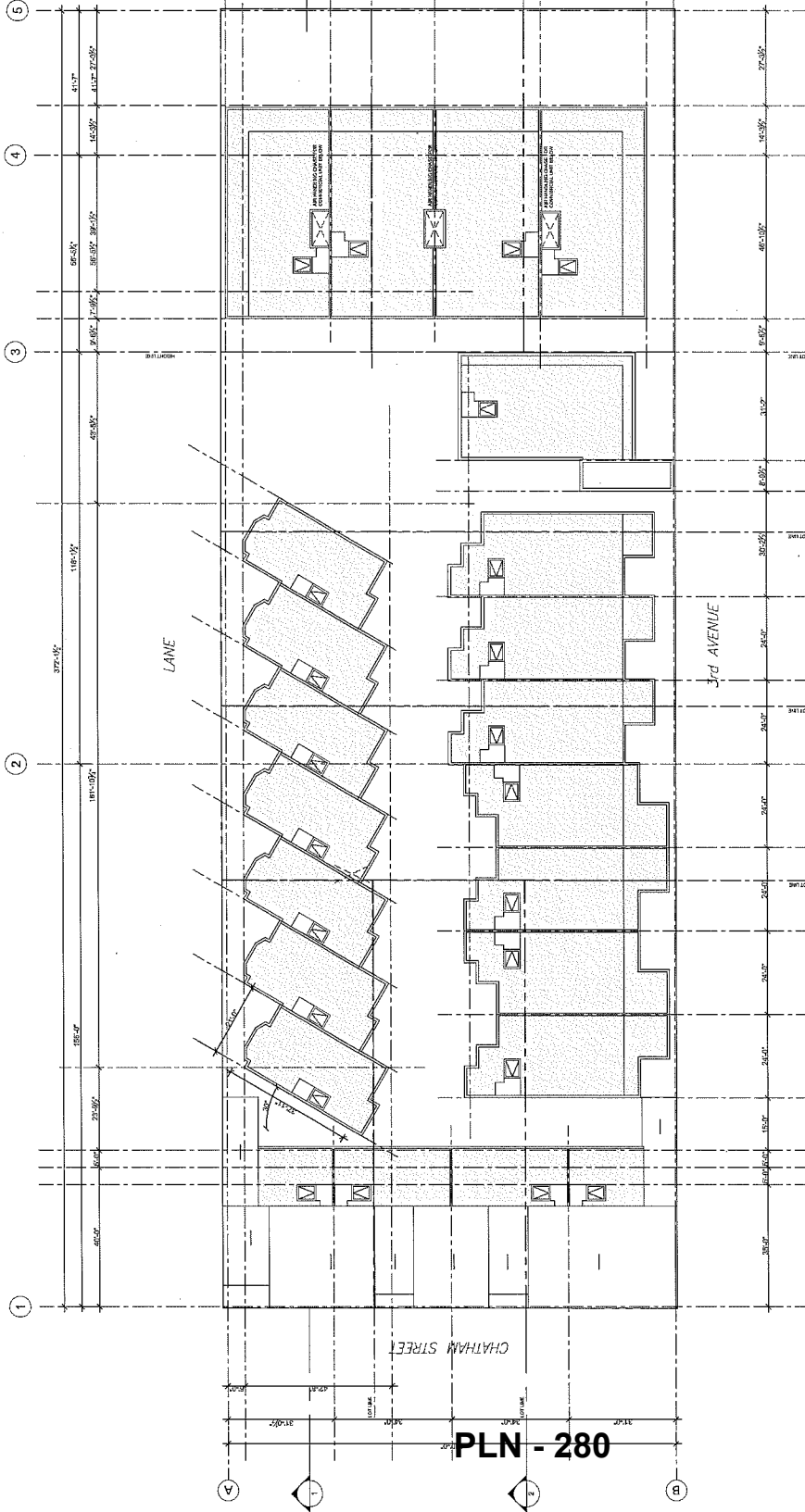
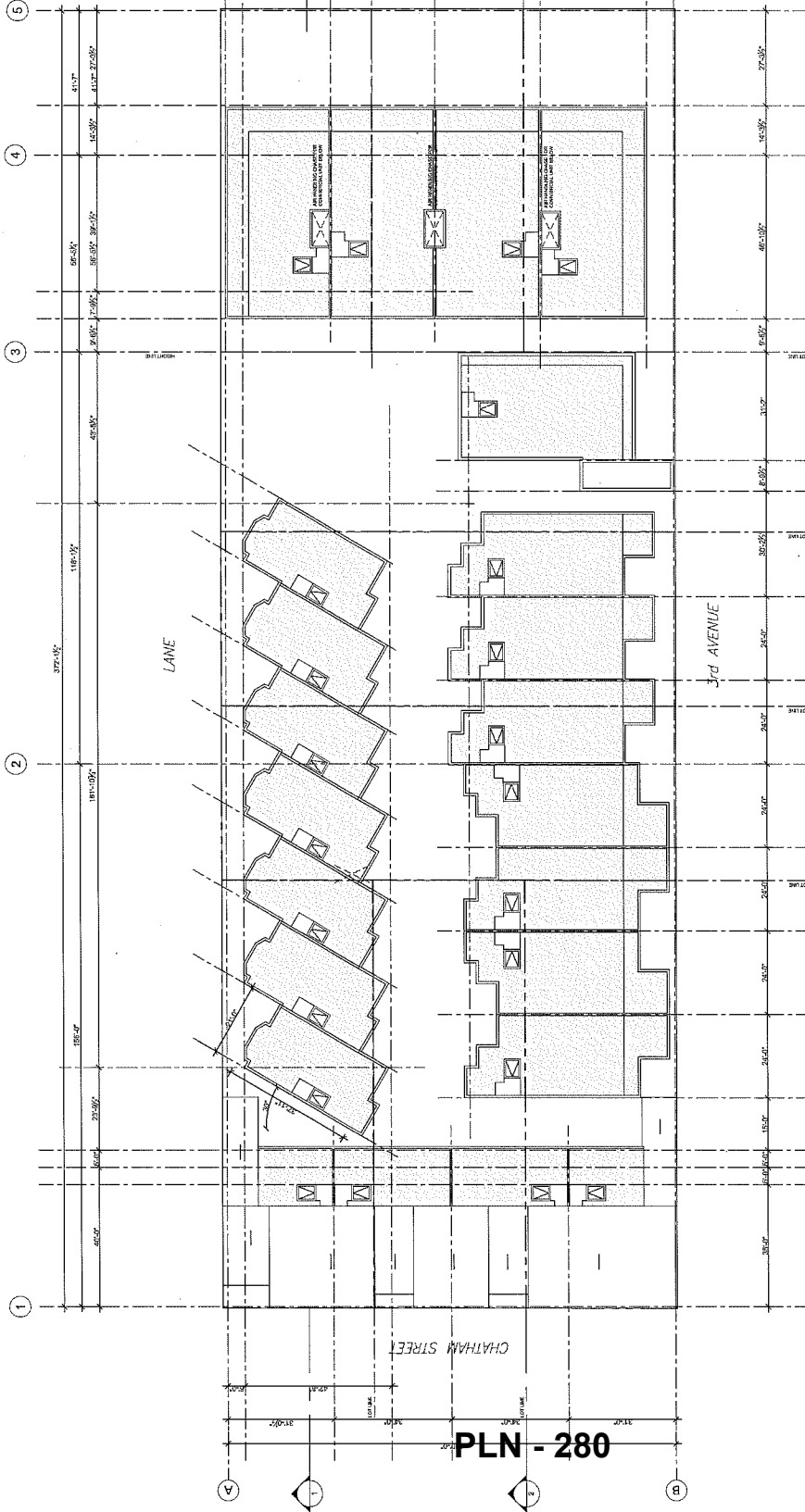
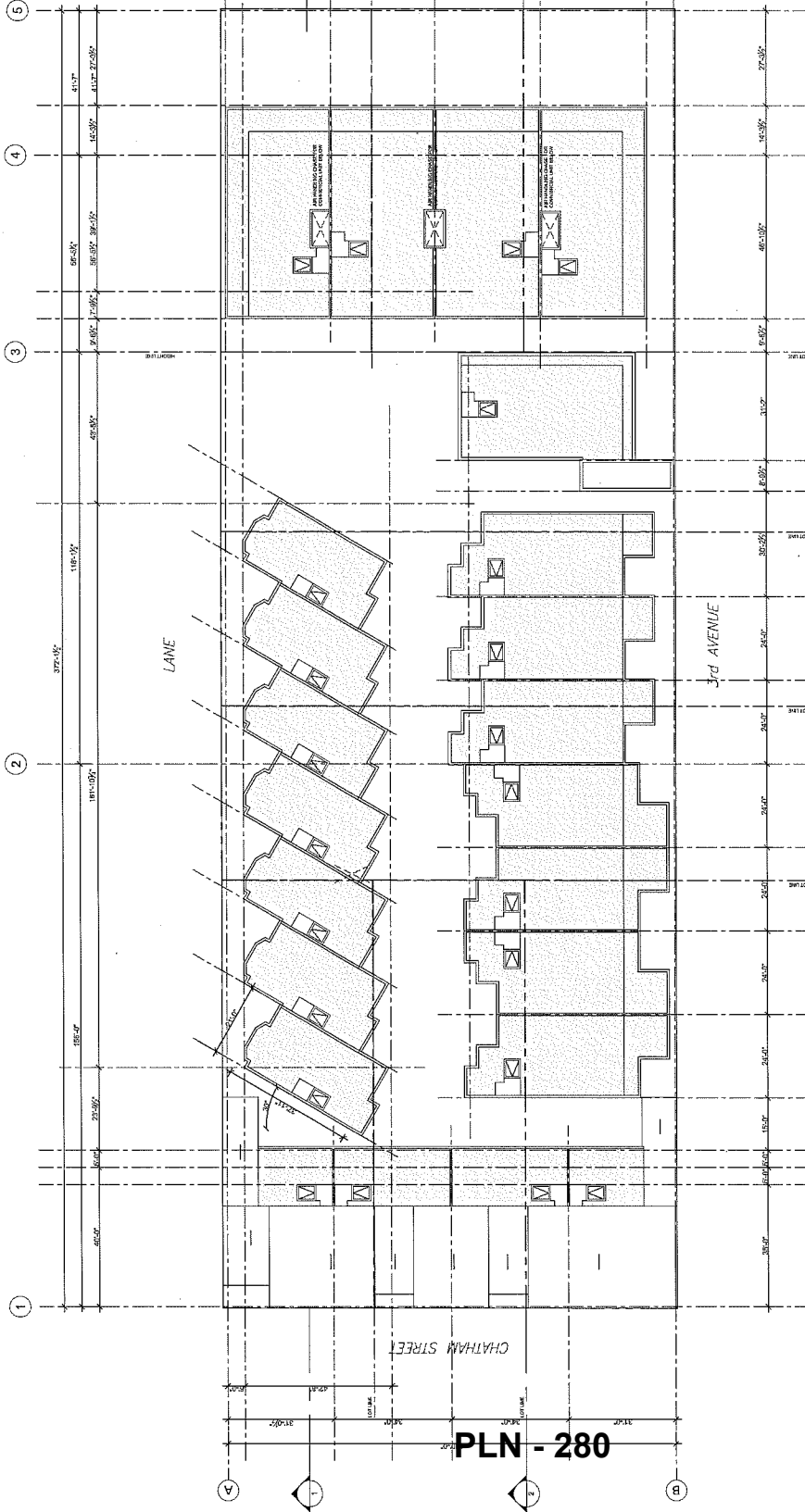
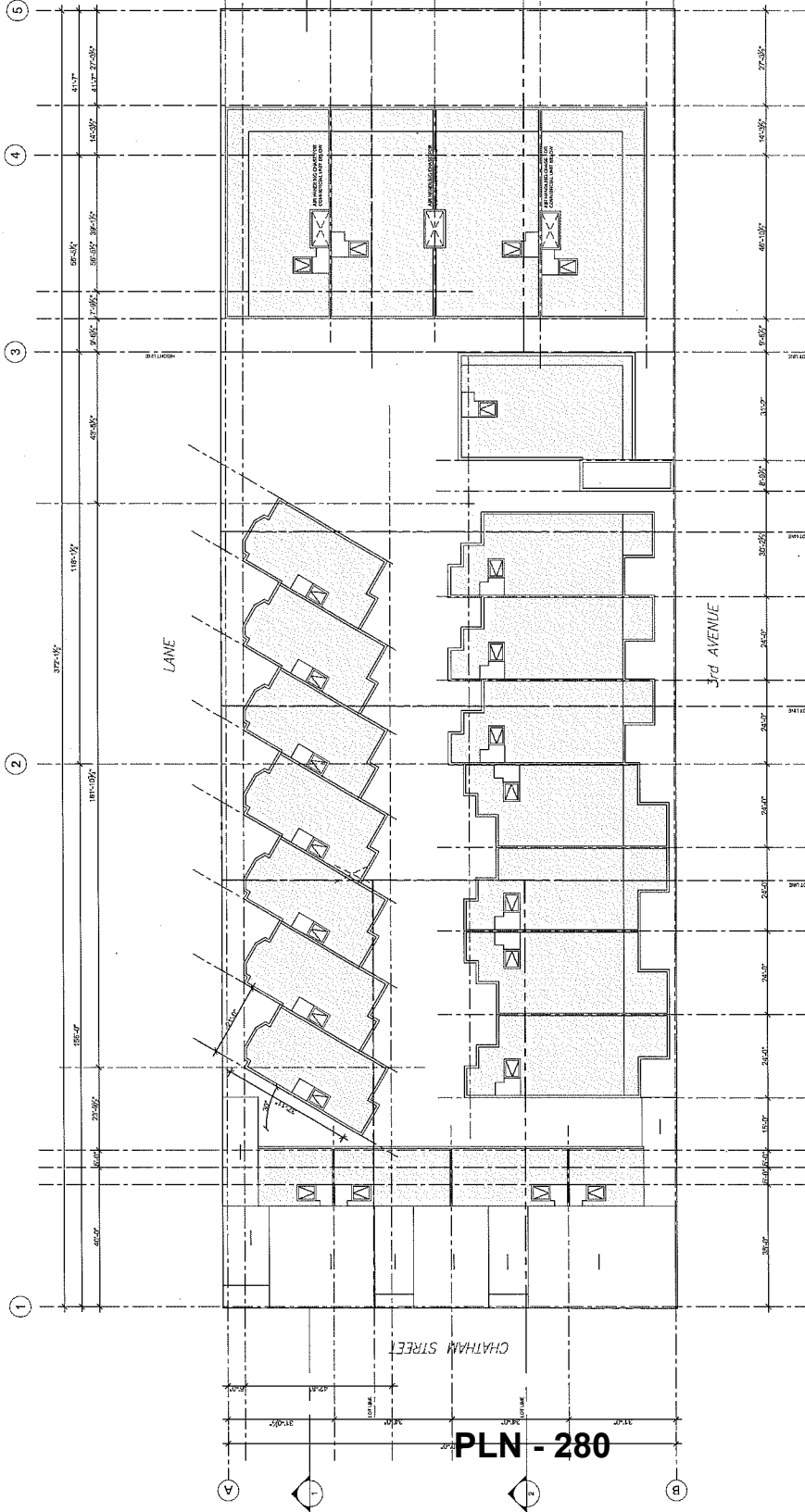
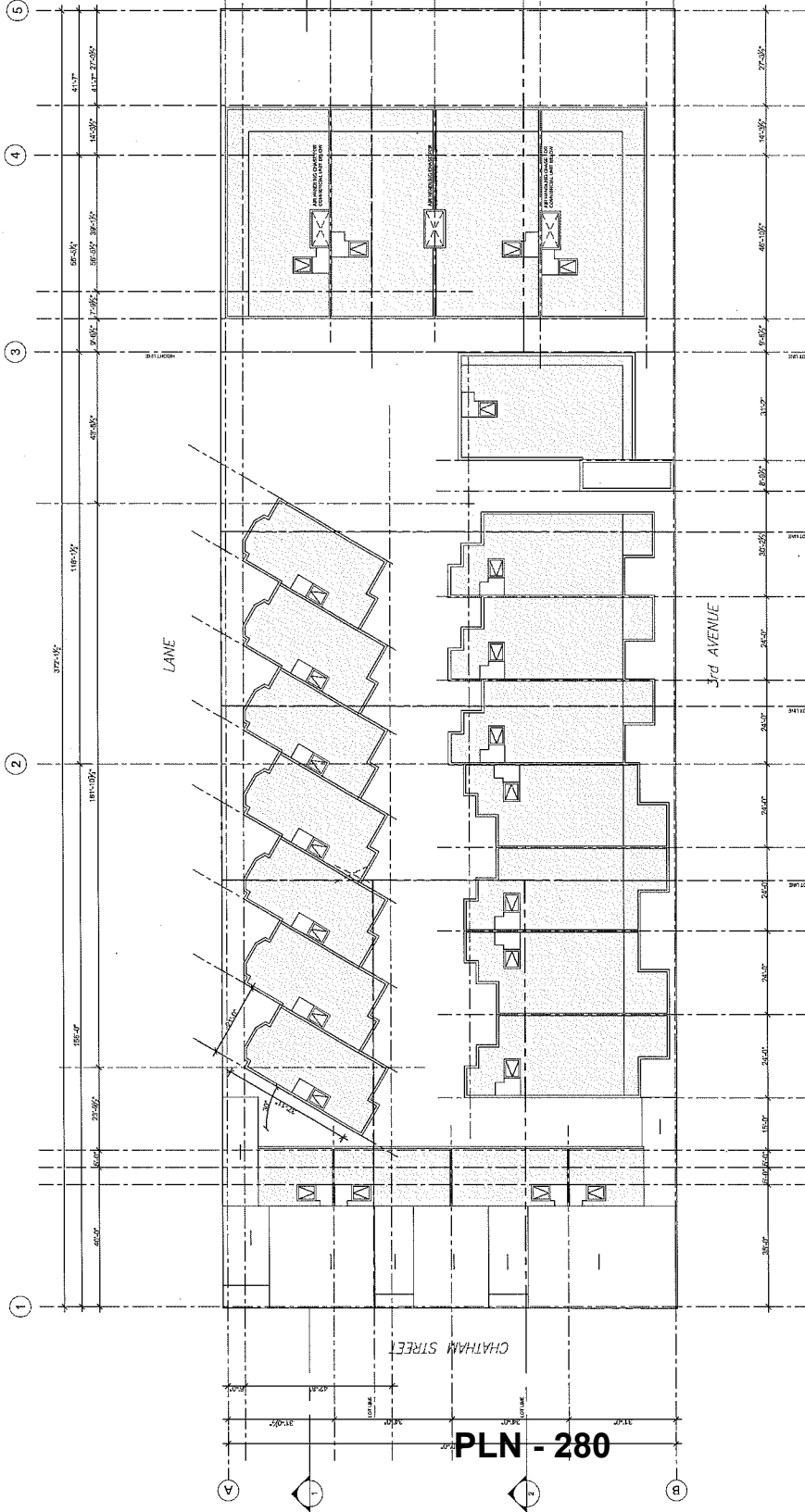
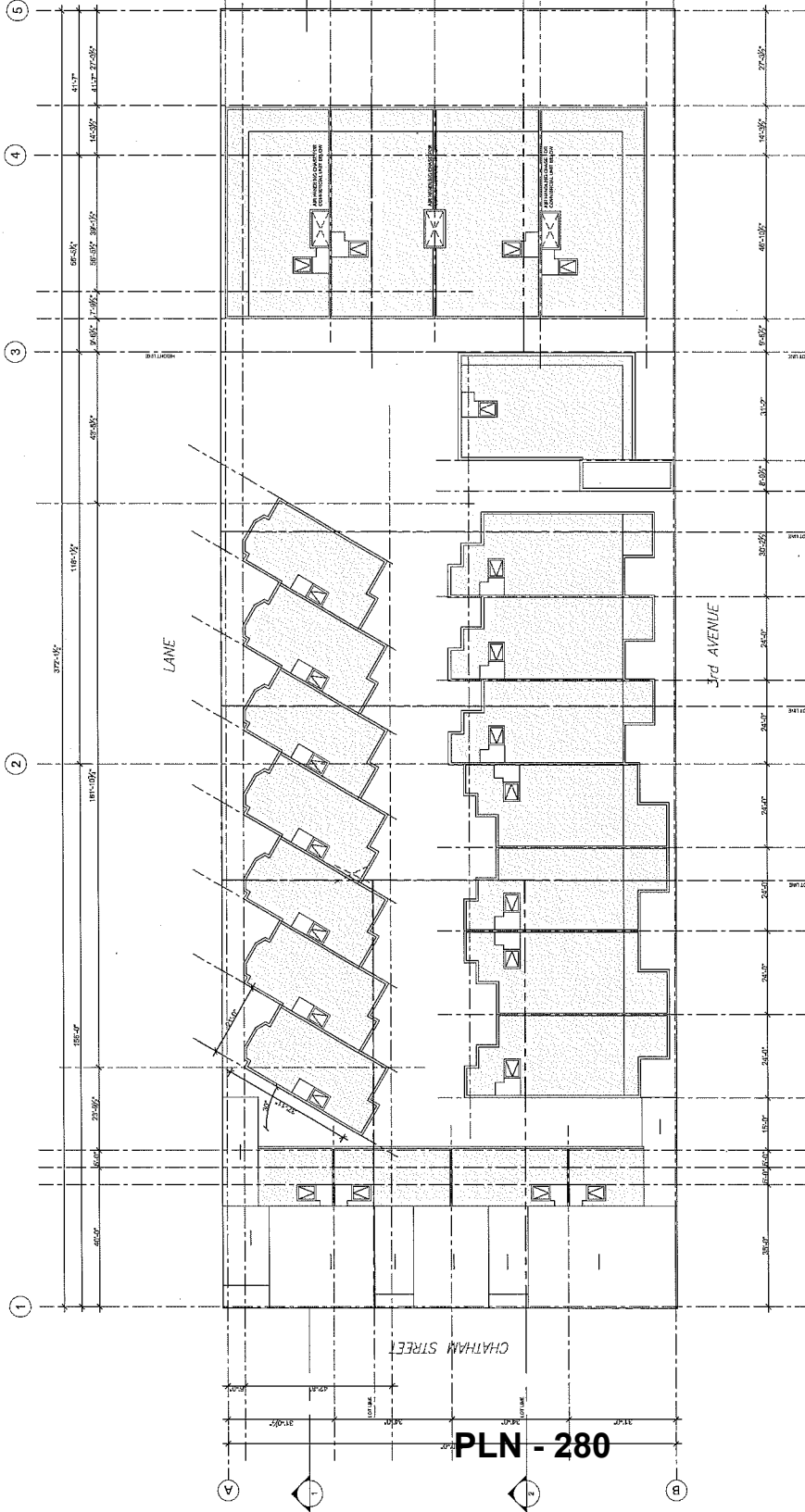
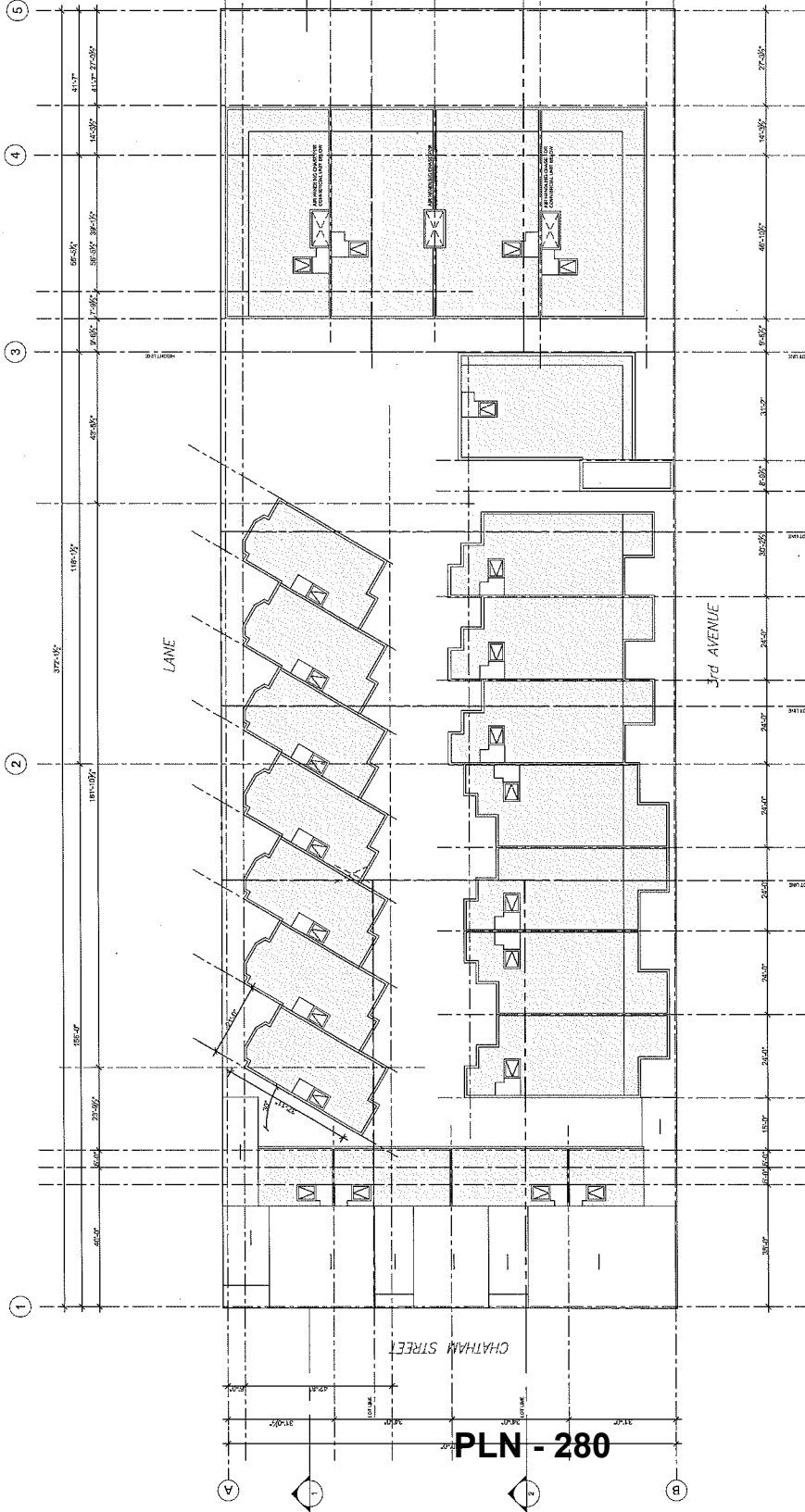
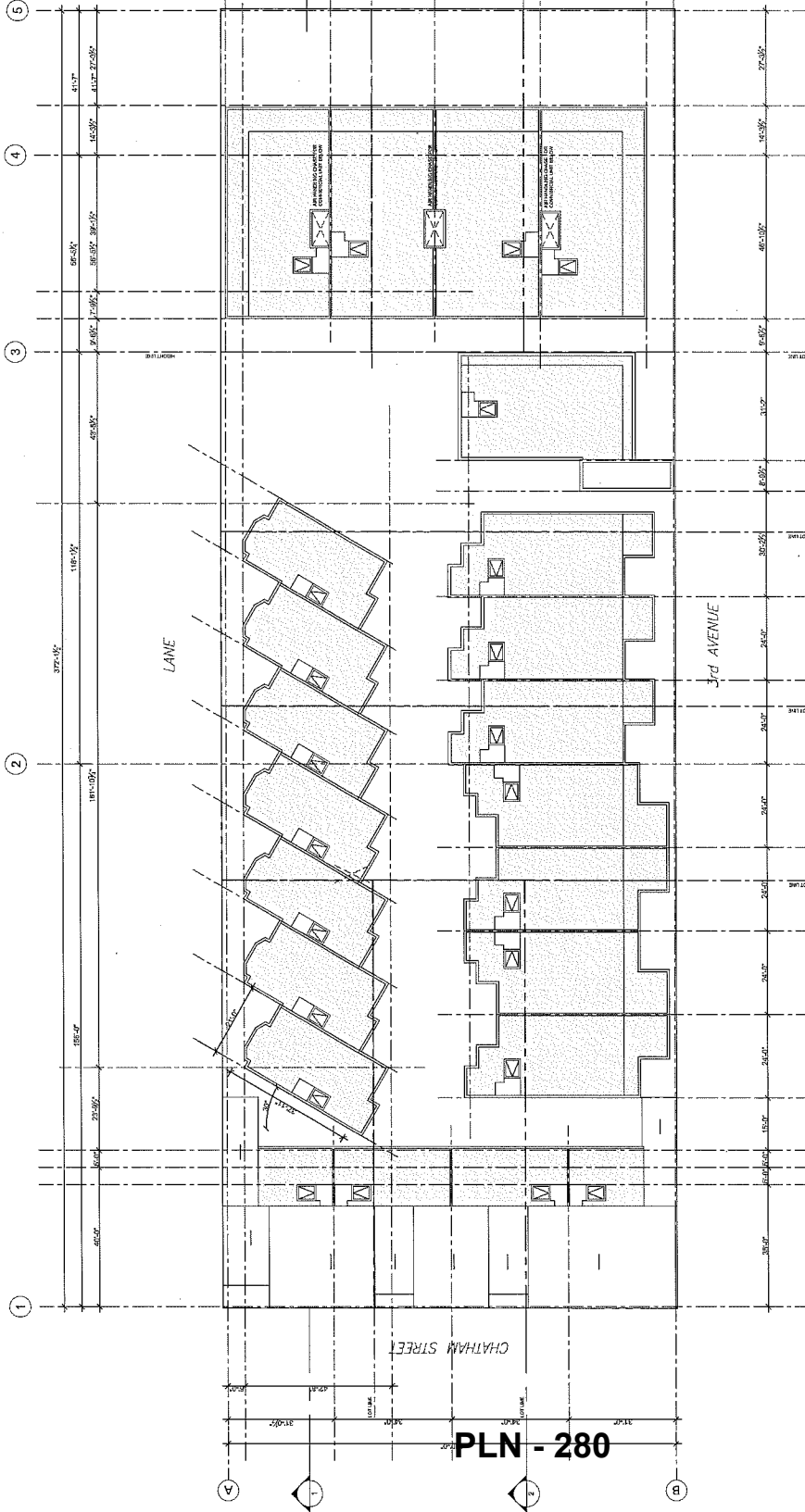
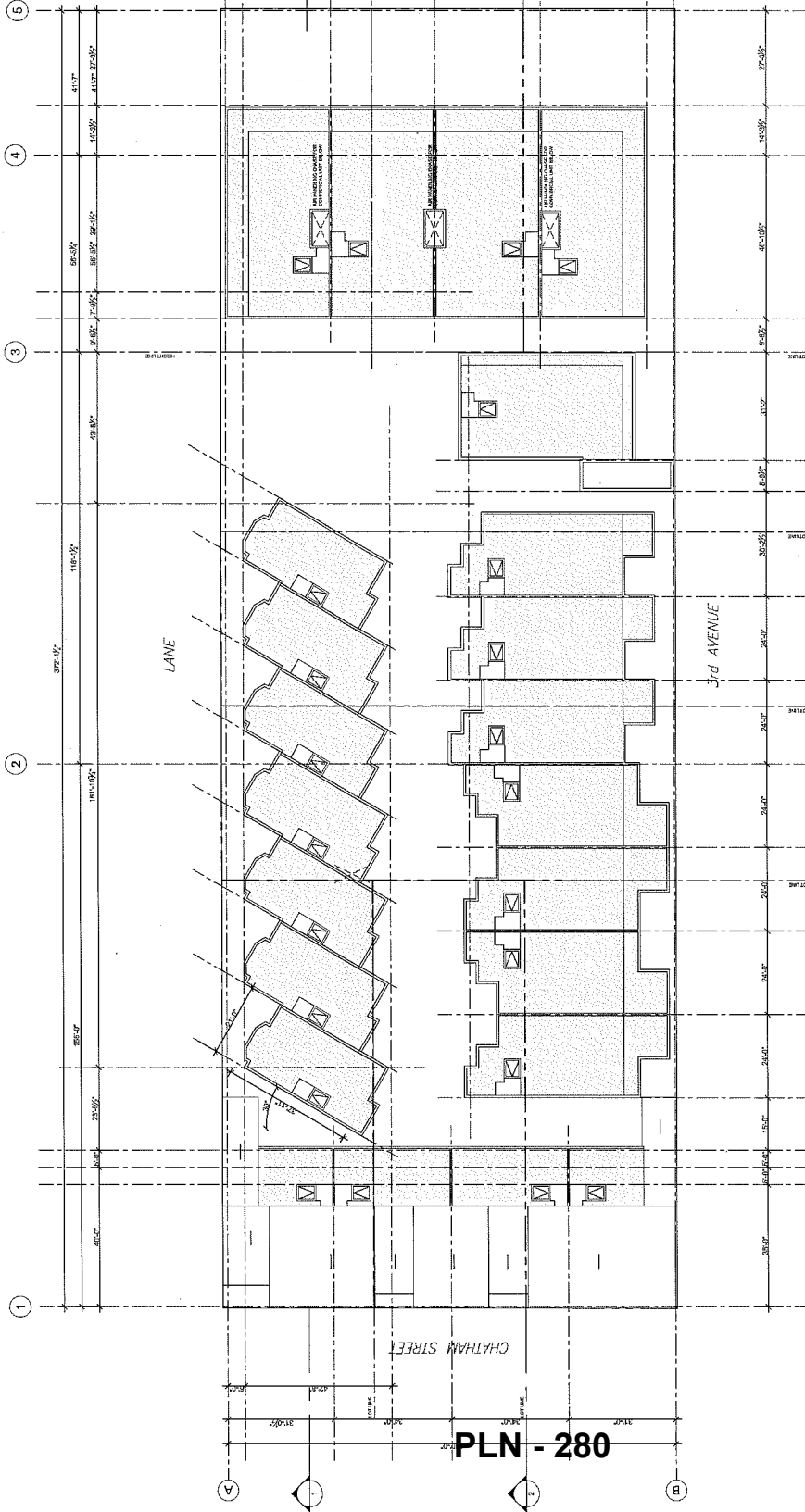
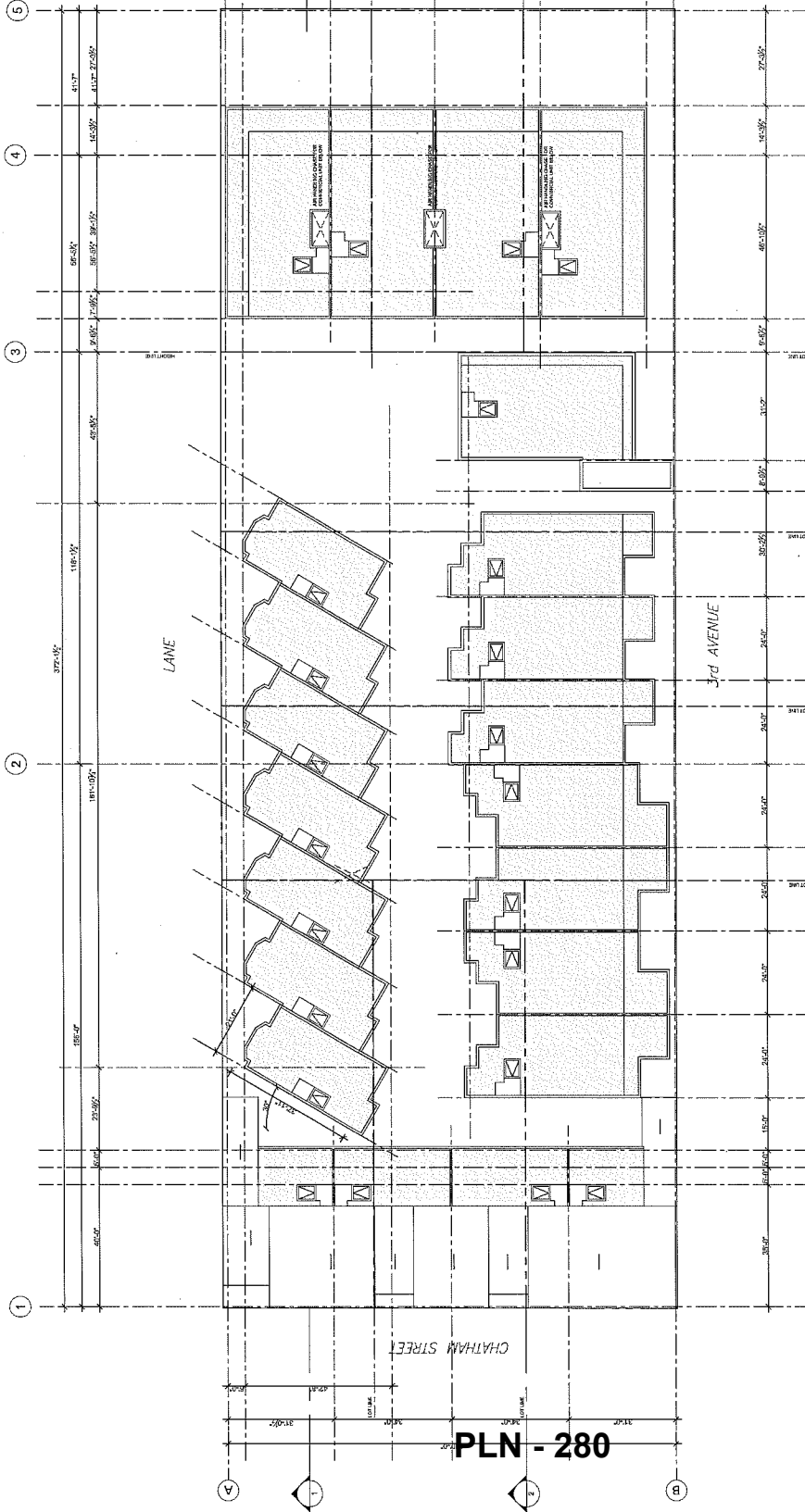
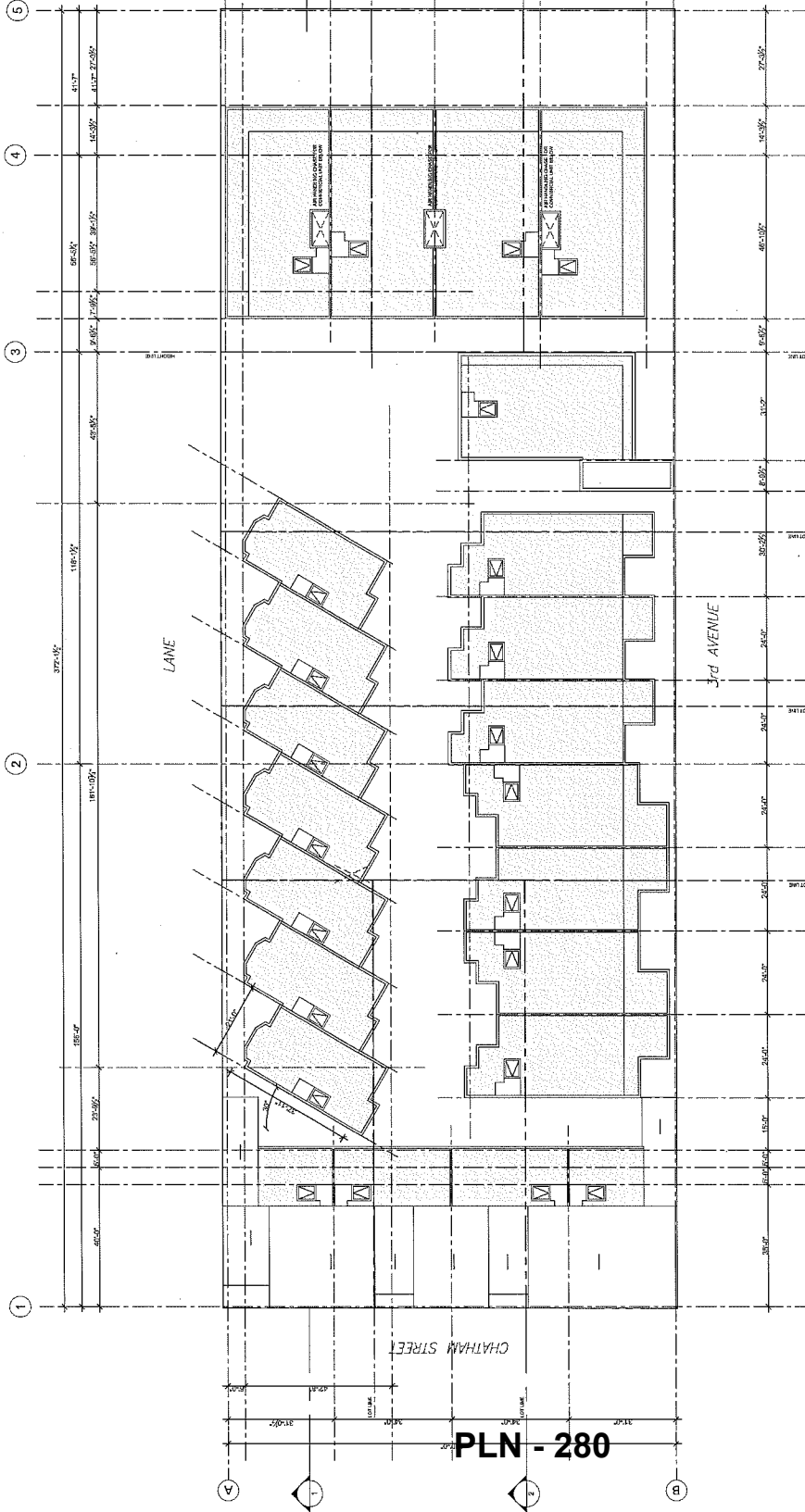
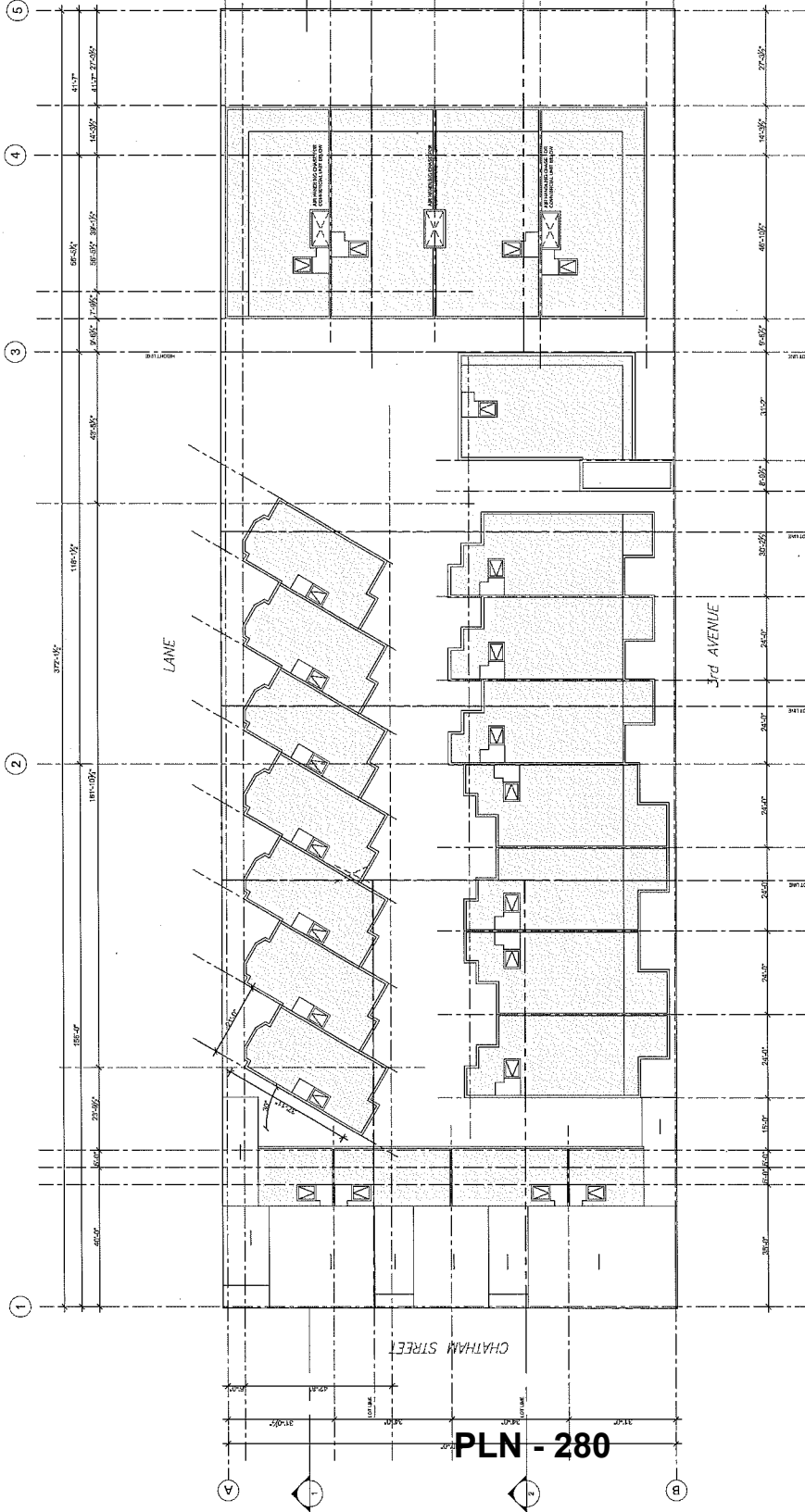
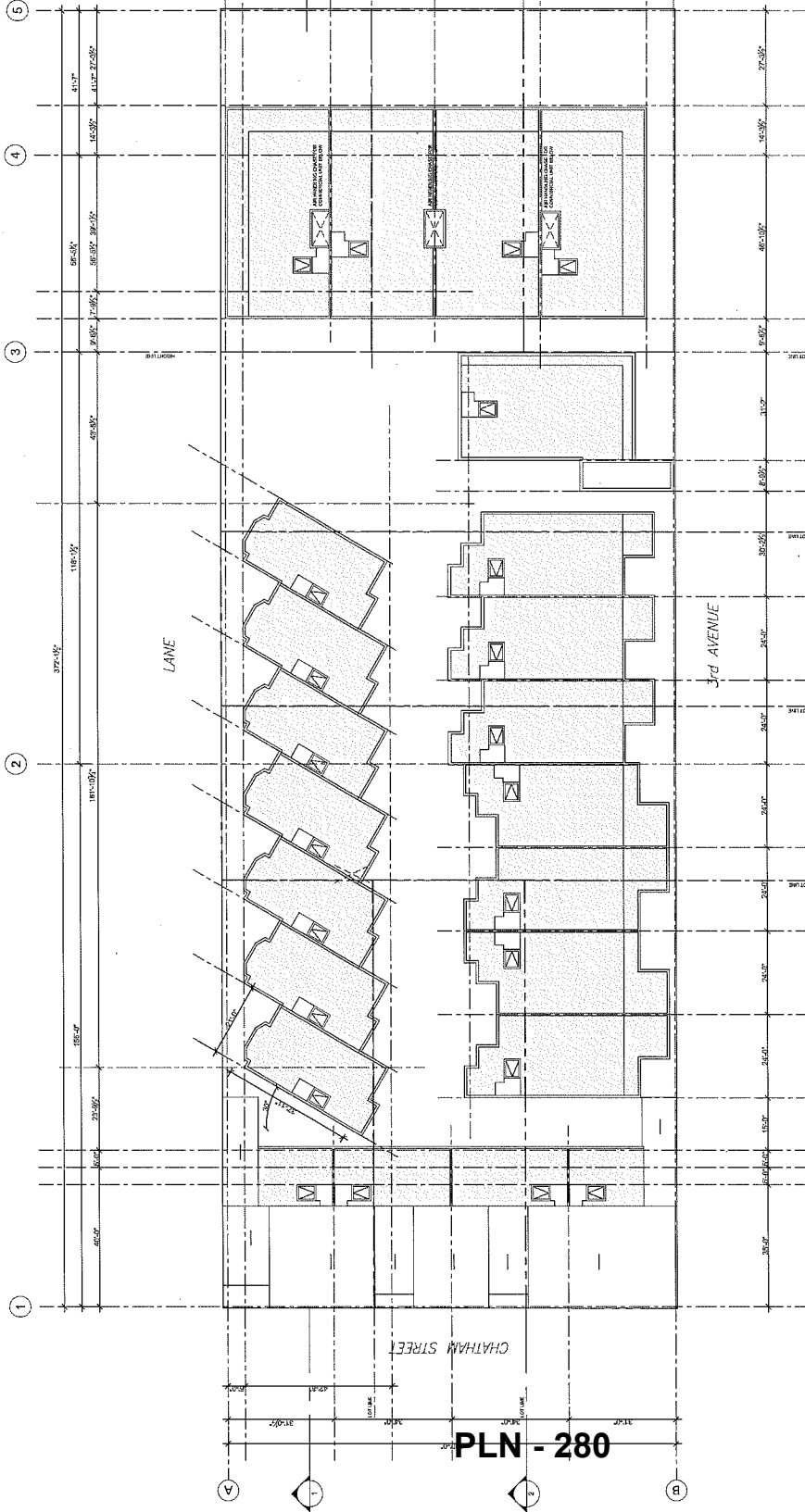
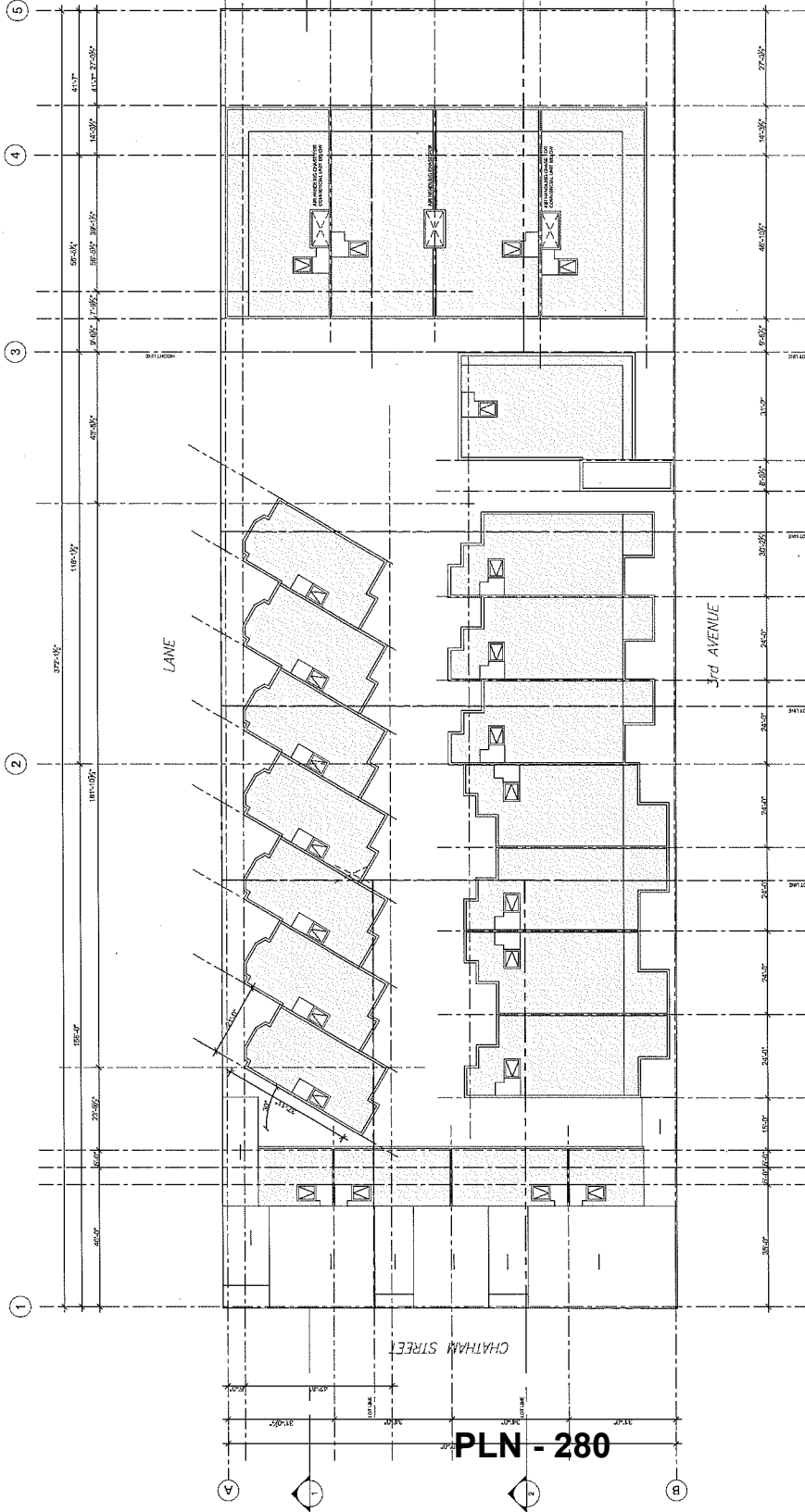
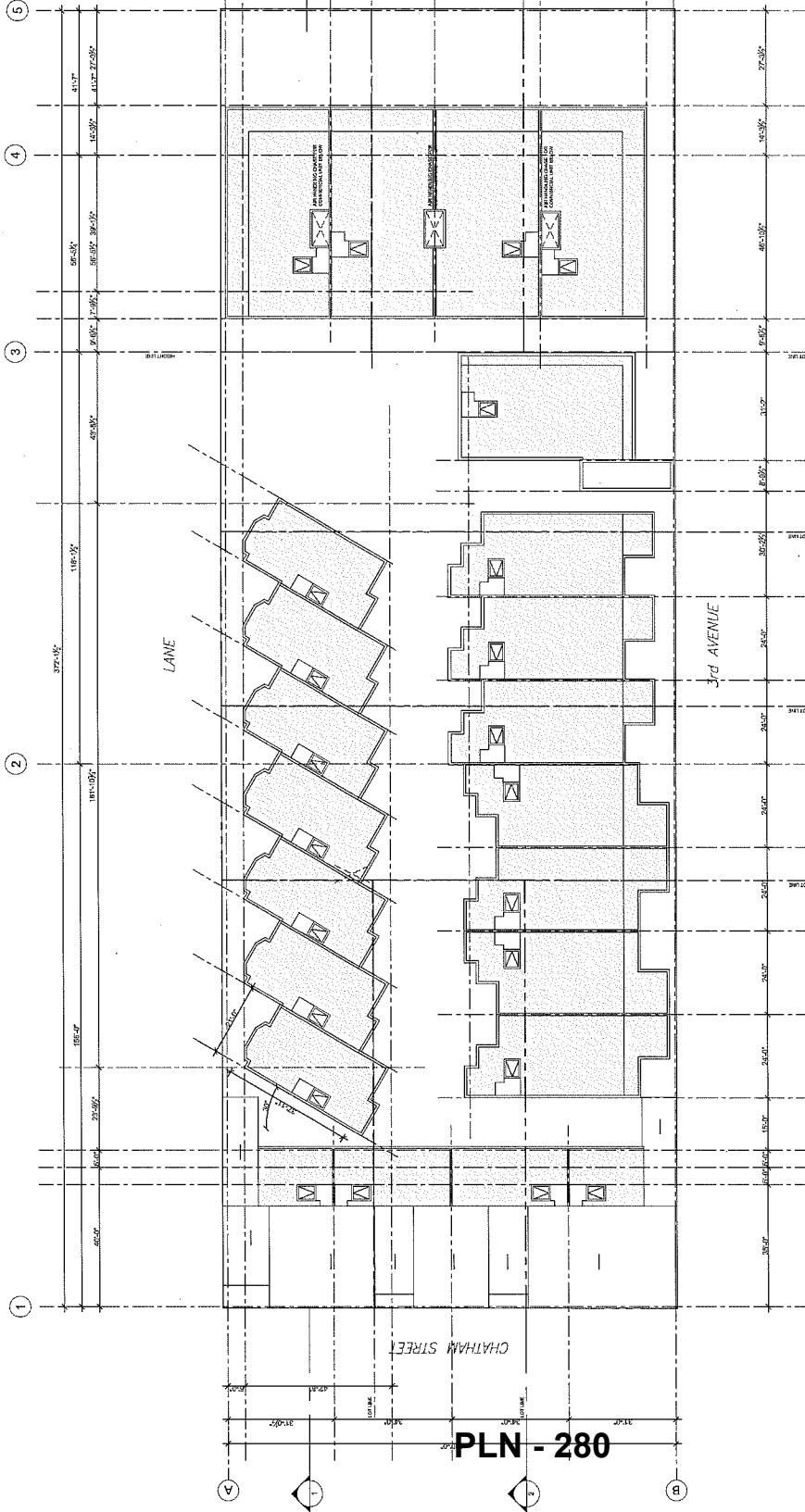
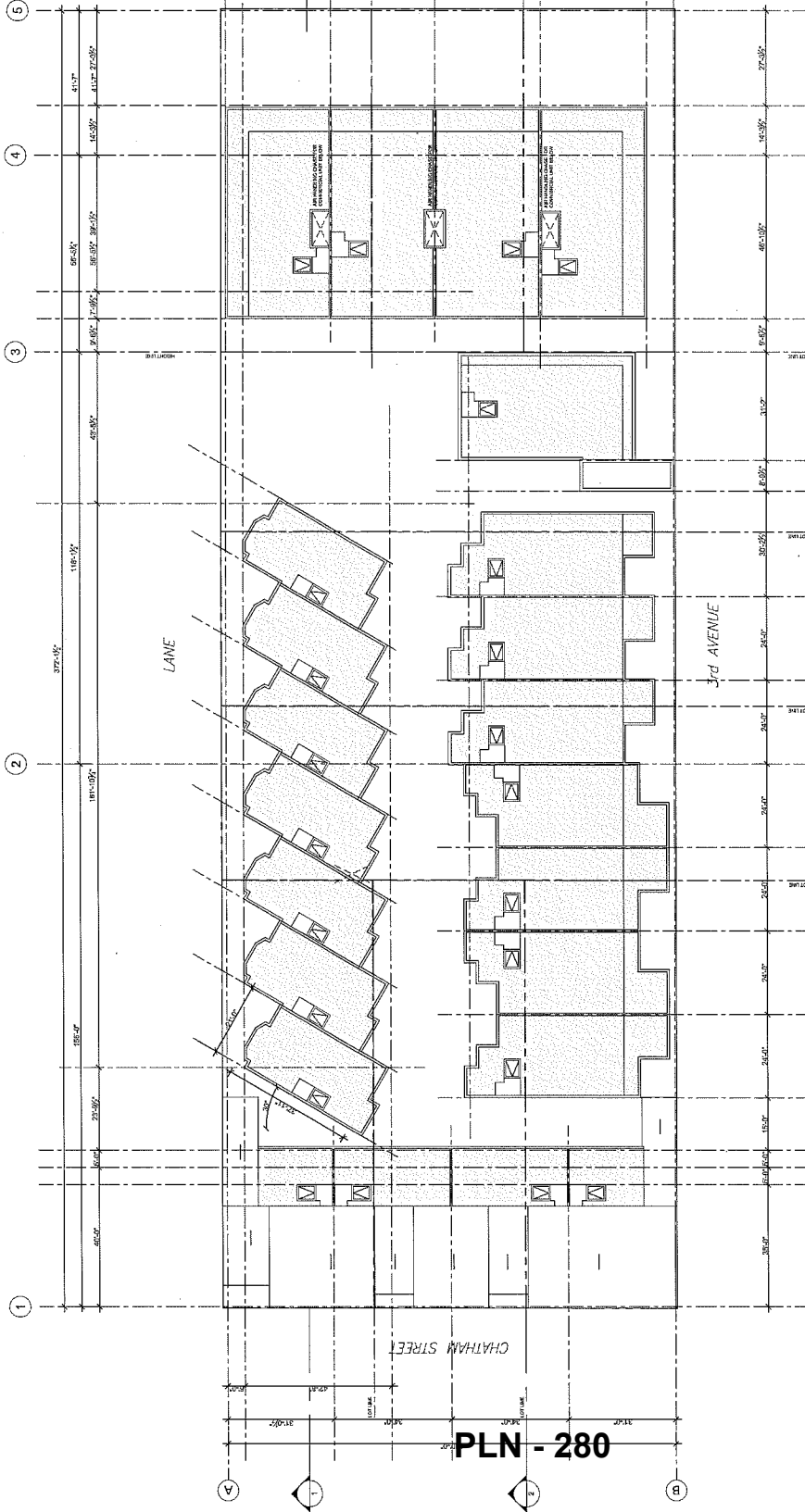
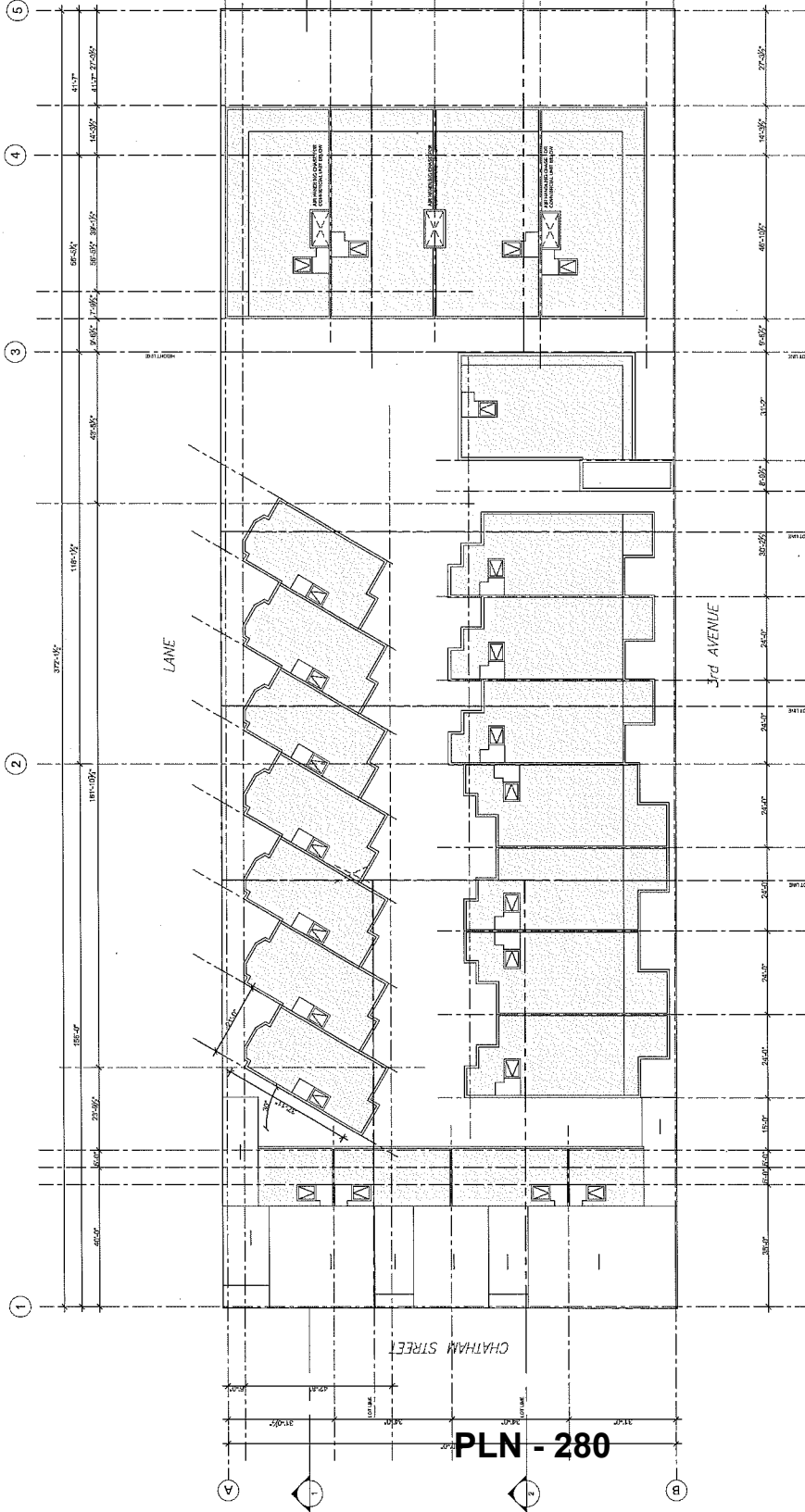
