



**Planning Committee
Electronic Meeting**

**Council Chambers, City Hall
6911 No. 3 Road**

**Tuesday, May 2, 2023
4:00 p.m.**

Pg. # ITEM

MINUTES

PLN-4 *Motion to adopt the **minutes** of the meeting of the Planning Committee held on April 18, 2023.*



NEXT COMMITTEE MEETING DATE

May 16, 2023, (tentative date) at 4:00 p.m. in the Council Chambers.

PLANNING AND DEVELOPMENT DIVISION

- 1. APPLICATION BY BRADLEY DORE FOR REZONING AT 9671 NO. 1 ROAD FROM “SINGLE DETACHED (RS1/E)” ZONE TO “COMPACT SINGLE DETACHED (RC2)” ZONE**
(File Ref. No. RZ 22-027435) (REDMS No. 7140712)

PLN-22

See Page PLN-22 for full report

Designated Speakers: Wayne Craig, Suzanne Smith and Alex Costin

STAFF RECOMMENDATION

That Richmond Zoning Bylaw 8500, Amendment Bylaw 10447, for the rezoning of 9671 No. 1 Road from “Single Detached (RS1/E)” zone to “Compact Single Detached (RC2)” zone, be introduced and given first reading.



2. **APPLICATION BY FOUGERE ARCHITECTURE INC. FOR REZONING AT 7371 NO. 4 ROAD FROM THE “SINGLE DETACHED (RS1/F)” ZONE TO THE “MEDIUM DENSITY TOWNHOUSES (RTM2)” ZONE**

(File Ref. No. RZ 20-919143) (REDMS No. 7183342)

PLN-40

[See Page PLN-40 for full report](#)

Designated Speakers: Wayne Craig, Josh Reis, and Cynthia Lussier

STAFF RECOMMENDATION

That Richmond Zoning Bylaw 8500, Amendment Bylaw 10457, for the rezoning of 7371 No. 4 Road from the “Single Detached (RS1/F)” zone to the “Medium Density Townhouses (RTM2)” zone, be introduced and given first reading.



3. **APPLICATION BY FOUGERE ARCHITECTURE INC. FOR REZONING AT 10611 AND 10751 RIVER DRIVE FROM THE “INDUSTRIAL STORAGE (IS)” ZONE TO THE “LOW TO MID RISE APARTMENT (ZLR46) – BRIDGEPORT” ZONE**

(File Ref. No. RZ 21-941625) (REDMS No. 7157412)

PLN-77

[See Page PLN-77 for full report](#)

Designated Speakers: Wayne Craig, Josh Reis, and Sara Badyal

STAFF RECOMMENDATION

That Richmond Zoning Bylaw 8500, Amendment Bylaw 10454 to create the “Low to Mid Rise Apartment (ZLR46) - Bridgeport” zone, and to rezone 10611 and 10751 River Drive from the “Industrial Storage (IS)” zone to the “Low to Mid Rise Apartment (ZLR46) - Bridgeport” zone, be introduced and given first reading



Planning Committee Agenda – Tuesday, May 2, 2023

Pg. # ITEM

4. **ANNUAL REPORT ON THE YVR AERONAUTICAL NOISE
MANAGEMENT COMMITTEE FOR 2022**

(File Ref. No. 01-0153-04-01) (REDMS No. 7185962)

PLN-135

[See Page PLN-135 for full report](#)

Designated Speaker: John Hopkins

STAFF RECOMMENDATION

That the staff report titled “Annual Report on the YVR Aeronautical Noise Management Committee for 2022”, dated April 17, 2023, be received for information.



5. **REFERRAL RESPONSE CONSTRUCTION SIGNAGE**

(File Ref. No. 08-4375-00) (REDMS No. 7185073)

PLN-153

[See Page PLN-153 for full report](#)

Designated Speaker: Fred Tewfik

STAFF RECOMMENDATION

That staff be directed to bring forward amendments to Noise Regulation Bylaw No. 8856, in order to affect the proposed changes to the construction signage, as outlined in the report titled “Referral Response Construction Signage”, dated April 3, 2023 from the Director, Building Approvals.



6. **MANAGER’S REPORT**

ADJOURNMENT



Planning Committee

Date: Tuesday, April 18, 2023

Place: Council Chambers
Richmond City Hall

Present: Councillor Bill McNulty, Chair
Councillor Alexa Loo
Councillor Chak Au
Councillor Carol Day
Councillor Andy Hobbs

Also Present: Councillor Laura Gillanders- (entered the meeting at 4:01 by teleconference)
Councillor Michael Wolfe (by teleconference)

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 4, 2023, be adopted as circulated.

CARRIED

PLANNING AND DEVELOPMENT DIVISION

1. **REFERRAL RESPONSE – APPLICATION BY LANDA OVAL DEVELOPMENT LTD. FOR REZONING AT 6851 AND 6871 ELMBRIDGE WAY FROM INDUSTRIAL BUSINESS PARK (IB1) TO HIGH-DENSITY MIXED USE (ZMU52) – OVAL VILLAGE (CITY CENTRE)**
(File Ref. No. RZ 17-782750) (REDMS No. 7177484)

Planning Committee

Tuesday, April 18, 2023

Staff provided a brief overview of the application highlighting that (i) the report is in response to a December 2022 Public Hearing referral made by Council, (ii) the report presents revisions to the proposed development in response to lane traffic impacts and concerns raised by residents of the neighbouring development Ora, and (iii) the overall mixed use development proposal related to commercial and hotel uses and residential units remains consistent to those presented at Public Hearing in December 2022.

In response to queries from Committee staff advised that (i) a requirement for of the project is to undertake upgrades to River Road in the form of frontage improvements, (ii) there will be an additional curb lane of travel implemented along the River road frontage, (iii) the final design of the turn restriction along River road has not yet been determined but could include signage in addition to actual physical turn restrictions, and (iv) the provisions on the east and west side of the new west road will allow for parking on either side and facilitate for passenger pick up and drop off.

Arno Matis, Architect from Arno Matis Architecture, presented a redesign of their proposal, provided to address concerns made by neighboring residents. (attached to and forming part of these Minutes as Schedule 1)

It was moved and seconded

***That Richmond Zoning Bylaw 8500, Amendment Bylaw 10423 to create the “High-Density Mixed Use (ZMU52) – Oval Village (City Centre)” zone, and to rezone 6851 and 6871 Elmbridge Way from “Industrial Business Park (IB1)” to “High-Density Mixed Use (ZMU52) – Oval Village (City Centre)”*, be forwarded to the May 15, 2023 Public Hearing.**

CARRIED

2. REFERRAL RESPONSE ON HERITAGE PROCEDURES

(File Ref. No. 08-4200-01) (REDMS No. 7082713)

Staff provided an overview of the report highlighting that (i) the report was in response to a July 2022 Planning Committee referral, (ii) a comprehensive review was conducted of the heritage-related application review processes, (iii) staff identified areas for improvements and streamlining the application processes by reducing required permits, introducing new permit criteria, expanding staff’s delegated authority, updating Development Permit guidelines, and establishing new development notification sign and meeting notice requirements, (iv) staff propose to reorder items in the Heritage Procedures Bylaw to make the bylaw more user friendly, and (v) staff propose to update the fees to better reflect the scope of work that is associated with a complex Heritage Alteration Permit or Heritage Revitalization Agreement applications.

Planning Committee
Tuesday, April 18, 2023

In response to queries from Committee staff advised that (i) the overall timeline for processing applications can be reduced by about 50 percent, and (ii) 17 buildings and landmarks are designated as Heritage in Steveston.

It was moved and seconded

(1) *That Richmond Official Community Plan Bylaw 7100 and 9000, Amendment Bylaw 10039, which amends:*

(a) *Schedule 1 (Official Community Plan) to revise the general Development Permit exemption criteria for protected heritage properties; and*

(b) *Schedule 2.4 (Steveston Area Plan) to revise the Development Permit exemption criteria for properties located in the Steveston Village Node, and the Steveston Village General Guidelines*

be introduced and given first reading;

(2) *That Richmond Official Community Plan Bylaw 7100 and 9000, Amendment Bylaw 10039, having been considered in conjunction with:*

(a) *the City's Consolidated 5 Year 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 477(3)(a) of the Local Government Act;

(3) *That Richmond Official Community Plan Bylaw 7100 and 9000, Amendment Bylaw 10039, having been considered in accordance with Section 475 of the Local Government Act and the City's Official Community Plan Bylaw Preparation Consultation Policy 5043, is found not to require further consultation;*

(4) *That Development Permit, Development Variance Permit and Temporary Commercial and Industrial Use Permit Procedure Bylaw 7273, Amendment Bylaw 10451, to add matters that can be handled by delegated authority be introduced and given first, second and third reading;*

(5) *That Heritage Procedures Bylaw 8400, Amendment Bylaw 10040, to:*

(a) *introduce the Heritage Alteration Permit exemption criteria;*

(b) *clarify matters that can be handled by delegated authority;*

(c) *establish the development notification sign and meeting notice requirements for Heritage Alteration Permit and Heritage Revitalization Agreement applications; and*

Planning Committee
Tuesday, April 18, 2023

- (d) remove the attached Heritage Alteration Permit template, and Heritage Alteration Permit and Heritage Revitalization Agreement application forms*

be introduced and given first, second and third reading;

- (6) That Consolidated Fees Bylaw 8636, Amendment Bylaw 10041, to amend the fee structures for Heritage Alteration Permit and Heritage Revitalization Agreement applications be introduced and given first, second and third reading; and*
- (7) That Development Application Fees Bylaw 8951, Amendment Bylaw 10450, to add a fee requirement for mailed meeting notices for Heritage Alteration Permit and Heritage Revitalization Agreement applications be introduced and given first, second and third reading.*

CARRIED

3. 2017–2022 CHILD CARE NEEDS ASSESSMENT AND STRATEGY – 2022 UPDATE

(File Ref. No. 07-3070-01/) (REDMS No. 7140721)

In response to queries from Committee staff advised that (i) the City of Richmond has child care space for 35.6 percent of children in Richmond (ii) there are ten childcare facilities in Richmond that are charging \$10/day (iii) a decrease in large scale private daycare facilities is anticipated, (iv) child care needs are quantified specifically through child population in comparison to daycare spaces, (v) staff are in the early stages of developing a new child care strategy to determine the current and future child care needs in Richmond, and (vi) staff will include in their recommendation the distribution of the 2017–2022 Child Care Needs Assessment and Strategy – 2022 Update to the Minister of Families, Children and Social Development, BC Minister of Education and Child Care, and Richmond School District No. 38.

It was moved and seconded

- (1) That the 2017–2022 Child Care Needs Assessment and Strategy – 2022 Update (Attachment 1) as outlined in the staff report titled, “2017–2022 Child Care Needs Assessment and Strategy – 2022 Update,” dated March 16, 2023, from the Director, Community Social Development, be received for information; and*
- (2) That the 2017–2022 Child Care Needs Assessment and Strategy – 2022 Update be distributed to key community organizations, local Members of Parliament, local Members of the Legislative Assembly and posted on the City website.*

CARRIED

PLANNING AND DEVELOPMENT AND LAW AND
LEGISLATIVE SERVICES DIVISIONS

4. **HOUSEKEEPING REQUEST - ABANDONMENT OF UNADOPTED
BYLAWS**

(File Ref. No. 08-4105-20-AMANDA) (REDMS No. 7189763)

It was moved and seconded

That the unadopted Zoning and OCP Amendment Bylaws, as outlined in Attachment 1, of the staff report titled "Housekeeping Request – Abandonment of Unadopted Bylaws" dated April 19, 2023 from the Director, City Clerk's Office, be abandoned.

The question on the motion was not called as discussion ensued regarding (i) the current outstanding bylaws that are actively in process, (ii) the timeline of applications, (iii) a new owner's obligation to meet the requirements that were established through the rezoning process, (v) reasons for delays during the development process, and (vi) occupancy permits and neighborhood concerns during construction.

The question on the motion was then called and **CARRIED**.

5. **MANAGER'S REPORT**

(i) *New BC Building Code*

The new addition of the BC Building Code will be rolled out on December 10, 2023. Changes include higher seismic resistance requirements for taller buildings, carbon emissions requirement, and accessibility requirements in new multi family construction.

(ii) *Brighthouse United Church Site*

Staff advised that we understand there is a sale pending on the Brighthouse United Church site and that the previous rezoning application for this site will likely be withdrawn if the sale proceeds.

ADJOURNMENT

It was moved and seconded

That the meeting adjourn (4:51 p.m.).

CARRIED

Planning Committee
Tuesday, April 18, 2023

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 18, 2023.

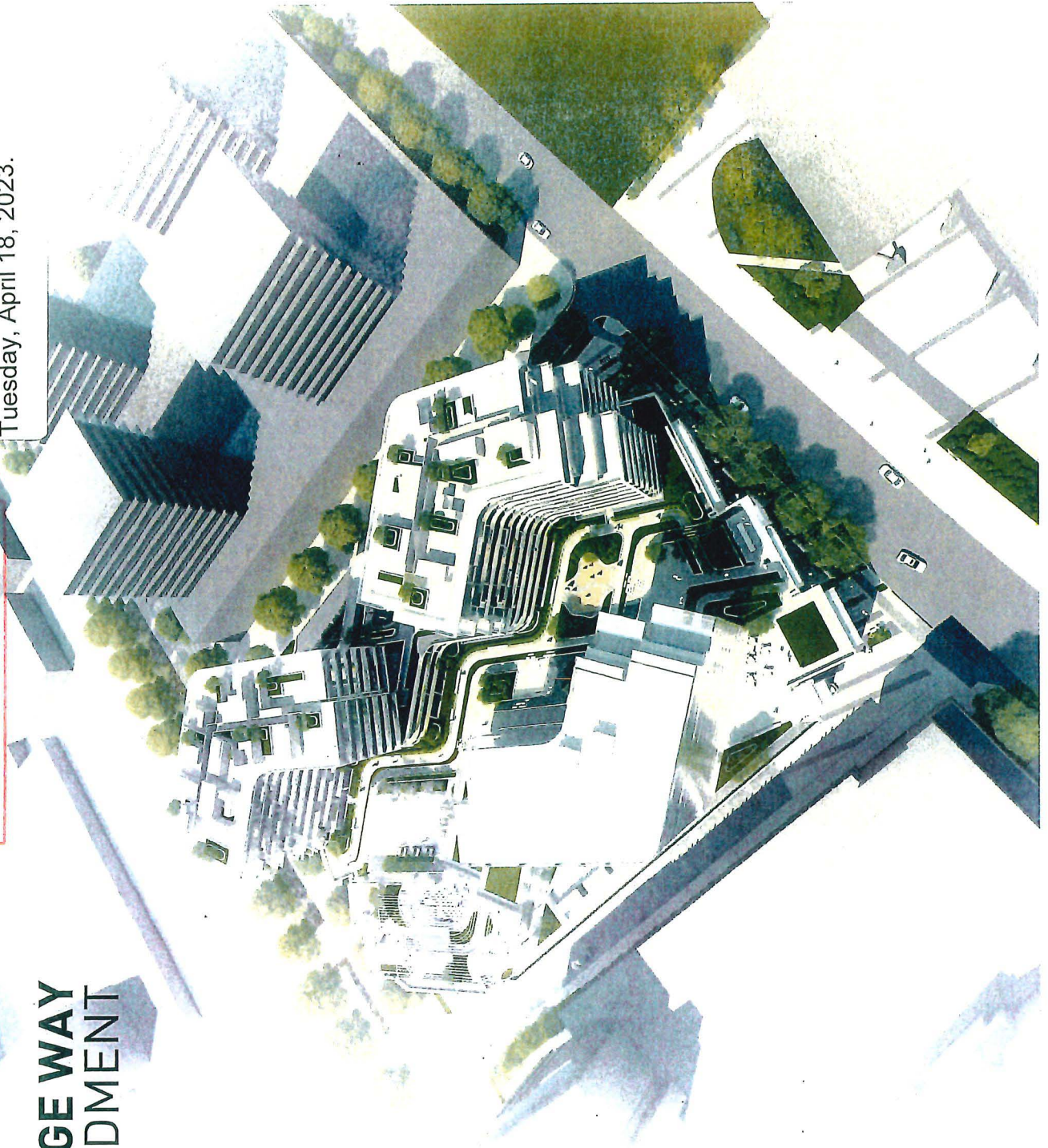
Councillor Bill McNulty
Chair

Raman Grewal
Legislative Services Associate

Schedule 1 to the Minutes of the
Planning Committee meeting of
Richmond City Council held on
Tuesday, April 18, 2023.

TO: MAYOR & EACH
COUNCILLOR
FROM: CITY CLERK'S OFFICE

6851-6871 ELMBRIDGE WAY LANE DESIGN AMENDMENT



LANE TRAFFIC MANAGEMENT

WE ARE COMMITTED TO WORKING WITH ORA RESIDENTS & CITY OF RICHMOND ENGINEERING TO OBTAIN A LANE SOLUTION THAT WORKS FOR BOTH PARTIES.

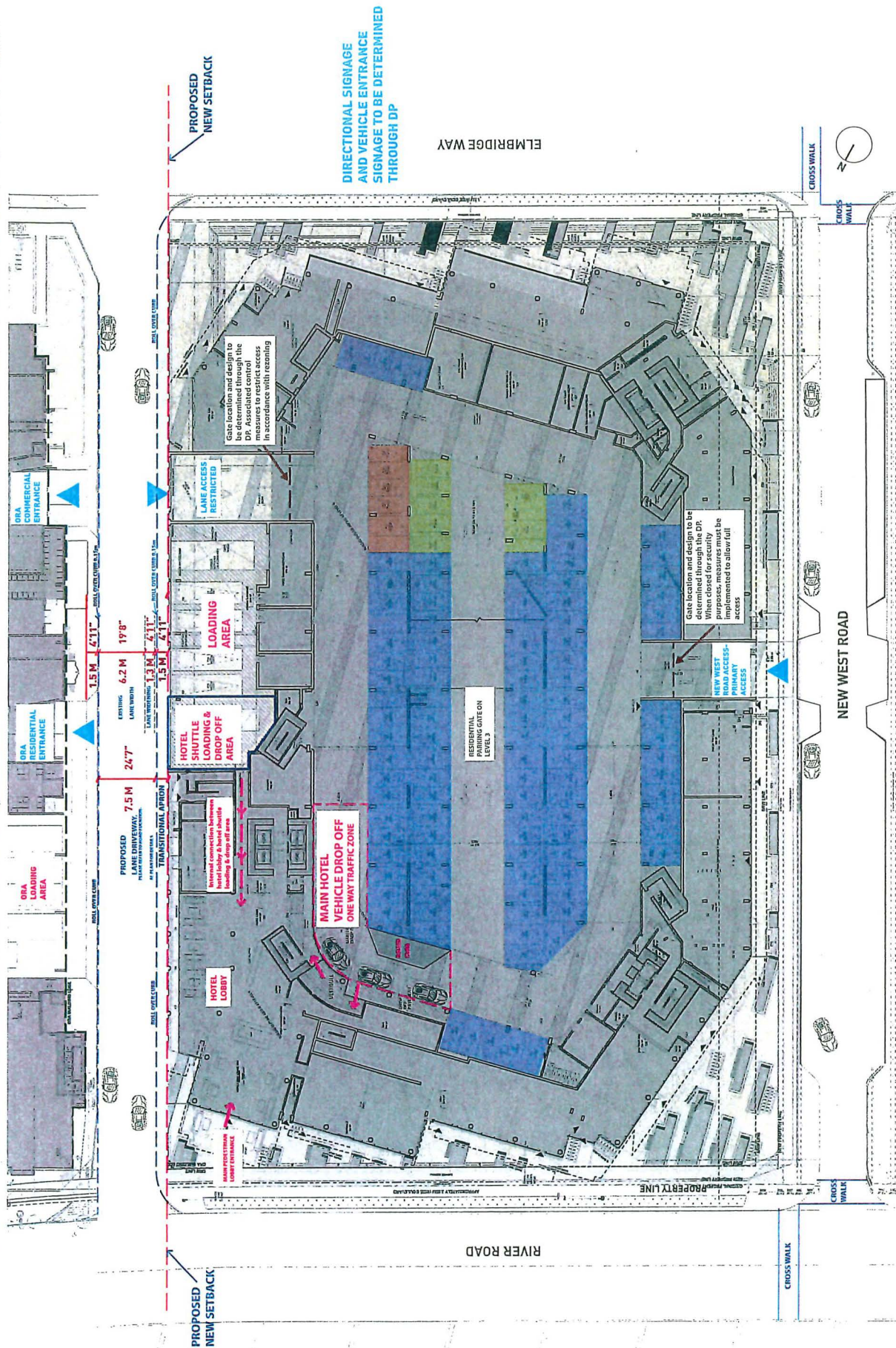
NEW TRANSPORTATION IMPROVEMENTS:

1. Lane widened by 1.5m for a total of **7.5M**
LANE WIDTH to improve truck loading/
maneuvering. Additional 1.5m roll over-
transitional apron can help ease traffic flow
2. **HOTEL DROP-OFF MOVED** inside parkade to
reduce traffic on lane
3. **HOTEL SHUTTLE DROP-OFF** is accommodated
on dedicated loading bay
4. New West Road as **ADDITIONAL HOTEL AND
PRIMARY RESIDENTIAL ENTRANCE** to Ease
Traffic on lane.

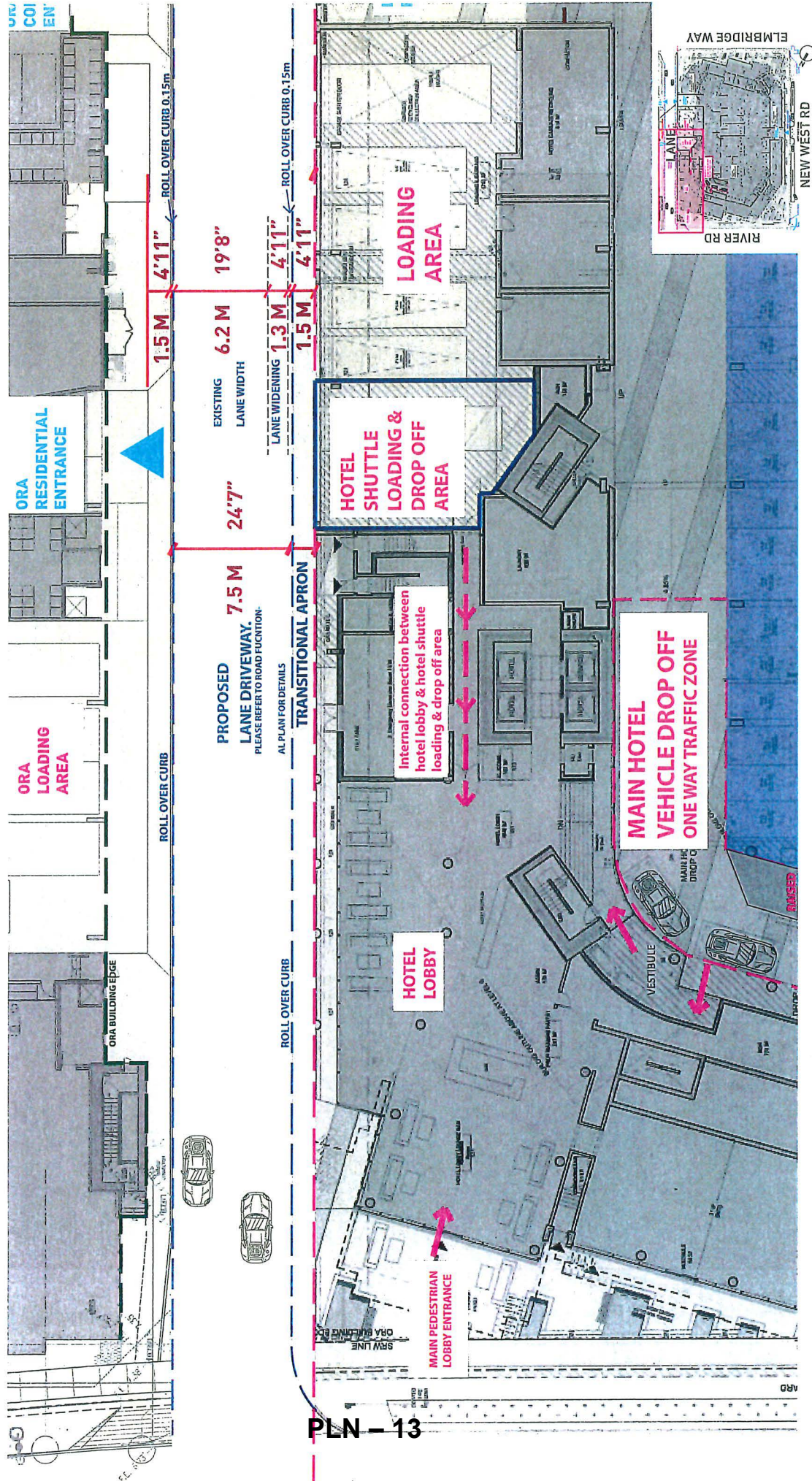
PROJECT ALSO INCLUDES:

- ALL Garbage Collection/Loading on site
(NOT IN LANE)
- Transit Pass subsidy for all residents &
employees on site
- Car Pool/Car Share Provided

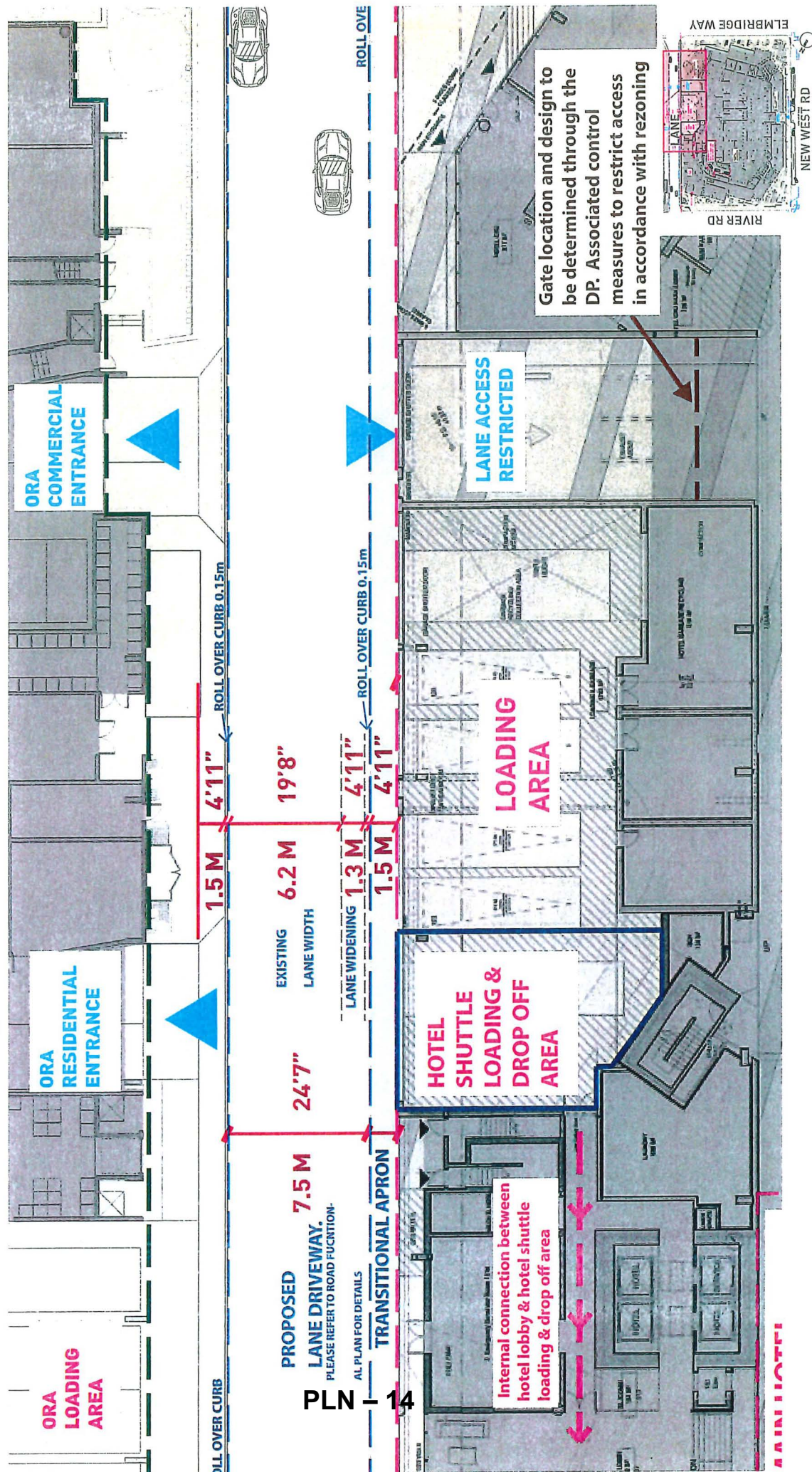
PROPOSED REVISED LANE CONFIGURATION, LOADING BAYS AND PARKING SEGREGATION OVERVIEW



MAIN VEHICLE HOTEL DROP OFF IS MOVED INSIDE PARKADE, HOTEL SHUTTLE DROP OFF HAS BEEN ACCOMMODATED ON SITE, ALL DROP-OFFS ELIMINATED FROM LANE

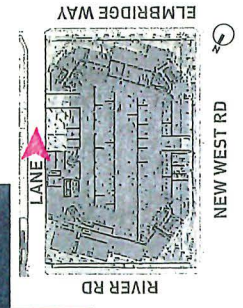


LOADING-UNLOADING & GARBAGE PICKUP ENTIRELY ACCOMMODATED ON SITE, RESTRICTED ACCESS FROM LANE FOR RESIDENTS, RESIDENTIAL-COMMERCIAL VISITORS & OLYMPIC OVAL VISITORS

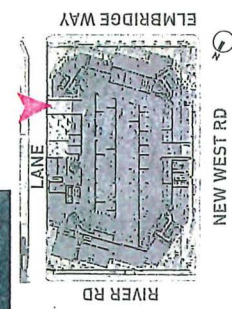
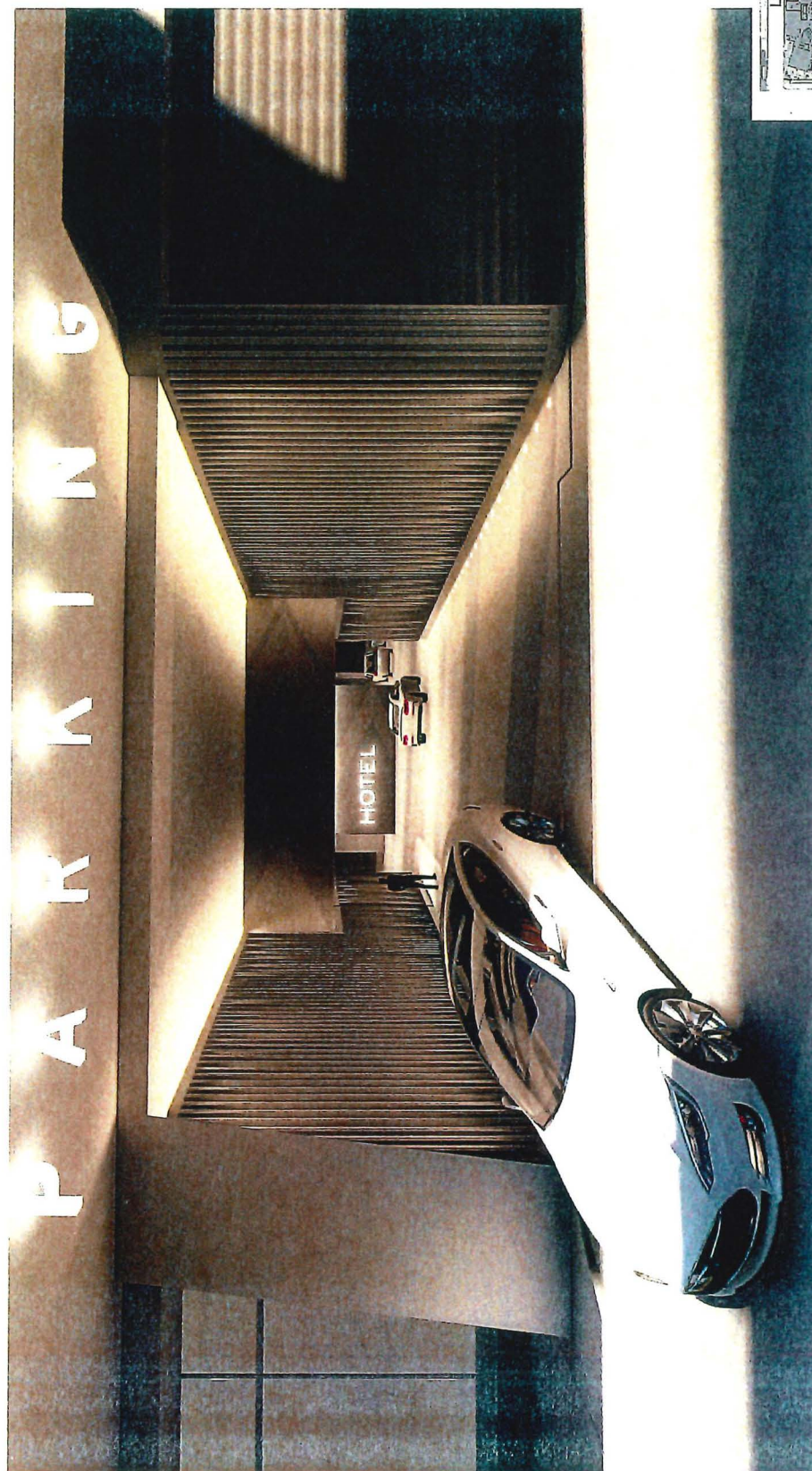


LANE WIDENING

LANE HAS BEEN WIDENED TO 7.5M AS PER COR LANE STANDARD
ADDITIONAL 1.5M ROLL OVER TRANSITIONAL APRON TO HELP WITH VEHICLE MOVEMENTS

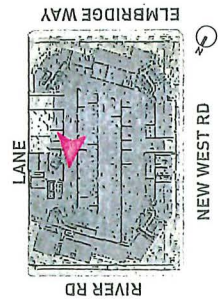


RESTRICTED ACCESS FROM LANE FOR RESIDENTS, RESIDENTIAL-COMMERCIAL VISITORS & OLYMPIC OVAL VISITORS TO REDUCE TRAFFIC ON THE LANE



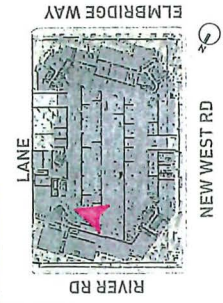
HOTEL DROP OFF

HOTEL DROP-OFF MOVED INTO PARKADE TO REDUCE LANE CONGESTION

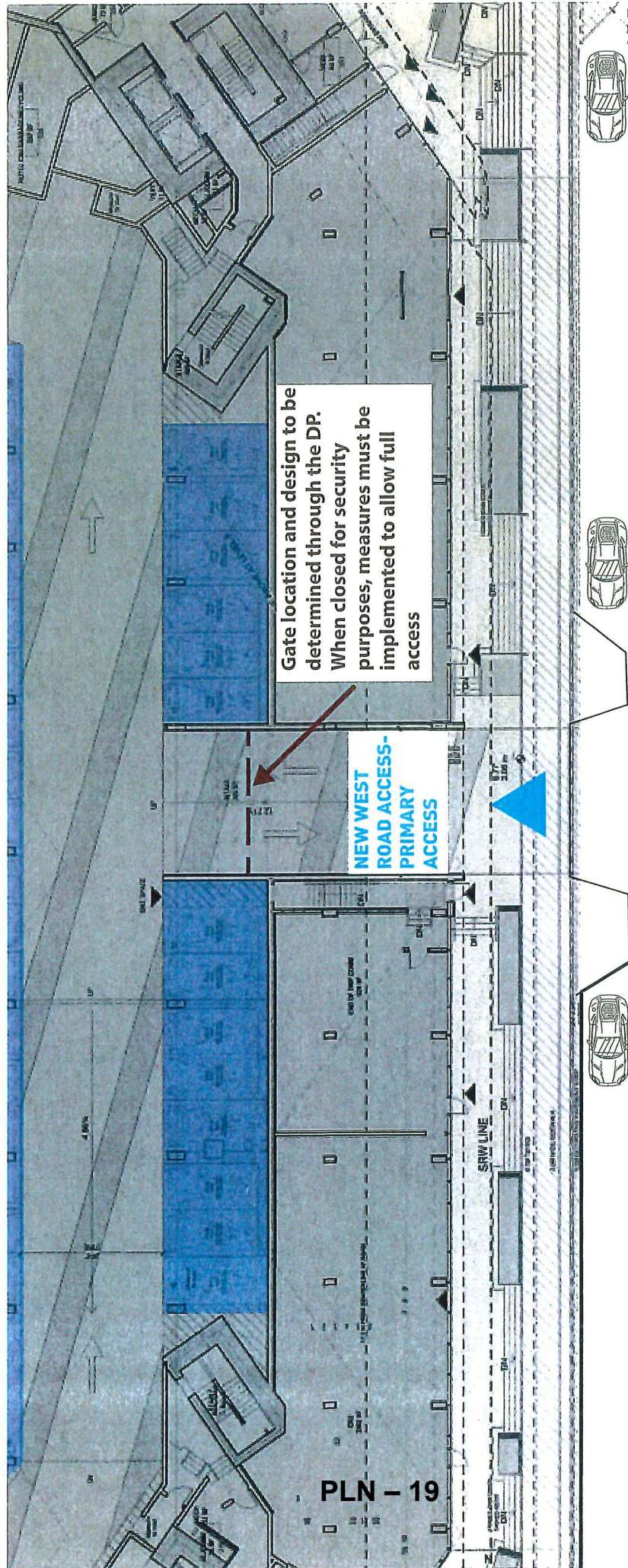


HOTEL DROP OFF

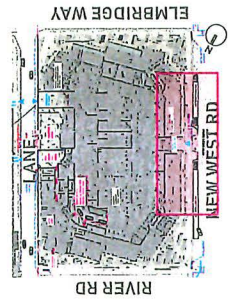
HOTEL DROP-OFF MOVED INTO PARKADE TO REDUCE LANE CONGESTION



NEW WEST PARKADE ENTRANCE TO ACT AS PRIMARY RESIDENTIAL ENTRANCE,
DIRECTIONAL SIGNAGE AND VEHICLE ENTRANCE SIGNAGE TO BE DETERMINED THROUGH DP

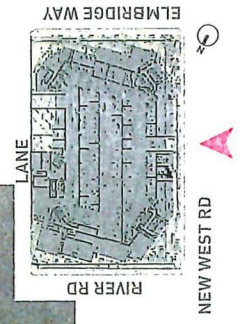
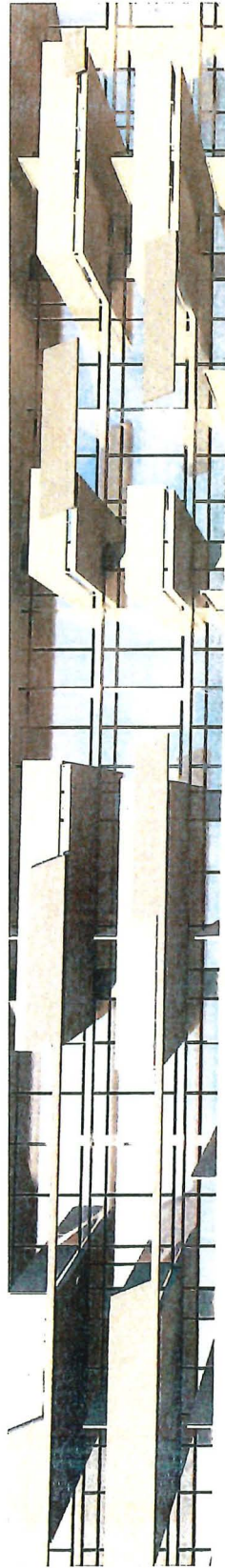


NEW WEST ROAD



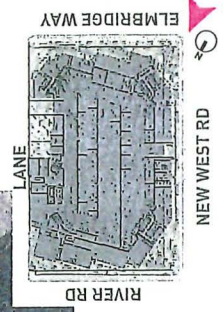
NEW WEST ENTRY

NEW WEST PARKADE ENTRANCE TO ACT AS PRIMARY RESIDENTIAL ENTRANCE,
DIRECTIONAL SIGNAGE AND VEHICLE ENTRANCE SIGNAGE TO BE DETERMINED THROUGH DP



NEW WEST ENTRY

**DIRECTIONAL SIGNAGE AND VEHICLE ENTRANCE SIGNAGE TO
BE DETERMINED THROUGH DP**





City of Richmond

Report to Committee

To: Planning Committee

Date: April 17, 2023

From: Wayne Craig
Director, Development

File: RZ 22-027435

Re: Application by Bradley Dore for Rezoning at 9671 No. 1 Road from "Single Detached (RS1/E)" Zone to "Compact Single Detached (RC2)" Zone

Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 10447, for the rezoning of 9671 No. 1 Road from "Single Detached (RS1/E)" zone to "Compact Single Detached (RC2)" zone, be introduced and given first reading.

Wayne Craig
Director, Development
(604-247-4625)

WC:ac
Att. 5

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

Staff Report

Origin

Bradley Dore has applied on behalf of the owner, Lavocata Holdings Ltd., Inc. No. BC 1388010 (Directors: Caterina Rizzo and Benny Taddei), to the City of Richmond for permission to rezone 9671 No. 1 Road from the “Single Detached (RS1/E)” zone to the “Compact Single Detached (RC2)” zone, to permit the property to be subdivided to create two single-family lots, each with vehicle access from the rear lane. A map and aerial photograph showing the location of the subject site is included in Attachment 1. The proposed subdivision is shown in Attachment 2.

Findings of Fact

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

Subject Site Existing Housing Profile

There is an existing unoccupied single-family dwelling on the property with vehicle access from the rear lane, which is proposed to be demolished. The applicant has confirmed that there is no existing secondary suite in the dwelling.

Surrounding Development

Development immediately surrounding the subject site is as follows:

To the North: A single-family dwelling on a property zoned “Compact Single Detached (RC1)” fronting No. 1 Road.

To the South: A single-family dwelling on a property zoned “Compact Single Detached (RC1)” fronting No. 1 Road.

To the East: Across No 1. Road, a single-family dwelling on a lot zoned “Single Detached (RS1/C)” fronting No. 1 Road and a single-family dwelling on a lot zoned “Single Detached (RS1/B)” fronting Peterson Drive.

To the West: Across the lane, a single-family dwelling on a property zoned “Single Detached RS1/E)” fronting Desmond Road.

Related Policies & Studies

Official Community Plan/Seafair Planning Area

The subject property is located in the Seafair planning area, and is designated “Neighbourhood Residential” in the Official Community Plan (OCP). The proposed rezoning and subdivision are consistent with this designation.

Arterial Road Policy

The subject property is designated “Arterial Road Compact Lot Single Detached” on the Arterial Road Housing Development Map. The Arterial Road Land Use Policy requires all compact lot developments to be accessed from the rear lane only. The proposed rezoning is consistent with this Policy.

Prior to final adoption of the rezoning bylaw, the applicant must submit a Landscape Plan, prepared by a Registered Landscape Architect, to the satisfaction of the Director, Development, and deposit a Landscaping Security based on 100 per cent of the cost estimate provided by the Landscape Architect, including installation costs. The Landscape Plan should comply with the guidelines of the OCP’s Arterial Road Policy and include any required replacement trees identified as a condition of rezoning.

Floodplain Management Implementation Strategy

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

Public Consultation

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

Should the Planning Committee endorse this application and Council grant first reading to the rezoning bylaw, the bylaw will be forwarded to a Public Hearing, where any area resident or interested party will have an opportunity to comment. Public notification for the Public Hearing will be provided as per the *Local Government Act* and the City’s *Zoning Bylaw 8500*.

Analysis

This redevelopment proposes to rezone and subdivide one existing single-family property into two new compact single-family lots with vehicular access from the rear lane. This rezoning and subdivision is consistent with the lot fabric and vehicular access of the adjacent lots on No. 1 Road. Similar applications to rezone and subdivide properties have been approved both to the north and south on the subject property along No. 1 Road.

Existing Legal Encumbrances

None.

Transportation and Site Access

Vehicular access to No. 1 Road is not permitted in accordance with Residential Lot (Vehicular) Access Bylaw No. 7222 and therefore will be restricted to the rear lane only.

Tree Retention and Replacement

The applicant has submitted a Certified Arborist's Report; which identifies on-site and off-site tree species, assesses tree structure and condition, and provides recommendations on tree retention and removal relative to the proposed development. The Report assesses 11 bylaw-sized trees on the subject property, no trees on neighbouring properties, and no trees on City property.

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

- Three bylaw-sized trees tag #52 (Western red cedar), tag #59 (Western red cedar) and tag #60 (Western red cedar) located along the No. 1 Rd frontage are identified as being in good condition and are to be retained and protected.
- Five bylaw-sized trees tag #53 (Western red cedar), tag #54 (Western red cedar), tag #55 (Western red cedar), tag #56 (Western red cedar,) and tag #57 (Hiba arborvitae) located along the No. 1 Road frontage are identified as being in poor condition; either dying (sparse canopy foliage), have been previously topped or exhibit structural defects such as cavities at the main branch union and co-dominant stems with inclusions. These trees also conflict with the service and utility corridor. As a result, these trees are not good candidates for retention and should be removed.
- One bylaw-sized tree tag #58 (Blue spruce) located along the No. 1 Road frontage is outside the service and utility corridor, however, is identified as being low value due to its crown being so spindly that it is structurally codependent with the adjacent trees of the row. As a result, this tree is not a good candidate for retention and should be removed.
- Two bylaw-sized trees tag #50 (Western red cedar) and tag #51 (Western red cedar) are identified as being in fair condition but have low landscape value due to their shrub-like form and conflict with the proposed development. As a result, these trees are not good candidates for retention and should be removed.
- Replacement trees should be specified at 2:1 ratio as per the OCP.

Tree Replacement

The applicant wishes to remove eight on-site trees (Trees #50, 51, 53, 54, 55, 56, 57 and 58). The 2:1 replacement ratio would require a total of 16 replacement trees.

The applicant has agreed to plant (3) replacement trees on-site. One new tree in the rear yard of each lot and one shared tree in the front yard straddling the shared property line. The proposed number of trees to be planted takes into consideration overcrowding and future site servicing works. The required replacement trees are to be of the following minimum sizes, based on the size of the trees being removed as per Tree Protection Bylaw No. 8057.

No. of Replacement Trees	Minimum Caliper of Deciduous Replacement Tree	Minimum Height of Coniferous Replacement Tree
3	8 cm	4 m

To satisfy the 2:1 replacement ratio established in the OCP, the applicant will contribute \$9,750.00 to the City's Tree Compensation Fund in lieu of the remaining 13 trees that cannot be accommodated on the subject property after redevelopment.

Tree Protection

Three trees (tag #52, #59 and #60) on the property are to be retained and protected. The applicant has submitted a tree protection plan showing the trees to be retained and the measures taken to protect them during the development stage (Attachment 4). As the existing site grade is lower than the sidewalk along No. 1 Rd, the plan provides cross-section details showing that the lot grade within the protection zone of all trees will be maintained at its current elevation and that only small portions of the lot are proposed to be filled to accommodate pedestrian walkways from the sidewalk along the No. 1 Road frontage to the front entries of each dwelling. To ensure that the trees identified for retention are protected at development stage, the applicant is required to complete the following items:

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

Tree Planting and Landscaping

Consistent with Zoning Bylaw regulations and the landscape guidelines for compact lots in the Arterial Road Land Use Policy, the applicant must plant and maintain three new trees on the new lots. The City's Tree Preservation Coordinator has identified that the new trees must be a minimum 8 cm caliper for deciduous trees or 4 m high for coniferous trees.

To ensure that the required trees are planted and maintained on each lot proposed and that the front yards of the proposed lots are enhanced, the applicant is required to complete the following prior to final adoption of the rezoning bylaw:

- Submit a Landscape Plan for the front yards prepared by a Registered Landscape Architect, to the satisfaction of the Director of Development. The Landscape Plan must comply with the guidelines of the Arterial Road Land Use Policy in the OCP.
- Submit a Landscaping Security based on 100 per cent of a cost estimate for the proposed Landscape Plan works provided by the Landscape Architect (including materials, installation and a 10 per cent contingency). This security should include \$2,250.00 (\$750.00/tree) to ensure three new trees are planted and maintained on the new lots.

Affordable Housing Strategy

The City's Affordable Housing Strategy for single-family rezoning applications requires a secondary suite or coach house on 100 per cent of new lots created through single-family rezoning and subdivision applications; a secondary suite or coach house on 50 per cent of new lots created and a cash-in-lieu contribution to the City's Affordable Housing Reserve Fund of the total buildable area of the remaining lots; or a cash-in-lieu contribution of the total buildable area of all lots where a secondary suite cannot be accommodated in the development.

Consistent with the Affordable Housing Strategy, the applicant has proposed to provide a one-bedroom secondary suite of a minimum of 48.8 m² (525 ft²) in each of the dwellings to be constructed on the new lots, for a total of two suites. Prior to the adoption of the rezoning bylaw, the applicant must register a legal agreement on Title to ensure that no Building Permit inspection is granted until a minimum one-bedroom secondary suite of approximately 48.8 m² (525 ft²) is constructed on each of the two future lots, to the satisfaction of the City in accordance with the BC Building Code and the City's Zoning Bylaw.

Site Servicing and Frontage Improvements

At Subdivision stage, the applicant must enter into a Servicing Agreement for the design and construction of the required site servicing, as described in Attachment 5. A significant portion of the frontage is identified for tree retention and may not be impacted. The existing frontage is to be retained as it is in good condition and consistent with the rest of the block.