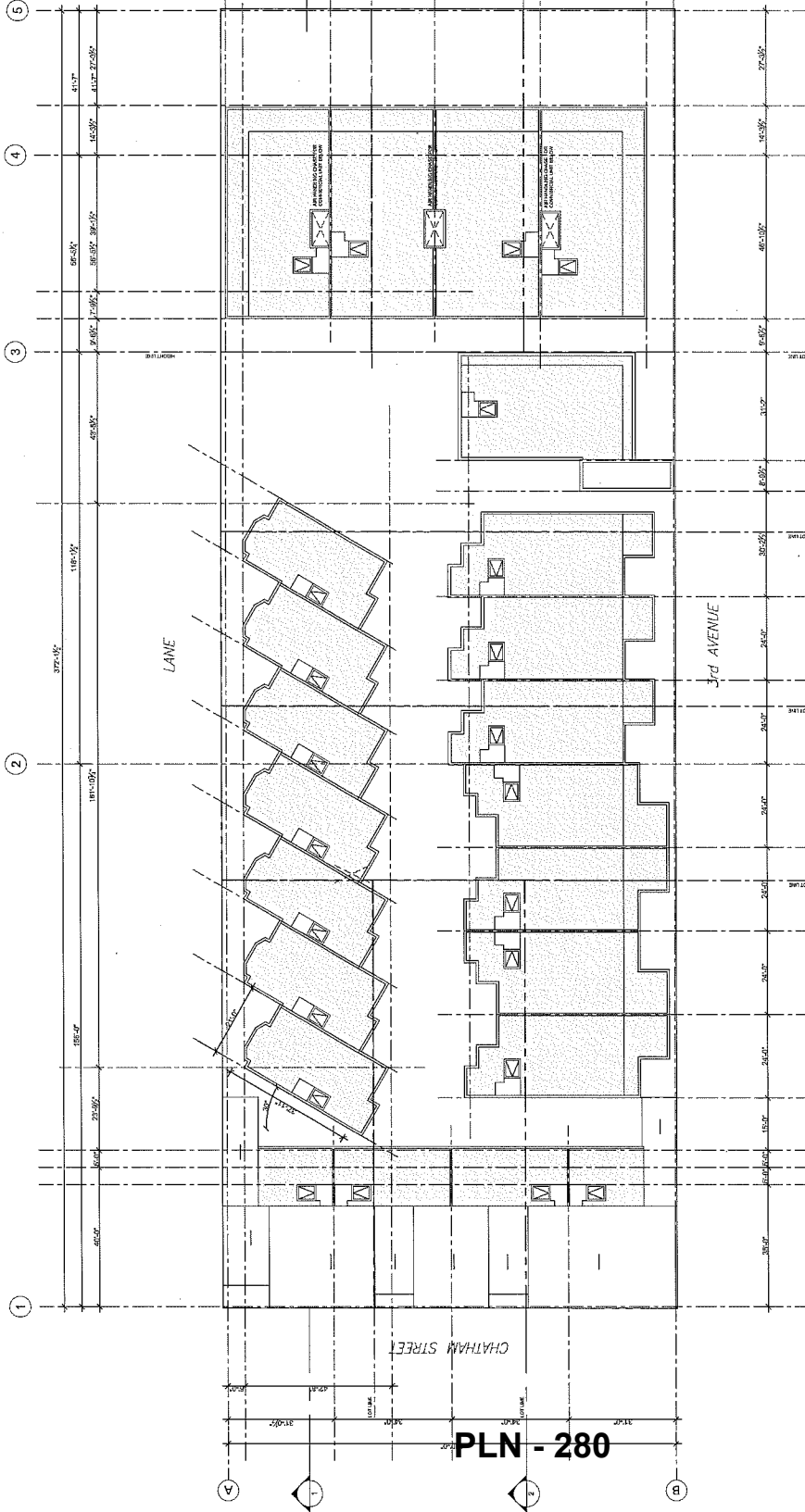
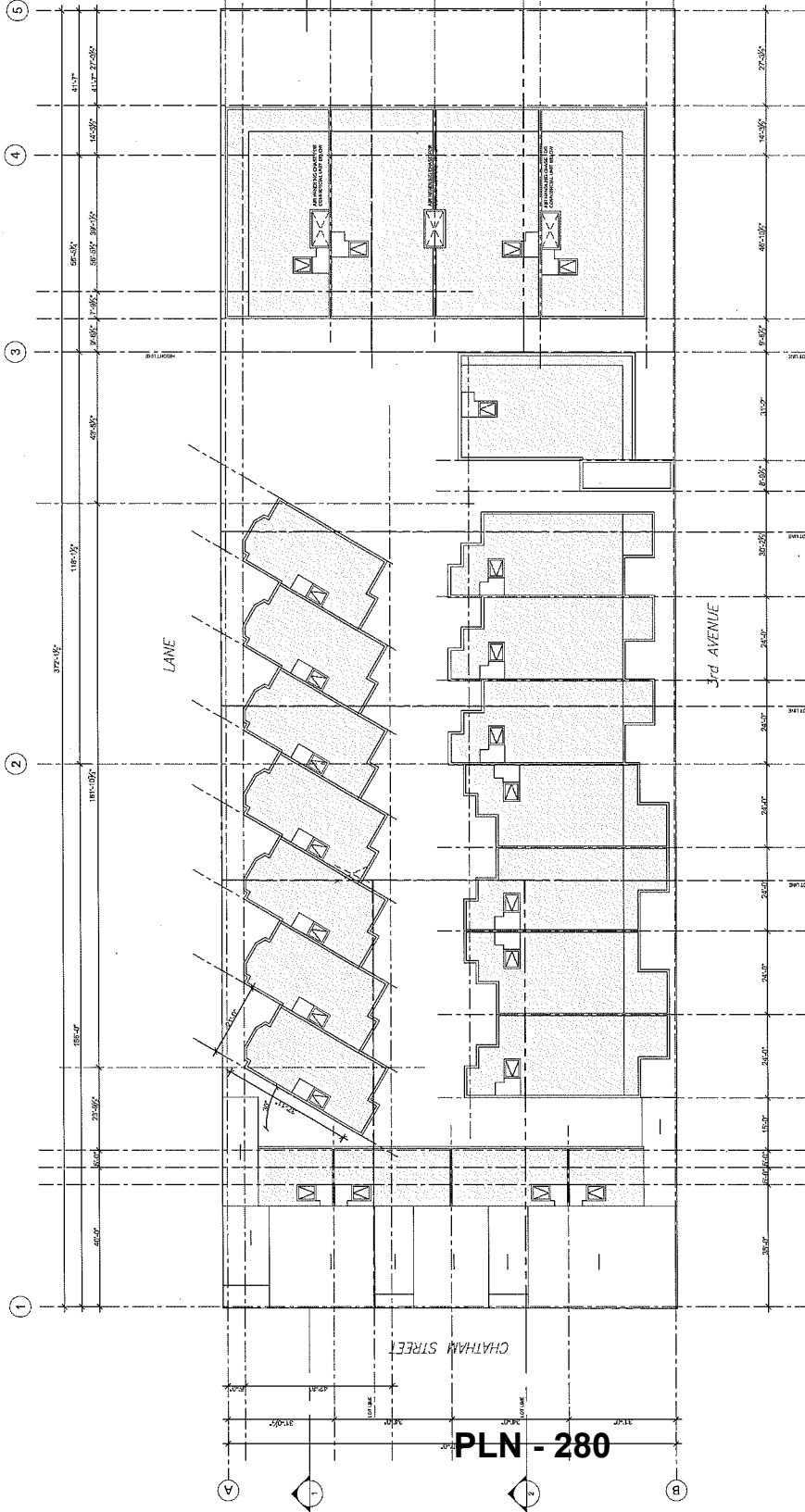
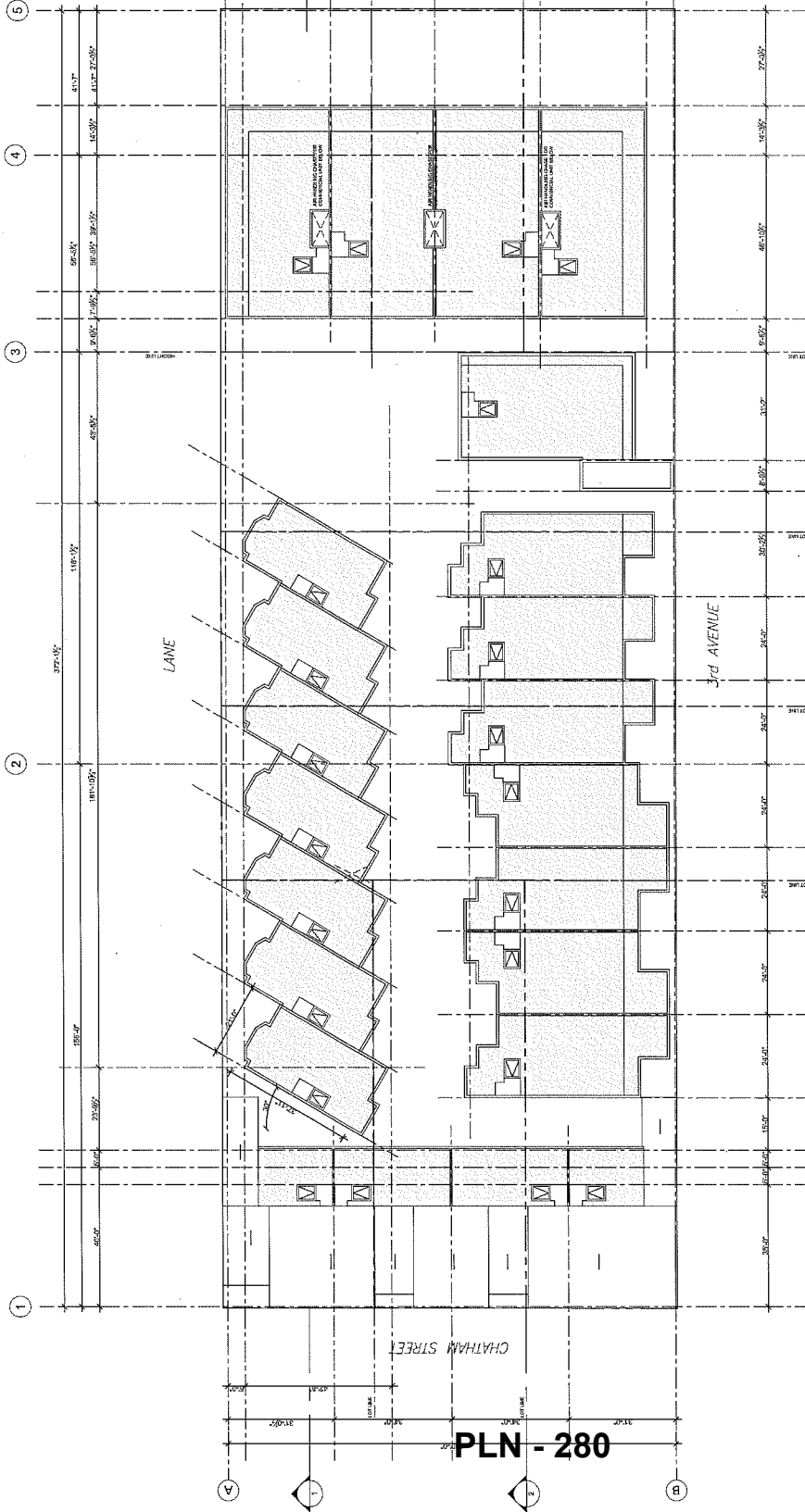
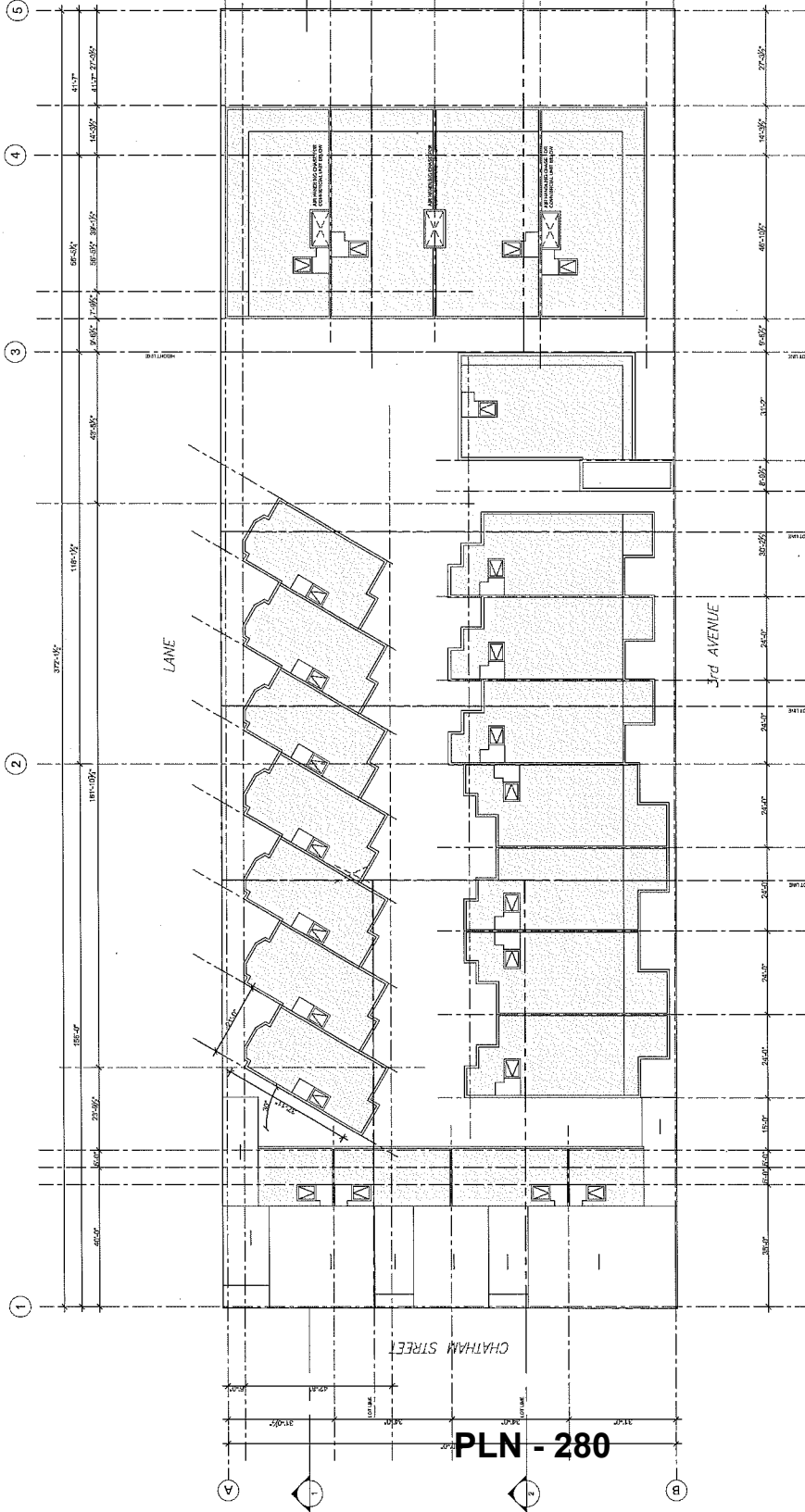
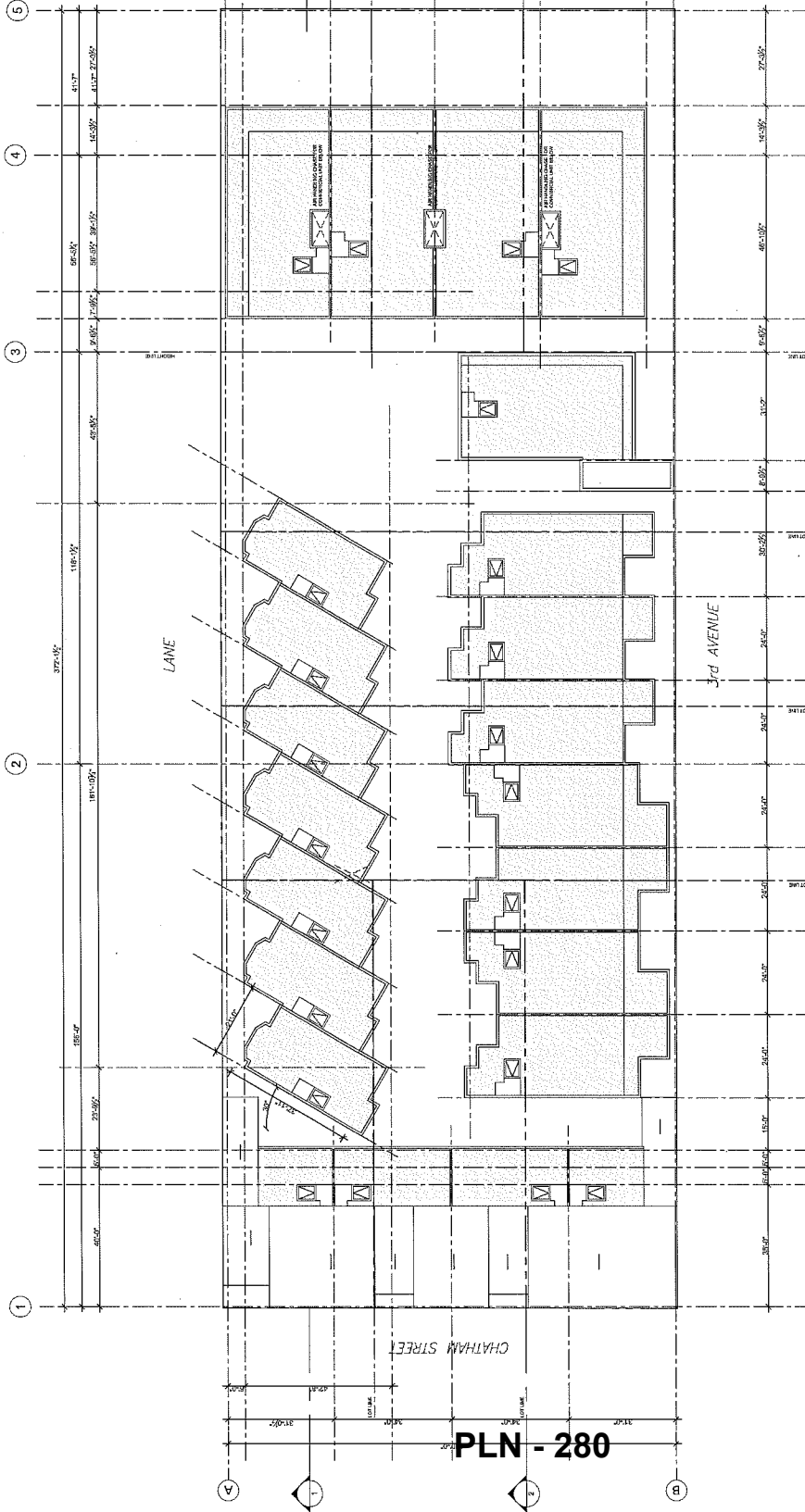
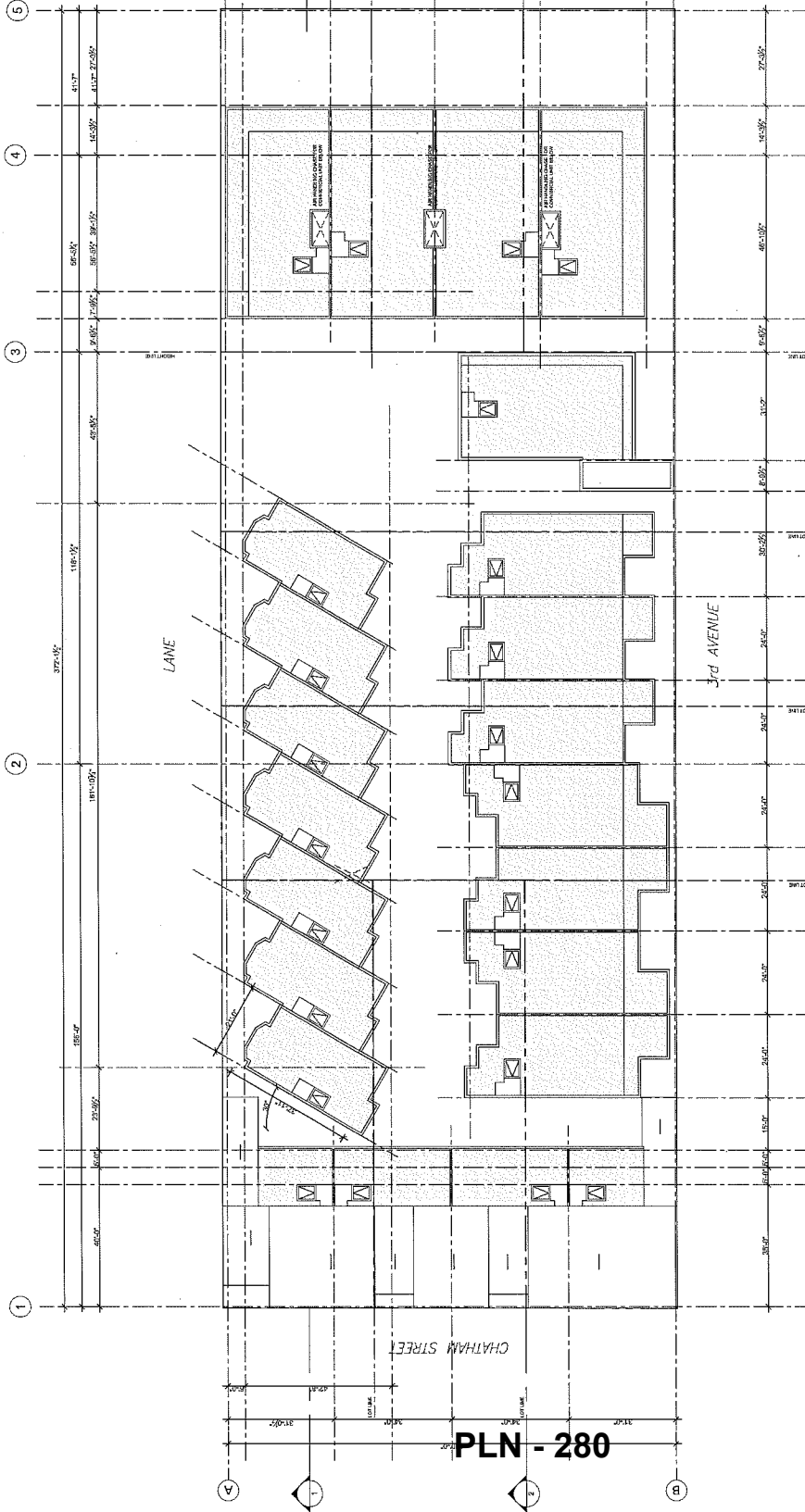
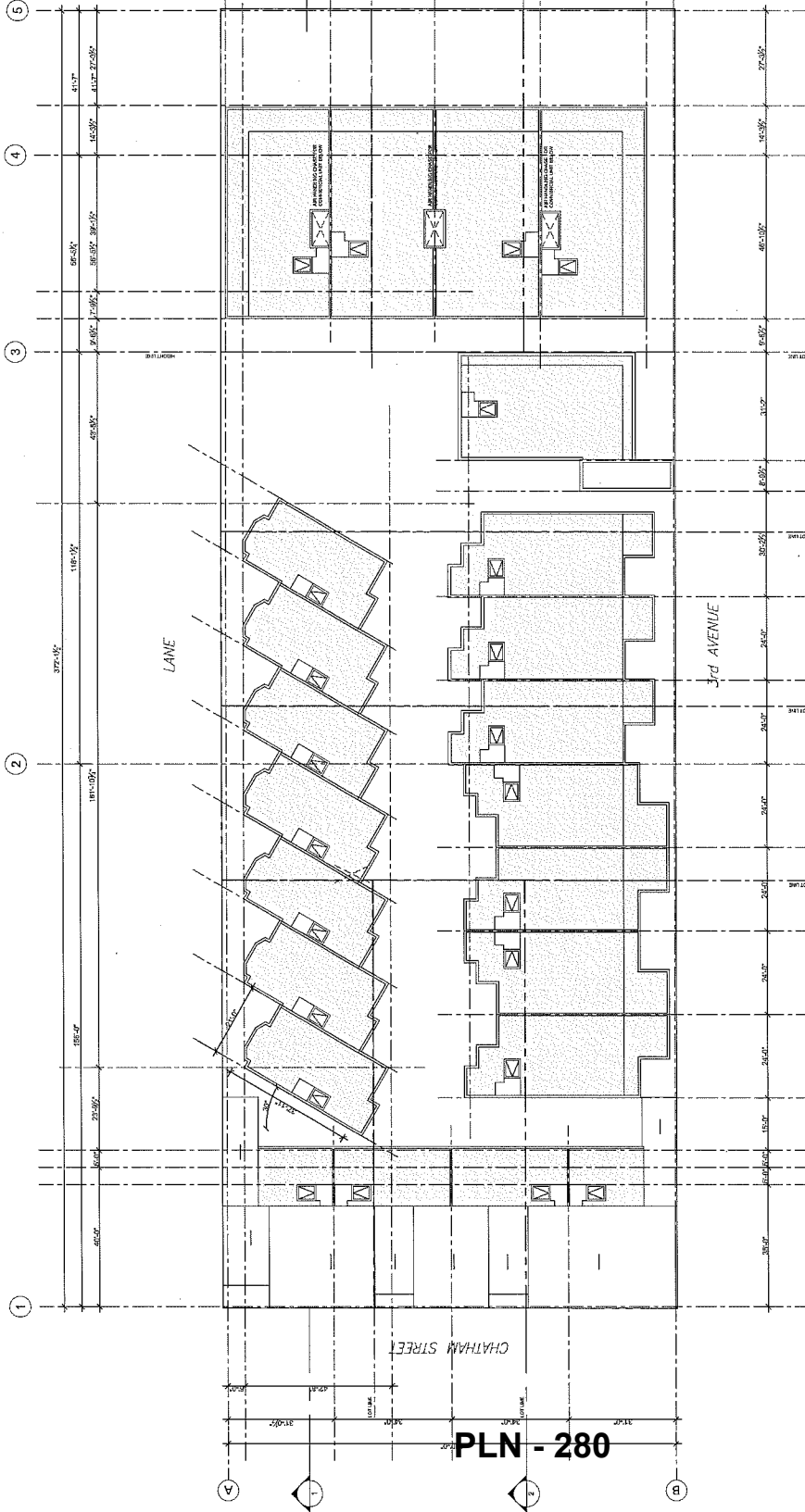
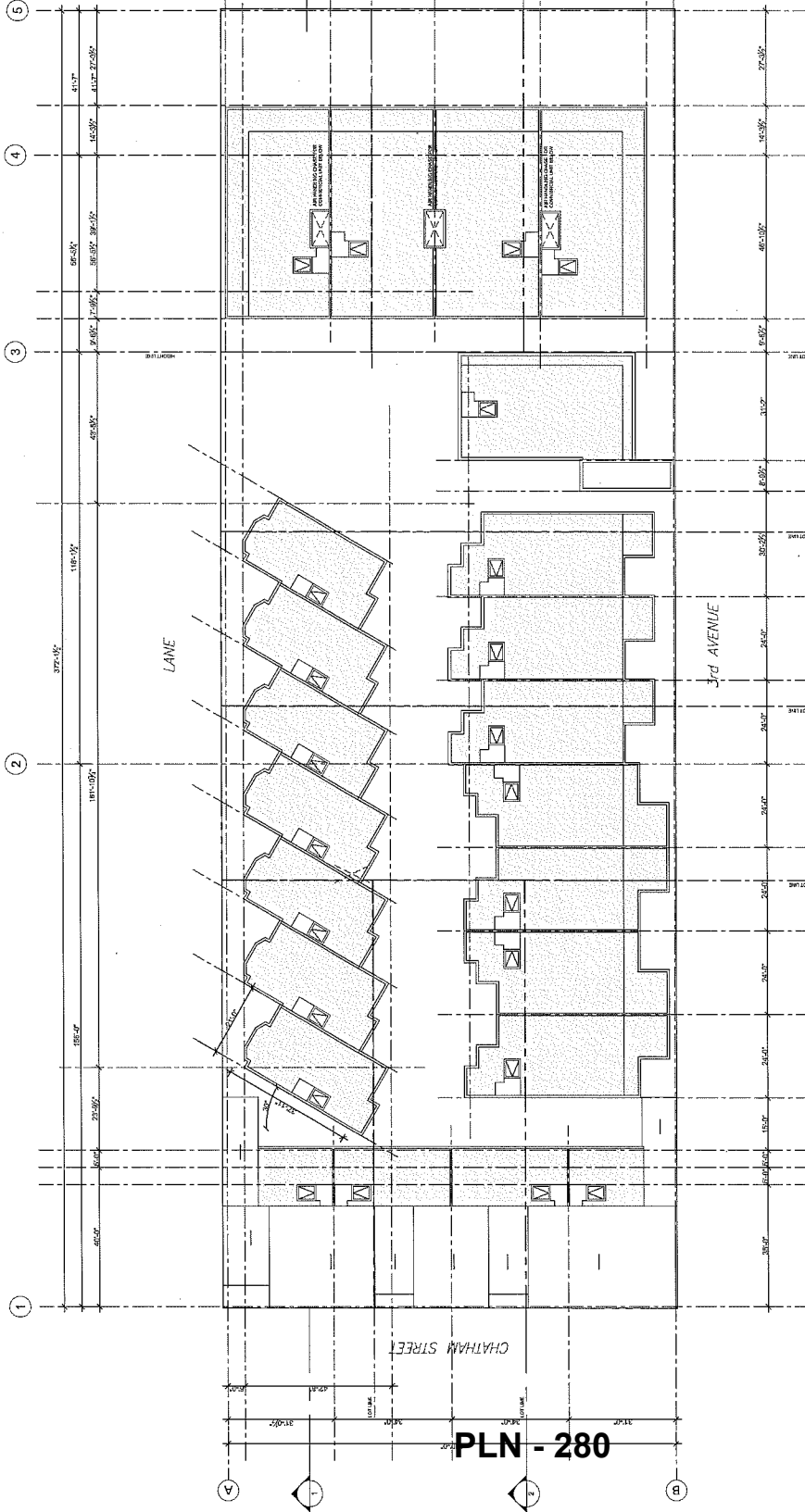
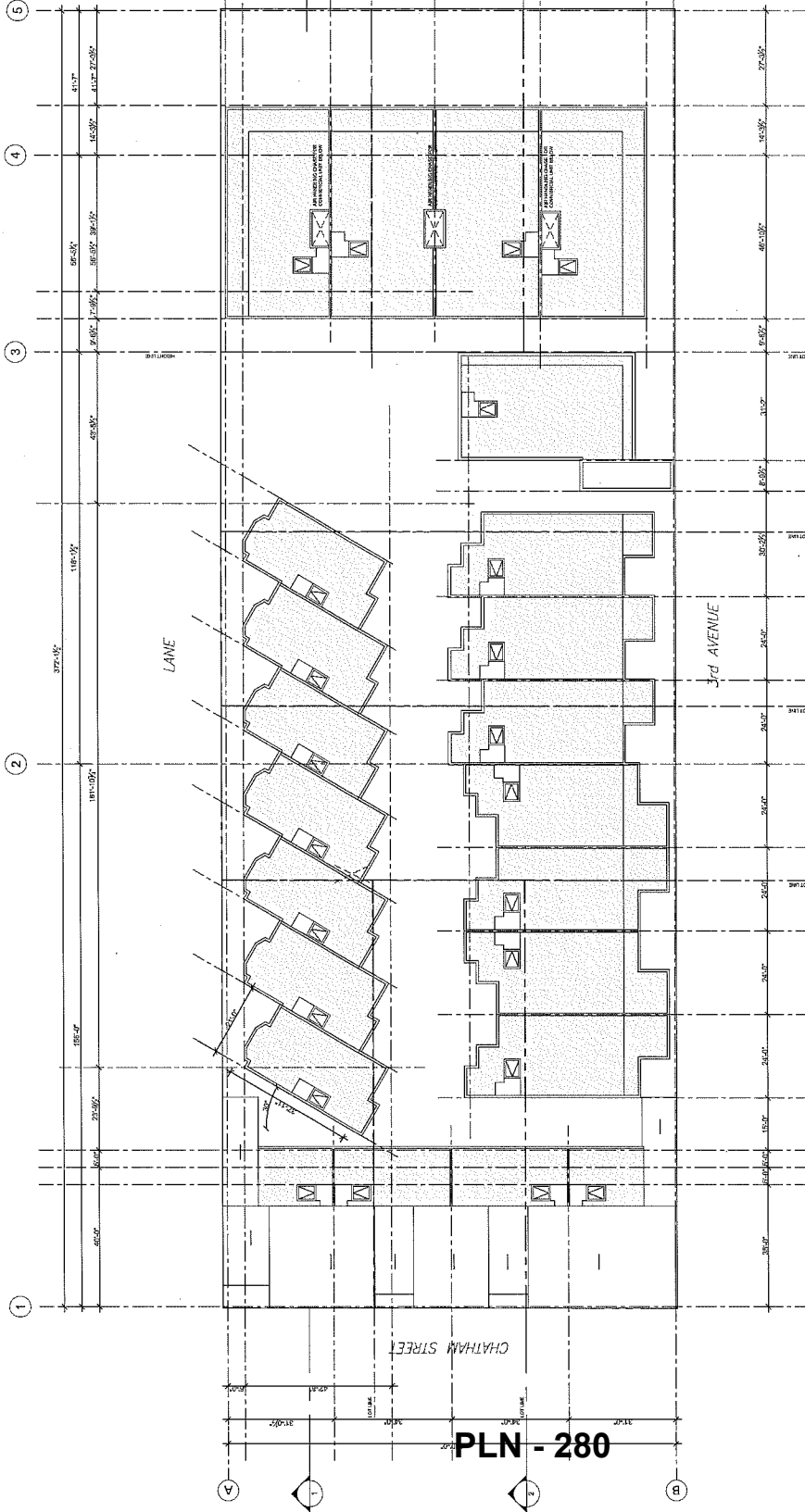
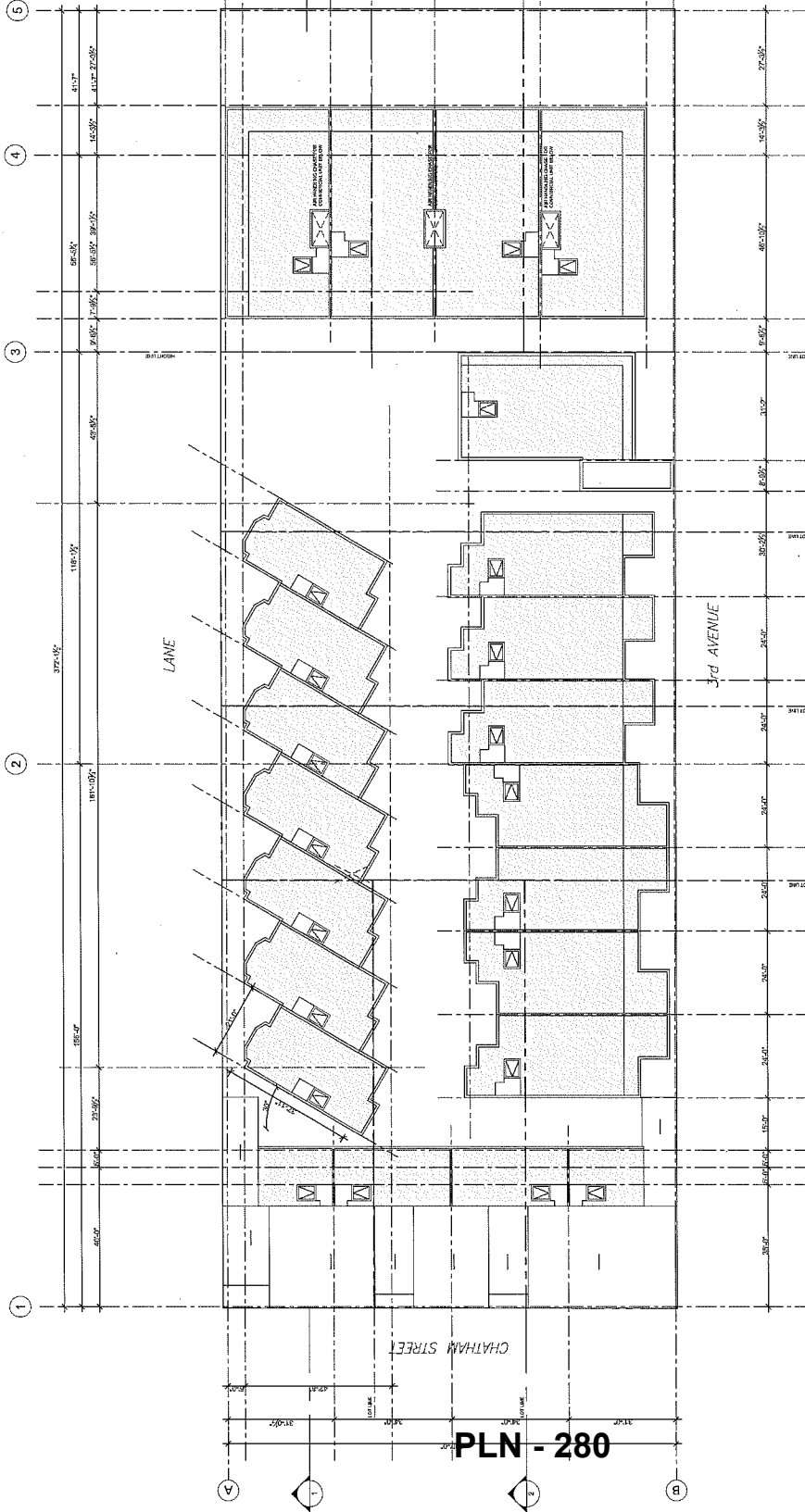
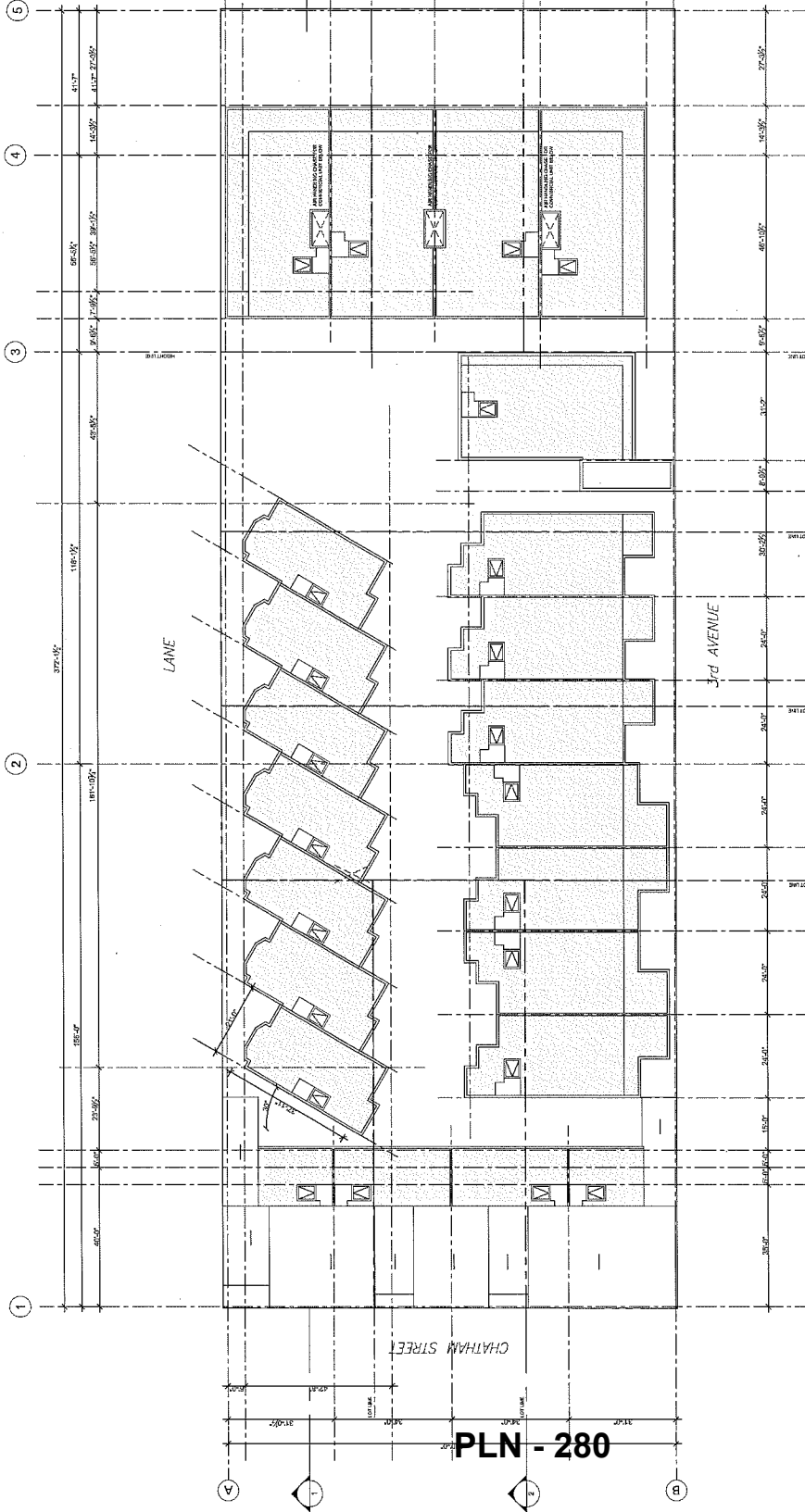
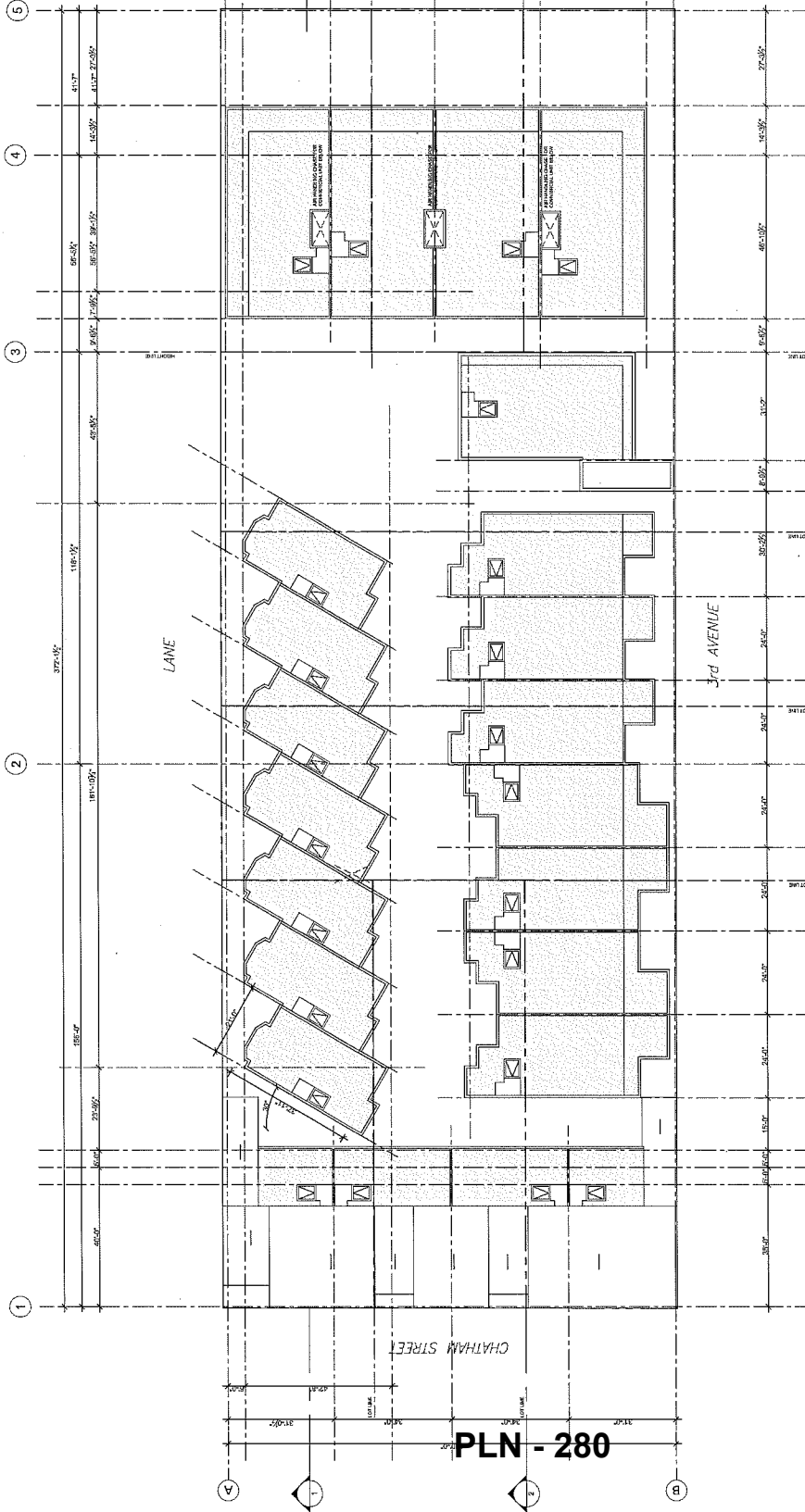
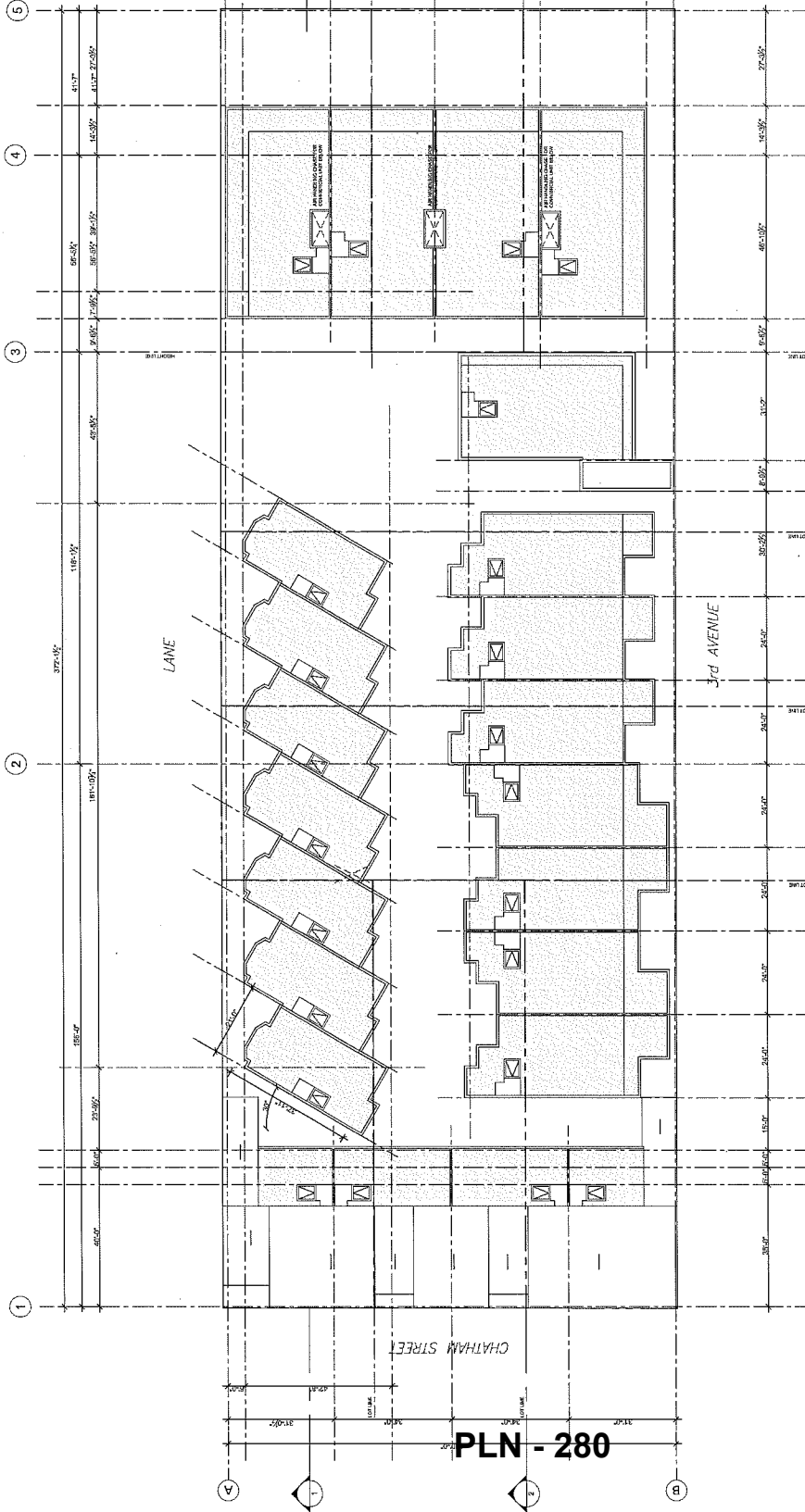
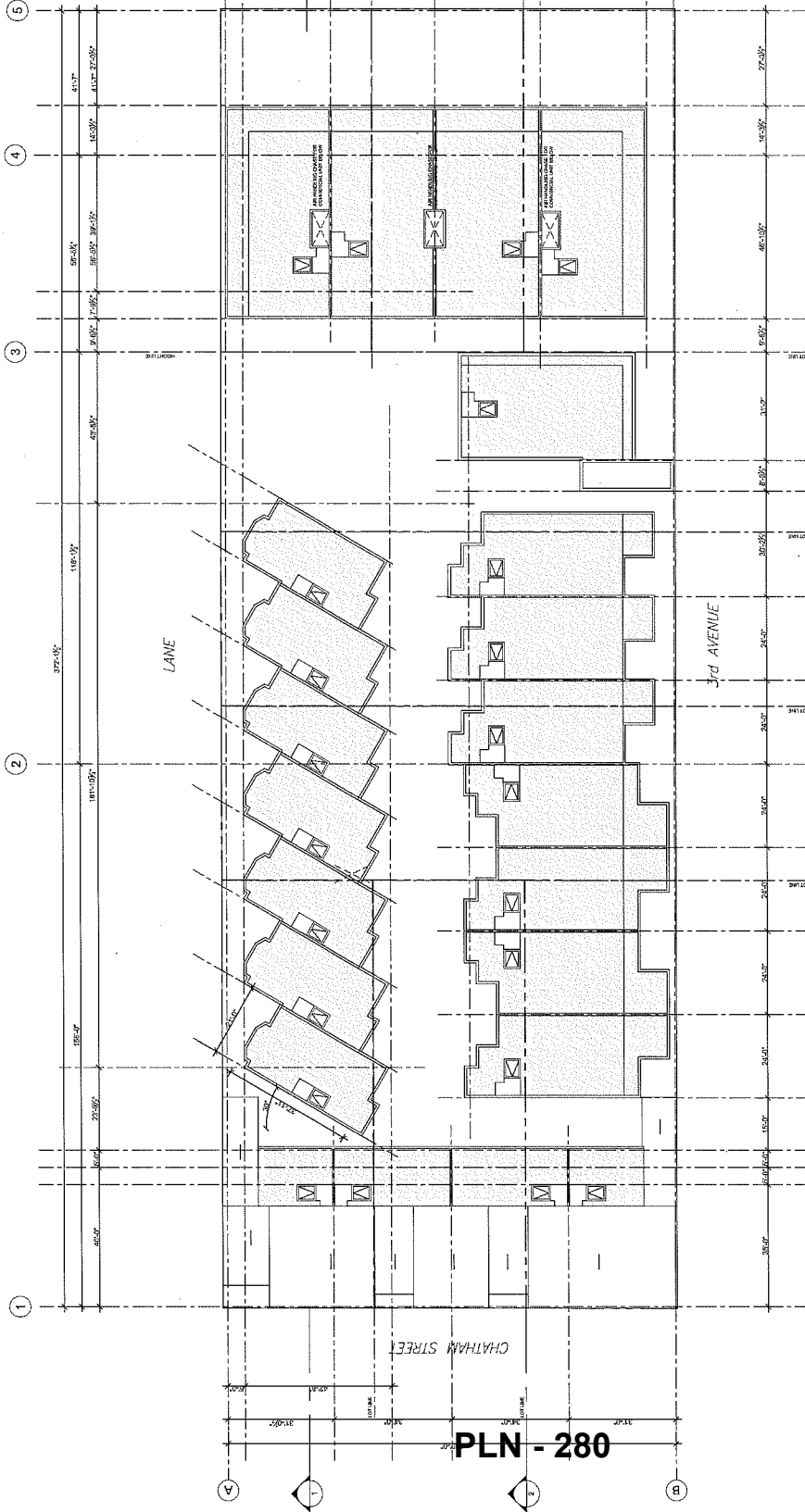
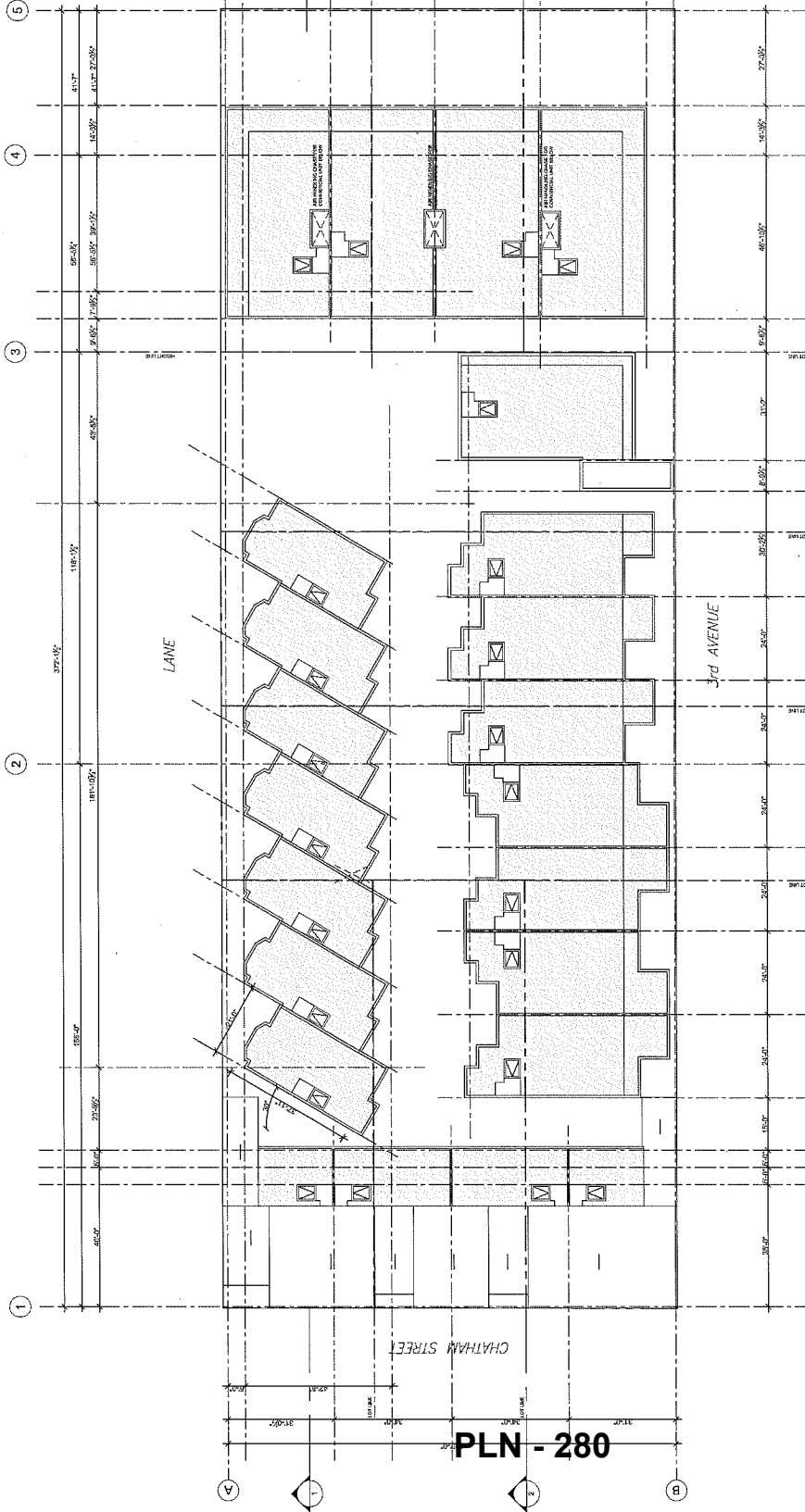
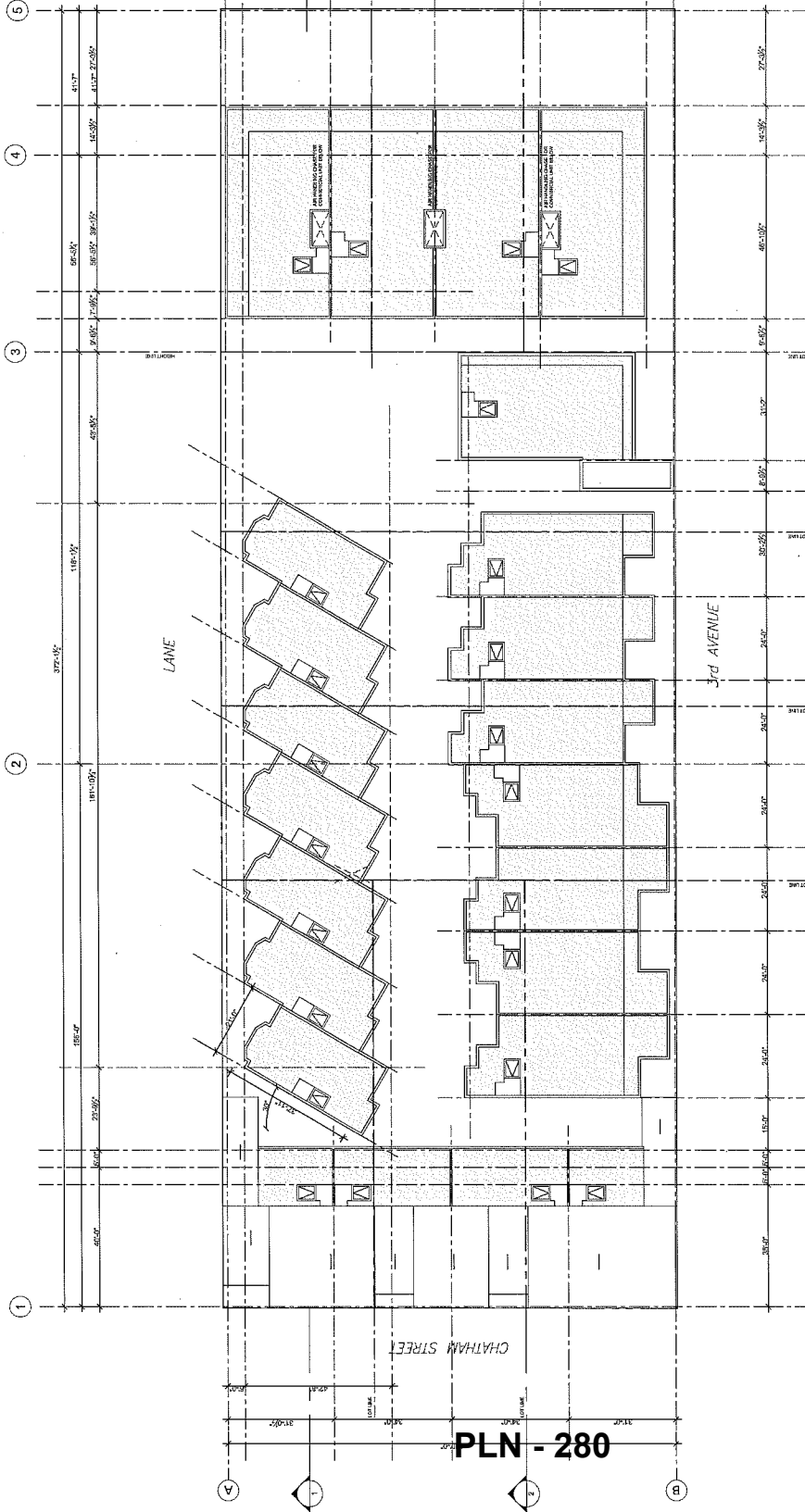
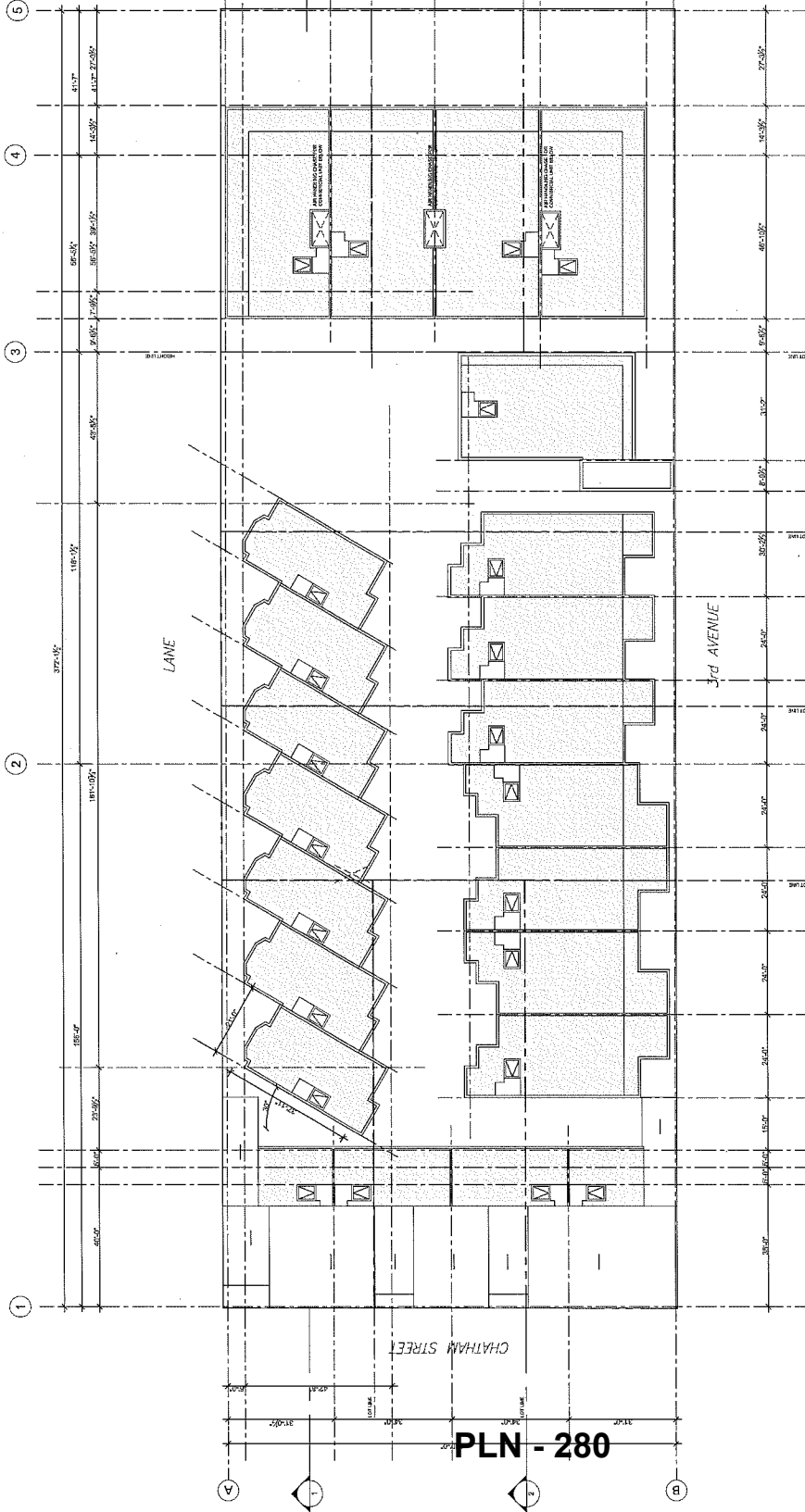