At subdivision stage, the applicant is also required to pay:

- \$16,858.05 plus applicable interest for cost recovery of rear lane drainage upgrades previously constructed by the City as part of a City Capital Works Program in accordance with Works and Services Cost Recovery Bylaw 8752.
- The current year's taxes, Development Cost Charges (City, Metro Vancouver and TransLink), School Site Acquisition Charges, Address Assignment Fees, and the costs associated with the completion of the site servicing and other improvements as described in Attachment 5.

Financial Impact or Economic Impact

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

Conclusion

The purpose of this application is to rezone 9671 No. 1 Road from "Single Detached (RS1/E)" zone to the "Compact Single Detached (RC2) zone, to permit the property to be subdivided to create two single-family lots with vehicle access from the rear lane.

The proposed rezoning and subdivision are consistent with the applicable plans and policies affecting the subject site.

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

It is recommended that Richmond Zoning Bylaw 8500, Amendment Bylaw 10447 be introduced and given first reading.



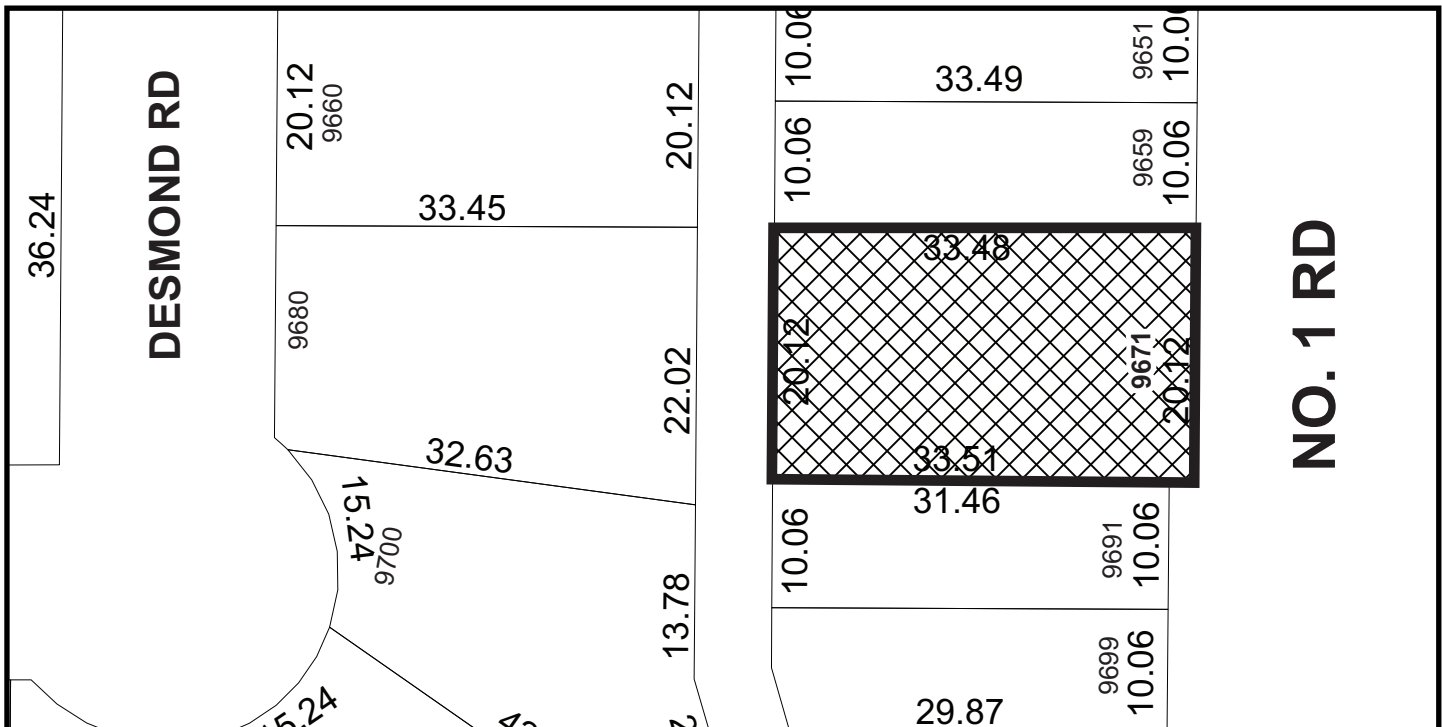
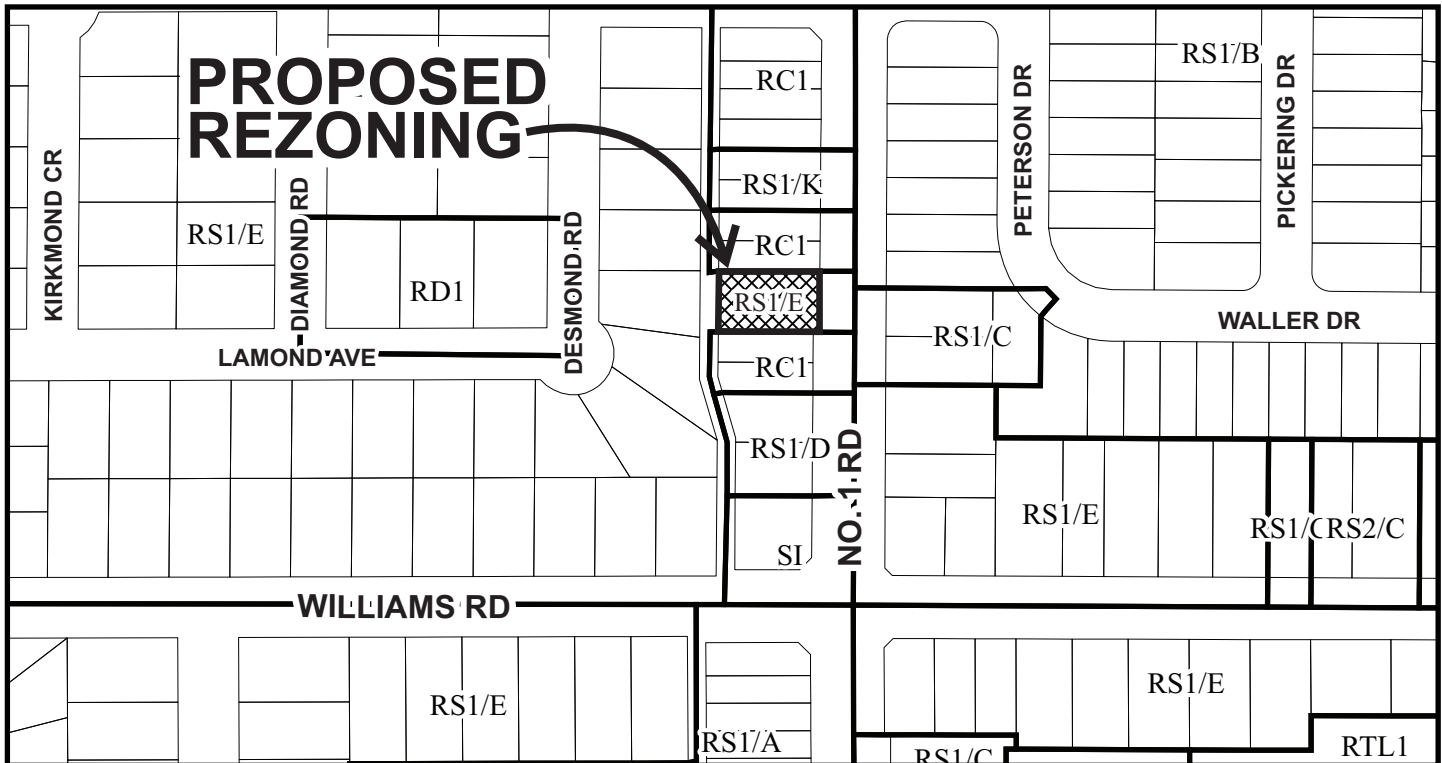
Alexander Costin
Planning Technician – Design
(604-276-4200)

AC:js

- Att. 1: Location Map/Aerial Photo
 2: Site Survey and Proposed Subdivision Plan
 3: Development Application Data Sheet
 4: Tree Retention Plan
 5: Rezoning Considerations



City of Richmond



RZ 22-027435

PLN - 29

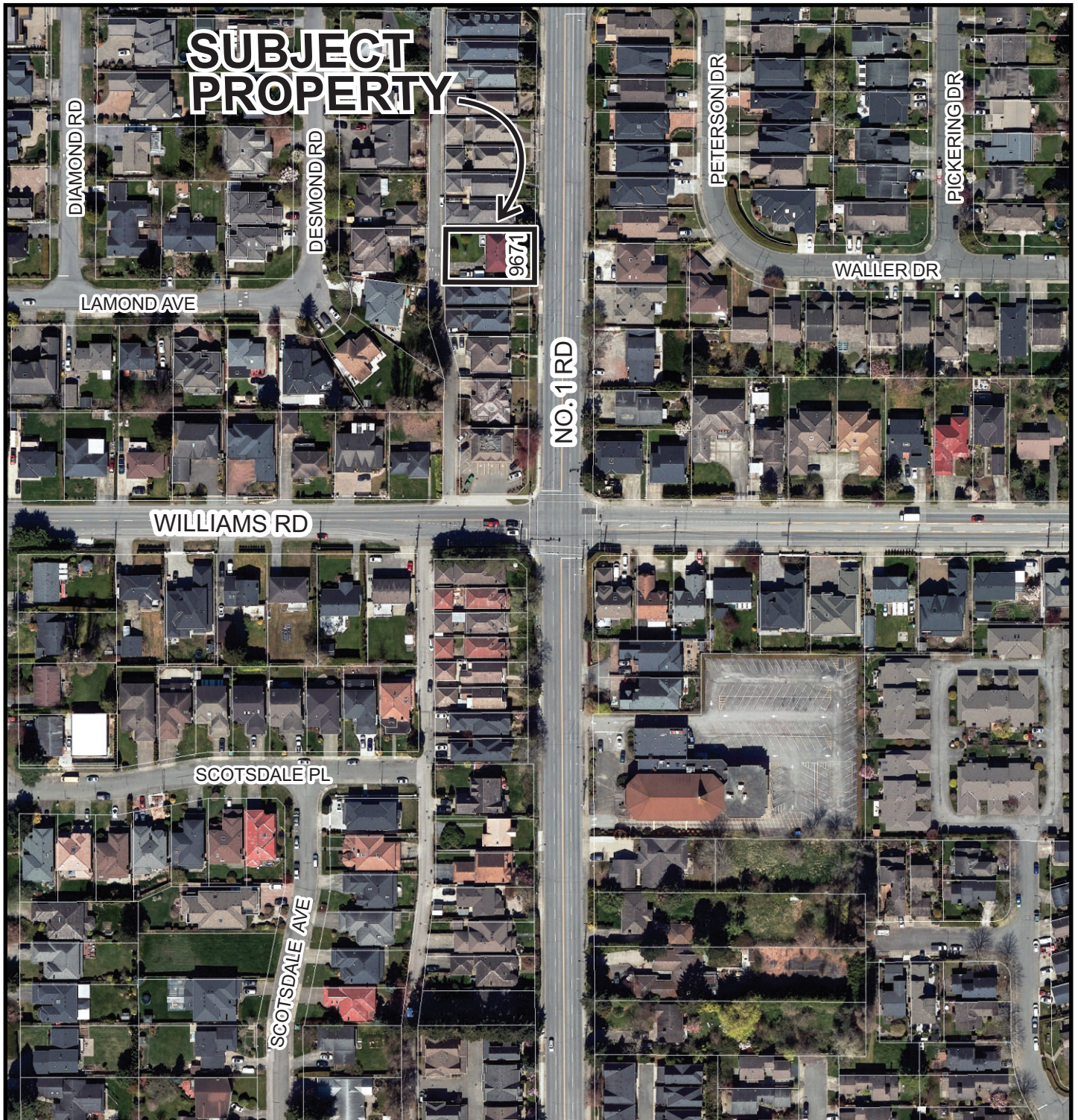
Original Date: 01/18/23

Revision Date:

Note: Dimensions are in METRES



City of Richmond



RZ 22-027435

PLN - 30

Original Date: 01/18/22

Revision Date:

Note: Dimensions are in METRES

**TOPOGRAPHIC SURVEY AND PROPOSED SUBDIVISION OF LOT 22
BLOCK 9 SECTION 27 BLOCK 4 NORTH RANGE 7 WEST
NEW WESTMINSTER DISTRICT PLAN 19428**

#9671 NO 1 ROAD,
RICHMOND, B.C.
P.I.D. 010-487-859

LEGEND:

- denotes conifer
- denotes round catch basin
- denotes manhole
- denotes water meter
- ⊗ denotes round inspection chamber
- ⊕ denotes traffic sign
- ⊙ denotes power post
- TW denotes top of retaining wall

NOTE:

Elevations shown are based on
City of Richmond HPN
Benchmark network.

Old Control Monument GCM#36099

Elevation: 3.741m

Benchmark: HPN #234

Control Monument 77H4991

Elevation: 1.128m

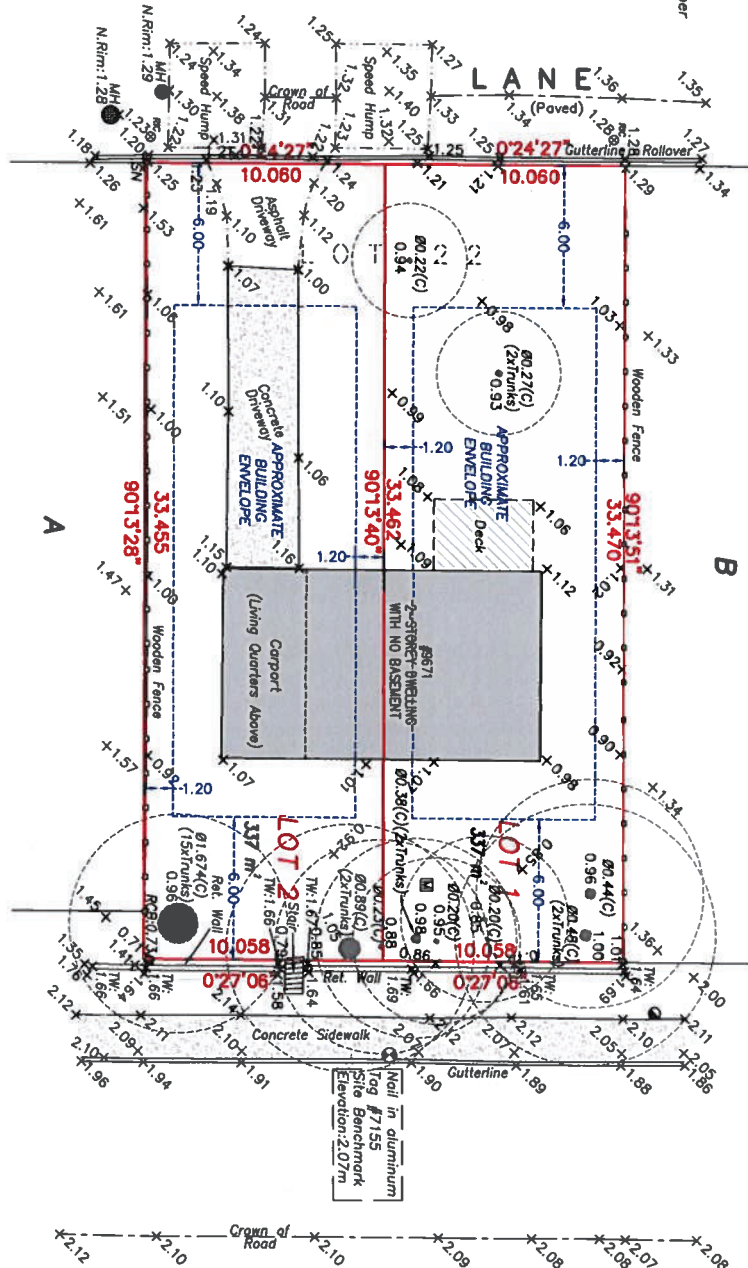
NOTE:

Use site Benchmark Tag #7155
for construction elevation control.

© copyright

J. C. Tam and Associates
Canada and B.C. Land Surveyor
115 - 8833 Odlin Crescent
Richmond, B.C. V6X 3Z7
Telephone: (604) 214-8928
Fax: (604) 214-8929
E-mail: office@jctam.com
Website: www.jctam.com
Job No. 7995
PB-415 P59-60
Drawn By: LK

DWG NO. 7995-TOPO



SCALE: 1:200

ALL DISTANCES ARE IN METRES AND DECIMALS
THEREOF UNLESS OTHERWISE INDICATED

NO 1 ROAD

PLN - 31

CERTIFIED CORRECT:

LOT DIMENSION ACCORDING TO
FIELD SURVEY.

Johnson Tam
JQ05M3
Digitally signed by
Johnson Tam JQ05M3
Date: 2022.11.30
09:06:51 -08'00'

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

November 24th, 2022.



RZ 22-027435

Attachment 3

Address: 9671 No. 1 Road

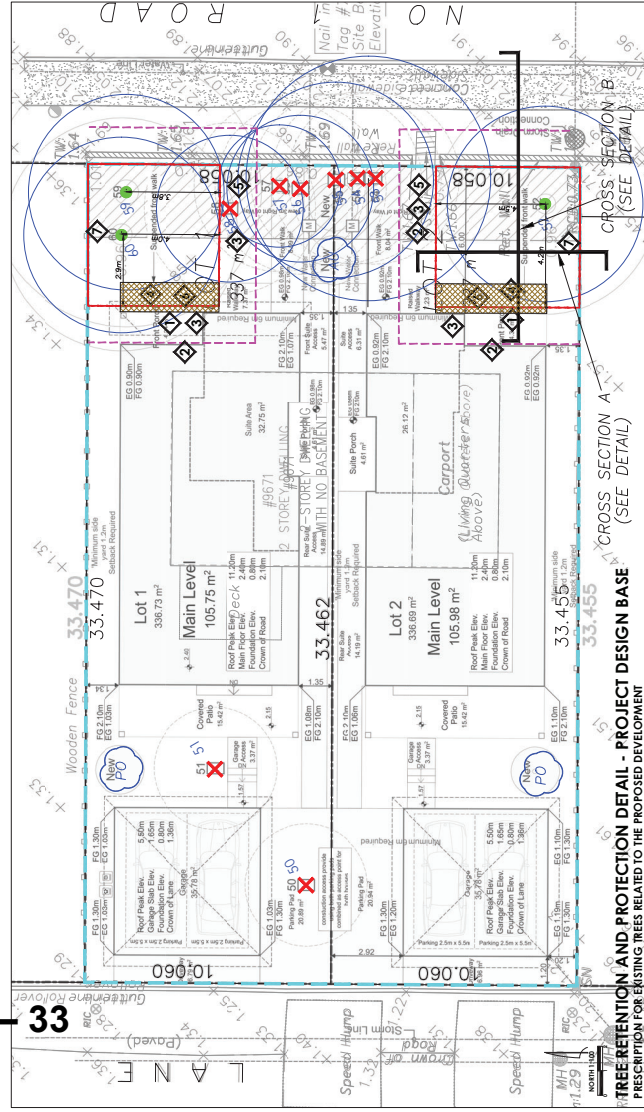
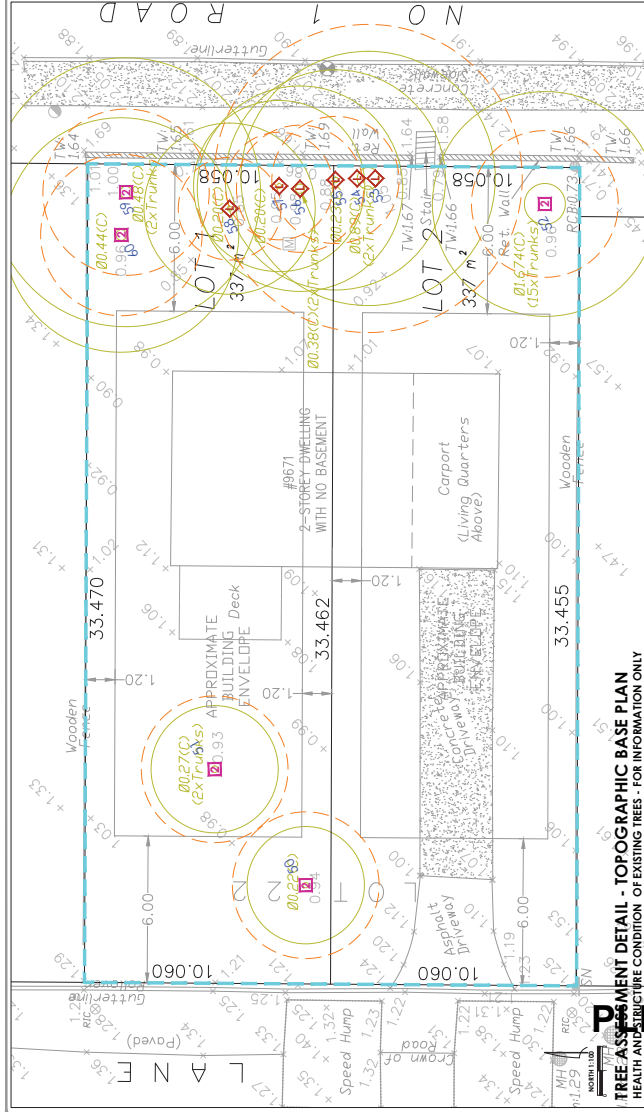
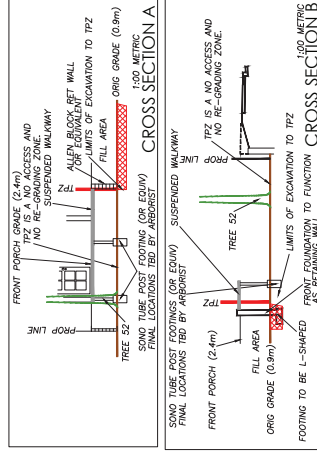
Applicant: Bradley Dore

Planning Area(s): Seafair

	Existing	Proposed
Owner:	Lavocata Holdings Ltd., Inc. No. BC 1388010	To be determined.
Site Size (m²):	674 m ²	Lot 1: 337 m ² Lot 2: 337 m ²
Land Uses:	One single-detached lot	Two single detached lots
OCP Designation:	Neighbourhood Residential	No change
Zoning:	Single Detached (RS1/E)	Compact Single Detached (RC2)
Number of Units:	1	2
Other Designations:	Arterial Road Compact Lot Single Detached	No change

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.6	Max. 0.6	none permitted
Buildable Floor Area (m ²):*	Lot 1: Max. 202 m ² (2174ft ²) Lot 2: Max. 202 m ² (2174 ft ²)	Lot 1: Max. 202 m ² (2174ft ²) Lot 2: Max. 202 m ² (2174 ft ²)	none permitted
Lot Coverage (% of lot area):	Building: Max. 50% Non-porous Surfaces: Max. 70% Live Landscaping: Min. 20%	Building: Max. 50% Non-porous Surfaces: Max. 70% Live Landscaping: Min. 20%	none
Lot Size:	270 m ²	Lot 1: 337 m ² Lot 2: 337 m ²	none
Lot Dimensions (m):	Width: 9.0 m Depth: 24.0 m	Width: 10.1 m Depth: 33.5 m	none
Setbacks (m):	Front: Min. 6.0 m Rear: Min. 6.0 m (Min. 1.2 to garage) Side: Min. 1.2 m	Front: Min. 6.0 m Rear: Min. 6.0 m (Min. 1.2 to garage) Side: Min. 1.2 m	none
Height (m):	Max. 2 ½ Storeys (9.0 m)	Max. 2 ½ Storeys (9.0 m)	none
On-site Vehicle Parking with Secondary Suite:	Min. 3 per lot	Lot 1: Min. 3 Lot 2: Min. 3	none

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

[illegible][illegible]

THREE PROTECTION STANDARD REQUIREMENTS

As a general product relation to the LCO, the Client is required to: maintain compliance with the Tree Protection Specifications listed in Part A of the contract documents; and to ensure that the contractor is required to review or attend the site at the following times: prior to and during certain work activities on the site as follows:

- A. General Installation:**
To direct and inspect the tree protection barrier installation and provide barrier sign-off report.
- B. Stump Removal:**
To undertake or direct the treatments (i.e. pulling, enrichment) to prepare the trees and assist them in maintaining and adding to the growth of the construction.
- C. Construction:**
To ensure construction method and timing is implementing contractor mobilization to the site and to direct/supervise pre-construction works in and around TSP, such as but not limited to:

- site access and egress.
- site investigation and decommissioning.
- civil enabling works.
- demolition of building or hardstands.
- removal of plant and equipment.
- removal of site materials.
- site clearing and tree removal (see impact removal of vegetation and stumps within TP2).
- preloading or site grading.
- construction of final cover and temporary cover.

D. Construction Phase

To attend and assist with specific activities within or in close proximity of a TP2, a direct or indirect impact assessment should be undertaken to select the correct type and level of protection, consistent with the following:

- site grading (cut or fill).
- excavations.
- embankments.

[illegible]

to a T2E and/or to assist in resolving project constructability challenges.

F. Access within T2E.

To create and/or repair or equipment access into a T2E whenever contemplated or desired for any reason, the contractor shall follow the following steps to develop and implement a T2E access plan. The contractor shall follow the following steps to develop and implement a T2E access plan:

1. Review the T2E access plan and determine if the T2E access plan is adequate to enable certain types and scopes of access within a T2E while minimizing the impacts to the tree.
2. Prior to removing barriers - Landscaping Finishing.
3. To review drawings (barriers and subcontractor work plan including T2E related limitations on methods and materials in use) and determine if the T2E access plan is adequate to enable the associated preparation work and construction of approved level and soft landscape elements as follows:

- Adequacy of paths.

- pellets, discs, benches,
- trays,
- retaining walls,
- benches,
- soil placement, planting and glass or turf installation.

Note that certain seedling features may be excluded, may require an arboricultural action system, or will be limited to a specific use. For example, a seedling with a root collar diameter of 1.5" and a height of 12" may be used for a 12" x 12" x 12" container, but not for a 12" x 12" x 12" container. A seedling with a root collar diameter of 1.5" and a height of 12" may be used for a 12" x 12" x 12" container, but not for a 12" x 12" x 12" container.

[illegible]

THREE PROTECTION SPECIAL MEASURES:

The following trees with a TFC require full attention, treatment or supervisory monitoring. See the Tree Management Plan for details. The following trees are listed by species and size. Special measures are required.

TREE #1: 60' DBH, 90' HGT.
TREE #2: 80' DBH, 100' HGT.
These two oldest trees were found adjacent to each other and were measured at a radius of 1.5m from trunk in 1992 or 1993. These trees must

1. **USE A 25, 50, 50, AND 60° BUILDING SIDE PREPARATION:** This preparation is the most effective for creating a strong bond between the adhesive and the substrate. It is recommended to use a 25, 50, 50, and 60° preparation for all applications.
2. **USE A 25, 50, 50, AND 60° BUILDING SIDE PREPARATION:** This preparation is the most effective for creating a strong bond between the adhesive and the substrate. It is recommended to use a 25, 50, 50, and 60° preparation for all applications.
3. **USE A 25, 50, 50, AND 60° BUILDING SIDE PREPARATION:** This preparation is the most effective for creating a strong bond between the adhesive and the substrate. It is recommended to use a 25, 50, 50, and 60° preparation for all applications.

purpose must be fully excluded from which the PZT. Permitted drainage to be installed with a positive drainage from an area that is a lower elevation than all future finished grade, an area that could become flooded from storm water accumulation. The installation must be reviewed in advance by the PA and approved by the PZT. The PZT will be required to provide a letter of approval from their office.

THREE (3) 24" and 36" PZT's shall be installed in the following areas:

- a. Utility and services provided through (underground or overhead) to be excluded from the PZT. In advance of construction, the City and the service department shall determine the exact location and depth of the PZT to be installed. The PZT shall be installed in the area of the PZT to be installed. The PZT shall be installed in the area of the PZT to be installed.
- b. The PZT shall be installed in the area of the PZT to be installed. The PZT shall be installed in the area of the PZT to be installed. The PZT shall be installed in the area of the PZT to be installed.
- c. The PZT shall be installed in the area of the PZT to be installed. The PZT shall be installed in the area of the PZT to be installed. The PZT shall be installed in the area of the PZT to be installed.

[illegible]

		PROJECT: KZ APPLICATION FOR TWO LOT SUB-DIVISION	
ADDRESS: 1921 NO 1 ROAD RICHMOND BC		CLIENT: LAVOZIA HOLDINGS	
CITY: REE		ACI FILE: 22251	
PROJ. START DATE: 22 MAR		REV. #1 DATE: 07 APR 11, 2023	

Attachment 4

ARBORTECH CONSULTING
 201 728-1313 • 10140-0000 • 27-7311
 4547 273-3344 • www.arbortech.ca

ACL GROUP
 454-273-3344 • www.aclgroup.ca

PROJECT: RE APPLICATION FOR TWO LOT SUBDIVISION

ADDRESS: 7471 NW 10 ROAD BIRMINGHAM BC

CLIENT: LA VOCTA HOLDINGS

CITY/ST/PR: VAN/BC/CA

PROJ NO: 227-KM-REV 1

DATE: 10/11/2023



Address: 9671 No. 1 Road

File No.: RZ 22-027435

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 10447, the developer is required to complete the following:

1. Submission of a Landscape Plan, prepared by a Registered Landscape Architect, to the satisfaction of the Director of Development, and deposit of a Landscaping Security based on 100% of the cost estimate provided by the Landscape Architect, including installation costs. The Landscape Plan should:

- comply with the guidelines of the OCP's Arterial Road Policy and should not include hedges along the front property line;
- include a mix of coniferous and deciduous trees;
- include the dimensions of tree protection fencing as illustrated on the Tree Retention Plan attached to this report; and
- include the 3 required replacement trees with the following minimum sizes:

No. of Replacement Trees	Minimum Caliper of Deciduous Tree	or	Minimum Height of Coniferous Tree
3	8 cm		4 m

2. City acceptance of the developer's offer to voluntarily contribute \$9975.00 to the City's Tree Compensation Fund for the planting of replacement trees within the City.
3. Submission of a Contract entered into between the applicant and a Certified Arborist for supervision of any on-site works conducted within the tree protection zone of the trees to be retained. The Contract should include the scope of work to be undertaken, including: the proposed number of site monitoring inspections, and a provision for the Arborist to submit a post-construction assessment report to the City for review.
4. Submission of a Tree Survival Security to the City in the amount of \$30,000.00 for the three trees to be retained.
5. Registration of a flood indemnity covenant on title (2.9 m GSC – Area A).
6. Registration of a legal agreement on Title to ensure that no final Building Permit inspection is granted until a 1-bedroom secondary suite of minimum 48.8 m² (525 ft²) is constructed on both future lots, to the satisfaction of the City in accordance with the BC Building Code and the City's Zoning Bylaw.
7. Payment of all fees in full for the cost associated with the Public Hearing Notices, consistent with the City's Consolidated Fees Bylaw No 8636, as amended.

Prior to a Demolition Permit being issued, the developer must complete the following requirements:

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

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

1. Lane upgrades completed previously by the City are to be paid in the amount of \$16,858.05 plus applicable interest as per the Works and Services Cost Recovery Bylaw 8752.
2. At Subdivision stage, the applicant is required to pay the current year's taxes, Development Cost Charges (City and GVS & DD), School Site Acquisition Charge, Address Assignment Fees, and the costs associated with the completion of the required servicing and other improvements.
3. Enter into a Servicing Agreement* for the design and construction of engineering infrastructure improvements. A Letter of Credit or cash security for the value of the Service Agreement works, as determined by the City, will be required as part of entering into the Servicing Agreement. Works include, but may not be limited to:

- a) Using the OCP Model, there is 538 L/s of water available at a 20 psi residual at the No 1 Rd frontage. Based on your proposed development, your site requires a minimum fire flow of 95 L/s.
- b) At the Developer's cost, the Developer is required to:
 - i) Submit Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) fire flow calculations to confirm development has adequate fire flow for onsite fire protection. Calculations must be signed and sealed by a Professional Engineer and be based on Building Permit Stage building designs.
 - ii) Review hydrant spacing on all road frontages and install new fire hydrants as required to meet City spacing requirements for the proposed land use.
 - iii) Install a new hydrant on No 1 frontage. Per Engineering Design Specifications, family residential areas fire hydrants spacing shall not be more than 120m.
 - iv) Provide a right-of-way for the water meter. Minimum right-of-way dimensions to be the size of the meter box (from the City of Richmond supplementary specifications) + any appurtenances (for example, the bypass on W2n-SD) + 0.5 m on all sides. Exact right-of-way dimensions to be finalized via the servicing agreement process.
 - v) Provide a 3m wide right-of-way across the entire property line fronting No 1 Rd. This right-of-way shall be used to contain all the inspection chambers and water meters servicing both proposed sites. The tree protection area shall not be a part of the newly proposed right-of-way.
- c) At Developers cost, the City will:
 - i) Complete all tie-ins for the proposed works to existing City infrastructure.
 - ii) Cut and cap and remove the existing water service connection fronting No 1 Rd.
 - iii) Install two new water service connections each servicing one of the proposed lot c/w water meters. Each water service connection shall service one lot. The water meters shall be placed within the newly proposed right-of-way.

Storm Sewer Works:

- 1. At Developer's cost, the City will:
 - i) Provide an erosion and sediment control plan for all on-site and off-site works, to be reviewed as part of the servicing agreement design.
 - ii) As per cost recovery bylaw No. 8752, the developer is required to pay \$16,858.05 for Lot: 22 Sec: 27-4-7 PL: 19428 as part of the No 1 Rd lane (between Francis Rd & Williams Rd) improvement project.
- 2. At Developer's cost, the City will:
 - i) Complete all tie-ins for the proposed works to existing City infrastructure.
 - ii) Cut and cap and remove existing storm service connection and IC fronting No 1 Rd.
 - iii) Install a new dual storm service connection fronting No 1 Rd closed with inspection chamber. Each storm service connection shall service one lot. The IC shall be placed within the newly proposed right-of-way.

Sanitary Sewer Works:

- a) At Developer's cost, the City will:
 - i) Not start onsite excavation or foundation construction until completion of rear-yard sanitary works by City crews.
- b) At Developer's cost, the City will:
 - i) Complete all tie-ins for the proposed works to existing City infrastructure.
 - ii) Inspect and confirm the condition of two existing sanitary service connections at the southwest and northwest corner of the proposed site through CCTV inspection and sizing calculations.

- iii) If the CCTV inspection and sizing calculations confirm that the existing sanitary service connection is in good condition and has capacity, each of the existing service connections may be re-used to service the two proposed lots.

Street Lighting:

- a) At Developer's cost, the Developer is required to:
 - i) Review street lighting levels along all road and lane frontages, and upgrade as required.

General Items

- a) At Developer's cost, the Developer is required to:
 - i) Complete other frontage improvements as per Transportation requirements.
 - ii) Coordinate with BC Hydro, Telus and other private communication service providers:
 - (1) To pre-duct for future hydro, telephone and cable utilities along all road frontages.
 - iii) Locate/relocate all above ground utility cabinets and kiosks required to service the proposed development and proposed undergrounding works, and all above ground utility cabinets and kiosks located along the development's frontages, within the developments site (see list below for examples). A functional plan showing conceptual locations for such infrastructure shall be included in the development design review process. 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 on the architectural plans/functional plan, the servicing agreement drawings, and registered prior to SA design approval:
 - BC Hydro PMT – 4.0 x 5.0 m
 - BC Hydro LPT – 3.5 x 3.5 m
 - Street light kiosk – 1.5 x 1.5 m
 - Traffic signal kiosk – 2.0 x 1.5 m
 - Traffic signal UPS – 1.0 x 1.0 m
 - Shaw cable kiosk – 1.0 x 1.0 m
 - Telus FDH cabinet – 1.1 x 1.0 m
- iv) Provide, prior to start of site preparation works or within the first servicing agreement submission, whichever comes first, a preload plan and geotechnical assessment of preload, and soil preparation impacts on the existing utilities fronting the development site and provide mitigation recommendations.
- v) Provide a video inspection report of the existing utilities along the road frontages prior to start of site preparation works or within the first servicing agreement submission, whichever comes first. A follow-up video inspection, complete with a civil engineer's signed and sealed recommendation letter, is required after site preparation works are complete (i.e. pre-load removal, completion of dewatering, etc.) to assess the condition of the existing utilities and provide recommendations to retain, replace, or repair. Any utilities damaged by the pre-load, de-watering, or other ground preparation shall be replaced or repaired at the Developer's cost.
- vi) Conduct pre- and post-preload elevation surveys of all surrounding roads, utilities, and structures. Any damage, nuisance, or other impact to be repaired at the developer's cost. The post-preload elevation survey shall be incorporated within the servicing agreement design.
- vii) Monitor the settlement at the adjacent utilities and structures during pre-loading, and soil preparation works per a geotechnical engineer's recommendations, and report the settlement amounts to the City for approval.

- viii) Not encroach into City rights-of-ways with any proposed trees, retaining walls, or other non-removable structures. Retaining walls proposed to encroach into rights-of-ways must be reviewed by the City's Engineering Department.
 - ix) Coordinate the servicing agreement design for this development with the servicing agreement(s) for the adjacent development(s), both existing and in-stream. The developer's civil engineer shall submit a signed and sealed letter with each servicing agreement submission confirming that they have coordinated with civil engineer(s) of the adjacent project(s) and that the servicing agreement designs are consistent. The City will not accept the 1st submission if it is not coordinated with the adjacent developments. The coordination letter should cover, but not be limited to, the following:
 - (a) Corridors for City utilities (existing and proposed water, storm sewer, sanitary and DEU) and private utilities.
 - (b) Pipe sizes, material and slopes.
 - (c) Location of manholes and fire hydrants.
 - (d) Road grades, high points and low points.
 - (e) Alignment of ultimate and interim curbs.
 - (f) Proposed street lights design.
 - x) 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.
- b) The Developer is required to:
- i) Enter into, if required, additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering, including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.

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

1. Submission of a 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. 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

(Signed copy on file)



**Richmond Zoning Bylaw 8500
Amendment Bylaw (10447)
9671 No. 1 Road**

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

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

P.I.D 010-487-859

Lot 22 Block 9 Section 27, Block 4 North Range 7 West New Westminster Plan 19428

2. This Bylaw may be cited as “**Richmond Zoning Bylaw 8500, Amendment Bylaw 10447**”.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

CITY OF RICHMOND
APPROVED by <i>Ac</i>
APPROVED by Director or Solicitor <i>R</i>

MAYOR

CORPORATE OFFICER



City of Richmond

Report to Committee

To: Planning Committee
From: Wayne Craig
Director, Development

Date: April 17, 2023
File: RZ 20-919143

Re: Application by Fougere Architecture Inc. for Rezoning at 7371 No. 4 Road from the "Single Detached (RS1/F)" Zone to the "Medium Density Townhouses (RTM2)" Zone

Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 10457, for the rezoning of 7371 No. 4 Road from the "Single Detached (RS1/F)" zone to the "Medium Density Townhouses (RTM2)" zone, be introduced and given first reading.

Wayne Craig
Director, Development
(604-247-4625)

WC:cl
Att. 8

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

Staff Report

Origin

Fougere Architecture Inc. (on behalf of Khalid Hasan of Pakland Qadri Gardens Ltd.) has applied to the City of Richmond for permission to rezone 7371 No. 4 Road from the “Single Detached (RS1/F)” zone to the “Medium Density Townhouses (RTM2)” zone, to permit the property to be developed for 19 townhouse units including two secondary suites, with vehicle access from General Currie Road. A location map and aerial photo of the subject site are provided in Attachment 1.

Findings of Fact

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

Existing Site Condition and Context

A survey of the subject site is included in Attachment 3. The subject site is located on the northwest corner of the intersection of No. 4 Road and General Currie Road, and is currently accessed via No. 4 Road.

Subject Site Existing Housing Profile

The subject site consists of a large lot containing a single-family dwelling that is occupied by a rental tenant. There are no secondary suites in the dwelling. The existing dwelling is proposed to be demolished at future development stage.

Surrounding Development

Existing development immediately surrounding the subject site is as follows:

- To the North: Is a large lot zoned “Single Detached (RS1/F)”, containing a single-family dwelling, which fronts No. 4 Road, as well as a portion of a lot zoned “Town Housing (ZT16) – South McLennan and St. Albans Sub-Area (City Centre)” containing 22 townhouse units.
- To the South: Immediately across General Currie Road, is a lot zoned “Medium Density Townhouses (RTM3)”, containing 20 townhouse units.
- To the East: Immediately across No. 4 Road, are large lots zoned “Agriculture” that are located in the Agricultural Land Reserve (ALR), each of which contain single-family dwellings.
- To the West: Are medium-sized lots zoned “Single Detached (ZS14) – South McLennan (City Centre)”, each containing single-family dwellings fronting General Currie Road.

Existing Legal Encumbrances

There is an existing Statutory Right-of-Way (SRW) registered on Title of the property for the sanitary sewer, water and drainage services along the front (east) property line. The applicant has been advised that encroachment into the SRW is not permitted.

There is also a notation on Title of the property to indicate that the subject site may benefit from a cross-access easement registered on Title of the existing townhouse site further north at 7331 No. 4 Road. This notation is not relevant to this development proposal because vehicle access to the subject site is proposed directly off General Currie Road, which is the preferred scenario as it avoids vehicle access off No. 4 Road and is supported by the City's Transportation department. Should this rezoning application proceed, the cross-access easement registered on Title of 7331 No. 4 Road in favour of the subject site may be discharged at the request of the strata council of 7331 No. 4 Road.

Related Policies & Requirements

Official Community Plan/McLennan South Sub-Area Plan

Land Use Designations

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

The McLennan South Sub-Area Plan land use designation for the subject site is "Residential, 2 ½ storeys typical (3 storeys maximum), 0.55 base FAR¹", and is identified as being in the "C1 Character Area", which is envisioned for clusters of housing contained predominantly in single, duplex, and triplex form and characterized by wooded areas (Attachments 4 & 5). The Sub-Area Plan allows for additional density to be considered where community benefits are provided (e.g., accessible housing beyond the typical provision; contribution to the child care reserve fund). This redevelopment proposal involving a density of 0.65 FAR is consistent with the Plan's land use designation for the subject site and character envisioned for this portion of the neighbourhood as it includes the retention of several trees on-site as well as the provision of four Convertible Units and two secondary suites. This proposal also provides road and pedestrian network improvements (including road dedication and a special crosswalk), and contributions to the Public Art Reserve Fund and Affordable Housing Reserve Fund.

Site Size and Residual Lots

To encourage multi-family developments of sufficient size to support high quality development, the McLennan South Sub-Area Plan requires a minimum frontage width of 50 m along arterial roads and a minimum site area of 2,000 m², and the creation of residual lots is avoided. Where a development proposal deviates from these requirements, it must be demonstrated that: access to the site is not off an arterial road and that future shared access to residual sites is enabled; the policy and design objectives of the Plan are not compromised; and the proposal provides a recognizable benefit to the area such as tree retention and enhanced pedestrian environment.

¹ Floor Area Ratio

This rezoning application meets the conditions under which staff will consider deviations from the Sub-Area Plan, as follows:

- Since the subject site's frontage along No. 4 Road is only 30 m, the applicant has provided documentation indicating that efforts have been made to acquire the property to the north at 7351 No. 4 Road in order to achieve the minimum arterial road frontage width of 50 m in the Sub-Area Plan. City staff has received written confirmation from the neighbouring property owner at 7351 No. 4 Road indicating that they are not interested in land assembly at this time and wish to redevelop their property on their own with the understanding that shared vehicle access to their property will be enabled by registration of a SRW on Title of the subject site prior to rezoning bylaw adoption.
- The applicant submitted a preliminary concept plan to show how the neighbouring property to the north at 7351 No. 4 Road could redevelop in the future consistent with the McLennan South Sub-Area Plan land use designation, a copy of which is on file. The preliminary concept plan shows that vehicle access to 7351 No. 4 Road is proposed off General Currie Road via shared use of the driveway at the subject site. Prior to final adoption of the rezoning bylaw, the applicant must register a SRW on Title for public-right-of-passage over the entire drive-aisle to secure the envisioned shared access.
- Road and pedestrian network improvements will be undertaken with this proposal, which are to be designed and constructed as part of the Servicing Agreement (SA) required prior to rezoning approval.

Housing Type and Tenure

This proposal is for 19 townhouse units that are intended to be strata-titled. Consistent with OCP policy respecting townhouse development projects, and in order to maximize potential rental and housing opportunities throughout the City, the applicant has agreed to register a restrictive covenant on Title prior to final adoption of the rezoning bylaw, prohibiting (a) the imposition of any strata bylaw that would prohibit any residential dwelling unit from being rented; and (b) the imposition of any strata bylaw that would place age-based restrictions on occupants of any residential dwelling unit.

Affordable Housing Strategy

The City's Affordable Housing Strategy requires that all townhouse rezoning applications provide a cash-in-lieu contribution to the Affordable Housing Reserve Fund. Consistent with the Strategy, the applicant proposes to submit a cash-in-lieu contribution to the Affordable Housing Reserve fund in the amount of \$18.00 per buildable square foot (for sites within the City Centre Area Plan) for a total contribution of \$436,234.50 prior to final adoption of the rezoning bylaw.

Market Rental Housing Policy

This rezoning application was received prior to the current Market Rental Housing Policy adopted by City Council on June 20, 2022. Consistent with the provisions for in-stream rezoning applications, this application is exempt from the Market Rental Housing Policy if the rezoning bylaw is granted first reading prior to June 20, 2023.

Public Art Program Policy

Based on the maximum buildable floor area of approximately 2,251 m² (24,235 ft²), the recommended Public Art contribution based on administrative guidelines of \$0.99/ft² (2023 rate) is approximately \$23,993.00.

As the project will generate a recommended Public Art Contribution less than \$40,000.00 and there are limited opportunities to locate Public Art on-site, as per Policy, it is recommended that the Public Art contribution be directed to the Public Art Reserve Fund for city-wide projects on City lands. The contribution is required to be submitted prior to final adoption of the rezoning bylaw.

Accessibility

Consistent with the OCP guidelines regarding accessible housing, the applicant proposes to provide aging-in-place features in all of the units (e.g., stairwell handrails, lever-type handles for plumbing fixtures and door handles, and solid blocking in washroom walls for future grab bar installation beside toilet, bathtub, and shower). In addition, the applicant proposes four Convertible Units (two units in each of Buildings 3 and 4). Further review of the Convertible Unit design will be undertaken as part of the Development Permit (DP) application review process.

Energy Step Code

Consistent with the City's Energy Step Code requirements, the project architect has confirmed that the applicable Energy Step Code performance targets have been considered in the proposed design. Under current requirements, the proposal would be expected to achieve either Step 4 of the Energy Step Code or Step 3 with the use of a Low Carbon Energy System.

Further details on how the proposal will meet this commitment will be reviewed as part of the DP and Building Permit application review processes.

Agricultural Land Reserve Buffer Zone

Consistent with the OCP guidelines regarding development proposals adjacent to land in the ALR where there is an intervening road (i.e., across No. 4 Road), the applicant is required to register a covenant on Title prior to final adoption of the rezoning bylaw for public awareness of potential impacts associated with agricultural activities and for a landscape buffer to be provided on the subject site along the No. 4 Road frontage (i.e., 3.0 m to parking and 4.5 m to buildings). The Landscape Plan will be further refined through the DP application review process to assess additional planting opportunities within the landscape buffer.

Since this rezoning application involves an intervening road between the subject site and the ALR land, it is not required to be referred to the Food Security and Agricultural Advisory Committee (FSAAC) unless requested to do so by City Council, consistent with the FSAAC Terms of Reference.

Floodplain Management Implementation Strategy

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

Public Consultation

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

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

Public notification for the Public Hearing will be provided as per the *Local Government Act* and the City's *Zoning Bylaw 8500*.

Analysis

Site Planning

The proposed development consists of 19 townhouse units (including two secondary suites) on a development site that would be approximately 3,463 m² (37,285 ft²) in area after the required road dedication (i.e., 2.0 m along No. 4 Road and 0.4 m along General Currie Road). Conceptual development plans proposed by the applicant are included in Attachment 6.

The proposed site layout consists of:

- Two triplex buildings and one duplex building on the north portion of the site along the interface with existing townhouse development to the northwest and the single-family dwelling to the northeast.
- Two four-unit buildings and one triplex building on the south portion of the site along General Currie Road.

All units have a north-south orientation, with the exception of the duplex building in the northeast corner, which is oriented east-west fronting No. 4 Road. The main unit entries for the north-south oriented buildings face either General Currie Road or the internal drive-aisle, which generally runs east-west with two short north-south legs. The main unit entries for the duplex building face No. 4 Road.

Density & Built Form

The McLennan South Sub-Area Plan allows a base 0.55 FAR for the subject site and a two to three storey built form. The Sub-Area Plan allows for additional density to be considered where community benefits are provided.

Consistent with the Sub-Area Plan, the proposed density for this project is 0.65 FAR and community benefits are proposed in the form of tree retention, as well as the provision of four Convertible Units (21 per cent of units) and two secondary suites. Additional benefits associated with the proposal, as described earlier in this report, include road and pedestrian network improvements and contributions to the Public Art Reserve Fund and Affordable Housing Reserve Fund. Staff are supportive of the proposed 0.65 FAR in this part of the neighbourhood given the proposed community benefits and similar density approved in the immediate surrounding area.

The proposed form of development is consistent with the Sub-Area Plan Character Area guidelines for duplex and triplex buildings ranging from two to three storeys in height. Two four-unit buildings are also provided on-site fronting General Currie Road. The third storey of buildings is concentrated towards the middle of buildings so that there is a slight stepping back of building mass and height away from No. 4 Road and away from existing single-family housing to the west. *Common & Private Open Space*

Private outdoor space is proposed for each of the units in the form of front or rear yards with patios or low terraces at ground level, as well as front or rear decks on the second level.

A common Outdoor Amenity Space is proposed to be centrally located on-site, at the intersection of the drive-aisle and is partially visible from the main access point to the site at General Currie Road. The preliminary design of the common Outdoor Amenity Space includes a mix of hard and soft surfaces, existing and new trees, new plant material, a children's play structure that facilitates climbing, jumping, and sliding, and bench seating. The preliminary size of the common Outdoor Amenity Space meets the minimum guidelines in the OCP.