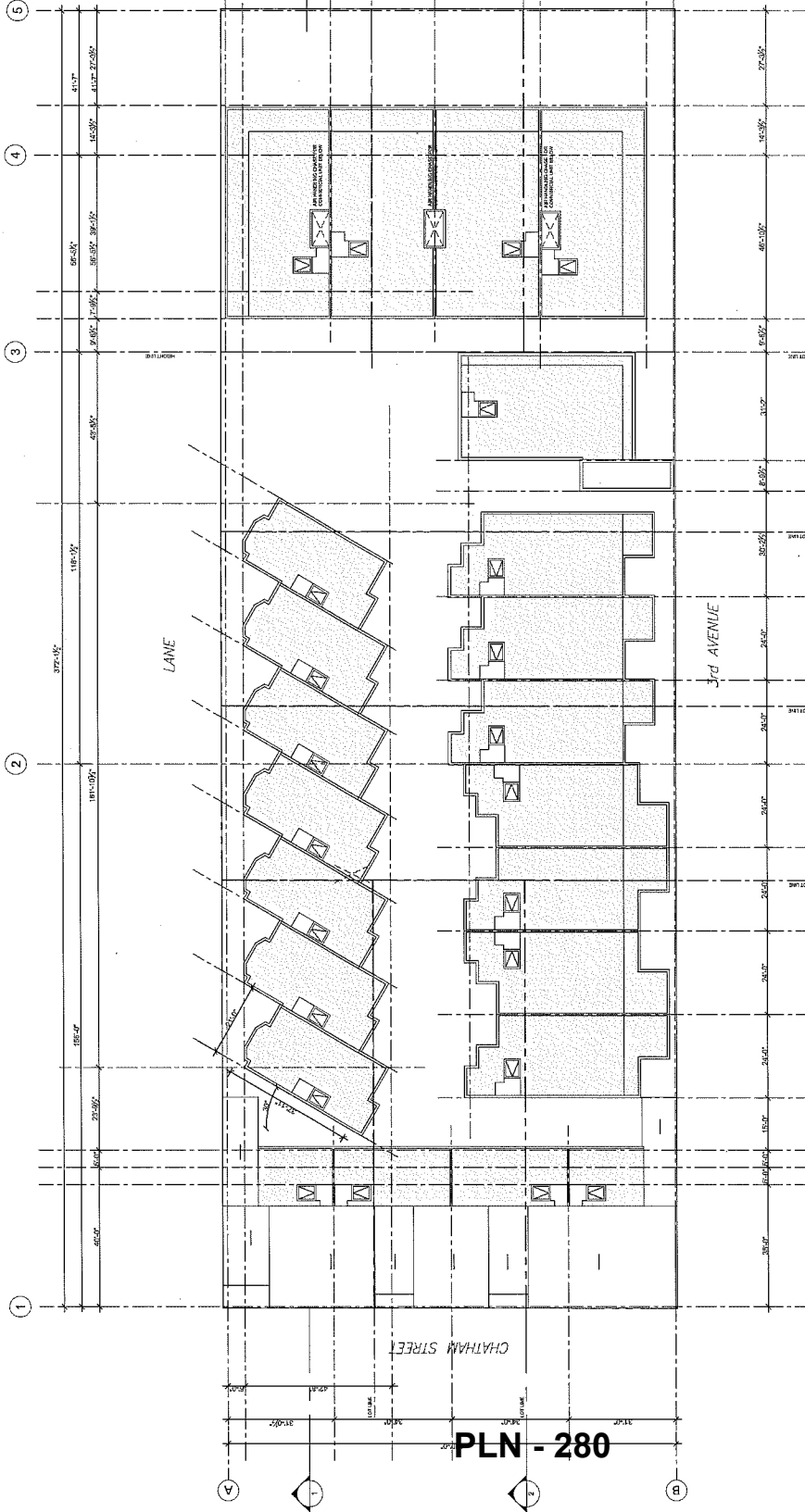
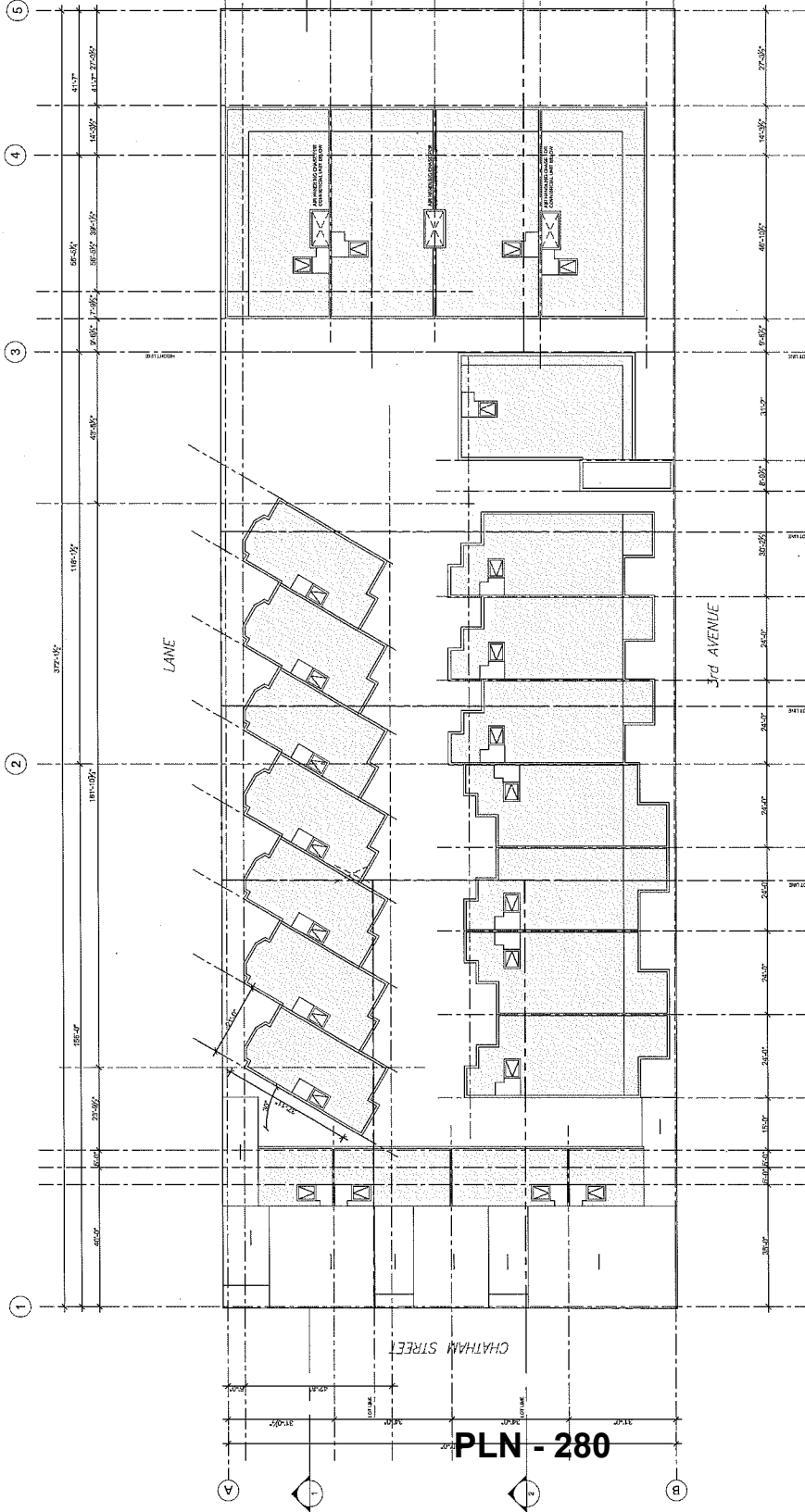
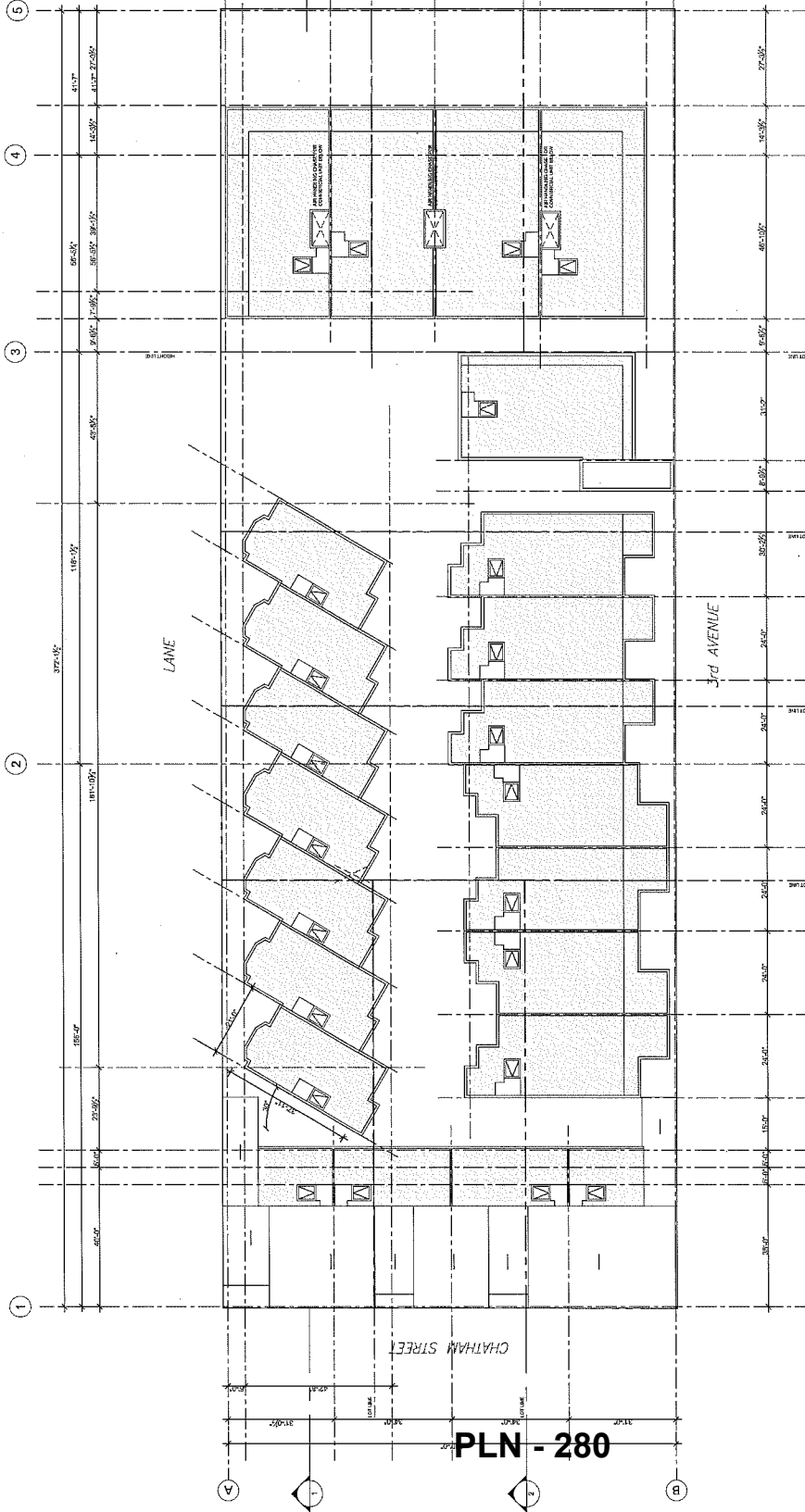
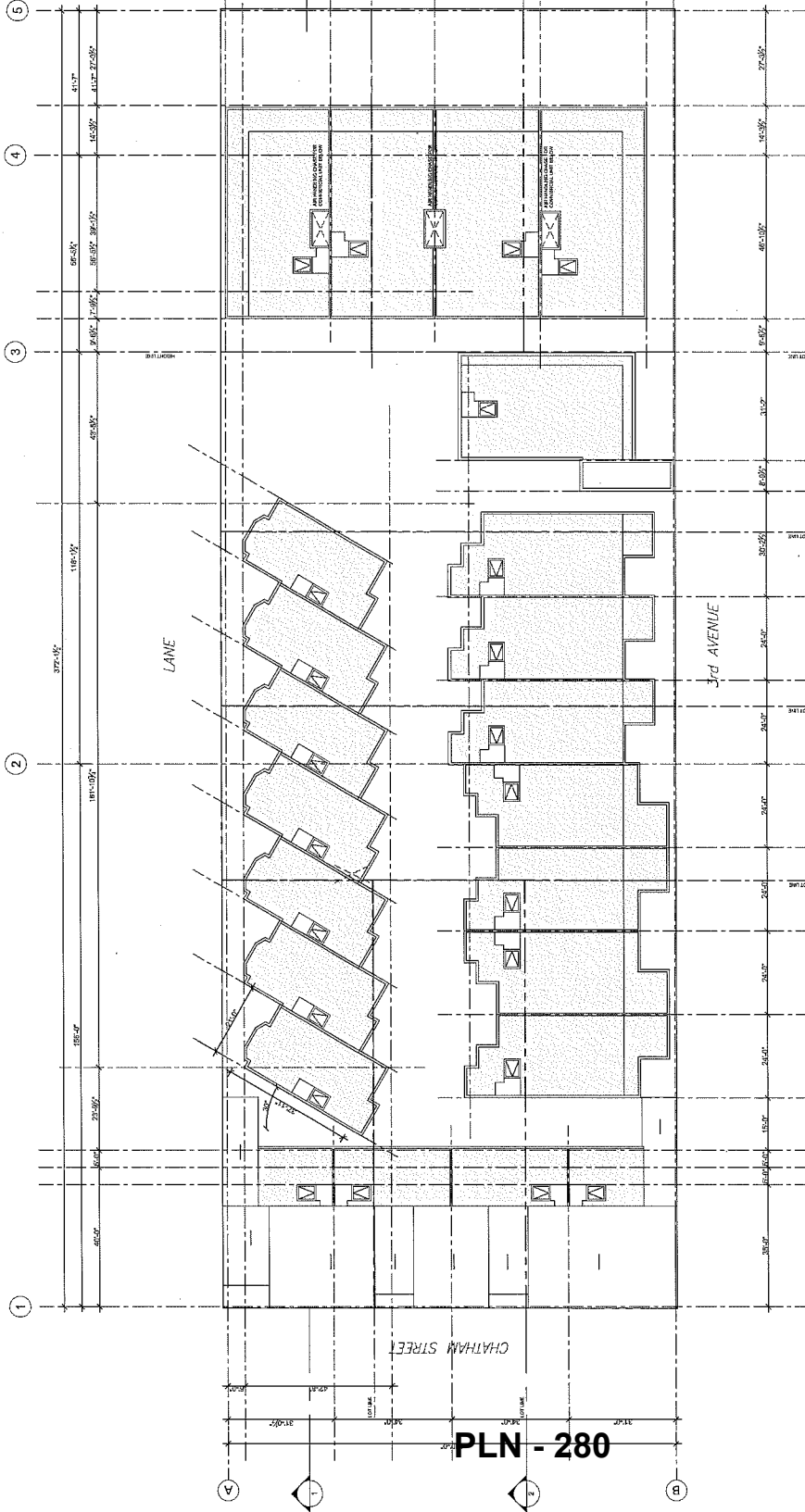
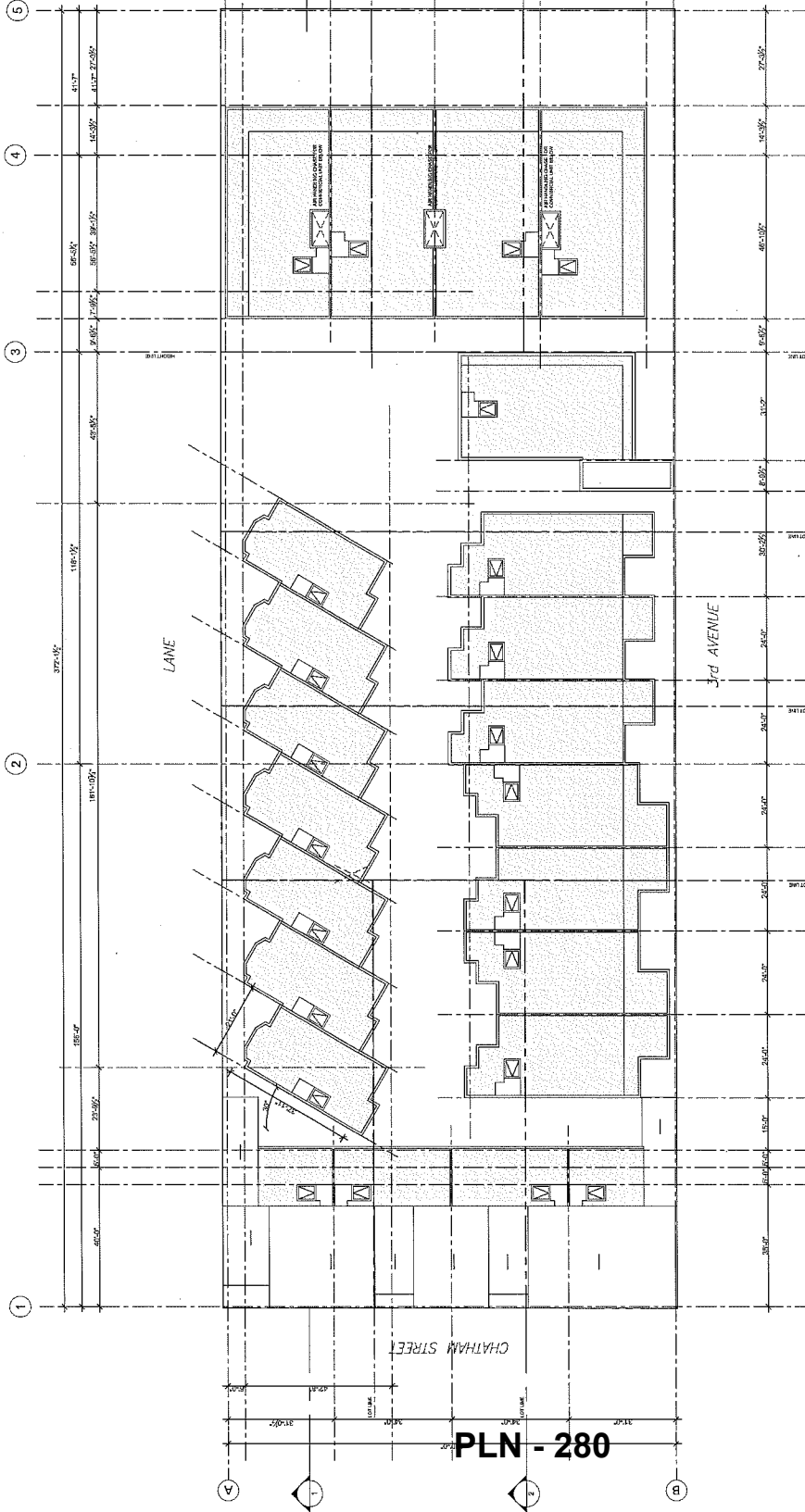
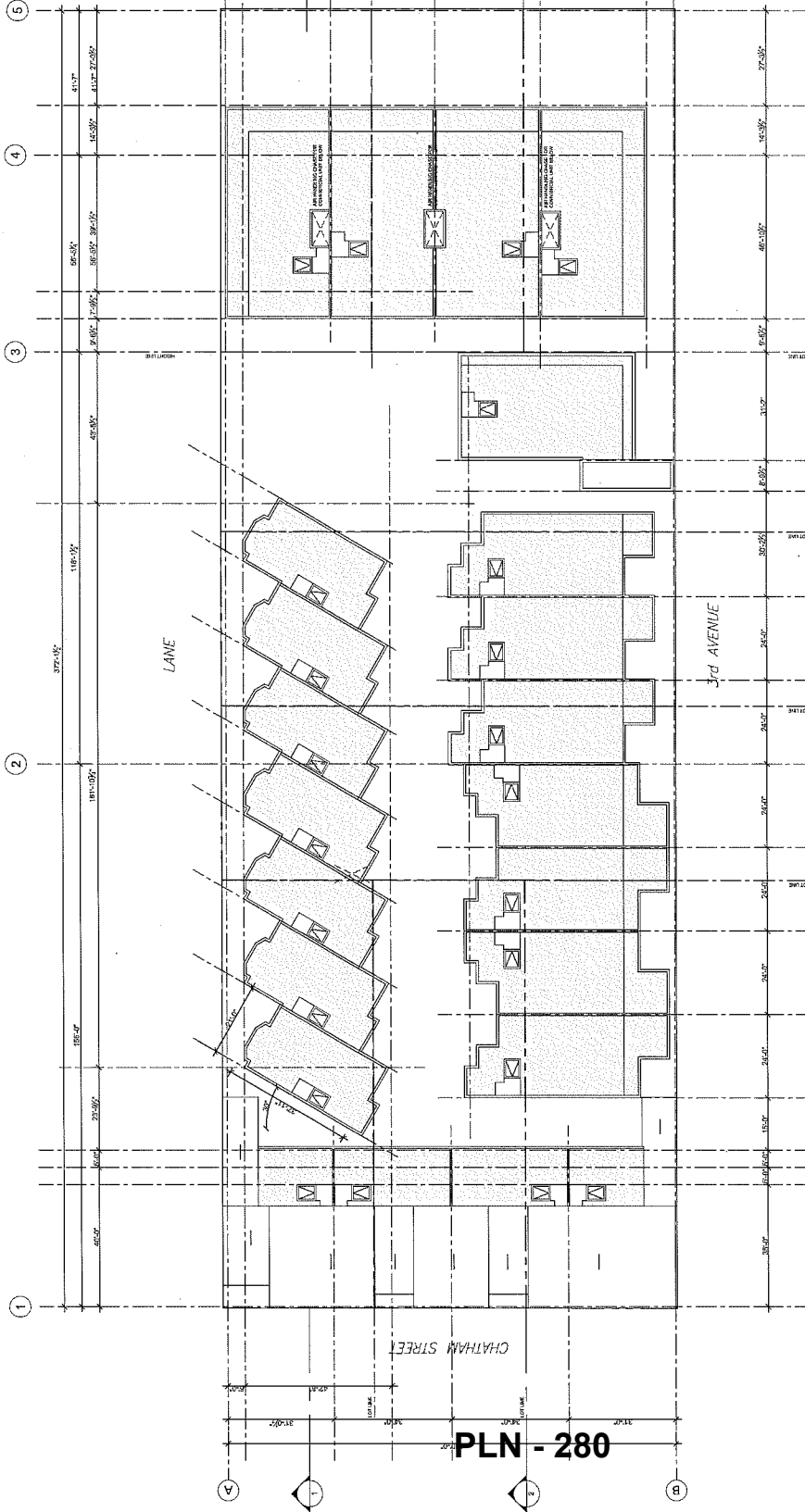
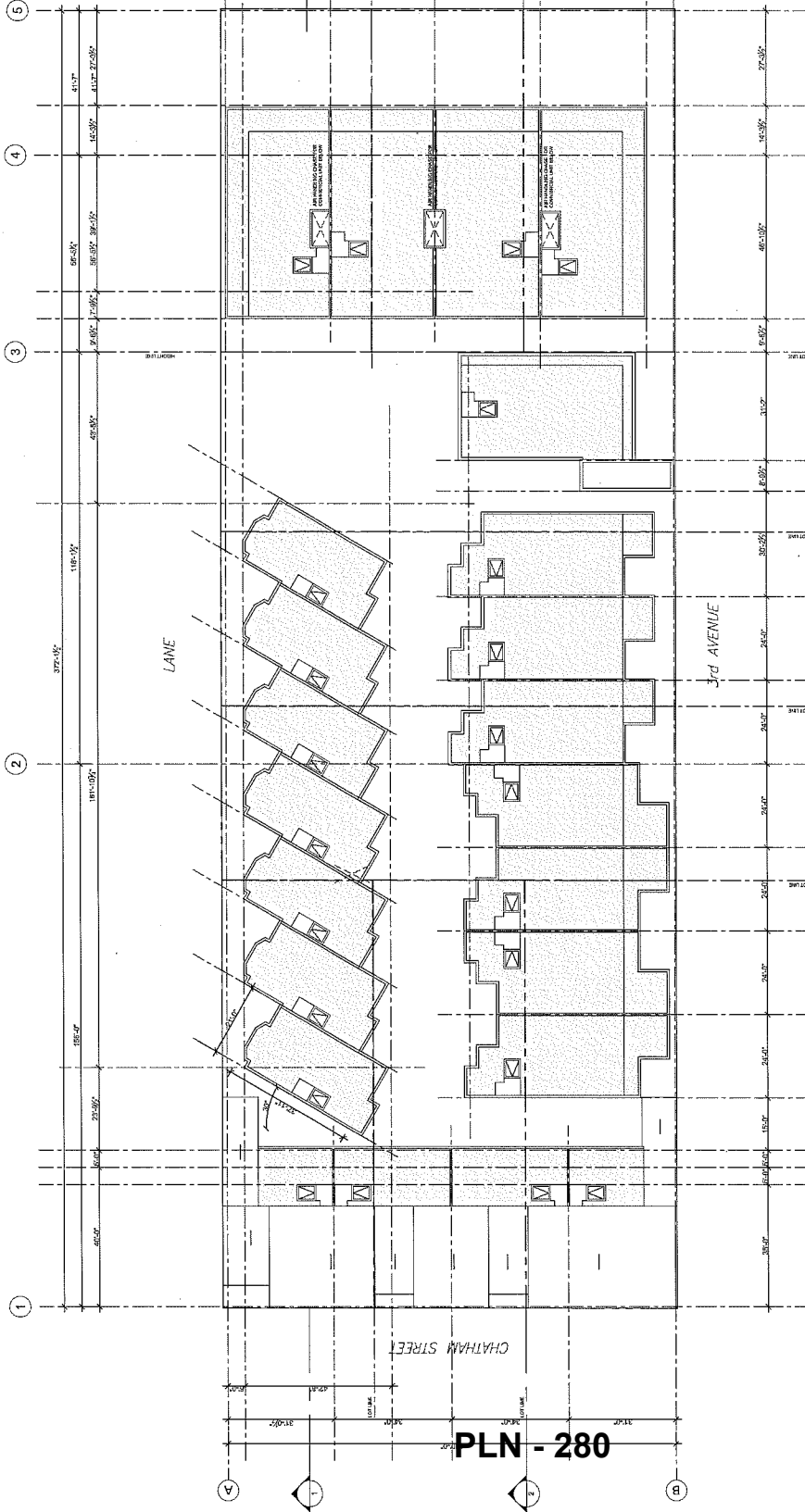
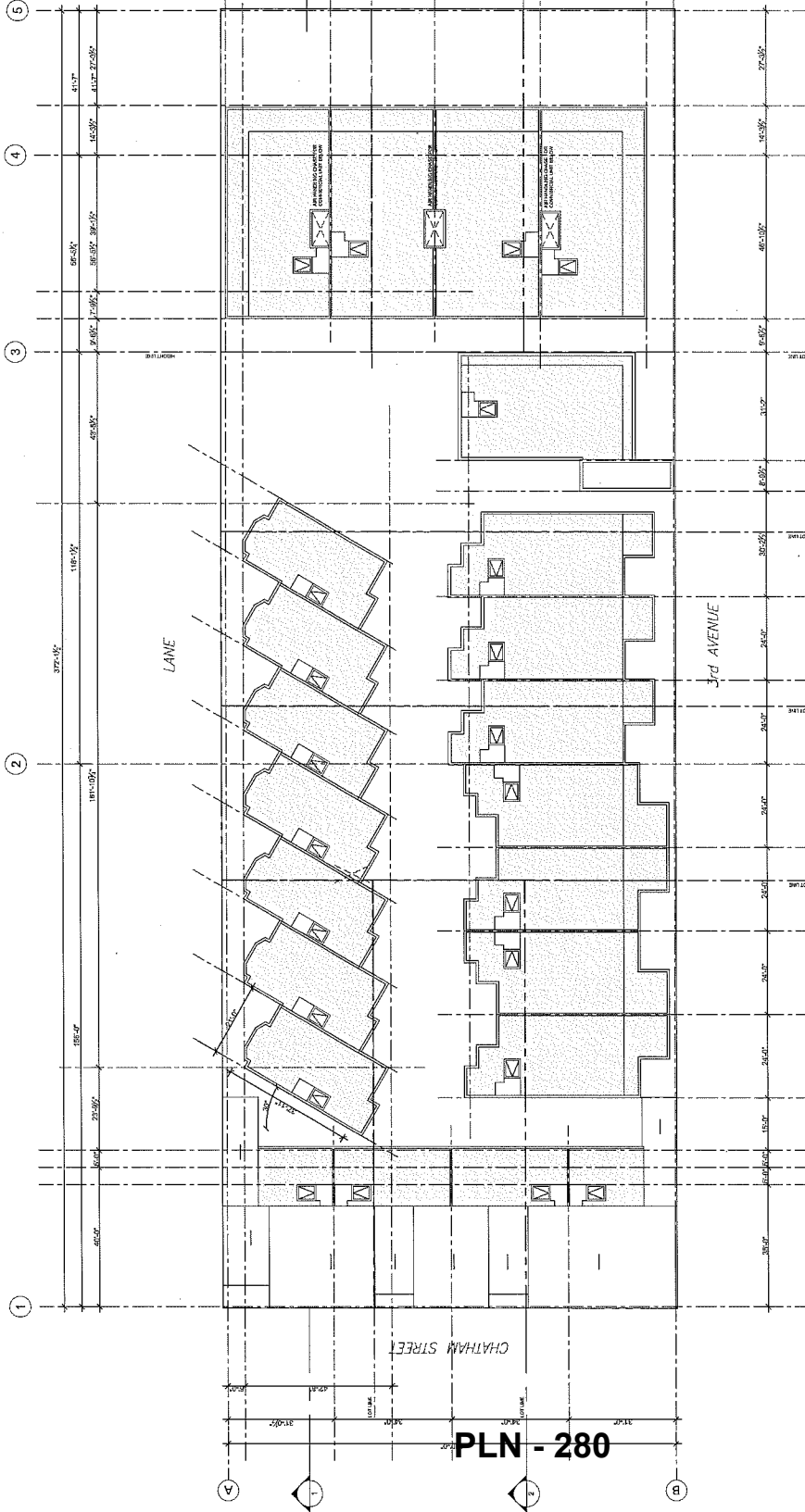
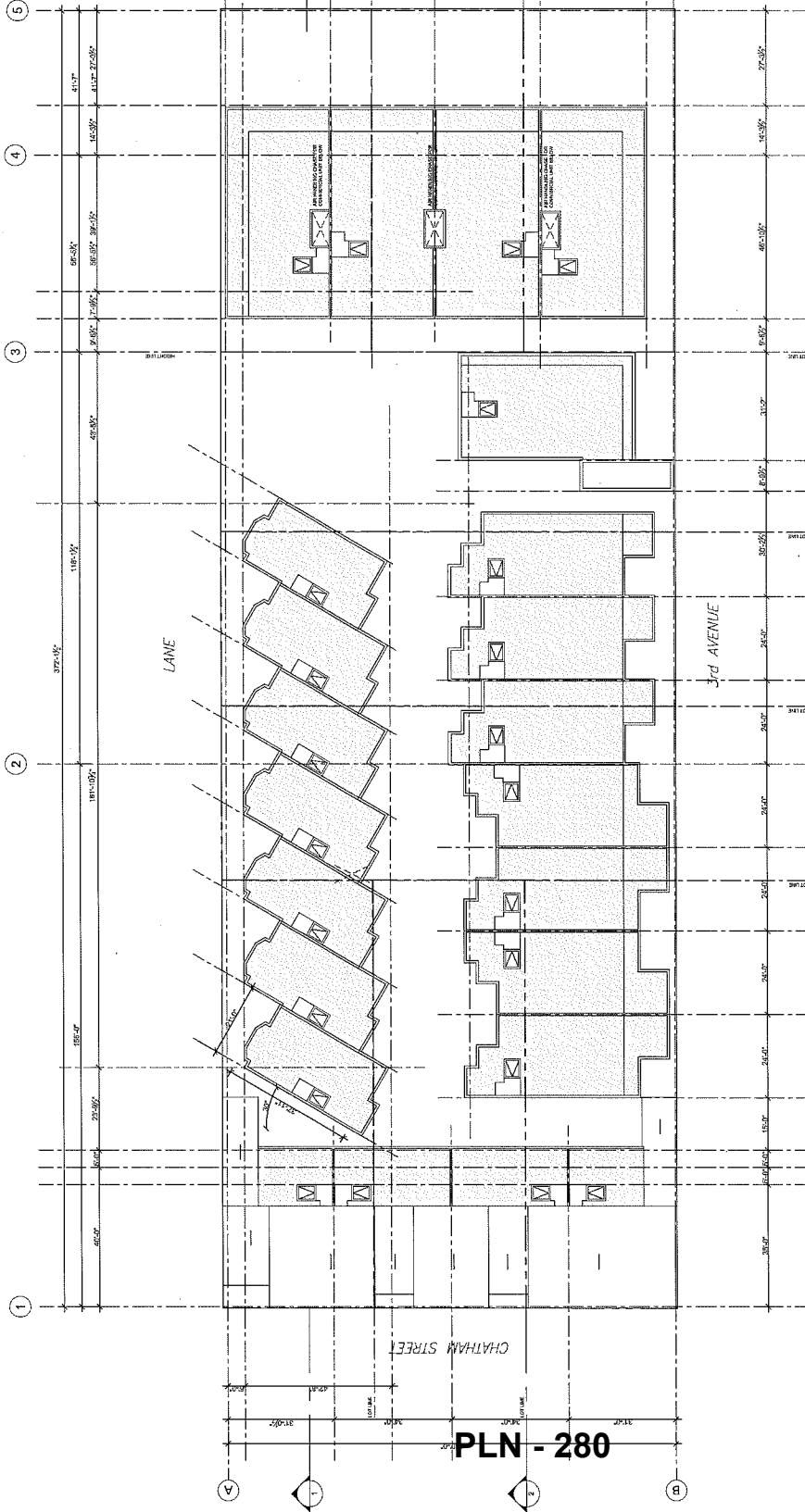
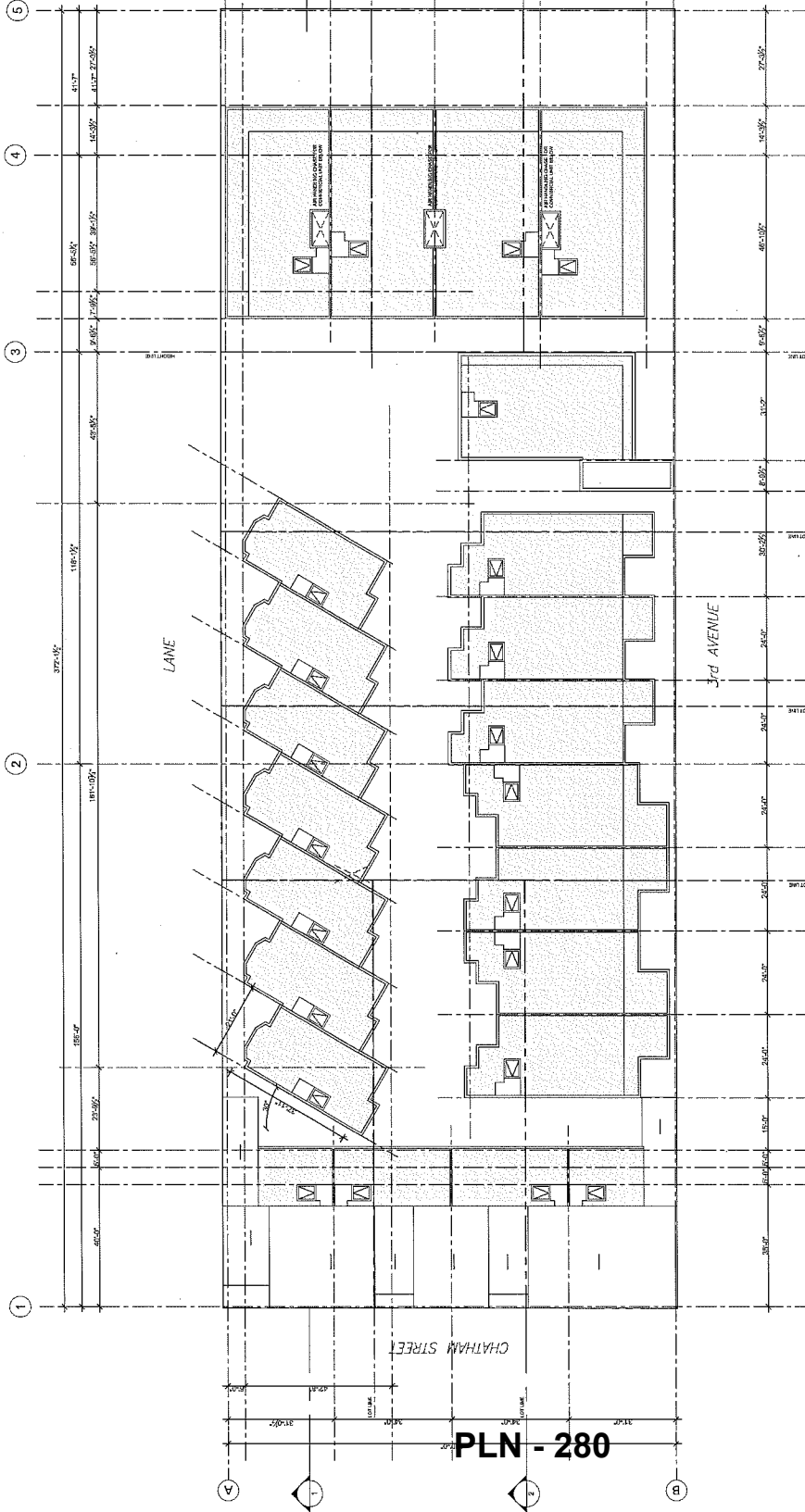
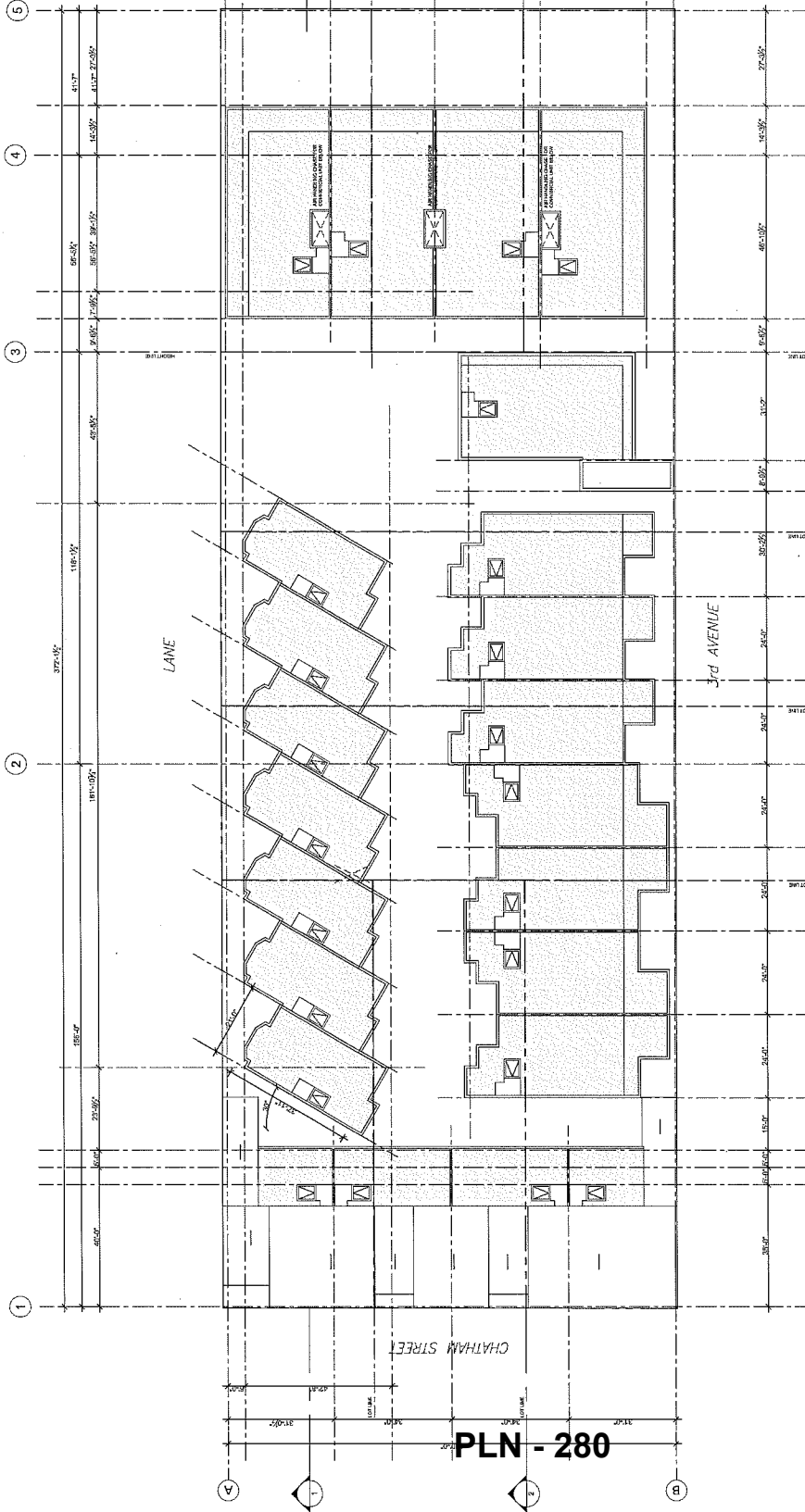
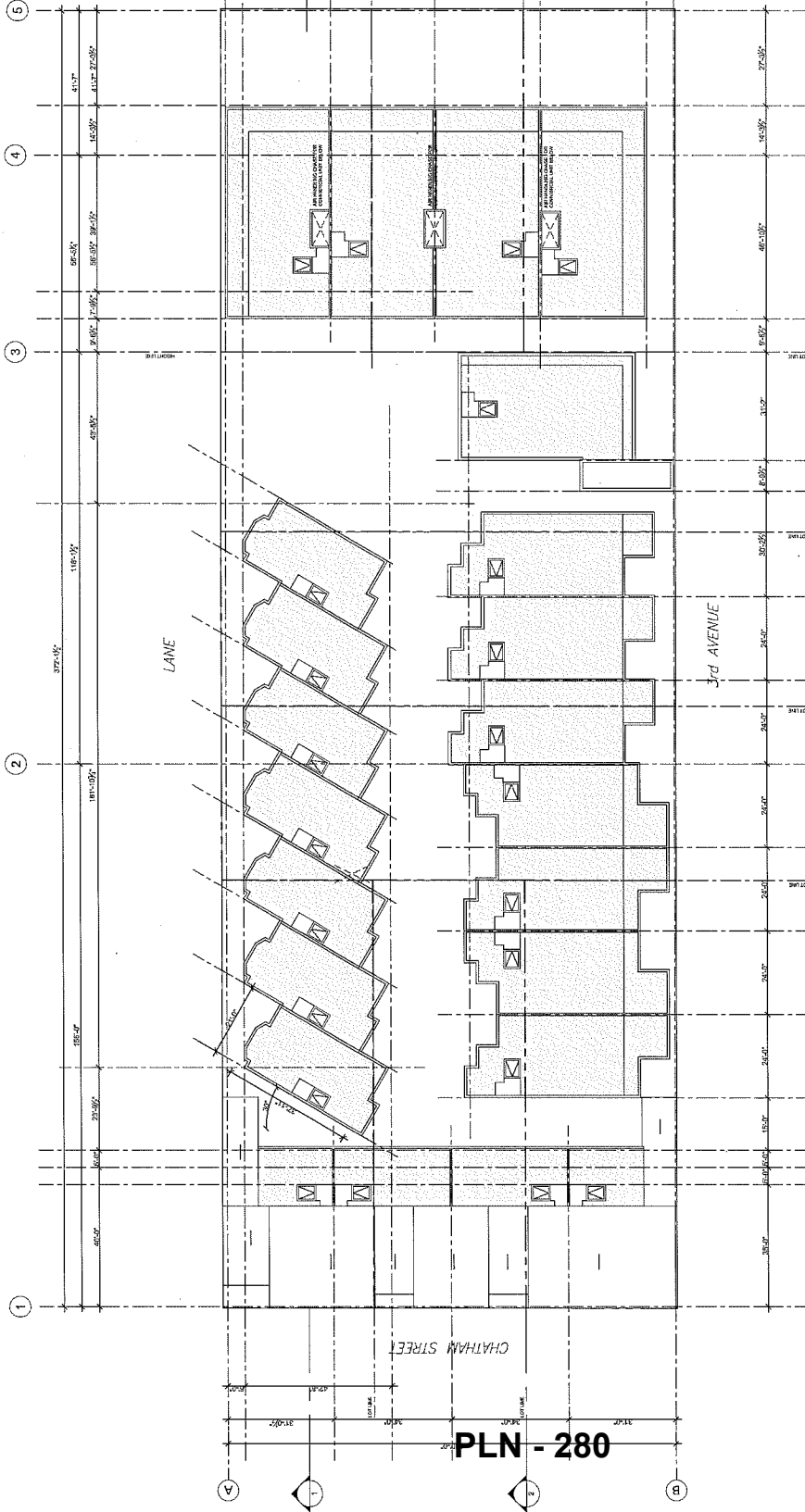
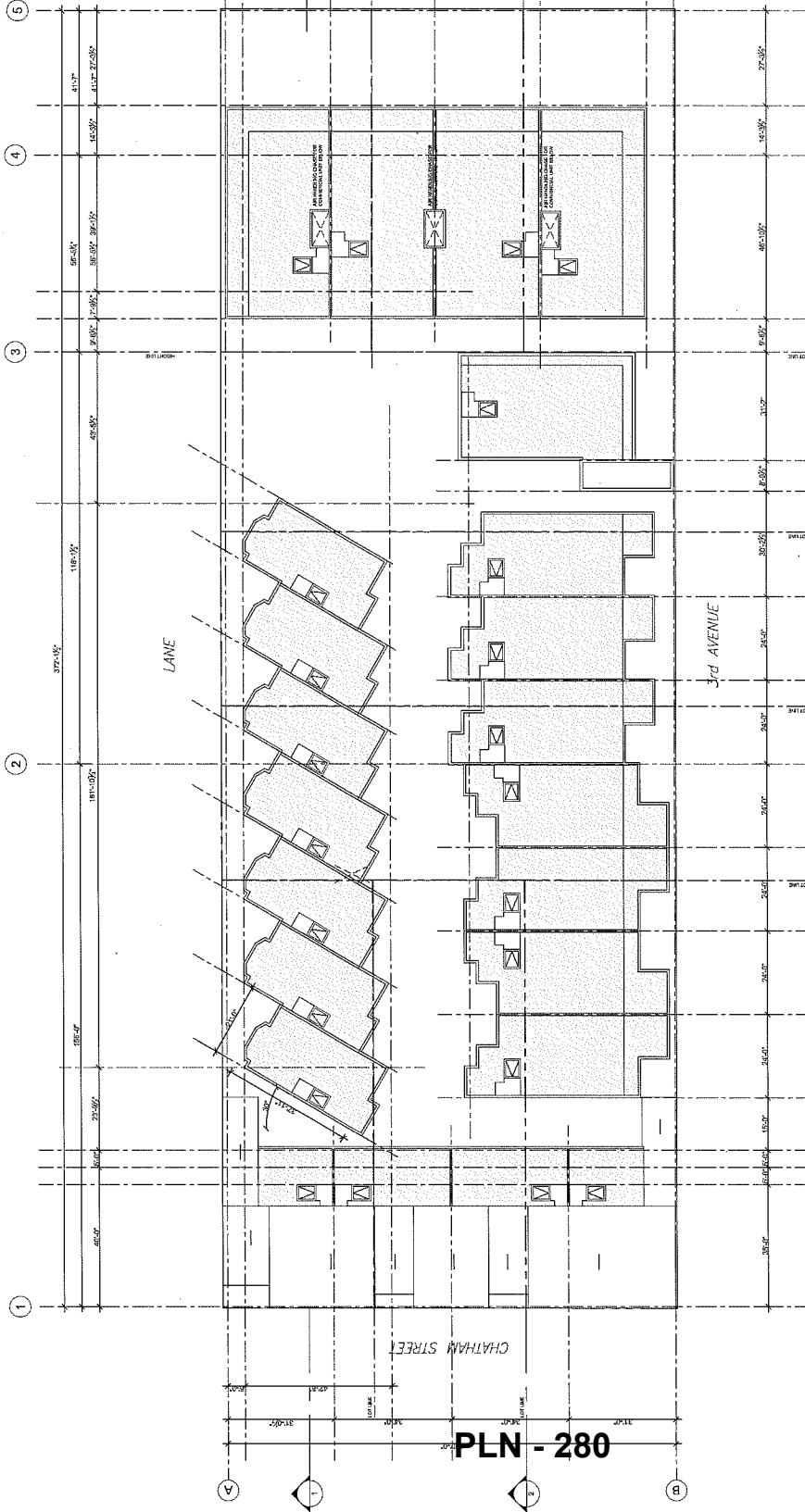
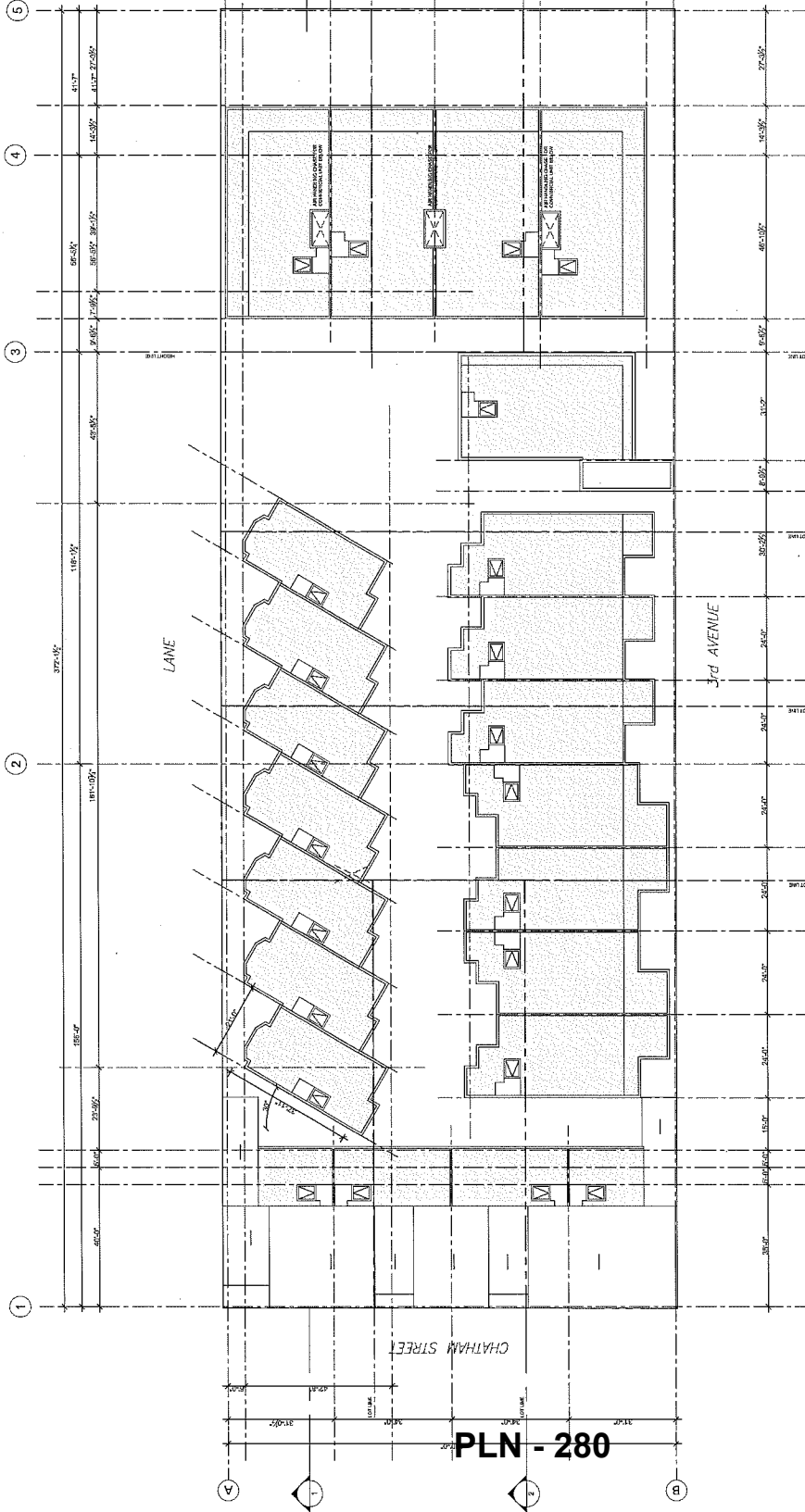
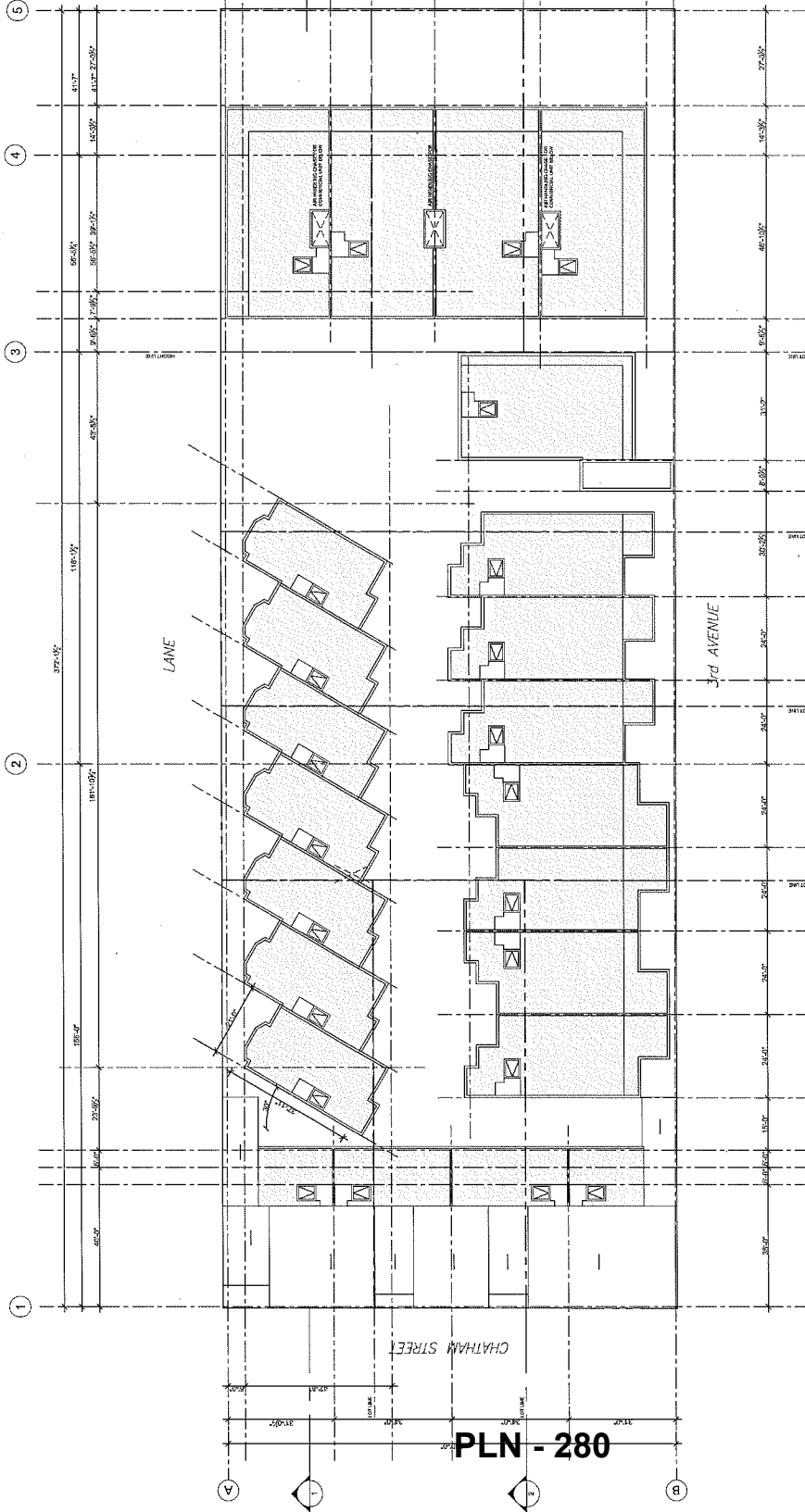
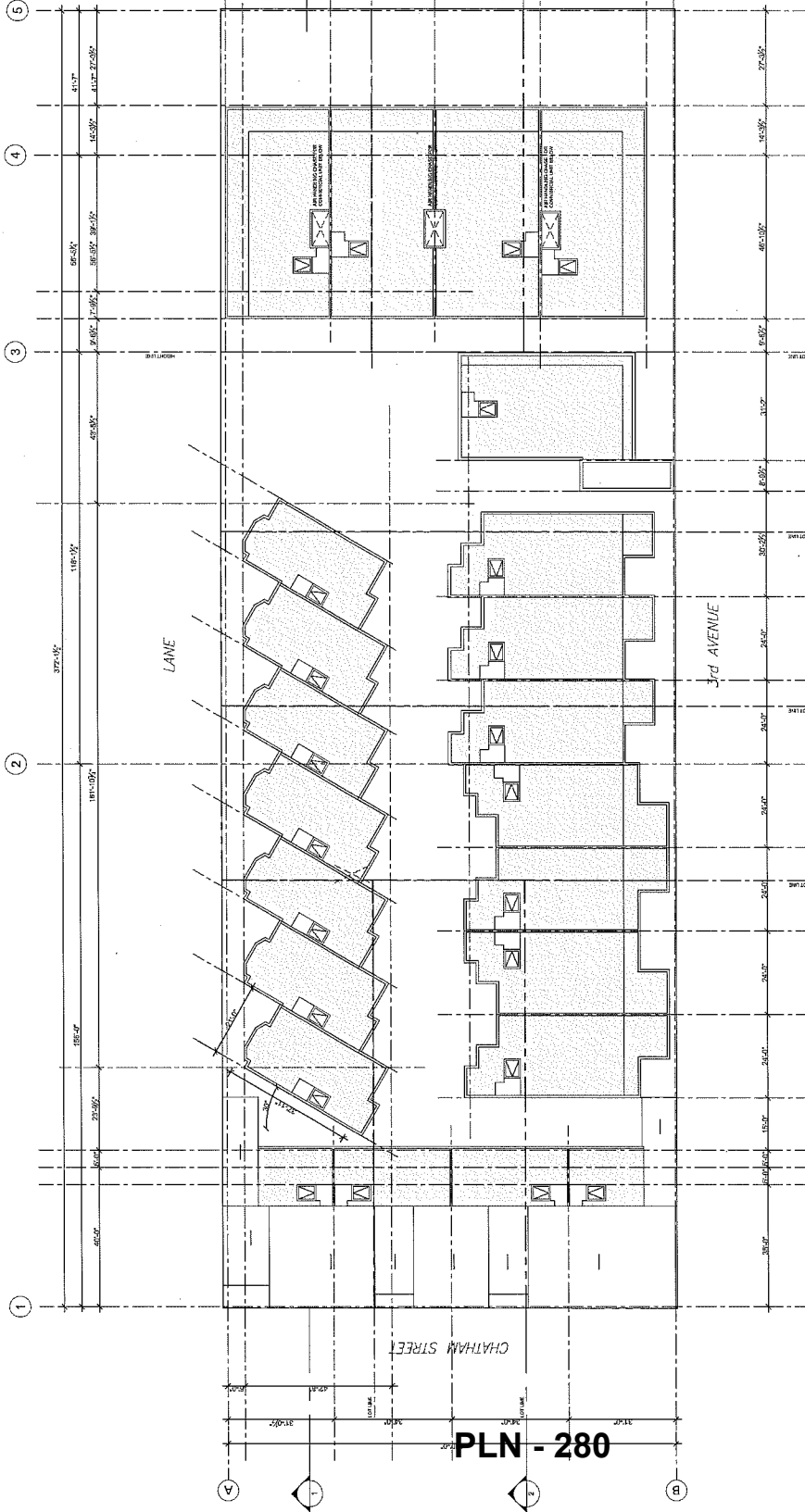
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L2 FLOOR PLAN