Consistent with the OCP, the applicant proposes to submit a contribution to the City prior to final adoption of the rezoning bylaw in-lieu of providing common indoor amenity space on-site. The current rate for this 19-unit townhouse proposal is \$2,066.00/unit for a total contribution of \$39,254.00 to the City's Leisure Facilities Reserve Fund. In the event that the contribution is not paid to the City within one year of the rezoning bylaw receiving third reading, the contribution shall be recalculated based on the rate in effect at the time of payment, as updated periodically.

Site Access, Parking and Road Improvements

The applicable McLennan South Sub-Area Plan policies for townhouse developments in this part of the neighbourhood limit vehicle access to General Currie Road or to shared driveways onto No. 4 Road.

Vehicle access to the subject site is proposed off General Currie Road, directly across from the entrance to the existing townhouse site to the south at 9780 General Currie Road. Prior to rezoning adoption, the applicant must register a SRW on Title for public-right-of-passage over the drive-aisle to enable potential future shared access off General Currie Road by the residual lot to the north at 7351 No. 4 Road upon its' redevelopment.

Pedestrian access from the public sidewalks along No. 4 Road and General Currie Road to each of the street-fronting units is proposed via individual pathways treated with standard concrete pavers. Pedestrian access from the public sidewalks to the internal units is proposed via the drive-aisle treated with asphalt surrounded by a permeable paver border.

On-site parking is proposed consistent with the requirements in Richmond Zoning Bylaw 8500. Resident parking is proposed to be located within each unit's garage, all but four spaces of which are provided in a side-by-side arrangement. For the four spaces proposed in a tandem arrangement, the applicant is required to register a restrictive covenant on Title prohibiting the conversion of the tandem parking area into habitable space. Surface parking spaces are provided for visitors, one of which is Van Accessible. Resident bike parking is also proposed to be located within each unit's garage, and a visitor bike rack is proposed within the common yard that fronts No. 4 Road.

Boulevard improvements are also required with rezoning, which will involve entering into a SA for the design and construction of a new 2.0 m wide concrete sidewalk and treed/grass boulevard along both No. 4 Road and General Currie Road, complete with transitions to the existing conditions adjacent to the subject site. To accommodate the boulevard improvements, the applicant is required to provide a road dedication of 2.0 m along the No. 4 Road frontage, 0.40 m along the General Currie Road frontage, and a 4 m x 4 m corner cut at the intersection. The road dedications and SA must be registered on Title prior to final adoption of the rezoning bylaw.

Traffic Impact Study

The applicant submitted a Traffic Impact Study prepared by a professional engineer, which assesses: the potential traffic impacts associated with the proposal, the operation of the proposed vehicle access and on-site circulation, and potential improvements to facilities for road users. The Study has been reviewed and the findings supported by Staff.

The Study confirms that the proposed vehicle access at the subject site does not negatively impact traffic operations and road safety, and that the proposed Site Plan is adequate to accommodate on-site circulation of all types of vehicle movements (passenger vehicles, garbage/recycling trucks, delivery trucks, and fire truck).

The Study also recommends the installation of a special crosswalk at the south leg of the intersection of No. 4 Road and General Currie Road to enhance pedestrian safety and network connectivity in the nearby area. Design and construction of the special crosswalk is to be included in the scope of SA.

Tree Retention and Replacement

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

- 41 bylaw-sized trees on the subject property (Trees # 710 to 750), two of which are co-owned with the City due to their location on the south property line along General Currie Road (Trees # 727, 742).

- Two trees on the neighbouring property to the north at 7351 No. 4 Road (Trees # os1 and os2).
- Three street trees in the boulevard along No. 4 Road on City-owned property (Trees # ci1 to ci3).

A small Cottonwood tree (untagged) was also noted by the City's Parks Department Arborist in the boulevard along General Currie Road on City-owned property.

The City's Tree Preservation Coordinator and Parks Department Arborist reviewed the Arborist's Report and provided the following comments:

- 10 bylaw-sized trees (Trees # 710, 716, 718, 719, 721, 722, 730, 731, 742, 743) and two significant trees² (Trees # 727 and 733) on-site should be retained and protected on the basis of good condition, some of which will require building envelope modification and special measures to be utilized during construction. As part of the DP application review process, some modifications to Building 6 may be required in response to the retention of Tree # 733.
- Six trees on-site, although in good condition, are recommended for removal due to the following reasons:
 - Five trees are in conflict with the proposed vehicle access and drive-aisle (Trees # 734, 735, 736, 738, 739), which cannot be relocated due to traffic safety (i.e., it's location and configuration is as far as possible from No. 4 Road while maintaining alignment with the vehicle access to the adjacent townhouse site directly across General Currie Road).
 - One tree (Tree # 723) is in conflict with the building envelope, which if retained would potentially result in the loss of a one townhouse unit.
- 22 bylaw-sized trees (Trees # 711, 713, 714, 715, 717, 720, 724, 725, 726, 728, 729, 732, 737, 740, 741, 744, 745, 746, 747, 748, 749, 750) and one significant tree (Tree # 712) on-site should be removed due to poor condition on the basis of significant structural defects, sparse canopy, leans or historic topping, such that they are not good candidates for retention.
- Two trees on the neighbouring property to the north should be retained and protected (Trees # os1 and os2).
- Three City street trees in the boulevard along No. 4 Road must be retained and protected (Trees #ci1 to ci3).
- The small untagged City Cottonwood tree in the boulevard along General Currie Road must be removed due to conflict with the location of the driveway crossing.
- Replacement trees are required at a 2:1 ratio for the standard bylaw-sized trees and at a 3:1 ratio for the significant trees as per the OCP and the City's Tree Protection Bylaw 8057.

² Greater than 92 cm diameter at breast height

Tree Protection

In summary, the following trees are to be retained and protected:

- 12 on-site trees (Trees # 710, 716, 718, 719, 721, 722, 727, 730, 731, 733, 742, 743).
- Two trees on the neighbouring property to the north (Trees # os1 and os2).
- Three City street trees in the boulevard along No. 4 Road (Trees #ci1 to ci3).

The applicant has submitted a tree management drawing showing the trees to be retained and the measures taken to protect them during development stage (Attachment 7). To ensure that the trees identified for retention are protected at development stage, the applicant is required to complete the following items:

- Prior to final adoption of the rezoning bylaw, submission to the City of:
 - A contract with a Certified Arborist for the supervision of all works conducted within or in close proximity to tree protection zones (on-site and off-site). The contract must include the scope of work required, the number of proposed monitoring inspections at specified stages of construction, any special measures required to ensure tree protection, and a provision for the arborist to submit a post-construction impact assessment to the City for review.
 - A tree survival security in the amount of \$90,000.00 for 10 of the on-site trees (Trees # 710, 716, 718, 719, 721, 722, 730, 731, 733, 743).
 - A tree survival security in the amount of \$14,500.00 for Tree # 727 and \$16,900.00 for Tree # 742 (based on the City's Parks Department's valuation of these two trees, which will become City trees following road dedication on General Currie Road).
 - A tree survival security in the amount of \$15,000.00 (total) for the three existing City street trees (Trees #ci1 to ci3).

The applicant must enter into a legal agreement to accompany the tree survival securities, which sets the terms for use and release of the securities.

- Prior to demolition of the existing dwelling on the subject site, installation of tree protection fencing around all trees to be retained. Tree protection fencing must be installed to City standard in accordance with the City's Tree Protection Information Bulletin Tree-03 prior to any works being conducted on-site, and remain in place until construction and landscaping on-site is completed.

Tree Replacement

A total of 29 trees on-site are proposed to be removed (Trees # 711, 712, 713, 714, 715, 717, 720, 723, 724, 725, 726, 728, 729, 732, 734, 735, 736, 738, 739, 737, 740, 741, 744, 745, 746, 747, 748, 749, 750). In accordance with the tree replacement ratios in the OCP and Tree Protection Bylaw 8057, the following number of replacement trees are required to be planted and maintained on-site (minimum 8 cm caliber deciduous or 4 m high conifer):

Ratio	# Replacement Trees Required
2:1 (for 27 standard trees)	54
3:1 (for 2 significant trees)	6
Total	60

The applicant's preliminary Landscape Plan illustrates that 32 trees of a variety of species are proposed. To ensure that the replacement trees are planted and maintained on-site, the applicant is required to submit a Landscaping Security in the amount of 100 per cent of a cost estimate prepared by the Registered Landscape Architect (including installation and a 10 per cent contingency) prior to DP issuance. As part of the DP application review process, the applicant is to increase the size of the proposed replacement trees to meet the minimum standard and to investigate additional planting opportunities where appropriate.

To satisfy the required replacement ratio, the applicant proposes to contribute:

- \$750.00/tree to the City's Tree Compensation Fund in-lieu of planting the remaining required replacement trees that cannot be accommodated on the subject property with redevelopment.
- \$1,500.00 the City's Tree Compensation Fund for the removal of the small untagged City Cottonwood tree in the boulevard along General Currie Road.

These contributions are required to be submitted to the City by the applicant prior to final adoption of the rezoning bylaw.

Variance Requested

The proposed development, as illustrated in the preliminary concept plans, is generally in compliance with the "Medium Density Townhouses (RTM2)" zone of Richmond Zoning Bylaw 8500, with the exception of a variance request to allow portions of the principal building which are less than 5.0 m in height and are open on those sides which face a road to project into the exterior side yard not more than 1.5 m.

Staff is supportive of the variance request for the following reasons:

- While the Zoning Bylaw allows such projections into the front yard only, staff feel that the intent is to provide for appropriate articulation of the building into a yard that faces a road. In the case of a corner lot, the exterior side yard also faces a road where such building articulation could be provided. In the case of the subject site, staff feel that the proposed porch and deck projections less than 5.0 m in height into the exterior side yard along General Currie Road achieve the same intent as for those portions of the building projecting into the front yard along No. 4 Road. On this basis, staff are supportive of the proposed variance request.

Site Servicing

Prior to final adoption of the rezoning bylaw, the applicant is required to enter into a SA for the design and construction of the waste, storm, and sanitary service connection designs, as well as for the frontage improvements and special crosswalk described previously.

Complete details on the scope of the site servicing requirements are included in Attachment 8.

Future DP Application Considerations

A DP application is required to be processed to a satisfactory level prior to final adoption of the rezoning bylaw. The DP application will involve further review the of form and character of the proposed development to ensure it is consistent with the design guidelines for multi-family development contained within the OCP and McLennan South Sub-Area Plan, and further refinements may be made to the drawings as part of the review. This includes, but is not limited to:

- Confirming that all Aging-in-Place and Convertible Unit Features have been incorporated into dwelling design.
- Reviewing the proposed exterior building material and colour palette.
- Refining the Fire Access Plan to demonstrate compliance with Richmond Fire-Rescue requirements.
- Revising the Architectural Plans to refine the necessary modifications to Building 6 for the retention of Tree # 733.
- Refining the Architectural Plans to clarify proposed lot grading and to demonstrate compliance with the maximum building height.
- Refining the Landscape Plan to demonstrate compliance with the minimum live plant material and non-porous surface coverage in the Zoning Bylaw and to enhance the hardscape treatment.
- Refining the Landscape Plan to investigate improvements to the design of the common Outdoor Amenity Space, and to investigate additional planting opportunities within the landscape buffer along No. 4 Road and elsewhere where appropriate.
- Enhancing the Landscape Plan to increase the size of replacement trees to meet the minimum standard of 8 cm caliper deciduous or 4 m high conifer.
- Revising the concept shown for the off-site improvements, as it relates to tree protection.
- Reviewing the applicant's design response to the principles of Crime Prevention Through Environmental Design (CPTED).
- Gaining a better understanding of the proposed environmental sustainability features to be incorporated into the project, including acquiring further details about how the proposal will meet the Energy Step Code.

Additional items may be identified as part of the DP application review process.

Financial Impact

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

Conclusion

This application is to rezone the property at 7371 No. 4 Road from the “Single Detached (RS1/F)” zone to the “Medium Density Townhouses (RTM2)” zone, to permit the property to be developed for 19 townhouse units with vehicle access from General Currie Road.

This rezoning application complies with the land use designations and applicable policies for the subject site that are contained within the OCP and McLennan South Sub-Area Plan.

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

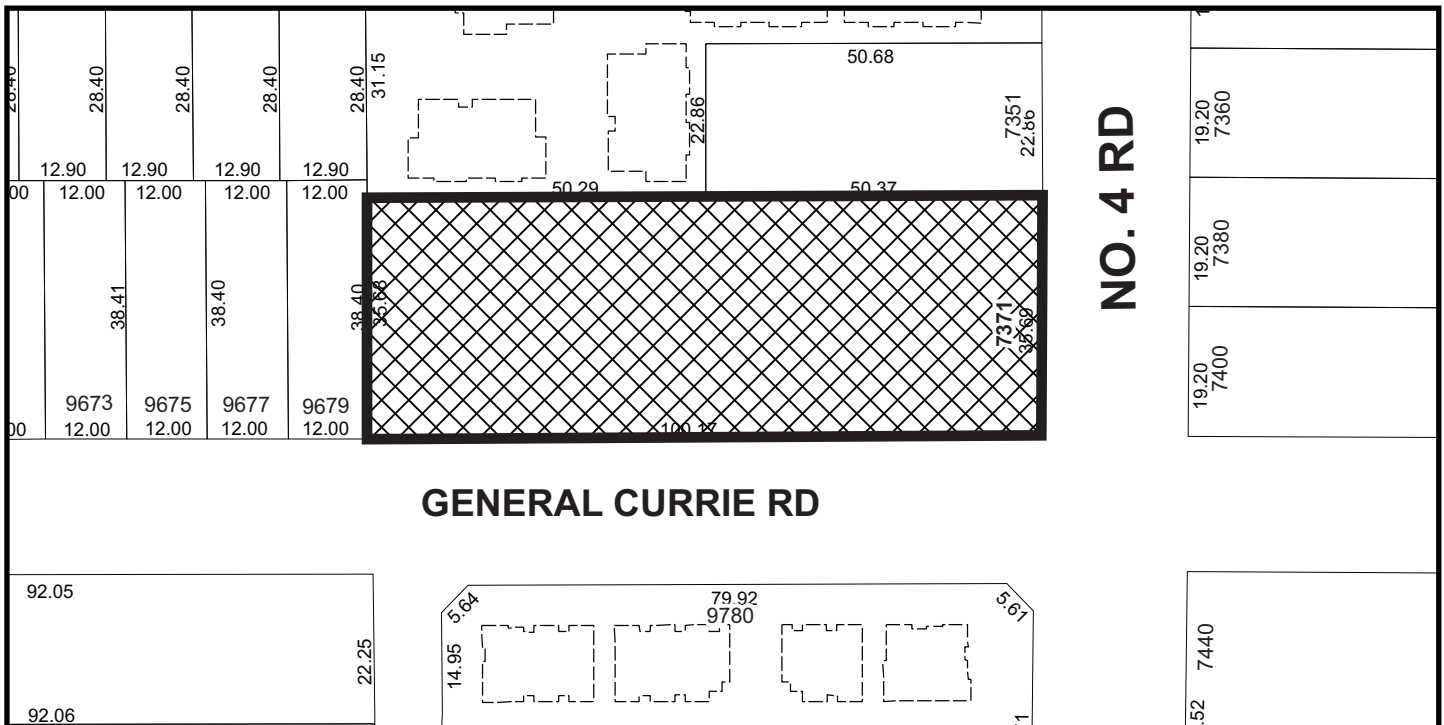
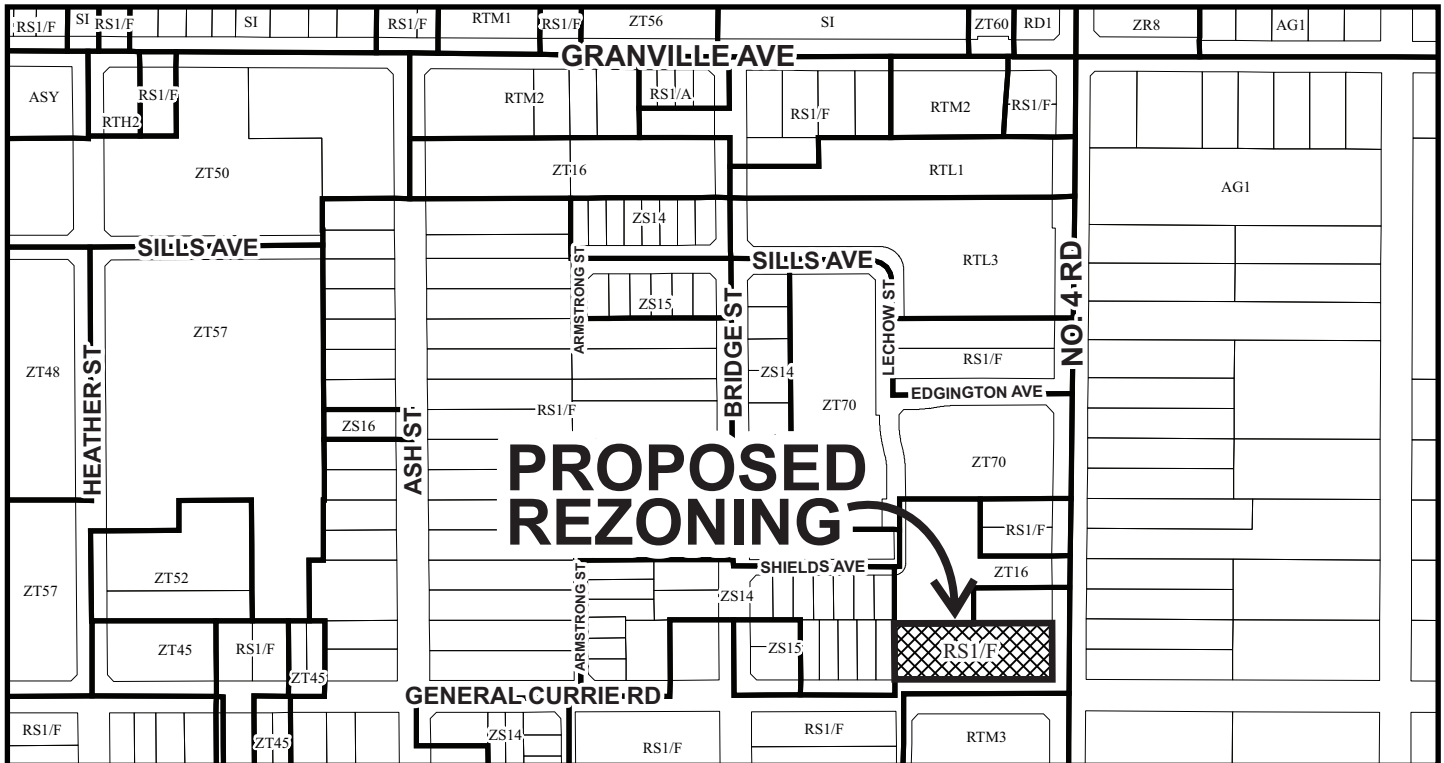
It is recommended that Richmond Zoning Bylaw 8500, Amendment Bylaw 10457 be introduced and given first reading.



Cynthia Lussier
Planner 2

CL:js

- Att.1: Location Map/Aerial Photo
- 2: Development Application Data Sheet
- 3: Site Survey
- 4: McLennan South Sub-Area Plan Land Use Map
- 5: McLennan South Sub-Are Plan Character Areas Map
- 6: Conceptual Development Plans
- 7: Tree Management Drawing
- 8: Rezoning Considerations



RZ 20-919143

PLN - 53

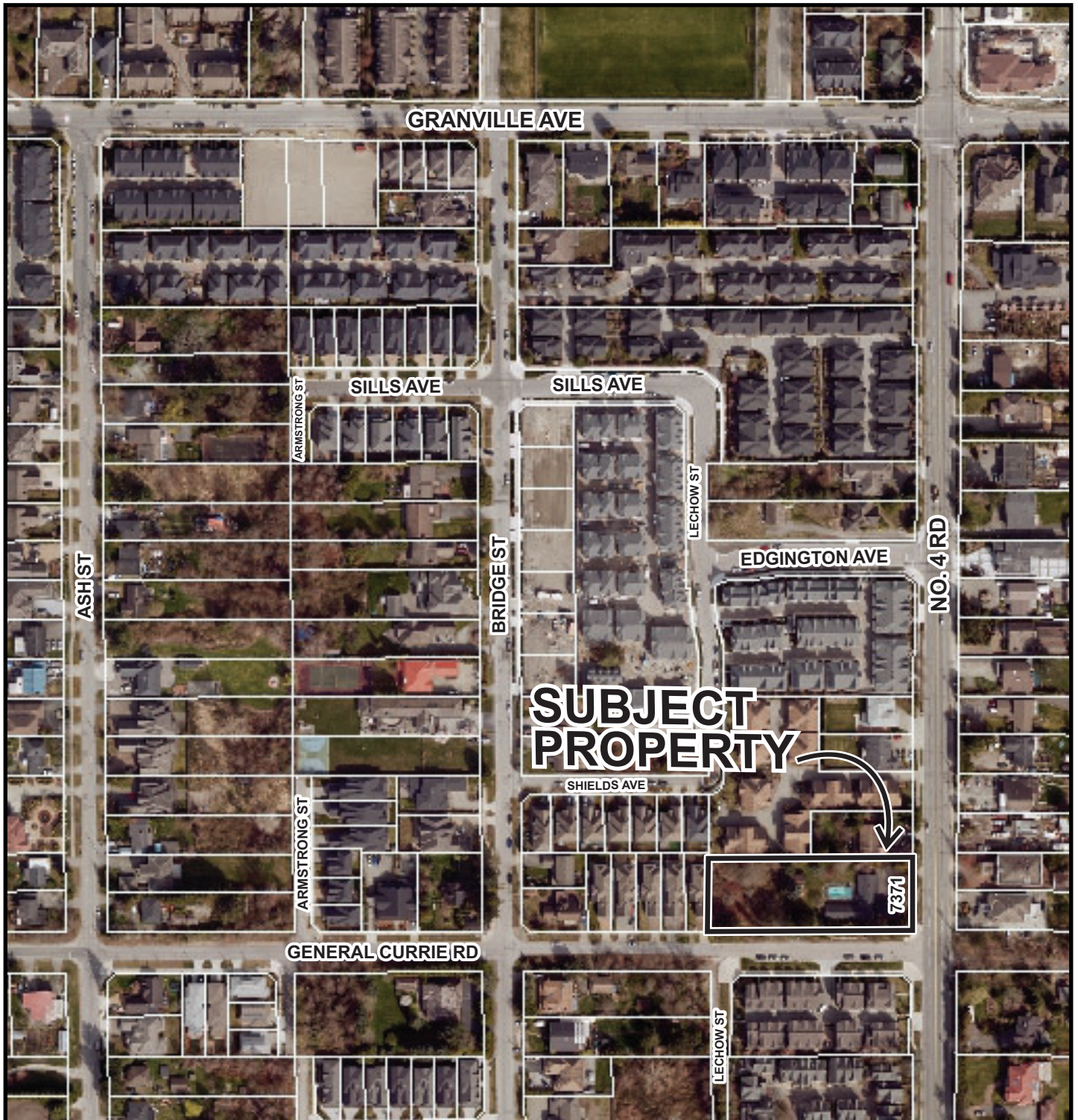
Original Date: 12/14/20

Revision Date:

Note: Dimensions are in METRES



City of Richmond



RZ 20-919143

PLN - 54

Original Date: 12/14/20

Revision Date:

Note: Dimensions are in METRES



Development Application Data Sheet

Development Applications Department

RZ 20-919143

Address: 7371 No. 4 Road

Applicant: Fougere Architecture Inc.

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

	Existing	Proposed
Owner:	Pakland Qadri Gardens Ltd.	To be determined
Site Size (m²):	Approx. 3,572 m ²	Approx. 3,463 m ² after road dedication
Land Uses:	Single-family housing	Townhousing
OCP Designation:	Neighbourhood Residential	No change
Area Plan Designation:	Residential, 2 ½ storeys typical (3 storeys maximum), 0.55 base FAR	No change
Zoning:	Single Detached (RS1/F)	Medium Density Townhouses (RTM2)
Number of Units:	1	19

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.65	Max. 0.65	none permitted
Buildable Floor Area (m ²):*	2,251.47 m ² (24,234 ft ²)	2,251 m ² (24,230 ft ²)	none permitted
Lot Coverage (% of lot area):	Building: Max. 40% Non-porous Surfaces: Max. 65% Live Plant Material: Min. 25%	Building: 35.8% Non-porous Surfaces: Max. 65% Live Plant Material: Min. 25%	none
Minimum Lot Width:	30 m	Approx. 31.3 m	none
Minimum Lot Depth:	35 m	Approx. 94.2 m	none
Minimum Lot Area:	N/A for townhouses	N/A for townhouses	none
Setbacks (m):			none
Front Yard (No. 4 Road):	Min. 6.0 m	7.5 m	
Rear Yard (West):	Min. 3.0 m	3.0 m	
Interior Side Yard (North):	Min. 3.0 m	3.0 m	

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Exterior Side Yard (General Currie Road):	Min. 6.0 m	6.0 m	Variance requested to allow building projections less than 5.0 m high and open facing the road to project 1.5 m into the yard
Height (m):	12 m	Approx. 10 m	none
Resident On-site Parking Spaces:	1.6 spaces/unit = 31	38	none
Visitor On-site Parking Spaces:	0.2 spaces/unit = 4 1 of which must be Van Accessible	4 1 of which is Van Accessible	none
Total:	35	42	none
Resident Tandem Parking Spaces:	Max. 50% = 19 spaces	12.9% = 4 spaces	none
Standard-sized Spaces:	Min. 50% = 19 spaces	Standard: 55% = 21 spaces	none
		Small: 45% = 17 spaces	
Amenity Space – Indoor:	50 m ² or cash-in-lieu	cash-in-lieu	none
Amenity Space – Outdoor:	6 m ² /unit 114 m ²	114 m ²	none

TOPOGRAPHIC PLAN OF LOT 70 EXCEPT: PART SUBDIVIDED BY PLAN 46426,
SECTION 15, BLOCK 4 NORTH, RANGE 6 WEST,
NEW WESTMINSTER DISTRICT, PLAN 44974

CIVIC ADDRESS: 7371 No. 4 Road, Richmond, B.C.

SCALE - 1 : 250

10 5 0 10 15 m

ALL DIMENSIONS ARE IN METERS

SURVEY LEGEND

▫ Junction box

▫ Gas valve

▫ Water meter

▫ Water valve

○ Sanitary inspection chamber

○ Power pole

○ Catch basin

○ Sanitary manhole

○ Storm manhole

○ Deciduous 100cm dia. Coniferous tree

○ Deciduous 200cm dia. Deciduous tree

○ Deciduous 200cm dia. Deciduous tree

○ Deciduous 200cm dia. Deciduous tree

○ Deciduous 200cm dia. Deciduous tree

○ Deciduous 200cm dia. Deciduous tree

○ Deciduous 200cm dia. Deciduous tree

○ Deciduous 200cm dia. Deciduous tree

○ Deciduous 200cm dia. Deciduous tree

○ Deciduous 200cm dia. Deciduous tree

○ Deciduous 200cm dia. Deciduous tree

○ Deciduous 200cm dia. Deciduous tree

○ Deciduous 200cm dia. Deciduous tree

○ Deciduous 200cm dia. Deciduous tree

○ Deciduous 200cm dia. Deciduous tree

○ Deciduous 200cm dia. Deciduous tree

○ Deciduous 200cm dia. Deciduous tree

○ Deciduous 200cm dia. Deciduous tree

○ Deciduous 200cm dia. Deciduous tree

○ Deciduous 200cm dia. Deciduous tree

○ Deciduous 200cm dia. Deciduous tree

○ Deciduous 200cm dia. Deciduous tree

○ Deciduous 200cm dia. Deciduous tree

○ Deciduous 200cm dia. Deciduous tree

○ Deciduous 200cm dia. Deciduous tree

○ Deciduous 200cm dia. Deciduous tree

○ Deciduous 200cm dia. Deciduous tree

○ Deciduous 200cm dia. Deciduous tree

○ Deciduous 200cm dia. Deciduous tree

○ Deciduous 200cm dia. Deciduous tree

○ Deciduous 200cm dia. Deciduous tree

○ Deciduous 200cm dia. Deciduous tree

○ Deciduous 200cm dia. Deciduous tree

○ Deciduous 200cm dia. Deciduous tree

○ Deciduous 200cm dia. Deciduous tree

○ Deciduous 200cm dia. Deciduous tree

○ Deciduous 200cm dia. Deciduous tree

○ Deciduous 200cm dia. Deciduous tree

○ Deciduous 200cm dia. Deciduous tree

○ Deciduous 200cm dia. Deciduous tree

○ Deciduous 200cm dia. Deciduous tree

○ Deciduous 200cm dia. Deciduous tree

○ Deciduous 200cm dia. Deciduous tree

○ Deciduous 200cm dia. Deciduous tree

○ Deciduous 200cm dia. Deciduous tree

○ Deciduous 200cm dia. Deciduous tree

○ Deciduous 200cm dia. Deciduous tree

○ Deciduous 200cm dia. Deciduous tree

○ Deciduous 200cm dia. Deciduous tree

○ Deciduous 200cm dia. Deciduous tree

○ Deciduous 200cm dia. Deciduous tree

○ Deciduous 200cm dia. Deciduous tree

○ Deciduous 200cm dia. Deciduous tree

○ Deciduous 200cm dia. Deciduous tree

○ Deciduous 200cm dia. Deciduous tree

○ Deciduous 200cm dia. Deciduous tree

○ Deciduous 200cm dia. Deciduous tree

○ Deciduous 200cm dia. Deciduous tree

○ Deciduous 200cm dia. Deciduous tree

○ Deciduous 200cm dia. Deciduous tree

○ Deciduous 200cm dia. Deciduous tree

○ Deciduous 200cm dia. Deciduous tree

○ Deciduous 200cm dia. Deciduous tree

○ Deciduous 200cm dia. Deciduous tree

○ Deciduous 200cm dia. Deciduous tree

○ Deciduous 200cm dia. Deciduous tree

○ Deciduous 200cm dia. Deciduous tree

○ Deciduous 200cm dia. Deciduous tree

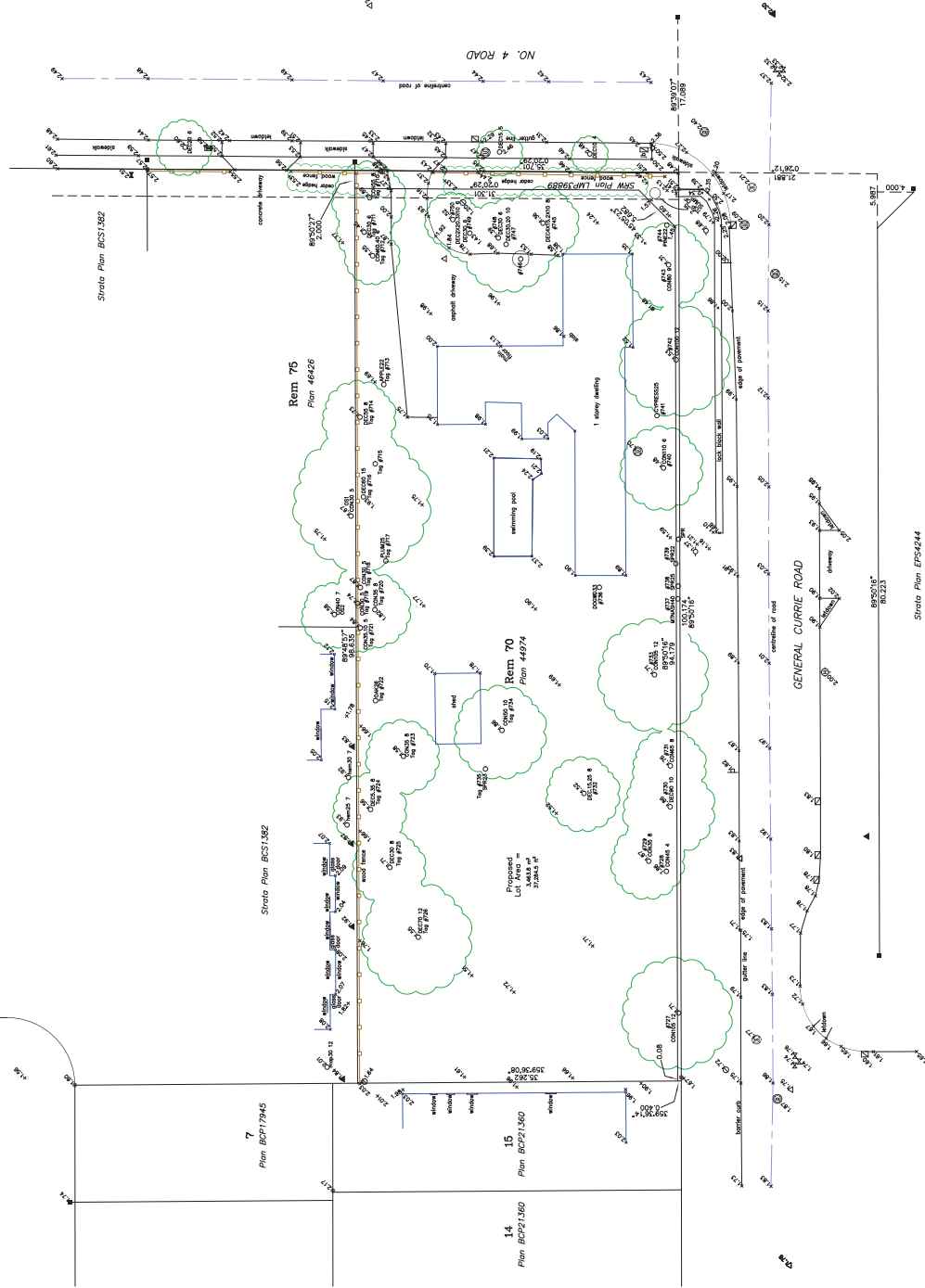
PLN - 57

ATTACHMENT 3

NOTES

- 1) The plan was prepared in accordance with the provisions of the Survey Act and the Survey Regulation.
- 2) The plan was prepared in accordance with the provisions of the Survey Act and the Survey Regulation.
- 3) The plan was prepared in accordance with the provisions of the Survey Act and the Survey Regulation.
- 4) The plan was prepared in accordance with the provisions of the Survey Act and the Survey Regulation.
- 5) The plan was prepared in accordance with the provisions of the Survey Act and the Survey Regulation.
- 6) The plan was prepared in accordance with the provisions of the Survey Act and the Survey Regulation.
- 7) The plan was prepared in accordance with the provisions of the Survey Act and the Survey Regulation.

7714620



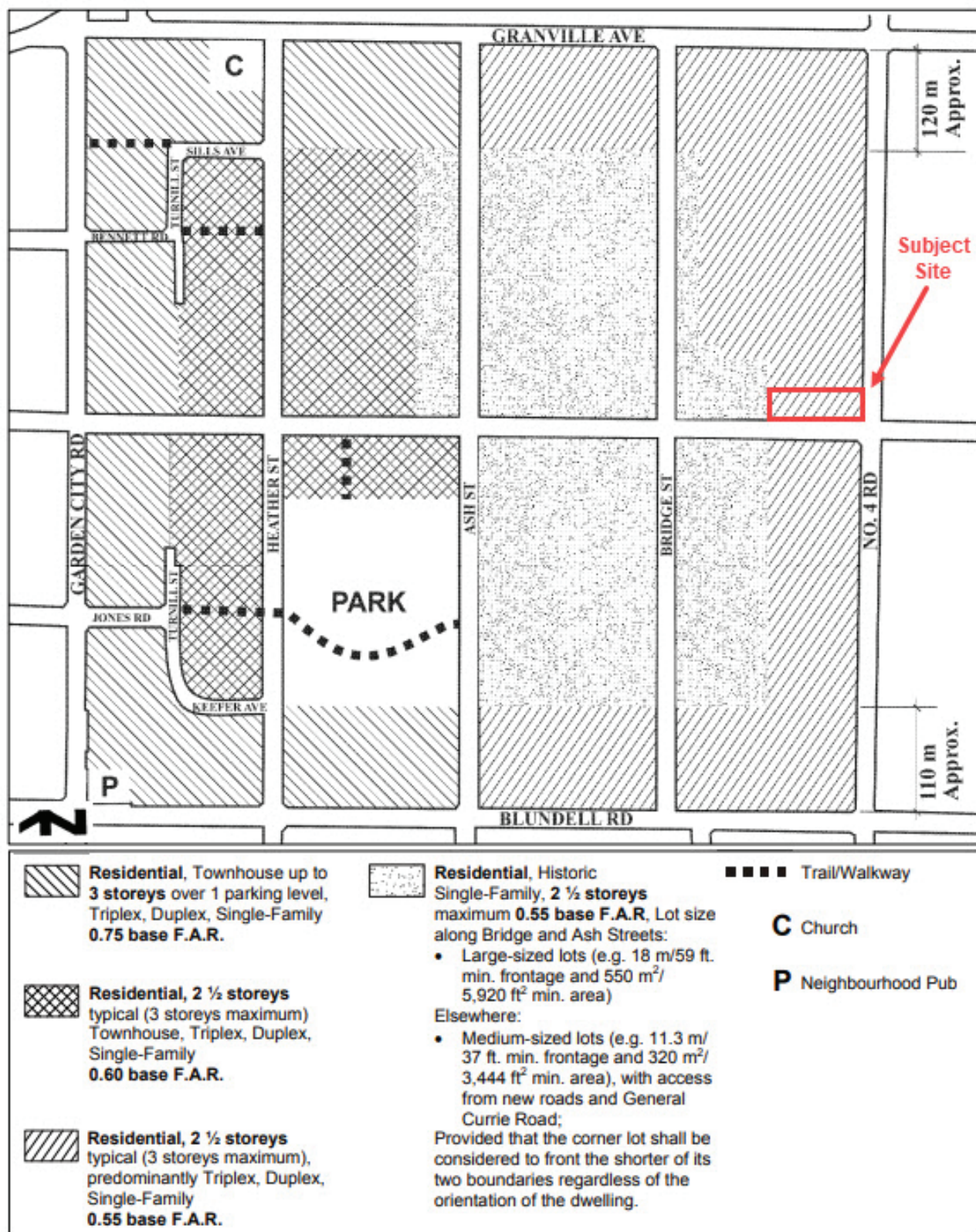
Updated October 6, 2020.
This plan has been prepared in accordance with the Professional Reference Manual with additional provisions for the purpose of this plan and correct this 15th day of September, 2020.
Kenneth W. Schuurman
B.C.L.S. (800)

Carson Land Surveying Ltd.
B.C. Land Surveyors
Unit 234 - 1855-53rd Avenue
Richmond, B.C. V6V 1M4
Phone: 604-590-3777
Fax: 780-3-TP

This plan lies within the Metro Vancouver Regional District

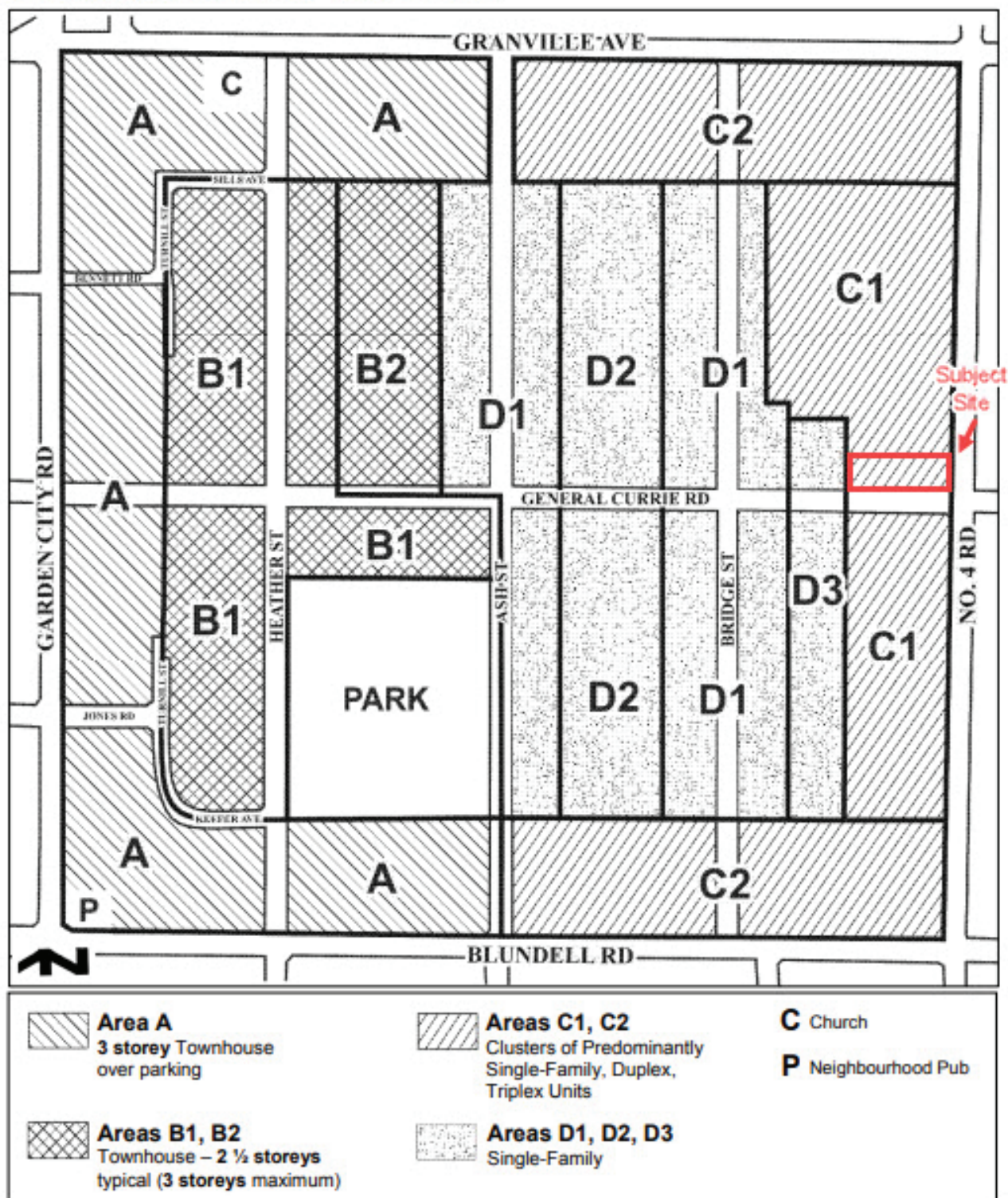
Land Use Map

Bylaw 9106
2015/09/14



Note: Sills Avenue, Le Chow Street, Keefer Avenue, and Turnill Street are commonly referred to as the “ring road”.

Character Area Key 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".



PLANT LIST

TREES

CODE	QTY	SCIENTIFIC NAME	COMMON NAME	SIZE	COMMENTS	SPACING
AC	15	Acer glabrum	Vine Maple	3m clump	800 mm, 50m root ball dia.	AS SHOWN
CH	7	Cornus nuttallii	Pacific Dogwood	6cm cal	1500mm spread	AS SHOWN
CT	3	Gladiolus viciartios	Heavenly Larkspur	40cm cal	1500mm spread	AS SHOWN
PD	7	Platanus amara	Siberian Spruce	3.0 m tall	800 mm, 50m root ball dia.	AS SHOWN
CONIFEROUS SHRUBS						
CODE	QTY	SCIENTIFIC NAME	COMMON NAME	SIZE	COMMENTS	SPACING
JW	32	Juniperus horizontalis 'Wilton'	Blue Rug Juniper	#2 pot	min. 30cm spread	60cm
PP	5	Pinus mugo 'Pumila'	Dwarf Mugo Pine	#2 pot	min. 30cm spread	75cm
TR	28	Taxus x media 'Hicksii'	Hicks' Yew	1.2m	min. 30m spread	75cm
SPECIALTY SHRUB						
CODE	QTY	SCIENTIFIC NAME	COMMON NAME	SIZE	COMMENTS	SPACING
P	1	Photinia Fraseri - STANDARD	TREE FORM PHOTINIA	B&B	standard 3m standard	60cm

SPECIALTY SHRUB						
CODE	QTY	SCIENTIFIC NAME	COMMON NAME	SIZE	COMMENTS	SPACING
P	1	Photinia Fraseri - STANDARD	TREE FORM PHOTINIA	B&B	standard 3m standard	60cm
BROADLEAF EVERGREEN SHRUBS						
CODE	QTY	SCIENTIFIC NAME	COMMON NAME	SIZE	COMMENTS	SPACING
ah	23	Asarula japonica 'Nana Crinoid'	Crimson Japanese Asarula	#2 pot	min. 30cm height	60cm
ai	16	Arbutus x andrea 'Compact'	Dwarf Strawberry Tree	#5 pot	min. 40cm height	100cm
ad	12	Euonymia alata 'Compact'	Golden Euonymus	#2 pot	min. 30cm height	75cm
gs	52	Calceolaria shibata	Sailor	#1 pot	min. 30cm height	75cm
la	108	Lavandula angustifolia	English Lavender	#1 pot	min. 30cm height	75cm
rv	62	Rhododendron 'Vulcan'	Vulcan Rhododendron	#2 pot	min. 40cm height	75cm
vp	24	Vaccinium ovatum 'Thunbergii'	Evergreen Huckleberry	#2 pot	min. 60cm height	75cm

DECIDUOUS SHRUBS						
CODE	QTY	SCIENTIFIC NAME	COMMON NAME	SIZE	COMMENTS	SPACING
cs	23	Cornus subcordata	Redwing Dogwood	#1 pot	min. 30cm height	90cm
ct	15	Cornus x 'Royal Purple'	STRAWBERRY TREE	#2 pot	min. 30cm height	90cm
pt	122	Philadelphus sparganii	Macdougal	#2 pot	min. 30cm height	60cm
rs	60	Ribes s. 'King Edward VII'	King Edward VII Currant	#1 pot	min. 30cm height	75cm
PERENNIALS						
CODE	QTY	SCIENTIFIC NAME	COMMON NAME	SIZE	COMMENTS	SPACING
aj	107	Aster x japonica 'Rheinhard'	Rheinhard False Spirea	#1 pot	min. 30cm height	45cm
fo	8	Festuca glauca 'Elijah Blue'	Elijah Blue Fescue	#1 pot	min. 30cm height	50cm
PERENNIALS						
CODE	QTY	SCIENTIFIC NAME	COMMON NAME	SIZE	COMMENTS	SPACING
pm	42	Polystichum montanum	Swordfern	#1 pot	min. 30cm height	

All dimensions shall be confirmed on site and discrepancies reported immediately. Required setbacks shall govern in all cases.

This drawing has been prepared solely for the use of the client and is not to be used for any other purpose without the written consent of the party with whom Donald V. S. Duncan has not been signed and dated by the Landscape Architect.

CONSULTANTS

Architectural
Civil
Mechanical
Electrical



Donald V. S. Duncan
Landscape Architect
1234 Main Street
New Westminster BC
Canada V3M 6N9
dvduncan@gmail.com

RICHMOND FILE #
RZ 20-91943

C Project Leader
Revision: DMS/Duncan

Residential Development
9779 General Currie Road
Richmond BC

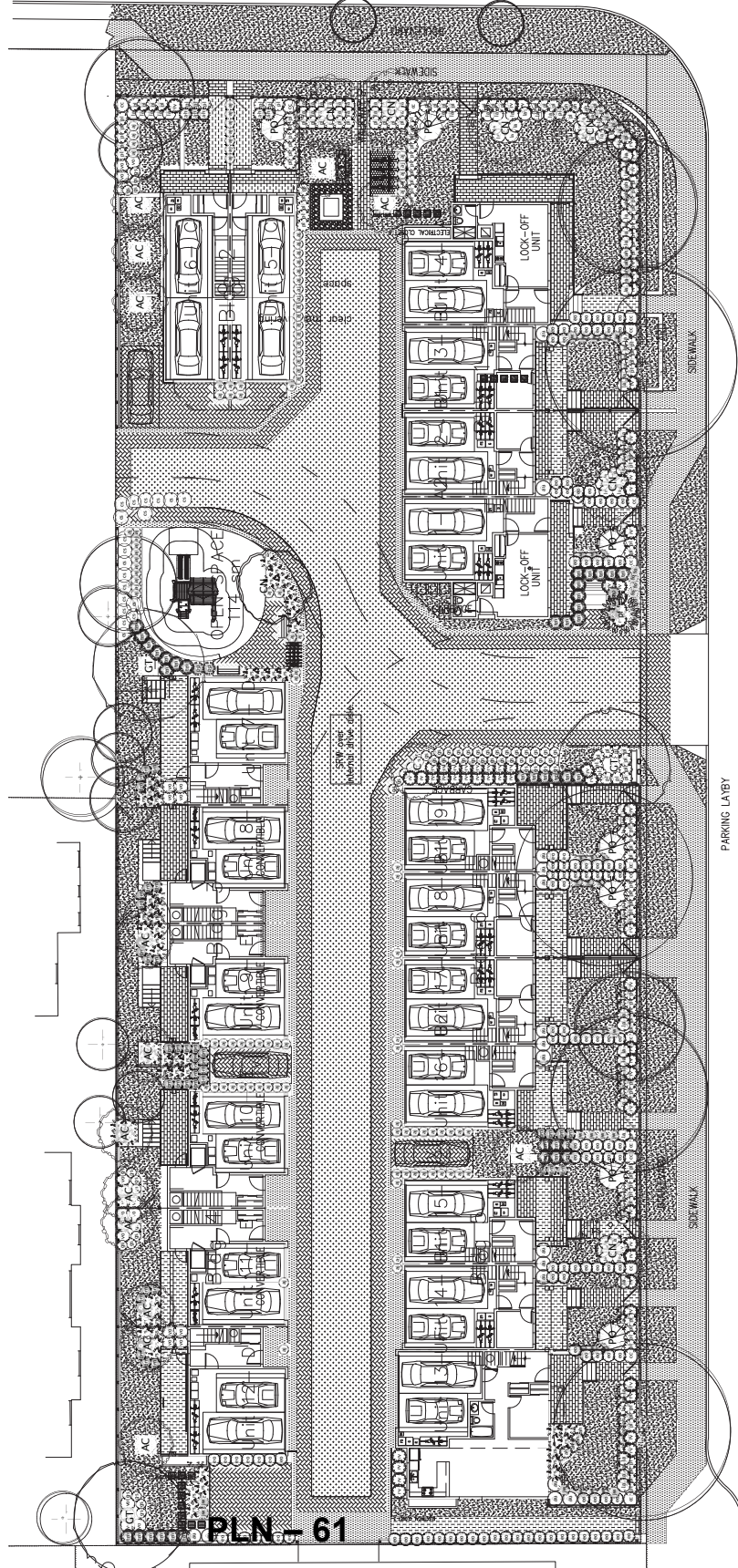
Prepared for:
Bains Properties

Owner's Title
PLANTING PLAN

Check Scale may be photo reduced
0 1m

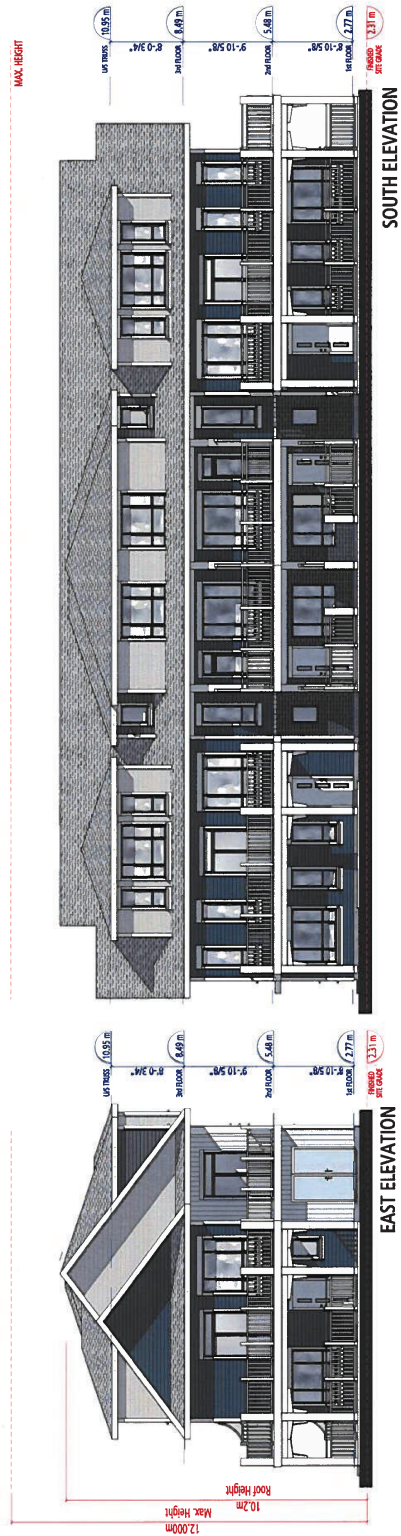
Project No: 21-0115

Drawing No: L4-01



PLANTING PLAN
SCALE 1:100

01
L4-01



PLN - 62

ELEVATIONS
Building 1
3/16" = 1'0"



THIS DOCUMENT HAS BEEN ELECTRONICALLY
TRANSMITTED TO THE ARCHITECT AND
ENGINEER FOR THEIR REVIEW AND
APPROVAL. IT IS THE RESPONSIBILITY OF
THE ARCHITECT AND ENGINEER TO
VERIFY THE ACCURACY OF THE
INFORMATION PROVIDED IN THIS
DOCUMENT. THE ARCHITECT AND
ENGINEER SHALL BE RESPONSIBLE FOR
ANY ERRORS OR OMISSIONS.



7371 No. 4 Road



for
PAKLAND HOMES

April 17, 2023

FOUGERE
architecture inc.
202-442-0000
130-442-0000
130-442-0000
130-442-0000

ELEVATIONS

Building 2

Building 2



THIS DOCUMENT HAS BEEN ELECTRONICALLY CERTIFIED WITH DIGITAL CERTIFICATE AND ENCRYPTION TECHNOLOGY AUTHORIZED BY THE AISC AND AISC®. THE AUTHENTICATIVE ORIGINAL IS IN ELECTRONIC FORM TRANSMITTED TO YOU. ANY PRINTED VERSION CAN BE RELIED UPON AS A TRUE COPY OF THE ORIGINAL WHEN SUPPLIED BY THE ORIGINAL AUTHOR. BEARING IMAGES OF THE PROFESSIONAL SEAL AND DIGITAL CERTIFICATE OR WHEN PRINTED FROM THE DIGITALLY CERTIFIED ELECTRONIC FILE SENT TO YOU!



7371 No. 4 Road

for
PAKLAND HOMES

April 17, 2023

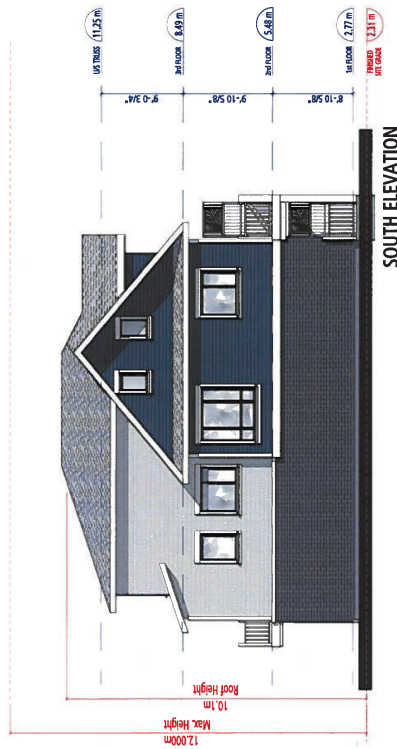
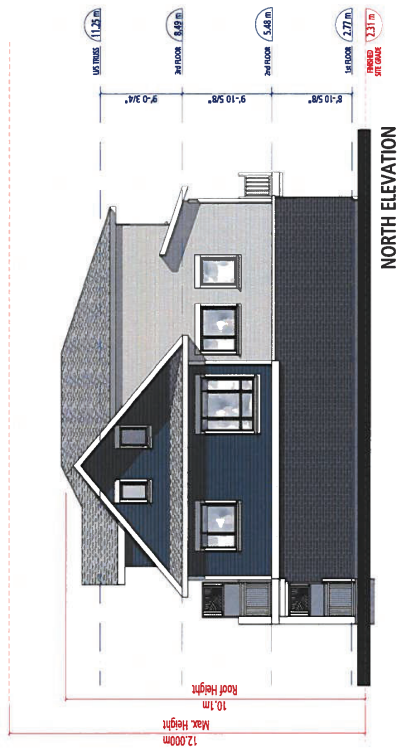
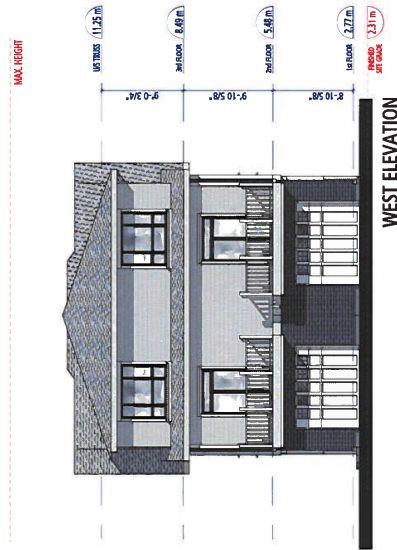
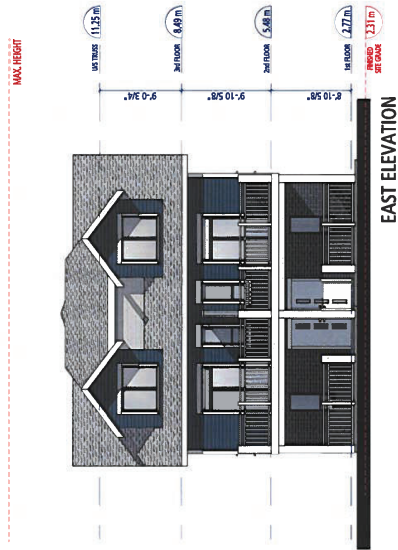
1

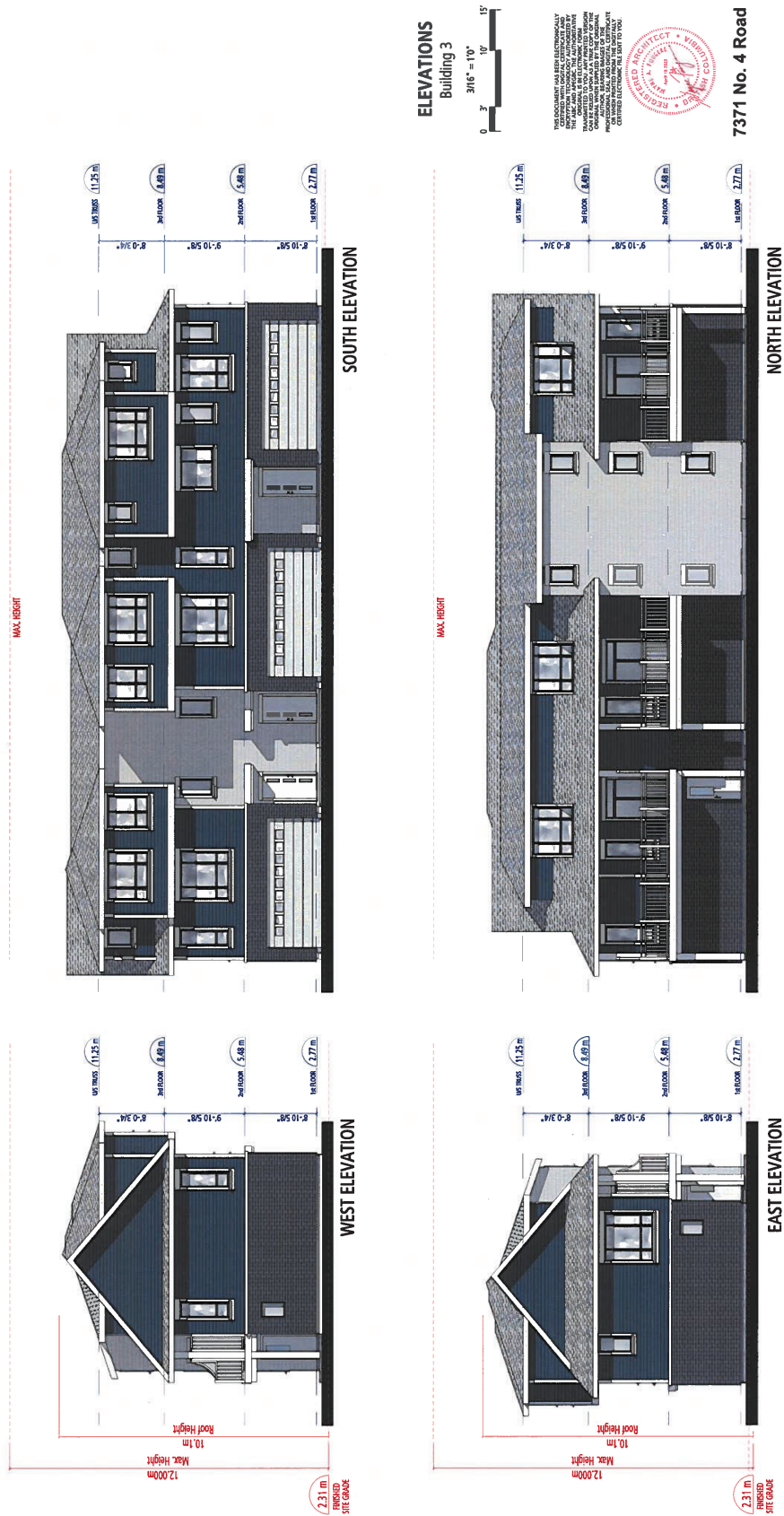


FOUGERES

architecture inc.
BRITISH COLUMBIA • ALBERTA • WASHINGTON
202 • 2425 Quebec Street 604.873.2907
Vancouver, BC V5T 4L5 foogamarchitecture.ca

14





ELEVATIONS
Building 3

3/16" = 1'0"

0 3' 10' 15'

THIS DOCUMENT HAS BEEN ELECTRONICALLY
SIGNED BY THE ARCHITECT AND THE
ENGINEER. THE SIGNATURES ARE
STANDARDIZED TO ALL. ANY OTHER
SIGNATURES ARE NOT VALID. ANY
CHANGES TO THE ORIGINAL
DRAWING MUST BE MADE TO THE
ORIGINAL DRAWING AND NOT TO THIS
COPY.



7371 No. 4 Road

for
PAKLAND HOMES

April 17, 2023

FOUGERE
architecture inc.
232-4452 Quebec Street
Vancouver BC V5T 4B8
fougere@fougere.com
604.673.3097



ELEVATIONS
Building 4

3/16" = 1'0"
0 5 10 15

THIS DOCUMENT HAS BEEN ELECTRONICALLY
SIGNED BY THE ARCHITECT. THE SIGNATURE
OF THE ARCHITECT IS REQUIRED BY THE
PROFESSIONAL STANDARDS OF THE
PROFESSION OF ARCHITECTS OF BRITISH
COLUMBIA. THE SIGNATURE OF THE ARCHITECT
IS REQUIRED BY THE PROFESSIONAL STANDARDS
OF THE PROFESSION OF ARCHITECTS OF
BRITISH COLUMBIA.

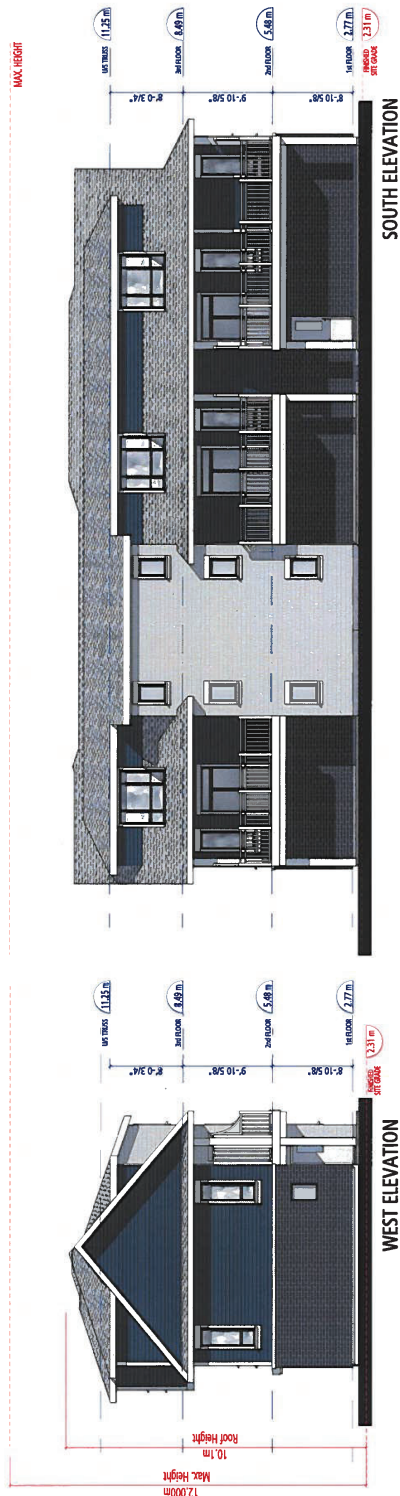


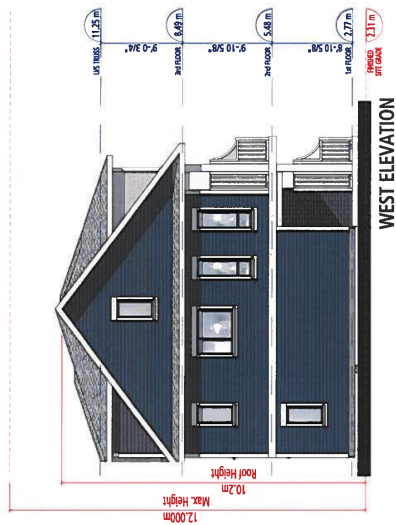
7371 No. 4 Road

for
PAKLAND HOMES

MARCH 21, 2023

FOUGERE
architecture inc.
232-4452 Quebec Street
Vancouver BC V5T 4E8
604.673.3907
fo@fofugere.com





PLN - 67

ELEVATIONS Building 6

3/16" = 1'0"
0 3' 15'

THIS DOCUMENT HAS BEEN ELECTRONICALLY
TRANSMITTED TO YOU BY THE ARCHITECT.
IT IS THE USER'S RESPONSIBILITY TO
VERIFY THE ACCURACY OF THE INFORMATION
CONTAINED HEREIN. THE ARCHITECT
ACCEPTS NO LIABILITY FOR ANY ERRORS
OR OMISSIONS. THE ARCHITECT'S
CONSULTING FEE DOES NOT INCLUDE
ANY OTHER SERVICES.

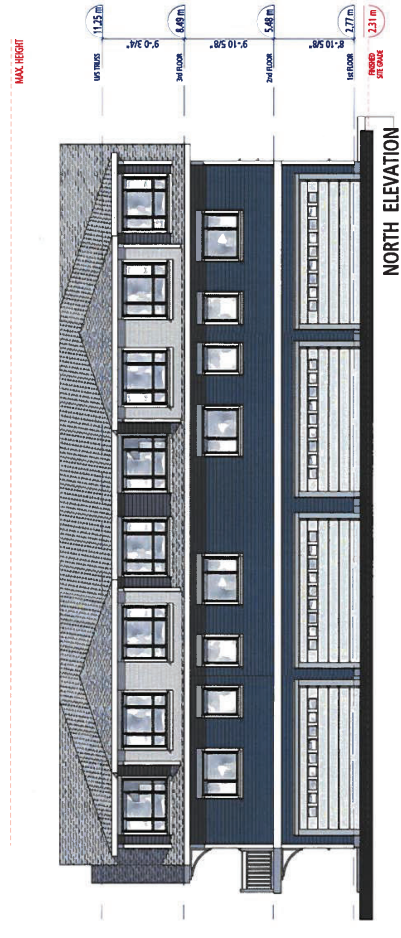
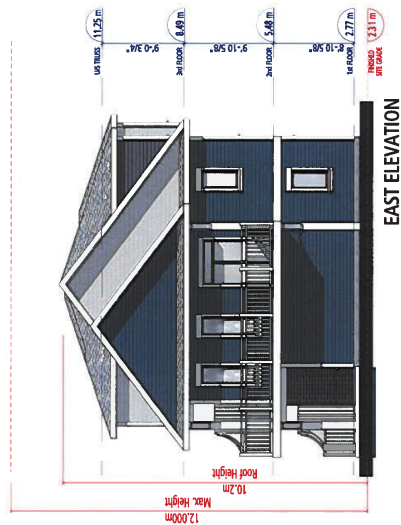


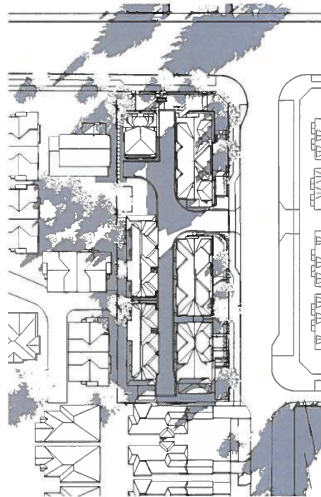
7371 No. 4 Road

for
PAKLAND HOMES

MARCH 21, 2023

FOUGERE
architecture inc.
232-2452 Quebec Street
Vancouver, BC V5T 4G8
604.673.3907
fougerearchitecture.com

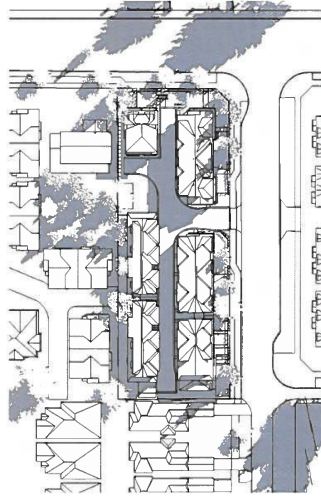




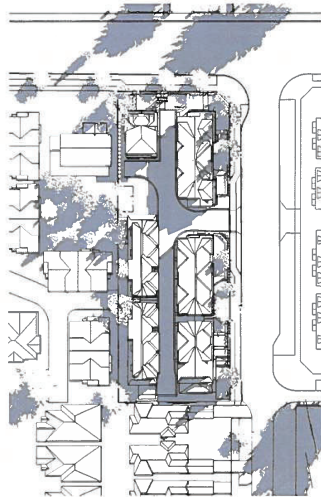
MARCH 21, 10 am



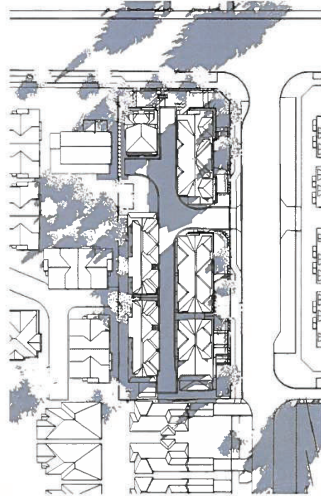
MARCH 21, 2 pm



MARCH 21, 4 pm



SEPTEMBER 21, 10 am



SEPTEMBER 21, 2 pm



SEPTEMBER 21, 4 pm

SHADOW STUDY

SCALE 1" = 50'

THIS DOCUMENT HAS BEEN ELECTRONICALLY
 SIGNED BY THE ARCHITECT. IT IS THE ARCHITECT'S
 INTENT TO SIGN THIS DOCUMENT. THE ARCHITECT
 IS NOT RESPONSIBLE FOR ANY ERRORS OR
 OMISSIONS. THE ARCHITECT'S SIGNATURE
 IS REQUIRED FOR THE DOCUMENT TO BE
 CONSIDERED A TRUE AND CORRECT COPY.
 OR ANY OTHER INFORMATION THAT MAY BE
 REQUIRED BY THE BOARD OF ARCHITECTS.



7371 No. 4 Road

for
 PAKLAND HOMES

April 17, 2023

FOUGERE
 architecture inc.
 202 - 2425 Quebec Street
 Vancouver, BC V6T 4G3
 604.673.3997
 fougerearchitecture.com



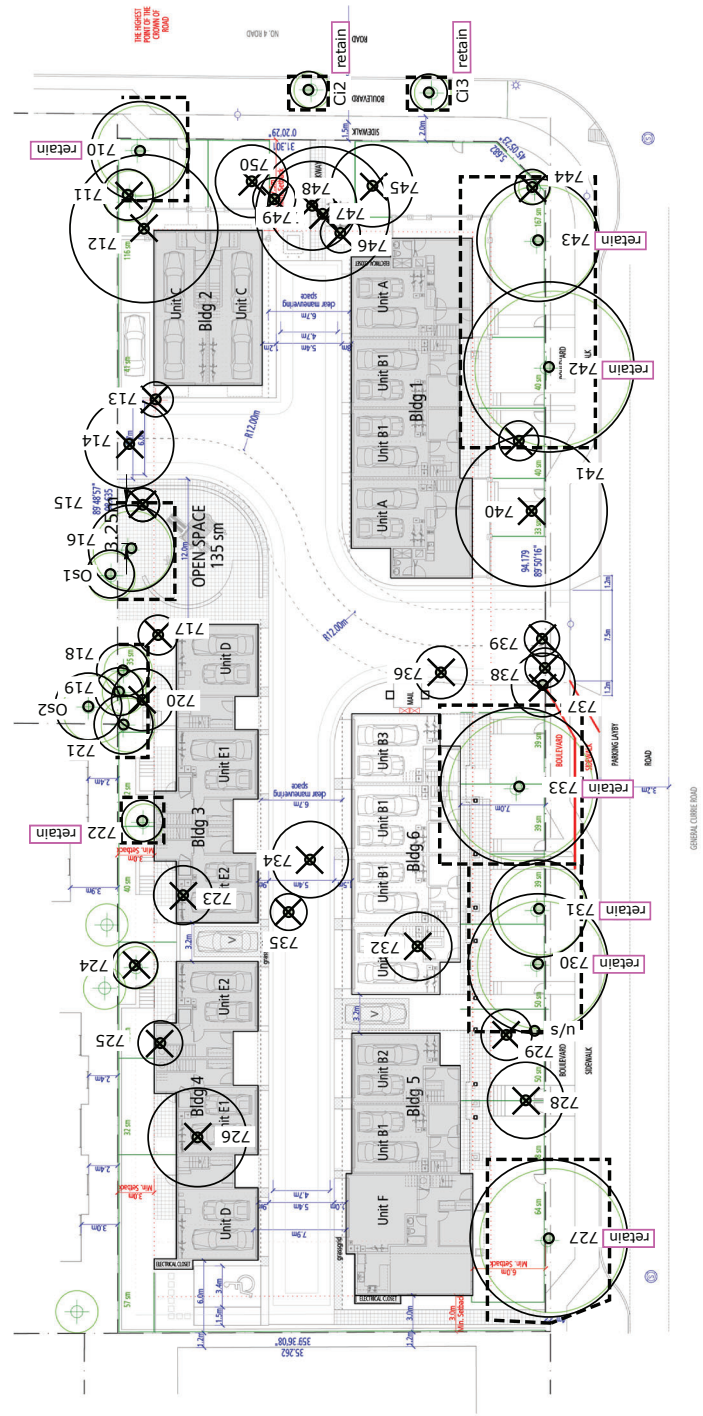
**Tree Plan for Development at
7371 No 4
Surrey, BC**

April 19, 2023

Tree Inventory

Tag	Species	DBH (cm)	TPZ (m)
C11	Persian Ironwood	20	1.50
C12	Persian Ironwood	15	1.50
C13	Persian Ironwood	13	1.50
710	Western Red Cedar	62	3.72
711	Cherry tree	32	1.92
712	Sawara Cypress	93	5.58
713	Fruit Apple	22	1.32
714	Silver Birch	56	3.36
715	Flowering Crabapple	21	1.26
716	Linden	54	3.24
717	Ornamental Plum	25	1.50
718	Western Red Cedar	33	1.98
719	Western Red Cedar	30	1.80
720	Blue Spruce	39	2.34
721	Western Red Cedar	37	2.22
722	English Oak	26	1.56
723	Blue Spruce	37	2.22
724	Cherry tree	29	1.74
725	Cherry tree	28	1.68
726	Red Alder	62	3.72
727	Western Red Cedar	99	5.94
728	Sawara Cypress	48	2.88
729	Sawara Cypress	32	1.92
730	Horse Chestnut	88	5.28
731	Western Red Cedar	61	3.66
732	English Walnut	43	2.58
733	Western Red Cedar	99	5.94
734	Blue Spruce	48	2.88
735	Blue Spruce	23	1.38
736	Pink Flowering Doanwood	33	1.98
737	Mountain Ash	40	2.40
738	Blue Spruce	25	1.50
739	Blue Spruce	22	1.32
740	Western Red Cedar	95	5.70
741	Sawara Cypress	25	1.50
742	Western Red Cedar	107	6.42
743	Western Red Cedar	77	4.62

Os2	Western Red Cedar	42	1.80
Os1	Western Red Cedar	30	2.52
750	Cherry tree	45.6	2.74
749	Cherry tree	26.8	1.61
748	Cherry tree	55.8	3.35
747	Cherry tree	84.2	5.05
746	Cherry tree	25	1.50
745	Cherry tree	51.6	3.10
744	Austrian Pine	22	1.32



Legend

x = remove tree

tree barrier

1m 10m
for 1:400

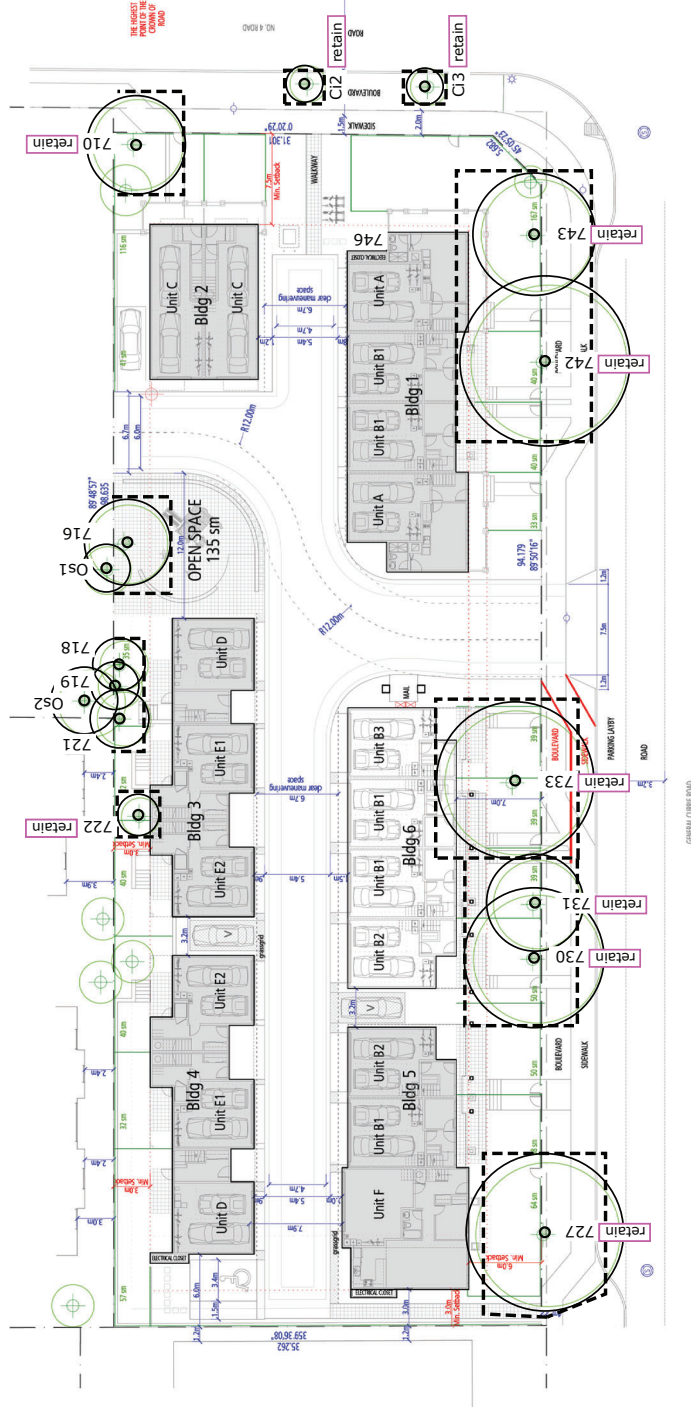
N

**Tree Plan for Development at
7371 No 4
Surrey, BC**

April 19, 2023

Tree Inventory

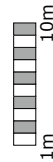
Tag	Species	DBH (cm)	TPZ (m)
C11	Persian Ironwood	20	1.50
C12	Persian Ironwood	15	1.50
C13	Persian Ironwood	13	1.50
710	Western Red Cedar	62	3.72
711	Cherry tree	32	1.92
712	Sawara Cypress	93	5.58
713	Fruit Apple	22	1.32
714	Silver Birch	56	3.36
715	Flowering Crabapple	21	1.26
716	Linden	54	3.24
717	Ornamental Plum	25	1.50
718	Western Red Cedar	33	1.98
719	Western Red Cedar	30	1.80
720	Blue Spruce	39	2.34
721	Western Red Cedar	37	2.22
722	English Oak	26	1.56
723	Blue Spruce	37	2.22
724	Cherry tree	29	1.74
725	Cherry tree	28	1.68
726	Red Alder	62	3.72
727	Western Red Cedar	99	5.94
728	Sawara Cypress	48	2.88
729	Sawara Cypress	32	1.92
730	Horse Chestnut	88	5.28
731	Western Red Cedar	61	3.66
732	English Walnut	43	2.58
733	Western Red Cedar	99	5.94
734	Blue Spruce	48	2.88
735	Blue Spruce	23	1.38
736	Pink Flowering Doanwood	33	1.98
737	Mountain Ash	40	2.40
738	Blue Spruce	25	1.50
739	Blue Spruce	22	1.32
740	Western Red Cedar	95	5.70
741	Sawara Cypress	25	1.50
742	Cherry tree	51.6	3.10
743	Western Red Cedar	107	6.42
744	Austrian Pine	22	1.32
Os2	Western Red Cedar	42	1.80
Os1	Western Red Cedar	30	2.52
750	Cherry tree	45.6	2.74
749	Cherry tree	26.8	1.61
748	Cherry tree	55.8	3.35
747	Cherry tree	84.2	5.05
746	Cherry tree	25	1.50
745	Cherry tree	51.6	3.10
744	Austrian Pine	22	1.32



Legend

x = remove tree

tree barrier



for 1:400



Address: 7371 No. 4 Road

File No.: RZ 20-919143

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 10457, the applicant is required to complete the following:

1. Road dedication as follows: 2.0 m along the entire No. 4 Road frontage, 0.4 m along the entire General Currie Road frontage, and a 4 m x 4 m corner cut at the intersection.
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 and subsequent monitoring report.
3. Submission of a Tree Survival Security to the City in the amount of \$90,000.00 for 10 trees to be retained (Trees # 710, 716, 718, 719, 721, 722, 730, 731, 733, 743). A legal agreement is to accompany the Tree Survival Security to set the terms for its use and release.
4. Submission of a Tree Survival Security to the City in the amount of \$14,500.00 for Tree # 27 and \$16,900.00 for Tree # 742 (based on the City Parks Department's valuation of these two trees, which will become City trees following road dedication on General Currie Road). A legal agreement is to accompany the Tree Survival Security to set the terms for its use and release.
5. Submission of a Tree Survival Security to the City in the amount of \$15,000.00 for the three existing City street trees (Trees # ci1 to ci3).
6. City acceptance of the applicant's offer to voluntarily contribute \$750.00/tree to the City's Tree Compensation Fund in-lieu of planting the remaining required replacement trees on-site, to enable the planting of replacement trees elsewhere within the City.
7. City acceptance of the applicant's offer to voluntarily contribute \$1,500.00 to the City's Tree Compensation Fund for the removal of the small untagged Cottonwood tree on City-owned property in the boulevard along General Currie Road, to enable the planting of replacement trees elsewhere within the City.
8. Contribution of \$2,066.00 per dwelling unit (e.g. \$39,254.00) to the City's Leisure Facilities Reserve Fund in-lieu of the provision of on-site indoor amenity space.
9. City acceptance of the applicant's offer to voluntarily contribute \$0.99 per buildable square foot (e.g. \$23,993.00) to the City's Public Art Reserve Fund, the terms of which shall include the following:
 - a) The value of the applicant's voluntary public art contribution shall be based on the Council-approved rates for residential and non-residential uses and the maximum buildable floor area permitted under the subject site's proposed zoning, excluding floor area associated with affordable housing and market rental, as indicated in the table below.

Building Type	Rate	Maximum Permitted Floor Area (after exemptions)	Minimum Voluntary Cash Contribution
Residential	\$0.99	2,251.47 m ²	\$23,993.00

- b) In the event that the contribution is not provided within one year of the application receiving third reading of Council (i.e., Public Hearing), the contribution rate (as indicated in the table in item "a)" above) shall be increased annually thereafter based on the Statistics Canada Consumer Price Index (All Items) – Vancouver yearly quarter-to-quarter change, where the change is positive.
10. City acceptance of the applicant's offer to voluntarily contribute \$18.00 per buildable square foot (e.g. \$436,234.50) to the City's Affordable Housing Reserve Fund.
11. Registration of a flood indemnity covenant on title **PLN – 71**

12. Registration of a restrictive covenant prohibiting (a) the imposition of any strata bylaw that would prohibit any residential dwelling unit from being rented; and (b) the imposition of any strata bylaw that would place age-based restrictions on occupants of any residential dwelling unit.
13. Registration of a legal agreement on title prohibiting the conversion of the tandem parking area into habitable space.
14. Registration of a legal agreement on title to ensure that landscaping planted along No. 4 Road is maintained and will not be abandoned or removed (3.0 m buffer to parking; 4.5 m buffer to buildings).
15. Registration of a cross-access easement, statutory right-of-way, and/or other legal agreements or measures, as determined to the satisfaction of the Director of Development, over the internal drive-aisle in favour of 7351 No. 4 Road including the installation of way-finding and other appropriate signage on the subject property, and requiring a covenant that the owner provide written notification of this through the disclosure statement to all initial purchasers, provide an acknowledgement of the same in all purchase and sale agreements, and erect signage in the initial sales centre advising purchasers of the potential for these impacts.
16. The submission and processing of a Development Permit* completed to a level deemed acceptable by the Director of Development.
17. Enter into a Servicing Agreement* for the design and construction of the required servicing, frontage improvements, and special pedestrian crossing. A Letter of Credit or cash security for the value of the Service Agreement works, as determined by the City, will be required as part of entering into the SA. The scope of the works is to include (but is not limited to):

Water Works:

- a) Using the OCP Model, there is 790 L/s of water available at a 20 psi residual at the No. 4 Rd. frontage. Based on your proposed development, your site requires a minimum fire flow of 220 L/s.
- b) Prior to the rezoning staff report being written, the applicant is required to coordinate with Richmond Fire-Rescue to confirm whether fire hydrants are required along the proposed development's frontage. If required by RFR, the necessary water main and hydrant installations shall be reviewed by Engineering and added to the SA scope.
- c) At the applicant's cost, the applicant is required to:
 - i. Submit Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) fire flow calculations to confirm development has adequate fire flow for onsite fire protection. Calculations must be signed and sealed by a Professional Engineer and be based on Building Permit Stage building designs.
 - ii. Review hydrant spacing on all road frontages and install new fire hydrants as required to meet City spacing requirements for the proposed land use.
 - iii. Cut and cap the existing water service connection and remove existing water meter.
 - iv. Install a new 150mm diameter water service connection, complete with water meter and water meter box as per City specifications to service the site.
 - v. Provide a right-of-way for the water meter. Minimum right-of-way dimensions to be the size of the meter box (from the City of Richmond supplementary specifications) + any appurtenances (for example, the bypass on W2o-SD) + 0.5 m on all sides. Exact right-of-way dimensions to be finalized during the SA process.
- d) At the applicant's cost, the City will complete all tie-ins for the proposed works to existing City infrastructure.

Storm Sewer Works:

- a) At the applicant's cost, the applicant is required to:
 - i. Provide an erosion and sediment control plan for all on-site and off-site works, to be reviewed as part of the SA design.
 - ii. Cut and cap all existing storm sewer service connections and remove associated inspection chambers.
 - iii. Install a new storm service connection complete with inspection chamber as per City specifications for the proposed site. The location and size of the required storm sewer service connection shall be determined through the SA design process.
- b) At the applicant's cost, the City will complete all tie-ins for the proposed works to existing City infrastructure.

Sanitary Sewer Works:

- a) At the applicant's cost, the applicant is required to:
 - i. Cut and cap the existing sanitary service connection and replace with a new sanitary sewer service connection complete with inspection chamber as per City specifications. The location and size of the required storm sewer service connection shall be determined through the SA design process.
- b) At the applicant's cost, the City will complete all tie-ins for the proposed works to existing City infrastructure.

Street Lighting:

- a) At the applicant's cost, the applicant is required to review street lighting levels along all road and lane frontages, and upgrade as required.

General Items:

- a) At the applicant's cost, the applicant is required to:
 - i. Complete other frontage improvements as per Transportation requirements.
 - ii. Coordinate with BC Hydro, Telus and other private communication service providers:
 - To pre-duct for future hydro, telephone and cable utilities along all road frontages.
 - Before relocating/modifying any of the existing power poles and/or guy wires within the property frontages.
 - To underground overhead service lines.
 - iii. Not encroach into City rights-of-ways with any proposed trees, retaining walls, or other non-removable structures. Retaining walls proposed to encroach into rights-of-ways must be reviewed by the City's Engineering Department.
 - iv. If required, coordinate the SA design for this development with the SA(s) for the adjacent development(s), both existing and in-stream. The developer's civil engineer shall submit a signed and sealed letter with each SA submission confirming that they have coordinated with civil engineer(s) of the adjacent project(s) and that the SA designs are consistent. The City will not accept the 1st submission if it is not coordinated with the adjacent developments. The coordination letter should cover, but not be limited to, the following:
 - Corridors for City utilities (existing and proposed water, storm sewer, sanitary and DEU) and private utilities.
 - Pipe sizes, material and slopes.
 - Location of manholes and fire hydrants.
 - Road grades, high points and low points.
 - Alignment of ultimate and interim curbs.
 - Proposed street lights design.
 - v. Locate/relocate all above ground utility cabinets and kiosks required to service the proposed development and proposed undergrounding works, and all above ground utility cabinets and kiosks located along the development's frontages, within the developments site (see list below for examples). A functional plan showing conceptual locations for such infrastructure shall be included in the development design review process. 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 on the architectural plans/functional plan, the SA drawings, and registered prior to SA design approval:
 - BC Hydro PMT – 4.0 x 5.0 m
 - BC Hydro LPT – 3.5 x 3.5 m
 - Street light kiosk – 1.5 x 1.5 m
 - Traffic signal kiosk – 2.0 x 1.5 m
 - Traffic signal UPS – 1.0 x 1.0 m
 - Shaw cable kiosk – 1.0 x 1.0 m
 - Telus FDH cabinet – 1.1 x 1.0 m

18. Payment of all fees in full for the cost associated with the Public Hearing Notices, consistent with the City's Consolidated Fees Bylaw No 8636, as amended.

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

- Make refinements to the proposal as described in the section of the Staff Report entitled "Future DP Application Considerations".
- Submit a signed and sealed statement by the Coordinating Registered Professional confirming that the applicable Energy Step Code performance target has been considered in the proposed design and that a Qualified Energy Modeller has been engaged to ensure that the proposed design can achieve the applicable performance target. Where a relaxation is allowed with the use of low-carbon energy systems, the statement must identify whether that option will be pursued.

The general thermal characteristics of the proposed building skin (e.g., effective R-values of typical wall assemblies, U-values and solar heat gain coefficients of fenestration, window-to-wall ratios, thermal breaks in balconies and similar features) must be presented in the DP application such that the passive energy performance of the building can be assessed. A one-page summary of the envelope energy upgrades and other energy efficiency measures would be acceptable.
- Submit a cost estimate for the proposed Landscape Plan, prepared by a Registered Landscape Architect (including all materials, installation, and a 10% contingency).

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

- Installation of protection fencing on-site around all trees to be retained (Trees # 710, 716, 718, 719, 721, 722, 727, 730, 731, 733, 742, 743; Trees # os1 and os2; Trees # ci1 to ci3). Tree protection fencing must be installed to City standard in accordance with the City's Tree Protection Information Bulletin Tree-03 prior to any works being conducted on-site, and remain in place until construction and landscaping on-site is completed.

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

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

Note:

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

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

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

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

(signed concurrence on file)

Signed

Date



**Richmond Zoning Bylaw 8500
Amendment Bylaw 10457 (RZ 20-919143)
7371 No. 4 Road**

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

1. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following area and by designating it **“MEDIUM DENSITY TOWNHOUSES (RTM2)”**.

P.I.D. 008-027-030

Lot 70 Except: Part Subdivided By Plan 46426, Section 15 Block 4 North Range 6 West
New Westminster District Plan 44974

2. This Bylaw may be cited as **“Richmond Zoning Bylaw 8500, Amendment Bylaw 10457”**.

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

To: Planning Committee

Date: April 17, 2023

From: Wayne Craig
Director, Development

File: RZ 21-941625

Re: Application by Fougere Architecture Inc. for Rezoning at 10611 and 10751 River Drive from the "Industrial Storage (IS)" Zone to the "Low to Mid Rise Apartment (ZLR46) – Bridgeport" Zone

Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 10454 to create the "Low to Mid Rise Apartment (ZLR46) - Bridgeport" zone, and to rezone 10611 and 10751 River Drive from the "Industrial Storage (IS)" zone to the "Low to Mid Rise Apartment (ZLR46) - Bridgeport" zone, be introduced and given first reading.

Wayne Craig
Director, Development
(604-247-4625)

WC:sb
Att. 5

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

Staff Report

Origin

Fougere Architecture Inc., on behalf of Bains Properties (River Drive) Inc. (director: Ravjot Bains), has applied to the City of Richmond for permission to rezone the site at 10611 and 10751 River Drive (Attachment 1) from the “Industrial Storage (IS)” zone to a new “Low to Mid Rise Apartment (ZLR46) – Bridgeport” site specific zone to permit the development of a residential mixed tenure low-rise and mid-rise development.

Key components of the proposal (Attachments 2, 3 & 4) include:

- 181 dwelling units, including 150 strata units, 13 market rental units, and 18 Low-End Market Rental (LEMR) units.
- One four-storey and two six-storey apartment buildings, and a one-storey amenity building.
- A total floor area of approximately 15,588 m² (167,790 ft²) comprised of:
 - Approximately 13,119 m² (141,212 ft²) of strata housing units provided over two buildings, and common circulation space in all three buildings.
 - Approximately 1,010 m² (10,870 ft²) of market rental housing units clustered together in a single building.
 - Approximately 1,459 m² (15,707 ft²) of LEMR housing units clustered together in the same single building as the market rental housing units.
 - Approximately 145 m² (1,557 ft²) of indoor amenity area.

Road, dike, engineering improvement, and public walkway works will be secured through the City’s standard Servicing Agreement process prior to final adoption of the rezoning bylaw (Attachment 5). The works include Shell Road widening, frontage improvements along River Drive and Shell Road, dike improvements, utility connections, and public walkway widening. The provision of land for road and diking purposes will be secured prior to final adoption of the rezoning bylaw.

Findings of Fact

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

Subject Site Existing Housing Profile

There is currently no existing housing units on the site as it is currently zoned for industrial use.

Surrounding Development

The site is comprised of two lots. Both lots currently contain a one-storey industrial building and related uses. The site assembly has frontage onto River Drive and Shell Road and backs onto the City’s dike and the North Arm of the Fraser River.

To the North: City dike along the North Arm of the Fraser River, which is being improved as part of the overall Parc Riviera development, and further improvements are required as part of the subject development.

To the South: Across River Drive, are single detached homes on lots zoned “Single Detached (RS2/B and RS1/D)”.

To the East: Across Shell Road, are one-storey and two-storey industrial developments on lots zoned “Industrial Business Park (IB1)”.

To the West: Across a public walkway connection from River Drive to the City’s waterfront trail, the final phase of the Parc Riviera development (DP 16-747620), zoned “Residential Mixed Use Commercial (ZMU17) – River Drive/No. 4 Road (Bridgeport)”.

Related Policies & Studies

Official Community Plan/Bridgeport Area Plan

The Official Community Plan (OCP) designation for the subject site is “Mixed Use”. The Bridgeport Area Plan Land Use Map – Bridgeport designation for the site is “Residential Mixed-Use (Max. 6 Storey; 1.45)”.

The proposal accommodates a density bonus identified in the OCP policy to encourage the development of new purpose-built market rental housing units. Under the instream application provisions endorsed by Council, the subject application is not required to provide market rental housing units. However, the applicant is voluntarily providing an additional 0.1 Floor Area Ratio (FAR) of market rental housing units.

The proposal is consistent with the OCP and Bridgeport Area Plan policies applicable to the subject site.

OCP Aircraft Noise Sensitive Development (ANSD) Policy

The subject site is located in an area impacted by aircraft noise (Area 2) and registration of an aircraft noise-sensitive use legal agreement on Title is required prior to final adoption of the rezoning bylaw. The purpose of the legal agreement is to ensure that the building design satisfies CMHC guidelines for interior noise levels and ASHRAE standards for interior thermal comfort, and potential purchasers are made aware of potential noise conditions.

As part of the required Development Permit application process, the developer will be required to provide confirmation from a qualified acoustic professional that the proposed development is designed in compliance with the ANSD standards.

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 and staff have not received any comments from the public about the rezoning application in response to the placement of the rezoning sign on the property.

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

Public notification for the Public Hearing will be provided as per the *Local Government Act* and the City's *Zoning Bylaw 8500*.

External Agencies

BC Ministry of the Environment and Climate Change Strategy

Due to the history of industrial use on the subject site, the applicant is required to satisfy Provincial Ministry of the Environment and Climate Change Strategy requirements. Prior to rezoning approval, the applicant is required to provide a Determination that the site is not contaminated, an Approval in Principle of a remediation plan, a Certificate of Compliance or a Voluntary Remediation Agreement, or obtains a release notice from the ministry.

BC Archaeology Branch

Due to proximity to a historic slough location, the applicant has been in contact with the Provincial Archaeology Branch. If archaeological materials are exposed and/or impacted during land-altering activities, the owner is required to obtain a Provincial heritage permit from the BC Archaeology Branch under the *Heritage Conservation Act*.

Due to proximity to a historic slough location, the applicant provided an Archaeological Overview Assessment report to the Provincial Archaeology Branch. The report indicates there is moderate potential for archaeological resources to be discovered on-site during site excavation works on the subject site and the applicant has agreed to enter into a contract with a qualified archeologist prior to final adoption of the rezoning bylaw.

Analysis

The developer has applied to rezone the subject site to permit the development of a four-building, four- to six-storey apartment development comprising of 181 dwellings (including 18 Low-End Market Rental (LEMR) units, 13 market rental units and 150 strata units). The proposal is consistent with OCP policy encouraging market rental housing development.

Site Planning and Massing

The developer proposes to construct a mid-rise residential development arranged around a central common amenity open space and fronting River Drive, Shell Road and the North Arm of the Fraser River (Attachment 3). The proposed development is consistent with City policy, and provides land dedication to facilitate required transportation improvements and land for diking purposes. The proposed form of development is four-storey and six-storey apartment buildings over a shared single-level parking structure.