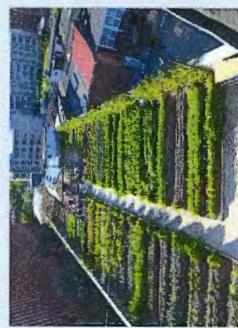
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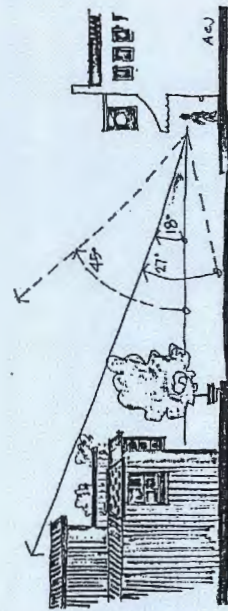
PLN - 280



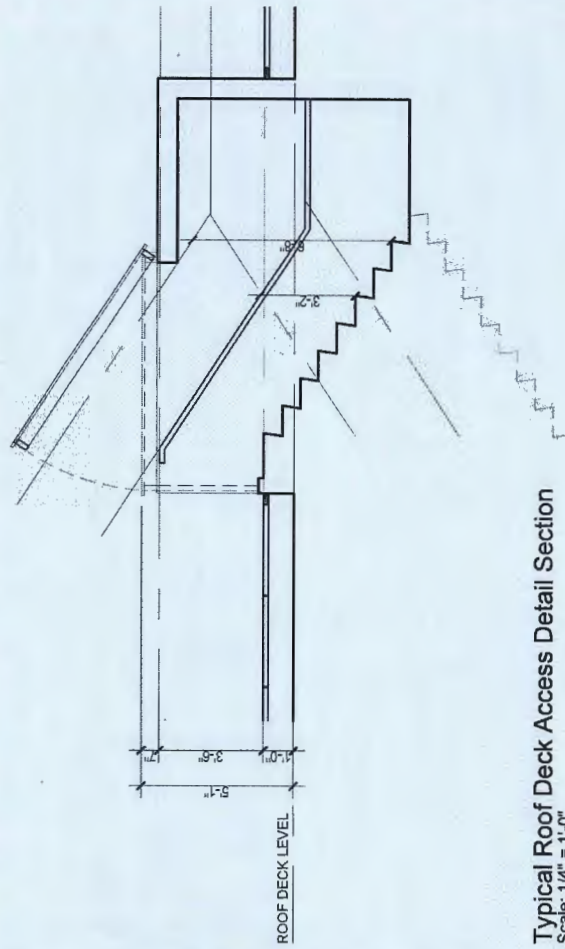


- Low gardens

Exploring options for a low profile opening roof hatch with continuous handrails for code compliant access to the private roof terraces



Typical Roof Deck Access Detail Section
Scale: 1/4" = 1'-0"

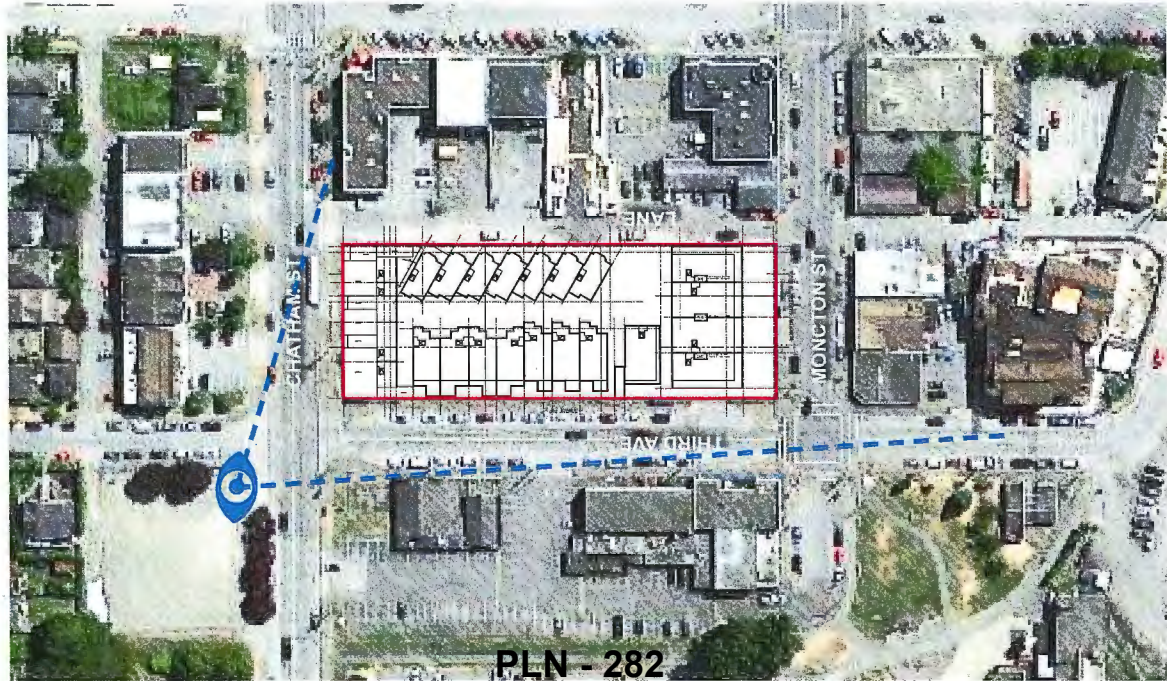
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303-838 West Hastings Street, Vancouver, BC V6C 0A6
TEL: 604-273-1477 FAX: 604-272-4231 EMAIL: info@rfglobal.com
WEB: www.rfglobal.com

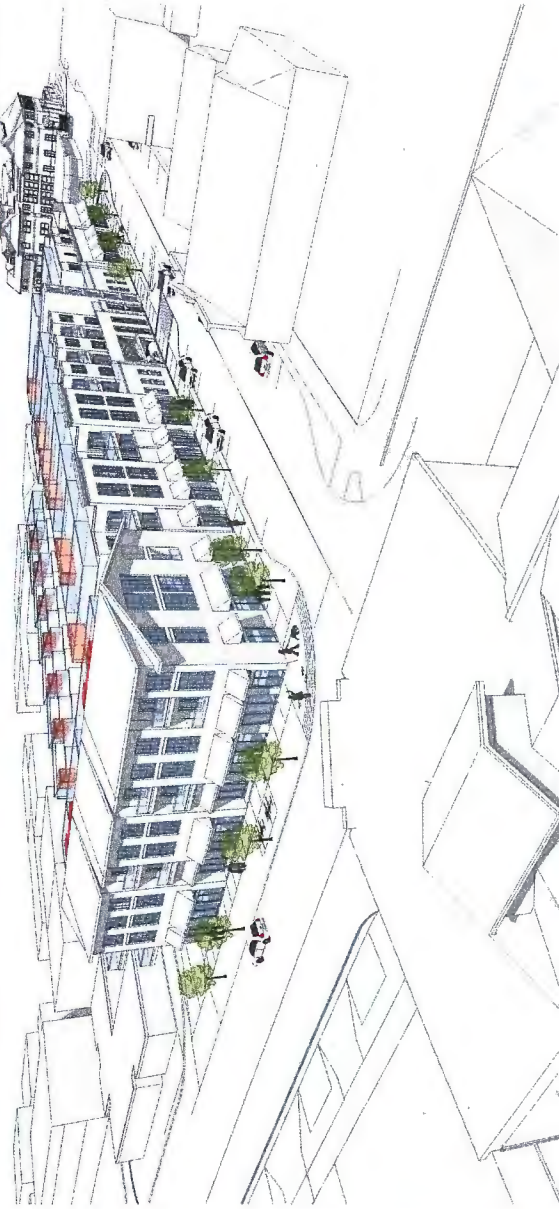
CLIENT:
Platform Properties (Steveston) Ltd.

COMPIGHEE RESERVEE. THIS PLAN AND EOEOM ARE, AND AT ALL TIMES REMAIN THE EXCLUSIVE PROPERTY OF THE CENTER ARCHITECTS INC. AND CANNOT BE USED OR REPRODUCED

024
ISSUING NO.: 0004



Private Stair Accesses



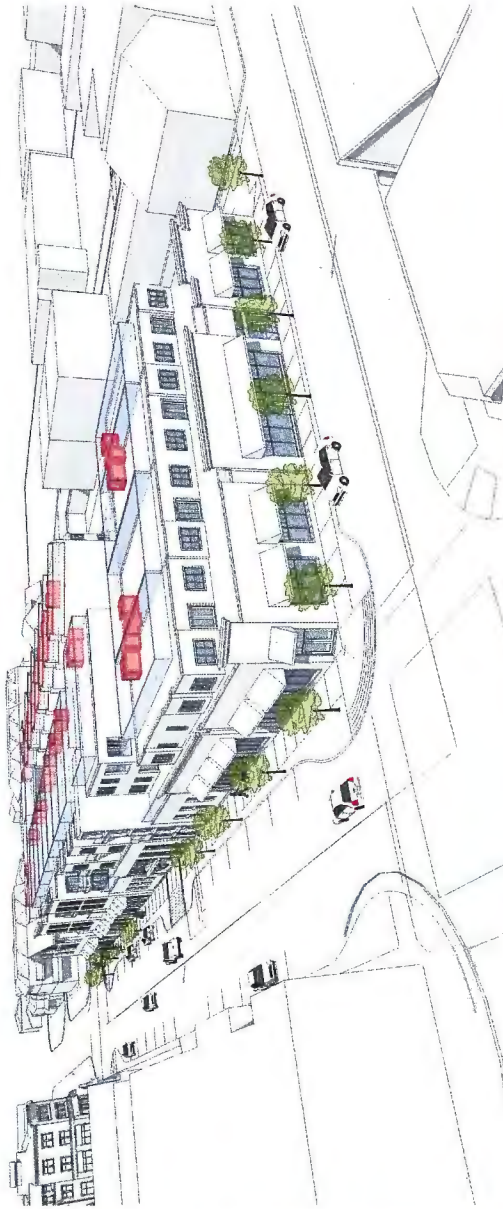
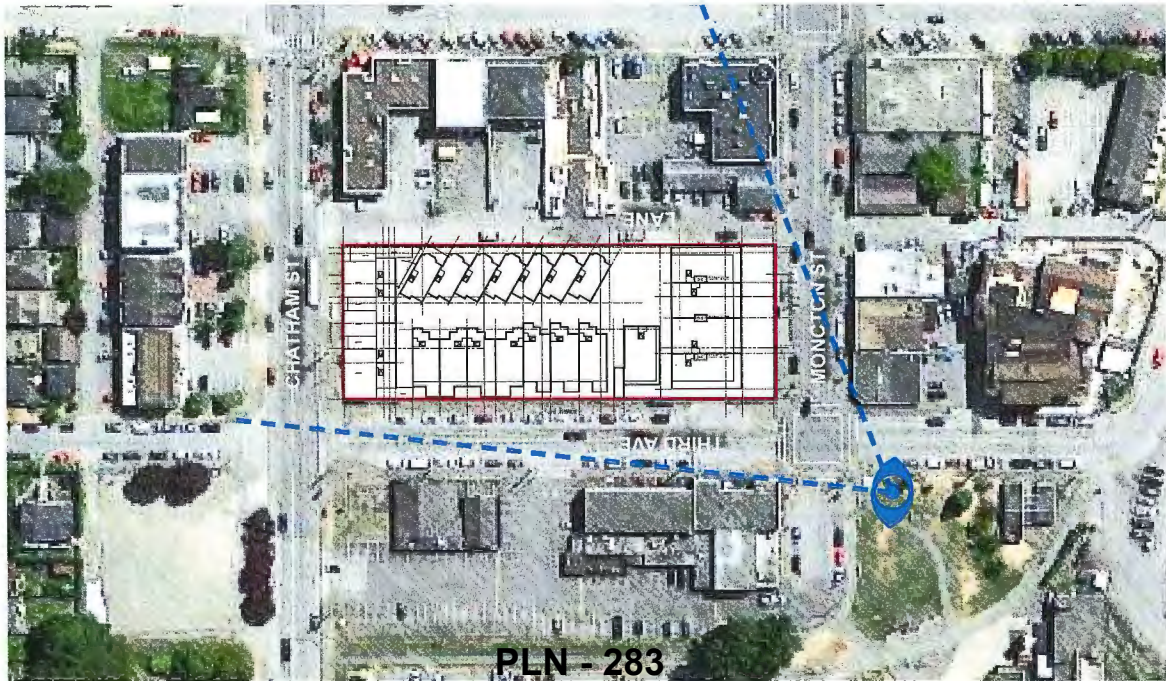
No Private Stair Accesses Visible

MONCTON & 3RD AVENUE
MIXED-USE RETAIL & RESIDENTIAL
RICHMOND, BC CANADA

plat:form

ZGF
COTTER
BY GRAFT+PARKER INC.

■ - Private Stair Accesses

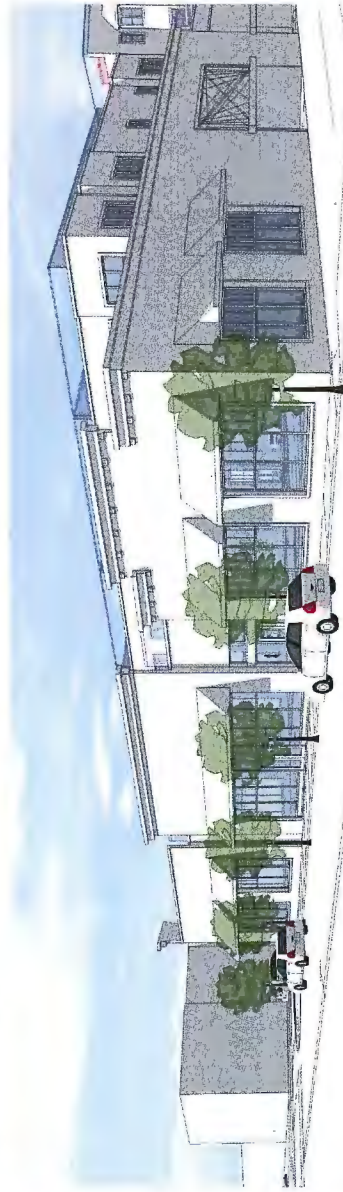
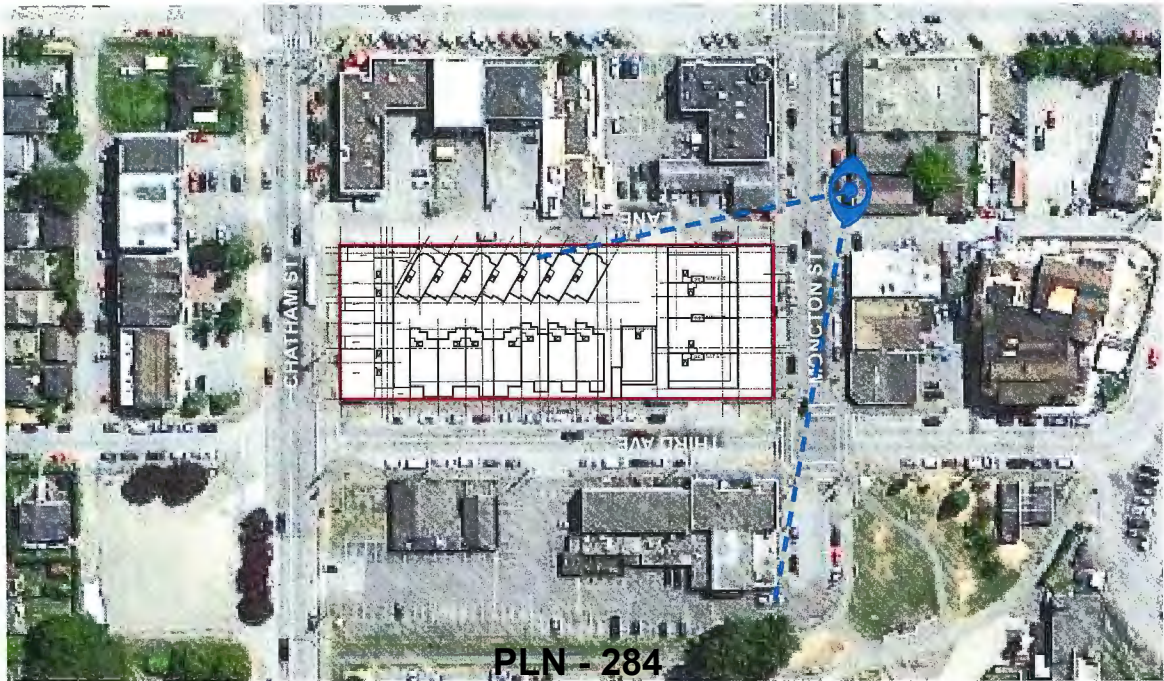


No Private Stair Accesses Visible.

MONCTON & 3RD AVENUE
MIXED-USE RETAIL & RESIDENTIAL
RICHMOND, BC CANADA

plat:form **ZGF**
COTTER
DESIGN PARTNERS

■ - Private Stair Accesses

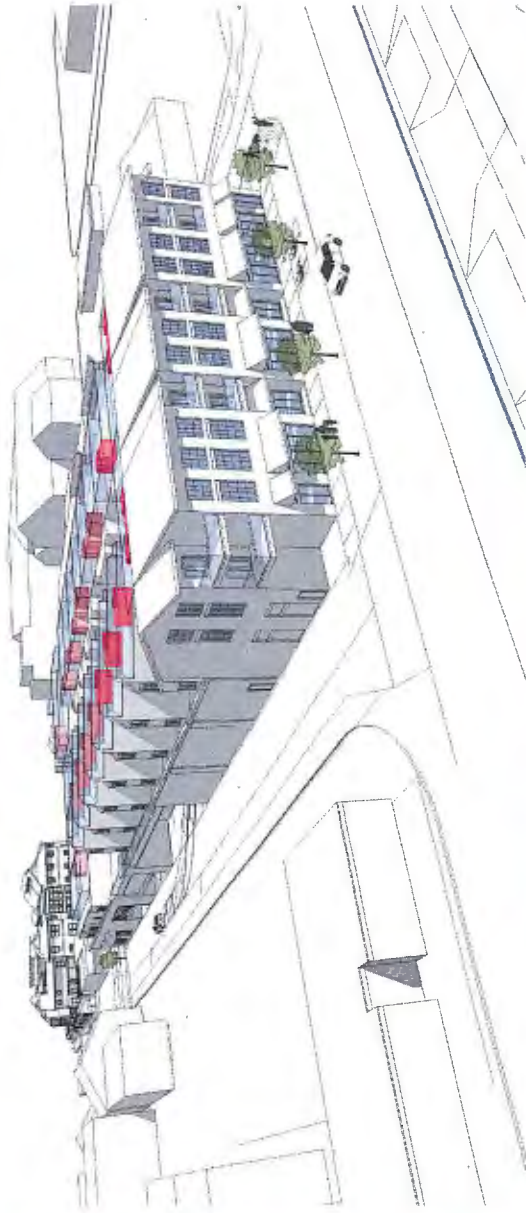
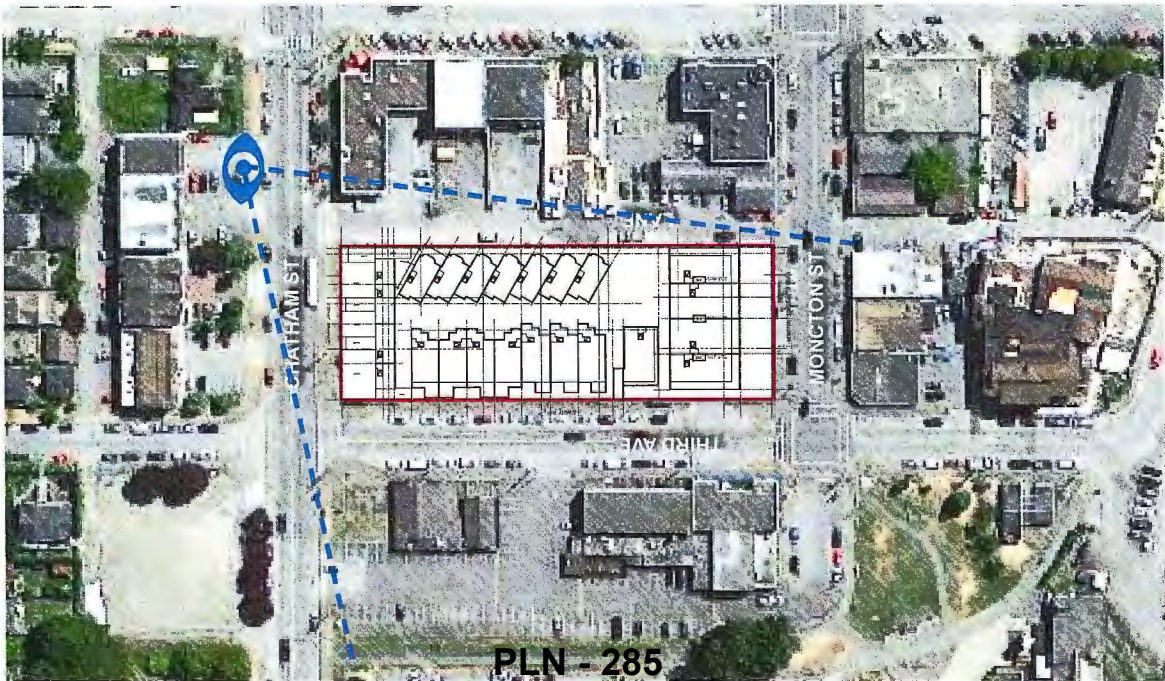


MONCTON & 3RD AVENUE
MIXED-USE RETAIL & RESIDENTIAL
RICHMOND, BC CANADA

plat:form

ZGF
COTTER

■ - Private Stair Accesses



MONCTON & 3RD AVENUE
MIXED-USE RETAIL & RESIDENTIAL
RICHMOND, BC CANADA

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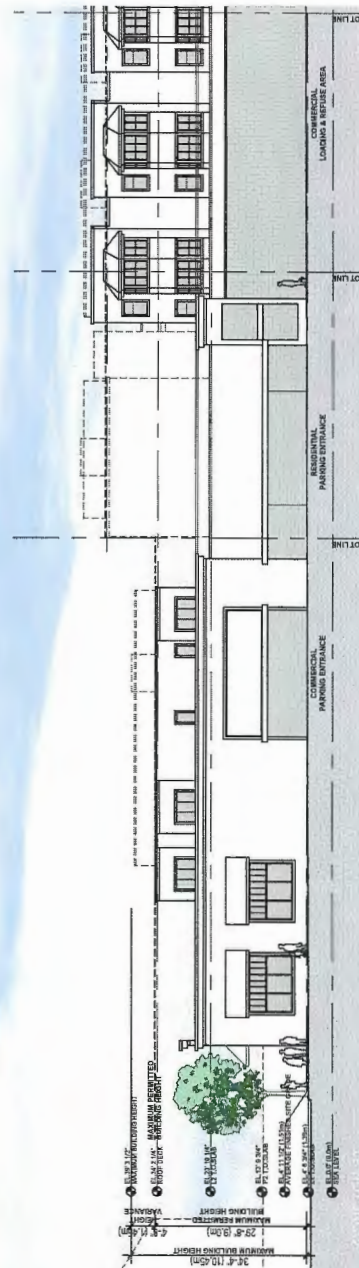
ZGF
COTTER
DESIGN PARTNERS

MONCTON & 3RD AVENUE
 MIXED-USE RETAIL & RESIDENTIAL
 RICHMOND, BC CANADA



West Elevation (Along Third Ave.)
 Scale: 1/4\"/>

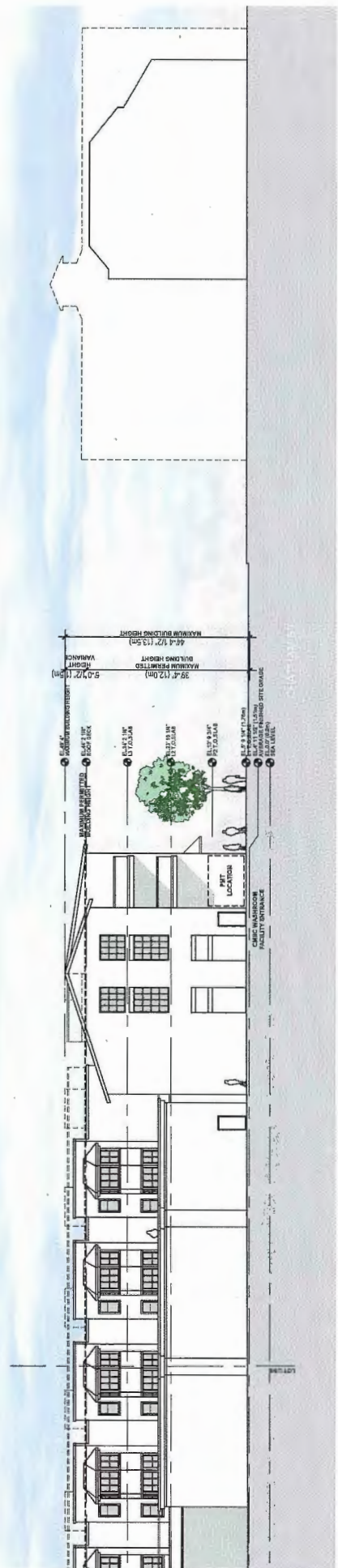
PLAN - 286



East Elevation (Along Lane)
 Scale: 1/4\"/>



PLN - 287



MONCTON & 3RD AVENUE
 MIXED-USE RETAIL & RESIDENTIAL
 RICHMOND, BC CANADA

plat:form **ZGF**
 COTTER
OF COTTER ARCHITECTS INC.



PLN - 288

South Elevation (Along Moncton St.)
 Scale: 3/32" = 1'-0"



North Elevation (Along Chatham St.)
 Scale: 3/32" = 1'-0"

[illegible]

901-835 West Hastings Street, Vancouver, BC V6C 0A6
YES: 604-273-1877 FAX: 604-273-1873 900416@yes.org
WWW: www.yesforpeace.com

PROJECT
Moncton & 3rd
Residential/Commercial
Mixed-Use Development
Steveston, BC

CLIENT:
Platform Properties (Sleveston) Ltd.

CONFIDENTIAL. THIS PLAN AND DESIGN ARE, AND AT ALL TIMES REMAIN THE EXCLUSIVE PROPERTY OF COS CEILUM ARCHITECTS INC. AND CANNOT BE USED OR REPRODUCED WITHOUT THE ARCHITECT'S WRITTEN CONSENT.

DATE SHEET - COATED	JOB NO./ 15-35	SCALE: 1/32"=1'-0"	DWG CODE:
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SHEET TITLE:
BUILDING
SECTIONS

028
DRAWING NO. 2
REV.



[illegible]

901-838 West Hastings Street, Vancouver, BC V6C 0A6
TEL: 604-272-1477 FAX: 604-272-1471 EMAIL: info@glennet.com
WEB: www.glennet.com

Moncton & 3rd
Residential/Commercial
Mixed-Use Development
Stouffville, ON

CLIENT:
Platform Properties (Sieveston) Ltd.

DRAWING	SEAL:
CHECKED BY:	
SCALE:	
JOB NO.: 15-35	
DATE SHEET CREATED:	

DEVELOPMENT DATA

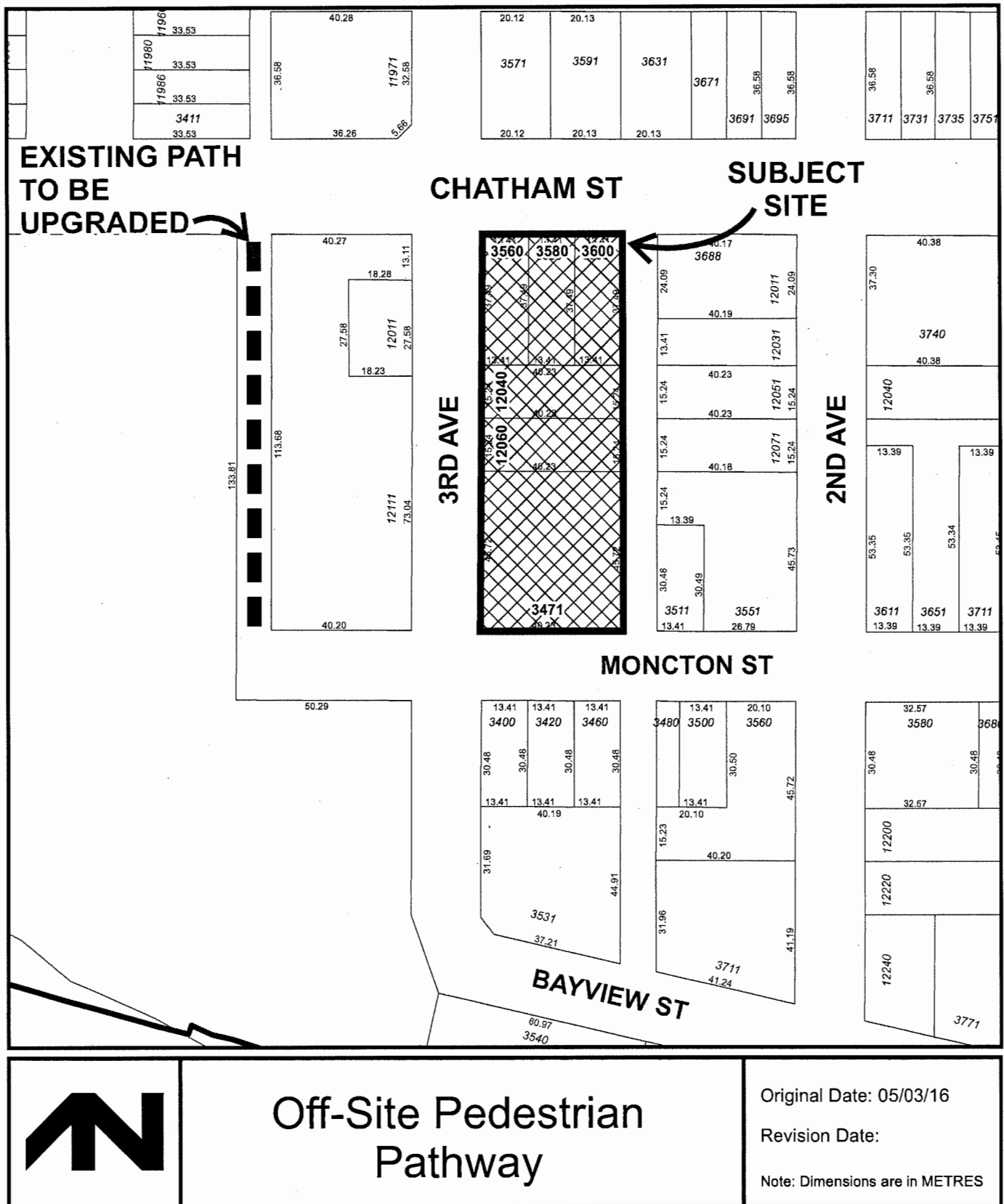
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A 6-in (152-mm) setback is proposed to all property lines. The scheme is intended to extend its building mass and protruding building elements up to all property lines. It is this design intention which creates a strong street wall presence along the sidewalk and continues the urban fabric typical of Seaveston Village.

DEVELOPMENT BREAKOUT				L1, P1	P2	L2	L3	TOTAL		
COMMERCIAL AREA										
Retail North				20,000 sf				20,000 sf		
Retail South				5,380 sf				5,380 sf		
SUB TOTAL				25,380 sf				25,380 sf		
RESIDENTIAL UNITS										
A	2 BDRM + DEN	1,238 sf				7 units	8,666 sf	7 units	8,666 sf	14 units
B	2 BDRM + DEN	1,185 sf				1 units	1,185 sf	1 units	1,185 sf	2 units
C	2 BDRM + DEN	1,190 sf				2 units	2,300 sf	2 units	2,300 sf	4 units
D	2 BDRM + DEN	1,064 sf				1 units	1,064 sf	1 units	1,064 sf	2 units
E	3 BDRM + DEN (TH)	1,500 sf				7 units	10,500 sf	7 units	10,500 sf	7 units
F	2 BDRM + DEN	1,338 sf				5 units	3,915 sf	5 units	3,915 sf	6 units
				(Area for handling chase has not been subtracted)						
SUB TOTAL						23 units	32,915 sf	12 units	15,060 sf	35 units
										47,978 sf



City of
Richmond



Platform Properties Ltd.
 990 1200 West 73rd Avenue
 Vancouver BC V6P 6G5 Canada

platformproperties.ca
 T: (604) 563 5000
 F: (604) 563 5001

plat form

April 19, 2016

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

Attention: Mr. Kevin Eng

Dear Kevin,

**RE: Moncton Street & 3rd Avenue – Rod's Building Supplies Lands
 Project Sustainability – Renewable Energy Targets**

Further to our rezoning application RZ 15-710852, and Staff's most recent request regarding potential future renewable energy targets, we are writing to advise we have been considering this item and how it may be addressed as part of the redevelopment of the lands. While we are committed to developing the lands in a sustainable manner, we believe it is premature to commit to any specific methodology at this point in time. Furthermore, given the extent of the works and City contributions already associated with this rezoning application (offsites on 4 frontages, CMBC washroom facilities, offsite pathway improvements, Steveston Village Heritage Conservation Grant, Affordable Housing, Public Art, etc.), we are currently not in a position to make further commitments without effecting the feasibility of the development.

That said, we are prepared to work with Staff to explore energy efficiency opportunities should our application move forward to the Development Permit stage. As shared in our discussions, we have undertaken a feasibility assessment of a solar photovoltaic system for the project, and have concluded such an installation is infeasible given the high expense of the currently available technology. We do, however, believe the nature of this project provides an opportunity to consider ground-source/air-source heat pump technology or a form of heat exchange between the proposed uses (ie. the commercial anchor and the residential), although consideration of this is similarly premature given it would involve cooperation with the commercial anchor tenant.

We trust you will be amenable to the above approach, and commit to pursuing further dialogue with Staff on this matter to work towards the City's renewable energy and/or energy efficiency targets. Should you wish to discuss further, please contact the undersigned.

Yours truly,



Kyle Shury





City of Richmond

Rezoning Considerations

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

Address: 3471 Moncton Street, 12060 and 12040 3rd Avenue, 3560, 3580 and 3600 Chatham Street
File No.: RZ 15-710852

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9558, the developer is required to complete the following:

1. Consolidation of all the lots into one development parcel.
2. Registration of a 2.5 m by 2.5 m statutory right-of-way at Moncton Street and 3rd Avenue for the purposes of securing a corner cut on the consolidated development site.
3. Discharge of legal agreement BL145757.
4. Registration of a legal agreement on title that identifies the building as a mixed use building indicating that they are required to mitigate unwanted noise and demonstrate that the building envelope is designed to avoid noise generated by the internal use from penetrating into residential areas that exceed noise levels allowed in the City's Noise Bylaw and noise generated from rooftop HVAC units will comply with the City's Noise Bylaw.
5. Registration of a flood plain covenant on title (Steveston Village Area – Flood Plain Designation and Protection Bylaw 8204).
6. Registration of a legal agreement on title to prohibit the conversion of the bicycle parking area into habitable space and requiring that the rooms remain available for shared common use for the sole purpose of bicycle parking.
7. Registration of a legal agreement on title ensuring the provision of electric vehicle charging features: a minimum of 20% of parking stalls to be provided with a 120V receptacle to accommodate electric vehicle charging equipment; and an additional 25% of parking stalls to be constructed to accommodate the future installation of electric vehicle charging equipment (e.g. pre-ducted for future wiring).
8. Registration of a legal agreement on title ensuring the shared use of the commercial and residential visitor parking spaces and prohibiting assignment of any of these parking spaces to a particular unit or user.
9. Registration of a legal agreement on title ensuring the shared use of a minimum of one loading bay between commercial and residential uses at all times.
10. Registration of a legal agreement on title, including the requirement for a lease agreement amongst applicable parties, to secure space in the development for the purposes of providing washroom facilities to Coast Mountain Bus Company/Translink employees and/or other users as approved by the owner and the City.
11. The submission and processing of a Development Permit* completed to a level deemed acceptable by the Director of Development.
12. City acceptance of the developer's offer to voluntarily contribute \$49,775 to the City's public art reserve fund.
13. Contribution of \$49,000 (e.g. \$1,000 per dwelling unit for the first 19 units and \$2,000 per dwelling unit for the remaining balance) in accordance with the City's Cash In-Lieu of Indoor Amenity Space Policy 5041.
14. City acceptance of the developer's offer to voluntarily contribute \$4 per buildable square foot (e.g. \$191,912) to the City's affordable housing fund.
15. City acceptance of the developer's offer to voluntarily contribute \$47 per buildable square foot for the density increase from 1.2 to 1.52 FAR (e.g. \$739,842) minus the applicable affordable housing contribution for the development (\$191,912) in accordance with the Steveston Village Conservation Grant Program (Policy 5900). The total required amount being \$547,930.

16. Enter into a Servicing Agreement* for the design and construction of the following works (all works are at the developers cost):

a) Along Moncton Street (frontage upgrades):

- 2 m wide sidewalk at the south property line of the subject site.
- Remaining space between the edge of sidewalk and existing curb to consist of hardscaped boulevard generally consisting of stamped/tinted concrete, with street trees (if applicable), street furniture (benches, lighting, garbage receptacles and bike racks) and intermittent landscaping.
- Revision to curb extensions at Moncton Street and 3rd Avenue to replace with a sloped asphalt curb and appropriate bollards, if deemed necessary under the Council approved streetscape vision for the area.
- Note: Should Council adopt streetscape visions for Moncton Street prior to the execution of the Servicing Agreement, the above frontage works shall be adjusted, if necessary, to be in keeping with streetscape visions for Moncton Street, in particular the corner treatment at Moncton Street and 3rd Avenue.
- Removal of any existing driveway crossings and reinstatement of applicable concrete curb and frontage treatment.

b) Along Chatham Street (frontage upgrades):

- Maintain the location of the existing south curb and between the existing north property line, achieve a 7 m wide space to consist of a 2.5 m sidewalk located at the north property line of the site. The remaining space (final width to be determined through the Servicing Agreement application process) to consist of hardscaped boulevard (stamped/tinted concrete with street trees - parks to confirm type of trees and spacing through the Servicing Agreement) and appropriate street furniture and lighting.
- Within the hardscaped boulevard, an accessible concrete bus landing pad is required (to accommodate the existing bus stop on the subject site's Chatham Street frontage). Please note: there is a possibility that the 1.5 m wide space behind the existing curb (within the 4.5 m hardscaped blvd. referenced above) could also be an asphalt bike path based on the streetscape options for Chatham Street. Works also to include closure of existing driveway crossings and reinstatement of concrete curb & gutter where applicable).
- Note: Should Council adopt streetscape visions for Chatham Street prior to the execution of the Servicing Agreement, the above frontage works shall be adjusted, if necessary, to be in keeping with streetscape visions for Chatham Street as approved by Council.
- Pedestrian crossing across Chatham Street consisting of side mounted signage and pavement markings on the east side of the intersection of Chatham Street and 3rd Avenue at the developers sole cost. The developer is also required to do a design and cost estimate for pre-ducting works to accommodate crosswalk upgrades in future with a 50/50 cost sharing arrangement (works or cash-in-lieu as approved by the Director of Transportation) with the City for identified pre-ducting works only.

c) Along 3rd Avenue (frontage upgrades):

- 2 m wide sidewalk at the existing 3rd Avenue property line. The remaining space (final width to be determined through the Servicing Agreement application process) to consist of a boulevard treatment containing grass and trees (if sufficient space exists) to the back of the existing curb.
- Implementation of a new driveway crossing along 3rd Avenue to City specifications.
- Works may also include the addition of upgrades to street furniture (benches, lighting, garbage receptacles, bike racks).
- Works to include specific measures to facilitate pedestrian safety and minimize conflict with vehicles at the 3rd Avenue driveway location.
- Removal of any existing driveway crossings and reinstatement of applicable concrete curb and frontage treatment.

d) Lane works

- Re-grade a minimum width of 5/8ths of the existing lane along the east property line of the development site and upgrade the drainage system to meet City standards. At the developers cost, additional re-grading may be required to ensure the works do not create storm water surface ponding on the remaining lane and to achieve safe and functional traffic movement.

- Identify pipe elevations, pipe diameters and provide CCTV survey for the lane drainage system (approx. 130m) to determine upgrade requirements. Partial or full drainage pipe upgrade is expected to be required including the addition of new manholes where required.

e) Pedestrian path works (west adjacent to 12111 3rd Avenue)

- Approximate extent of works is 115 m including necessary transitions and tie-ins to the north and south.
- Widen to 3 m and upgrade the pathway to a suitable hard impermeable surface with potential appropriate treatment to apply texturing and tinting to emulate historic planks/boardwalks in Steveston Village.
- Implementation of design and pathway identification features (i.e., bollards with ropes).
- Pathway lighting to the appropriate standards
- Development of a focal point/signage at the Chatham Street junction.
- Landscaping (planting of Cherry trees) at a number, sizing, spacing and location determined by Parks.
- The developer is responsible for the cost of design of the ultimate pathway works.
- Works to construct the path upgrades are to be cost shared 50% at the developer's responsibility and 50% at the City's responsibility.

f) Water works:

- Using the OCP Model, there is 432 L/s and 558 L/s of water available at a 20 psi residual at the 3rd Avenue and Chatham Road respectively. Based on your proposed development, your site requires a minimum fire flow of 220 L/s. Once you have confirmed your building design at the Building Permit stage, you must submit fire flow calculations signed and sealed by a professional engineer based on the Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) to confirm that there is adequate available flow.
- Provide fire hydrants at Moncton Road, 3rd Avenue and Chatham Street frontages to meet minimum spacing and code requirements to service the proposed development.

g) Storm Sewer works:

The developer is required to:

- Upgrade approximately 55 meters of existing 375mm diameter storm sewer to 600mm diameter storm sewer along Chatham Street (alignment to be determined through detailed design). Tie-in to the existing storm sewers at both east and west sides shall be via new manholes.
- Renew portions of the existing 300mm AC watermain along Chatham Street that will be impacted by the proposed storm sewer tie-ins.
- Abandon and fill with low density fill per MMCD the existing 55 meters of 375mm diameter storm sewer that is located next to the property line along Chatham Street frontage.

At the developer's cost, the City will:

- Cut and cap at main all existing storm sewer connections to the development site.

h) Sanitary works

The developer is required to:

- Upgrade approximately 55 meters of existing 150mm diameter sanitary sewer to 200mm diameter sanitary sewer along Moncton Street (alignment to be determined through detailed design). Tie-in to the existing sanitary sewers at both east and west ends shall be via existing manholes.
- Install a new sanitary service connection complete with a type 3 IC and tie-in to the proposed sanitary main at Moncton Street.
- Remove the existing sanitary main along the north property line of 12040 3rd Avenue and rear portion of 3560, 3580 and 3600 Chatham Street then discharge the utility right of way containing it.

At the developer's cost, the City will:

- Cut and cap at main all existing sanitary sewer connections to the development site.
- Re-connect existing sanitary service connections (if required) to the new sanitary main along Moncton Street.

i) General

- Lane lighting is required. The developer is required to determine the appropriate level of lighting for the form of development and install freestanding street lamps as necessary. As no curb is anticipated to be built light poles may need to be protected by traffic bollards or similar.
- Locate all above ground utility cabinets and kiosks required to service the proposed development within the developments site (see list below for examples). A functional plan showing conceptual locations for such infrastructure shall be submitted prior to the RZ staff report progressing to Planning Committee and shall be included in the development process design review. Please coordinate with the respective private utility companies and the project's lighting and traffic signal consultants to confirm the right of way requirements and the locations for the aboveground structures. If a private utility company does not require an aboveground structure, that company shall confirm this via a letter to be submitted to the City. The following are examples of SRWs that shall be shown in the functional plan and registered prior to SA design approval:
 - BC Hydro PMT – Approximately 4mW X 5m (deep)
 - BC Hydro LPT – Approximately 3.5mW X 3.5m (deep)
 - Street light kiosk – Approximately 1.5mW X 1.5m (deep)
 - Traffic signal kiosk – Approximately 1mW X 1m (deep)
 - Traffic signal UPS – Approximately 2mW X 1.5m (deep)
 - Shaw cable kiosk – Approximately 1mW X 1m (deep) – show possible location in functional plan
 - Telus FDH cabinet - Approximately 1.1mW X 1m (deep) – show possible location in functional plan
- Provide, prior to first SA design submission, if preload is required, a geotechnical assessment of preload and soil preparation impacts on the existing utilities fronting or within the development site, proposed utility installations, the existing 150mm FRP pipe along the east property line, the existing 168mm gas main next to the south property line of 3471 Moncton Street and the existing box culvert along 3rd Avenue and provide mitigation recommendations. The mitigation recommendations (if required) shall be incorporated into the first SA design submission or if necessary prior to pre-load.
- Additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering may be required, including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.

Prior to forwarding the Development Permit* to Council for issuance, the following items must be completed:

1. Submission of an appropriate landscape bond/letter of credit for on-site landscaping.
2. Items to be determined through the processing of the Development Permit application.

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

1. Submission of a Construction Parking and Traffic Management Plan to the Transportation Department. Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.
2. Incorporation of accessibility 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 Department at 604-276-4285.

Note:

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

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

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

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

-Signed Copy on File-

Signed

Date



**Richmond Zoning Bylaw 8500
Amendment Bylaw 9558 (RZ 15-710852)
3471 Moncton Street, 12060 and 12040 3rd Avenue, 3560, 3580 and
3600 Chatham 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 the following table into the existing table contained in Section 5.15.1:

Zone	Sum Per Buildable Square Foot of Permitted Principal Building
ZMU33	\$4.00

- b. Insert the following into Section 20 – Site Specific Mixed Use Zones, in numerical order:

“20.33 **Commercial Mixed Use (ZMU33) – Steveston Village**

20.33.1 **Purpose**

The **zone** provides for a combination of commercial, industrial and residential **uses**.

20.33.2 **Permitted Uses**

- **animal grooming**
- **broadcasting studio**
- **child care**
- **education**
- **education, commercial**
- **government service**
- **health service, minor**
- **housing, apartment**
- **industrial, general**
- **liquor primary establishment**

- **manufacturing, custom indoor**
- **microbrewery, winery and distillery**
- **office**
- **parking, non-accessory**
- **recreation, indoor**
- **recycling depot**
- **restaurant**
- **retail, convenience**
- **retail, general**
- **retail, second hand**
- **service, business support**
- **service, financial**
- **service, household repair**
- **service, personal**
- **studio**
- **veterinary service**

20.33.3 **Secondary Uses**

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

20.33.4 **Permitted Density**

1. The maximum **floor area ratio** is 1.0.
2. Notwithstanding Section 20.33.4.1, the reference to “1.0” **floor area ratio** is increased to a higher **density** of “1.2” **floor area ratio** if the **owner** pays into the **affordable housing reserve** the sum specified in Section 5.15.1 of this bylaw, at the time **Council** adopts a zoning amendment bylaw to include the **site** in the ZMU33 **zone**.
3. Notwithstanding Section 20.33.4.2, the reference to “1.2” **floor area ratio** is increased to a higher **density** of “1.52” **floor area ratio** if the owner pays into the **City’s** Heritage Trust Account, Steveston Village Heritage Conservation Grant Program the sum of \$739,842 (calculated at \$47/sq. ft. multiplied by the “0.32” **floor area ratio density** increase from “1.2” to “1.52” **floor area ratio** multiplied by the **lot** area less the sum paid into the **affordable housing reserve** in accordance with Section 20.33.4.2.)
4. There is no maximum **floor area ratio** for **non-accessory parking** as a **principal use**.

5. For the purposes of this **zone** only, a maximum floor area of 8 m² for a washroom facility that is provided in the **development** and secured through a legal agreement with the **City** is not included in the calculation of maximum **floor area ratio**.

20.33.5 **Permitted Lot Coverage**

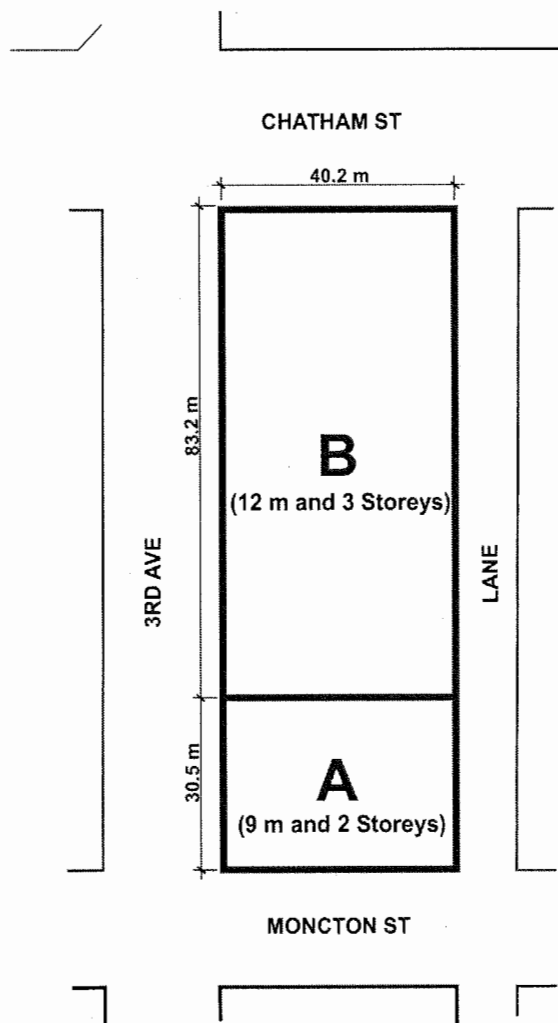
1. The maximum **lot coverage** is 100% for **buildings**.

20.33.6 **Yards & Setbacks**

1. There is no minimum **front yard, rear yard or side yard setback**.

20.33.7 **Permitted Heights**

1. The maximum **building heights** for the **site** are identified in Diagram 1 in Section 20.33.7.2.
2. Diagram 1



20.33.8 Subdivision Provisions/Minimum Lot Size

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

20.33.9 Landscaping & Screening

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

20.33.10 On-Site Parking

1. **On-site vehicle** and bicycle parking and loading shall be provided according to the standards set-out in Section 7.0 except that:
 - a) Required **parking spaces** for residential **use** visitors and non-residential **uses** may be shared.
 - b) **On-site** vehicle parking shall be provided at the following rate:
 - i) Non-residential **uses** – **on-site** parking requirements contained in this Section 7 of this Bylaw are reduced by 33% with the exception that a rate of 2 spaces per 100 m² of **gross leasable floor area** be applied to **retail convenience, retail general, retail second hand, service business support, service financial** and **service personal**.

20.33.11 Other Regulations

1. For **apartment housing**, no portion of the first **storey** of a **building** within 9.0 m of the **lot line** abutting a **road** shall be used for residential purposes.
2. For **apartment housing**, an entrance to the residential **use** or parking area above or behind the commercial space is permitted if the entrance does not exceed 7.5 m in width.
3. Signage must comply with the City of Richmond's Sign Bylaw No. 5560, as it applies to **development** in the Steveston Commercial (CS3) **zone**.
4. In addition to the regulations listed above, the General Development Regulations in Section 4.0 and the Specific Use Regulations in Section 5.0 apply."

2. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following area and by designating it **“COMMERCIAL MIXED USE (ZMU33) – STEVESTON VILLAGE”**.

P.I.D. 004-257-944
Lot 'A' Block 7 Section 10 Block 3 North Range 7 West New Westminster District Plan 249

P.I.D 006-713-254
Lot 14 Block 7 Section 10 Block 3 North Range 7 West New Westminster District Plan 249

P.I.D 003-427-323
Lot 13 Block 7 Section 10 Block 3 North Range 7 West New Westminster District Plan 249

P.I.D 004-062-841
Lot 12 Block 7 Section 10 Block 3 North Range 7 West New Westminster District Plan 249

P.I.D 003-969-720
Lot 11 Block 7 Section 10 Block 3 North Range 7 West New Westminster District Plan 249

P.I.D 004-138-651
Lot 10 Block 7 Section 10 Block 3 North Range 7 West New Westminster District Plan 249

3. This Bylaw may be cited as **“Richmond Zoning Bylaw 8500, Amendment Bylaw 9558”**.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED



MAYOR

CORPORATE OFFICER



City of Richmond

Report to Committee Fast Track Application Planning and Development Division

To: Planning Committee

Date: May 6, 2016

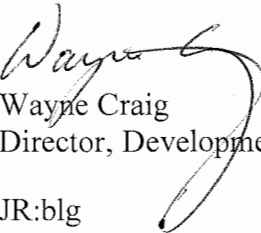
From: Wayne Craig
Director, Development

File: RZ 16-721609

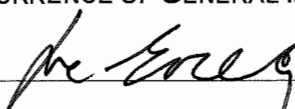
Re: Application by Paul Atwal for Rezoning at 7651 Bridge Street from Single Detached (RS1/F) to Single Detached (ZS14) - South McLennan (City Centre)

Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9561, for the rezoning of the west portion of 7651 Bridge Street from "Single Detached (RS1/F)" to "Single Detached (ZS14) - South McLennan (City Centre)", be introduced and given first reading.


Wayne Craig
Director, Development

JR:blg
Att.

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

Staff Report

Item	Details		
Applicant	Paul Atwal		
Location	See Attachment 1		
Development Data Sheet	See Attachment 2		
Zoning	Existing: Single Detached (RS1/F)		
	Proposed Lot 1: Single Detached (RS1/F)		
	Proposed Lot 2: Single Detached (ZS14) – South McLennan (City Centre) See Attachment 3		
OCP Designation	Neighbourhood Residential	Complies:	Yes
Area Plan Designation	Residential, historic single-family	Complies:	Yes
Surrounding Development	North: Single-family dwellings on small lots in the "Single Detached (ZS14) – South McLennan (City Centre)" zone fronting Armstrong Street, and one (1) single-family dwelling on a lot in the "Single Detached (RS1/F)" zone fronting Bridge Street.		
	South: One single-family dwelling in the "Single Detached (RS1/F)" zone with a development application to rezone and subdivide (RZ 16-728740).		
	East: Single-family dwellings across Bridge Street on deep lots in the "Single Family (RS1/F)" zone.		
	West: Single-family dwellings across Armstrong Street on small lots in the "Single Detached (ZS14)" zone fronting Keefer Avenue.		
Rezoning Considerations	See Attachment 8		

Floodplain Management Implementation Strategy

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

Public Consultation

Rezoning signs have been installed on both street frontages of the subject property. Staff have not received any comments from the public about the rezoning application in response to the placement of the rezoning signs on the property.

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

Analysis

The proposed rezoning would enable subdivision of the subject property into two (2) lots, one (1) zoned “Single Detached (RS1/F)” fronting Bridge Street, and one (1) zoned “Single Detached (ZS14) – South McLennan (City Centre)” fronting Armstrong Street. A survey showing the proposed subdivision plan is provided in Attachment 3. There is an existing single-family dwelling on the proposed east lot of the subject site that will be retained. The principal structure and accessory structures to be retained comply with the requirements of the proposed “Single Detached (RS1/F)” zoning bylaw, including setbacks, lot coverage, and density (Attachment 4).

Proposed Site Access

Vehicle access to Lot 1 will be retained on Bridge Street. Lot 2 will be accessed from Armstrong Street. The City has requested road dedication for an extension of this street as part of the improvements to the neighbourhood circulation network as per the McLennan South Sub-Area Plan (Attachment 5). The road dedication will start at 9.0 m at the northwest corner and taper to 7.5 m at the southwest corner, for a total area of 158.4 m².

Affordable Housing Strategy

As per the City’s Affordable Housing Strategy, single-family rezoning applications require a secondary suite or coach house on 100% of new lots created, or a combination of secondary suites or coach houses on 50% of new lots and a \$2.00/ft² cash-in-lieu contribution of the total buildable area of the remaining lots to the City’s Affordable Housing Reserve Fund.

The applicant proposes to provide a secondary suite on Lot 2. The existing dwelling to be retained on Lot 1 has an existing secondary suite. To ensure that the secondary suite on Lot 2 is built to the satisfaction of the City and in accordance with the City’s Affordable Housing Strategy, the applicant is required to enter into a legal agreement registered on Title stating that no final Building Permit inspection will be granted until the secondary suite is constructed to the satisfaction of the City in accordance with the BC Building Code and the City’s Zoning Bylaw. Registration of this legal agreement is required prior to final adoption of the zoning bylaw.

Tree Retention and Replacement

The applicant submitted a Certified Arborist’s Report, which identifies on-site 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 four (4) bylaw-sized trees on the subject site (Trees # 1-4) and one (1) Douglas fir tree (Tree # 5) on City-owned property to the northeast of the subject site on Bridge Street.

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

- The Douglas Fir (Tree # 5) located on City property is to be retained. Retained trees should be protected as per City of Richmond Tree Protection Information Bulletin Tree-03.

- One (1) tree (Tree # 1) is a 35cm caliper Cherry; previously topped and in poor condition. A Tree Permit (TP15-716474) was issued for the removal of this tree prior to rezoning application submission. This tree should be removed and replaced due to its poor condition.
- Three (3) trees (Trees # 2, 3 and 4) are identified to be retained and protected. Tree protection is to be provided as per City of Richmond Tree Protection Information Bulletin Tree-03.
- Replacement trees at 2:1 ratio as per the Official Community Plan (OCP) will be required of the trees to be removed.

Tree Protection

The applicant proposes to retain three (3) of the bylaw-sized trees on the property (Attachment 7). These are Trees #2-#4; all of which are located within the rear yard of proposed Lot 1. As no construction or landscaping is proposed on this lot, the applicant proposes to erect a protective fence along the new property line before construction begins and for the duration of the project.

Tree Replacement

The ZS14 zone in Zoning Bylaw 8500 requires the applicant to plant and maintain three (3) trees on each lot, with at least one (1) of these trees located within 6 m of the front lot line. There are no existing trees on Lot 2; therefore three (3) trees must be provided on this lot. Prior to final adoption of the rezoning bylaw, the applicant must submit a Landscaping Security for all three (3) trees in the amount of \$1,500 (\$500/tree) to ensure that the trees are planted and maintained.

Site Servicing and Frontage Improvements

Road dedication is required to provide access from Armstrong Street to the site starting at 9.0 m at the northwest corner; tapering to 7.5 m at the southwest corner.

The applicant is required to make a separate application for a Servicing Agreement for the following:

- Undergrounding of hydro, telephone, and cable connections for both lots.
- Improvements on Armstrong Street including road and sidewalk construction
- Improvements on Bridge Street including road widening and sidewalk construction

Details on the rezoning considerations are outlined in Attachment 8.

Financial Impact or Economic Impact

This rezoning application results in an insignificant Operational Budget Impact (OBI) for off-site City infrastructure.

Conclusion

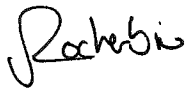
This purpose of this rezoning application is to rezone the west portion of 7651 Bridge Street from the "Single Detached (RS1/F)" zone to the "Single Detached (ZS14) - South McLennan

(City Centre)" zone, to permit the property to be subdivided to create two (2) lots; one (1) fronting Bridge Street and one (1) fronting Armstrong Street.

This rezoning application complies with the land use designations and applicable policies for the subject site contained in the OCP and zoning bylaw.

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

It is recommended that Zoning Bylaw 8500, Amendment Bylaw 9561 be introduced and given first reading.