Housing Type and Tenure

- a) Dwelling Unit Mix: The OCP encourages multiple residential development to provide at least 40 per cent of units with two or more bedrooms that are suitable for families with children. Staff support the developer's proposed unit mix, which includes 70 per cent family-friendly units.
- b) LEMR Housing: The developer proposes to design and construct 18 LEMR units, to a turnkey level of finish, at the developer's sole cost, comprising 1,459 m² (15,707 ft²) of habitable space, and representing 10 per cent of the total development's residential floor area, consistent with the City's Affordable Housing Strategy respecting developments located outside of the City Centre Area Plan. Approximately 78 per cent of the LEMR units are proposed to be family-friendly (two bedrooms or more) and 89 per cent of the units will be designed with Basic Universal Housing features.

Unit Type	Affordable Housing Strategy Requirements (1)			Project Targets (2)	
	Min. Unit Area	Max. Rent Charge	Max. Household Income	Unit Mix	BUH
Studio	37 m ² (400 ft ²)	\$811	\$34,650 or less	11% (2 units)	11% (2 units)
1-bedroom	50 m ² (535 ft ²)	\$975	\$38,250 or less	11% (2 units)	6% (1 units)
2-bedroom	69 m ² (741 ft ²)	\$1,218	\$46,800 or less	39% (7 units)	39% (7 units)
3-bedroom	91 m ² (980 ft ²)	\$1,480	\$58,050 or less	39% (7 units)	33% (6 units)
Total	N/A	N/A	N/A	18 Units 1,459.2 m² (15,707 ft²)	89% (16 units)

(1) May be adjusted periodically as provided for under adopted City policy.

(2) Unit mix in the above table may be adjusted through the Development Permit Process provided that the total area comprises at least 10 per cent of the subject development's total residential building area (excluding market rental unit floor area).

The LEMR units are proposed to be clustered in a 100 per cent rental building along with 13 market rental units, in a proposed four-storey wood-frame building at the southeast corner of the subject site. The City's Affordable Housing Strategy supports LEMR units being clustered only if the developer has partnered with a non-profit operator for the management of the units.

Qualified non-profit management will be a requirement of any clustered configuration of LEMR units within the proposed development. The developer is in ongoing discussion with potential non-profit operators and has agreed to secure an agreement with a non-profit housing provider to manage the development's required LEMR units prior to adoption of the rezoning bylaw. Should the proposed development proceed with a clustered configuration of LEMR units, the developer will be required to enter into an agreement with a qualified non-profit operator prior to final adoption of the rezoning bylaw.

More information regarding this arrangement will be provided at Development Permit stage and as part of Council's consideration of the Housing Agreement Bylaws securing the LEMR units.

- c) **Market Rental Housing:** The developer proposes to design and construct 13 market rental units, to a turnkey level of finish, at the developer's sole cost, comprising 1,009 m² (10,870 ft²) of habitable space. The developer intends to manage these units, which will not have a restriction on tenant incomes and the ability for the units to have prevailing market rent charge rates.

The market rental units are proposed to be provided along with the affordable housing units in the proposed four-storey wood-frame building at the southeast corner of the subject site.

Unit Type	Min. Unit Area	Unit Mix (1)	BUH (1)
Studio	-	0% (0 units)	0% (0 units)
1-bedroom	55.7 m ² (600 ft ²)	31% (4 units)	31% (4 units)
2-bedroom	75.6 m ² (814 ft ²)	38% (5 units)	31% (4 units)
3-bedroom	102.2 m ² (1,100 ft ²)	31% (4 units)	15% (2 units)
Total	N/A	13 Units 1,009.9 m² (10,870 ft²)	77% (10 units)

(1) Unit area and unit mix in the above table may be adjusted through the Development Permit Process

- d) **LEMR and Market Rental Housing Requirements:** Prior to final adoption of the rezoning bylaw, registration of a Housing Agreement, Market Rental Agreement, and Housing Covenants on Title is required to secure the following conditions in perpetuity for the LEMR units and market rental units:

- LEMR units are required to achieve occupancy prior to any other buildings or uses in the proposed development.
- The residential use of the 18 LEMR units and 13 market rental units is restricted to residential rental tenure.
- Age-related occupancy restrictions are prohibited.
- Single ownership of the LEMR units is maintained (within a single airspace parcel or strata lot). This also applies to the market rental units in each building.
- Occupants will enjoy full use of all indoor residential amenity spaces, all outdoor residential amenity spaces, parking, bicycle storage, and related features, at no additional charge to the occupants.

- e) **Strata Housing:** The developer proposes to design and construct 150 strata housing units, comprising 13,119 m² (141,212 ft²) provided over two buildings, and common circulation space in all three buildings.

The strata housing units are proposed to be provided in the two proposed six-storey wood-frame buildings at the northwest and northeast corners of the subject site.

Unit Type	Min. Unit Area	Unit Mix (1)	BUH (1)	Adaptable (1)
Studio	-	-	-	-
1-bedroom	51.8 m ² (558 ft ²)	31% (46 units)	12% (18 units)	10% (15 units)
2-bedroom	73.4 m ² (790 ft ²)	45% (67 units)	15% (22 units)	-
3-bedroom	91.5 m ² (985 ft ²)	25% (37 units)	7% (10 units)	1% (2 units)
Total	N/A	150 Units	33% (50 units)	11% (17 units)

(1) Unit area and unit mix in the above table may be adjusted through the Development Permit Process

Consistent with OCP policy respecting multiple-family housing development projects, and in order to maximize potential rental and housing opportunities throughout the City, the applicant has agreed to register a restrictive covenant on Title prior to rezoning bylaw adoption, prohibiting (a) the imposition of any strata bylaw that would prohibit any residential dwelling unit from being rented; and (b) the imposition of any strata bylaw that would place age-based restrictions on occupants of any residential dwelling unit.

f) Accessibility: Richmond's OCP encourages development to meet the needs of the city's aging population and people facing mobility challenges. Staff support the developer's proposal, which is consistent with City Policy and will include:

- Barrier-free lobbies, common areas, and amenity spaces.
- Aging-in-place features in all units (e.g., blocking for grab bars, lever handles, etc.).
- 33 per cent Basic Universal Housing (BUH) units (i.e., 76 of 181 units), including 89 per cent of LEMR units (i.e., 16 units) and 77 per cent of market rental units (i.e., 10 units).

Proposed Zoning Amendment

To facilitate the subject development and provide for voluntary developer contributions in compliance with OCP Policy (i.e., market rental housing), the developer has requested that the subject site be rezoned to a new site-specific zone, "Low to Mid Rise Apartment (ZLR46) - Bridgeport", which includes:

- Maximum density: 1.55 FAR calculated against the site area for FAR purposes, before road dedication for River Drive widening and the provision of land for future dike needs. This is consistent with density calculations for the remainder of the block, where these areas were secured by Right-Of-Way.
- This includes density bonus related to the provision of LEMR units, and market rental units. The zone also includes the typical 0.1 FAR density bonus for common indoor amenity space for residents.
- Permitted land uses: townhouse, apartment and related land uses.

- Residential rental tenure restriction relating to the provision of 31 rental units (e.g., 18 LEMR units and 13 market rental units).
- Maximum building height is generally 26 m (85 ft.), but like the zoning for the remainder of the block, an intermediate maximum building height of 15 m (49 ft.) is required within 36 m (118 ft.) of River Road, and a lower maximum building height of 10 m (33 ft.) is required in the area that is both within 20 m (66 ft.) of River Drive and over 70 m (230 ft.) from Shell Road (e.g., the southwest corner of the subject site). The lowered building height provides a sensitive transition to the existing single-family neighbourhood located southwest of the subject site.
- Maximum lot coverage and minimum setbacks in keeping with the zoning for the remainder of the block.

Sustainability

The sustainability requirements set out in the applicable sections of Richmond's BC Energy Step Code for the proposed wood-frame residential buildings is Step 4, or Step 3 with the provision of a low-carbon building energy system. The architect has provided a letter confirming the project is being designed to achieve Step 3 with the provision of a privately owned low-carbon building energy system on the subject site. More information regarding the developments sustainability initiatives will be provided at Development Permit stage.

Transportation and Site Access

The proposed development provides for transportation improvements and related features, all at the developer's sole cost, to be secured through a combination of road dedication and legal agreements registered on Title, to the satisfaction of the Director of Transportation, and the City's standard Servicing Agreement process (secured with Letter of Credit), as applicable, as per the attached Rezoning Considerations (Attachment 5).

Staff support the developer's proposal, which is consistent with City objectives and includes:

- i) Widening and frontage improvements along Shell Road to accommodate road, off-street multi-purpose path, planted boulevard, and related upgrades. This includes 0.5 m of road dedication along the site's Shell Road frontage, and a corner cut.
- ii) Widening and frontage improvements along River Drive to accommodate sidewalk, planted boulevard, and related upgrades. This includes 1.3 m of road dedication along the site's River Drive frontage.
- iii) Widening the public pathway along the west edge of the subject site. This includes granting a 3 m wide public-rights-of-passage statutory Right-Of-Way along the entire west property line.

The number of site access driveways is limited to one to minimize potential pedestrian and cycling conflicts with vehicles, and it is proposed to connect to River Drive.

A secondary access is provided along River Drive for emergency vehicles only to access the northwest building through the central outdoor amenity space.

The proposed parking complies with the City's *Zoning Bylaw 8500* and was validated through a Transportation Impact Assessment, which was reviewed and accepted by the City. Residential parking for strata units is reduced by approximately ten per cent, and supported by the following required Transportation Demand Management (TDM) measures, which will be further reviewed through the required Development Permit process:

- Transit Pass Program: monthly bus pass (two-zone) will be offered to 15 per cent of the strata units (23 units) for a period of one year and secured with a letter of credit and registration of a legal agreement on Title prior to final adoption of the rezoning bylaw.
- Providing secure class 1 bicycle spaces at the rate of two spaces for each dwelling and e-bike and e-scooter storage.
- Providing a shared bicycle maintenance and repair facility.
- Accommodating electrical charging for 100 per cent of resident parking spaces and 10 per cent of resident class 1 secure bicycle storage spaces.

The proposal includes tandem parking spaces for some residents of strata units. Registration of a tandem parking covenant is required prior to final adoption of the rezoning bylaw, to ensure each pair of tandem parking spaces is assigned to the same dwelling unit.

Landscaping, Tree Retention and Replacement

Through the adjacent development under construction, the City secured a public walkway adjacent to the west property line of the subject site. The proposal will widen the interim walkway width onto the subject site, providing an ultimate 6 m width pathway connection from the River Drive sidewalk to the dike walkway.

The landscape design concept includes locating the building around a central outdoor amenity space, providing a generous setback with tiered planting down to Shell Road, and connections to the public walkway along the west edge of the site, the dike walkway, and the River Drive sidewalk. The detailed landscape design will be further developed at Development Permit stage and will include replacement tree planting to compensate for existing trees recommended to be removed from the site.

The developer has submitted a Certified Arborist's Report; which identifies two existing trees on the subject site, and one City tree in the site's River Drive boulevard (Attachment 4).

The one existing city tree in the subject site's River Drive boulevard is required to be retained.

Removal of the two existing trees on the subject site is recommended. The trees proposed for removal are Black Cottonwood species and are both in poor condition. These trees are located along the north edge of the site in the area that will be subdivided and transferred to the City for dike purposes. The planting of four replacement trees (2:1 ratio) will be secured through the Development Permit application. Replacement trees will be accommodated on the site.

To ensure that the boulevard tree identified for retention is protected at development stage, the applicant is required to complete the following items:

- Prior to final adoption of the rezoning bylaw, entering into a tree security legal agreement and provision of a \$5,000.00 tree survival security.
- Prior to final adoption of the rezoning bylaw, submission to the City of a contract with a Certified Arborist for the supervision of all works conducted within or in close proximity to tree protection zones. The contract must include the scope of work required, the number of proposed monitoring inspections at specified stages of construction, any special measures required to ensure tree protection, and a provision for the arborist to submit a post-construction impact assessment to the City for review.
- Prior to demolition of the existing buildings on the subject site, installation of tree protection fencing around all trees to be retained. Tree protection fencing must be installed to City standard in accordance with the City's Tree Protection Information Bulletin Tree-03 prior to any works being conducted on-site, and remain in place until construction and landscaping on-site are completed.

Public Art

The developer intends to install public art on-site. Staff support the developer's proposal, which is consistent with City Policy and includes a voluntary developer contribution of at least \$140,529.00, based on City-approved rates and the proposed floor area (excluding affordable housing and market rental housing). Prior to final adoption of the rezoning bylaw, a legal agreement will be registered on Title requiring the developer's implementation of a Public Art Plan for the subject site, prepared by an accredited professional and secured by a Letter of Credit and/or voluntary cash contribution, to the satisfaction of the City.

Servicing and Frontage Improvements

The developer will enter into a standard City Servicing Agreement, secured with a Letter of Credit, for the design and construction of all required off-site works including, but not limited to: road widening, multi use path, frontage improvements along Shell Road and River Drive, dike upgrades and City utilities works as set out in the attached Rezoning Considerations (Attachment 5).

To facilitate future City dike needs, the application has agreed to provide a fee simple lot for diking purposes along the north edge of the site. Prior to adoption of the rezoning bylaw, the owner is required to subdivide a 7.3 m wide and approximately 537.5 m² (5,786.1 ft²) fee simple lot and transfer ownership to the City for diking and related purposes.

The extent of required dike upgrades will be confirmed at DP stage and prior to rezoning adoption as set out in the attached Rezoning Considerations (Attachment 5). These works include design and construction of the fee simple lot for diking purposes, with grading for diking purposes, landscaping treatment planting to complement constructed and approved dike walkway planting to the west, and tying in into dike works and Shell Road access routes, and relocation of third party utilities onto the subject site.

The neighbouring Parc Riviera development is responsible for dike upgrades that extend across the river frontage of the subject site to the Shell Road North Drainage Pump Station. The works are not yet complete and should they not be complete at DP stage, the developer will be responsible for dike upgrades across the subject site frontage and any necessary transition connection work.

Future Development Permit Application Considerations

Development Permit approval, to the satisfaction of the Director, Development, is required prior to final adoption of the rezoning bylaw. At DP stage, additional design development is encouraged with respect to the following items:

- a) **Residential Streetscape:** Opportunities to incorporate colour in building design and to provide an enhanced interface with fronting public walkway, sidewalk and multi use path.
- b) **Common Amenity Spaces:** The proposal includes approximately 144 m² of shared indoor amenity space and 1,849 m² of shared outdoor amenity spaces, exceeding the OCP DP Guidelines rates (Attachment 2) by 44 per cent for indoor amenity space (Min. 100 m²) and 70 per cent for outdoor amenity space (Min. 1,086 m²). More information is required with respect to the programming, design, and landscaping of these spaces to ensure they satisfy City objectives. The conceptual design includes shared use of all indoor amenity areas by all residents and a common central outdoor amenity area.
- c) **Accessibility:** Design and distribution of Basic Universal Housing units, adaptable units, aging-in-place features, and common spaces.
- d) **Sustainability:** Opportunities to enhance building performance in coordination with architectural expression.
- e) **Crime Prevention through Environmental Design (CPTED):** Opportunities to incorporate CPTED measures including surveillance and territoriality to promote a sense of security.
- f) **Fire fighting plan:** Each of the three residential buildings will require its own address and its own fire department response point (e.g. fire department connection, fire alarm panel and principle building entrance in close proximity to a fire access route and fire hydrant).
- g) **Parking, Loading & Waste Management:** The development proposal is consistent with the Zoning Bylaw and related City requirements. Further design of vehicle parking and circulation, truck manoeuvring, waste management activities, and related features and spaces.

Financial Impact or Economic Impact

As a result of the proposed development, the City will take ownership of developer-contributed assets such as dikes, roadworks, waterworks, storm sewers, sanitary sewers, street lights, street trees and traffic signals. The anticipated operating budget impact for the ongoing maintenance of these assets is \$28,125.00.

Conclusion

Fougere Architecture Inc. has applied to the City of Richmond to create a new zone, “Low to Mid Rise Apartment (ZLR46) – Bridgeport” and to rezone the subject site at 10611 and 10751 River Drive to the new zone to permit the development of a residential mixed tenure low-rise and mid-rise development containing 180 dwellings (including 150 strata residential units, 13 market rental units and 18 LEMR units). Off-site works, including dike enhancement, road widening and frontage improvements will be subject to the City’s standard Servicing Agreement process (secured with Letter of Credit). An analysis of the developer’s proposal shows it to be considered and consistent with the City’s OCP policy objectives regarding rental housing development.

It is recommended that Richmond Zoning Bylaw 8500, Amendment Bylaw 10454 be introduced and given first reading.

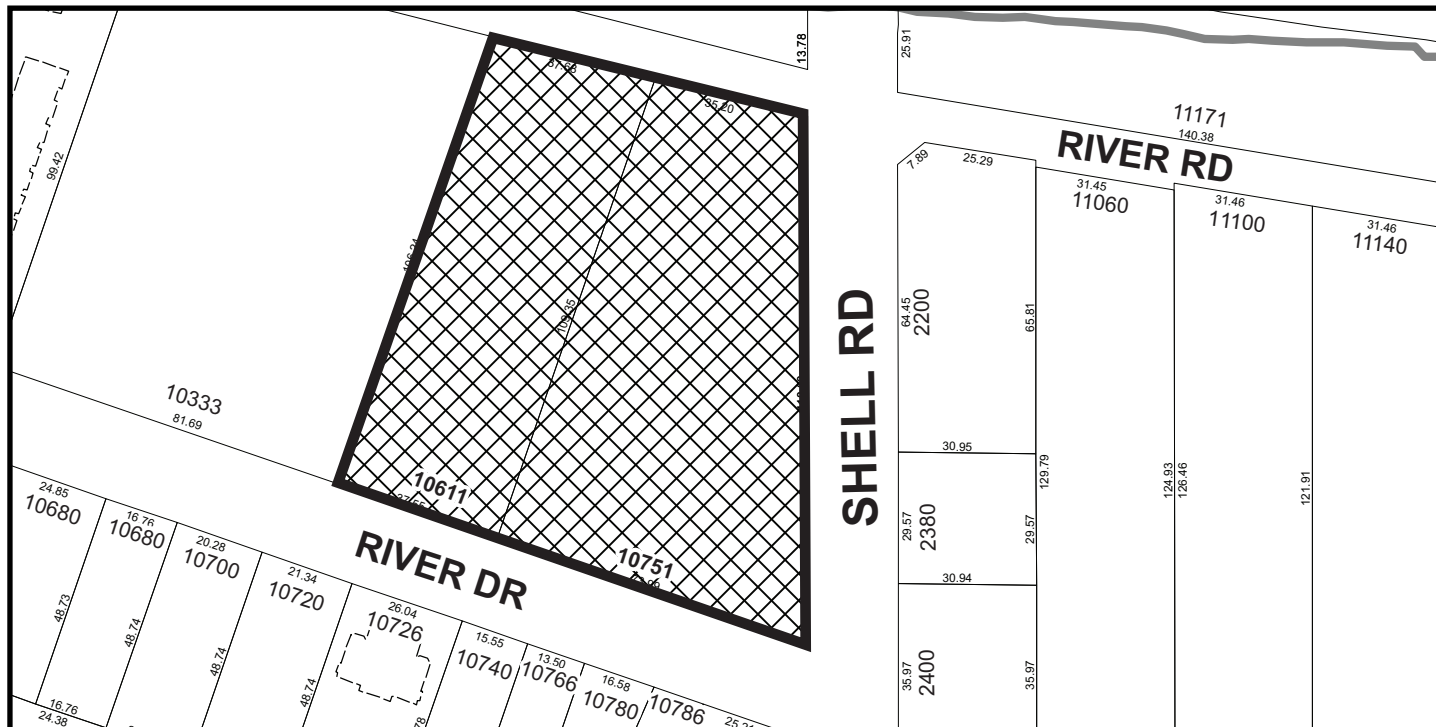
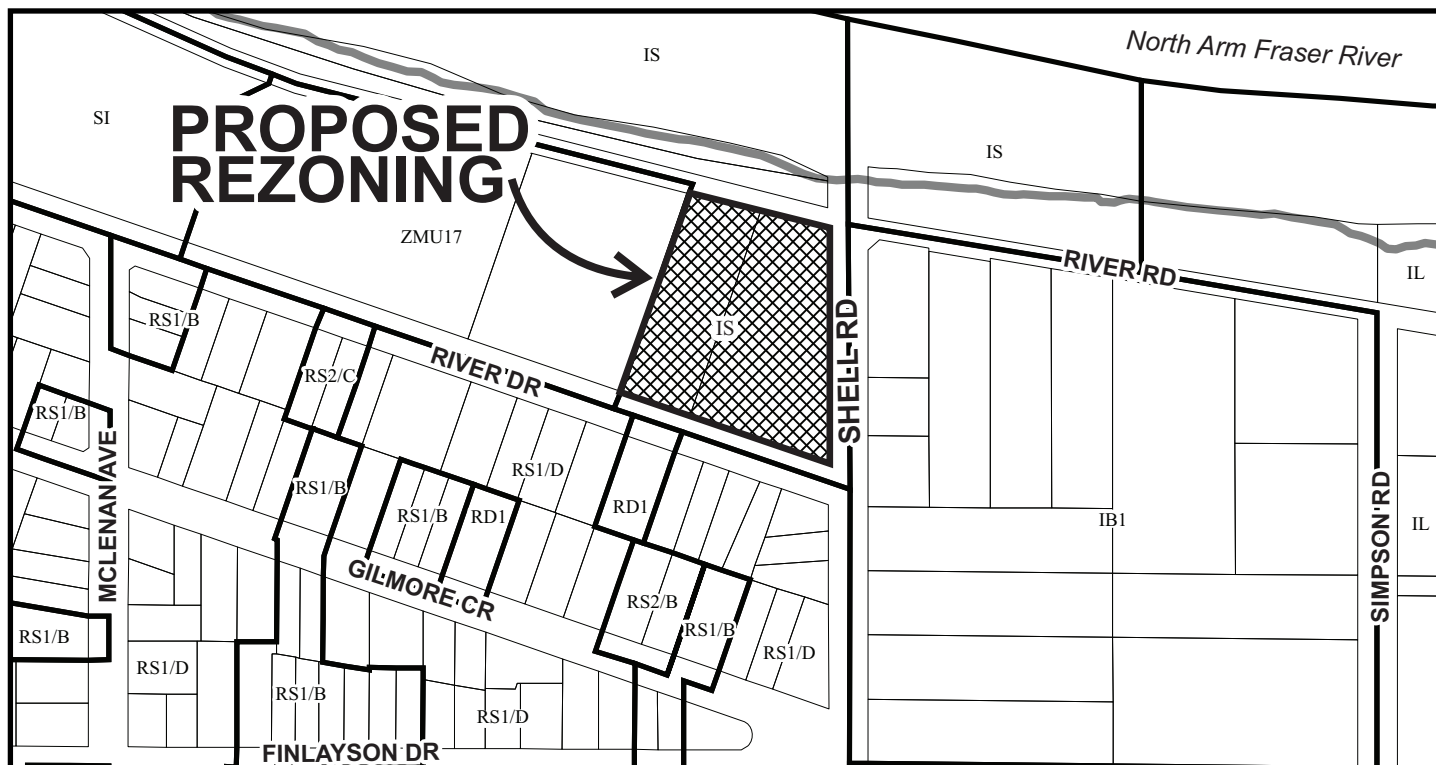


Sara Badyal, M. Arch, MCIP, RPP
Planner 3
(604-276-4282)

SB:js

- Att. 1: Location Map and Aerial Photo
 2: Development Application Data Sheet
 3: Conceptual Development Plans
 4: Tree Management Plan
 5: Rezoning Considerations

City of
Richmond



RZ 21-941625

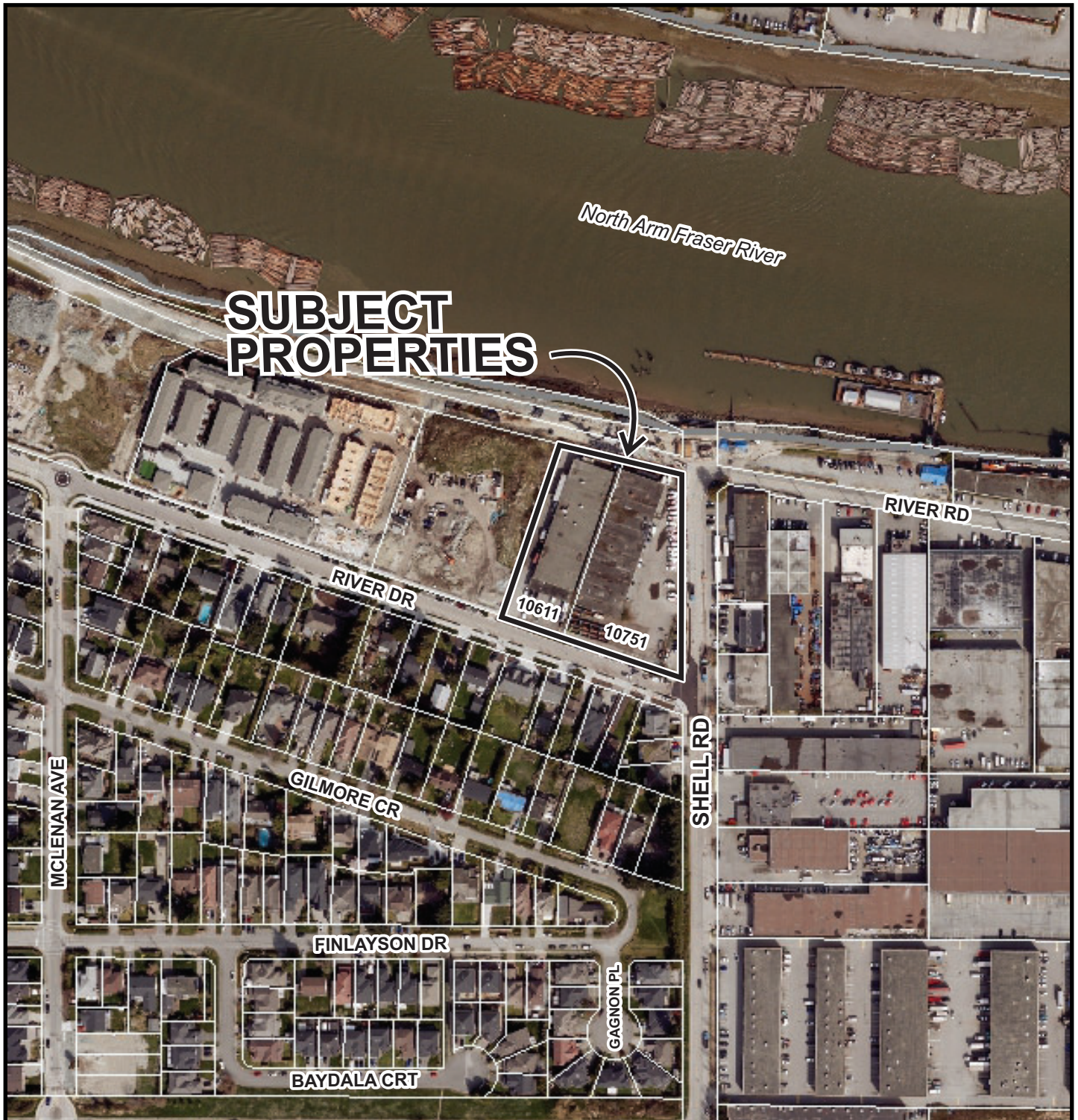
PLN – 89

Revision Date: 03/29/23

Note: Dimensions are in METRES



City of Richmond



RZ 21-941625

PLN - 90

Original Date: 10/18/21

Revision Date: 03/29/23

Note: Dimensions are in METRES



RZ 21-941625		Attachment 2	
Address	10611 and 10751 River Drive		
Applicant	Fougere Architecture Inc.		
Owner	Bains Properties (River Drive) Inc. (BC1329075)		
Planning Area(s)	Bridgeport		
	Existing	Proposed	
Site Area	10,123.74 m²	10,057.45 m² for FAR purposes 9,375.19 m² Net	
Land Uses	Industrial	Multi-Family	
OCP Designation	Residential Mixed-Use and Environmentally Sensitive Area (ESA)	Complies	
Area Plan Designation	Residential Mixed-Use (Max. 6 storey; 1.45)	Complies	
Zoning	Industrial Storage (IS)	Low to Mid Rise Apartment (ZLR46) – Bridgeport	
Number of Units	3 industrial units	18 LEMR units 13 market rental units 150 market strata units	
	Bylaw Requirement	Proposed	Variance
Floor Area Ratio	Max. 1.55 FAR, including Min. 0.1 FAR market rental housing	1.55 FAR, including 0.1 FAR market rental housing	None permitted
Lot Coverage	Max. 40%	37 %	None
Setbacks	River Dr: Min. 3 m River Rd: Min. 7.5 m Shell Rd: Min. 6 m West Side Yard: Min. 6 m	River Dr: 3 m River Rd: 7.5 m Shell Rd: 6 m West Yard: 6 m	None
Building Height	0-20 m of River Dr & >70 m from Shell Rd: Max. 10 m 0-20 m of River Dr & <70 m from Shell Rd: Max. 15 m 20-36 m of River Dr: Max. 15 m >36 m of River Dr: Max. 26 m	0-20 m of River Dr & >70 m from Shell Rd: Max. 10 m 0-20 m of River Dr & <70 m from Shell Rd: Max. 15 m 20-36 m of River Dr: Max. 15 m >36 m of River Dr: Max. 26 m	None
Lot Dimensions	None	Width: 74.8 m to 106.5 m Depth: approx. 97.5 m	None
Parking Space Rates	Per dwelling: LEMR: 1 Market Rental: 1.2 Market Strata: 1.35 with TDMs Visitor: 0.2	Per dwelling: LEMR: 1 Market Rental: 1.2 Market Strata: 1.35 with TDMs Visitor: 0.2	None
Accessible Parking Spaces	Min. 2%	2%	None
Small Car Parking Spaces	Max. 50%	23%	None
Tandem Parking Spaces	Permitted	13%	None
Loading Spaces	1 medium space	1 medium space	None
Bicycle Storage	Class 1: 2 per dwelling (TDM) Class 2: 0.2 per dwelling	Class 1: Min. 2 per dwelling Class 2: Min. 0.2 per dwelling	None
Amenity Space – Indoor	Min. 100 m²	144 m²	None
Amenity Space – Outdoor	Min. 1086 m²	1,849 m²	None



SITE PLAN

SCALE 1:250



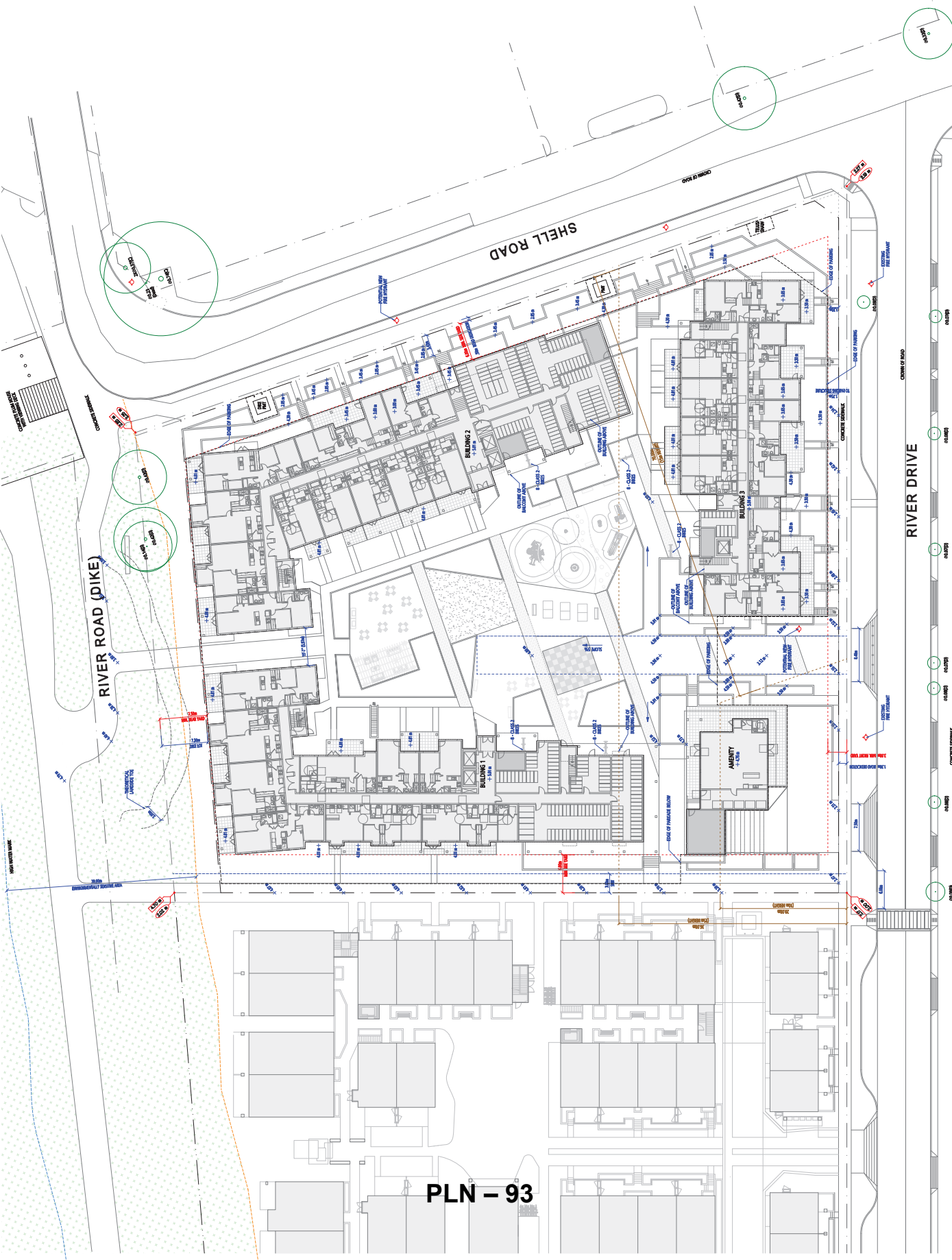
THIS DOCUMENT HAS BEEN ELECTRONICALLY
CERTIFIED WITH DIGITAL CERTIFICATE AND
KEY. ANY ALTERATION TO THE DOCUMENT
THE FILE AND ARCHIVE. THE AUTHENTICATIVE
TRANSMISSION TO YOU. ANY PRINTED VERSION
ORIGINAL WORK SHIPPED BY THE ORIGINAL
PROFESSIONAL SEAL AND DIGITAL CERTIFICATE
CERTIFIED ELECTRONIC FILE SENT TO YOU.



RIVER POINTE
#10611 and #10751
River Drive for
Bains Properties Inc.

APRIL 4, 2023

FOUGERE
architecture inc.
200-2425 Quebec Street
Vancouver, BC V5T 4L6
fougerearchitects.ca



MIN. CAR STALL SIZES	
REGULAR SIZE 2.3m x 5.5m	7.30m
SMALL SIZE 2.3m x 4.6m	7.30m
HC STALLS	7.30m
MIN. BIKES STALL SIZES	
HORIZONTAL 1.8m x 0.6m	1.80m
VERTICAL 1.0m x 0.6m	1.00m
PERMITS 2.4m x 0.9m	2.40m
LOADING AREA	3.00m
MINIMUM SIZE OF OPEN SPACE 9.0m x 3.0m	9.00m



PARKING PLAN

SCALE 1:250



THIS DOCUMENT WAS ELECTRONICALLY CERTIFIED WITH DIGITAL CERTIFICATE AND SEAL. THE ORIGINAL CERTIFICATE AND SEAL ARE ATTACHED TO THE END OF THIS DOCUMENT. THE AUTOMATIC TRANSMISSION TO YOU ANY PRINTED VERSION OF THIS DOCUMENT IS NOT VALID. THE ORIGINAL WRITING SURPSED BY THE ORIGINAL PROFESSIONAL SEAL AND DIGITAL CERTIFICATE. CERTIFIED ELECTRONIC FILE SENT TO YOU.

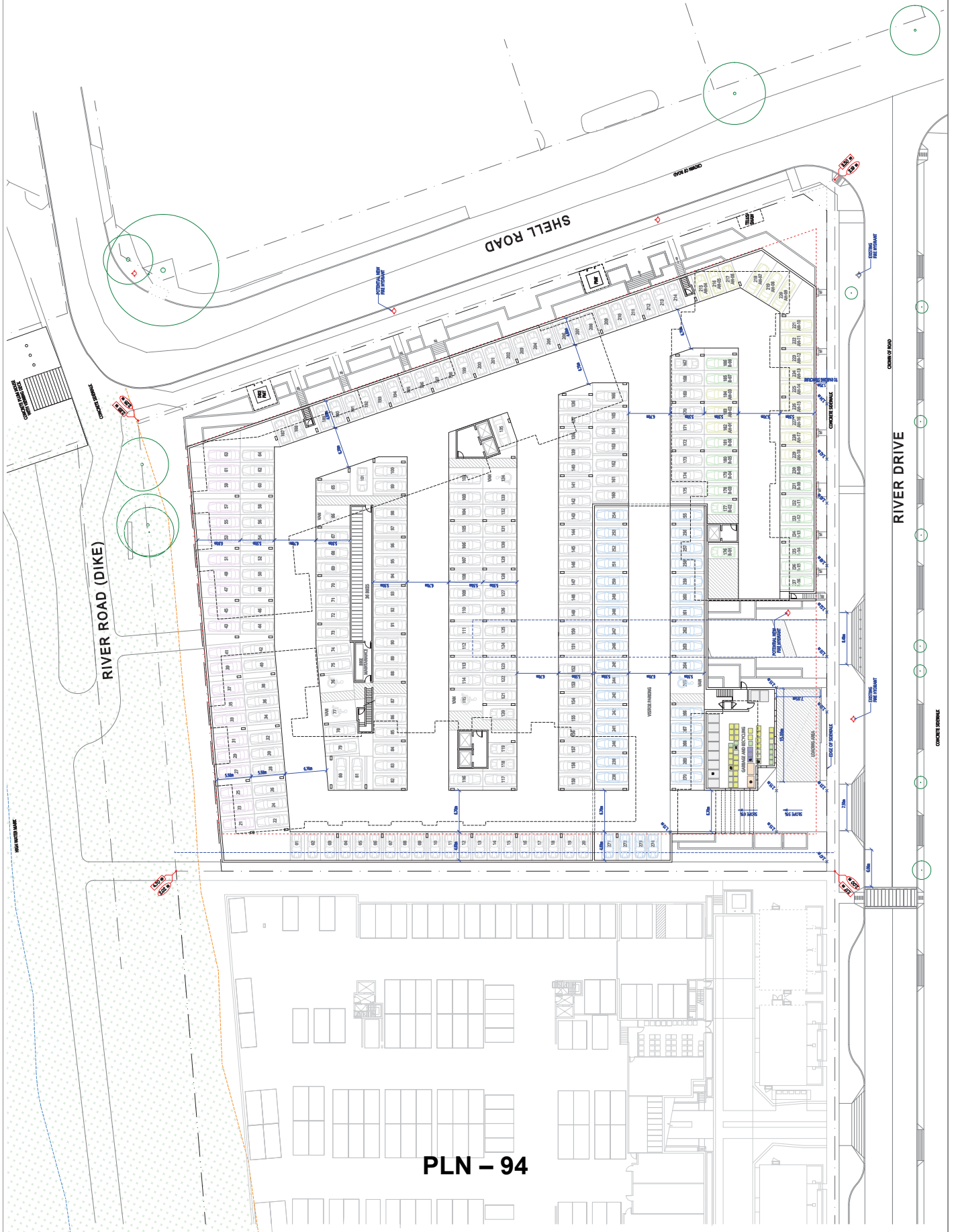


RIVER POINTE
#10611 and #10751
River Drive for
Bains Properties Inc.

APRIL 4, 2023

FOUGERE
architecture inc.
100-1000
200-2425 Quebec Street
Vancouver, BC V5T 4L5
fougerearchitects.ca

05



PLN - 94

UNIT MIX	BUILDING 1 (STRATA)	BUILDING 2 (STRATA)	BUILDING 3 (MIX-RESIDENTIAL)	TOTAL	%
STUDIO	-	-	2	2	1%
1BR	27	19	6	52	25%
2BR	35	32	12	79	44%
3BR	14	23	11	48	26%
TOTAL	76	74	31	181	

STRATA UNITS	TOTAL	ACCESSIBLE UNITS	BUH UNITS
STUDIO	-	-	-
1BR	46	31%	15
2BR	67	45%	22
3BR	37	24%	10
TOTAL	150	17	50

LEARNER UNITS	TOTAL	BUH
STUDIO	2	11%
1BR	2	11%
2BR	7	39%
3BR	7	39%
TOTAL	18	16

MARKET RENTAL UNITS	TOTAL	BUH
STUDIO	-	-
1BR	4	31%
2BR	5	38%
3BR	4	31%
TOTAL	13	10

ALL UNITS WILL INCLUDE AGING-IN-PLACE FEATURES
ALL BHI AND ACCESSIBLE UNITS WILL BE CONSTRUCTED TO ADOPTABLE UNIT STANDARDS



LEVEL 1 FLOOR PLANS

SCALE 1/16" = 1'-0"



THIS DOCUMENT HAS BEEN ELECTRONICALLY
CERTIFIED WITH DIGITAL CERTIFICATE AND
TIMESTAMP BY THE ARCHITECT. ANY
TRANSMISSION TO YOU, ANY PRINTED VERSION
OR ANY OTHER FORM OF REPRODUCTION OF
THIS DOCUMENT IS UNAUTHORIZED. THE
ORIGINAL WORKS SHOWN BY THE ORIGINAL
PROFESSIONAL SEAL AND DIGITAL CERTIFICATE
CERTIFIED ELECTRONIC FILE SENT TO YOU.



RIVER POINTE
#10611 and #10751
River Drive for
Bains Properties Inc.

MARCH 28, 2023

FOUGERE
architecture inc.
200 - 2425 Quebec Street
Vancouver, BC V5T 4L5
604.673.2007
fougerearchitects.ca

06



UNIT MIX	BUILDING 1 (STRATA)	BUILDING 2 (STRATA)	BUILDING 3 (MKT+RENTAL)	TOTAL	%
STUDIO	-	-	2	2	1%
1BR	27	19	6	52	25%
2BR	35	32	12	79	44%
3BR	14	23	11	48	25%
TOTAL	76	74	31	181	

STRATA UNITS	TOTAL	ACCESSIBLE UNITS	BUH UNITS
STUDIO	-	-	-
1BR	46	31%	15
2BR	67	45%	22
3BR	37	24%	10
TOTAL	150	17	50

LEASABLE UNITS	TOTAL	BUH
STUDIO	2	11%
1BR	2	11%
2BR	7	39%
3BR	7	39%
TOTAL	18	16

MARKET RENTAL UNITS	TOTAL	BUH
STUDIO	-	-
1BR	4	31%
2BR	5	38%
3BR	4	31%
TOTAL	13	10

ALL UNITS WILL INCLUDE AGING-IN-PLACE FEATURES
ALL BUH AND ACCESSIBLE UNITS WILL BE CONSTRUCTED TO ADOPTABLE UNIT STANDARDS



LEVEL 2 FLOOR PLANS

SCALE 1/16" = 1'-0"



THIS DOCUMENT HAS BEEN ELECTRONICALLY
CERTIFIED WITH DIGITAL SIGNATURE AND
TIMESTAMP BY THE ARCHITECT. THE ARCHITECT
THE ARCHITECT HAS REVIEWED THE DOCUMENT
TRANSMITTED TO YOU. ANY PRINTED VERSION
OF THIS DOCUMENT IS UNRELIABLE. THE
ORIGINAL WORKS SHOWN BY THE ORIGINAL
PROFESSIONAL SEAL AND DIGITAL CERTIFICATE
CERTIFIED ELECTRONIC FILE SENT TO YOU.



RIVER POINTE
#10611 and #10751
River Drive for
Bains Properties Inc.

MARCH 28, 2023



UNIT MIX	BUILDING 1 (STRATA)	BUILDING 2 (STRATA)	BUILDING 3 (MIX-RESIDENTIAL)	TOTAL	%
STUDIO	-	-	2	2	1%
1BR	27	19	6	52	25%
2BR	35	32	12	79	44%
3BR	14	23	11	48	25%
TOTAL	76	74	31	181	

STRATA UNITS	TOTAL	ACCESSIBLE UNITS	BUH UNITS
STUDIO	-	-	-
1BR	46	31%	15
2BR	67	45%	22
3BR	37	24%	10
TOTAL	150	17	50

LEARNER UNITS	TOTAL	BUH
STUDIO	2	11%
1BR	2	11%
2BR	7	39%
3BR	7	39%
TOTAL	18	16

MARKET RENTAL UNITS	TOTAL	BUH
STUDIO	-	-
1BR	4	31%
2BR	5	38%
3BR	4	31%
TOTAL	13	10

ALL UNITS WILL INCLUDE AGING-IN-PLACE FEATURES
ALL BUH AND ACCESSIBLE UNITS WILL BE CONSTRUCTED TO ADOPTABLE UNIT STANDARDS



LEVEL 3 FLOOR PLANS

SCALE 1/16" = 1'-0"



THIS DOCUMENT HAS BEEN ELECTRONICALLY
CERTIFIED WITH DIGITAL CERTIFICATE AND
SIGNATURE. ANY ALTERATION TO THE
FILED AND APPLICABLE THE AUTHENTICATIVE
TRANSMISSION TO YOU. ANY PRINTED VERSION
OF THIS DOCUMENT IS UNRELIABLE. THE
ORIGINAL WORKS SHOWN BY THE ORIGINAL
PROFESSIONAL SEAL AND DIGITAL CERTIFICATE
CERTIFIED ELECTRONIC FILE SENT TO YOU.



RIVER POINTE
#10611 and #10751
River Drive for
Bains Properties Inc.

MARCH 28, 2023

FOUGERE
architecture inc.

200 - 2425 Quebec Street
Vancouver, BC V5T 4L5
604.673.2007
fougerearchitect.ca

08



UNIT MIX	BUILDING 1 (STRATA)	BUILDING 2 (STRATA)	BUILDING 3 (MKT-RENTAL)	TOTAL	%
STUDIO	-	-	2	2	1%
1BR	27	19	6	52	25%
2BR	35	32	12	79	44%
3BR	14	23	11	48	25%
TOTAL	76	74	31	181	

STRATA UNITS	TOTAL	ACCESSIBLE UNITS	BUH UNITS
STUDIO	-	-	-
1BR	46	31%	15
2BR	67	45%	22
3BR	37	24%	10
TOTAL	150	17	50

LEASABLE UNITS	TOTAL	BUH
STUDIO	2	11%
1BR	2	11%
2BR	7	39%
3BR	7	39%
TOTAL	18	16

MARKET RENTAL UNITS	TOTAL	BUH
STUDIO	-	-
1BR	4	31%
2BR	5	38%
3BR	4	31%
TOTAL	13	10

ALL UNITS WILL INCLUDE AGING-IN-PLACE FEATURES
ALL BHI AND ACCESSIBLE UNITS WILL BE CONSTRUCTED TO AISC ADAPTABLE UNIT STANDARDS



LEVEL 4 FLOOR PLANS

SCALE 1/16" = 1'-0"



THIS DOCUMENT HAS BEEN ELECTRONICALLY
CERTIFIED WITH DIGITAL CERTIFICATE AND
SIGNATURE. ANY ALTERATION TO THE
THE AISC AND APPLICABLE THE AUTHENTICATIVE
TRANSMITTED TO YOU. ANY PRINTED VERSION
OF THIS DOCUMENT IS UNRELIABLE. THE
ORIGINAL WORKS SHOWN BY THE ORIGINAL
PROFESSIONAL SEAL AND DIGITAL CERTIFICATE
CERTIFIED ELECTRONIC FILE SENT TO YOU.



RIVER POINTE
#10611 and #10751
River Drive for
Bains Properties Inc.

MARCH 28, 2023

FOUGERE
architecture inc.

200-2425 Quebec Street
Vancouver, BC V5T 4L5
604.673.2007
fougerearch.ca

09



BUILDING 1 (STRATA)		BUILDING 2 (OH+RENTAL)		BUILDING 3 (OH+RENTAL)		TOTAL		%	
UNIT MIX									
STUDIO	-	-	-	2		2		2	1%
1BR	27	19	6			52		52	25%
2BR	35	32	12			79		79	44%
3BR	14	23	11			48		48	26%
TOTAL	76	74	31			181			

STRATA UNITS		ACCESSIBLE UNITS		BUH UNITS		
STUDIO	-	-	-	-	-	
1BR	46	31%	15	10%	18	12%
2BR	67	45%	-	-	22	14%
3BR	37	24%	2	1%	10	6%
TOTAL	150		17	11%	50	32%

LEARNER UNITS		TOTAL		BUH	
STUDIO	2	11%	2	11%	
1BR	2	11%	1	5%	
2BR	7	39%	7	39%	
3BR	7	39%	6	33%	
TOTAL	18		16	88%	

MARKET RENTAL UNITS		TOTAL		BUH	
STUDIO	-	-	-	-	-
1BR	4	31%	4	31%	
2BR	5	38%	4	31%	
3BR	4	31%	2	15%	
TOTAL	13		10	77%	

ALL UNITS WILL INCLUDE AGING-IN-PLACE FEATURES
ALL BUH AND ACCESSIBLE UNITS WILL BE CONSTRUCTED TO RIBC ADAPTABLE UNIT STANDARDS



LEVEL 5
FLOOR PLANS

SCALE 1/16" = 1'-0"



THIS DOCUMENT HAS BEEN ELECTRONICALLY
CERTIFIED WITH DIGITAL CERTIFICATE AND
SIGNATURE. THE CERTIFICATE AND SIGNATURE
THE AEC AND APPLICABLE THE AUTHENTICATIVE
TRANSMITTED TO YOU. ANY PRINTED VERSION
ORIGINAL WORKS SHOWN BY THE ORIGINAL
PROFESSIONAL SEAL AND DIGITAL CERTIFICATE
CERTIFIED ELECTRONIC FILE SENT TO YOU.