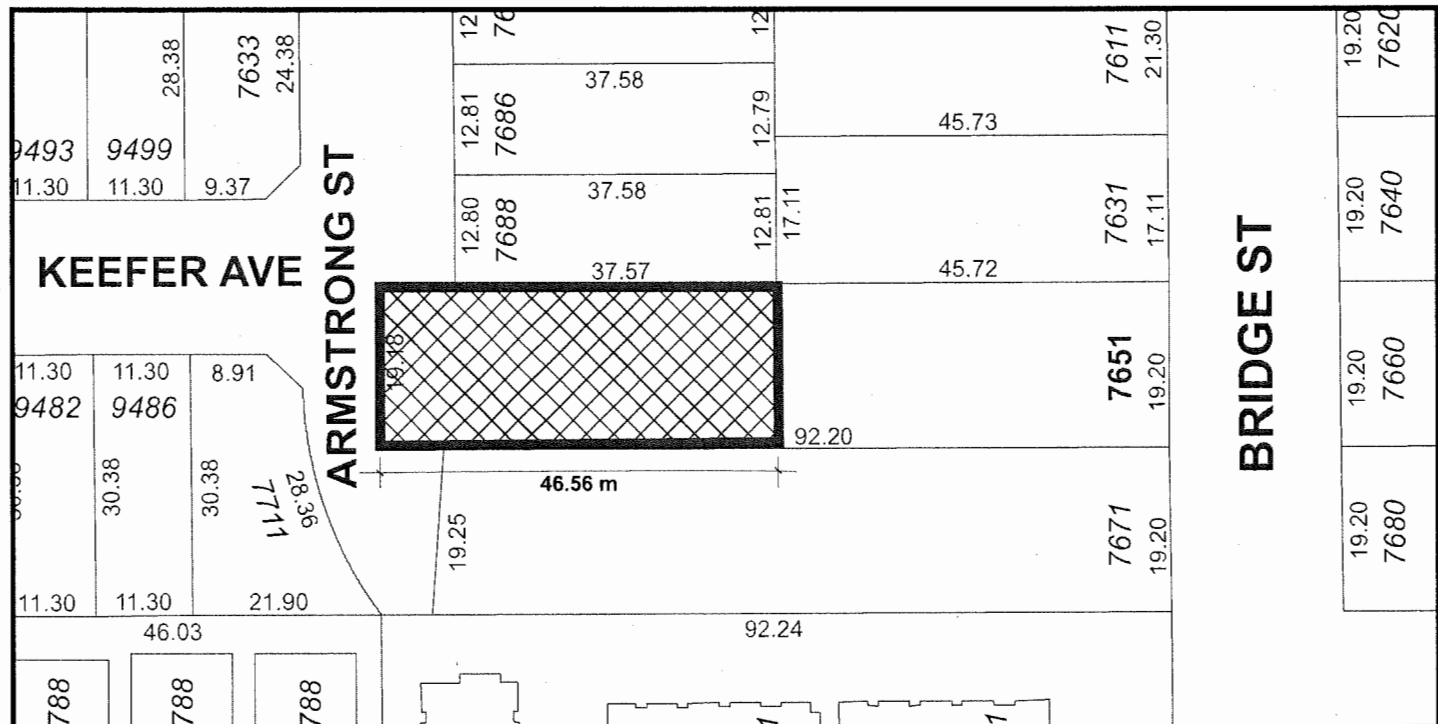
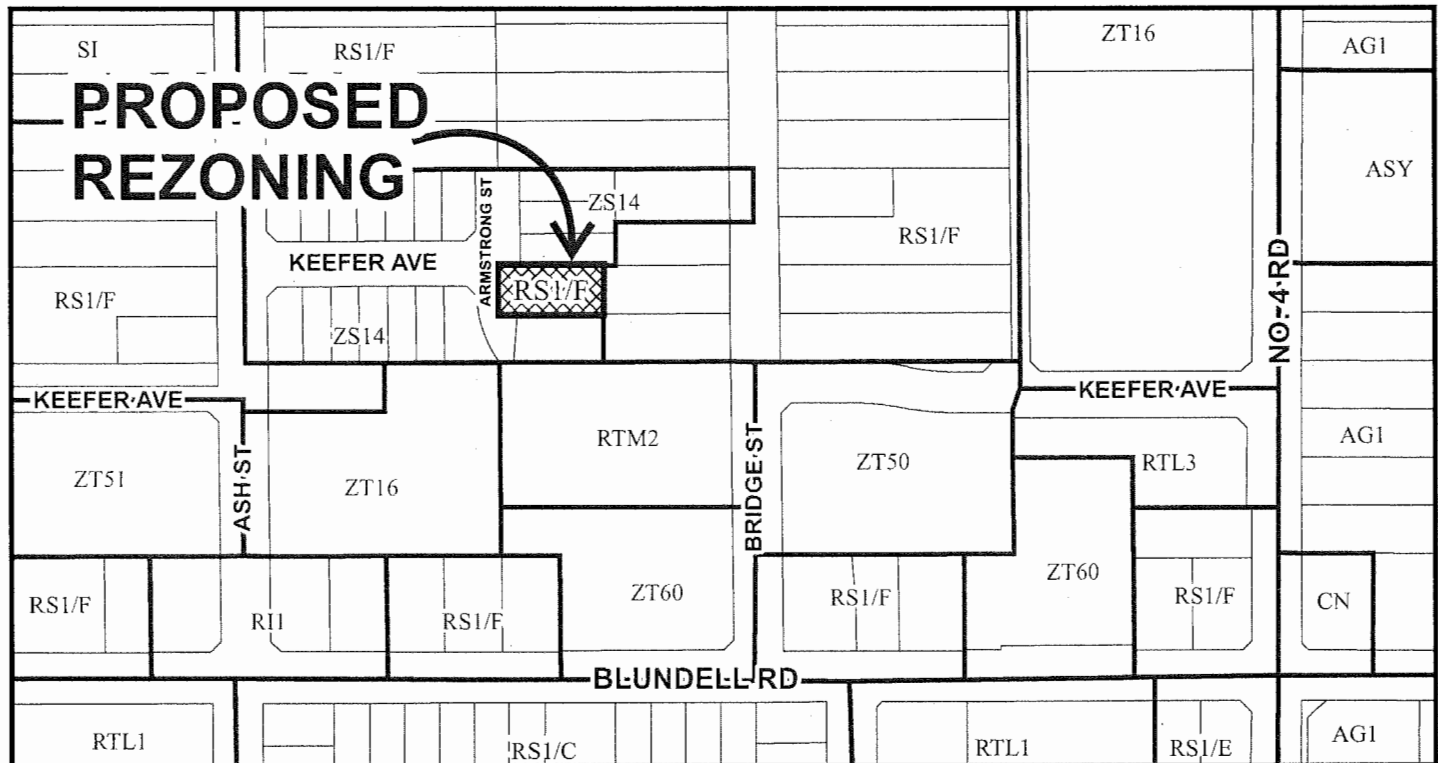
Jordan Rockerbie
Planning Technician
(604-276-4092)

JR:blg

- Attachment 1: Location Map and Aerial Photo
- Attachment 2: Development Application Data Sheet
- Attachment 3: Survey showing proposed subdivision
- Attachment 4: Survey showing proposed Lot 1
- Attachment 5: McLennan South Neighbourhood Circulation Map
- Attachment 6: McLennan South Land Use Map
- Attachment 7: Tree Retention Plan
- Attachment 8: Rezoning Considerations



City of Richmond



RZ 16-721609

PLN - 308

Original Date: 03/01/16

Revision Date: 04/29/16

Note: Dimensions are in METRES



City of
Richmond



RZ 16-721609

Original Date: 03/01/16

Revision Date: 04/04/16

Note: Dimensions are in METRES

PLN - 309



RZ 16-721609

Attachment 2

Address: 7651 Bridge Street

Applicant: Paul Atwal

Planning Area(s): City Centre – McLennan South Sub-Area

	Existing	Proposed
Owner	Glicerio Ganuelas Consolacion Ganuelas	To be determined
Site Size (m²)	1,612.7 m ²	Lot 1: 877.4 m ² Lot 2: 735.3 m ²
Land Uses	One (1) single-family dwelling	One (1) single-family dwelling on each of two (2) lots
OCP Designation	Neighbourhood Residential	No change
Area Plan Designation	Residential, Historic Single-Family	No change
Zoning	Single Detached (RS1/F)	Lot 1: No change Lot 2: Single Detached (ZS14) – South McLennan (City Centre)

On Future Subdivided Lot 1	Bylaw Requirement Single Detached (RS1/F)	Proposed	Variance
Floor Area Ratio	Max. 0.55 applied to the first 464.5 m ² of the lot area, together with 0.30 applied to the balance of the lot area	Max. 0.55 applied to the first 464.5 m ² of the lot area, together with 0.30 applied to the balance of the lot area	none permitted
Lot Coverage – Building	Max. 45%	18.7%	none
Lot Coverage – Impermeable Surfaces	Max. 70%	Max. 70%	none
Lot Coverage – Live Plant Material	Min. 25%	Min. 25%	none
Lot Size	Min. 828 m ²	877.4 m ²	none
Setback – Front Yard (m)	Min. 6.0 m	10.33 m	none
Setback – Rear Yard (m)	Min. 6.0 m	23.14 m	none
Setback – Side Yard (North) (m)	Min. 1.8 m	3.44 m	none
Setback – Side Yard (South) (m)	Min. 1.8 m	1.83 m	none
Height	2 ½ Storeys	2 ½ Storeys	none

On Future Subdivided Lot 2	Bylaw Requirement Single Detached (ZS14)	Proposed	Variance
Floor Area Ratio	Max. 0.55 applied to the first 464.5 m ² of the lot area, together with 0.30 applied to the balance of the lot area	Max. 0.55 applied to the first 464.5 m ² of the lot area, together with 0.30 applied to the balance of the lot area	none permitted
Lot Coverage – Building	Max. 45%	Max. 45%	none
Lot Coverage – Impermeable Surfaces	Max. 70%	Max. 70%	none
Lot Coverage – Live Plant Material	Min. 25%	Min. 25%	none
Lot Size	Min. 320.0 m ²	735.3 m ²	none
Setback – Front & Rear Yards (m)	Min. 6.0 m	Min 6.0 m	none
Setback – Side Yard (m)	Min. 1.2 m	Min. 1.2 m	none
Height	2 ½ Storeys	2 ½ Storeys	none

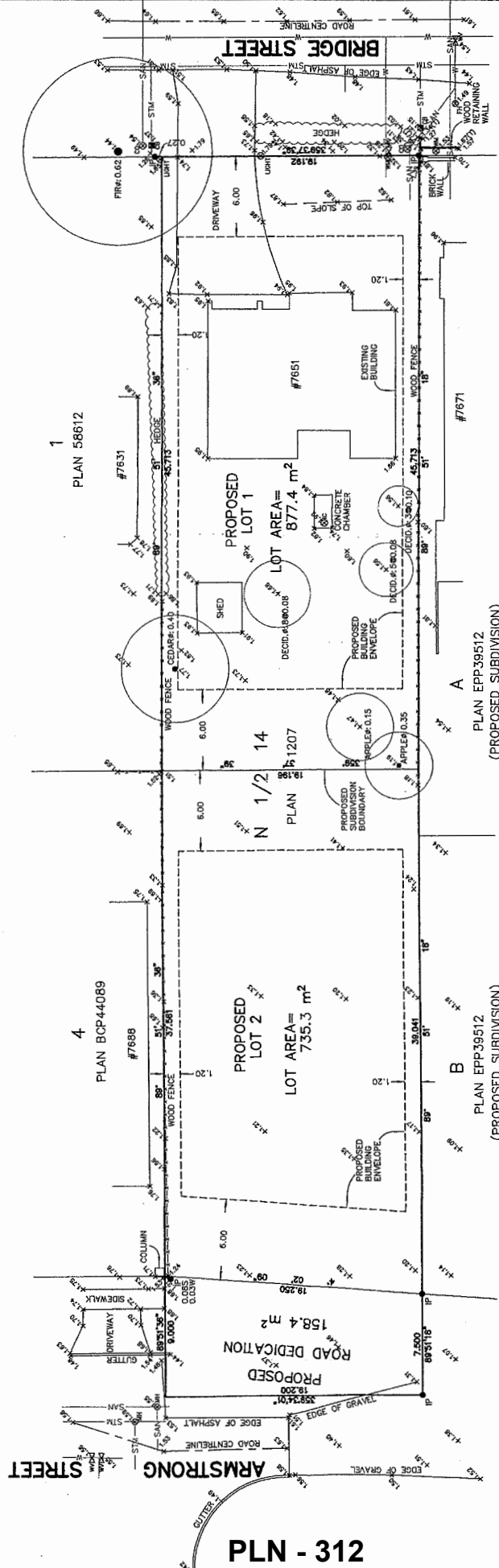
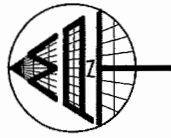
Other: Tree replacement compensation required for loss of significant trees.

**SURVEY PLAN OF NORTH HALF LOT 14 BLOCK "F"
SECTION 15 BLOCK 4 NORTH RANGE 6 WEST
NEW WESTMINSTER DISTRICT PLAN 1207**

PARCEL IDENTIFIER (PID): 012-032-140

CIVIC ADDRESS
#7651 BRIDGE STREET
RICHMOND, B.C.

**TO ACCOMPANY RE-ZONING &
SUBDIVISION APPLICATION**



PLN - 312

LEGEND
SCALE 1:200

- ALL DISTANCES ARE IN METRES
- INDICATES SPOT ELEVATION
 - CB INDICATES CATCH BASIN
 - CO INDICATES CLEAN OUT
 - FH INDICATES FIRE HYDRANT
 - IC INDICATES INSPECTION CHAMBER
 - MH INDICATES MANHOLE
 - P-WV INDICATES WATER VALVE
 - WA INDICATES WATER METER
 - (T) INDICATES TOP OF WALL
 - IP INDICATES IRON POST
 - SAN- INDICATES SANITARY LINE
 - STM- INDICATES STORM LINE
 - H- INDICATES WATER LINE

- NOTES:**
- PROPERTY LINE DIMENSIONS ARE DERIVED FROM LAND TITLE OFFICE PLAN RECORDS AND LEGAL FIELD SURVEYS.
 - ELEVATIONS ARE IN METRES AND ARE DERIVED FROM CITY OF RICHMOND TBM MEASUREMENT #202 (77H423) WITH AN ELEVATION OF 1.562 METRES.
 - ALL DESIGNATED TREES AS DEFINED BY CITY OF RICHMOND LANDSCAPE MANAGEMENT BY-LAW #2002 (77H423) ARE SHOWN ON THIS PLAN.
 - UNDERGROUND UTILITY LINES ARE FROM RICHMOND GIS AND HAVE NOT BEEN VERIFIED BY FIELD SURVEY.

© COPYRIGHT
MATSON PECK & TOPLISS
SURVEYORS & ENGINEERS
#230 - 11120 HORSESHOE WAY
RICHMOND, B.C. V7A 5H7
PR: 604-270-3331
FAX: 604-270-4137
CAD FILE: 18040-001-TPG-000.DWG

R-16-18040-TPG

DATE OF SURVEY: JANUARY 7, 2015

SCOUTED CORRECT
PRINTED DAY OF JANUARY, 2016
B.C.L.S.

**BRITISH COLUMBIA LAND SURVEYOR'S CERTIFICATE
OF LOCATION SHOWING BUILDING ON PART OF NORTH HALF LOT 14
BLOCK "F" SECTION 15 BLOCK 4 NORTH RANGE 6 WEST
NEW WESTMINSTER DISTRICT PLAN 1207**

PARCEL IDENTIFIER (PID): 012-032-140

CIVIC ADDRESS
#7651 BRIDGE STREET
RICHMOND, B.C.

LEGEND

SCALE 1:150

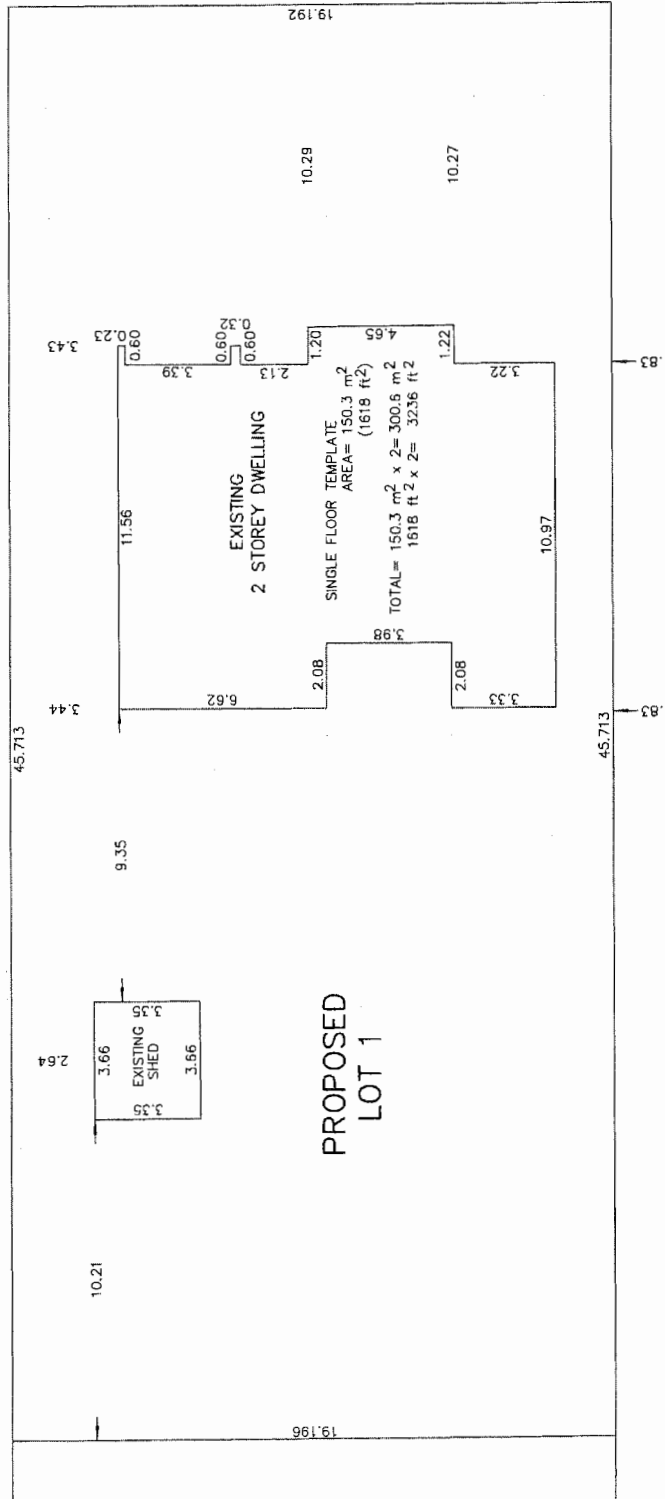


ALL DISTANCES ARE IN METRES
DIMENSIONS ARE MEASURED
AT GRADE, TO VERTICAL FACE
OF BUILDING WALLS
UNLESS INDICATED OTHERWISE.

THE LINE REPRESENTING THE FACE
OF THE BUILDING WALL
DOES NOT INCLUDE EXTERNAL
BRICK WORK.

PLN - 313

PROPOSED LOT 1



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MATSON PECK & TOPLISS

SURVEYORS & ENGINEERS

#320 - 11120 HORSESHOE WAY

RICHMOND, B.C., V7A 5H7

PH: 604-270-9331

FAX: 604-270-4137

CADFILE: 18040-002-CERT-002.DWG

THIS PLAN IS INTENDED ONLY TO SHOW THE POSITION OF
CERTAIN IMPROVEMENTS WITHIN THE SUBJECT PARCEL.
NO OTHER INFORMATION IS IMPLIED.
IN PARTICULAR THIS IS NOT TO BE USED FOR THE LOCATION
OF PROPERTY LINES OR FOR BUILDING MODIFICATIONS.
WE ACCEPT NO RESPONSIBILITY FOR ANY UNAUTHORIZED USE.

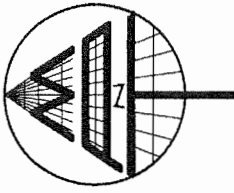
THIS CERTIFICATE IS VALID ONLY UNDER THE
ORIGINAL TERMS AND CONDITIONS OF OUR
CONTRACT WITH THE PARTY FOR WHICH IT WAS
PREPARED, AND AS SUCH ONLY ON THE DATE
CERTIFIED HEREON. SUBSEQUENT ADDITIONS AND
MODIFICATIONS TO TITLE, PROPERTY LINES,
OR IMPROVEMENTS AND THE PASSAGE OF TIME
WILL CAUSE IT TO BE INVALID AND OUT OF DATE.

DATE OF SURVEY: APRIL 8, 2016

[Signature]
B.C. LAND SURVEYOR

THIS DOCUMENT IS NOT VALID UNLESS
ORIGINALLY SIGNED AND SEALED.

R-16-18040-CERT

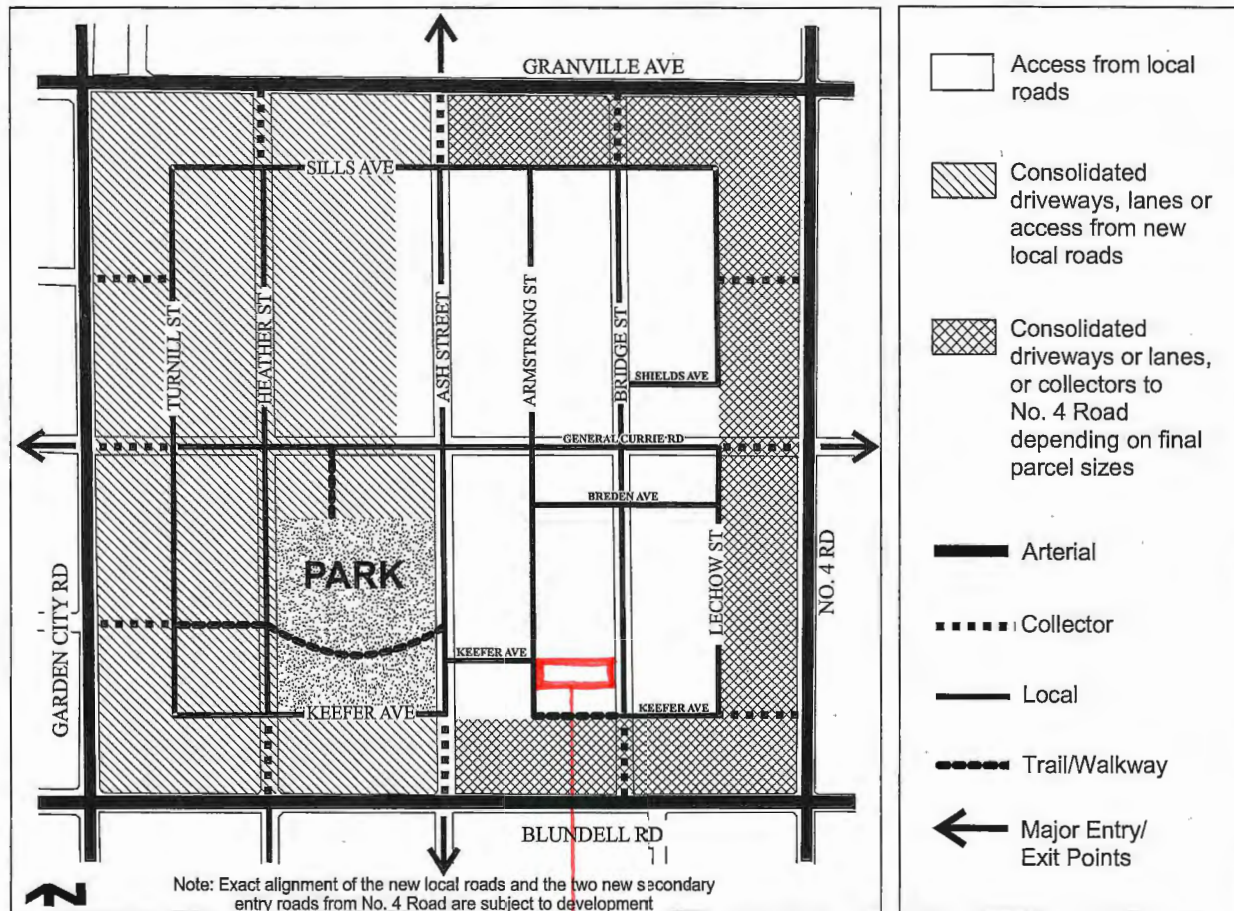


City of Richmond

- 1) Encourage cycling as a means of travel by calming automobile traffic within McLennan South and supporting the City Centre policies and programs for bicycles.

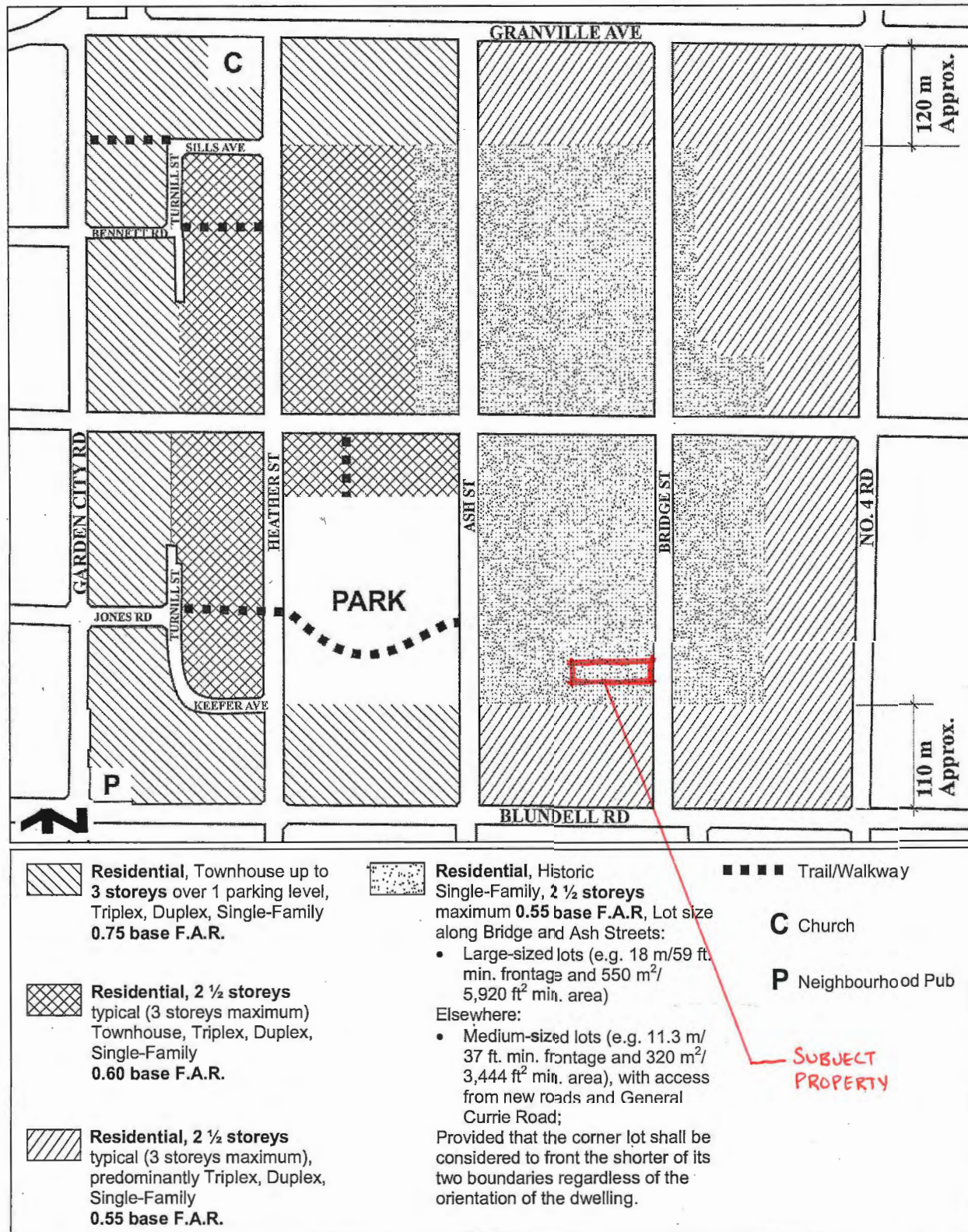
Circulation Map

Bylaw 8803
2011/10/17



City of Richmond

Land Use Map

Bylaw 9106
2015/09/14

Note: Sills Avenue, Le Chow Street, Keefer Avenue, and Turnill Street are commonly referred to as the “ring road”.

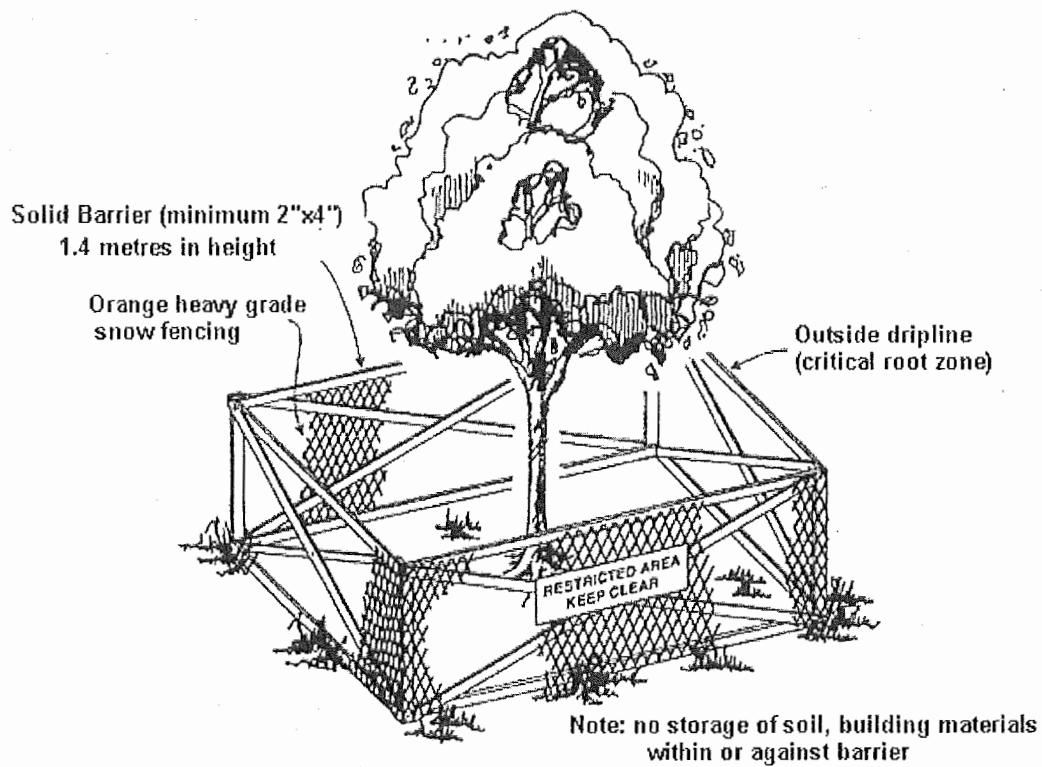
PLN - 315



Froggers Creek Tree Consultants Ltd.

Appendix 1

Tree Protection Fencing Detail



APPENDIX 2 TREE INVENTORY

ON-SITE TREES

#	Type	Action	Reason	DBH	MPZ	NFZ	Ht	CR	Health	Structural Condition
1	Cherry	Remove	Has permit	35cm	2.1m	3.4m	3m	1m	Poor	Topped hard
2	Apple	Retain		20cm	1.2m	2.5m	3m	2m	Fair	Leaning
3	Fruiting Plum	Retain		11/10/9cm	1.6m	2.9m	3m	1m	Fair	Pruned hard
4	Lawson Cypress	Retain		42cm	2.5m	3.8m	15m	3m	Fair	Co-dominant trunks

CITY TREES

5	Douglas fir	Retain	City should consider removal	80cm	4.8m	6.1m	20m	6m	Poor	Appears to have been critically impacted by construction 10 years ago. The water line is only a couple feet from the trunk
---	-------------	--------	------------------------------	------	------	------	-----	----	------	--



**City of
Richmond**

**Rezoning Considerations
Fast Track Application**
Planning and Development Division

Address: 7651 Bridge Street

File No.: RZ 16-721609

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9561, the applicant is required to complete the following:

1. A road dedication along the entire Armstrong Street frontage; starting at 9.0 m at the northwest corner, tapering to 7.5 m at the southwest corner (158.4 m²).
2. Submission of a Contract entered into between the applicant and a Certified Arborist for supervision of any on-site works conducted within the tree protection zone of 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.
3. Submission of a Tree Survival Security to the City in the amount of \$1,500 for the three (3) trees to be retained. After construction and landscaping on-site is completed, the applicant must request a landscaping inspection to verify tree survival. If the trees have survived, 50% of the security will be released. The remaining 50% of the security will be released one year after the initial landscaping inspection if the trees have survived.
4. Submission of a Landscaping Security to the City in the amount of \$1,500 to ensure three (3) trees are planted and maintained on-site according to the requirements established in section 15.14.9 of the proposed zoning bylaw.
5. Registration of a flood indemnity covenant on Title.
6. Registration of a legal agreement on title ensuring that the principal dwelling and any secondary suite cannot be stratified.
7. Registration of a legal agreement on Title to ensure that no final Building Permit inspection is granted until a secondary suite is constructed on each of the 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 proposal to build a secondary suite on one (1) of the two (2) lots and a voluntary contribution of \$2.00 per buildable square foot of the single-family development to the City's Affordable Housing Reserve Fund in-lieu of registering the legal agreement on Title to secure a secondary suite on the second lot.

Prior to Building Permit* Issuance, the applicant 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, and 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.

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

1. Installation of appropriate tree protection fencing around all trees to be retained in accordance with the City's Tree Protection Information Bulletin (TREE-03). Tree protection fencing must remain in place until construction and landscaping on the proposed lots are completed.
2. Enter into a Servicing Agreement* for the design and construction of engineering infrastructure improvements. Works include, but may not be limited to, the following:

Water Works:

- Using the OCP Model, there is 437.0 L/s of water available at a 20 psi residual at the Bridge Street frontage. 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 Developers cost, the City is to:
 - Install a new water service connection complete with meter and meter box off of the 100 mm PVC watermain along Armstrong Street to be built via an existing Service Agreement with the owners of 7671 Bridge Street.
 - Install a meter and meter box to the existing service connection serving the east subdivided lot fronting Bridge Street.

Storm Sewer Works:

- The Developer is required to:
 - Retain the existing storm service connection at the northeast corner of the development site.
 - Cut and cap the existing storm service connection at the southeast corner of the development site.
- At Developers cost, the City is to:
 - Install a new storm service connection complete with inspection chamber, off of the 300 mm PVC sewer along Armstrong Street to be built via an existing service agreement with the owners of 7671 Bridge Street.

Sanitary Sewer Works:

- The Developer is required to:
 - Retain existing sanitary service connection at the southeast corner of the development site.
- At Developers cost, the City is to:
 - Install a new sanitary service connection complete with inspection chamber off of the 200 mm sanitary sewer to be built to service the west subdivided lot.

Frontage Improvements:

- The Developer is required to:
 - Underground hydro, telephone, and cable connections for both lots to be created
 - Complete improvements on Armstrong Street including, but not limited to:
 - Road construction consisting of peat removal, sand/gravel base, and asphalt pavement.
 - Sidewalk construction consisting of a concrete curb and gutter; concrete sidewalk; grass boulevard with street trees incorporating a utility corridor with hydro, telephone, gas, and cable; and “Zed” street lighting, to match improvements at 7688 Armstrong Street.
 - Complete improvements on Bridge Street including, but not limited to:
 - Road widening.
 - Sidewalk construction consisting of a concrete curb and gutter, concrete sidewalk near the property line, grass boulevard with street trees incorporating a utility corridor, and “Zed” street lighting, to match improvements at 7611 Bridge Street.
 - Ensure that frontage improvements for both streets are coordinated with those to be completed via the Service Agreement for work at 7671 Bridge Street (SA 14-660787).
 - Coordinate with BC Hydro, Telus and other private communication service providers:
 - To underground Hydro service lines.
 - When relocating/modifying any of the existing power poles and/or guy wires within the property frontages.
 - To determine if above ground structures are required and coordinate their locations on-site (e.g. Vista, PMT, LPT, Shaw cabinets, Telus Kiosks, etc.).

General Items:

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

Note:

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

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

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

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

Signed

Date



**Richmond Zoning Bylaw 8500
Amendment Bylaw 9561 (RZ 16-721609)
Portion of 7651 Bridge Street**

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 (ZS14) – SOUTH MCLENNAN (CITY CENTRE)"**.

That area shown cross-hatched on "Schedule A" attached to and forming part of Bylaw No. 9561

2. This Bylaw may be cited as **"Richmond Zoning Bylaw 8500, Amendment Bylaw 9561"**.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

MAYOR

CORPORATE OFFICER





City of Richmond

Report to Committee Planning and Development Division


To: Planning Committee
From: Wayne Craig
Director, Development

Date: May 5, 2016
File: AG 13-646237

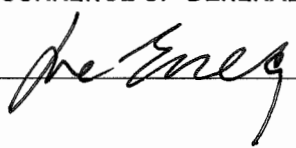
Re: **Agricultural Land Reserve Application by Dagneault Planning Consultants Ltd.
for Non-Farm Use and Subdivision at 9500 No. 5 Road**

Staff Recommendation

1. That the Agricultural Land Reserve Application by Dagneault Planning Consultants Ltd. at 9500 No. 5 Road to allow subdivision of the existing lot into five 0.8 ha (2 acre) lots fronting No. 5 Road and one 8.2 ha (20.3 acre) backland lot and non-farm uses for the development of community institutional facilities and supporting uses on the five 0.8 ha (2 acre) lots on the westerly 110 m (361 ft.) of the site, as outlined in the report dated May 5, 2016 from the Director of Development, be endorsed and forwarded to the Agricultural Land Commission
2. That the Agricultural Land Reserve Transportation Application to dedicate a 20 m (66 ft.) wide portion of land from No. 5 Road to Highway 99 as road (Williams Road – Unopened Allowance), as outlined in the report dated May 5, 2016 from the Director of Development, be endorsed and forwarded to the Agricultural Land Commission.


Wayne Craig
Director, Development

WC:ke
Att.

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Real Estate Services	<input checked="" type="checkbox"/>	
Parks Services	<input checked="" type="checkbox"/>	
Policy Planning	<input checked="" type="checkbox"/>	

Staff Report

Origin

Brian Dagneault Planning Consultants Ltd. has applied to the City of Richmond for permission to apply to the Agricultural Land Commission (ALC) to:

- Subdivide the subject site (12.5 ha or 31 acres) into five 0.8 ha (2 acre) lots fronting No. 5 Road and one 8.2 ha acre (20.3) lot on the backlands.
- Allow for community institutional non-farm uses on the proposed five 0.8 ha (2 acre) lots along No. 5 Road.

Through the staff review of this application and examination of the status of Williams Road (presently unopened), it has been determined that through a historical survey error, Williams Road was not legally dedicated as road. In order to move forward with the City's desire to dedicate Williams Road, approval from the ALC is required for the purposes of dedicating land in the Agricultural Land Reserve (ALR) for this purpose. The City's objective is to resolve this historical error and has no implications to the status of Williams Road, which will remain an unopened, undeveloped road dedication in the ALR.

Refer to Attachment 1 for a location map, Attachment 2 for a preliminary proposed subdivision plan and Attachment 3 for a map of the proposed Williams Road dedication.

Project Description

The subject site is located in the Agricultural Land Reserve (ALR) and is zoned "Golf Course (GC)". The site previously was operated as the former Mylora Golf Course facility, which ceased operation in 2012.

The applicant's proposal contains two (2) components:

1. Subdivision to create five 0.8 ha (2 acre) lots along No. 5 Road (generally the westerly 110 m or 361 ft. of the site) and allow community institutional uses on these smaller lots to enable separate congregations to develop assembly facilities and supporting uses (i.e., parking). Currently, no specific congregations or assembly development plans have been submitted with this application.
2. An agricultural remediation plan to convert the backlands portion of the site (8.2 ha or 20.3 acres) back to agriculture. The owner/developer of the site would be responsible for undertaking all the works identified in the ARP at their cost and once completed, the backland lot would be transferred (as a fee simple lot) at no cost to the City.

Findings of Fact

ALR Subdivision and Non-Farm Use Application Process

This ALR land use application requires consideration and endorsement by Richmond City Council prior to the application being forwarded to the ALC for consideration. If Council passes a resolution in support of the proposal, the application will be forwarded to the ALC; should

Council not grant approval for the application, it will not proceed further. Once an application is endorsed and forwarded to the ALC, they are the sole decision making authority.

Surrounding Development

The existing 12.5 ha (31 acre) parcel is the site of the former Mylora Golf Course, and contains typical facilities (club house, parking area and maintenance buildings) and land improvements (fairways, mature trees, berms, sand/water hazards) for a golf course.

To the North: An unopened road allowance (King Road) that currently has a 15 m (49 ft.) Riparian Management Area designation for an existing open watercourse running the length of the site from No. 5 Road to Highway 99. North of the unopened road allowance a vacant field zoned "Assembly (ASY)".

To the South: An "Assembly (ASY)" zoned lot generally on the westerly 180 m containing a temple (Lingyen Mountain Temple), religious gardens and "Agriculture (AG1)" zoning on the remainder containing a fruit orchard. This site is currently under a rezoning application (RZ 13-641554).

To the East: Highway 99 corridor.

To the West: West of No. 5 Road, single-family homes zoned "Single-Detached (RS1/E)".

Related Policies & Studies

Official Community Plan

The Official Community Plan (OCP) designates the westerly 110 m (361 ft.) of the subject site for 'Community Institutional' and the remaining portion of the site as 'Agriculture'. The proposed ALR application proposing assembly uses on the westerly 110 m (361 ft.) while undertaking remediation works on the remainder of the site to allow for active farming complies with the OCP.

OCP No. 5 Road Backlands Policy

The OCP No. 5 Road Backlands Policy is applicable to land east of No. 5 Road generally north of Steveston Highway and south of Blundell Road. The policy achieves the following:

- Outlines general objectives for development on the frontlands and farming on the backlands.
- Includes information about required development application processes.
- Recommends specific measures to remove constraints and facilitate farming of the backlands.

This ALR application and proposal meets the objectives of the No. 5 Road Backlands Policy by:

- Undertaking agricultural remediation plan works, at the applicant's sole cost to return the backlands to a condition capable of supporting a wide-range of soil-based crops.
- Transferring the ownership of the backlands area to the City (at no cost to the City) to facilitate future farming on the backlands.

- An access road to the backlands will be provided by a farm road within a portion of the Williams Road allowance (120 m or 394 ft. total length from No. 5 Road) at the sole cost to the applicant.
- The retention of the 8.2 ha (20.3 acre) contiguous lot results in bringing the land into agricultural production.

Public Consultation

Agricultural Advisory Committee

The Agricultural Advisory Committee reviewed the application at its March 12, 2015 meeting and passed the following motion (See Attachment 4 for an excerpt of AAC meeting minutes:

That the non-farm use application for the purposes of utilizing the front 110 m for community institutional uses and subdivision of the site (five 2 acres lots and one 20 acre lot) at 9500 No.5 Road be supported subject to the following conditions and resolution of issues:

1. *The large berm (entitled Berm #1 in the agrologist's report) to be removed at developer's cost as part of the agricultural remediation works for the 20 acre portion of land to be dedicated to the City;*
2. *The developer undertake further investigation on the potential to retain any existing on-site trees, specifically those located on the perimeter of the site and submit the necessary supporting arborist report;*
3. *Investigate salvaging native agricultural quality soil from the front 110 m portion of the site and if feasible, include these soil salvaging activities in the agricultural remediation plan to be prepared by the agricultural consultant.;*
4. *Examine the implementation of appropriate drainage control structures to prevent any backflow that would negatively impact any agricultural drainage infrastructure provided on the 20 acre agricultural site;*
5. *Appropriate mechanism be secured to ensure completion of the agricultural remediation works associated with the required land use approvals for this development proposal;*
6. *Securing of a legal agreement on the proposed assembly portion of the site to identify that the site is subject to the typical nuisance activities (noise, odour and dust) which will be mitigated through the implementation of an on-site landscaped buffer.*
7. *All efforts to be made by the City to support farming use on the back portion in perpetuity.*

Carried Unanimously

In response to the AAC's support and related conditions, the applicant has addressed all of these comments in the submitted agricultural remediation plan.

Analysis

Agricultural Remediation Plan

The owner engaged a consultant to develop a plan to convert the golf course lands back to agriculture. The Agricultural Remediation Plan (ARP) report prepared by a professional agrologist (Bruce McTavish – McTavish Resource and Management Consultants Ltd) is contained in Attachment 5, which provides a summary report of the agricultural conversion plan and consolidates all previous reports and investigations undertaken into one (1) document. The general highlights of the ARP are:

- Removal of all golf course related buildings, infrastructure and land modifications (i.e., water/sand traps, greens and tee boxes).
- Land levelling and grading to achieve a generally flat elevation. These works also involve removal of a significant east-west curvilinear berm that runs through the golf course.
- Tree removal and land clearing on the site to facilitate ARP works (refer to later sections on trees in this report for additional information about the approach to trees).
- Soil salvaging over the entire site for the purposes stockpiling and potential use in the backlands portion to achieve the proposed finished grades for the farmlands.
- Implement an agricultural drainage plan by gradual slopes to crown the land to channel water to the main drainage conveyance adjacent to Highway 99 and new proposed drainage canal at the south east corner of the future backlands site, which has been reviewed and approved by Ministry of Transportation and Infrastructure staff.
- To address soil compaction and wetness limitations, undertake sub-soiling (deep ploughing), add organic materials and additional disking and ploughing to incorporate materials and further break up the root restricting layer.
- Implement a forage/cover crop after ARP works completed, which will improve soil structure. The forage/cover crop can also be harvested as hay as required.
- Construction farm access road within the future Williams Road allowance for access to the backlands. The general farm access road standard proposed is for a 6 m (20 ft.) wide durable and permeable driving surface (crushed gravel), appropriate drainage and road shoulder transitions and a water line for agricultural irrigation purposes. The approximate length of the farm access road would be 120 m (393 ft.). Use of crushed or ground asphalt and/or concrete for the farm road construction would be prohibited. The ultimate design and construction of the farm access road will be at the developers sole cost and will be completed through a City Servicing Agreement.
- A north-south farm road connecting the City owned Gardens Park site and Lingyen Mountain Temple (LMT) agricultural backlands and subject site at 9500 No. 5 Road is proposed to be secured through the LMT rezoning application (RZ 13-641554).

- The estimated cost to complete all works associated with the ARP is approximately \$750,000. A bond will be required to be submitted at future rezoning by the developer based on a cost estimate (plus contingency) provided by the argologist that takes into account all proposed works in the ARP. All ARP works will be undertaken by the developer at their sole cost with the submitted bond referenced above to ensure completion of the agricultural remediation plan to the City's and ALC's satisfaction.

Proposed Subdivision and Land Transfer to the City

The owner of the site has confirmed that they will undertake all ARP related works at their sole cost. They have also agreed that they will transfer the ownership of the remaining backlands (approximately 0.8 ha or 20.3 acres) to the City at no cost. The transfer of land to the City, as an unencumbered fee simple lot, would be secured as a rezoning consideration through the future rezoning process if this ALR application is supported by Council and the ALC. Transfer of ownership of the remaining backlands to the City would be contingent on agrologist confirmation of completion of all ARP works or the submission of an appropriate bond for these works to be confirmed through the processing of the rezoning application. All ARP works are to be done by the developer at their sole cost. The developer would retain ownership of the proposed five 0.8 ha (2 acre) lots along No. 5 Road for the purposes of developing assembly type facilities.

City ownership of the backland portion of the site in conjunction with the completed ARP works allows for the City to pursue a potential range of agricultural opportunities:

- Lease the entire site or portions of the site to a commercial farmer.
- Lease portions of the site to agricultural user groups to farm the backlands in partnership with the City.
- Undertake agricultural programming and education, in partnership with local agricultural stakeholders.
- Other uses as determined and approved by Council.

Parks staff have confirmed that they would be able to maintain the land during periods where there is no agricultural user operating on the lands. Any use of the agricultural backlands, including any potential lease arrangements would be subject to City Council approval.

Williams Road Dedication

Through the application review it was determined that a historical error was made where legal plans were not submitted to dedicate and/or create title for the Williams Road area following the approval of the bylaw to create the road by the local government at the time. In order to resolve this, road dedications involving a 20 m (66 ft.) wide portion of land from No. 5 Road to Highway 99 is required. However, as this area is contained in the ALR and subject to the legislation, approval from the ALC to allow for the dedication is required as it technically constitutes a new road dedication through the ALR.

Staff note that the requested approval to formerly dedicate Williams Road will not result in additional residential development on the farmland, and construction of a City standard road is not proposed. The proposed road is only intended to be used by farmers.

Pending the outcome of the ALC decision on the request to dedicate land in the ALR for road purposes, staff will bring forward the appropriate report to Council to formally dedicate the land as road.

George Massey Tunnel Replacement Project – Potential Land Requirements

The exact area of land dedication requirements will be confirmed through the future rezoning application. Any land dedications required by either MOTI or secured through the GMTRP will result in a decrease in the overall land area for the backlands lot proposed to be owned by the City. Under the current proposal, the backlands portion to be transferred to the City is 8.2 ha (20.3 acres), which does not take into account the above referenced land takings from the Province.

Agricultural Buffer Area

A suitable agricultural landscape buffer to be implemented on the proposed five (5) lots fronting No. 5 Road to be developed for institutional uses will be secured through the future rezoning application. The general approach to this buffer will allow for the establishment of an appropriate width buffer, typically between 4.5 m (15 ft.) to 6.0 m (20 ft.) wide, to be located on the development site to address noise, visual, odour and trespass related issues between the assembly and farm uses. Locating the buffer on the assembly sites ensures that a maximum amount of land on the farm is available for agricultural use. Details, design parameters and bonding to secure the buffer will be addressed through the future rezoning application.

On-Site Trees

Being a former golf course with surrounding agricultural land uses, the subject site contains a large number of mature evergreen and deciduous trees and hedges dispersed throughout the 30 acre site. Perimeter trees are also prevalent on the site, especially along the edges where there are existing open canals along the north side (King Road allowance), Highway 99 corridor and portion of the Williams Road allowance.

Approach to Trees on the Proposed Assembly Area

An initial tree inventory and assessment has been conducted for bylaw sized trees located on the proposed assembly area of the lot. This tree survey has identified approximately 285 trees and includes trees along road allowances to the south, west and north of the site (Williams Road allowance – future, No. 5 Road and King Road allowance). Through the rezoning application, a detailed review of these trees will be conducted to determine opportunities for tree retention and removals required as a result of institutional related development.

The applicant has identified that due to demolition of existing golf course related buildings and soil salvaging activities related to the ARP works, some trees (35 total) located on the assembly area of the site may need to be removed in order to allow these activities to occur. For proposed tree removals under this situation, City staff will review these on a case-by-case basis through the tree removal permitting process. Those trees that are not impacted by these activities will be protected by tree protection zones installed to City specifications. See Attachment 6 that

contains a location map and accompanying report that marks all trees proposed for removal due to demolition and soil salvaging related to the agricultural conversion of the backlands.

Approach to Trees on the Agricultural Backlands

To accommodate the ARP works that generally involves land clearing, levelling and regrading of the agricultural backlands site, a majority of these trees will need to be removed. Tree removals on the agricultural backlands for farm purposes will be reviewed in accordance with the City's Tree Protection Bylaw 8057, which provides an exemption for tree removals necessary for farm operations.

Approach to Trees in Proximity to a Watercourse/Riparian Management Area

The subject site has designated 15 m wide Riparian Management Areas (RMAs) along the north (King Road allowance) and east (Highway 99) associated with existing watercourses running along these areas. Based on survey information and investigation by the consulting agrologist, there also appears to be an existing canal at the south east corner of the site that also has the potential for aquatic habitat.

The general approach for trees within or close to designated RMAs (north and east edge of the site) is to allow for an appropriate setback distance from these areas where no land clearing or tree removals would be undertaken related to the ARP works to convert the backland portion to farming. No tree removals would also be undertaken for trees along the portion of Williams Road, where there is an existing canal. This approach to retain trees along the perimeter of the site associated with the RMAs will result in a slight decrease in area available for farming on the backlands; however, the approach is recommended based on the potential benefits in and around the watercourses.

A map has been submitted by the applicant to summarize the approach to trees along the perimeter of the subject site (Attachment 7) and is colour coded as follows:

- Purple – Trees along a portion of No. 5 Road to be dedicated to the City to accommodate frontage upgrades. Tree retention and removal will be reviewed through the Servicing Agreement for any off-site works through the redevelopment process.
- Blue – Trees within the assembly area contained in a RMA designation. Development of a no disturbance area associated with the RMA and related compensation plan through the forthcoming rezoning application.
- Green/Orange – Respect the existing 15 m (49 ft.) RMA and retain trees within these areas.

Transportation and Site Access

Access to the proposed five (5) assembly lots will be from individual driveway crossings along No. 5 Road to service each development site. In addition, Transportation staff has identified a 4.5 m (15 ft.) wide dedication required along the subject site's entire No. 5 Road frontage. Generally, this dedication would allow for frontage works to improve pedestrian and cycling related infrastructure in the area. The confirmed road dedications and applicable frontage upgrade details will be determined through the processing of the rezoning application.

Site access to the agricultural backlands to be transferred to the City will be provided through the design and construction of a farm road within the future Williams Road allowance to a distance of approximately 120 m (393 ft.) measured from No. 5 Road. Design and construction of this farm road would be through a Servicing Agreement, secured through the future rezoning application and based on the farm road design parameters outlined in this report.

Forthcoming Rezoning Application Process

Pending the outcome of the ALR non-farm use and subdivision application, a rezoning application will be required to rezone the site from "Golf Course (GC)" zoning to zoning districts that would allow assembly type uses on the five 0.8 ha (2 acre) lots fronting No. 5 Road and agricultural activities on the remainder. The following is a summary of potential items to follow-up through rezoning:

- Follow-up applicable items identified through the Agricultural Land Commission review and approval of the application.
- Liaise with the Agricultural Advisory Committee to update the group on the proposal.
- Development of a satisfactory agricultural buffer and general on-site landscaping that takes into account opportunities for tree retention and required tree removals.
- Update the ARP and related works as necessary and secure a bond amount to ensure implementation of the works.
- Develop zoning to accommodate the assembly/institutional facilities on the five 2 acre (0.8 ha) lots and agricultural supporting zoning on the backlands.
- Develop an approach for the RMA located on the northern assembly lot.
- Secure the necessary legal agreement to address ALR landscape buffering for the purposes of limiting typical nuisance activities between farm and assembly uses.
- Confirm and secure any City road dedication requirements, including required off-site improvements and infrastructure works.
- Confirm and secure required land/highway dedications required by MOTI and/or GMTRP.