RIVER POINTE
#10611 and #10751
River Drive for
Bains Properties Inc.

BUILDING 1 (STRATA)		BUILDING 2 (STRATA)		BUILDING 3 (OH-HOSTAL)		TOTAL		%	
UNIT MIX									
STUDIO						2		1%	
1BR	27	19	6			52		25%	
2BR	35	32	12			79		44%	
3BR	14	23	11			48		26%	
TOTAL	76	74	31			181			

TOTAL		ACCESSIBLE UNITS		BUH UNITS	
STUDIO					
1BR	46	31%	15	10%	18
2BR	67	45%	-	-	22
3BR	37	24%	2	1%	10
TOTAL	150		17	11%	50

TOTAL		BUH	
STUDIO	2	11%	2
1BR	2	11%	1
2BR	7	39%	7
3BR	7	39%	6
TOTAL	18		16

TOTAL		BUH	
STUDIO			
1BR	4	31%	4
2BR	5	38%	4
3BR	4	31%	2
TOTAL	13		10

ALL UNITS WILL INCLUDE AGING-IN-PLACE FEATURES
ALL BUH AND ACCESSIBLE UNITS WILL BE CONSTRUCTED TO RBC-ADAPTABLE UNIT STANDARDS



LEVEL 6
FLOOR PLANS

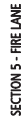
SCALE 1/16" = 1'-0"



THIS DOCUMENT HAS BEEN ELECTRONICALLY
CERTIFIED WITH DIGITAL CERTIFICATE AND
KEY. ANY ALTERATION TO THE DOCUMENT
WILL BE DETECTED. THE AUTHENTICATED
TRANSMISSION TO YOU. ANY PRINTED VERSION
OF THIS DOCUMENT IS NOT VALID. THE ORIGINAL
ORIGINAL WORKS SHOWN BY THE ORIGINAL
PROFESSIONAL SEAL AND DIGITAL CERTIFICATE
CERTIFIED ELECTRONIC FILE SENT TO YOU.



RIVER POINTE
#10611 and #10751
River Drive for
Bains Properties Inc.



SCALE 3/32" = 1'-0"

MARCH 28, 2023

 **FOUGERE**
architecture inc.

BRITISH COLUMBIA • ALBERTA • WASHINGTON
604.873.2507
fougerearchitecture.ca

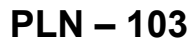
202 • 2425 Quebec Street
Vancouver, BC V5T 4L6



SOUTH ELEVATION

WEST ELEVATION

MARCH 28, 2023

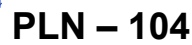


SCALE 3/32" = 1'-0"

MARCH 28, 2023



202 - 2425 Quebec Street
Vancouver, BC V5T 4L6
604.673.2907
fougerearchitecture.ca



Architectural elevation drawing of a multi-story building, showing a vertical section cut. The drawing illustrates the building's facade, including windows and balconies, and the internal structure. The drawing is oriented vertically, with the ground level at the bottom. The following table summarizes the vertical dimensions and levels indicated in the drawing:

Level / Feature	Height (m)
PARKING LVL	1.30 m
FIRST LVL	5.01 m
SECOND LVL	8.13 m
THIRD LVL	11.25 m
FOURTH LVL	14.37 m
FIFTH LVL	17.49 m
SIXTH LVL	20.62 m
TOP OF STRUCTURE	25.95 m

NORTH ELEVATION



PLN - 106

BUILDING 3 ELEVATIONS

SCALE 3/32" = 1'-0"
0 2.5m 5m



EAST ELEVATION

SOUTH ELEVATION

WEST ELEVATION

THIS DOCUMENT HAS BEEN ELECTRONICALLY
CERTIFIED WITH DIGITAL CERTIFICATE AND
THE ARCHITECT'S SEAL. THE AUTHENTICITY
OF THE ORIGINAL WORK HAS BEEN VERIFIED
AND TRANSMITTED TO YOU. ANY PRINTED VERSION
OF THIS DOCUMENT IS NOT VALID. THE ORIGINAL
WORK MUST BE USED FOR ALL PROJECTS. THE
PROFESSIONAL SEAL AND DIGITAL CERTIFICATE
ARE REQUIRED FOR ALL PROJECTS. THE
CERTIFIED ELECTRONIC FILE SENT TO YOU.



RIVER POINTE
#10611 and #10751
River Drive for
Bains Properties Inc.

MARCH 28, 2023

AMENITY BLDG
ELEVATIONS

SCALE 3/32" = 1'-0"
0 2.5m 5m

THIS DOCUMENT HAS BEEN ELECTRONICALLY
CERTIFIED WITH DIGITAL CERTIFICATE AND
KEY. ANY ALTERATION TO THE DOCUMENT
THE FILE AND ARCHIVE THE AUTHENTICATIVE
TRANSMITTED TO YOU. ANY PRINTED VERSION
ORIGINAL WORKS SHOWN BY THE ORIGINAL
PROFESSIONAL SEAL AND DIGITAL CERTIFICATE
CERTIFIED ELECTRONIC FILE SENT TO YOU.



RIVER POINTE
#10611 and #10751
River Drive for
Bains Properties Inc.

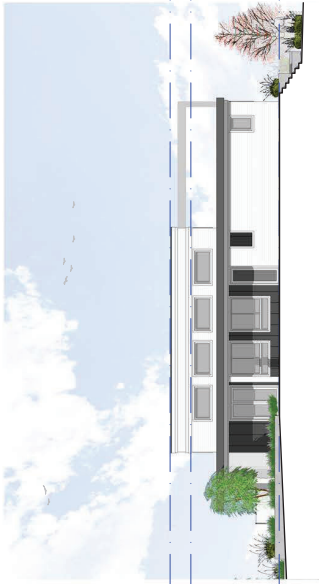
MARCH 28, 2023



WEST ELEVATION



EAST ELEVATION



NORTH ELEVATION



SOUTH ELEVATION

16'-0 3/4" 3'-9 1/4"
10.81 m TOP OF STRUCTURE
9.66 m ROOF LVL
4.76 m FIRST LVL
1.30 m PARKING LVL

16'-0 3/4" 3'-9 1/4"
10.81 m TOP OF STRUCTURE
9.66 m ROOF LVL
4.76 m FIRST LVL
1.30 m PARKING LVL

KEY PLAN

PERSPECTIVES

THIS DOCUMENT HAS BEEN ELECTRONICALLY
CERTIFIED WITH DIGITAL CERTIFICATE AND
ENCRYPTION TECHNOLOGY AUTHORIZED BY
THE AIBC AND AIBC. THE AUTHENTICATIVE
ORIGINAL IS IN ELECTRONIC FORM
TRANSMITTED TO YOU. ANY PRINTED VERSION
CAN BE RELIED UPON AS A TRUE COPY OF THE
ORIGINAL. THE SIGNATURE OF THE ORIGINAL
ORIGINATOR IS SAVED WITH THE ORIGINAL
PROFESSIONAL SEAL AND DIGITAL CERTIFICATE
OR WHEN PRINTED FROM THE DIGITALLY
CERTIFIED ELECTRONIC FILE SENT TO YOU.



RIVER POINTE
#10611 and #10751
River Drive for
Bains Properties Inc.

MARCH 28, 2022



26 BRITISH COLUMBIA • ALBERTA • WASHINGTON
202 - 2425 Quebec Street 604.873.2907
Vancouver, BC V5T 4L6 fougerearchitectura.ca



VIEW 2



VIEW 4



VIEW 1



VIEW 3

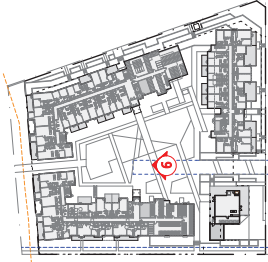
PLN – 108



VIEW 5



VIEW 6



KEY PLAN

THIS DOCUMENT HAS BEEN ELECTRONICALLY CERTIFIED WITH DIGITAL CERTIFICATE AND SIGNATURE. THE ORIGINAL AND ANY PRINTED VERSIONS OF THIS DOCUMENT ARE VOID. THE ORIGINAL WORKS SUBMITTED BY THE ORIGINAL DESIGNER AND ANY PRINTED VERSIONS OF THIS DOCUMENT ARE VOID. THE ORIGINAL WORKS SUBMITTED BY THE ORIGINAL DESIGNER AND ANY PRINTED VERSIONS OF THIS DOCUMENT ARE VOID. THE ORIGINAL WORKS SUBMITTED BY THE ORIGINAL DESIGNER AND ANY PRINTED VERSIONS OF THIS DOCUMENT ARE VOID.



RIVER POINTE
#10611 and #10751
River Drive for
Bains Properties Inc.

MARCH 28, 2022

FOUGERE
architecture inc.
200 - 2425 Oakridge Street
Victoria, BC V8T 4L6
604.673.2007
fougerearchitecture.ca



KEY PLAN

THIS DOCUMENT HAS BEEN ELECTRONICALLY
CERTIFIED WITH DIGITAL CERTIFICATE AND
ENCRYPTION TECHNOLOGY AUTHORIZED BY
THE AIBC AND APEGC. THE AUTHENTICATIVE
ORIGINAL IS IN ELECTRONIC FORM
TRANSMITTED TO YOU. ANY PRINTED VERSION
CAN BE RELIED UPON AS A TRUE COPY OF THE
ORIGINAL WHEN SUPPLIED BY THE ORIGINAL
AUTHOR, BEARING IMAGES OF THE
PROFESSIONAL SEAL AND DIGITAL CERTIFICATE
OR WHEN PRINTED FROM THE DIGITALLY
CERTIFIED ELECTRONIC FILE SENT TO YOU.



RIVER POINTE
#10611 and #10751
River Drive for
Bains Properties Inc.

MARCH 28, 2022



29
BRITISH COLUMBIA • ALBERTA • WASHINGTON
202 - 2425 Quebec Street 604.873.2907
Vancouver, BC V5T 4L6 fougerearchitecture.ca

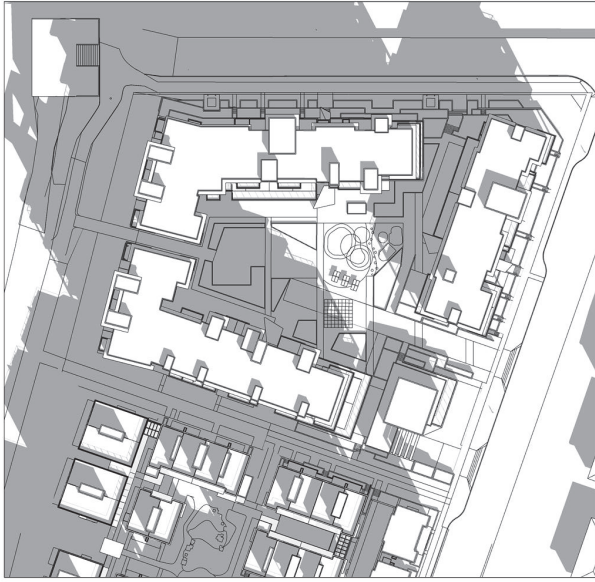




MARCH - 10 am



MARCH - 2 pm



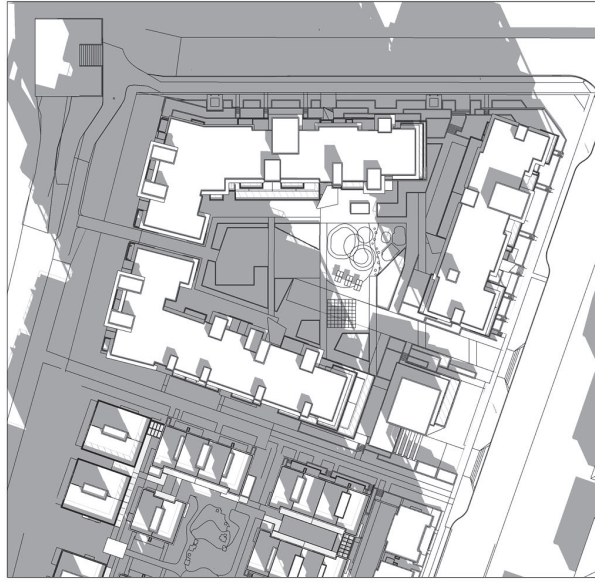
MARCH - 4 pm



SEPTEMBER - 10 am



SEPTEMBER - 2 pm



SEPTEMBER - 4 pm

PLN - 112

SHADOW STUDY

THIS DOCUMENT HAS BEEN ELECTRONICALLY CERTIFIED WITH DIGITAL CERTIFICATE AND THE ARCHITECT'S SEAL. THE AUTHENTICITY OF THE ORIGINAL WORKS SHOWN BY THE ORIGINAL PROFESSIONAL SEAL AND DIGITAL CERTIFICATE IS GUARANTEED. THE CERTIFICATE IS A CERTIFIED ELECTRONIC FILE SENT TO YOU.



RIVER POINTE
#10611 and #10751
River Drive for
Bains Properties Inc.

MARCH 28, 2023

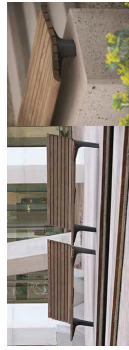
FOUGERE
architecture inc.
200 - 2455 Oakleaf Street
Vancouver, BC V5T 4L5
604.673.2007
fougerearchitects.ca

SEAL:

PLANT SCHEDULE		PMG PROJECT NUMBER: 23-032	
KEY	CITY	COMMON NAME	PLANTED SIZE / REMARKS
16	16	ACER CORYMBOSUM	1.5M HT. B&B, 3.0M CLUMP
17	17	ACER GRISELIAN	60X CAL. 1.8M STD. B&B
18	18	CHAMAECYPARIS THUNBERGII	3M HT. B&B, 3.0M CLUMP
19	19	ELAEAGNUS ALBIS	3M HT. B&B, 3.0M CLUMP
20	20	MAGNOLIA SOUL ANGELAE	60X CAL. 1.8M STD. B&B
21	21	QUERCUS PALUSTRIS	60X CAL. 1.8M STD. B&B
22	22	QUERCUS PALUSTRIS	60X CAL. 1.8M STD. B&B
23	23	QUERCUS PALUSTRIS	60X CAL. 1.8M STD. B&B
24	24	QUERCUS PALUSTRIS	60X CAL. 1.8M STD. B&B
25	25	QUERCUS PALUSTRIS	60X CAL. 1.8M STD. B&B
26	26	QUERCUS PALUSTRIS	60X CAL. 1.8M STD. B&B
27	27	QUERCUS PALUSTRIS	60X CAL. 1.8M STD. B&B
28	28	QUERCUS PALUSTRIS	60X CAL. 1.8M STD. B&B
29	29	QUERCUS PALUSTRIS	60X CAL. 1.8M STD. B&B
30	30	QUERCUS PALUSTRIS	60X CAL. 1.8M STD. B&B
31	31	QUERCUS PALUSTRIS	60X CAL. 1.8M STD. B&B
32	32	QUERCUS PALUSTRIS	60X CAL. 1.8M STD. B&B
33	33	QUERCUS PALUSTRIS	60X CAL. 1.8M STD. B&B
34	34	QUERCUS PALUSTRIS	60X CAL. 1.8M STD. B&B
35	35	QUERCUS PALUSTRIS	60X CAL. 1.8M STD. B&B
36	36	QUERCUS PALUSTRIS	60X CAL. 1.8M STD. B&B
37	37	QUERCUS PALUSTRIS	60X CAL. 1.8M STD. B&B
38	38	QUERCUS PALUSTRIS	60X CAL. 1.8M STD. B&B
39	39	QUERCUS PALUSTRIS	60X CAL. 1.8M STD. B&B
40	40	QUERCUS PALUSTRIS	60X CAL. 1.8M STD. B&B
41	41	QUERCUS PALUSTRIS	60X CAL. 1.8M STD. B&B
42	42	QUERCUS PALUSTRIS	60X CAL. 1.8M STD. B&B
43	43	QUERCUS PALUSTRIS	60X CAL. 1.8M STD. B&B
44	44	QUERCUS PALUSTRIS	60X CAL. 1.8M STD. B&B
45	45	QUERCUS PALUSTRIS	60X CAL. 1.8M STD. B&B
46	46	QUERCUS PALUSTRIS	60X CAL. 1.8M STD. B&B
47	47	QUERCUS PALUSTRIS	60X CAL. 1.8M STD. B&B
48	48	QUERCUS PALUSTRIS	60X CAL. 1.8M STD. B&B
49	49	QUERCUS PALUSTRIS	60X CAL. 1.8M STD. B&B
50	50	QUERCUS PALUSTRIS	60X CAL. 1.8M STD. B&B
51	51	QUERCUS PALUSTRIS	60X CAL. 1.8M STD. B&B
52	52	QUERCUS PALUSTRIS	60X CAL. 1.8M STD. B&B
53	53	QUERCUS PALUSTRIS	60X CAL. 1.8M STD. B&B
54	54	QUERCUS PALUSTRIS	60X CAL. 1.8M STD. B&B
55	55	QUERCUS PALUSTRIS	60X CAL. 1.8M STD. B&B
56	56	QUERCUS PALUSTRIS	60X CAL. 1.8M STD. B&B
57	57	QUERCUS PALUSTRIS	60X CAL. 1.8M STD. B&B
58	58	QUERCUS PALUSTRIS	60X CAL. 1.8M STD. B&B
59	59	QUERCUS PALUSTRIS	60X CAL. 1.8M STD. B&B
60	60	QUERCUS PALUSTRIS	60X CAL. 1.8M STD. B&B
61	61	QUERCUS PALUSTRIS	60X CAL. 1.8M STD. B&B
62	62	QUERCUS PALUSTRIS	60X CAL. 1.8M STD. B&B
63	63	QUERCUS PALUSTRIS	60X CAL. 1.8M STD. B&B
64	64	QUERCUS PALUSTRIS	60X CAL. 1.8M STD. B&B
65	65	QUERCUS PALUSTRIS	60X CAL. 1.8M STD. B&B
66	66	QUERCUS PALUSTRIS	60X CAL. 1.8M STD. B&B
67	67	QUERCUS PALUSTRIS	60X CAL. 1.8M STD. B&B
68	68	QUERCUS PALUSTRIS	60X CAL. 1.8M STD. B&B
69	69	QUERCUS PALUSTRIS	60X CAL. 1.8M STD. B&B
70	70	QUERCUS PALUSTRIS	60X CAL. 1.8M STD. B&B
71	71	QUERCUS PALUSTRIS	60X CAL. 1.8M STD. B&B
72	72	QUERCUS PALUSTRIS	60X CAL. 1.8M STD. B&B
73	73	QUERCUS PALUSTRIS	60X CAL. 1.8M STD. B&B
74	74	QUERCUS PALUSTRIS	60X CAL. 1.8M STD. B&B
75	75	QUERCUS PALUSTRIS	60X CAL. 1.8M STD. B&B
76	76	QUERCUS PALUSTRIS	60X CAL. 1.8M STD. B&B
77	77	QUERCUS PALUSTRIS	60X CAL. 1.8M STD. B&B
78	78	QUERCUS PALUSTRIS	60X CAL. 1.8M STD. B&B
79	79	QUERCUS PALUSTRIS	60X CAL. 1.8M STD. B&B
80	80	QUERCUS PALUSTRIS	60X CAL. 1.8M STD. B&B
81	81	QUERCUS PALUSTRIS	60X CAL. 1.8M STD. B&B
82	82	QUERCUS PALUSTRIS	60X CAL. 1.8M STD. B&B
83	83	QUERCUS PALUSTRIS	60X CAL. 1.8M STD. B&B
84	84	QUERCUS PALUSTRIS	60X CAL. 1.8M STD. B&B
85	85	QUERCUS PALUSTRIS	60X CAL. 1.8M STD. B&B
86	86	QUERCUS PALUSTRIS	60X CAL. 1.8M STD. B&B
87	87	QUERCUS PALUSTRIS	60X CAL. 1.8M STD. B&B
88	88	QUERCUS PALUSTRIS	60X CAL. 1.8M STD. B&B
89	89	QUERCUS PALUSTRIS	60X CAL. 1.8M STD. B&B
90	90	QUERCUS PALUSTRIS	60X CAL. 1.8M STD. B&B
91	91	QUERCUS PALUSTRIS	60X CAL. 1.8M STD. B&B
92	92	QUERCUS PALUSTRIS	60X CAL. 1.8M STD. B&B
93	93	QUERCUS PALUSTRIS	60X CAL. 1.8M STD. B&B
94	94	QUERCUS PALUSTRIS	60X CAL. 1.8M STD. B&B
95	95	QUERCUS PALUSTRIS	60X CAL. 1.8M STD. B&B
96	96	QUERCUS PALUSTRIS	60X CAL. 1.8M STD. B&B
97	97	QUERCUS PALUSTRIS	60X CAL. 1.8M STD. B&B
98	98	QUERCUS PALUSTRIS	60X CAL. 1.8M STD. B&B
99	99	QUERCUS PALUSTRIS	60X CAL. 1.8M STD. B&B
100	100	QUERCUS PALUSTRIS	60X CAL. 1.8M STD. B&B



MURDER HOLE BENCH LOUNGE



LANDSCAPE FORMS GENERATION 250 BENCH AND WALL MOUNTED BENCH



KOMPAN CITY BIKE

KOMPAN CITY BIKE

KOMPAN CITY BIKE

KOMPAN CITY BIKE

KOMPAN CITY BIKE

KOMPAN CITY BIKE

KOMPAN CITY BIKE

KOMPAN CITY BIKE

KOMPAN CITY BIKE

KOMPAN CITY BIKE

KOMPAN CITY BIKE

KOMPAN CITY BIKE

KOMPAN CITY BIKE

KOMPAN CITY BIKE

KOMPAN CITY BIKE

KOMPAN CITY BIKE

KOMPAN CITY BIKE

KOMPAN CITY BIKE

KOMPAN CITY BIKE

KOMPAN CITY BIKE

KOMPAN CITY BIKE

KOMPAN CITY BIKE

KOMPAN CITY BIKE

KOMPAN CITY BIKE

KOMPAN CITY BIKE

KOMPAN CITY BIKE

KOMPAN CITY BIKE

KOMPAN CITY BIKE

KOMPAN CITY BIKE

KOMPAN CITY BIKE

KOMPAN CITY BIKE

KOMPAN CITY BIKE

KOMPAN CITY BIKE

KOMPAN CITY BIKE

KOMPAN CITY BIKE

KOMPAN CITY BIKE



RIVER DRIVE

PLN - 113

NO.	DATE	REVISION DESCRIPTION	DR.
1	21 JUN 24	REV. FOR PLAN	DR.

CLIENT:

PROJECT:

RIVER POINTE
RESIDENTIAL DEVELOPMENT
10511 AND 10751 RIVER DRIVE
RICHMOND, BC

DRAWING TITLE:
**LANDSCAPE
PLAN**

DATE: 23 JUN 24
SCALE: 1:250
DRAWN: MC/MM
DESIGN: MC/MM
CHECK: MC/Y

DRAWING NUMBER:

L1

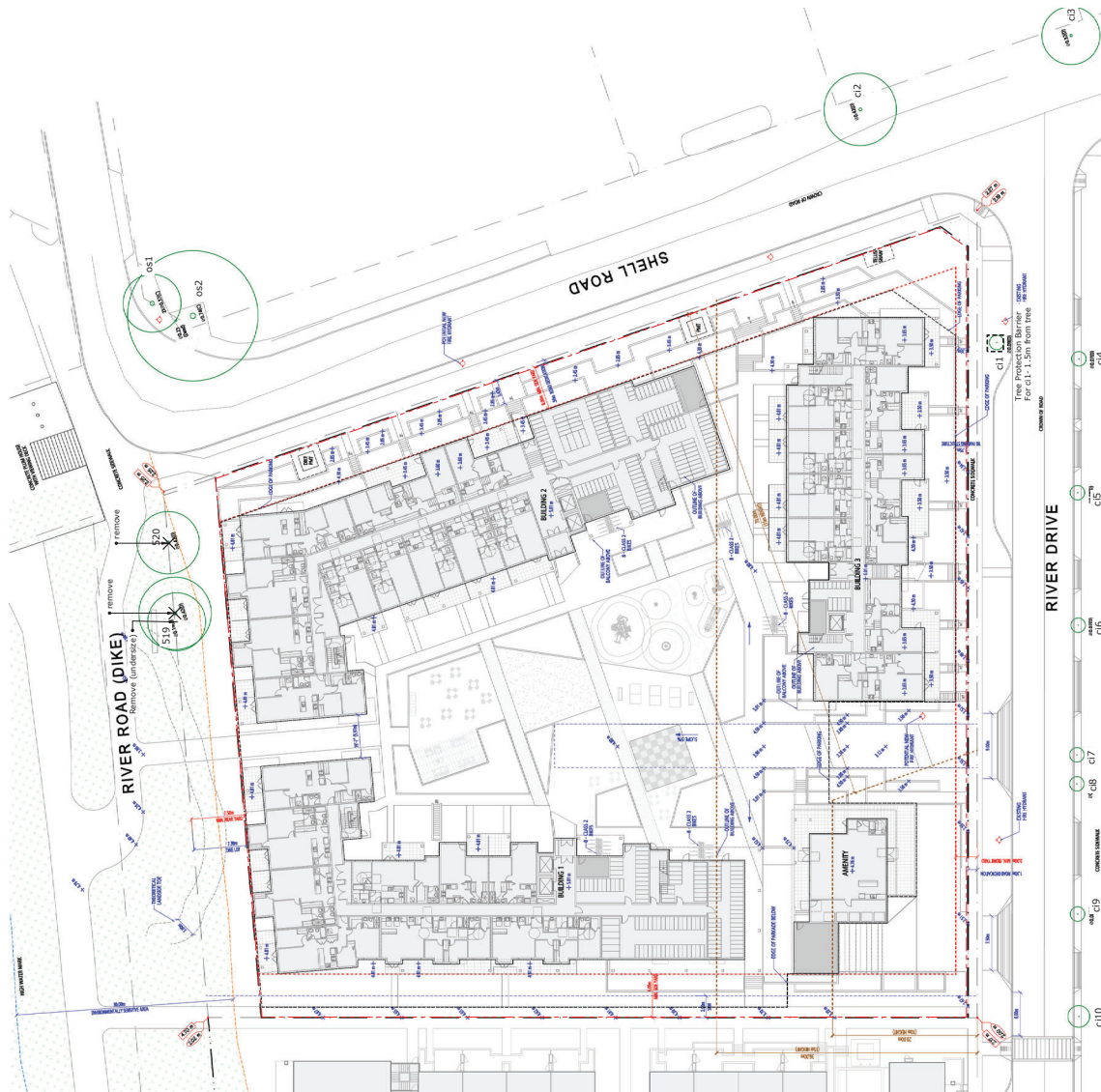
OF 1

23-032

23032-13P

Tree Inventory			
Tag	Species	DBH (in)	TPZ (ft)
S19	Black Cottonwood	15.5	3.30
S20	Black Cottonwood	15.5	3.30
C2	Black Cottonwood	15.5	3.30
C3	Black Cottonwood	15.5	3.30
C4	Black Cottonwood	15.5	3.30
C5	Black Cottonwood	15.5	3.30
C6	Black Cottonwood	15.5	3.30
C7	Black Cottonwood	15.5	3.30
C8	Black Cottonwood	15.5	3.30
C9	Black Cottonwood	15.5	3.30
C10	Black Cottonwood	15.5	3.30
C11	Black Cottonwood	15.5	3.30
C12	Black Cottonwood	15.5	3.30
C13	Black Cottonwood	15.5	3.30
C14	Black Cottonwood	15.5	3.30
C15	Black Cottonwood	15.5	3.30
C16	Black Cottonwood	15.5	3.30
C17	Black Cottonwood	15.5	3.30
C18	Black Cottonwood	15.5	3.30
C19	Black Cottonwood	15.5	3.30
C20	Black Cottonwood	15.5	3.30

Attachment 4 Tree Management Plan





Address: 10611 and 10751 River Drive

File No.: RZ 21-941625

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 10454, the developer is required to complete the following:

1. (MOECCS approval) Submission to the City of a contaminated sites legal instrument (e.g. Certificate of Compliance (CoC) or Final Site Determination (FSD) showing no contamination in the project footprint) or an alternative notification from the Ministry of Environment and Climate Change Strategy (MOECCS) confirming to the City that the City may approve the zoning, development, subdivision, and/or building permit applications.
2. (Archeologist contract) Submission of a contract entered into between the applicant and a qualified archeologist for supervision of any land-altering activities. The contract should include the scope of work to be undertaken, including the recommendations noted in the Archaeological Overview Assessment report, dated December 15, 2021, prepared by Wood Environment and Infrastructure Solutions, as follows:
 - a. Ground disturbance during initial construction/demolition be monitored by a qualified archaeologist to confirm the integrity of sediments underlying current structures and hard surfaces, and to conduct a surface inspection for evidence of archaeological sites.
 2. An Archaeological Impact Assessment (AIA) in the form of machine testing be undertaken at locations within the project area where further ground disturbance activities are anticipated once hard surfaces are removed.
 3. Regardless of the level of effort expended in advance, in all development/construction scenarios there is the possibility for discovery of unanticipated archaeological remains. If pre-contact or historic remains are encountered during construction, all work should stop, and the archaeologist should be contacted immediately.
 4. A chance find protocol be established to deal with the possible discovery of unanticipated archaeological remains during construction. The archeologist to conduct an orientation for the Chance Find Procedure for the on-site personnel.
3. (Public Hearing Notification Fee) Payment of all fees in full for the cost associated with the Public Hearing Notices, consistent with the City's Consolidated Fees Bylaw No 8636, as amended.
4. (Arborist Contract) Submission of a Contract entered into between the applicant and a Certified Arborist for supervision of any on-site or Servicing Agreement 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.
5. (Tree Protection Fencing) Installation of appropriate tree protection fencing around all trees to be retained as part of the development prior to any construction activities, including building demolition, occurring on-site.
6. (Tree Survival Security) Entering into a legal agreement and submission of a Tree Survival Security in the amount of \$5,000.00 with a maintenance period of one year regarding the one City street tree to be protected.
7. (Consolidation, Subdivision, Dedication and Transferred Land) Registration of a Subdivision Plan for the subject site and land ownership transfer for diking purposes, to the satisfaction of the City. Prior to the registration of a Subdivision Plan, the following conditions shall be satisfied:
 - a) (Potential Site Contamination – Dedicated and/or Transferred Land) Submission to the City of sufficient information and/or other assurances satisfactory to the City in its sole discretion to support the City's acceptance of the proposed dedicated and/or transferred land. Such assurances could include one or more of the following:
 - i) a contaminated sites legal instrument (e.g. Certificate of Compliance (COC) or Final Site Determination (FSD) showing no contamination in the dedication lands);
 - ii) evidence satisfactory to the City, in its sole discretion, that the lands to be dedicated to the City are in a satisfactory state from an environmental perspective; and
 - iii) the registration of a legal agreement on title to the Lands which provides that:

- (1) no building permit issuance for the Lands shall be granted until such time that the Owner/Developer has satisfied the City in its sole discretion that the lands to be dedicated to the City are in a satisfactory state from an environmental perspective and a contaminated sites legal instrument has been obtained for the proposed dedication lands; and
 - (2) the Owner/Developer shall release and indemnify the City from and against any and all claims or actions that may arise in connection with those portions of the lands being dedicated to the City being contaminated in whole or in part.
 - b) (Road) Dedication of approximately 211 m² (2,271.19 ft²) for road and related purposes, as indicated generally on the Preliminary Subdivision Plan (Schedule 1) and Preliminary Road Functional Plan (Schedule 2). Final extents and amounts to be determined through the required Servicing Agreement* application process, to the satisfaction of the Director of Transportation. Road dedication areas include:
 - i) River Drive: approximately 1.3 m wide land dedication along the entire south property line to accommodate road elements to the back of the proposed sidewalk along the development frontage. Exact extent to be confirmed through the detailed design SA process to the satisfaction of the City;
 - ii) Shell Road: approximately 0.5 m wide land dedication along the entire east property line to accommodate road elements to the back of the proposed multi-use path along the development frontage. Exact extent to be confirmed through the detailed design (SA) process to the satisfaction of the City;
 - iii) Corner Cut: minimum 4 m x 4 m land dedication at the River Drive/Shell Road intersection (measured from the new property lines). Exact extent to be confirmed through the detailed design (SA) process to the satisfaction of the City;
 - c) (Lot Consolidation and Subdivision) The creation of the following lots, as per the Preliminary Subdivision Plan (Schedule 1). Note that this will require the demolition of the existing structures. Final extents and amounts subject to the final road dedication amounts:
 - i) One lot for development purposes of approximately 9,375.2 m² (100,913.7 ft²) in area.
 - ii) One lot for diking purposes of 7.3 m width and approximately 537.5 m² (5,786.1 ft²) in area.
 - d) (Lot for Diking Purposes) Transfer of the 7.3 m wide and approximately 537.5 m² (5,786.1 ft²) lot to the City as a fee simple lot for diking and related purposes. The primary business terms of the required land transfer, including any environmental conditions, shall be to the satisfaction of the Director, Real Estate Services, the City Solicitor, and the Director, Engineering. All costs associated with the land transfer shall be borne by the developer. The lands to be transferred are generally indicated on the Preliminary Subdivision Plan (Schedule 1).
8. (Public Walkway SRW) Granting of a 3 m wide public-rights-of-passage statutory right-of-way (PROP SRW) along the entire west property line of the subject site for the purposes of providing wayfinding signage and public pedestrian access to/from the Dike walkway and River Drive sidewalk. The works are to be built and maintained by the owner. Any works essential for public access within the required statutory right-of-way (SRW) are to be included in the Servicing Agreement (SA) and the owner's maintenance & liability responsibility is to be clearly noted. The design must be prepared in accordance with good engineering practice with the objective to optimize public safety and after completion of the works, the Owner is required to provide a certificate of inspection for the works, prepared and sealed by the Owner's Engineer in a form and content acceptable to the City, certifying that the works have been constructed and completed in accordance with the accepted design.
9. (Flood Plain Covenant) Registration of a flood indemnity covenant on title identifying a minimum habitable elevation of 2.9 m GSC.
10. (Aircraft Noise Mitigation) Registration of a legal agreement on title identifying that the proposed development must be designed and constructed in a manner that mitigates potential aircraft noise to the proposed dwelling units.

11. Dwelling units must be designed and constructed to achieve:

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

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

b) the ASHRAE 55-2004 "Thermal Environmental Conditions for Human Occupancy" standard for interior living spaces.

12. (Tandem Parking Assignment) Registration of a legal agreement on title ensuring that where two parking spaces are provided in a tandem arrangement both parking spaces must be assigned to the same dwelling unit.

14. (Parking Reduction Strategy) Registration of legal agreement on title securing the developer's offer to voluntarily contribute, at the owner's cost, towards various transportation related improvements and secure parking for various uses in compliance with Zoning Bylaw requirements and transportation demand management (TDM) parking reductions, to the satisfaction of the Director of Transportation, including, but not limited to, the following:

a) Enhanced Bicycle Facilities: The developer/owner shall, at its sole cost, design, install, and maintain on the lot, to the satisfaction of the City:

- i) "Class 1" bicycle storage: provided at an increased rate of 2 spaces per dwelling unit,
- ii) Bicycle maintenance and repair facility: one facility for the shared use of all the residents of all the buildings, including bicycle repair stand (with tools); foot pump, and faucet, hose and drain for bicycle washing. A note is required on the Development Permit* and Building Permit*. Appropriate signage is required.
- iii) E-bike and e-scooter storage: provision of a shared e-bike and e-scooter parking corral on the site.
- iv) "No development" shall be permitted, restricting Development Permit* issuance for any building on the lot, until the developer provides for the required enhanced bicycle facilities.
- v) No Building Permit* shall be issued for a building on the lot, in whole or in part, until the developer provides for the required enhanced bicycle facilities and a letter of confirmation is submitted by the architect assuring that the facilities satisfy all applicable City's requirements.
- vi) "No occupancy" shall be permitted, restricting final Building Permit inspection granting occupancy for any building on the lot, in whole or in part, until the required enhanced bicycle facilities are completed and have received final Building Permit inspection granting occupancy.

b) Transit Pass Program: Execution and completion of a transit pass program, including the following method of administration and terms:

- i) Provide one year of two-zone monthly transit passes for 15% of the strata residential units (23 units).
- ii) Enter into a security agreement and submission of a Letter of Credit in the amount of 100% of the program value. The Letter of Credit will be released at the time of 100% subscription of the transit pass program, i.e. all 23 units have utilized the one year two-zone pass.
- iii) The owner or property manager is to provide documentation on an annual basis for the subscription of the transit passes until such time that they have been exhausted. The owner is not responsible for the monitoring of use of transit passes but only noting number of "subscribed" users to the program, until full unit count is exhausted over a period of one year;
- iv) If the transit pass program is not fully subscribed within one year, the program is to be extended until the equivalence of the costs of the full one year transit pass program has been exhausted. Should not all transit passes be utilized by the end of the second year, the remaining funds equivalent to the value of the unsubscribed transit passes are to be transferred to the City of Richmond for alternate transportation demand management measures at the City's discretion.
- v) The availability and method of accessing the two-zone transit passes is to be clearly explained in the sales agreements, tenancy agreements and any rental materials.

15. (LEMR Housing Agreement) The City's acceptance of the developer's offer to voluntarily contribute affordable housing, in the form of low-end market rental (LEMR) units, constructed to a turnkey level of finish, at the sole cost of the developer, the terms of which voluntary contribution shall include, but will not be limited to, the registration of the City's standard Housing Agreement and Cover Letter with the City to secure the affordable housing units. The form of the

Initial: _____

Housing Agreement and Covenant shall be agreed to by the developer and the City prior to final adoption of the subject rezoning; after which time, only the Housing Covenants may be amended or replaced and any such changes will only be permitted for the purpose of accurately reflecting the specifics of the Development Permit* and other non-materials changes resulting thereof and made necessary by the Development Permit* approval requirements, as determined to the satisfaction of the Director of Development and Director, Community Social Development. The terms of the Housing Agreements and Covenants shall indicate that they apply in perpetuity and provide for, but will not be limited to, the following requirements.

- a) The required minimum floor area of the affordable (low-end market rental) housing shall be equal to a combined habitable floor area of at least 1,457.83 m² (15,691.9 ft²), excluding standard Floor Area Ratio (FAR) exemptions, as determined based on 10% of the total maximum residential floor area, excluding market rental unit floor area, of 1,009.9 m² (10,870 ft²); and
- b) All affordable housing units shall be maintained under single ownership (within one air space parcel or one strata lot or legal agreement to the satisfaction of the Director of Development).
- c) The imposition of any place age-based restrictions on occupants of any affordable housing unit is prohibited.
- d) The developer shall, as generally indicated in the table below:
 - i) Ensure that the types, sizes, rental rates, and occupant income restrictions for the affordable housing units are in accordance with the City's Affordable Housing Strategy and guidelines for Low End Market Rental (LEMR) housing, unless otherwise agreed to by the Director of Development and Director, Community Social Development; and
 - ii) Achieve the Project Targets for unit mix and Basic Universal Housing (BUH) standard compliance or as otherwise determined to the satisfaction of the Director, Community Social Development through an approved Development Permit*.

Unit Type	Affordable Housing Strategy Requirements (1)			Project Targets (2)	
	Min. Unit Area	Max. Rent Charge	Max. Household Income	Unit Mix	BUH
Studio	37 m ² (400 ft ²)	\$811	\$34,650 or less	11% (2 units)	11% (2 units)
1-bedroom	50 m ² (535 ft ²)	\$975	\$38,250 or less	11% (2 units)	6% (1 units)
2-bedroom	69 m ² (741 ft ²)	\$1,218	\$46,800 or less	39% (7 units)	39% (7 units)
3-bedroom	91 m ² (980 ft ²)	\$1,480	\$58,050 or less	39% (7 units)	33% (6 units)
Total	N/A	N/A	N/A	18 Units 1,459.2 m² (15,707 ft²)	89% (16 units)

- (1) May be adjusted periodically as provided for under adopted City policy.
 - (2) Unit mix in the above table may be adjusted through the Development Permit Process provided that the total area comprises at least 10% of the subject development's total residential building area (excluding market rental unit floor area).
- e) Single ownership is required for the affordable housing units (single owner for all affordable housing units). The affordable housing unit locations are to be as determined to the satisfaction of the Director of Development and Director, Community Social Development through an approved Development Permit*. Dispersed or clustered unit configurations may be considered; however, dispersed units are required unless a qualified non-profit operator (that requires a clustered unit arrangement) has agreed to partner with the developer to manage the units. NOTE: The applicant has indicated to the City that it plans to pursue an agreement with a non-profit organization to manage the development's required LEMR units. To support this partnership, the City is willing to accept clustering of the required units and, in light of this, recommends clustering of other building features intended for the exclusive use of the affordable housing tenants (e.g., parking and Class 1 bike storage). Prior to final adoption of the rezoning bylaw, the applicant will be required to submit, for consideration by the City, a memorandum of understanding with a qualified non-profit operator(s) demonstrating, among other things, support for the developer's proposed clustered affordable housing unit arrangement
- f) Occupants of the affordable housing units shall, to the satisfaction of the City (as determined prior to Development Permit* approval), enjoy full and unlimited access to and use of all on-site indoor amenity spaces and outdoor amenity spaces provided on the lot as per OCP, City Centre Area Plan, and Development Permit* requirements, at no additional charge to the affordable housing tenants (i.e. no monthly rents or other fees shall apply for the casual, shared, or exclusive use of any amenities).

- g) On-site parking, “Class 1” bike storage, and related electric vehicle (EV) charging stations shall be provided for the use of affordable housing occupants as per the OCP, Zoning Bylaw, and approved Development Permit* at no additional charge to the affordable housing tenants (i.e. no monthly rents or other fees shall apply for the casual, shared, or exclusive use of the parking spaces, bike storage, EV charging stations, or related facilities by affordable housing tenants), which features may be secured via legal agreement(s) on title prior to Development Permit* issuance.
 - h) The affordable housing units, related uses (e.g., parking, garbage/recycling, hallways, amenities, lobbies), and associated landscaped areas shall be completed to a turnkey level of finish, at the sole cost of the developer, to the satisfaction of the Director, Community Social Development.
 - i) “No development” shall be permitted, restricting Development Permit* issuance for any building in whole or in part, until the developer, to the City’s satisfaction:
 - i) Designs the lot to provide for the affordable housing units and ancillary spaces and uses;
 - ii) If applicable, amends or replaces the Housing Covenant to accurately reflect the specifics of the affordable housing units and ancillary spaces and uses as per the approved Development Permit*; and
 - iii) As required, registers additional legal agreements on title to the lots to facilitate the detailed design, construction, operation, and/or management of the affordable housing units and/or ancillary spaces and uses (e.g., parking) as determined by the City via the Development Permit* review and approval processes.
 - j) No Building Permit* shall be issued for any building, in whole or in part, until the developer provides for the required affordable housing units and ancillary spaces and uses to the satisfaction of the City.
 - k) “No occupancy” shall be permitted, restricting final Building Permit inspection granting occupancy for any building, in whole or in part, until the required affordable housing units and ancillary spaces and uses are completed to the satisfaction of the City and have received final Building Permit inspection granting occupancy.
16. (Market Rental Housing Agreement) Entering into the City’s standard Market Rental Agreement and registration of a Covenant to secure the provision of market rental housing, to the satisfaction of the City. The terms shall indicate that they apply in perpetuity and provide for, but will not be limited to, the following requirements:
- a) All market rental housing units shall be maintained under single ownership (within one air space parcel or one strata lot or legal agreement to the satisfaction of the Director of Development) on a building-by-building basis.
 - b) The imposition of any place age-based restrictions on occupants of any market rental housing unit is prohibited.
 - c) Occupants of the units subject to the market rental agreement shall enjoy full and unlimited access to and use of the following at no additional charge (i.e. no monthly rents or other fees shall apply for the casual, shared, or exclusive use):
 - i) All indoor amenity spaces and outdoor amenity spaces provided on the lot as per OCP, City Centre Area Plan, and Development Permit* requirements.
 - ii) All parking, “Class 1” bike storage, and related electric vehicle (EV) charging stations provided for the use of market rental housing occupants as per the OCP, Zoning Bylaw, and approved Development Permit*.
 - d) The terms of the market rental agreement shall indicate that they apply in perpetuity, that no more than prevailing market rent will be charged, and provide for the following Unit Mix or as otherwise determined to the satisfaction of the Director of Development through an approved Development Permit*.

Unit Type	Unit Mix (1)	BUH (1)
Studio	0% (0 units)	0% (0 units)
1-bedroom	31% (4 units)	31% (4 units)
2-bedroom	38% (5 units)	31% (4 units)
3-bedroom	31% (4 units)	15% (2 units)
Total	13 Units 1,009.9 m² (10,870 ft²)	77% (10 units)

(1) Unit mix in the above table may be adjusted through the Development Permit Process.

- e) “No development” shall be permitted, restricting Development Permit* issuance for a building, in whole or in part, until the developer:
 - i) Designs the lot to provide for the market rental housing units and ancillary spaces;

- ii) If applicable, amends or replaces the Housing Covenant to accurately reflect the specifics of the market rental housing units and ancillary spaces as per the approved Development Permit*.
 - f) No Building Permit* shall be issued for a building, in whole or in part, until the developer provides for the required market rental housing units and ancillary spaces.
 - g) “No occupancy” shall be permitted, restricting final Building Permit inspection granting occupancy for any building, in whole or in part, until the required market rental housing units and ancillary spaces are completed and have received final Building Permit inspection granting occupancy.
17. (No Rental or Age Restrictions) Registration of a restrictive covenant prohibiting (a) the imposition of any strata bylaw that would prohibit any residential dwelling unit from being rented; and (b) the imposition of any strata bylaw that would place age-based restrictions on occupants of any residential dwelling unit.
18. (Public Art) City acceptance of the developer’s offer to make a voluntary contribution towards the City’s Public Art Fund, the terms of which shall include the following:
- a) The value of the owner's voluntary public art contribution shall be based on the Council-approved rates for residential and non-residential uses and the maximum buildable floor area permitted under the subject lands' proposed zoning, excluding floor area associated affordable housing and market rental, as indicated in the table below.

Building Type	Contribution Rate (1)	Maximum Permitted Floor Area After Exemptions (2)	Minimum Voluntary Cash Contribution
Residential	\$0.99	13,119.96 m ² (141,222.06 ft ²)	\$139,809.84

(1) The Council-approved contribution rate in effect at the time of writing these Rezoning Considerations

(2) As per City policy, floor area excludes the development’s affordable housing and market rental housing floor area

- b) In the event that the contribution is not provided within one year of the application receiving third reading of Council (i.e. Public Hearing), the contribution rate (as indicated in the table in item a), above) shall be increased annually thereafter based on the Statistics Canada Consumer Price Index (All Items) – Vancouver yearly quarter-to-quarter change, where the change is positive.
- c) Prior to rezoning bylaw adoption, the owner shall submit a Public Art Plan, for the subject lands, to the satisfaction of the Director, Arts Culture and Heritage Services. The Public Art Plan shall be:
 - i) Prepared by an appropriate professional.
 - ii) Based on a contribution value of at least the total amount indicated in the table in item a) above.
 - iii) Consistent with applicable City policies and objectives (for example, the Richmond Public Art Program, City Centre Public Art Plan, Capstan Public Art Plan and other relevant supplementary public art and heritage planning that may be undertaken by the City), as determined to the satisfaction of the Director of Development and Director, Arts, Culture, and Heritage Services.
 - iv) Presented for review(s) by the Public Art Advisory Committee and endorsement by Council, as required by the Director, Arts, Culture, and Heritage Services.

NOTE: For contributions with a cumulative budget over \$250,000, the Public Art Plan is presented for Council approval prior to Building Permit Issuance.
 - v) Implemented by the owner, as required by legal agreement(s) registered on Title to prior to rezoning adoption.
- d) "No development" shall be permitted on the subject lands, restricting Development Permit issuance for any building on the lot, in whole or in part (excluding parking), until the owner, to the City's satisfaction:
 - i) Enters into additional legal agreement(s), if any, required to facilitate the implementation of the City approved Public Art Plan, which may require that, prior to entering into any such additional agreement(s), a Detailed Public Art Plan is submitted by the owner for the subject lands and/or an artist is engaged, to the satisfaction of the City (as generally set out in the legal agreement entered into and the Public Art Plan submitted prior to rezoning adoption).
 - ii) Submits a Letter of Credit or cash security or cash contribution (as determined in the sole discretion of the City) to secure the developer’s implementation of the Public Art Plan, the collective value of which shall be at least \$139,809.84, including \$6,990.49 as a cash contribution equal to 5% of the total amount indicated in the

table in item a) above and a Public Art security Letter of Credit in the amount of \$132,819.35, being the total amount identified in item a) above.

- e) "No occupancy" shall be permitted on the subject lands, restricting final Building Permit* inspection granting occupancy of the building (exclusive of parking), in whole or in part, on the subject lands until:
- i) The owner, at the owner's sole cost and expense, commissions one or more artists to conceive, create, manufacture, design, and oversee or provide input about the manufacturing of the public artwork, and causes the public artwork to be installed on City owned lands, if expressly permitted by the City in writing and pre-approved by Council, or within a statutory right-of-way on the subject lands (which right-of-way shall be to the satisfaction of the City for rights of public passage, Public Art, and related purposes, in accordance with the City-approved Public Art Plan and, as applicable, Detailed Public Art Plan).
 - ii) The owner, at the owner's sole cost and expense and within 30 days after the date on which the applicable public art is installed in accordance with the Public Art Plan, executes and delivers to the City a transfer of all of the owner's rights, title, and interest in the public artwork to the City if on City owned lands or to the subsequent strata corporation if on the subject lands (including transfer of joint world-wide copyright) or as otherwise determined to be satisfactory by the City Solicitor and Director, Arts, Culture, and Heritage Services.

NOTE: It is the understanding of the City that the artist's title and interest in the public artwork will be transferred to the owner upon acceptance of the artwork based on an agreement solely between the owner and the artist and that these interests will in turn be transferred to the City, subject to approval by Council to accept the donation of the artwork.

- iii) The owner, at the owner's sole cost and expense, submits a final report to the City promptly after completion of the installation of the Public Art in accordance with the City-approved Public Art Plan, which report shall, to the satisfaction of the Director of Development and Director, Arts, Culture, and Heritage Services, include:
 - Information regarding the siting of the Public Art, a brief biography of the artist(s), a statement from the artist(s) on the Public Art, and other such details as the Director of Development and Director, Arts, Culture, and Heritage Services may require.
 - A statutory declaration, satisfactory to the City Solicitor, confirming that the owner's financial obligation(s) to the artist(s) have been fully satisfied.
 - The maintenance plan for the Public Art prepared by the artist(s).
 - Digital records (e.g., photographic images) of the public art, to the satisfaction of the Director of Development and Director, Arts, Culture, and Heritage Services.
 - f) As an alternative to the provision of Public Art on-site, the owner may offer to make a voluntary cash contribution in lieu; provided that the value of such voluntary public art contribution shall be at least the total amount indicated in the table in item a) above. In this case, the requirements of c) through e) will not apply.
19. The submission and processing of a Development Permit* completed to a level deemed acceptable by the Director of Development.
20. Enter into a Servicing Agreement* for the design and construction of frontage and pedestrian network improvements, dike and servicing improvements, A Letter of Credit or cash security for the value of the Service Agreement works, as determined by the City, will be required as part of entering into the Servicing Agreement. Works include, but may not be limited to the following.
- 1) Transportation Works:
 - a) A finalized functional plan will be required as part of the Servicing Agreement to finalize the design elements of the following works (Schedule 2).
 - b) River Drive Frontage: 2 m wide concrete sidewalk at property line, 1.5 m to 4 m wide planted boulevard with street trees, 2.4 m wide parking bay.
 - c) Shell Road Frontage: 3 m wide multi-use path at property line and minimum 1.5 m wide grass boulevard with street trees and tie in with dike pathway.
 - d) Street tree irrigation: The boulevard is to be irrigated and the irrigation is to be serviced by the on-site water supply.

- e) Public walkway: Complete the west pedestrian internal walkway to the ultimate 6 m width. Provide a pedestrian internal walkway located in the required 3 m wide public-rights-of-passage statutory right-of-way (PROP SRW) along the west edge of the site and connecting to the waterfront trail and the River Drive sidewalk. Provide an accessible pedestrian path in the 6 m wide public-rights-of-passage statutory right-of-way (PROP SRW) along the entire west edge of the site consisting of an existing 3 m wide SRW on adjacent 10333 River Drive and the required 3 m wide SRW on the subject site. Provide, from west to east, 1.5 m landscaping, 3 m wide concrete paving, 1.5 m landscaping, and safety fencing/barriers/retaining walls and lighting as needed. Compaction test results for the walkway sub-base to be submitted to the City for review prior to placement of concrete.

1) Water Works:

- a) Using the OCP Model, there is 645 L/s of water available at a 20 psi residual at the River Drive frontage of the site. Based on your proposed development, your site requires a minimum fire flow of 220 L/s.
- b) At Developer's cost, the Developer is required to:
 - i) Submit Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) fire flow calculations to confirm 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.
 - ii) Review hydrant spacing on all road frontages and install new fire hydrants as required to meet City spacing requirements for the proposed land use.
 - iii) Cut and cap all existing water service connections and remove all existing water meters.
 - iv) Install a new 150mm diameter water service connection, complete with water meter and water meter box as per City specifications to service the site.
 - v) Provide a right-of-way for the water meter. Minimum right-of-way dimensions to be the size of the meter box (from the City of Richmond supplementary specifications) + any appurtenances (for example, the bypass on W2o-SD) + 0.5 m on all sides. Exact right-of-way dimensions to be finalized during the Servicing Agreement process.
- c) At Developer's cost, the City will:
 - i) Complete all tie-ins for the proposed works to existing City infrastructure.

2) Storm Sewer Works:

- a) At Developer's cost, the Developer is required to:
 - i) Provide an erosion and sediment control plan for all on-site and off-site works, to be reviewed as part of the servicing agreement design.
 - ii) Cut and cap all existing storm sewer service connections and remove associated inspection chambers.
 - iii) Install a new storm service connection complete with inspection chamber as per City specifications for the proposed site. The location and size of the required storm sewer service connection shall be determined through the servicing agreement design process.
 - iv) Remove existing perforated pipes, retaining wall drainage pipes and associated inspection chambers along the River Drive and Shell Road frontages of the site.
 - v) Install new catch basins along Shell Road frontage per City of Richmond Design Specifications to accommodate the new curb and gutter.
- b) At Developer's cost, the City will:
 - i) Complete all tie-ins for the proposed works to existing City infrastructure.

3) Sanitary Sewer Works:

- a) At Developer's cost, the Developer is required to:
 - i) Confirm the condition of the existing sanitary sewer service connection at the Southwest corner of 10751 River Drive with video inspection and confirm the capacity through a sizing calculation. If not adequate, cut and cap the existing sanitary service connection and replace with a new sanitary sewer service connection complete with inspection chamber as per City specifications.
 - ii) Cut and cap the existing sanitary service connection located at Southeast property line of 10611 River Drive.

b) At Developer's cost, the City will:

i) Complete all tie-ins for the proposed works to existing City infrastructure.

4) Street Lighting:

a) At Developer's cost, the Developer is required to:

i) Review street lighting levels along all road and lane frontages, and upgrade as required.

5) Dike Upgrade Works:

a) Provide a 7.3 m wide fee simple lot to the City along the entire north property line of the proposed development for dike access, maintenance, repair, alterations and future construction.

b) To satisfy the requirements of a "superdike", as much of the property as possible is required to be raised to a minimum elevation of 4.7 m geodetic. This includes the area between the land side toe of the dike and the north property line of the proposed site.

c) The developer shall be responsible for all costs to remove the existing poles and overhead lines along the dike frontages and relocation of the existing PMT that services the Shell Road North Drainage Pump Station. The PMT is required to be relocated on-site and contained within the right-of-way on the site. Registration of said statutory right-of-way in the site for the relocated PMT that services the Shell Road North Drainage Pump Station. The right-of-way for the new PMT shall be shown on a functional plan for BC Hydro and City review and approval prior to the rezoning staff report being presented to Council. The functional plan shall include the maintenance access to the new PMT and shall be included in the Development Permit staff report.

d) If, as of the date the Development Permit for the site is presented to the City's Development Permit Panel, the owner of the adjacent development to the west of the site has either not completed, or is not then, in the City's sole determination, diligently and actively constructing, the dike upgrade along the river frontage of the site, being the north property line of the site, then, at the City's discretion, the City may require that the Developer upgrade the dike along the river frontage of the site at their cost and enter into a servicing agreement at that time. This option for the City to require completion of dike upgrades and a future servicing agreement will be secured by a legal agreement prior to rezoning adoption by City Council. Should the City exercise this option, the Developer will be required to:

i) Upgrade the existing dike along the river frontage of the site complete with the appropriate tie-in transitions. The dike height shall be 4.7 m expandable to 5.6 m and shall be coordinated with the dike design for the 10311 River Drive and 10333 River Drive (SA15-707864).

The proposed dike design shall include plan and cross-section views and is required to show how the dike can be raised to a future elevation of 5.6 m. Prior to the development permit application advancing to Development Permit Panel, the applicant is required to assess the condition of the existing riprap on the waterside of the dike fronting 10611 River Drive and 10751 River Drive. If the existing riprap does not meet the City's standards, the developer shall remove the substandard riprap and install new riprap from the proposed dike crest to the dike toe. A minimum waterside slope of 2:1 is to be maintained. The existing dike crest may have to be adjusted/moved towards the landside of the dike if new riprap is required.

If relocation of the dike crest is required, the setback between the landside toe of the dike and the edge of the proposed buildings and parkade may need to be increased. As such, the proposed on-site buildings and parkade fronting the dike may need to be moved south.

The developer shall also be responsible for all costs to remove the existing poles and overhead lines along the dike frontages and relocation of the existing PMT that services the Shell Road North Drainage Pump Station. The PMT is required to be relocated on-site and contained within the right of way required under b above.

ii. Incorporate access for dike maintenance into the dike design. As part of the servicing agreement design process, the developer shall provide a proposed dike maintenance access plan that shows how the City will be able to access and maintain the upgraded dike.

The proposed and ultimate dike crest running surface shall be minimum 5.0 m wide with unobstructed access to the waterside dike slope. This area is to be clear of benches, lighting, and other park amenities. Such amenities shall be located in the landside of the dike to allow full access to the waterside of the dike and future dike maintenance.

The actual width of the dike crest is to be determined through the road functional plan and the servicing agreement design. The dike shall be designed such that service vehicles and maintenance equipment can access the entire length of the dike. The slope of the maintenance access shall be at a maximum grade of 10% and based on the Transportation Associate of Canada's standard SU turning templates and approved by the City's Transportation department.

- iii. Retain a Qualified Environmental Professional to lead all senior government (provincial/federal) environmental legislative and regulatory requirements for proposed dike upgrade scope. All required senior government approvals are required to be in place to support the issuance of a Dike Servicing Agreement.
- iv. Ensure a smooth transition to the existing Shell Road North Drainage Pump Station and the improvements surrounding it. The dike transition should not affect maintenance access to the existing Shell Road North Drainage Pump Station.
- v. Ensure that existing trees within the dike footprint are removed and no new trees are included as part of the dike design.
- vi. The Developer is required to satisfy the following in terms of dike design and construction:
 - (i) General Design Requirements
 - a. The dike shall be designed by a Professional Geotechnical Engineer.
 - b. The elevation of the dike crest shall be raised to a minimum of 4.7 m geodetic, and shall be designed to accommodate a future elevation of 5.6 m. On the waterside of the dike, the slope shall be a maximum of 2:1. On the landside of the dike, the slope shall be a maximum of 3:1.
 - c. To satisfy the requirements of a "superdike", as much of the property as possible is required to be raised to a minimum elevation of 4.7 m geodetic. This includes the area between the land side toe of the dike and the north property line of the proposed site.
 - d. All dike construction, including materials, shall be in conformance with the current version of City standard drawing MB-98 and MB-99, Dike Design and Construction Guide – Best Management Practices for British Columbia, and Environmental Guidelines for Vegetation Management on Flood Protection Works to Protect Public Safety and the Environment.
 - e. The design and construction of the dike shall be done to the satisfaction of the General Manager, Engineering and Public Works, the Provincial Inspector of Dikes, and federal approving authorities.
 - (ii) Seismic Design Requirements
 - a. Refer to the provincial Seismic Design Guidelines for Dikes 2nd Edition or superseding guidelines.
 - b. 100-year earthquake: The dike must meet provincial requirements for horizontal and vertical settlement.
 - c. 475-year earthquake: The post-seismic dike crest elevation must be a minimum of 4.55 m geodetic (the final dike crest elevation should not be less than the design elevation minus the maximum allowable settlement of 0.15 m specified in the provincial guidelines).
 - d. 2,475-year earthquake: The dike cannot experience a flow-slide condition. There must be a dike structure remaining post-earthquake. The geotechnical report shall identify the final dike elevation post-earthquake, for the City's review and acceptance.
 - (iii) Planting and Vegetation on the Dike
 - a. The area consisting of the dike crest, waterside and landside dike slopes, and a 3 m strip beyond the theoretical landside toe must be kept clear of trees per the provincial Environmental Guidelines for Vegetation Management on Flood Protection Works to Protect Public Safety and the Environment. The theoretical landside dike toe can be determined by extending the landside slope of the 5.6 m dike elevation to the proposed finished grade of the site.
 - b. Vegetation that does not obstruct inspection visibility, displace Type 6 material (riprap) or create holes in the dike slope, may be acceptable on the waterside and landside slope when placed in clumps measuring no more than 3 m wide located at intervals of 9 m between adjacent clumps, as

per the City's Riparian Planting on Dikes Design Standard. A list of permitted dike plantings shall be obtained from the City Engineering Department by the Landscape Architect prior to starting the detailed landscaping design.

(iv) Dike Inspection

- a. The City's Public Works department is required to be engaged to perform a dike inspection prior to dike construction. They can be reached at floodprotection@richmond.ca to schedule an assessment and will inspect the following through the dike construction process:
 - i. Review of site stripping to ensure existing plants are removed
 - ii. Review of dike fill compaction (Type 2 material)
 - iii. Review of riprap filter (Type 3 material)
 - iv. Review of filter fabric installation
 - v. Review of riprap placement (Type 6 material)

Dike Maintenance Act approval is required from the Inspector of Dikes and shall be coordinated by the developer.

6) General Items:

a) At Developer's cost, the Developer is required to:

- i) Complete frontage improvements per Transportation requirements.
- ii) Coordinate with BC Hydro, Telus and other private communication service providers:
 - (1) To pre-duct for future hydro, telephone and cable utilities along all road frontages.
 - (2) Before relocating/modifying any of the existing power poles and/or guy wires within the property frontages.
 - (3) To underground overhead service lines.
- iii) Locate/relocate all above ground utility cabinets and kiosks required to service the proposed development and proposed undergrounding works, and all above ground utility cabinets and kiosks located along the development's frontages, within the development's site (see list below for examples). A functional plan showing conceptual locations for such infrastructure shall be included in the development design review process. 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 on the architectural plans/functional plan, the servicing agreement drawings, and registered prior to SA design approval:
 - BC Hydro PMT – 4.0 x 5.0 m
 - BC Hydro LPT – 3.5 x 3.5 m
 - Street light kiosk – 1.5 x 1.5 m
 - Traffic signal kiosk – 2.0 x 1.5 m
 - Traffic signal UPS – 1.0 x 1.0 m
 - Shaw cable kiosk – 1.0 x 1.0 m
 - Telus FDH cabinet – 1.1 x 1.0 m
- iv) Provide, prior to start of site preparation works or within the first servicing agreement submission, whichever comes first, a preload plan and geotechnical assessment of preload, dewatering, and soil preparation impacts on the existing utilities fronting the development site and provide mitigation recommendations.
- v) Provide a video inspection report of the existing utilities along the road frontages prior to start of site preparation works or within the first servicing agreement submission, whichever comes first. A follow-up video inspection, complete with a civil engineer's signed and sealed recommendation letter, is required after site preparation works are complete (i.e. pre-load removal, completion of dewatering, etc.) to assess the condition of the existing utilities and provide recommendations to retain, replace, or repair. Any

utilities damaged by the pre-load, de-watering, or other ground preparation shall be replaced or repaired at the developer's cost.

- vi) Conduct pre- and post-preload elevation surveys of all surrounding roads, utilities, and structures. Any damage, nuisance, or other impact to be repaired at the developer's cost. The post-preload elevation survey shall be incorporated within the servicing agreement design.
- vii) Monitor the settlement at the adjacent utilities and structures during pre-loading, dewatering, and soil preparation works per a geotechnical engineer's recommendations, and report the settlement amounts to the City for approval.
- viii) Submit a proposed strategy at the building permit stage for managing excavation de-watering. Note that the City's preference is to manage groundwater on-site or by removing and disposing at an appropriate facility. If this is not feasible due to volume of de-watering, the Developer will be required to apply to Metro Vancouver for a permit to discharge into the sanitary sewer system. If the sanitary sewer does not have adequate capacity to receive the volume of groundwater, the Developer will be required to enter into a de-watering agreement with the City wherein the developer will be required to treat the groundwater before discharging it to the City's storm sewer system.
- ix) Not encroach into City rights-of-ways with any proposed trees, retaining walls, or other non-removable structures. Retaining walls proposed to encroach into rights-of-ways must be reviewed by the City's Engineering Department.
- x) Given the utility upgrades completed on River Drive road through the developer at 10311 River Drive, the Development Permit application for 10611/10751 River Drive may be subject to latecomer charges.
- xi) Coordinate the servicing agreement design for this development with the servicing agreement(s) for the adjacent development(s), both existing and in-stream. The developer's civil engineer shall submit a signed and sealed letter with each servicing agreement submission confirming that they have coordinated with civil engineer(s) of the adjacent project(s) and that the servicing agreement designs are consistent. The City will not accept the first submission if it is not coordinated with the adjacent developments. The coordination letter should cover, but not be limited to, the following:
 - (a) Dike design and cross-section.
 - (b) Corridors for City utilities (existing and proposed water, storm sewer, sanitary and DEU) and private utilities.
 - (c) Pipe sizes, material and slopes.
 - (d) Location of manholes and fire hydrants.
 - (e) Road grades, high points and low points.
 - (f) Alignment of ultimate and interim curbs.
 - (g) Proposed street lights design.
- xii) Enter into, if required, additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering, including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.

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

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

interior noise levels (decibels) within the dwelling units must achieve CMHC standards follows:

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

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

1. Submission of a Construction Parking and Traffic Management Plan to the Transportation 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. If applicable, payment of latecomer agreement charges, plus applicable interest associated with eligible latecomer works.
4. Obtain a Building Permit (BP) for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Department at 604-276-4285.

Note:

- * 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

Schedule 1 Preliminary Subdivision Plan

Schedule 2 Preliminary Road Functional Plan

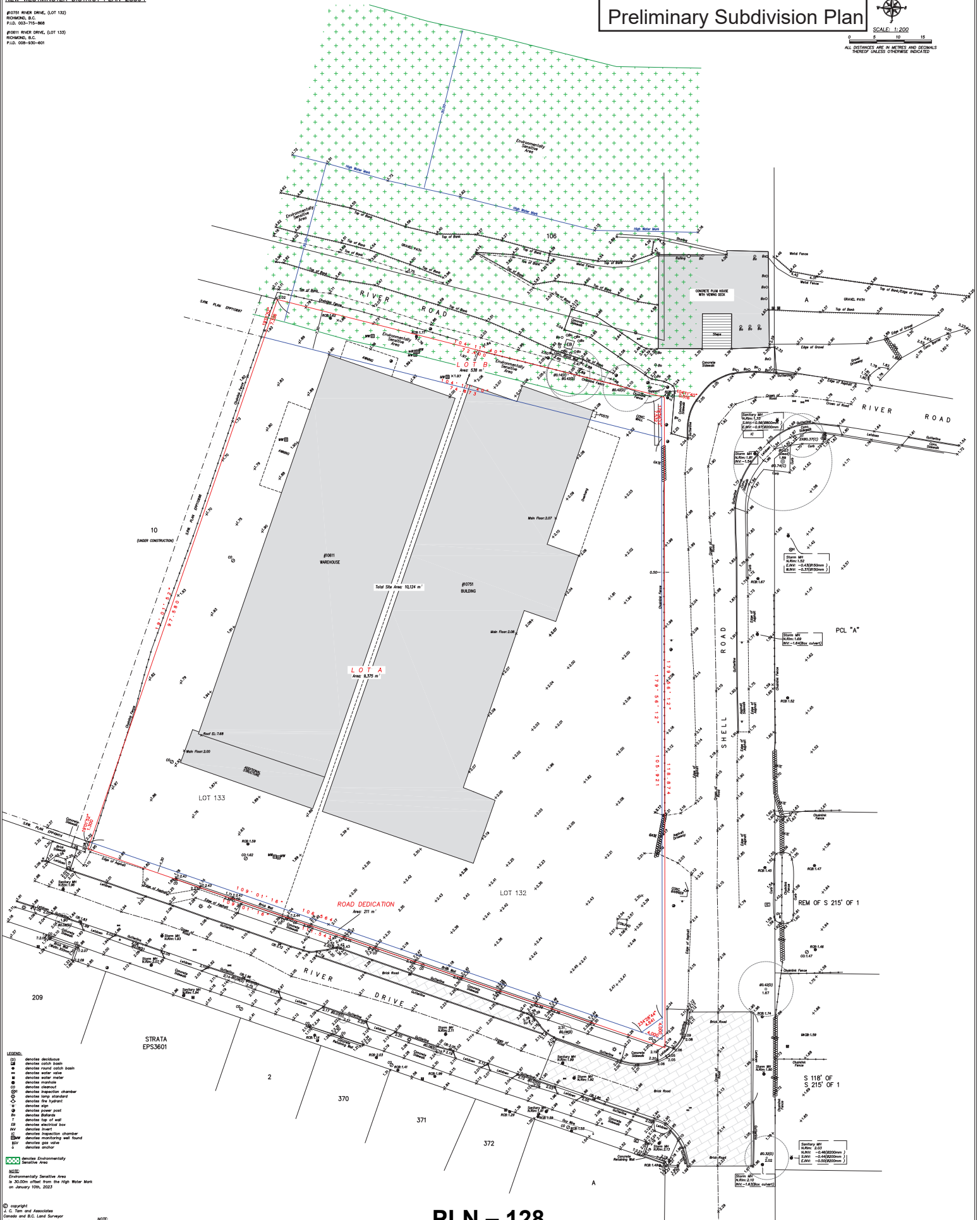
#0751 RIVER DRIVE, LOT 132
RICHMOND, B.C.
P.L.D. 003-715-868

#0811 RIVER DRIVE, LOT 133
RICHMOND, B.C.
P.L.D. 008-930-601

Schedule 1 Preliminary Subdivision Plan



SCALE: 1:200
0 5 10
ALL DISTANCES ARE IN METRES AND DECIMALS
HEREOF UNLESS OTHERWISE INDICATED



- LEGEND:
- denotes easement
 - denotes catch basin
 - denotes road catch basin
 - denotes water valve
 - denotes water meter
 - denotes manhole
 - denotes manhole
 - denotes inspection chamber
 - denotes large standard
 - denotes fire hydrant
 - denotes sign
 - denotes power post
 - denotes pole
 - denotes top of wall
 - denotes structural base
 - denotes fence
 - denotes inspection chamber
 - denotes monitoring well round
 - denotes gas valve
 - denotes meter
- denotes Environmentally Sensitive Area

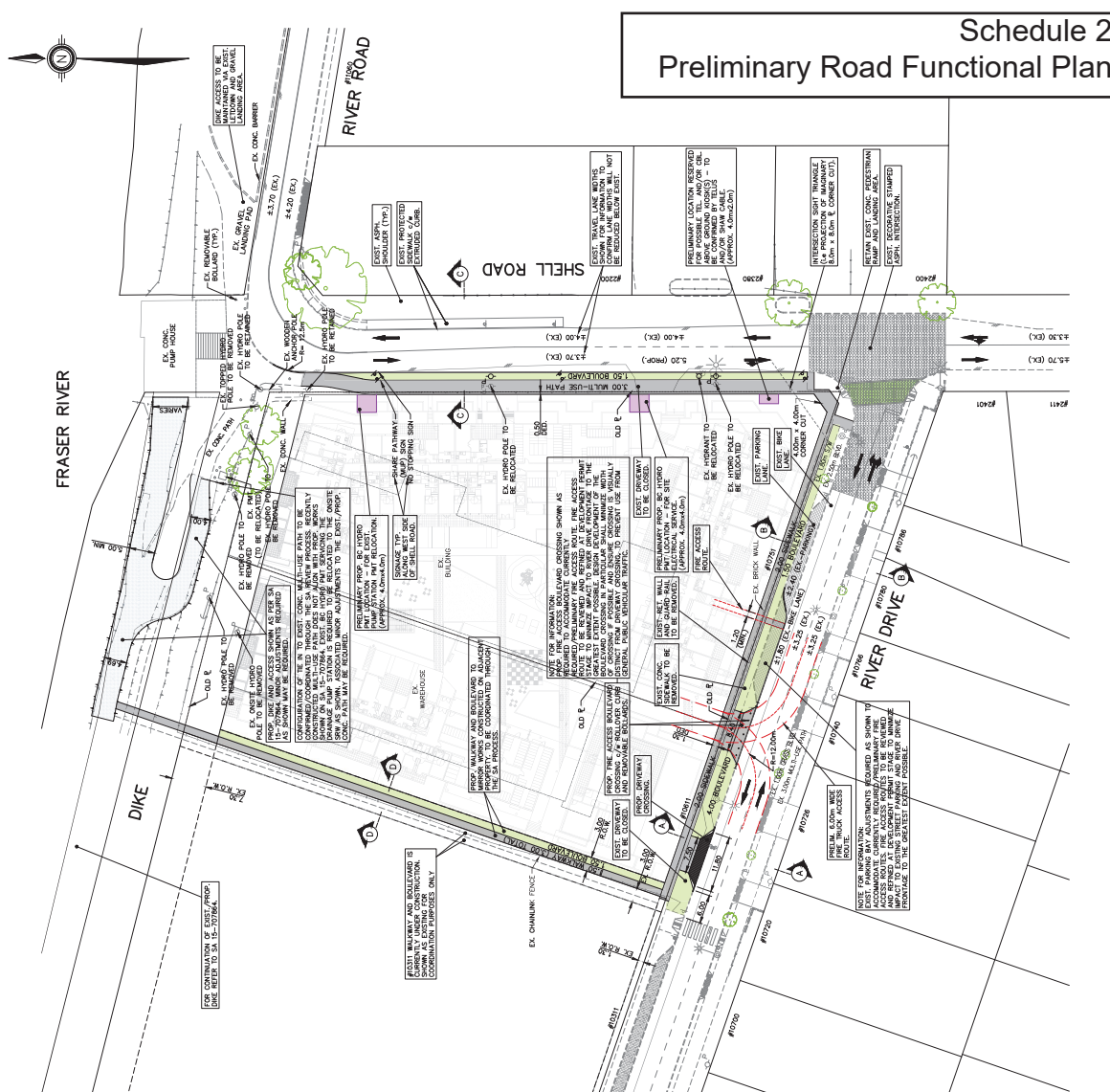
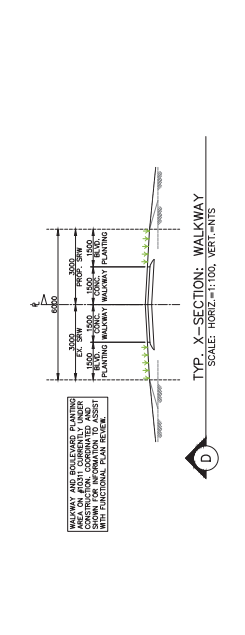
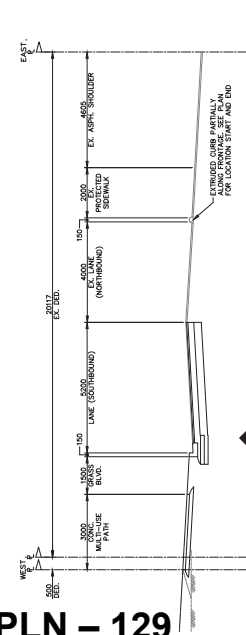
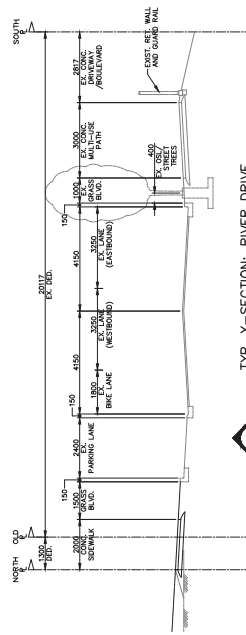
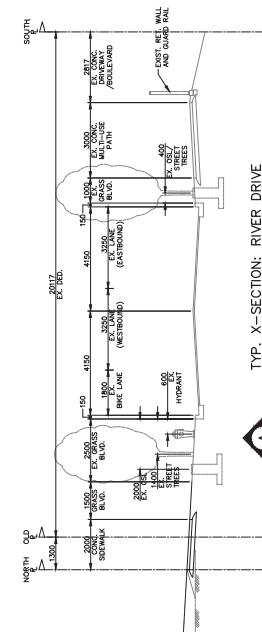
NOTE:
Environmentally Sensitive Area
is 30.00m offset from the High Water Mark
on January 10th, 2023

© copyright
J. C. Tam and Associates
Corporal and B.C. Land Surveyor
115 - 8823 Oak Crescent
Richmond, B.C. V6X 3Z7
Telephone: 274-8928
Fax: 274-8928
E-mail: info@jctam.com
Website: www.jctam.com
Job No. 7237
RD-407 Plan-05, RD-422 PDS-28
Drawn By: Jh/JK
DWG No. 7237-TOPO-05

NOTE:
Elevations shown are based on
City of Richmond 1985
Benchmark network.
Secondary Benchmark
R58 Flagstaff west side of Shell Road and north of River Drive
Elevation: 2.857m
Secondary Benchmark
U09165 west side of Shell Road and River Drive
Elevation: 1.918m

PLN - 128

CERTIFIED CORRECT:
LOT DIVISIONS ACCORDING TO
FIELD SURVEY
Johnson Tam, Registered Professional Engineer
J005031
JOHNSON T. TAM, B.S.C., G.L.S.
January 10th, 2023



City of Richmond

INTERIM FUNCTIONAL PLAN

10611 AND 10751 RIVER DRIVE
CITY FILE: RZ 21-941623

DESIGN: MPT
DRAWN: MPT
CHECKED: MPT
ENGINEER: MPT

DWG. No.: -
SCALE: 1:500
DATE: FEB/23
SHT. No.: 1 OF 1

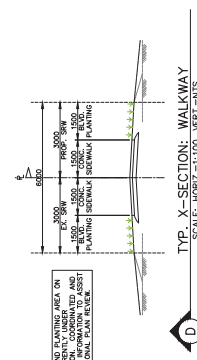
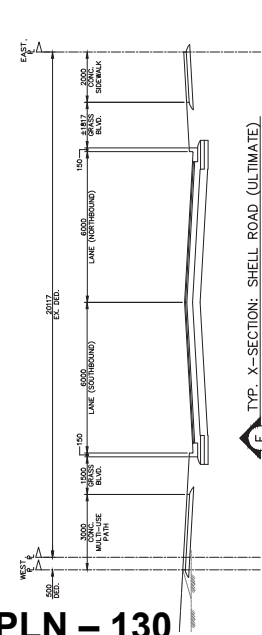
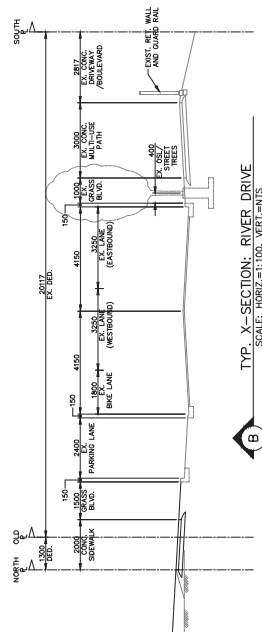
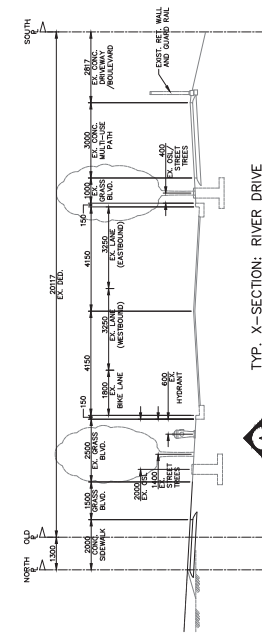
MPT ENGINEERING CO. LTD.

BAINS PROPERTIES

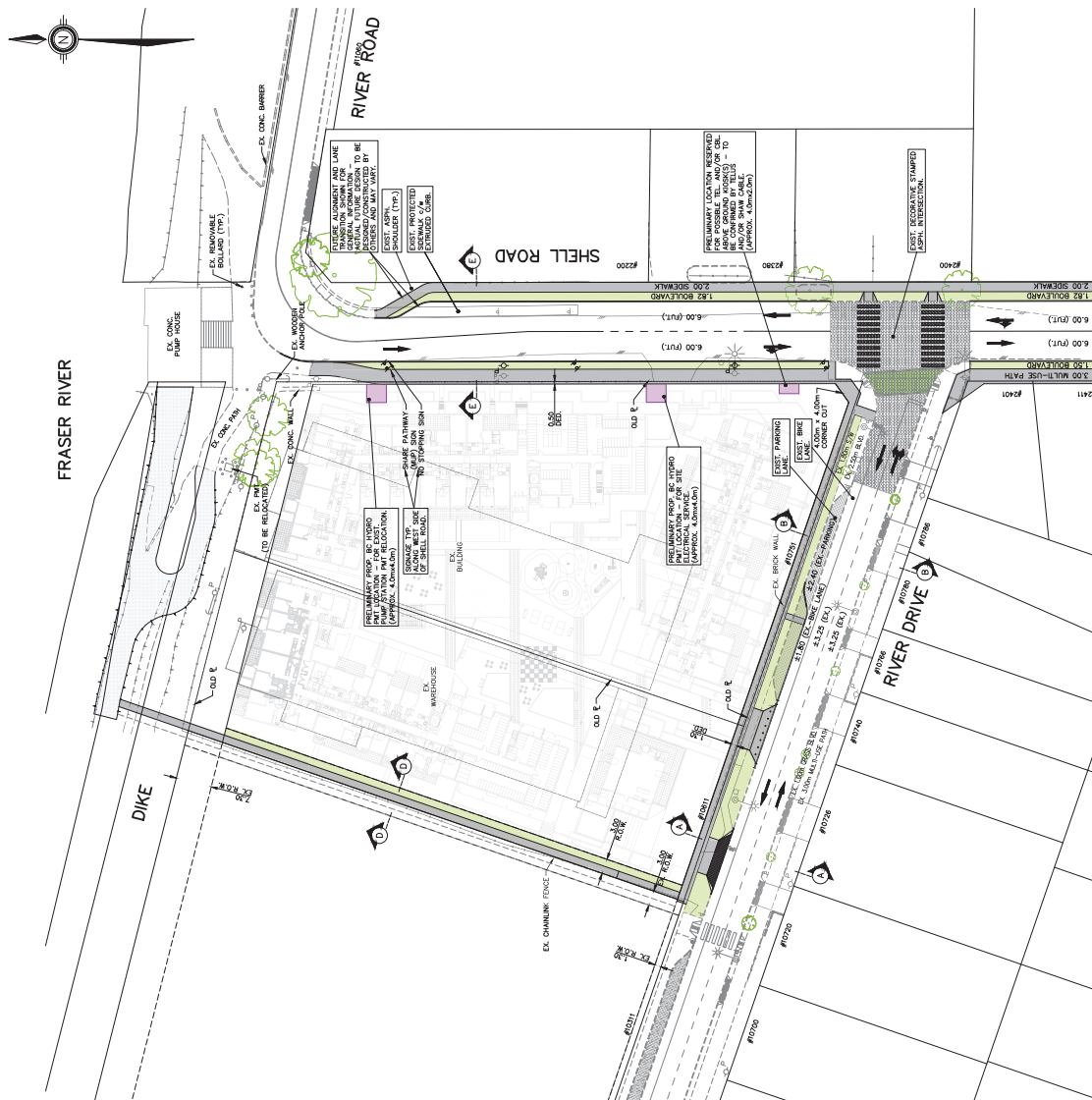
MPT DWG. No.: R16083-FP
SHT. No.: 1 OF 2

NOTES:

- ALL ELEVATIONS ARE DERIVED FROM CITY OF RICHMOND DOT MONUMENT #168 (CENTRELINE OF SHELL ROAD AND RIVER DRIVE). ELEV = 195MM.
- CONTRACTOR TO CONFIRM BENCHMARK WITH MPT ENGINEERING, PRIOR TO CONSTRUCTION.
- DISCREPANCIES TO MPT ENGINEERING, PRIOR TO CONSTRUCTION.
- ALL ELEVATIONS AND COORDINATES ARE TO BE ACCORDANCE WITH THE CURRENT MASTER ALTIMETER RECORDS AND COORDINATES. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO OBTAIN THE NECESSARY SUPPLEMENTARY SPECIFICATIONS AND DETAIL DRAWINGS.



PLN - 130



- NOTES:
1. ALL ELEVATIONS ARE DERIVED FROM CITY OF RICHMOND DOT MONUMENT #158 (CENTERLINE OF SHELL ROAD AND RIVER DRIVE). ELEV = 195MM.
 2. CONTRACTOR TO CONFIRM BENCHMARK WITH MPT ENGINEERING, PRIOR TO CONSTRUCTION.
 3. DISCREPANCIES TO MPT ENGINEERING, PRIOR TO CONSTRUCTION.
 4. ALL DIMENSIONS AND CONSTRUCTION IS TO BE IN ACCORDANCE WITH THE CURRENT MASTER PLANS AND SPECIFICATIONS. (MPT ENGINEERING HAS BEEN ADVISED BY THE CITY OF RICHMOND OF 'SUPPLEMENTARY SPECIFICATIONS AND DETAIL DRAWINGS'.

MPT ENGINEERING CO. LTD.
 4825-1120 HORSBUSH AVE, RICHMOND, BC V6X 4P7 TEL: 604-270-0381 FAX: 604-270-4137
BAINS PROPERTIES

REVISIONS		DATE	BY	CHK	DESCRIPTION
1.	4 APR/23	AO	AWC	ISSUE 'D'	
2.	27 MAY/23	AO	AWC	ISSUE 'C'	
3.	14 MAY/23	AO	AWC	ISSUE 'B'	
4.	9 MAY/23	AO	AWC	ISSUE 'A'	
REV'D	DATE	BY	CHK		

City of Richmond
 4811 122nd Ave., Richmond, BC V6X 4J1
'ULTIMATE' FUNCTIONAL PLAN
 10611 AND 10751 RIVER DRIVE
 CITY FILE: RZ 21-941623
 DESIGN: MPT
 DRAWN: MPT
 CHECKED: MPT
 ENGINEER: MPT
 DWG. No.: -
 SCALE: 1:500
 DATE: FEB/23
 SEC. No.: 23, 5-6
 SHT. No.: 1 OF 1



**Richmond Zoning Bylaw 8500
Amendment Bylaw 10454 (RZ 21-941625)
10611 and 10751 River Drive**

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 18 (Site Specific Residential (Low Rise Apartment) Zones), in numerical order:

“18.46 Low to Mid Rise Apartment (ZLR46) – Bridgeport

18.46.1 Purpose

The **zone** provides for residential development. Additional **density** is provided to achieve, among other things, **City** objectives in respect to **affordable housing units** and **market rental units**.

18.46.2 Permitted Uses

- **housing, apartment**
- **housing, town**

18.46.3 Secondary Uses

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

18.46.4 Permitted Density

1. The maximum **floor area ratio** is 1.0, together with up to an additional:
 - a) 0.1 **floor area ratio** provided that this additional **floor area ratio** is used entirely to accommodate indoor **amenity space**.
 - b) 0.1 **floor area ratio** provided that it is entirely used to accommodate **market rental units** pursuant to Section 18.46.4.2c) and 18.46.4.2d).

2. Notwithstanding Section 18.46.4.1, the reference to “1.0” is increased to a higher density of “1.45”, provided that:
 - a) the **owner** provides not less than 18 **affordable housing units** and the combined **habitable space** of the total number of **affordable housing units** would comprise at least 10% of the total residential **building** area, excluding **habitable space** of **market rental units**;
 - b) the **owner** enters into a **housing agreement** with respect to the **affordable housing units** and registers the **housing agreement** against title to the **lot**, and files a notice in the Land Title Office;
 - c) the **owner** provides not less than 13 **market rental units** and the combined **habitable space** of the total number of **market rental units** would comprise at least 1,006 m²; and
 - d) the **owner** enters into a **market rental agreement** with respect to the **market rental units** and registers the **market rental agreement** against title to the **lot**, and files a notice in the Land Title Office.
3. For the purposes of this **zone**, the permitted **density** is based on gross **site** area before the following required **road** dedications and fee simple transfers to the **City**:
 - a) not less than 535 m² of land within the **site** transferred to the **City** as a fee simple **lot** for diking and related purposes; and
 - b) not less than 200 m² of land within the **site** dedicated to the **City** as **road** which shall form part of River Drive.

18.46.5 Permitted Lot Coverage

1. The maximum **lot coverage** is 40% for **buildings**.

18.46.6 Permitted Yards & Setbacks

1. The minimum **public road** setback from:
 - a) River Drive is 3.0 m;
 - b) River Road is 7.5 m; and
 - c) Shell Road is 6.0 m.
2. The **side yard** is 6.0 m.
3. A parking **structure** may project into a required **yard** up to the **property line**, provided that such encroachment is landscaped and screened by a combination of trees, shrubs, ornamental plants or lawn as specified by a Development Permit approved by the **City**.

4. Uncovered stairs may project into a required **yard**, but shall not be closer than 0.3 m from River Drive nor 3 m from any **side lot line** as specified by a Development Permit approved by the **City**.

18.46.7 Permitted Heights

1. The maximum **height** for **buildings** is 26.0 m (6 **storeys**), except that the maximum **height** of buildings located:
 - a) within 20.0 m of the **lot line abutting** River Drive and more than 70.0 m from the **lot line abutting** Shell Road is 10.0 m;
 - b) within 20.0 m of the **lot line abutting** River Drive and within 70.0 m of the **lot line abutting** Shell Road is 15.0 m; and
 - c) between 20.0 m and 36.0 m of the **lot line abutting** River Drive is 15.0 m. **Balconies** may project into this area to a maximum depth of 1.5 m.
2. The maximum **building height** for **accessory buildings** and **accessory structures** is 10.0 m.

18.46.8 Subdivision Provisions/Minimum Lot Size

1. There are no minimum **lot width**, **lot depth** or **lot area** requirements.

18.46.9 Landscaping & Screening

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

18.46.10 On-Site Parking and Loading

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

18.46.11 Residential Rental Tenure

1. Subject to the provision of **affordable housing units** and **market rental units** pursuant to Section 18.46.4.2 above, a minimum of 31 **dwelling units** shall be used only for **residential rental tenure**.

18.46.12 Other Regulations

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

2. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following area and by designating it **“LOW TO MID RISE APARTMENT (ZLR46) – BRIDGEPORT”**.

P.I.D. 008-930-601

Lot 133 Fractional Section 23 Block 5 North Range 6 West New Westminster District Plan 28254

P.I.D. 003-715-868

Lot 132 Section 23 Block 5 North Range 6 West New Westminster District Plan 28394

3. This Bylaw may be cited as **“Richmond Zoning Bylaw 8500, Amendment Bylaw 10454”**.

FIRST READING

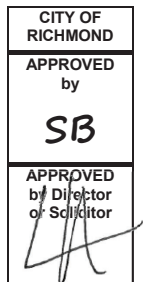
A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED



MAYOR

CORPORATE OFFICER



City of Richmond

Report to Committee

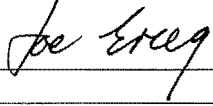

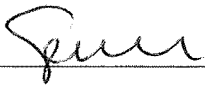
To: Planning Committee
From: John Hopkins
Director, Policy Planning
Date: April 17, 2023
File: 01-0153-04-01/2023-
Vol 01
Re: Annual Report on the YVR Aeronautical Noise Management Committee for
2022

Staff Recommendation

That the staff report titled "Annual Report on the YVR Aeronautical Noise Management Committee for 2022", dated April 17, 2023, be received for information.

John Hopkins
Director, Policy Planning
(604-276-4279)

Att. 1

REPORT CONCURRENCE	
CONCURRENCE OF GENERAL MANAGER 	
SENIOR STAFF REPORT REVIEW	INITIALS: 
APPROVED BY CAO 	

Staff Report

Origin

The Vancouver International Airport (YVR) Aeronautical Noise Management Committee (ANMC) is formed and operated by the YVR Airport Authority. City of Richmond representatives on the ANMC include two citizen representatives appointed by Council, and a staff member from the Policy Planning Department. This report provides an annual update to Council on the work and activities undertaken by the YVR ANMC in 2022.

This report supports Council's Strategic Plan 2022-2026 Focus Area #1 Proactive in Stakeholder and Civic Engagement:

Proactive stakeholder and civic engagement to foster understanding and involvement and advance Richmond's interests.

1.4 Leverage a variety of approaches to make civic engagement and participation easy and accessible.

Findings of Fact

YVR is responsible for noise management at the airport. This is addressed through a comprehensive Aeronautical Noise Management Program that includes:

- Implementing initiatives in the five-year Noise Management Plan;
- Procedures and directives to mitigate noise from aircraft and airport operations;
- Maintenance of a flight tracking and noise monitoring system;
- Dedicated staff with responsibility for responding to community questions/concerns;
- Community education and awareness programs; and
- Stakeholder engagement through the YVR ANMC.

The YVR ANMC provides a forum for the discussion and consideration of all aeronautical noise management issues arising from airport operations at YVR. It is a consultative committee, not a decision making committee. Membership of the YVR ANMC includes citizen representatives from selected municipalities, staff from municipal governments, the Musqueam Indian Band, airlines, NAV CANADA, Transport Canada, and the Vancouver Airport Authority.

The current Council appointed Richmond citizen representatives on the ANMC are Gary Abrams (appointed for the period January 2021 to December 2023) and Howard Jampolsky (appointed for the period January 2023 to December 2024). Arvind Sharma served on the committee from January 2019 and stepped down as a citizen representative at the end of 2022. The ANMC met on March 17th, September 15th and November 24th in 2022. Meeting minutes are available on the [YVR ANMC website](https://www.yvr.ca/en/about-yvr/noise-management/anmc) (<https://www.yvr.ca/en/about-yvr/noise-management/anmc>)

Analysis

COVID-19 Impacts

In 2022, aircraft movements at YVR steadily increased as global pandemic restrictions were relaxed and demand for air travel grew. In 2022, total aircraft movements were up by 56% compared to the same period in 2021. However, total movements in 2022 were still 21% lower than the same period in 2019. While domestic and US traffic has had a good recovery, international traffic (primarily to China) has shown less recovery due to continued travel restrictions and other factors.

Table 1: Annual Aircraft Movement Statistics at YVR, 2019 – 2022

	2022	2021	2020	2019
Total Aircraft Movements	262,888	168,323	157,563	331,411
<i>Runway Movements</i>	<i>230,162</i>	<i>141,699</i>	<i>136,277</i>	<i>289,533</i>
<i>Non-Runway Movements</i>	<i>32,726</i>	<i>26,624</i>	<i>21,286</i>	<i>41,908</i>
Total Cargo (Tonnes)	302,572	279,212	241,895	304,078
Total Passengers	19,013,416	7,086,602	7,302,109	26,379,870

*Data provided by YVR, represents changes in aircraft movement during pandemic as compared to 2019 as base year

2022 Aircraft Noise Concerns

YVR creates customized reports for citizen and staff representatives to help further understand concerns from their community and support their role on the ANMC. Richmond's 2022 Aircraft Noise Concern Summary Report is included in Attachment 1. Concerns received from Richmond in 2022 were as follows:

- 360 total concerns were registered by 58 individuals. This is an increase from 2021 in both the number of total concerns registered (247) and the number of individuals (52).
- Of the 360 total concerns in 2022, 77% were registered by one individual who mostly cited propeller aircraft departures as the cause for concern.
- Excluding concerns received from this individual, jet aircraft departures were the most cited concern.

Across the Lower Mainland as a whole, in 2022 the Airport Authority received a total of 2,183 noise concerns from 130 individuals. This equates to approximately 1 of every 20,000 Lower Mainland residents submitting a concern. Figures 1 and 2 show the total number of concerns and individuals between 2018 and 2022 for Richmond and for the Lower Mainland as a whole. The pattern of a small number of individual submitting the majority of concerns is consistent at both scales of analysis.

Jet arrivals and departures, propeller aircraft movements and engine run-ups (required testing activity as part of routine maintenance activities) were the common concerns raised by Richmond residents. When a concern is received, the Airport Authority investigates by reviewing radar flight tracks, noise measurement data and flight publications. An individualized response is provided to each concern, including an offer to meet to further discuss concerns. Richmond ANMC citizen representatives have also offered their times to speak with residents when requested. Generally, very few individuals accept the offer of further discussions.

Figure 1: Total Concerns and Individuals, City of Richmond, 2018 – 2022

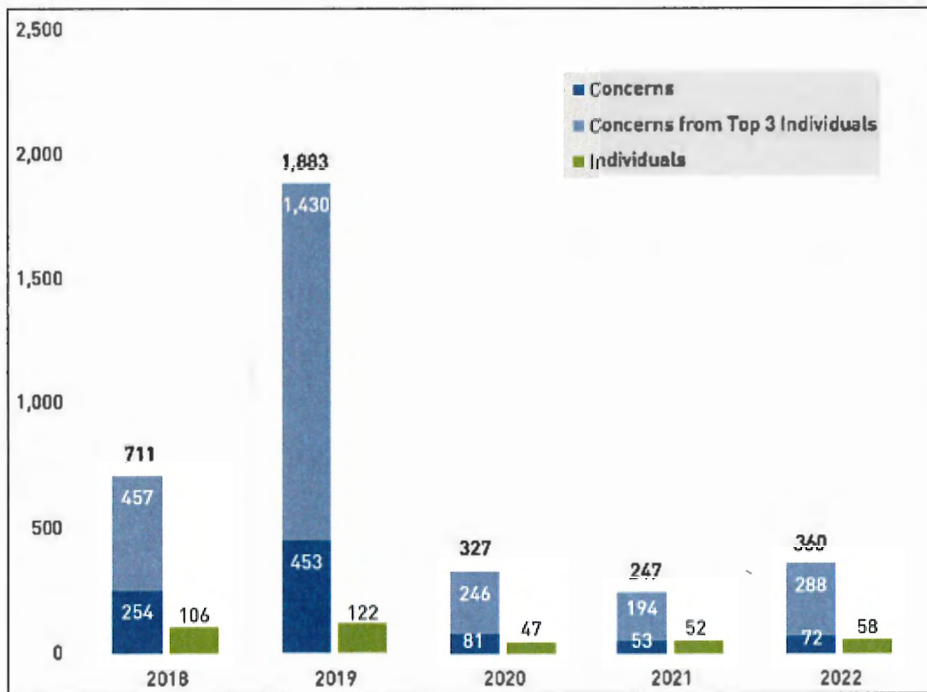
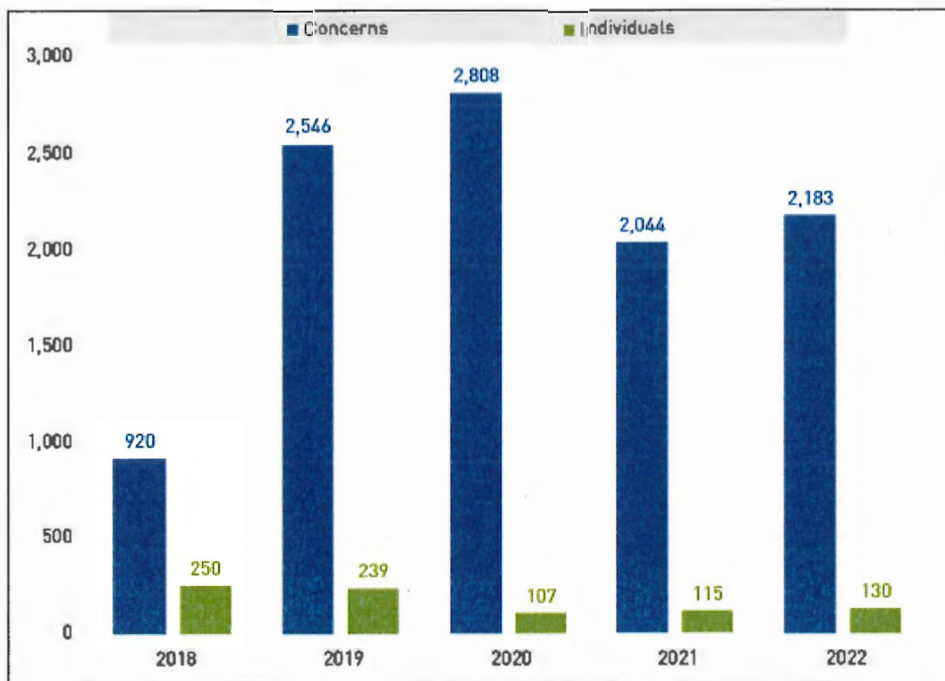


Figure 2: Total Concerns and Individuals, Lower Mainland, 2018 - 2022



NAV CANADA Vancouver Airspace Modernization Project (VAMP)

NAV CANADA provides air navigation services for all of Canada. The multi-year Vancouver Airspace Modernization Project (VAMP) will modernize the airspace over the Greater Vancouver Region and Southern Vancouver Island, resulting in new arrival flight paths for several airports in the region, including YVR. The key driver of the project is to enhance aviation safety for current operations and ensure the airspace structure can safely accommodate the future demand and growth of aviation in the region.