Conclusion

The purpose of ALR subdivision and non-farm use application at 9500 No. 5 Road is to allow:

- Subdivision of the existing lot into five 2 acre (0.8 ha) lots fronting No. 5 Road and one 20.3 acre (8.2 ha) backland lot;
- Non-farm uses for the development of community institutional facilities and supporting uses on the five lots on the westerly 110 m (361 ft.) of the site; and

This application is supported for the following reasons:



- The application supports the overall mandate of the ALC by encouraging and accommodating farm uses for land contained in the ALR.
- The community institutional/assembly land uses and agricultural conversion of the golf course back to farming is consistent with the No. 5 Road Backlands Policy contained in the OCP.
- Facilitates significant capital investment by the owner to undertake ARP works to convert the golf course back to agricultural uses

- Achieves City ownership of agricultural land so that it can be made available to a number of agricultural users for the purposes of farming.

The purpose of the ALR Transportation Application to dedicate a 20 m (66 ft.) wide portion of land from No. 5 Road to Highway 99 as road (Williams Road – Unopened Allowance) is supported by staff for the following reasons:

- Corrects a historical survey error, which would allow for the dedication of Williams Road in the ALR.
- Does not result in any new road development in the ALR or additional development potential, as Williams Road would remain an unopened road allowance.
- Formerly dedicating the Williams Road allowance allows for the development of a farm access to the backland portion of the site.

Staff recommend that the above ALR applications for subdivision, non-farm use and road dedication in the ALR (Williams Road allowance) be endorsed and forwarded to the ALC.



Kevin Eng
Planner 2

KE:rg

Attachment 1: Location Map

Attachment 2: Preliminary Subdivision Plan

Attachment 3: Preliminary Plan Outlining Williams Road Dedicated Allowance

Attachment 4: Excerpt of Agricultural Advisory Committee Minutes (March 12, 2015)

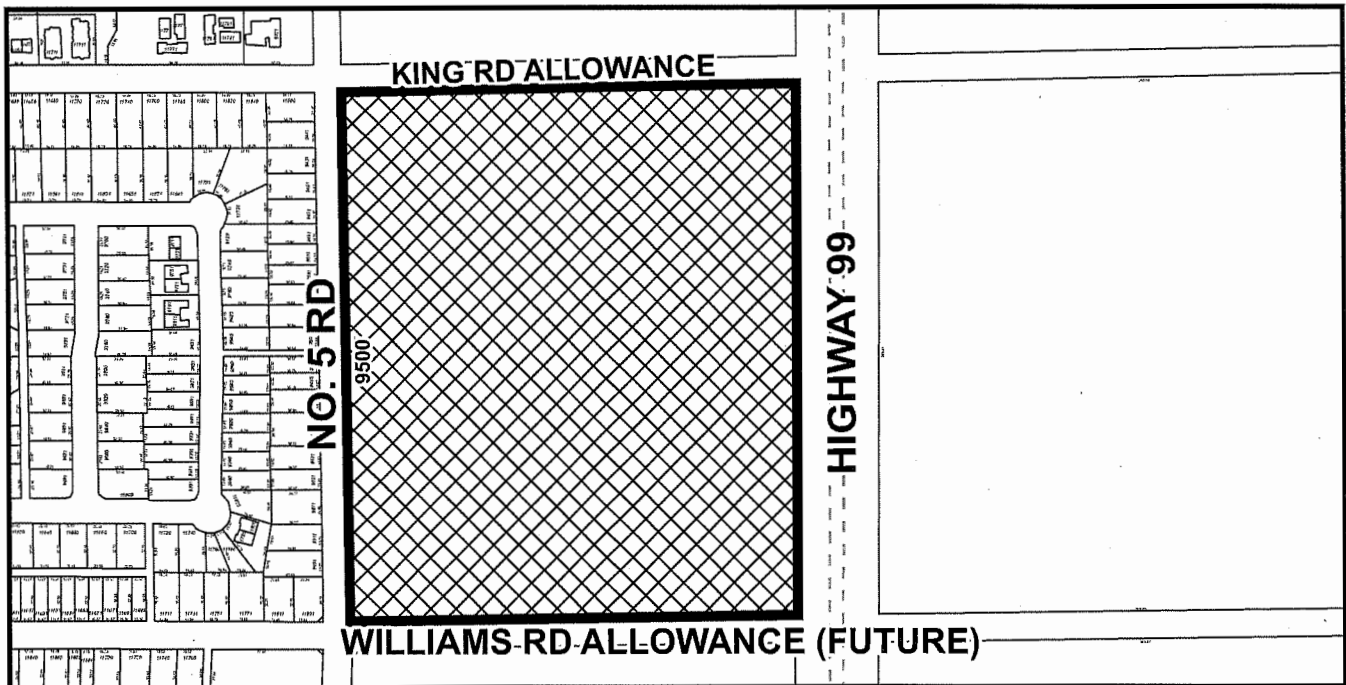
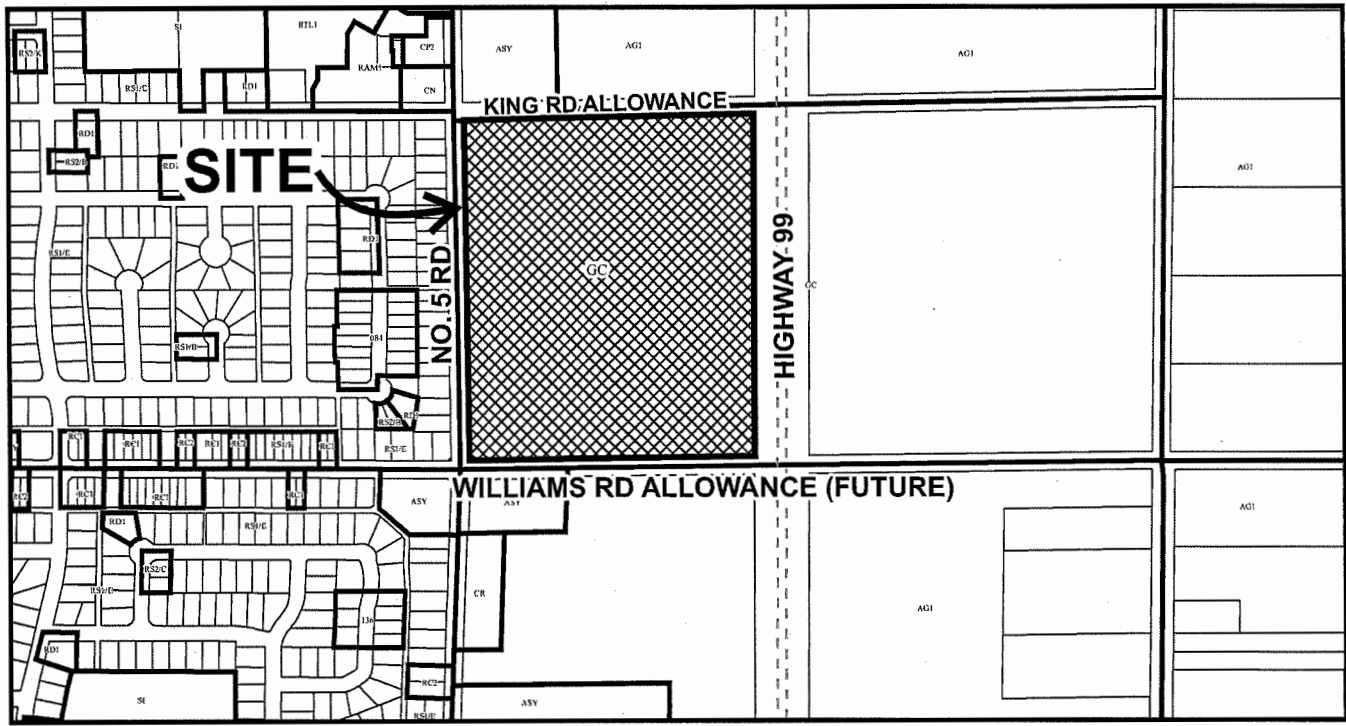
Attachment 5: Agricultural Remediation Plan for 9500 No. 5 Road – Summary Report

Attachment 6: Proposed Tree Removals Due to Demolition or Soil Excavation Activities.

Attachment 7: Map of Trees in Relation to RMA



City of
Richmond



AG 13-646237

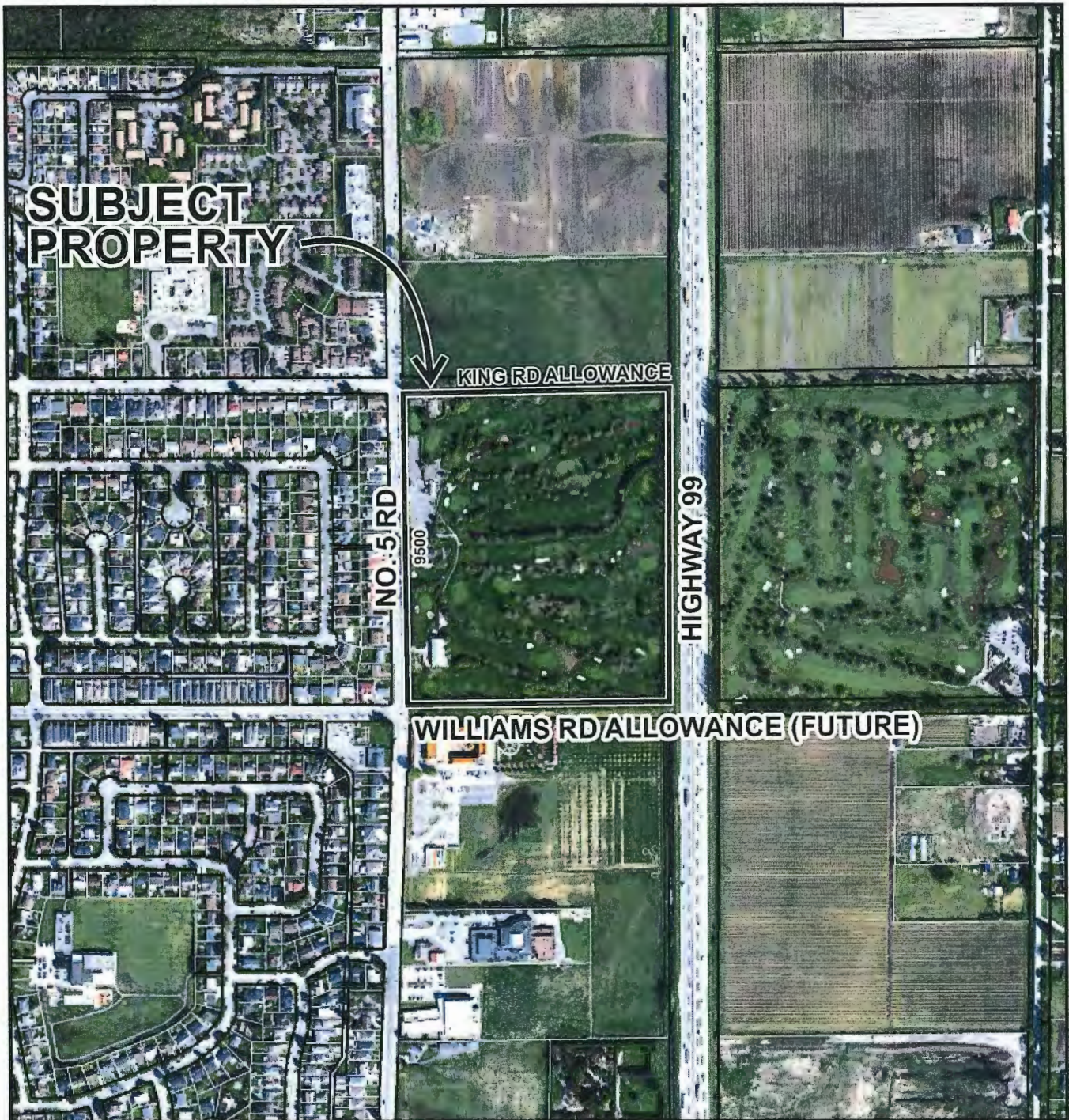
Original Date: 04/29/16

Revision Date: 05/09/16

Note: Dimensions are in METRES



City of
Richmond



AG 13-646237

Original Date: 10/03/13

Revision Date: 05/0916

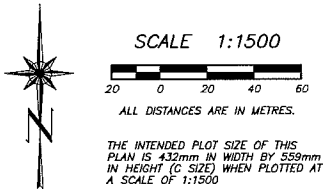
Note: Dimensions are in METRES

PLN - 335

PLAN EPP

PROPOSED SUBDIVISION PLAN OF PARCEL "A"
(REFERENCE PLAN 775) SECTION 30, BLOCK 4 NORTH,
RANGE 5 WEST, N.W.D. EXCEPT: FIRSTLY: PART
SUBDIVIDED BY PLAN 2627, SECONDLY: PART
SUBDIVIDED BY PLAN 51360, THIRDLY: PART ON
STATUTORY RIGHT OF WAY PLAN 21305

B.C.G.S. 92G.015



INTEGRATED SURVEY AREA No. 18
(RICHMOND) NAD 83
(CSRS) 4.0.0.BC.1.GVRD
UTM ZONE 10

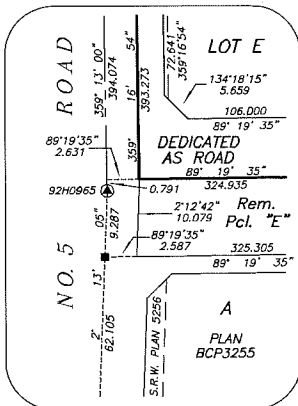
THIS PLAN SHOWS HORIZONTAL GROUND-LEVEL DISTANCES UNLESS OTHERWISE SPECIFIED. TO COMPUTE GRID DISTANCES, MULTIPLY GROUND-LEVEL DISTANCES BY THE AVERAGE COINED FACTOR OF 0.9996034 WHICH HAS BEEN DERIVED FROM GEODETIC CONTROL MONUMENTS 92H0965 AND 92H0966.

LEGEND

GRID BEARINGS ARE DERIVED FROM OBSERVATIONS BETWEEN GEODETIC CONTROL MONUMENTS 92H0965 AND 92H0966

- ▲ - DENOTES CONTROL MONUMENT FOUND
- - DENOTES STANDARD IRON POST FOUND
- - DENOTES LEAD PLUG FOUND
- - DENOTES STANDARD IRON POST PLACED
- - DENOTES LEAD PLUG PLACED
- NR - DENOTES NO RECORD

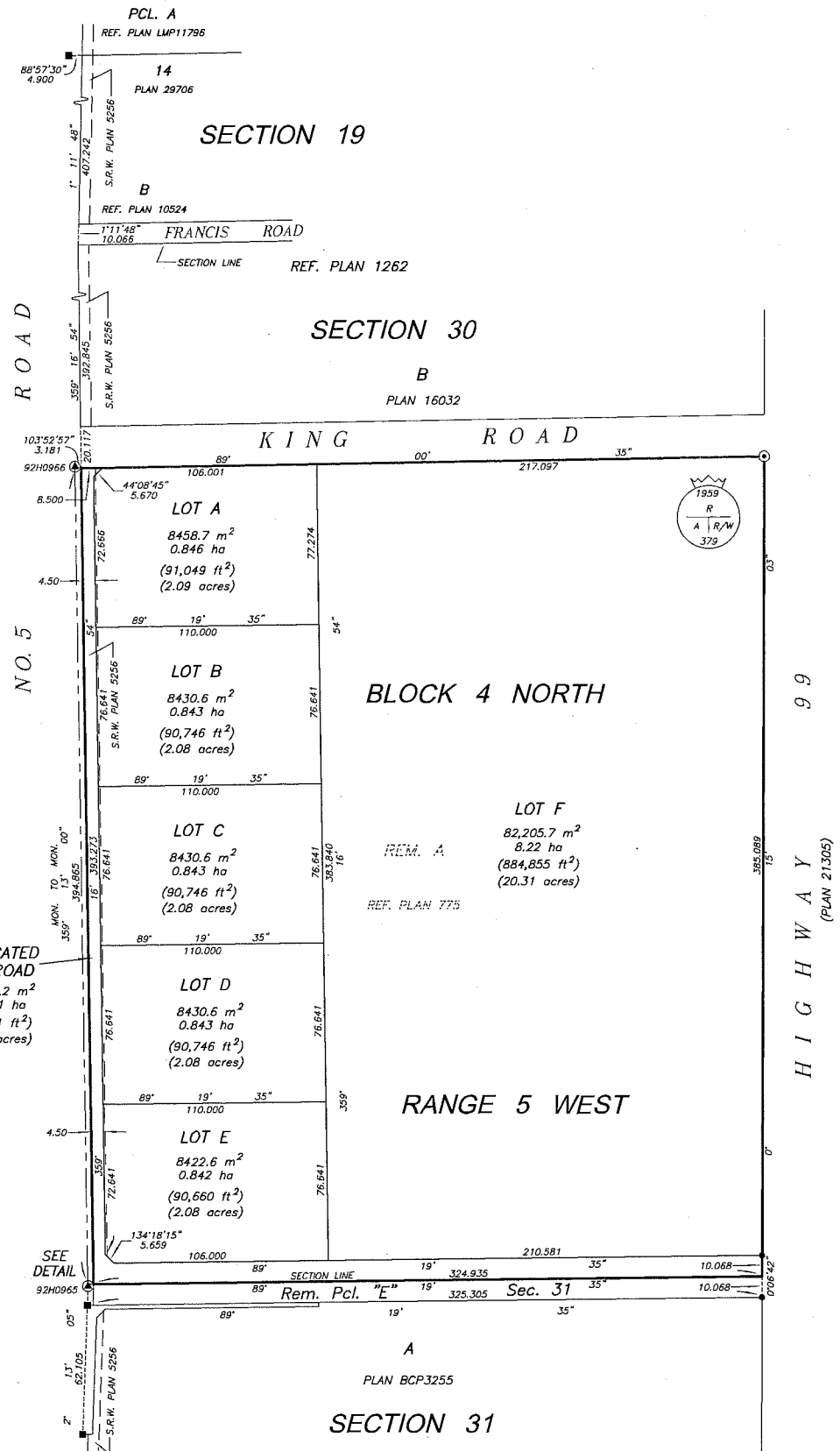
THIS PLAN SHOWS ONE OR MORE WITNESS POSTS WHICH ARE NOT SET ON THE TRUE CORNER(S) AND ARE SET ALONG THE PRODUCTION OF THE PROPERTY BOUNDARY UNLESS OTHERWISE NOTED.



DETAIL
 NOT TO SCALE

BENNETT LAND SURVEYING LTD.
 B.C. & CANADA LAND SURVEYORS
 #201-9547 152ND STREET,
 SURREY, B.C. V4R 9V5
 PHONE: 604-582-0717

DRAWING # 30911-4 Revision #4
 FILE # 30911-4.R4
 DATE: MAY 3, 2016.



THIS PLAN LIES WITHIN PLN - 336



City of
Richmond



Reference Map: Proposed
Williams Road Allowance

Original Date: 04/29/16

Revision Date: 05/02/16

Note: Dimensions are in METRES

PLN - 337

**Agricultural Advisory Committee
Excerpt of Meeting Minutes
March 12, 2015**

Development Proposal - ALR Non-Farm Use Application – 9500 No.5 Road

Staff (Kevin Eng) outlined the non-farm use application to develop the westerly 110 m of the subject site for community institutional/assembly uses, and subdivide the existing 30 acres lot into five 2-acre lots along No.5 Road and one 20-acre lot on the backlands. The proposal includes remediation work to reinstate the back portion of the site to an agricultural capability to support a wide variety of soil-based farm activities, and dedicate the backlands to the City.

The consulting agrologist, Bruce McTavish, and Dr. Hubert Timmenga were invited to the table and provided further details about the proposal. Mr. McTavish noted that the agrologist report contains methodology for conversion of the former golf course site to agricultural production and associated budgets to undertake this work.

Committee had the following questions and comments:

- In response to Committee's query about the farm road access, it was noted that a farm road access is proposed along a portion of the existing unopened Williams Road allowance for access to the 20 acre back portion of the site. The farm road will be constructed to a suitable standard and capable of supporting heavy farm vehicles and machinery. Committee asked if the road will be connected to Highway 99 and staff clarified the road will not connect to Highway 99 and only be extended approximately 120m east of No. 5 Road.
- Committee asked if any barriers are proposed to ensure access is restricted to farm vehicles only. The proponent noted that an appropriate mechanism such as installation of bollards can be considered.
- In response to Committee's query about the drainage plan, Mr. McTavish indicated that there are existing ditches along the north and east property lines and new ditches are proposed along the south property line and through the middle of the site. He clarified that drainage from the farm portion will be discharged to Highway 99 and drainage from the institutional portion will be discharged to No.5 Road.
- Committee asked who will be responsible for removing the large berm running through the site if it has to be removed for agricultural production. Staff noted that the agricultural consultant has identified berm removal in the proposed agricultural remediation plan. Staff also noted that all costs to undertake the agricultural remediation plan, including berm removal, will be the responsibility of the owner/developer.

- Committee expressed concerns regarding the large berm, and noted that it should be removed to maximize the site's agricultural viability and to remove any future barriers to farming the 20 acre back portion once remediated.
- A suggestion was made to properly assess the environmental value of the berm to see if it can enhance bio-diversity of the farm.
- Committee asked about the small size of the proposed lots. The proponent noted that most of the existing institutional properties available for development along No. 5 Road are for larger organizations, and there are demands from small organizations requiring smaller parcels.
- Committee asked if additional soil would need to be brought to remediate the site, and noted any agricultural quality soil should be salvaged from the front portion and applied to the back portion. In response to questions about agricultural remediation works, staff identified that completion of these works will be required as a condition of the land being dedicated to the City. The agricultural consultant identified that minimal additional soil would be needed based on the agricultural remediation plan.
- Committee members asked if an Arborist Report was submitted as part of the application, and if any of the trees can be relocated. No arborist report was submitted as a majority of the existing on-site trees would need to be removed as if left would be an impediment to farming. The proponent also noted that many of the trees are too big to be relocated. Committee noted that it may not be necessary to remove all the existing trees, especially those around the perimeter of the site, and requested the health and condition of the trees to be evaluated and retention opportunities to be reviewed.
- Committee requested details of the proposed road material. The proponent confirmed that it will be compact and permeable surface.
- A suggestion was made to consider using the landscape buffer between the farm and non-farm uses as a plot to expand the farm use on the site.
- Committee noted that removal of the large berm located in the middle of the site is a critical component and it should be removed at the developer's cost.

That the non-farm use application for the purposes of utilizing the front 110 m for community institutional uses and subdivision of the site (five 2 acres lots and one 20 acre lot) at 9500 No.5 Road be supported subject to the following conditions and resolution of issues:

1. *The large berm (entitled Berm #1 in the agrologist's report) to be removed at developer's cost as part of the agricultural remediation works for the 20 acre portion of land to be dedicated to the City;*

2. *The developer undertake further investigation on the potential to retain any existing on-site trees, specifically those located on the perimeter of the site and submit the necessary supporting arborist report;*
3. *Investigate salvaging native agricultural quality soil from the front 110 m portion of the site and if feasible, include these soil salvaging activities in the agricultural remediation plan to be prepared by the agricultural consultant.;*
4. *Examine the implementation of appropriate drainage control structures to prevent any backflow that would negatively impact any agricultural drainage infrastructure provided on the 20 acre agricultural site;*
5. *Appropriate mechanism be secured to ensure completion of the agricultural remediation works associated with the required land use approvals for this development proposal;*
6. *Securing of a legal agreement on the proposed assembly portion of the site to identify that the site is subject to the typical nuisance activities (noise, odour and dust) which will be mitigated through the implementation of an on-site landscaped buffer.*
7. *All efforts to be made by the City to support farming use on the back portion in perpetuity.*

Carried Unanimously

Agricultural Conversion Plan

Mylora Golf Course

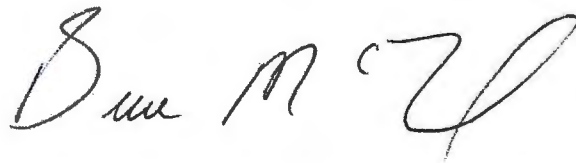
9500 No. 5 Road Richmond BC

Prepared for:

Dagneault Planning Consultants Ltd.

220 – 8171 Cook Road, Richmond BC

Prepared by:

A handwritten signature in black ink, appearing to read 'Bruce McTavish', with a stylized flourish at the end.

Bruce McTavish, M.Sc., MBA, P.Ag., RPBio.

McTavish Resource & Management Consultants Ltd.

2858 Bayview St. Surrey, B.C. V4A 3Z4

bmct@intergate.ca

January 26, 2016

Revised

April 20, 2016

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Executive Summary

The following report is a summary of eight previous reports submitted to the City of Richmond with respect to converting the eastern 18 acres of the Mylora Golf Course located at 9500 No. 5 Road, Richmond BC, to a commercial farm.

The previous reports reviewed agricultural options for the site including:

- Removal of all golf course infrastructure including all trees and berms, and developing a single 18 acres farm.
- Development of up to 7 small 2-3 acre plots for small-scale commercial agriculture, while maintaining some of the existing berms and trees.
- Conversion of the site into community gardens, maintaining most of the berms and some of the trees.
- Develop a combination of community gardens and small lot (urban) agriculture plots.

These options were presented to the City of Richmond Agriculture Advisory Committee (AAC) and to City staff. The AAC requested that the site be converted into a single contiguous farm and that all golf infrastructure be removed including all berms and trees that would interfere with farm operations. Based on this recommendation an agricultural reclamation/conversion plan has been developed and is described in this report.

The present land capability for agriculture on the site is 4W, and based on the site assessment this can be improved to 3WD with some areas 2WD. The improvements will include removing all golf course features, installing additional surface drainage, spreading of salvaged topsoil, subsoiling and cultivation, incorporation of organic matter and a construction of a drainage ditch along the southern property boundary. Subsurface drains have been excluded as they will be ineffective due to the lack of adequate free board (ditch depth) in the Highway 99 ditch.

Since the soils are compacted from years of golf course use they will be remediated by using typical cultivation methods such as subsoiling, ploughing and disking. These actions will remove the existing root restriction and allow rooting to approximately 50 cm depth compared to the present 20 cm depth. These action will allow a wide variety of annual and perennial crops to be grown on the property.

Soil samples were taken and soil pits installed on all fairways and greens, and analyzed for agricultural chemical criteria as well as for heavy metals because golf courses have historically used fungicides that incorporate mercury and cadmium. The soil analysis indicated that metals were well below limits for agricultural soils and that there are no soil chemical issues that would preclude farming on this site or necessitate any soil removal.

Extensive excavations took place on all constructed berms to determine if there was debris in the berms that is not compatible with agriculture. Only a small amount of concrete and asphalt was found in a single location. The amount found is not significant with respect to using the berm material for filling in the water hazards on the property.

A 2 inch water line will be connected to the City water system and run to the property to provide a source of irrigation water, and an all-weather farm road constructed to provide access to the farm.

1.0 Introduction

The following report has been prepared for the City of Richmond and the Agricultural Land Commission (ALC). This report summarizes the findings of 8 documents prepared by McTavish Resource & Management Consultants Ltd. which were previously submitted to the City of Richmond. This summary report provides the City of Richmond and the ALC with final recommendations for the conversion of the eastern 18 acres of the Mylora Golf Course located at 9500 No. 5 Road, Richmond BC, to a commercial agricultural operation. Figure 1 shows the site location and the approximate area that will be converted from a golf course to agriculture.



Figure 1 Site location and agriculture conversion area

1.1 Proposed development

The conversion of the eastern portion of the Mylora Golf Course to a commercial farm is part of an overall development plan to subdivide the western 10 acres along No. 5 Road into five 2-acre lots that will be developed for assembly use (church and temple, see Figure 2). The remaining land will be converted to agricultural land. Since the initiation of this project in 2013 the George Massey Tunnel Project (GMT) has been announced and the Ministry of Transportation and Infrastructure (MOTI) will purchase 2 acres of the property that is adjacent to Highway 99. The land taken by MOTI will vary in width from 18 metres at the north end to 28 metres at the south end. The total amount of land to be acquired is 0.81 ha or 87,292 square feet (2 acres). This will leave approximately 18 acres for commercial farming. This remaining portion of the subject property will be given to the City of Richmond to operate as a commercial agricultural enterprise.

2.0 Site Investigations Soil

To determine the site's suitability for agriculture and the steps necessary to convert the existing golf course back to agriculturally productive land, detailed investigation of soils, drainage, existing golf course features, and potential soil contamination took place between 2013 and 2015.

Existing soil mapping indicates that the soils on the property are in the Delta soil series (Figure 3).

2.1 Existing soil mapping

The existing soil mapping indicates that the soils on the subject property are in the Delta soil series which are common in central and western Delta and central Richmond. The parent material is medium to moderately fine-textured Fraser River deltaic deposits, with the surface texture varying from silt loam to silty clay loam that is usually 100 cm or more deep.

"Delta soils have a very dark gray or black, friable to firm, cultivated surface that is about 20 cm thick and usually contains 10 to 20 percent organic matter. The plowed surface layer (Ap horizon) is underlain by a gleyed Bg horizon (Figure 3) which is typically grayish-brown, firm to very firm, silty/clayey zone, about 30 cm thick which breaks to prismatic or blocky clods and contains some reddish-brown mottles. Underlying this is a Cg horizon about 30 cm thick of dark gray or grayish-brown, massive silty material containing common mottling. Below 100 cm is typically saline, sandy or silty material. The lower part is also often saline and high in sulphur compounds. The soil series is classified as an Orthic humic Gleysol: saline phase, and typically has an extremely to very strongly acid reaction throughout the soil profile."¹

¹ Luttmerding, H. A., 1981. Soils of the Langley Vancouver Map Area. RAB Bulletin 18. Province of BC Ministry of Environment.

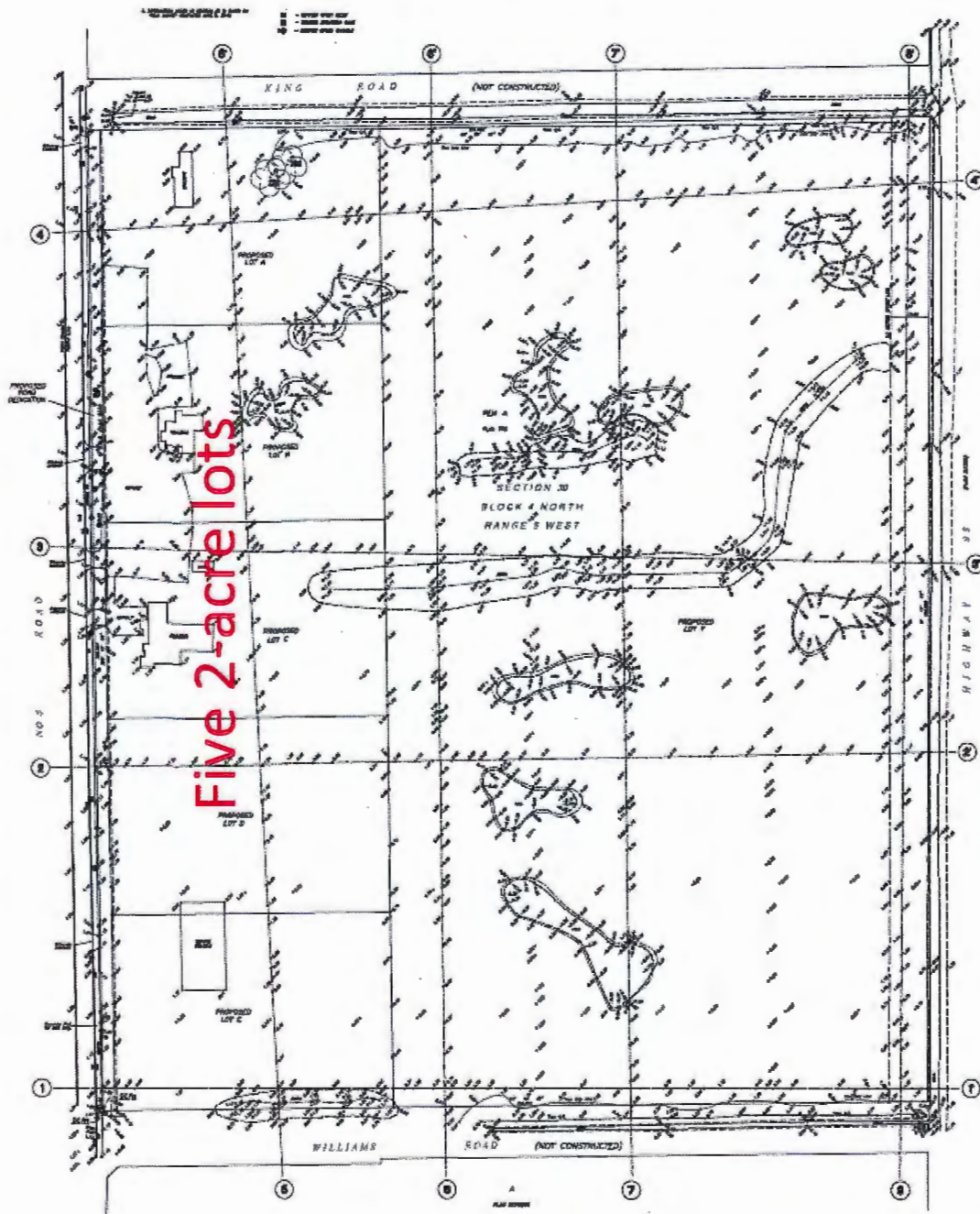


Figure 2 Proposed subdivision 9500 No. 5 Road



Figure 3 Soil sample showing mottled Bg horizon

2.2 On-site soil observations

On-site soil observations were made by sampling all fairways, greens and berm areas on the golf course.

The soil of each fairway was sampled to a depth of 60cm with a Dutch auger. All sample locations were tagged with GPS points and these are shown in Figure 4. Aggregate samples were taken from both the A and B horizon from each soil pit and tested for macro/micro nutrients as well as organic matter, electrical conductivity (EC) and acid reaction (pH). Soil texture was determined by hand texturing at each sample location (see soil logs Appendix I).

2.2.1 Physical properties of soil on fairways

The hand textures of the Ap horizon indicate that soils ranged from sandy clay; silty clay; to silt loam. Since texturing was done by hand it is possible that some of the sandy textured soils are sandy clay loams or clay loams (Figure 5). It was assumed that the soils of the fairways represented the natural soil because there was a clear Ap horizon. However the samples are lower in organic matter and higher than normal in sand for Delta soils. This is probably due to sand topping of the fairways in an attempt to improve drainage.



Figure 4 Soil sample locations



Figure 5 Typical soil profile of fairways

2.2.2 Soil compaction on fairways

Heavy foot traffic on golf courses, particularly around tee boxes, is considered a potential issue in the management inputs needed to convert the property back into agricultural production. Compaction reduces the amount of large non-capillary pores in the soil (reducing hydraulic conductivity) and increases capillary pore spaces. This leads to an increase in water-holding capacity (not good on naturally wet soils) and decreases water infiltration. Compaction typically leads to an increase in standing water and increases the probability of fungal and other diseases. Compaction will also reduce air movement in the soil (oxygen diffusion rates) that in turn inhibits plant growth. It also leads to reduced root growth because roots cannot penetrate the compacted soil.

To determine the degree of compaction on this site a cone penetrometer was used to measure the density of the Ap soil horizon. Penetrometer readings were taken at 25 meter intervals from the tee box down the middle of the fairway towards the green.

"Soil strength is measured in units of pressure: 1 Mega Pascal (MPa) = 145 lb per square in (psi). Root growth is reduced by about half at a penetration resistance of 2.0 MPa (290psi) and severely limited at 3.0 MPa (435 psi). The 2.0 MPa threshold is equivalent to a force of about 26 kg (57lb) to push the 0.5 inch diameter probe into the soil; penetration resistance in compacted soils can be two to four times this value. Higher soil water content typically results in lower penetrometer values so assessments should be carried out at consistent soil water contents." ²

The readings were taken in the Ap horizon to a maximum depth of 15cm or 6 inches. The readings ranged from 200 to 500 psi with an average of 296 psi (Detailed penetrometer readings are provided in Appendix II). A t-test was run on the data at the 95% confidence interval which indicates that the penetrometer average is 296 psi plus or minus 19.6 psi. This means this reading can be expected 95 times out of 100 tests.

The levels of compaction found on the site are very high (above 300 psi) which will severely restrict roots. At 500 psi root penetration is impossible. In order to convert this property back to agriculture, measures will have to be taken to reduce the compaction by using typical cultivation methods such as subsoiling, ploughing and disking. These will be discussed in more detail in the site remediation section of the report.

2.2.2 Chemical properties of soil on fairways

Nitrogen levels for all soil pits are classified as deficient, which is common for soils on the west coast. Soils can be amended by the addition of organic or inorganic amendments. Soil test results for phosphorus and sulphur indicate marginal levels in samples taken from holes 1-18; however, these levels can be raised through the use of soil amendments. Soil micronutrients are all in the optimum range with the exceptions of boron and chlorine for holes 1-18. Soil sodium is low (< 30 ppm) so there will be no saline issues. The TEC (total nutrient exchange capacity of the soil) indicates that the soil will

² Mclaughlan, N.B., Lapen, D.R., Kroetsch, D., Wang, X., Gregorich, E.G., Ma B.L. & Y.X. Li 'Soil Compaction and Corn Roots' in *Advanced Silage Corn Management 2004, Chapter 4. Agriculture and Agri-Food Canada, Ottawa, Ontario. Available online: <http://www.farmwest.com/node/961>* (Accessed 2013).

hold nutrients in reserve and gradually release them to the crop. The organic matter for fairways 1-9 is 6.6%, which is at the high end of normal. This reflects in the relatively high nutrient exchange capacity (TEC of 16.1 meq/100g). The organic matter for fairways 10 to 18 is slightly lower at 5.5% but still within the normal range.

Soil test results are summarized in Tables 1 and 2 below.

Table 1 Soil chemistry fairways 1 to 9

Analysis	Results (ppm unless indicated otherwise)	Comments
N (nitrogen)	4	Deficient
P (Phosphorus)	20	Marginal
K (Potassium)	217	Low optimum
S (Sulphur)	5	Marginal
Ca (Calcium)	1670	Optimum
Mg (Magnesium)	200	Optimum
Fe (Iron)	421	Optimum
Cu (Copper)	2.4	Optimum
Zn (Zinc)	2.2	Low optimum
B (Boron)	0.2	Deficient
Mn (Manganese)	11.8	Low optimum
Cl (Chlorine)	5.0	Marginal
pH	6.4	Neutral
EC ((dS/m)	0.20	Good
OM (organic matter %)	6.6	High normal
BS (Base saturation)	65.3 %	
TEC (Exchange capacity)	16.1 (meq/100g)	Good
Na (Sodium)	<30 ppm	Good

Table 2 Soil chemistry fairways 10 to 18

Analysis	Results (ppm unless indicated otherwise)	Comments
N (nitrogen)	4	Deficient
P (Phosphorus)	12	Deficient
K (Potassium)	177	Low optimum
S (Sulphur)	4	Deficient
Ca (Calcium)	1170	Optimum
Mg (Magnesium)	198	Optimum
Fe (Iron)	385	Optimum
Cu (Copper)	3.0	Optimum
Zn (Zinc)	2.4	Low optimum
B (Boron)	0.3	Deficient
Mn (Manganese)	13.1	Low optimum
Cl (Chlorine)	5	Marginal
pH	6.2	Neutral
EC ((dS/m)	0.12	Good

OM (organic matter %)	5.5	Normal
BS (Base saturation)	60.9	
TEC (Exchange capacity)	13.0 (meq/100g)	Good
Na (Sodium)	<30 ppm	Good

Since the greens are built with a deep layer of medium to coarse-textured sand they are considered highly modified and will be removed as part of the agricultural conversion. Soil sampling on the greens therefore focused on the potential for soil contaminants as described in Section 2.3.

2.3 Golf greens and potential for contaminants

All greens were impacted by fungal infections (see reddish-brown spots, Figure 6). A number of fungal diseases are common on bent grass golf greens these include dollar spot, pink snow mold (Microdochium patch and Fusarium patch), Anthracnose, and Pythium diseases (including Pythium blight and Pythium root rot or dysfunction). The obvious presence of fungal disease indicates that the golf course would have had a fungal control program that would have included extensive use of fungicides to control these diseases when the course was in operation. The major concern in terms of agricultural conversion of the golf course is not the actual presence of fungal diseases, but the types of fungicides that may have historically been used for control.

From the 1960s until the 1990s golf courses used fungicides whose active ingredients were either mercury or cadmium. Mercury was present in the inorganic formulation of mercurous and mercuric chlorides and organic forms with phenyl mercuric acetate and hydro-xymercurichlorophenol. Cadmium was incorporated into fungicides in both organic and inorganic forms including cadmium chloride (inorganic) and cadmium succinate (organic).



Figure 6 Reddish-brown spots indicating fungal disease on greens

With respect to the development of agriculture on the subject property, it was important to assess potential heavy metal contamination that may be present due to fungicide use on golf course greens. Prior to 1995 there was widespread use of mercurial fungicides to control snow mold (Brytus, 1997). These mercury compounds have a high affinity to absorb into soil complexes, leading to residual contamination long after the fungicides were used. Based on this information the testing for heavy metal contamination is imperative to ensure mercury levels do not exceed agriculture standards.³

Mercury and cadmium are the main concerns. To test for heavy metals for each green, samples were taken at the depths of 0-7.6 cm (0-3 inch), 7.62 cm-15.2 cm (3-6 inch), 15.2 cm-22.8 cm (6-9 inch) and 22.8 cm-30.4 cm (9-12 inch). Samples were taken using an Oakfield probe. The probe was cleaned between each set of samples taken. In total two sets of samples were submitted to the laboratory (composites of fairways 1-9 and 10-18). Each sample set consisted of an aggregate sample representing the 0-7.6 cm depth (Sample 1), and the 7.62 to 15.2 cm depth (Sample 2). The deeper samples were stored in a freezer pending analysis in case any metals above allowable limits were found in the shallower samples. The logic for testing the surface 15 cm (6 inches) is that heavy metals are not mobile in the soil since they bind to soil cations. Thus if they were present they would be found in the upper 15 cm of the soil.

Samples representing all 18 greens on the subject property were tested for heavy metals and compared to the agriculture regulation standard for allowable heavy metals for agriculture use. All samples were well below the maximum limit allowed for agriculture (see Table 3 and Appendix III). The allowable limit for Cadmium is 1.5 ppm, and concentrations were found at 0.11 in the 0-7.6cm (0 to 3 inch) depth (less than 10% of the allowable limit). The allowable limit for mercury is 0.6 ppm and this heavy metal was found at 0.039 in the 0-7.6 cm (0-3 inch) depth and 0.021 ppm in the 7.6-15 cm (3 to 6 inch) depth (about 5% of the allowable limit). Based on these results there are no concerns about mercury or cadmium contamination on this site.

³ Brytus, G. (1997). *An assessment of mercurial fungicide residues in golf course soils and clippings*. Informally published manuscript, Olds College, Alberta, Retrieved from http://www.oldscollege.ca/ptrc/1997_ar/9708.html

Table 3 Heavy metal test results from golf greens

Substance	Allowable limits for agriculture (ppm)	Sample 1 0 - 3 inches (ppm)	Sample 2 3 - 6 inches (ppm)
Inorganic Substances			
antimony	20	1.7	1.8
arsenic	15	<0.20	<0.20
barium	400	35	42.3
beryllium	4	0.16	0.19
boron (hot water soluble)	2	0.15	0.08
cadmium	1.5	0.11	0.14
chloride ion (Cl-)	35		
chromium (+3)	50		
chromium (+6)	60		
chromium (total)	50	29	32.5
cobalt	40	5.56	6.56
copper	90	12.6	12.2
fluoride	200		
lead	100	1.7	3.2
mercury	0.6	0.039	0.021
molybdenum	5	0.21	0.09
nickel	150	35.9	29.4
selenium	2	<0.3	<0.3
silver	20	<0.2	<0.2
sodium ion (Na+)	200		
sulphur (elemental)	500		
thallium	2	<0.3	<0.3
tin	5	<0.2	<0.2
vanadium	200	41.3	43.4
zinc	150	37.8	42.9

2.4 Constructed berms and potential for contamination

Several constructed berms form part of the golf course infrastructure. It is the intention to use the soil material in the berms to fill in the existing water features on the golf course. Therefore it is critical to ensure there are no contaminants in the berms.

Observations took place in 2013 and 2015 by excavating trenches in the berms and making visual observations for foreign material such as asphalt and concrete.

Twenty trenches were excavated in 2015 as shown in Figure 7. In 2015 a small amount of asphalt was observed at GPS location 655 and 677. All other trenches were free of any foreign material.

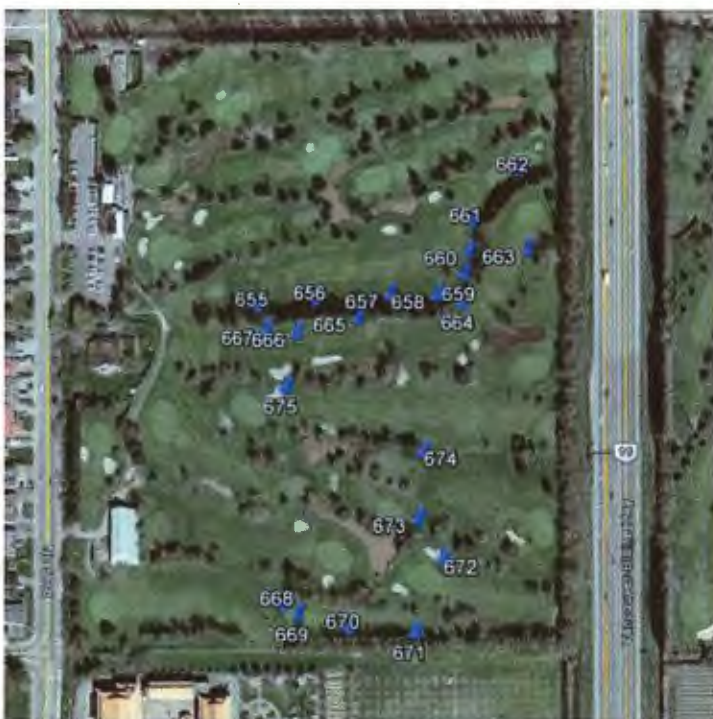


Figure 7 Sample locations 2015



Figure 8 Sample locations 2013

The 2013 sampling indicated that the large berm running east to west along fairway 14 (GPS locations 419 to 421) contained occasional pieces of concrete and asphalt (consistent with 2015 findings). The soil in this berm also contains some gravel and is of a texture more consistent with glacial till. This berm turns north at sample location 421 (Figure 8) and 660 (Figure 7). The section of the berm running north is constructed with soil material from the subject property.

The small amount of concrete and asphalt found in the berms are of no concern with respect to using the soil in the berms as fill material for the golf course water hazards. Even if there are small amounts of concrete or asphalt in this material, research has shown that aged asphalt and concrete do not leach significant quantities of deleterious material into the environment. This is supported by the fact that the BC Ministry of Agriculture recommends the use of broken concrete in cranberry berm construction.⁴

2.2 Drainage

Delta soils are generally poorly drained. Internal and surface drainage are both slow, resulting in high water tables over the winter months. During the growing season the water table gradually retreats and droughty conditions sometimes develop during dry summers. The soil compaction that is found on the site will also reduce water infiltration and result in poorly-drained soils.

During the site investigation in April, 2013 surface water ponding occurred in some areas, along with soggy soil and generally poor drainage. Surface drains and shallow subsurface drain lines were encountered during the site investigation and one outlet was observed into the Highway 99 ditch approximately 0.30 m below the soil surface. Due to heavy brush along the ditch it was not possible to find other drain outlets.

Drainage needs to be improved in order to convert the property to agriculture. More details on drainage improvement are provided in the agricultural conversion plan (Section 4).

2.4 Agricultural capability

Agricultural areas in the Lower Mainland have been mapped and the land rated for its agricultural capability. The capability is presented as unimproved (land without additional management inputs such as drainage or irrigation) and improved which is the highest capability the land can reach if all constraints are removed.

2.4.1 Agricultural capability based on existing mapping

The land capability class 4W. This means that based on the published mapping without improvement, 100% of the site has an unimproved classification of 4 with the most significant limitation being W (excess wetness).

⁴ Guidelines for Farm Practices Involving Fill. (2006) Strengthening Farming Fact Sheet. December 2006.

2.4.2 Agricultural capability based on site investigations

Site observations on the subject properties show soils to be consistent with the current land capability rating of 4W. Evidence of prolonged wetness was observed on the majority of the fairways. Mottling was present in many of the soil pits, indicating prolonged water saturation in the soil profile. This is common for Delta soils, which are classified as Orthic Humic Gleysol.



Figure 9 Land capability for agriculture

The site has been managed as a golf course for many years, and shallow subsurface drainage has been installed, however this is offset by very compacted soils and lack of freeboard for adequate drainage outlet depth at the Highway 99 ditch. Based on the saturated condition of the site observed during soil sampling in April 2013 and results of soil compaction testing in May 2013, it is the author's opinion that the site is presently a 4W classification.

Agricultural capability ratings are described below⁵:

Class 4

Land in Class 4 has limitations which make it suitable for only a few crops, or the yield for a wide range crops is low, or the risk of crop failure is high. The limitations may seriously affect one or more of the following practices: timing and ease of tillage, planting, harvesting and methods of soil conservation.

⁵ Henk, E & I. Cutic. 1983. Land Capability Classification for Agriculture in BC. BC Ministry of Environment.

Class 4W

Frequent or continuous occurrence of excess water during the growing period causes moderate crop damage and occasional crop loss. Water level is near the soil surface during most of the winter or until late spring, preventing seeding in some years, or the soil is very poorly drained.