The ANMC receives regular updates on this project, and the proposed arrival routes were shared at the November 2022 meeting. The routes have been designed to meet Transport Canada design criteria while incorporating as much noise mitigation as possible where technically feasible. It is not possible to create new routes that completely avoid residential areas due to design criteria, local geography, and airspace complexity.

A period of public consultation on the proposals ran from December 2022 to February 2023, and included a series of open houses and online information sessions. City staff provided an update to members of Planning Committee in early 2023 on the public consultation indicating that there would be no impact on noise contours within the City. This is due to the fact that aircraft have to be lined up on their final approach before they cross Richmond's municipal boundaries. There will be no changes to routes and procedures used by YVR departing aircraft and aircraft operating under Visual Flight Rules. Additionally, the project will not change any of the published Noise Abatement Procedures for YVR.

A consultation report will be prepared later in the Spring of 2023 and, subject to consultation, implementation will occur in Fall/Winter 2023. NAV CANADA will also conduct a 180-day post-implementation Community Impacts Assessment with results of this expected in Summer 2024.

In terms of day-to-day operations, the flight patterns and the distribution of aircraft over the Lower Mainland is dependent on which runway is active. Which runway is active is dependent on the wind conditions on the airfield – for safety reasons aircraft must land and take-off into the wind. In addition to this, there are restrictions on the use of the north runway that were imposed as a condition of the approval to build the north runway. These restrictions will not change as part of the VAMP. The north runway is subject to the following restrictions:

- No operations between the hours of 10:00 p.m. and 7:00 a.m., except in the case of emergencies or airfield maintenance.
- Use of north runway is primarily for landings. Take-offs are only permitted when traffic demand approaches capacity limits during peak periods (generally the summer months).
- Minimal use of reverse thrust consistent with safe operating procedures.

Any future options for changing operations between the two runways that has noise implications would be presented and discussed with the YVR ANMC. As air traffic gradually increases, it is anticipated that the use of the north runway would increase until such time as a third runway is needed. This is not expected for several decades.

Noise Management Plan (NMP)

The Noise Management Plan (NMP) is a requirement under the ground lease with Transport Canada, and documents the structure of the noise management program and associated action items. The current NMP covers the years 2019 to 2023. At the March 2022 meeting, ANMC members were asked for their input on studies or background information they would like to see collected to prepare for the new NMP. Subsequent discussions were hosted by YVR Noise Management staff and other key departments and individuals within YVR.

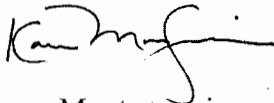
Based on these discussions and input received, given the many challenges and unknowns facing the aviation industry, preparation of the new NMP will be deferred by one to two years. This will also allow the next NMP to better align with the timeframes of other key plans at YVR including the Master Plan, Strategic Plan, and Environmental Management Plan. In the interim period between the two NMPs, YVR Noise Management staff will focus efforts on supporting NAV CANADA in the implementation of VAMP and completion of the major airside projects. In addition, the Airport Authority remains open to receiving and considering any initiatives that ANMC members might have.

Financial Impact

None.

Conclusion

The YVR ANMC provides a valuable stakeholder forum for addressing aeronautical noise impacts in Richmond. The appointed citizen representatives continue to uphold Richmond's interests at the committee and contribute positively to discussions.



Karen Montgomerie
Planner 3
(604-276-4170)

KM:cas

Att. 1: YVR 2022 Year-End Aircraft Noise Concern Summary for the City of Richmond

2022 Year-End Aircraft Noise Concern Summary for the City of Richmond

1. Introduction

Vancouver International Airport (YVR) is managed by the Vancouver Airport Authority, which has the mandate to act in the best interest of the local and provincial economy. The Airport Authority is committed to minimizing the negative effects of aircraft noise on the surrounding communities while balancing the need for safe, convenient, 24-hour air travel.

To achieve this objective, the Airport Authority has a comprehensive Aeronautical Noise Management Program which includes:

- Implementing initiatives in the Noise Management Plan;
- Keeping stakeholder updated and informed through the YVR Aeronautical Noise Management Committee (ANMC);
- Assessing procedures and directives to mitigate noise from aircraft and airport operations;
- Maintaining a flight tracking and noise monitoring system;
- Responding to questions and concerns from the community;
- Developing materials to raise awareness and educate the community on noise management efforts; and,
- Working with local governments on compatible land use planning.

ANMC members are provided a summary of concerns received at each meeting. Biannual customized reports are created for citizen and staff representatives to help further understand concerns from their community and support their role on the ANMC.

The objective of the customized report is to provide a summary of concerns received from a specific municipality. This report summarizes the analysis of noise concerns received in 2022 from residents of the City of Richmond ("Richmond"). The report provides information about the concerns raised and includes their geographic location and distribution, the issue of concern, and general trends. The names and addresses of individuals are not provided for privacy reasons.

Further information on noise management efforts and work on various initiatives can be found in the Annual Noise Reports posted on the YVR website (www.yvr.ca).

2. Key Findings

- In 2022, aircraft movements at YVR steadily increased as pandemic restrictions were relaxed and demand for air travel grew.
- For concerns received from Richmond in 2022:
 - 360 concerns were registered by 58 individuals,
 - In 2021, over the same period, there were 247 concerns from 52 individuals.
 - 77% (n=277) of the 360 concerns were registered by one individual
 - This individual mostly cited Prop Departures as the source of annoyance
 - Excluding concerns received from this same person, Jet Departures were the most cited type of operation.

3. Year-Over-Year Comparison

Aircraft traffic at YVR has been steadily increasing in 2022 as global COVID-19 restrictions were relaxed. In 2022, there were 262,888 total movements, up by 56% compared to the same period in 2021, but 21% lower than the same period in 2019. While domestic and transborder (U.S.) traffic has shown good recovery, international traffic primarily to China has shown less recovery due to continued travel restrictions and other factors.

Table 1: Annual Movement Statistics at YVR, 2019-2022

	2022	2021	2020	2019
Total Aircraft Movements	262,888	168,323	157,563	331,411
<i>Runway Movements</i>	230,162	141,699	136,277	289,533
<i>Non-Runway Movements</i>	32,726	26,624	21,286	41,908
Total Cargo (Tonnes)	302,572	279,212	241,895	304,078
Total Passengers	19,013,416	7,086,602	7,302,109	26,379,870

Integral Role – YVR plays a vital role in supporting the economic recovery of the region as community and businesses rely on air services to connect British Columbia to the rest of the world. As air travel recovers, it is anticipated that air traffic will return to pre-pandemic levels in the next few years. The Airport Authority recognizes that our operations can affect surrounding communities, and it remains committed to minimizing negative impacts as much as possible.

Lower Mainland – In 2022, the Airport Authority received a total of 2,183 noise concerns related to YVR aircraft operations from 130 individuals. This is a slight increase compared to the same period in 2021, where 2,044 concerns were registered by 115 individuals. For reference, the Lower Mainland has a population of 2.6 million¹, i.e., approximately 1 in 20,000 Lower Mainland residents has submitted a concern this past year.

¹ 2021 Statistics Canada's Census (<https://www12.statcan.gc.ca/>)

Figure 1 illustrates the total number of concerns and individuals between 2018 and 2022 from across the Lower Mainland. In 2022, of the 2,183 total concerns received, 92% (n=2,012) were received from three individuals: 1,722 (Surrey), 277 (Richmond), and 13 (Delta).

Figure 1: Total Number of Concerns & Individuals – All Lower Mainland (2022)

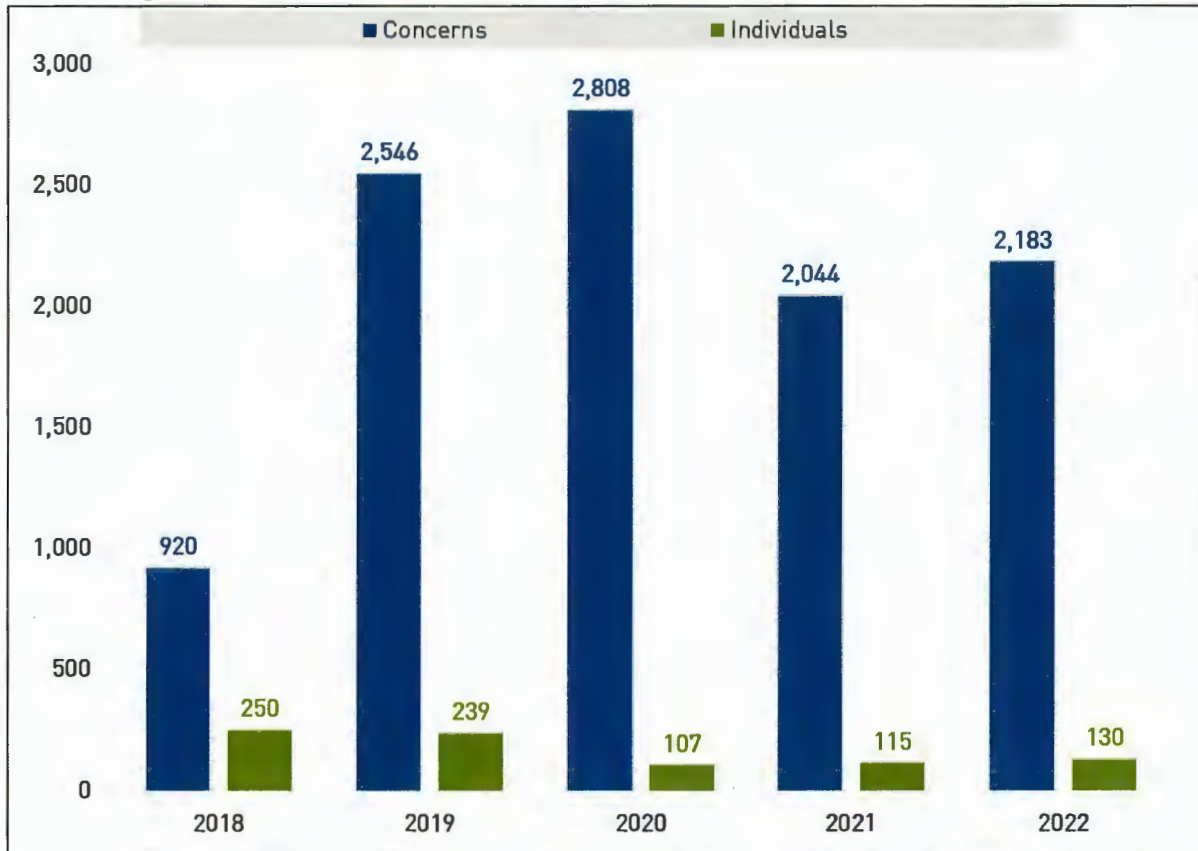
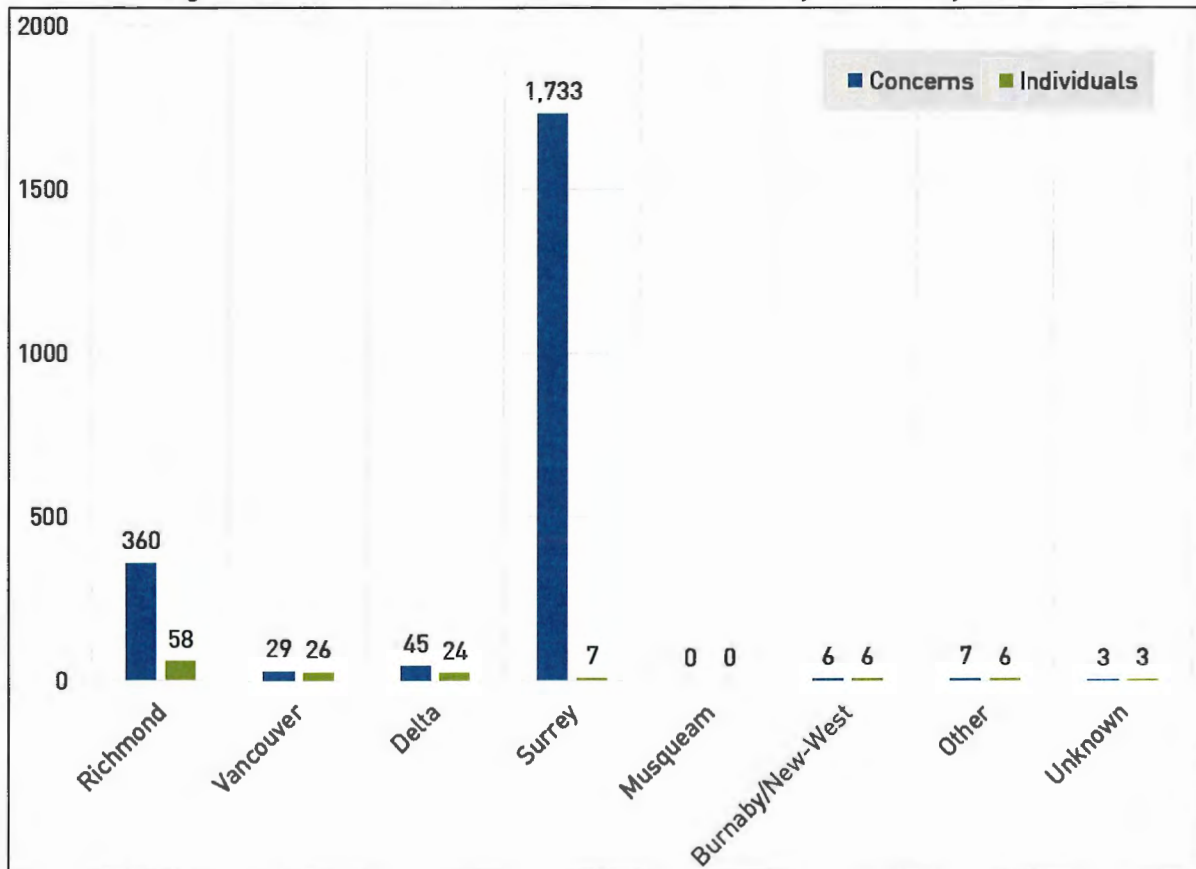


Figure 2 illustrates the number of concerns and individuals in 2022 by community. 360 concerns were received from 58 residents of Richmond, accounting for 16% of the total concerns and 45% of the individuals in the Lower Mainland.

Figure 2: Total Number of Concerns & Individuals by Community (2022)



For reference, Richmond has a population of 209,937², comprising about 8% of the total population of the Lower Mainland. Of the 360 concerns received in 2022, 80% (n=288) were received from three individuals.

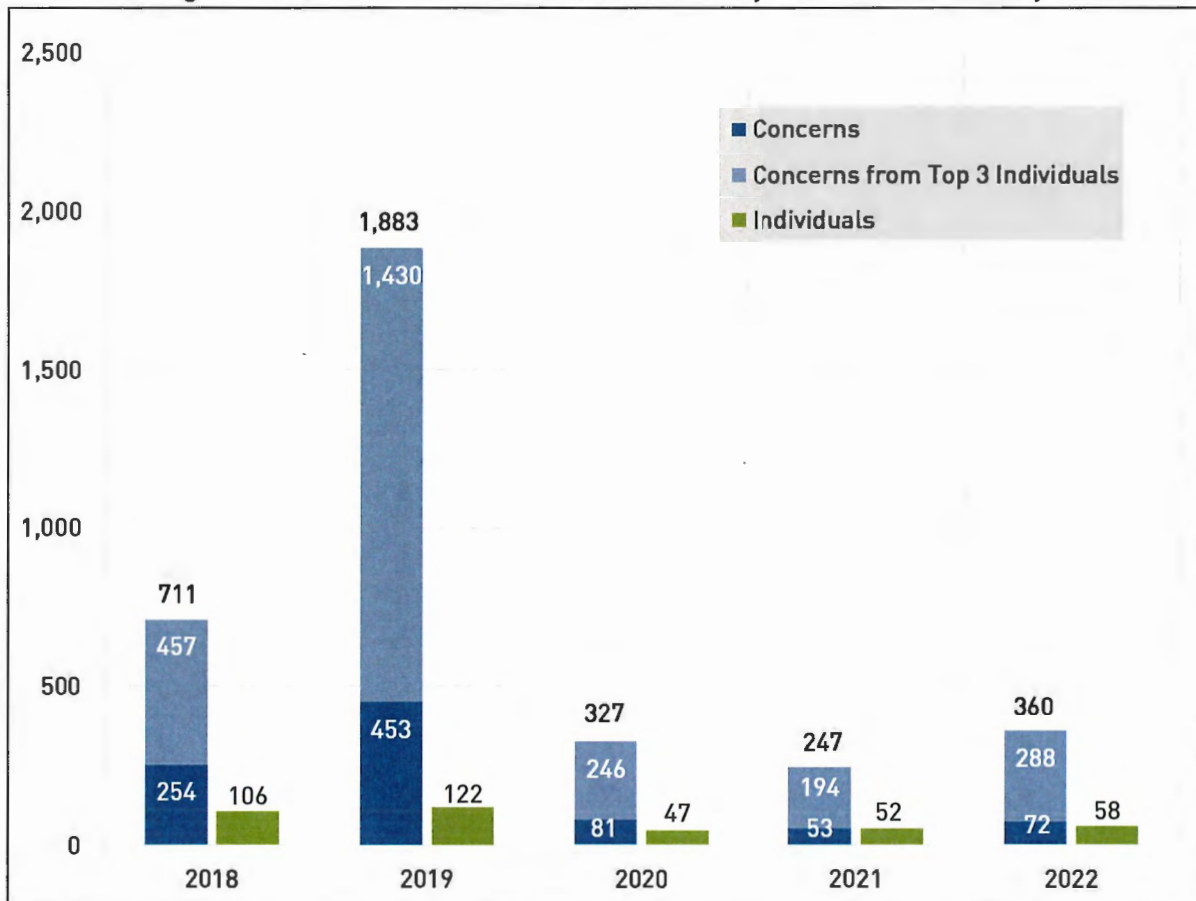
Of the 58 Richmond residents who contacted the Airport Authority in 2022:

- 42 residents submitted 1 concern each
- 6 residents submitted 2 concerns each
- 6 residents submitted 3 concerns each
- 1 resident submitted 4 concerns
- 1 resident submitted 7 concerns
- 1 resident submitted 277 concerns

² 2021 Statistics Canada's Census (<https://www12.statcan.gc.ca/>)

Figure 3 illustrates the number of concerns and individuals for Richmond from 2018 – 2022. As noted earlier, three individuals submitted 80% (n=288) of the 360 concerns from Richmond.

Figure 3: Number of Concerns and Individuals by Year – Richmond Only

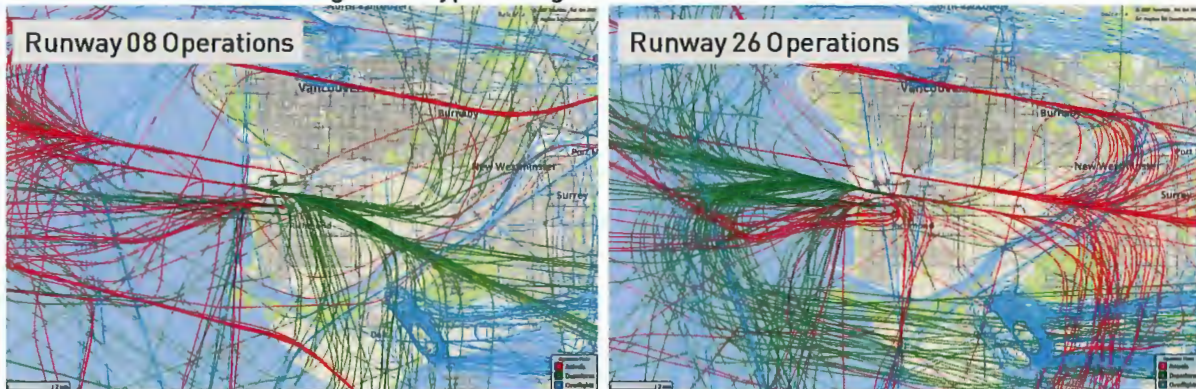


4. General Flight Patterns – Richmond

Figure 4 illustrates typical flight patterns over Richmond during Runway 08 and Runway 26 operations. For safety reasons, aircraft must land and take-off into the wind. Runway 08 operations are associated with winds from the east, and Runway 26 operations are associated with winds from the west. **RED** tracks are YVR arrivals, **GREEN** tracks are YVR departures, and **BLUE** tracks are aircraft not associated with YVR.

While these figures represent aircraft activities and volumes pre-COVID-19, the current airspace structure, procedures, and general flight paths remain the same.

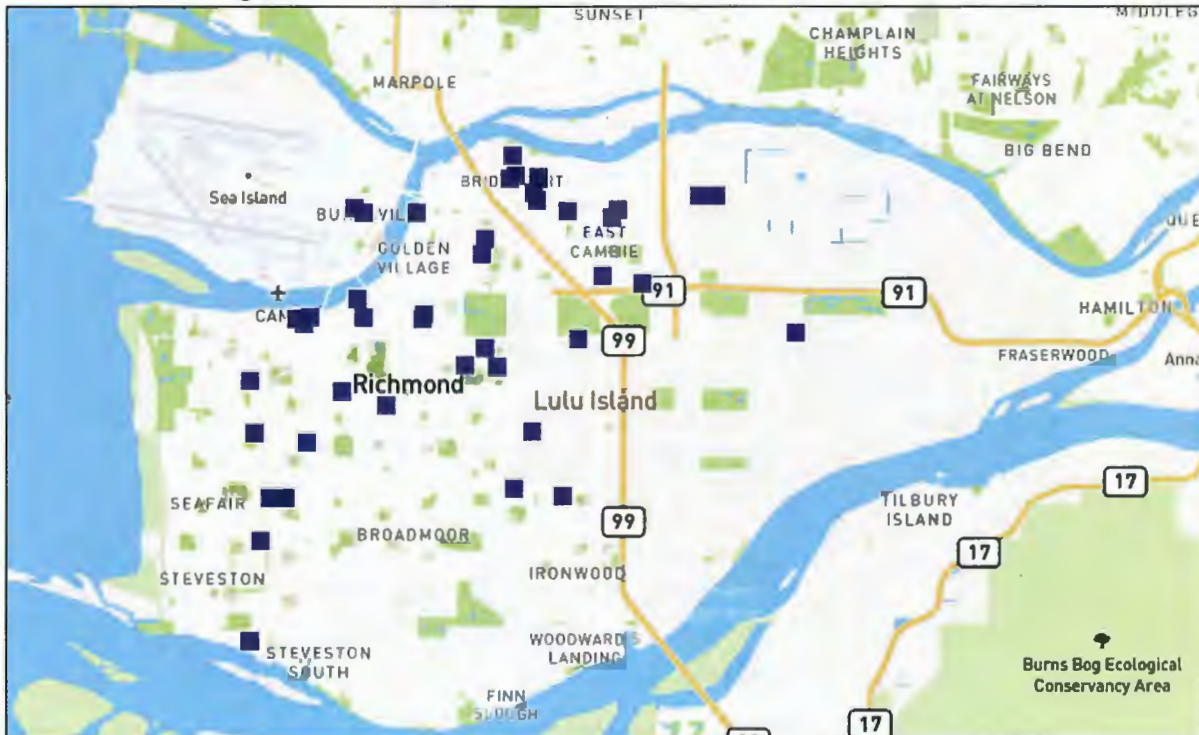
Figure 4: Typical Flight Patterns Over Richmond



5. Distribution & Analysis of Concerns - Richmond

Figure 5 shows the geographic location of concerns from Richmond received in 2022. Concerns submitted without a specified location are omitted from this map.

Figure 5: Geolocation of Noise Concerns from Richmond, 2022



When reporting noise concerns, individuals generally provide details of their location as well as the date and time of the incident. Based on the information provided, flight tracks are analyzed using the airport's Aircraft Noise Monitoring & Operations Monitoring System.

Each concern is categorized into an Operation type, e.g., Jet Departure, Jet Arrival, Helicopter. The nature of the concern depends on the location of the individual with respect to the airport and flight paths. Each area of the city is therefore uniquely affected.

The Airport Authority investigates each concern by reviewing radar flight tracks, noise measurement data, and flight publications based on information provided by the individual. A response is then provided which includes comprehensive information to help the individual better understand aircraft operations over their area, and any procedures in place to mitigate noise.

In addition to providing answers related to airport and aircraft operations, the Airport Authority also offers to arrange a time to speak on the phone or to meet to further discuss their concerns. There are generally only a few individuals who accept these offers. Richmond citizen representatives on the ANMC have also offered their time to speak with residents when requested.

Five general sub-areas are marked in Figure 6, which illustrates the location of concerns received in 2022. One individual submitted 77% (n=277) concerns, and their approximate location is shown in a yellow circle. Most of the concerns from this individual were related to early-morning propeller aircraft departures during Runway 08 operations. This individual has submitted similar concerns for many years, and the Airport Authority staff has responded numerous times via telephone calls and emails.

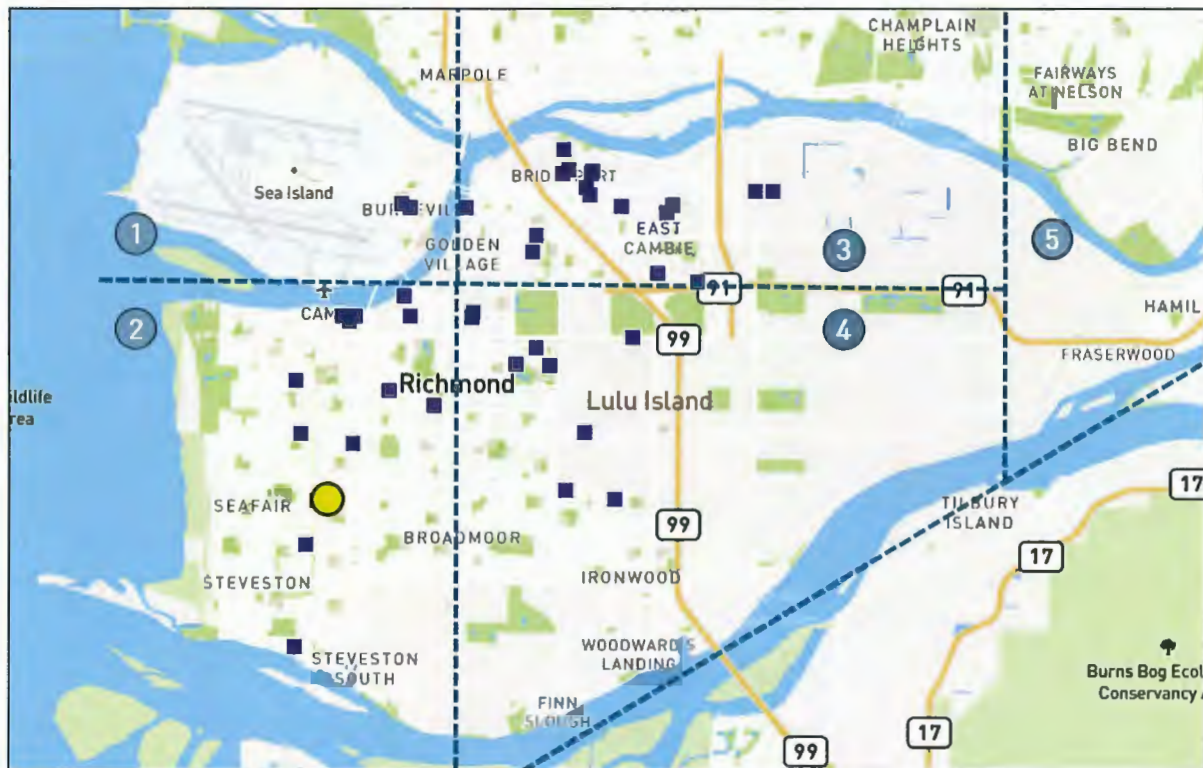
Table 1 below lists the most common types of operations, starting with the most frequently cited within each sub-area illustrated in Figure 6.

Table 1: Nature of Concerns, Breakdown by Richmond Sub-Area

	Sub-Area 1	Sub-Area 2	Sub-Area 3	Sub-Area 4	Sub-Area 5
Nature of Concern (most frequent at top)	Run-Ups Other	Prop Departure Prop Arrival Run-Up	Jet Arrival Jet Departure All Aircraft	Jet Departure All Aircraft	n.a.

* Run-ups: aircraft engine testing while on the ground, allowed only with approval and at designated locations on the airfield.

Figure 6: Richmond Concerns – Divided into Five General Sub-Areas



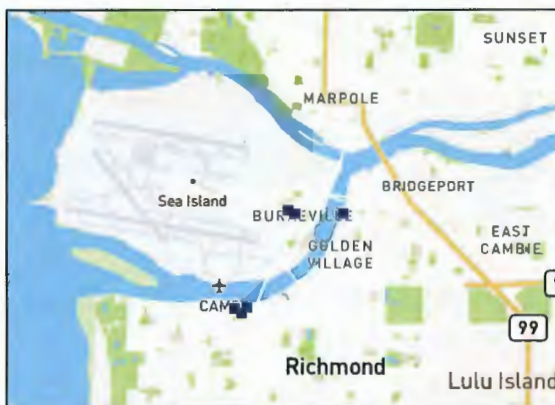
Reviewing by type of operation, the five most cited operations in Richmond are shown below:



Prop Departures (77%) were identified as the most common type of operation associated with concerns received from areas to the south of the airport (Area 2). The published departure procedures for Runway 08 have propeller aircraft generally initiating their turn when the aircraft has reached an altitude between 500 and 1,000 feet. As a result, some propeller aircraft heading to destinations located to the south and west of YVR will overfly areas to the south of the airport. These departure routes and procedures have been in place for many years.



Jet Departures (6%) were the second-most cited type of operation and was reported over a wider area of Richmond. These areas are typically affected by Runway 08 operations which involve aircraft gaining altitude over the City.



Run-Ups (4%) were the third-most cited type of operation and affects communities closest to the airport such as Burkeville and north Thompson, along the river.



Jet Arrivals (4%) were the fourth-most cited type of operation. These concerns are mainly received from Bridgeport regarding arrivals on Runway 26R (north runway).



Concerns that did not specify a flight or were general in nature were categorized under All Aircraft (4%). The distribution of these concerns is comparable to Jet Departures and is considered typical since Departures tend to be the loudest type of operation.

Figure 7 illustrates the breakdown of all 2,183 concerns received from residents across the Lower Mainland in 2022 by operations type.

Figure 8 provides the breakdown of the 360 concerns from Richmond only. Prop Departures (77%) and jet departure (6%) were the top two operational categories associated with concerns from Richmond.

As a small number of individuals registering multiple concerns can affect the dataset, further analysis was done to exclude the 277 concerns registered by one individual.

Figure 9 provides the breakdown of the remaining 83 concerns by operations type for Richmond. Excluding the 277 concerns from said individual, Jet Departures were the most cited operational type associated with concerns from Richmond, accounting for 27% (n=22).

Figure 7: All Lower Mainland Concerns by Operations Type (n=2,183)

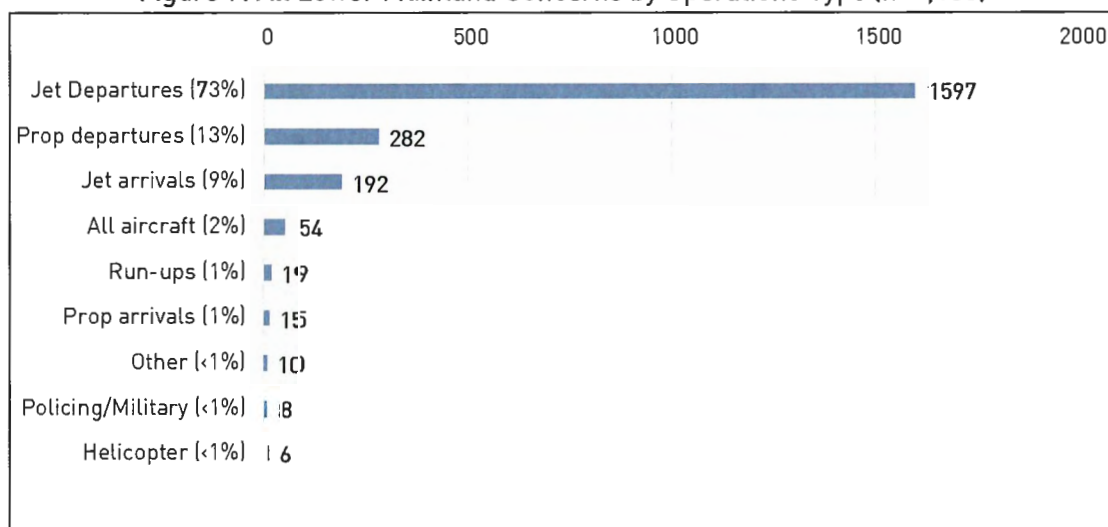


Figure 8: Richmond Concerns by Operations Type (n=360)

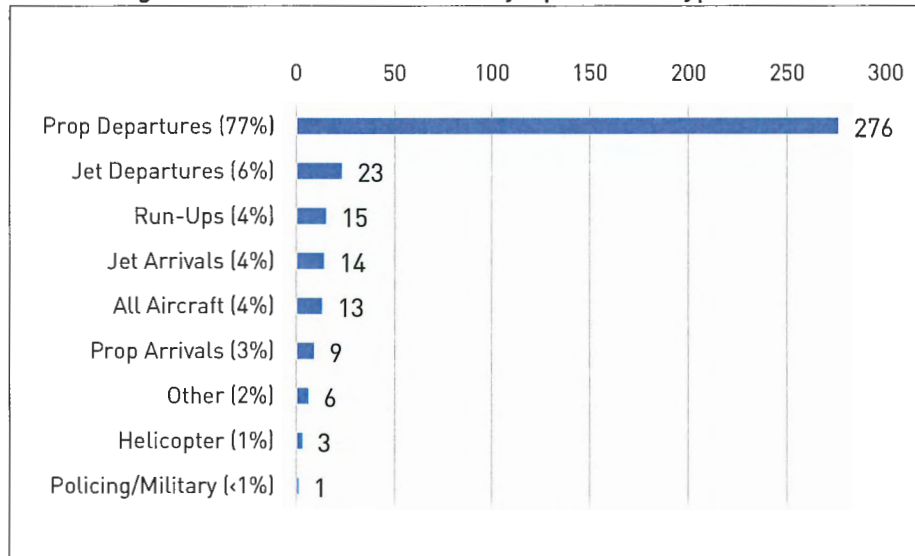
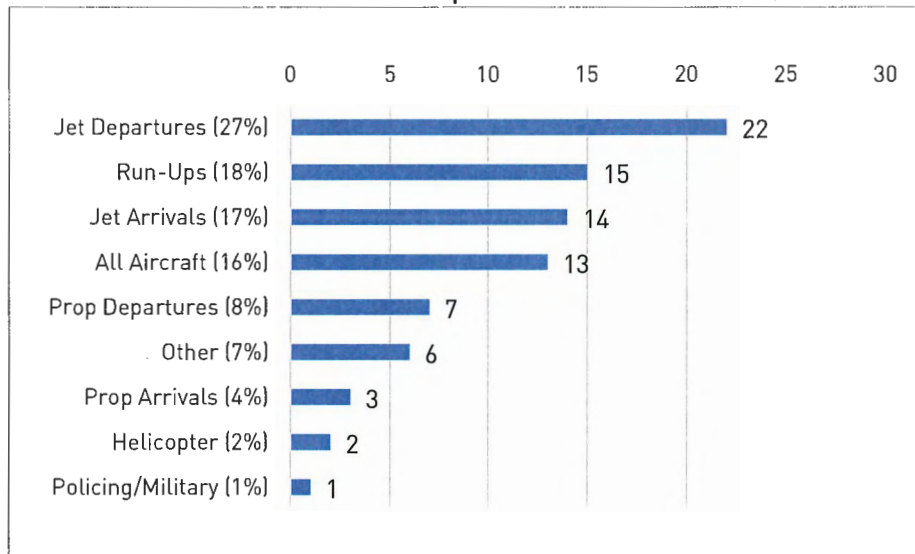


Figure 9: Richmond Concerns by Operations Type with Concerns from the Most Frequent Individual Excluded (n=83)



ENVIRONMENT – YVR Noise Management
Vancouver Airport Authority
PO Box 44638 Domestic Terminal RPO
Richmond, BC, Canada V7B 1W2
www.yvr.ca

For questions regarding this report or aircraft noise, please contact us at the following:

E-mail: noise@yvr.ca

[WebTrak](#)

YVR Noise Information Line: 604- 207-7097

REPORTING:

Lionel Leong, G.Cert. Av. Safety Mgmt., P.Eng – Environmental Analyst
Mark Christopher Cheng, M.Eng. (mech) – Supervisor Noise Abatement

Version 1.00
- February 2023 -

© 2023 Vancouver Airport Authority

The Airport Authority is pleased to make this document freely available. It is not intended for commercial use or benefit. All rights are reserved. No part of this document may be reproduced, transmitted, transcribed, stored in any electronic form, or translated into any language, without the written consent of the owner. Any unauthorized reproduction or transmission in whole or in part is strictly prohibited and may result in criminal or civil liability.



City of Richmond

Report to Committee

To: Planning Committee
From: James Cooper, Architect AIBC
Director, Building Approvals
Date: April 3, 2023
File: 08-4375-00/Vol 01
Re: Referral Response Construction Signage

Staff Recommendation

That staff be directed to bring forward amendments to Noise Regulation Bylaw No. 8856, in order to affect the proposed changes to the construction signage, as outlined in the report titled "Referral Response Construction Signage", dated April 3, 2023 from the Director, Building Approvals.

James Cooper, Architect AIBC
Director, Building Approvals
(604-247-4606)

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Community Bylaws	<input checked="" type="checkbox"/>	
Transportation	<input checked="" type="checkbox"/>	
SENIOR STAFF REPORT REVIEW	INITIALS: 	APPROVED BY CAO

Staff Report

Origin

This report responds to the Planning Committee referral from February 28, 2023:

That staff review development signage requirements in active construction sites to prominently post the City phone number contact for the public to report concerns, and report back.

This report supports Council's Strategic Plan 2022-2026 Focus Area #2 Strategic and Sustainable Community Growth:

Strategic and Sustainable growth that supports long-term community needs and a well-planned and prosperous city.

And Focus Area #3 A Safe and Prepared Community:

Community safety and preparedness through effective planning, strategic partnerships and proactive programs.

Findings of Fact

Requirements for development signage in active construction sites are presently detailed in Noise Regulation Bylaw 8856. The Bylaw specifies the need to post signs on the premises where construction projects valued in excess of \$150,000 are taking place. Examples of such projects include demolition works, renovations and new constructions.

The Bylaw further prescribes the color, minimum dimensions, letter fonts and sizes, and the required content of the signage. This specifically includes the permitted hours for construction noise, the name and phone number for the contractor undertaking the work, and the email and phone number of the City's Community Bylaws Enforcement Office (Attachment 1), where area residents can report a noise violation.

Since March 2016, the Building Approvals Department has been informing Building Permit applicants of the aforementioned requirements by way of Information Bulletin (INFO-29). The bulletin is publicly available on the City's website and is provided to all permit holders as part of the permit application process. The bulletin, which includes a sample sign template, is attached to this report as a reference (Attachment 2).

As Bylaw 8856 is prescriptive to the appearance and content of the signage, a referral for Bylaw amendment is required by Council in order to implement any desired changes.

Analysis

The requirements for construction signage have been specifically established to enable community awareness of the permitted hours of construction noise. Staff understand that discussions at Planning Committee suggest a desire to enhance the signs' prominence and broaden its intent to capture more general community concerns, which may arise by the

construction related activities. Such concerns may include construction site safety, street parking, tree protection, cleanliness or noise.

In response to this referral, staff propose that the following amendments be considered to the current sign configuration and content:

1. Change the sign's title block, removing the specific reference to "noise" in order to allow for a broader context of reportable concerns.
2. Increase the size of the displayed contact phone numbers for added prominence.
3. Increase the minimum sign dimensions to enable the insertion of a QR Code that directs persons to the "Report a Problem" page of the City website, thereby offering the possibility of reporting a wider range of problems conveniently from a mobile device.
4. Ensure the constructor's contact has 24-hour operability.

A sample of a reconfigured sign is illustrated in Figure 1 below.



Figure 1. Proposed reconfiguration of Construction Signage

As there are a significant number of signs currently displayed on construction sites throughout the City, staff is recommending that the existing signage inventory not be discarded and replaced, but rather that this updated standard be applicable only to Building Permits issued after the effective date of a Bylaw Amendment.

Upon Councils' direction, staff will incorporate the desired changes to a proposed Bylaw Amendment and return to Council for approval at a future date.

Financial Impact

None.

Conclusion

Requirements for development signage in active construction sites are detailed in Noise Regulation Bylaw 8856. Signage is specific to communicating the permitted hours for construction noise and providing contact information to report problems or noise violations. Staff recommend that the options proposed to more prominently display contact information and City phone numbers for area residents be approved. In order to enable such changes, an Amendment Bylaw to Bylaw 8856 would be required by Council.



Fred Tewfik
Manager, Inspections
(604-276-4184)

JC: ft

Att. 1: Community Bylaws, Call Center Operations.

Att. 2: Bulletin INFO-29, Noise Regulation Bylaw No 8856 Amendments.

Community Bylaws – Call Center Operations:

The Community Bylaws call centre is open Monday to Friday 8:15am to 5:00pm and can be reached by calling 604-276-4345 or by emailing bylawrequest@richmond.ca. During this time Bylaw administrative staff dispatch calls for service related to property use and parking concerns. Outside of these hours, a voice message recording is played when the public calls 604-276-4345 and they are directed to email bylawrequest@richmond.ca for Bylaw related concerns.

This bylawrequest@richmond.ca email goes directly to the inbox of Parking Officer staff working after hours and Property Use officers who are scheduled to work on the weekends. Please note, Parking Officer staff work 7:00am to 9:00pm daily/weekends and Property Use Officers work daily/weekends 8:15am to 5:00pm. Property Use Officers deal with noise complaints. As a note, Parking Officers and Property Use Officers have their priorities and assigned files to work on. They periodically monitor the bylaw request email and answer those calls if they are not on their assigned calls.

Any complaints not responded to by staff after hours are dispatched or responded to the next day when the administrative team is back in the office.



Noise Regulation Bylaw No. 8856 Amendments

No.: INFO-29
Date: 2016-03-11
Revised: 2018-05-13

Purpose:

To inform builders and owners of amendments to Noise Regulation Bylaw No. 8856, the "Bylaw". The amendments include restrictions to demolition and construction activities on Sundays and Statutory holidays and the introduction of signage requirements.

Background:

The City made amendments to the Bylaw on September 14 and November 09, 2015 to address demolition and construction noise concerns raised by members of the general public.

Implementation:

The Noise Regulation Bylaw No. 8856 was amended to include the following:

Noise Restrictions

The primary change to the Bylaw will limit construction activities on Sundays and Statutory holidays to work performed by homeowners or occupants, provided that construction noise levels do not exceed the limits stipulated in the Bylaw. Under this amendment, contractors are prohibited from creating noise due to construction activities during Sundays and Statutory holidays.

Construction noise is permitted under the Bylaw provided it does not have a rating exceeding 85 dBA when measured at a distance of 15.2 m (50 feet) from the source of the noise and only occurs:

- between 7:00 a.m. and 8:00 p.m. Monday through Friday that is not a Statutory holiday for any type of construction;
- between 10:00 a.m. and 8:00 p.m. Saturday that is not a Statutory holiday for any type of construction; and
- between 10:00 a.m. and 6:00 p.m. on a Sunday or Statutory holiday, provided the construction is in connection with a residential building or structure and undertaken personally by the homeowner or occupier of the premises.

Requirements for Posted Signage

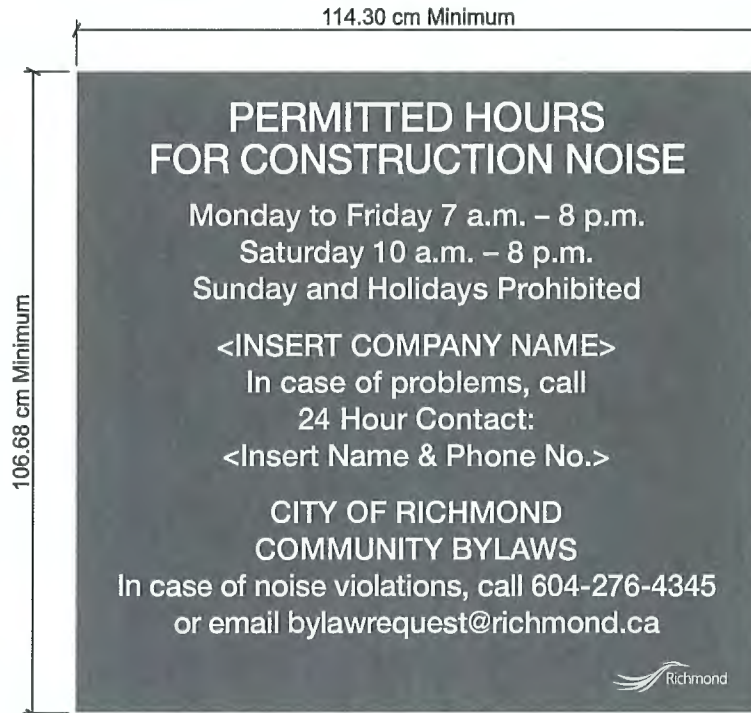
Where the construction value exceeds \$150,000.00, signage shall be installed and maintained on the premises in accordance with the following:

- The sign shall be at least 1.48 m² for construction that is in respect to a single or two-family dwelling or 2.97 m² for all other types of construction.
- The posted signage shall be a minimum of 114.30 cm (45 in.) wide by 106.68 cm (42 in.) high.
- The sign shall include the following information:
 - permitted hours for construction noise, as indicated in Noise Regulation Bylaw No. 8856;
 - name of the company undertaking the construction, if applicable;
 - name and phone number of the general contractor, owner or other person available to address complaints about the construction on a 24 hour per day basis; and
 - phone number and email address of the City's Community Bylaws Department (call 604-276-4345 or email bylawrequest@richmond.ca).
- The sign is to be secured to the building or supported by posts or poles and be capable of withstanding all weather conditions.

See over →

- The background colour of the sign shall be grey and the words shall be white Helvetica medium block lettering with a minimum letter height of 2.54 cm (1 in.).
- The owner, occupier, builder or developer shall maintain the sign required on the premises from the commencement date of any construction to the date that final occupancy is permitted.

Construction Sign Sample

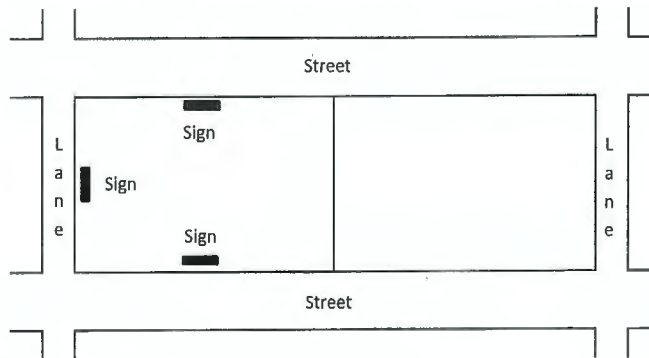


Sign Placement

Height From Ground - maximum 3.65 m

Height From Ground - minimum 1.52 m

Sign Quantity - 1 sign for EACH street and/or lane fronting the property



Note: Drawing not to scale.

The above-noted signage requirements will apply to all Demolition and Building Permits issued as of September 15, 2015, for all combined construction valued over \$150,000.00.

Should you have any questions, comments, or suggestions concerning this bulletin, please reference the Bulletin Number and email building@richmond.ca or call the Building Approvals General Inquiries line at 604-276-4118.

Should you have any questions or comments concerning Noise Regulation Bylaw No. 8856, please contact the Community Bylaws Department at 604-276-4345 or email bylawrequest@richmond.ca.