With site remediation the land capability can be improved to 7:2WD 3:3WD. This means that 70% of the property can be improved to Class 2 with excess water restrictions, as well as a root-restricting layer within 50-75 cm of the soil surface. 30% of the property can be improved to Class 3 with excess water restrictions and a root-restricting layer within 25-50 cm of the soil surface. Class 3 capability is described below:

Class 3

Limitations are more severe than for Class 2, and management practices are more difficult to apply and maintain. Limitations may restrict the choice of suitable crops or affect one or more of the following practices: timing and ease of tillage, planting and harvesting, and methods of soil conservation.

Class 3W

Occasional occurrence of excess water during the growing period causes minor crop damage but no crop loss, or the occurrence of excess water during the winter months adversely affects perennial crops. Water level is near the soil surface until mid-spring, forcing late seeding, or the soil is poorly and in some cases imperfectly-drained, or the water level is less than 20 cm below the soil surface.

Present land capability classifications have the potential to be improved by remediating current limitations. Such improvements typically include:

- Water control (ditching or tilling)
- Deep ploughing
- Amelioration of soil texture
- Cultivating to break up root-restricting layers

The options for improvement of the property will be discussed in Section 4.

2.5 Existing golf course features

Various features need to be addressed when returning golf courses to commercial agriculture use. These include ponds, sand traps, tees and greens, various undulations in the terrain and berms, and landscaping. This section describes the various golf course features found on the property, and Section 4 describes the remediation strategy to remove these features to allow for commercial agriculture.

Bennett Surveying prepared a survey plan of the site that included the area and volume of all water hazards and the volume of the berms. This section of the report uses the Bennett survey plan to describe the various golf course features and to develop a reclamation plan and budget.

2.5.1 Golf course water hazards

Various water hazards located throughout the site can be seen in Figure 1. Based on the survey plan approximately 4000 m² (volume of 4600 m³) of water hazards exist on the property and will need to be filled.

2.5.2 Sand traps

Various sand traps are located throughout the site as can be seen in Figure 1. Based on the survey plan approximately 850 m² of sand traps will need to be filled or the sand removed and topsoil applied.

2.5.3 Tees and greens

Tees and greens are built above the natural soil surface with native soil and fine sand. Greens are highly compacted sand and tees are also compacted. The layer of sand is about 25 cm deep (9-10 inches). The sand can either be spread and incorporated into the soil or used as fill for the water hazards.

2.5.4 Undulations

The fairways include various undulations and minor landscaping. Some are planted with ornamentals or single trees. Most undulations are covered with grass. The minor undulations consist of contoured natural soil, and after potential removal of vegetation and trees, can be easily levelled.

2.5.5 Berms

The Mylora course includes one major berm running east-west alongside Fairway 14, with a north-south section near Highway 99. The east-west berm has numerous coniferous trees and ornamental plants. It is constructed with mostly clean fill (subsoil). The north-south part of the berm is constructed with native soil. Another berm runs across the north side of the property, and is planted with conifers and poplars.

Based on the survey plan the total soil volume of the berms is 2418 m³.

2.5 Summary of site investigations

Based on site investigations carried out between 2013 and 2015 there are no contaminants that will inhibit the conversion of the existing golf course to a commercial agriculture property. The soil chemical and physical properties are all within normal parameters for agricultural land in Richmond, and the low macro nutrient levels are consistent with areas that were not fertilized on a regular basis.

Existing golf course features such as berms, sand traps, tees, and greens have been identified and quantified. These numbers are used in the conversion/reclamation plan (Section 4) and in the budget presented in Section 8 of this report.

3.0 Agricultural site options

A number of agricultural options were developed and presented to the City of Richmond Agricultural Advisory Committee (AAC) for the conversion of the golf course into a farm operation. These included:

1. Developing a single 18 acre commercial farm site:
 - Commercial agriculture requires the removal of all trees and berms, all greens and tee boxes, as well as the filling of all water hazards presently on the golf course.
2. Developing small lot urban agriculture plots of 2 acres each:
 - This scenario would need less site reclamation because a single contiguous unit of land would not be required (as is the case for a larger scale commercial operation). The proposed small agricultural lots would closely follow the existing fairways, with some removal of trees and filling of ponds and sand traps.
3. Use of the site as a community garden with multiple small gardens that could be leased/rented to residents of the local community:
 - Under this option it is feasible to leave the ponds and berms as aesthetic features, but fill in the sand traps with topsoil to make them available for garden plots.
 - This option would require that a significant area be developed for parking.
4. Develop a combination of community garden and 2-acre urban agriculture plots.

For more detailed information on each option refer to 'Agricultural Site Assessment of Land Located at 9500 Number 5 Road for Inclusion in the Agricultural Land Reserve and Conversion of Golf Course to Agriculture' prepared by McTavish Resource & Management Consultants and submitted to the City of Richmond in June of 2013. Also refer to the 'Proposed Business Plan for Mylora Golf Course Agriculture Conversion Addendum II' prepared by McTavish Resource & Management Consultants and submitted to the City of Richmond in September, 2014.

The AAC and staff at the City of Richmond carried out a detailed review of all proposals. They have requested the option of conversion to an 18-acre commercial farm. Since all other options have been removed from consideration, the following site reclamation plan is based on converting 18 acres of golf course into a contiguous farmable area.

By converting the entire area into a single contiguous field the City of Richmond will have the option to operate the area as a single farm entity or to potentially rent or lease out smaller acreages within the 18-acre block.

4.0 Agriculture conversion plan

The objective of the agricultural conversion plan is to maximize the area of farmable land and to improve the agricultural capability of the site to at least Class 3W. This will be achieved by improving the drainage and carrying out the following activities:

- Tree and stump removal;
- Grass and weed removal;
- Berm removal;
- Filling of water hazards;
- Removal of sand traps;
- Removal of existing irrigation and drain lines;
- Leveling and crowning the land;
- Break the existing sod by ploughing and disking;
- Spreading salvaged topsoil over berm removal areas, sand traps and water hazards;
- Preparing the land for planting;
- Seeding a grass forage crop;
- Constructing a farm access road; and
- Installing a 2 inch water from the city main to a stand pipe inside the property line.

4.1 Agriculture capability improvement through drainage enhancements

A detailed analysis of site elevations, depth of the Highway 99 ditch and water table depth indicates that it is not possible to install a functioning gravity subsurface drainage system (see analysis by Dr. Hubert Timmenga PAg, provided in Appendix V).

Based on site investigations the current land capability classifications can be improved to Class 3W without subsurface drainage by:

- Grading and ditching to remove excess surface water;
- Deep ploughing/subsoiling to break up the root-restricting and water infiltration-restricting layers;
- Improving soil texture through the addition of organic matter;
- Disking and ploughing to incorporate organic matter and further break up the root-restricting layer; and
- Adding salvaged topsoil to increase the rooting layer depth and improve drainage.

4.1.1 Open ditches and grassed waterways

New ditch north of Williams Road right of way

Drainage will be improved by installing a new ditch along the south property boundary between the subject property and Lingyen Mountain Temple north of the Williams Road right of way. Details on the ditch design are provided in Appendix VI.

Detailed engineering for the open ditch is provided in Appendix VI

Based on the analysis provided in Appendix VI a trapezoidal ditch with the following dimensions will be installed:

- Z = side slopes of 1:5 to 1
- B = bottom width of 1m
- D = channel depth of 0.5m
- S = Slope of 0.1%

Using the rational method for determining required flow, the ditch must have a peak runoff capacity of $0.1 \text{ m}^3/\text{s}$. The soil texture on the site dictates a maximum velocity of 1.2 m/s . Based on the ditch size criteria shown above, the design ditch capacity will be $0.33 \text{ m}^3/\text{s}$ at a maximum velocity of 1.2 m/s . The ditch is therefore oversized, however installing a ditch smaller than recommended size becomes difficult to maintain. The additional capacity also provides storage capacity during high rainfall events.

A central grassed waterway was considered, however the low peak runoff, shallow slope and resulting high Manning's coefficient of roughness preclude using a grassed waterway to convey surface water (see Appendix VII).

4.1.2 Use of salvaged topsoil

Six (6) acres of land in the assembly area (western section of the property) are unencumbered with buildings or parking lots. In addition, MOTI has indicated that topsoil can be salvaged from the 2 acres they are purchasing adjacent to Highway 99. This results in a total of 8 acres available for topsoil salvage. The average topsoil depth of Delta soils is 20 cm (7.87 inches) therefore $[8 \text{ acres } (340,480 \text{ ft}^2) \times 0.67 \text{ foot depth} = 228,126 \text{ ft}^3 = 8448 \text{ yd}^3]$ or approximately 6460 m^3 of topsoil that will be available to assist in crowning the land to improve surface drainage.

The topsoil will be used to improve the grades from west to east, with a deeper application along the western section of the agricultural area to produce a greater slope from the west to the Highway 99 ditch.

4.1.3 Direction of drainage

The sloping and crowning of the agricultural area will ensure that all drainage from the site flows to the Highway 99 drainage ditch. Water will be transmitted by the existing ditch on the north of the property, by the newly installed ditch on the south of the property and by overland flow directly to the highway 99 ditch.



Figure 10 Location of surface drainage features

4.2 Agricultural capability improvement using cultivation

The wetness (W) and root restricting (D) limitations can be mitigated by the application of cultivation techniques including:

- Subsoiling (deep ploughing) the soil to break up the root-restricting and water infiltration restricting layer;
- Amelioration of soil texture by the addition of organic matter; and
- Disking and ploughing to incorporate organic matter and further break up the root-restricting layer.

4.2.1 Subsoiling

Deep compaction which restricts water infiltration and root development can be improved by subsoiling with a wing-tined subsoiler to depths of 0.75 m (Figures 11 and 12). Criteria for effective subsoiling include:

- Tine spacing must be at least 1 x the working depth of the subsoiler; and
- Subsoiling must be done when the soil is relatively dry.



Figure 11 Example of a winged tine subsoiler



Figure 12 Example of deep subsoiler

Correct use of subsoiling equipment includes pulling the subsoiler at the correct speed. Soil moisture must be low and shanks must be the correct depth and spacing (Figure 13)⁶.

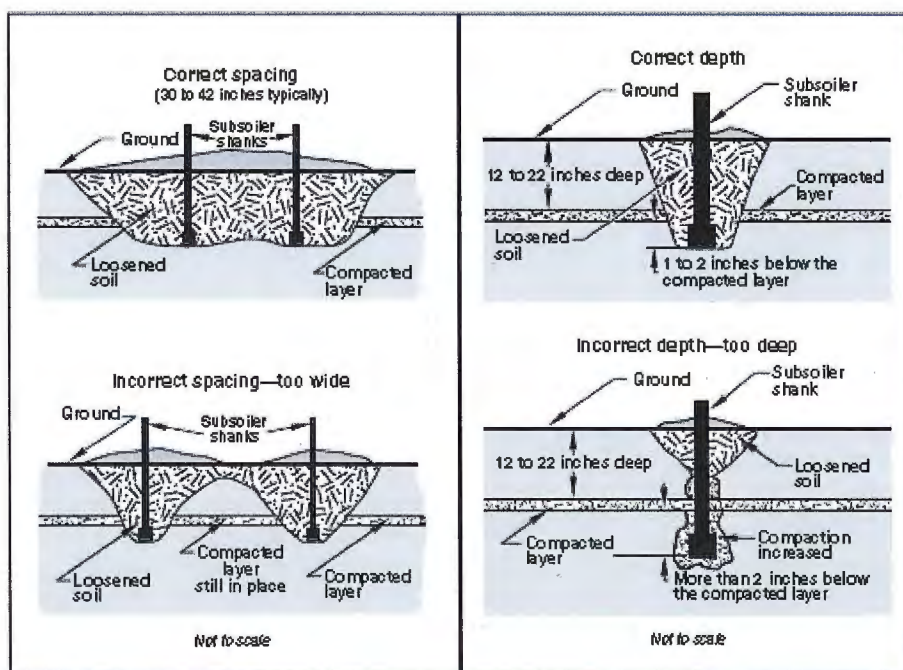


Figure 13 Correct use of a subsoiler

⁶ US Department of Agriculture (2008) Using a Subsoiler to Reduce Soil Compaction. Web site: <http://www.fs.fed.us/t-d/pubs/pdfpubs/pdf08342828/pdf08342828dpi72.pdf> Accessed January 2016.

Horsepower requirements for subsoiling depend on soil moisture, the depth and thickness of the compacted layer, and (to a lesser extent) the soil type. Each shank may require from 30 to 75 horsepower. Equipment speed can affect subsoiling. Travel speed that is too high can cause excessive surface disturbance, bring subsoil materials to the surface, create furrows, and bury surface residues. Travel speed that is too slow may not lift and fracture the soil adequately.

To ensure subsoiling is carried out correctly and effectively, McTavish Resource & Management Consultants Ltd. will direct the contractor to proceed when soil conditions are ideal, and McTavish personnel will be present on site to ensure correct depth and speed.

4.2.2 Ploughing

The site will be ploughed using a moldboard plough which slices, lifts, fractures and inverts the soil. Ploughing the site after subsoiling will have two positive impacts:

- Burying the existing sod and weeds; and
- Restoring tilth to the top layer of the soil.

Ploughing should be done using a large mouldboard plough (see Figure 14) with a plough depth of at least 30 cm (12 inches).



Figure 14 Moldboard plough

4.2.3 Summary of agricultural capability improvements

The combination of management practices outlined in Section 4.2 will result in a significant improvement in the agricultural capability of this site. The cultivation practices and addition of organic matter as described will remove the root-restricting limitations. At the present time the root-restricting layer ranges between 12 and 20 cm below the surface. Implementation of the recommendations will result in a root-restricting layer located between 40 and 50 cm below the surface. The new classification will therefore be 3D with respect to root restriction, and possibly 2D in some areas where there will be significant topsoil additions.

Constructing an open ditch along the southern side of the property, adding salvaged topsoil and subsoiling the entire site will significantly improve drainage and infiltration rates. The resulting agricultural capability classification will be 3W with respect to the wetness limitation.

The existing agricultural capability mapping shows that under best management practices the site would be 70% 2WDN and 30% 3WDN. The management inputs described will result in a rating for the property of 90% 3WD and 10% 2WD. This will allow a wide range of crops to be grown on the site; these are described in Section 6.

It should be noted that with the present regional ditching system and lack of freeboard for subsurface drain outlets it is not possible to improve the capability rating to 2W. A rating of 2W requires that excess water in the soil occurs only within the upper 50 cm of the soil for less than 2 weeks at any time of the year. This can only be accomplished if the ditch water levels are low enough to allow drains to be placed at least 1m below the surface.

4.2.3 Improving soil texture

Soil texture will be improved through the addition of organic matter. This will improve water infiltration and nutrient-holding capacity. All trees and branches will be chipped and composted on site and incorporated into the soil. Incorporation will be done by spreading the organic material with a manure spreader and using a tine cultivator to incorporate the material into the existing soil.

4.3 Tree and stump removal

All trees and stumps will be removed.

- Trees of commercial value will be sold. All others will be chipped on site, composted and cultivated into the soil.
- Chips will be small enough to quickly decompose, or a breaking disc must be used to cultivate chips into the soil after application.

A list of trees to be removed is provided in Appendix VIII

4.4 Grass and weed removal

Weed removal will be done by mechanical means. This will include:

- Mowing in the spring of 2016

- Ploughing as soon as soil moisture conditions allow
- Disking as soon as soil moisture condition allow.

By using only mechanical means for weed control the site will be suitable for organic agriculture.

4.5 Berm removal

All berms will be removed and the berm material used for filling the water hazards. Any asphalt or concrete encountered will be removed from the site.

4.6 Fill in water hazards

All water hazards will be filled using on-site material from sand traps, berms and tee boxes.

4.7 Remove sand traps

All sand will be removed from sand traps and used as fill in water hazards. Sand in excess of that required for filling of water hazards will be spread evenly over the site.

4.8 Break existing sod by ploughing and disking

The entire golf course area will be ploughed and disked to break the sod prior to land levelling.

4.9 Level and crown land

The site will be levelled with a grade of 0.25% from west to east toward the Highway 99 Road ditch and crowned in the middle with a grade of 0.25% toward the north and south. Elevation drawings and cross sections are provided in the topographic/grading plan that accompanies this report.

4.10 Prepare the land for planting

Once land levelling is completed the site will be disked and prepared for seeding by harrowing the entire area.

4.11 Seed forage crop

The site will be seeded with a fall cover crop of either winter wheat or fall rye depending on the weather conditions and time of year when seeding takes place. The cover crop will need to be harvested and the site seeded in the spring with Richardson Seed (Terralink) General Pasture with Clover Mix or equivalent. Seed at 35 lbs. per acre.

To improve soil structure and infiltration it is important to seed a deep-rooting forage crop and maintain it for a minimum of 1 year after all reclamation activities are complete. This crop can then be harvested as hay or silage and therefore has commercial value.

4.12 Timeline for site reclamation activities

It is critical that the work begin in the spring (May at the latest) to ensure that soil movement activities take place during the summer months when the soil is not saturated. It is also important to seed a cover crop by the end of the first week of October to ensure establishment before winter. Table 4 outlines the activities that need to take place and their appropriate timing.

Table 4 Site reclamation schedule

Item	Activity	Month
1	Tree and stump removal; chipping and composting	March to May
2	Spray with herbicide (if allowed); otherwise wait and remove existing vegetation in June	May (June)
3	Remove berms - place all material in water hazards	June to July
4	Fill water hazards	June to July
6	Topsoil - salvage topsoil from west lots and use on water hazards	June to July
5	Topsoil water hazards (minimum 20 cm of topsoil)	June to July
7	Remove sand traps and spread sand evenly over fairway	June to July
8	Apply topsoil to sand traps	June to July
9	Break sod, plough and disk the entire site	June
10	Spread topsoil over all berm areas (20 cm deep)	July to August
11	Remove irrigation and drain lines as encountered	As encountered
12	Subsoil, plough, disk, land level and crown (use remaining topsoil to improve grades)	August to September
13	Install drainage ditch at south side of property	August
14	Prepare for planting (harrow)	September
15	Sample soil, prepare nutrient management plan and add nutrients as needed	September
15	Seed with winter cover crop	Mid-September to first week of October
16	Construct farm access road	July to August
17	Install 2 inch water line	August to September

5.0 Environmental farm plan initiatives included in conversion

The agricultural conversion/reclamation will encompass initiatives that have been developed under the Environmental Farm Planning program (EFP) in BC. Areas within the EFP program that are relevant to the site conversion are:

- Crops
- Pest Management
- Soil amendments
- Biodiversity
- Soil
- Water
- Stewardship areas

5.1 Crops

The EFP program encourages farmers to plant cover crops to assist with the management of pests, nutrients and soil tilth. Cover crop practices also benefit wildlife and provide additional forage yield for the farm operator.⁷

The agricultural reclamation plan recommends that a cover crop be seeded on sites in late September or early October to improve the soil and infiltration capacity of the soil.

If the City of Richmond has not taken ownership by Spring, 2017 the present owner will incorporate the cover crop prior to seeding a forage crop.

5.2 Pest management

The EFP program encourages the use of integrated pest management, control of noxious weeds, and reduced use of pesticides and herbicides.

Part of the planned activities is the control of all weeds on the property either by a combination of herbicide use and cultivation; or, if directed by the City of Richmond, using cultivation only. There is no intention to use any pesticides on the site.

5.3 Soil amendments

The EFP program encourages the use of compost, animal manures and the management of soil fertility to match crop needs. This is done by developing nutrient management plans for individual farms.

The agricultural reclamation plan includes the composting of all wood material on the site and incorporating this into the soil. Prior to the seeding of the fall cover crop, soil sampling will take place. A nutrient management plan will be developed and appropriate nutrients will be added to meet crop needs.

⁷ EFP Reference Guide The Canada – British Columbia Environmental Farm Plan Program. 5th edition. Pub. ARDCORP

5.4 Biodiversity

The EFP program encourages the maintenance and expansion of biodiversity on farms. Biodiversity as defined by the EFP program as:

“The variety of all life forms plus the habitats and natural processes that support them. It includes all forms of life from bacteria, viruses and fungi to grasses, forbs, shrubs, trees, worms, insects, amphibians, reptiles, fish, birds, mammals, agricultural crops and livestock, and humans. Natural processes including, pollination, predator-prey relationships, and natural disturbances such as floods and wildfires.”⁸

The agricultural reclamation plan intends to leave all the trees that are presently growing along the northern property boundary and the existing ditch. This will maintain bird habitat and continue to provide habitat for small mammals.

Incorporation of the composted wood material will increase soil biodiversity by providing organic matter including fungi, bacteria, and worms. These form the basis of a healthy and biodiverse soil ecosystem.

It should be noted that, based on the recommendations of the City of Richmond AAC, all trees are being removed from the farmed portion of the site. This will reduce biodiversity on the site but is necessary to develop a large farm without impediments to conventional farm activities.

5.5 Soil

The EFP program encourage farmers to use management practices that improve or maintain a high level of soil quality. Soil quality factors include carbon to nitrogen ratios; compaction, soil contaminants; macronutrients (especially nitrogen); organic matter; cultivation and erosion control.

5.5.1 Carbon to nitrogen ratio

A nutrient management plan will be developed which will ensure that there is adequate nitrogen to balance the carbon added via the composted wood chips.

5.5.2 Compaction

The agricultural reclamation plan includes significant work to reduce the compaction of soil on the site and improve soil tilth.

5.5.3 Soil contaminants

The entire site has been tested for contaminants and none are present.

5.5.4 Macronutrients

A nutrient management plan will be developed which will ensure that all nutrients are balanced with crop needs, and that nitrogen does not leach from the soil.

5.5.5 Organic matter

Organic matter will be increased through the addition of the decomposed wood chips and the incorporation of crop residue.

⁸ EFP Reference Guide IBIC

5.5.6 Cultivation

Cultivation techniques will be used as described in the report. Subsoiling will improve drainage; ploughing and disking will be only used to the degree necessary to break up compaction and improve rooting depth. These are all cultivation practices that will improve the soil, including soil biodiversity and tilth.

5.5.7 Erosion control

A cover crop will be seeded in the fall to ensure that there is soil cover to reduce water and wind erosion.

6.0 Crop Potential

The anticipated agricultural capability of the site after the conversion from the existing golf course to a commercial farm is 3WD. This capability based on the attributes of Delta series soils is slightly limiting compared to class 2, however a wide range of crops can be grown including:

- Annual legumes
- Blueberries
- Cereals
- Cole crops
- Corn
- Perennial forage crops (though first cut may be late due to wet conditions)
- Root vegetables (except carrots)
- Shallow rooted annual vegetables (except celery)
- Strawberries

An example of specific crops are provided in Table 5⁹ which are the top ten crops presently grown in Richmond and on similar soil and drainage conditions.

Table 5 Top 10 crops grown in Richmond

Crop	Hectares	% of crops	% of census farms	% of ALR
Cranberries	858	38.9%	11.4%	21.5%
Blueberries	556	25.2%	33.2%	13.9%
Other Hay	320	14.5%	8.1%	8.0%
Potatoes	88	4.0%	2.8%	2.2%
Cabbage	64	2.9%	4.7%	1.6%
Strawberries	57	2.6%	2.4%	1.4%
Sweet Corn	52	2.4%	4.7%	1.3%
Chinese Cabbage	51	2.3%	10.0%	1.3%
Pumpkins	25	1.1%	5.2%	0.6%
Squash and Zucchini	21	1.0%	7.1%	0.5%

⁹ <http://www.richmond.ca/plandev/planning2/agriculture/about.htm>

Total	2,092	94.7%	89.6%	52.4%
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7.0 Farm road access

A farm access road will be constructed along the Williams Road easement. This is a farm access road and not a public road and is therefore designed to meet farm standards as outlined in the BC Environmental Farm Plan Program Reference Guide¹⁰.

- The road width will be 6m wide allowing ample room for farm vehicles and trucks to enter and leave the farm site.
- Road base will be compacted well drained gravel
- Road surface will be clean, non-contaminated permeable materials.
- A drawing of the farm road is provided in Appendix IX.

8.0 Cost estimate

A number of quotations have been obtained to carry out the work listed below:

Item	Activity
1	Tree and stump removal; chipping and composting
2	Spray with herbicide (if allowed); otherwise wait and remove existing vegetation in June
3	Remove berms - place all material in water hazards
4	Fill water hazards
6	Topsoil - salvage topsoil from west lots and use on water hazards
5	Topsoil water hazards (minimum 20 cm of topsoil)
7	Remove sand traps and spread sand evenly over fairway
8	Apply topsoil to sand traps
9	Break sod, plough and disk the entire site
10	Spread topsoil over all berm areas (20 cm deep)
11	Remove irrigation and drain lines as encountered

¹⁰ Reference Guide: The Canada BC Environmental Farm Planning Program 5th Edition (2013)

12	Subsoil, plough, disk, land level and crown (use remaining topsoil to improve grades)
13	Install drainage ditch at south side of property
14	Prepare for planting (harrow)
15	Seed with winter cover crop
16	Construct farm access road
17	Install 2 inch water line

The cost to carry out the work as described is \$718,400.00

9.0 Monitoring plan

The conversion of the golf course to land appropriate for commercial agriculture will be managed and monitored by McTavish Resource & Management Consultants Ltd.

McTavish has extensive experience in large reclamation projects and specifically on remediation/reclamation work on agriculture land in BC.

McTavish is presently the lead agricultural consultant for Kinder Morgan Canada (KMC) on the Trans Mountain Expansion Project. They are also the lead agricultural/soil consultant for KMC operations and responsible for ensuring all work on agricultural land is reclaimed to equal or greater productivity than prior to construction activities.

McTavish is also a consultant for Spectra Gas, and has carried out numerous large projects to remediate agricultural land that has been disturbed by pipeline activities.

McTavish is also ISNet World certified as medium risk contractor. This certification is a global health, safety and environmental certification based on health, safety and environmental performance.



McTAVISH
RESOURCE & MANAGEMENT
CONSULTANTS LTD.

April 20, 2016

Dagneault Planning Consultants Ltd.
220 – 8171 Cook Road
Richmond, B.C.
V6Y 3T8

Re: Response to City of Richmond for additional information on the Mylora budget estimate

The following budget provides details on the various activities taking place to convert the Mylora Golf Course to agricultural production.

Regards,

Bruce McTavish MSc, MBA, PAg, RPBio

Item	Activity	Month	Cost Estimate
1	Tree and stump removal; chipping and composting	March to May	137,150.00
2	Spray with herbicide (if allowed); otherwise wait and remove existing vegetation in June	May (June)	6,500.00
3	Remove berms - place all material in water hazards	June to July	143,650.00
4	Fill water hazards	June to July	32,500.00
6	Topsoil - salvage topsoil from west lots and use on water hazards	June to July	31,800.00
5	Topsoil water hazards (minimum 20 cm of topsoil)	June to July	13,000.00
7	Remove sand traps and spread sand evenly over fairway	June to July	44,200.00
8	Apply topsoil to sand traps	June to July	13,000.00
9	Break sod, plough and disk the entire site	June	13,000.00
10	Spread topsoil over all berm areas (20 cm deep)	July to August	13,000.00
11	Remove irrigation and drain lines as encountered	As encountered	34,000.00
12	Subsoil, plough, disk, land level and crown (use remaining topsoil to improve grades)	August to September	28,400.00
13	Install drainage ditch at south side of property	August	19,100.00
14	Prepare for planting (harrow)	September	6,500.00
15	Sample soil, prepare nutrient management plan and add nutrients as needed	September	3,900.00
15	Seed with winter cover crop	Mid-September to first week of October	10,000.00
16	Construct farm access road	July to August	99,200.00
17	Install 2-inch water line	August to September	44,500.00
	Subtotal		693,400.00
	Contingency		25,000.00
	Total estimated cost for proposed work		718,400.00
	Additional cost for composting		30,000.00
	Total		748,400.00

Appendix V Subsurface drainage analysis

Timmenga & Associates Inc.
Strategies for a sustainable future

292 East 66 Ave
Vancouver BC, V6K 1R3
Phone: 604-321-1242
Fax: 604-321-1260
Email: timtenga@telus.net

McTavish Resource & Management Consultants Ltd.
2858 Bayview St.
Surrey BC
V4A 3Z4

Attention: Bruce McTavish

Re: Review of Site drainage potential – Mylora Golf Course Project

Timmenga & Associates Inc. is pleased to provide you with our assessment of whether subsurface drainage would be feasible for the Mylora Golf Course Project. It is our understanding that the for this project the west 120m will be developed for congregational use, while the east 210m is designated for farming purposes after all golf course related elements have been removed. The east 210m of the property is the subject property.

Timmenga & Associates Inc. is an agricultural and environmental consulting company based in Vancouver B.C. Its Principal, Dr. Hubert Timmenga, P. Ag. CMC, has been an agricultural consultant working in BC and across North America for over 30 years. His training included soil science, soil physics and environmental soil issues, and he has worked on organic waste management and agricultural issues in BC since 1987. Dr. Timmenga is familiar with the soils and drainage issues of the subject property and those in the Lower Mainland of BC.

This assessment does not provide you with a drainage plan for the subject property. However, it evaluates key components that will affect the installation and operation of such a system, and how it will affect general agricultural practices such as soil cultivation and deep plowing. Deep plowing is a technique commonly used in Lower Mainland agriculture to break up restricting layers that impede drainage of fields under intensive management.

Dr. Timmenga has utilized the following resources:

- His knowledge of the site
- City of Richmond Interactive Map
- Surveying diagrams as provided by you
- B.C. Agricultural Drainage Manual: V. Lalonde and G Hughes-Games, 1997 Issue, BC Ministry of Agriculture.

Site Description

The Mylora Golf Course is located on virtually flat land. The land includes the features that make-up the challenges of the course such as berms, greens and tees, and minor undulations. These features are all above the average (original) land height. Survey data presented below show that there is no difference in water level in the ditches surrounding the property. All three ditches are slow flowing and are connected. The survey shows no fall in the land in any direction.

The site elevations were measured above the ditch water table are about 67 cm in the west of the original property, and 52 cm near the east border and similar elevations for north and south borders. Some large portions of several fairways are as low as 43cm above the water table. The survey plots are included below (Transects 1-4 are east - west, with transect 1 at the south side of the property, transects 5-8 are north-south).

There are berms along the north border (81cm – 110cm, with the middle sloping towards the ditch), east border (148cm to 98cm) and south border (179cm to 148cm). The central berm has a maximum height of about 210cm. Greens and tees are at about 100cm above the water table (and have an elevation in the landscape of up to 55 cm). Any undulations show elevations of between the fairway (45cm) and the greens and tees (~100cm). These features are mostly elongated and narrow.

The project anticipates soil from the development site to be placed on the subject site. As the soil depth of the development site is very similar to the subject site, but the size is about half, the recovered topsoil would raise the overall soil level with 10-15 cm.

All berms and elevated greens and tees consist of sand or fill. This material will be used to fill-in the existing "water hazards". It is expected that the "clean", not crowned surface of the subject property will be around 53 cm above the water table of the surrounding ditches. With the added 15cm of topsoil, the average elevation above the water level will be 68cm. This estimated total soil depth will be used in the calculations below.

The north-south dimension of the subject property is 385m and the east-west dimension is 210m. The bridge expansion project and widening of Highway 99 will likely require 15m, and the ditch may be relocated inwards, resulting in a property width of 200m or less. The distance of 200m is used as the maximum length of the drain lines.

Characteristics of a drainage plan

Free flowing subsurface drainage must have the following characteristics:

- Bottom of outlet to be 300mm above the receiving water table (BC Agricultural Drainage Manual 10.5.1);
- Grade for a 100mm drain line to be a minimum of 0.1% (BC Agricultural Drainage Manual Table 10.4);
- Use of 100mm (4inch) perforated drain lines;

- Receiving ditch is located alongside Highway 99 and is connected to the Richmond Municipal drainage system; and
- Drain lines to run west to east for a length of 200m.

Soil depth requirements

The required soil depth above the water table at the receiving ditch will be:

- 300mm freeboard (30cm);
- 100mm diameter of pipe (10cm);
- 300mm plough layer without capability for deep plowing (30cm);
- A minimum of 450mm to allow deep plowing (45cm); and
- 200mm to allow for the minimum grade of the drain line (20cm).

This means that with a laser leveled property, the minimum elevation of the soil surface at the east ditch should be $300 + 200 + 100 + 300 = 900\text{mm}$ (90cm) above the water table in case of farming where no deep plowing will be possible, and 1050mm (105cm) in case deep plowing would be required.

Conclusion

When the golf course related elements of the subject property have been removed or filled in, and with the top soil originating from the west development site placed on the property, it is expected that the soil surface will be laser leveled at an elevation of 68cm above the water table of the receiving ditch.

The depth of soil required above the water table to accommodate sub-surface drainage using 100mm drain lines, but without the potential for deep plowing is at least 90cm. Should the potential for deep plowing be desired, a soil depth is required of at least 105cm.

We conclude that the depth of soil on the subject property will not be sufficient to accommodate a subsurface drainage system.

Respectfully submitted,

Timmenga & Associates Inc.

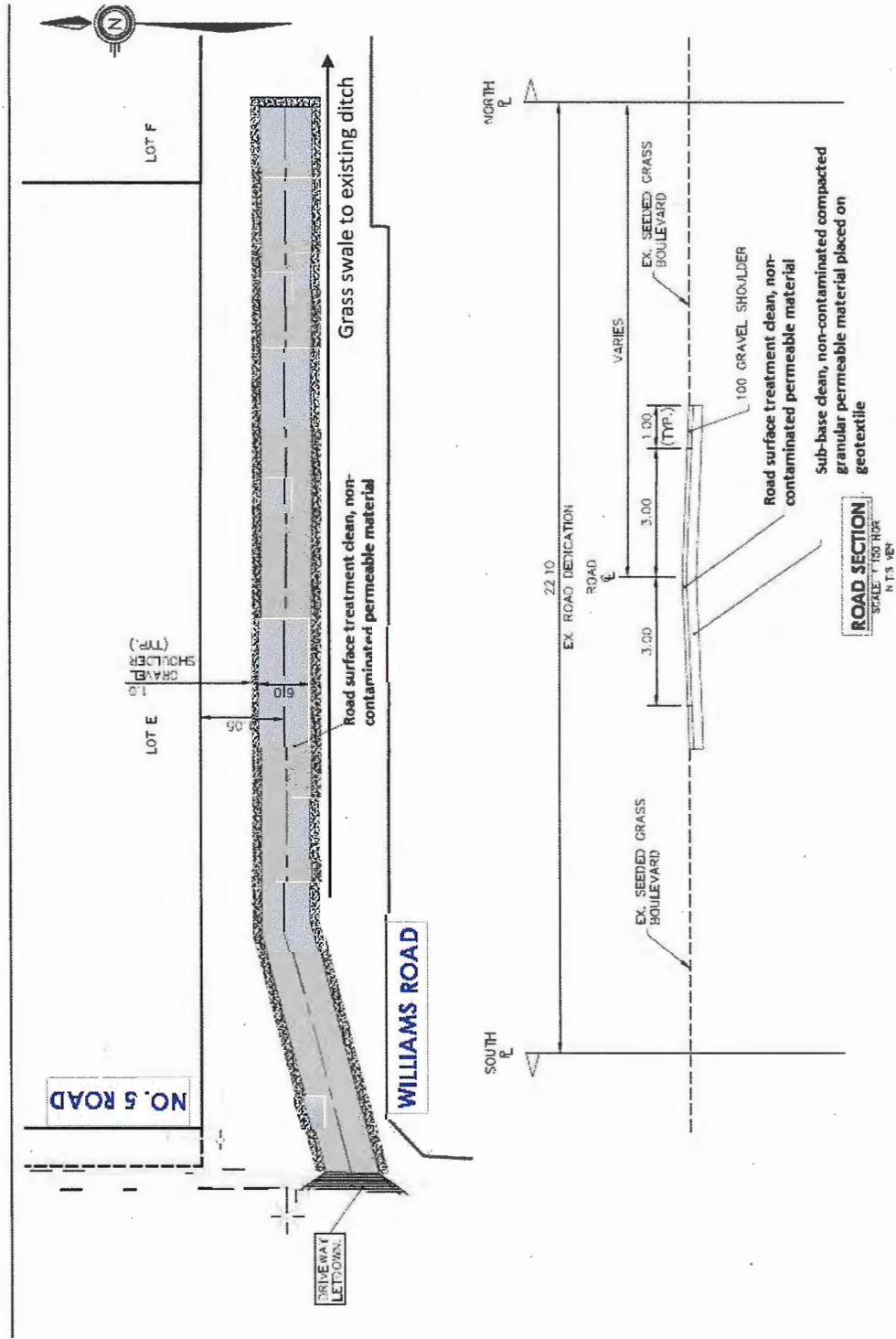
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Hubert Timmenga, PhD., P.Ag., CMC

Principal

Appendix IX Road design



PLN - 381



Tree inventory and assessment for trees to be removed
at
9500 No. 5 Road, Richmond, BC

Prepared for:
Dagneault Planning Consultants Ltd.

Prepared by:



Matt McTavish, CQ Horticulture, CQ Arborist Technician,
ISA Certified Arborist #PN-8194A
mattm.mrmc@gmail.com

&



Bruce McTavish MSc, MBA, PAg, RPBio
McTavish Resource & Management Consultants Ltd.
2858 Bayview St. Surrey, BC V4A 2Z4
bmct@intergate.ca

April 18, 2016

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1.0 Introduction

This report is prepared at the request of the City of Richmond with respect to trees that need to be removed from the western 10 acres of 9500 No. 5 Road to allow for the stripping of topsoil and demolition of buildings.

At a meeting with the City of Richmond on April 14, 2016 it was agreed to only remove trees that conflict with the stripping of topsoil (that will be used on the agricultural conversion area) or trees that interfere with the demolition of buildings and parking lots.

This report identifies trees by using existing tags and reference to the previously submitted arborist report.¹

2.0 Observations

On April 16, 2016, Matt McTavish and Bruce McTavish visited the site to determine which trees conflict with soil stripping and demolition work. At the same time the trees to be removed were examined for their current state of health. The species of trees observed and identified for removal consist of; *Betula pendula* (Birch), *Picea abies* (Norway Spruce), *Picea pungens* (Blue Spruce), *Pinus nigra* (Austrian Pine), *Acer spp.* (Maple), *Pinus radiata* (Monterey Pine), *Thuja plicata* (Western Red Cedar) and *Pseudotsuga menziesii* (Douglas Fir), *Quercus palustris* (Pin Oak), *Aesculus hippocastanum* (Horse Chestnut). There is also a Laurel hedge and a cedar hedge that will conflict with demolition, these hedges are in poor condition due to last years' drought and a lack of pruning.

The majority of trees observed exhibited poor health and structure. Observations indicate that a number of trees have sustained poor or excessive pruning, exhibit co-dominant stems and have multiple sites of inclusion. Some trees have fencing material girdled into the trunk creating a weak structure and a possibility of future failure. There are a few conifers that are in good health and exhibiting adequate vigour, this was evident by a healthy live crown ratio, good annual shoot growth and sound wood. The majority of birch trees on the subject property have signs and symptoms of bronze birch borer as well as fungal fruiting bodies present on the main stems.

Details on each tree that will be removed are provided in Appendix I and representative photographs are provided in Appendix II.

3.0 Recommendations

It is recommended that the trees that do not conflict with demolition or the stripping of topsoil be protected while work is being performed on the subject property. Protection shall be implemented using tree protection procedures specified by the City of Richmond (Appendix III.²) Tree protection will also be implemented in the topsoil stripping area by creating tree islands where groups of trees are located. A detailed plan showing the tree islands and the trees to be removed is provided as a map sheet accompanying this report.

¹ McTavish (2015) Tree Assessment for Trees Located at Mylora Golf Course. September 3, 2015.

² City of Richmond Bulletin Tree Bylaw Section. TREE-03 Revised 2015-11-12. Web site: http://www.richmond.ca/__shared/assets/Tree_0315142.pdf

Appendix I Details of trees to be removed

TAG #	SPECIES	DBH (cm)	CROWN SPREAD (m)	CONDITION (POOR-VERY GOOD)	COMMENTS/RECOMMENDATIONS
238	Birch	37	7	Poor	LCR 50%. The tree has been repeatedly utility pruned and is declining in health; within 2 meters of barn to be demolished
237	Birch	37	7	Poor	LCR 60%. Co-dominant stems, Bronze birch borer present. Proximity to building indicates significant root damage; within 2 meters of barn to be demolished
401	Maple	34	9	Good	LCR 70% This tree shows adequate vigour, no structural abnormalities; removal needed to allow stripping of topsoil
400	Maple			Dead	Remove to allow topsoil stripping and mitigate hazard
233	Birch	25	8	Poor	LCR 50%. Bronze birch borer present, co-dominant stems, poor structure, dead tops; remove to allow topsoil stripping and mitigate hazard
234	Birch			Dead	Remove to allow topsoil stripping and mitigate hazard
402	Birch	41	13	Poor	LCR 50%. Bronze birch borer present, dead top; removal necessary for topsoil stripping and to mitigate hazard
408	Birch	34	9	Poor	LCR 25%. Bronze birch borer present, dead top; removal necessary for topsoil stripping and to mitigate hazard
406	Birch	22/24	6	Poor	LCR 40%. Bronze birch borer present, co-dominant stems, dead top; removal necessary for topsoil stripping and to mitigate hazard
315	Birch	31	9	Poor	LCR 50%. Tree previously topped, bronze birch borer present; remove, conflict with demolition
314	Birch	33	6	Poor	LCR 60%. Bronze birch borer is present, dead top; remove, conflict with demolition
311	Austrian Pine	42	9	Good	LCR 70% Tree exhibits good vigour and uniform canopy; removal is needed to allow demolition
312	Austrian Pine	39	9	Fair	LCR 70%. Co-dominance at 8 meters, included bark at codominant union; removal is needed for demolition

313	Birch	36/33	7	Poor	LCR 40%. Bronze birch borer present, dead top; remove, conflicts with demolition and poses a hazard
301	Monterey Pine	44	6	Good	LCR 70%. Co-dominant stems with included bark, tree exhibits average vigour; removal necessary for demolition
302	Norway Spruce	22	6	Good	LCR 70%. Co-dominant stems, tree exhibits normal vigour; removal necessary for demolition
303	Monterey Pine	52	14	Good	LCR 75%. Co-dominant stems, tree exhibits normal vigour; removal necessary for demolition
304	Blue Spruce	24	7	Good	LCR 75%. Co-dominant stems, tree exhibits normal vigour; removal necessary for demolition
305	Blue Spruce	21	5	Good	LCR 75%. Co-dominant stems, tree exhibits normal vigour; removal necessary for demolition
306	Monterey Pine	37	11	Good	LCR 75%. Co-dominant stems, tree exhibits normal vigour; removal necessary for demolition
307	Norway Spruce	27	9	Good	LCR 75%. Co-dominant stems, tree exhibits normal vigour; removal necessary for demolition
308	Austrian Pine	37	9	Good	LCR 70%. Co-dominant stems with included bark, tree exhibits average vigour; removal necessary for demolition
455	Austrian Pine	40	7	Fair	LCR 80%. Asymmetrical canopy with co-dominant tops, good vigour; removal is necessary for demolition
456	Austrian Pine	54/51	9	Fair	LCR 80%. Co-dominant stems at 2 meters with included bark, 8-degree lean to the south; removal necessary for demolition
457	Douglas Fir	63	12	Fair	LCR 60%. Co-dominant stems at 2 meters with included bark, average vigour; removal necessary for demolition
458	Austrian Pine	33	8	Good	LCR 75%. Uniform canopy, generally healthy with good annual shoot growth; removal necessary for demolition
319	Blue Spruce	38	10	Fair	LCR 80%. Previously topped, exhibits average vigour; removal necessary for demolition
320	Norway Spruce	71	16	Good	LCR 75%. Exhibits good vigour and form; removal necessary for demolition

431	Maple	23	8	Fair	LCR 60%. Poor pruning resulting in poor branch structure, included bark, average vigour: removal necessary for stripping of topsoil
317	Western Red Cedar	31/22	9	Fair	LCR 80%. Co-dominant from base, average vigour; removal necessary for demolition
318	Western Red Cedar	50	8	Good	LCR 75%. Normal vigour for an open grown tree; removal necessary for demolition
316	Birch	26	8	Poor	LCR 50%. Co-dominant from base, butt rot in one stem; removal is necessary for demolition and to mitigate hazard
355	Pin Oak	44	11	Good	LCR 75%. Exhibiting good health & vigour, co-dominant tops, symmetrical canopy; removal is necessary for demolition
356	Western Red Cedar	37	10	Good	LCR 75%. Normal health & vigour, no defects noted; removal necessary for demolition
399	Horse Chestnut	100	17	Good	LCR 80%. Good health & vigour, showing some structural defects and dead wood; removal necessary for demolition

Appendix II Representative photographs of trees to be removed



Figure 1 Birch to be removed to allow building demolition



Figure 2 Pines to be removed for house demolition



Figure 3 Dead cedar hedge to be removed for parking lot demolition



Figure 4 Two birch to be removed for shed demolition



Figure 5 Birch to be removed for topsoil salvage



Figure 6 Two maples and cedar to be removed for topsoil salvage



Figure 7 Birch to be removed for safety reasons



Figure 8 Birch to be removed for safety reasons



Figure 9 Row of pines to be removed for demolition

Appendix III Richmond Tree Protection Guidelines



City of
Richmond

Bulletin

Tree Bylaw Section

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

www.richmond.ca

Tel: 604-276-4000 Fax: 604-276-4177

Protection of Existing Trees During Demolition and Construction

No.: TREE-03
Date: 2006-06-29
Revised Date: 2015-11-12

Purpose:

To ensure tree protection barrier(s) are placed around any tree(s) which are not to be cut or removed, in such a manner as to ensure that the trunk, branches and root structure are not damaged by any construction operations.

Background:

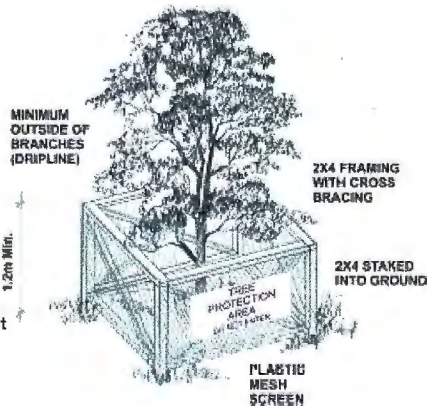
Applicants shall not remove or cut any trees with a dbh of 20 cm or 7 7/8 inches (see Bulletin TREE-1) on the site until a Tree Permit or Development Permit and/or Rezoning has been approved which addresses the removal of trees.

1. A fence must be placed at the drip line of all trees to be retained prior to issuance of any permits (demolition, rezoning, development, building). The fence(s) shall be 2x4 wood frame with cross brace construction with snow-fence and staked into the ground (see reverse). The tree protection fence shall be clearly signed "Tree Protection Zone – Do Not Enter" (see reverse) and remain intact for any construction or demolition site throughout the entire period of demolition and/or construction.
2. Appropriate information regarding existing tree preservation shall be provided to Tree Preservation and/or Planning staff. This is to include:
 - The location of all protective tree fencing;
 - Any excavation locations for foundations, utilities, driveways, perimeter drainage, etc.;
 - A grading plan or cross-section showing finished grade; and
 - A drainage plan for the site.
3. Any Arborist recommended pruning and root pruning shall be supervised by an ISA Certified Arborist.
4. No entry of any kind shall occur within the trees' drip line/tree protection zone. This includes people, equipment and/or materials.
5. Fill material, compacted soil and continuous concrete walls with footings cannot be located within the drip line of retained trees.



Protection fencing must be placed around the "drip line" of tree.

DRIP LINE



Tree Protection Zone

The Tree Protection Zone (TPZ) encompasses the drip line of the tree as illustrated in Fig. 1a and 1b.

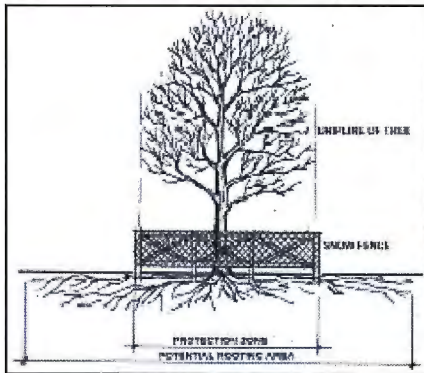


Fig. 1a - Example of a drip line on a tree

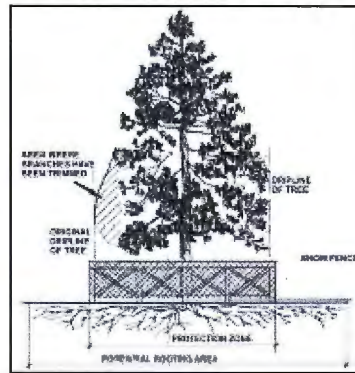


Fig. 1b - Example of a drip line on a tree with one side pruned

Note: If the tree is on an adjacent property, the drip line must still be protected on your side of the property line. If the branches have been cut or pruned, the TPZ must protect the original drip line of the tree (Fig. 1b).

Tree Protection Distance Table

*Minimum Protection Required Around Tree

Tree Trunk Diameter			Distance from Trunk		Total Diameter	
cm	inches	feet	m	feet	m	feet
20	8	0.6	1.2	3.9	2.80	8.5
25	10	0.8	1.5	4.9	3.25	10.7
30	12	1.0	1.8	5.9	3.90	12.8
35	14	1.2	2.1	6.9	4.55	14.9
40	16	1.3	2.4	7.9	5.20	17.1
45	18	1.5	2.7	8.9	5.85	19.2
50	20	1.7	3.0	9.8	6.50	21.3
55	22	1.8	3.3	10.8	7.15	23.5
60	24	2.0	3.6	11.8	7.80	25.6
75	30	2.5	4.5	14.8	9.75	32.0
90	36	3.0	5.0	16.4	10.90	35.8
100	40	3.3	6.0	19.7	13.00	42.7

Tree Protection Zone Signage

All TPZ are required to have signage as shown in Fig. 2. The signage must be a minimum of 11"x14" in size on *at least* 2 sides. A sign is now available for download from the City of Richmond's Tree Bylaw webpage at www.richmond.ca/sustainability/environment/treeremoval.htm

For Tree Protection Barrier inspection requests and enquiries call 604-247-4684.

NOTE: Failure to maintain tree protection barriers may result in fines of up to \$10,000.00 per offence.

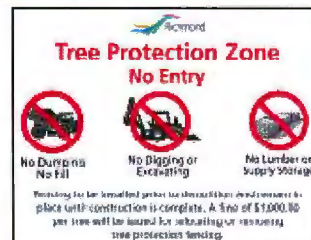


Fig. 2 - Tree Protection Zone Sign

